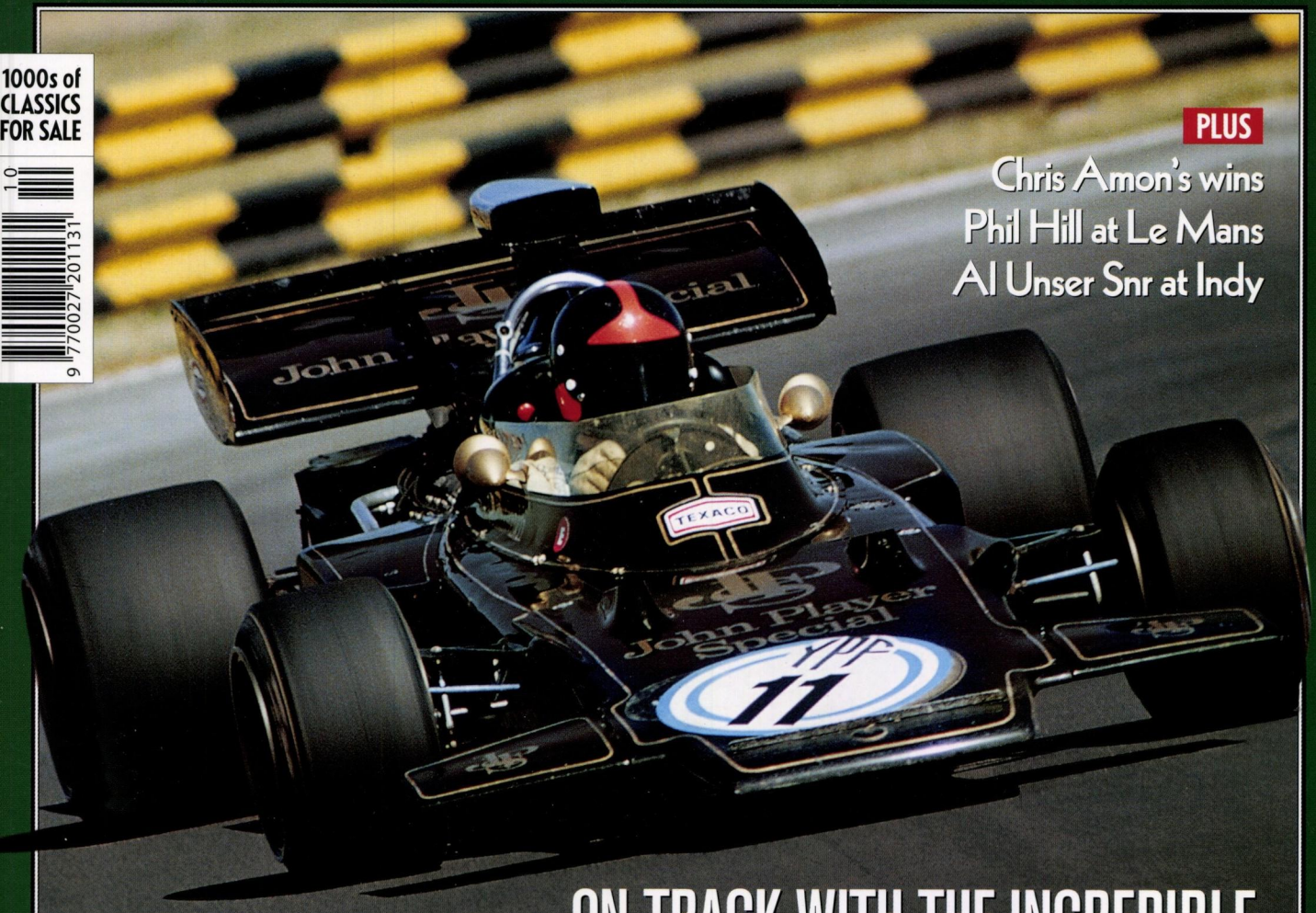
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1934 Aston Martin 1 1/2 Litre long chassis
1955 Aston Martin DB3S
1966 Aston Martin DB6 Volante
1934 Bentley 3 1/2 Litre
1921 Bentley 3 litre tourer
Bentley 4 1/2 Litre
1937 Bentley 4 1/4 litre
1930 Bentley Speed Six
1927 Bugatti Type 37
1937 Bugatti Type 57
1933 Bugatti Type 59 Grand Prix Replica
1950 Daimler DB18 Ex King GeorgeVI, Max Bygraves
1950 Delahaye 175S Ex Jean Trevoux & Louis Chiron
1923 Delahaye Type 84N 14-18hp
1969 Ducati NCR 350cc Race bike
1963 Facel Vega Facel II
1959 Ferrari 250GT LWB California Spyder
1970 Ferrari 365 GTC
1963 Jaguar E Type Competition FIA Papers
1991 Jaguar XJR15
1953 Jaguar XK 120 Barchetta by Barou
1950 Jaguar XK120
1954 Jaguar XK140
1939 Jensen S type
1936 Lagonda LG45
1928 Lea-Francis Hyper
1958 Lotus 15
1960 Lotus 18 F1 2.5 litre Ex Jim Clark/ John Surtees
1963 Lotus Type 24 Ex Parnell, Gregory, Revson
1958 Mercedes-Benz 300SL
1934 MG K type Supercharged
1933 MG L Type Supercharged Ex A.C Bert Westwood - FIA Papers
1967 Morris Mini Cooper S Ex Works Two times international Rally Winner
1938 Morris Post Office Van
1933 Standard 10 Avon ex-amy Johnson
1936 The Cartier 'Style et Lux' concours winning Voisin C28 Chanellerie
1965 The Ex Giotto Bizzarini Iso Bizzarrini competitzione berlinetta
1956 Tojeiro Jaguar
1949 Veritas Meteor Streamliner
1973 Vollstedt Offenhauser Indy car



1955 MERCEDEZ BENZ 300SL GULLWING
A very early example of this landmark model, this 'Gullwing' is finished in the classic colour combination of silver with blue leather. Fresh from a comprehensive restoration in the USA, this must remain one of the finest examples in existance, and represents the ultimate addition to any significant collection or would make a competitive entry for any number of the increasingly popular touring events for which it is eligable around the World.



1936 VOISIN C28 CHANELLERIE BERLINE AERODYNAMIQUE
One of the most sophisticated and advanced automotive designers of the inter war years, Voisin drew heavily on their knowledge of aircraft construction, which combined with the Art Deco style of the period, resulted in some of the most striking of European designs. One of only two examples thought to survive, this highly unusual and desirable Berline Aerodynamique has been restored to such a standard that it recently won it's class in the Cartier 'Style et Lux' concours at the Goodwood Festival of Speed. A rare surviving example of one of the most technically interesting periods of Automotive design. Finished in the period colour scheme of two tone green with the tartan interior which was hugely popular in France at the time.



1956 TOJEIRO JAGUAR. Ex WORKS, JOHN OGIER, DICK PROTHEROE
One of the most original and important surviving Jaguar engined British sports racing cars from the 1950's. 7 GNO subsequently spent many years in the southern hemisphere before it's return to the UK in the mid 1980's, since when it has been a regular feature at many of the most prestigious historic race meetings where it has proven it's self to be as competetive as it was in period in the hands of many of the most respected Jaguar drivers.

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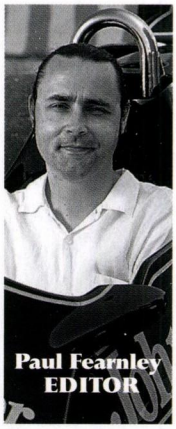
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editorial



NOW I'M NOT GOING TO SIT HERE and tell you that the just-gone Goodwood Revival was bigger and better than ever before. It was merely as good as last year's. That is to say fantastic. Perhaps not *every* race was a thriller as in 2001, but to see Duncan Dayton hang out David Piper's 275LM, Patrick Tambay and Emanuele Pirro tweak Cobra and E-type through the Chicane, and Win Percy effortlessly float a D-type around this rhythmic track was to be enthralled.

There was more. Lots more. The Spits and 'Stangs flew low and fast before soaring high into a deep, deep blue cumulus sky, the sun shone in the face of dour forecasts, and even when a brief shower scudded in, the subsequent rainbow had one foot at Madgwick's first apex. Not only does Charles March own some prime real estate and have a keen eye for detail, he also seems to be in cahoots with the Holy Ghost.

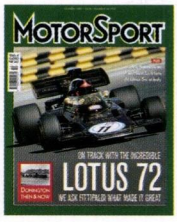
Now I'm not going to sit here and tell you that racing was better in the old days and that modern Formula One is rubbish. I still love F1 dearly. But I do have an admission to make: while the Hungarian Grand Prix was running its course, I was at a llama farm in Surrey. By chance I saw a glimpse of the race on a TV above a country pub's bar. It was when Juan Pablo Montoya and Kimi Raikkonen rubbed wheels for half a lap or so. By chance I had seen the most memorable part of the race.

Spa, of course, you cannot miss – unless Ron Dennis gets his way. Schumacher's performance there was awesome. Remember that lap at Hungary, when he dropped back from his team-mate and banged in the race's fastest lap – by far – just to show who's the boss? Well, his every lap of Spa was like that. He labelled it one of his best drives – and he has a lot to choose from.

But what I will remember from Spa is Raikkonen's save at Pouhon, a 150mph downhill double-apex left. His McLaren rode the kerbs, snapped sideways and looked destined for a Big One. But the young Finn held it. And held it. And held it. And brought it back into line. Lost a tenth or two, he reckoned. Has a Formula One car been that sideways for that long since Ronnie Peterson creamed a Lotus 72? Probably not.

And that's what F1 is short of, and Goodwood has in spades: moments that make you catch your breath. That is to say slides, provoked and caught. The talent is there in F1, all the Montoyas and Raikkonens of this world need is a showcase that allows their talent to flower in a more ostentatious way than do the current generation of cars. So give them fat slicks. Give them suspension movement. Give them reduced downforce. And give us all Goodwood on a summer's day.

Better book now for the 2022 Revival if you want to witness Raikkonen and Montoya team up to win the TT Celebration in a sideways, spitting Cobra.



Argentina 1972: Emerson Fittipaldi and the Lotus 72 – champions both

DPPI

Vol LXXVIII No 10 OCTOBER 2002

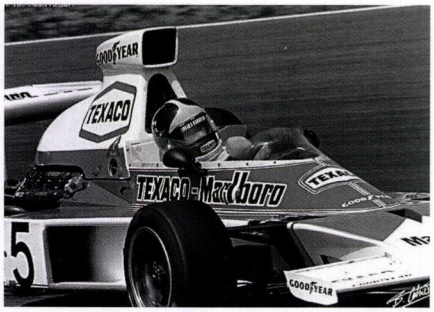
CONTENTS

SEVENTY-NINTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



High Chaparral *Al Unser Snr was the fastest gun for hire at the Indy 500. Page 44*



Twin peaks *F1 and CART champ Fittipaldi looks back on "two completely separate careers". Page 26*



Amon to that *Forget that unluckiest grand prix driver tag: he won a host of big races. Page 60*

MATTERS OF MOMENT 4
EVENTS OF NOTE 7
AROUND THE TRACKS 8
LETTERS 16
MODERN TIMES/*Simon Taylor* 18
SUBSCRIPTIONS 20
LEGENDS/*Nigel Roebuck* 22
NEXT MONTH 24

Emerson Fittipaldi/*Nigel Roebuck* 26
Lotus 72 track test/*Paul Fearnley* 36
The One that Got Away: Phil Hill 42
Al Unser at Indy/*David Malsher* 44
London-to-Brighton tales/*Bill Boddy* ... 52
Power Without Glory: Ford-Weslake V12 ... 58
Chris Amon's victories/*Mark Hughes* ... 60
Bob Anderson/*Adam Cooper* 68
Unseen Images of the Fifties/*Keith Duerden* ... 74
Fifteen Minutes of Fame: Strang 78
Donington track visit/*Gordon Cruickshank* ... 80
Ewy Rosqvist/*Hartmut Lehbrink* 90

BILL BODDY 94
PARTING SHOT 100



One Swede lady *How an elegant blonde won one of the all-time gruelling rallies. Page 76*



Take that! *A young photographer captured some of the most candid images of the 1950s. Page 74*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

FORMULA ONE STARS CELEBRATE AT REVIVAL



Damon Hill aboard his father's 1962 F1 BRM before the special tribute

all: LAT

DAMON HILL DROVE A 1962 BRM P578 at Goodwood to lead a special tribute to his late father.

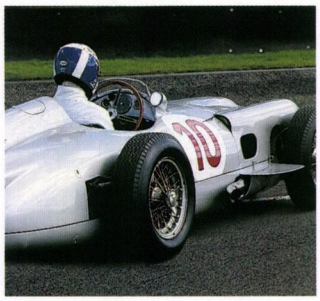
The Revival Meeting celebrated the 40th anniversary of Graham's first Formula One victory, scored in the 1962 Glover Trophy at Goodwood at the start of his world championship-winning season.

After a handful of laps in the car, Damon confirmed his admiration for the drivers of the era.

"You are very aware of how fragile the car is," he admitted. "It's also very hot and smells of petrol."

More than 30 cars joined the track parade, including a trio of Lotus 49s and a host of sportscars from throughout Graham's career. Jochen Mass drove a Porsche 718 and Duncan Dayton piloted a Lotus 16, while Graham's early races were marked by a Cooper Mk8, a Kieft CK52 and a Speedwell Austin A35.

A host of famous drivers joined in the celebration, including Sir Jack Brabham, Sir Stirling Moss and Henri Pescarolo, who shared in a Matra Le Mans success with Hill. Keith Duckworth, the creator of the DFV, was also present.





Above: Coulthard demonstrates W196. Below: Bell wins TT in BUY1 Jaguar

Elsewhere during the fifth circuit revival meeting, David Coulthard demonstrated a Mercedes W196. The Scot had asked for a chance to drive during the Goodwood event and handled the car in which Juan Fangio won the 1955 Belgian Grand Prix.

This year's event also held particular significance for Derek Bell, who scored his first victory at Goodwood since 1966, the year the track closed. Bell shared the St Mary's Trophy-winning ex-Coombs Jaguar MkI with Grant Williams.

Bell then promptly jumped into David Cooke's Cooper T51-Maserati to finish third in the Richmond and Gordon Trophies race.

BAR's official F1 test driver Darren Manning won the Whitsun Trophy at the wheel of a Ford GT40.

PROCTOR RETURNS TO GOODWOOD

PETER PROCTOR RACED FOR THE FIRST TIME in 36 years at the Goodwood Revival Meeting. The works Rootes Group race and rally driver of the 1950s and '60s was returning to the circuit where a fiery accident in '66 ended his career.

Proctor shared the ex-works Sunbeam Lister Tiger of Darrell Mountjoy (below) in the TT Celebration race, finishing 23rd in the car that has been brought over from California for the summer. The sister 1964 car of Chris Beighton/Howden Ganley finished 13th.





Bernard Lourquet Diffusion

That clubbie trip to Spa may become a thing of the past with new regs

LICENCE PROPOSALS SLAMMED

BRITISH AMATEUR RACERS AND THEIR organising clubs have reacted angrily to proposals that will make it much harder for drivers to compete in races run at European venues.

If the plans of the FIA are ratified in October, drivers wishing to compete abroad will need an international licence. At a stroke, the hundreds of British drivers who race occasionally in Europe may be denied that chance.

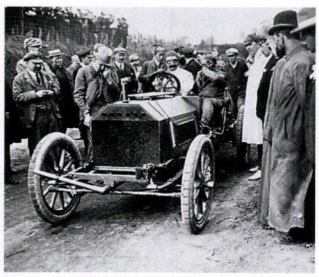
The present system allows drivers with a UK National A race licence to take part in national-level events across Europe, at the same time as allowing non-MSA licence holders to come to the UK.

A spokesman for the HSCC said: "This will badly affect a lot of British competitors, and will severely limit the number of races that they can do outside the UK. We hope the FIA will urgently reconsider these changes."

The change has its origins in EU law, but Britain's governing body, the MSA, is lobbying for the ruling to be delayed and reviewed.

Drivers competing in international race series using an international race licence should be unaffected.

GORDON BENNETT CENTENARY PLANNED



Guy Griffiths

Edge's Napier prepares to defend title

THE 1903 GORDON BENNETT CUP WILL BE commemorated by a special three-day event in Ireland next spring.

The event on May 31-June 2 will include two sprints for a wide variety of famous cars from Ireland's motorsport past, and a run for Gordon Bennett cars over the original 75-mile route, albeit under a police escort.

The 1903 Cup should have been held in Britain in the wake of S F Edge's victory in the previous year's event. But with no possibility of closing roads on the mainland, the race was hosted by Ireland instead.

KINCRAFT NEEDS CAREFUL OWNER

THE UNIQUE KINCRAFT SINGLE-SEATER has been put up for sale in a bid to see it restored to its former glory.

The Len Terry-designed chassis, widely regarded as the inspiration behind Formula 5000, has been put on the market by racing car dealer Roger Cowman, who wants to sell to someone prepared to restore it.

"It hasn't raced for more than 30 years, and it needs to be finished," said Cowman. "It has the original engine and gearbox, both rebuilt."

The Ford V8-powered Kincraft was ordered by Jack Pearce as the ultimate Formula Libre car and was based on Terry's design for the 1961/62 Gilby F1 chassis. The car won 56 races in 1965-67 and was also entered in the inaugural British F5000 race in 1969.



LAT

Tommy Reid, Jack Pearce and Kincraft at Dunboyne's Leinster Trophy meeting

news in brief

MOTOR SPORT'S SISTER magazine *F1 Racing* recently asked its subscribers what name British American Racing should take when rebranding itself this winter. The overwhelming response was to bring back 'Team Lotus' to grand prix grids. The magazine will present the results to BAR's David Richards.

* * *

RICHARD LLOYD, WHO HAS masterminded Bentley's Le Mans challenge for the past two years, made his debut in the BRDC Historic Sportscar Championship at Silverstone. He drove a Lotus 17 owned by championship leader and former F3 ace Jac Nellemann.

* * *

A NON-CHAMPIONSHIP end-of-season race for cars from the BRDC Historic Sportscar Championship will form part of the BRDC 'Winter Warmer' meeting on the Silverstone National circuit on November 9.

* * *

FAMED MOTOR RACING photographer Michael Cooper has launched his website – www.motorsportimage.co.uk – to market limited-edition prints from his archive of images, mainly from the 1960s. Some are from his book *Sixties Motor Racing*, while others are previously unpublished.

* * *

THE RARE VESEY ONE-LITRE Formula Three car finally scored its first race win recently. Stalwart competitor Keith Messer guided the VF3 to victory at Snetterton during a European Trophy Historic F3 race, more than three decades after the car's debut.

* * *

THE 1962 LE MANS-WINNING Ferrari was sold at auction at Pebble Beach for more than £4 million. Driven to victory by Phil Hill and Olivier Gendebien, the 4-litre V12 330TR/LM was sold to an anonymous bidder.

obituaries

Jim Crawford



Crawford at Phoenix in 1990. His bravery and car control made him popular in the US

both: LAT

A COMBINATION OF AMAZING CAR CONTROL AND PHENOMENAL BRAVERY enabled Jim Crawford, who has died suddenly at the age of 54, to rise rapidly from a humble racing mechanic to a Formula One driver, and then to reinvent himself as a ChampCar racer nearly a decade later.

Born in Dunfermline, Scotland, Crawford dabbled in rallying before getting a job preparing Formula Atlantic racer Stephen Choularton's Chevron. The chance to race this car at Croft brought him to the attention of Chevron boss Derek Bennett, and in a works-loaned car he began the meteoric ascent that took him to the Southern Organs Atlantic title and second place in the John Player series in 1974.

On the back of a Grovewood Commendation, he earned a testing contract with Lotus and his F1 debut in the 1975 International Trophy at Silverstone. Two grand prix starts followed, in the rain-hit British event, where he crashed out, and then the Italian race, where he finished 13th.

These did not lead to more grands prix chances, though, and he returned to the domestic single-seater arena, coming second in the 1979 Atlantic series and winning the British F1 title in 1982 in an Ensign. At the end of the same year he switched his career to the USA, where he spent the rest of his life.

After success in Can-Am sportscars, finishing as runner-up in the series in 1983 and '84, he switched to ChampCars, in which he came to be regarded as an Indianapolis 500 specialist.

He contested the big race eight times with a number of teams, usually in Buick-powered cars. He often starred in qualifying but suffered from the V6 engine's lack of endurance. He scored a best finish of sixth in 1988. That result came one year after a huge crash in qualifying which left him with bad leg injuries, from which he never fully recovered.

Latterly, the Indy 500 was the only race he contested each season. He made his last start at the Brickyard in 1993, failed to qualify for the next two years, and then retired to Florida. Up to his untimely death he was still involved in motorsport as a 'spotter' in the Indy Racing League.

Lance Macklin

LANCE MACKLIN WAS A SUCCESSFUL SPORTSCAR DRIVER AND OCCASIONAL participant in Formula One in the 1950s, but he remained best-known as an innocent party in the 1955 Le Mans disaster.

Lance, who died on his 83rd birthday, was the son of Sir Noel Macklin, who was behind the Invicta sportscar marque.

The young Macklin started racing as competition resumed after the war, driving an Invicta and competing in the Spa 24 Hours in a Bentley. In 1949, he made his debut in the Le Mans 24 Hours in an Aston Martin before joining the HWM team in 1950, racing all over Europe in non-championship F1 races as well as with the Aston Martin sportscar team.

In 1951, he scored one of his most important results, a third at Le Mans partnering Eric Thompson in an Aston Martin DB2. Over the next three seasons he started 13 grands prix with HWM.



Macklin regales after his International Trophy win

He registered only a handful of finishes for the underfunded team, but he did win the International Trophy F1 race at Silverstone in 1952. His best grand prix result with the Walton-on-Thames outfit was eighth in the Dutch event that same year. He was also one of the drivers of the advanced Bristol 450 that caught fire at Le Mans in 1953.

His last season of racing was 1955. At that fateful Le Mans, his Austin Healey was hit by Pierre Levegh's Mercedes, which then somersaulted into the crowd with catastrophic consequences.

A month later, Macklin took the Stirling Moss-owned Maserati 250F to eighth in the British Grand Prix at Aintree, but after walking away from a big accident in the Tourist Trophy at Dundrod, this fun-loving free spirit retired permanently from racing at the end of the year.

WHATLEY'S ENSIGN CLINCHES TGP CROWN

SEASONED BRITISH RACER MIKE WHATLEY SECURED the Thoroughbred Grand Prix title at Magny-Cours at the start of September.

Whatley, who combines chairmanship of the 750 Motor Club with racing his Ensign N175, cannot now be caught in the points standings, with one race remaining at Estoril in October.

He grabbed the crown with another class win in France, finishing half-a-minute clear of his nearest challenger. It was not, however, an easy weekend for the Yorkshire racer, as qualifying dramas forced an overnight engine change.

Clutch failure in the race cost Fredy Kumschick any chance of the title in his Williams FW07C and he will now go head to head with Steve Hartley (Arrows A6) at Estoril for the runner-up spot.



Oli McCudden – TGP

One round to go, but Mike Whatley (closest to camera) knows he can already celebrate the TGP title

EAST AFRICAN SAFARI RETRO DRAWS FAMOUS NAMES



LAT

Waldegård will raise African dust on Safari retro

FOUR-TIME WINNER BJÖRN WALDEGÅRD IS AMONG entries for a recreation of the East African Safari Rally in December 2003, marking 50 years of the rally.

The 1979 champion will drive a Porsche 911 in the 3000-mile event, 1500 of it competitive, through some of the most rugged landscapes in Kenya, Uganda and Tanzania.

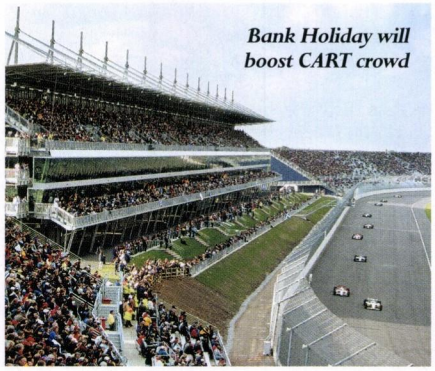
Other notable entries include Michéle Mouton (Ford Escort), and ex-sportscar driver Ray Bellm and Le Mans-winner Jürgen Barth in two more 911s.

ROCKINGHAM LANDS MAY CART DATE FOR 2003

BRITAIN'S CHAMPCAR RACE AT ROCKINGHAM WILL move forward from September to May next year.

The move to the May 3/4 Bank Holiday weekend is a major fillip for the track, whose inaugural ChampCar event nearly didn't take place last year after a combination of weather and construction problems on the brand-new circuit interrupted practice and delayed the televised race.

"We've gained one of the best dates possible on both the CART calendar and the British sporting calendar," said Rockingham boss David Grace.



Bank Holiday will boost CART crowd

LAT

EVENTS OF NOTE

SEPTEMBER

21 SILVERSTONE (GB)
VSCC season concludes with its second race meeting of the season at Silverstone. Added to the usual events is a race to celebrate 50 years of Lotus.
Tel: 01608 644777

21/22 LE MANS (F)
More than 300 classic sportscars, reliving 50 years of the race's history, will take part in the Le Mans Classic, with races throughout a 24-hour period.

21/22 DONINGTON PARK (GB)
Final World Sports Car Invitation Trophy race of the season supports the concluding BTCC event.
Tel: 01332 810048

28 SILVERSTONE (GB)
Aston Martin Owners' Club hosts its annual St John Horsfall meeting.
Tel: 01865 400400

29 YORKSHIRE (GB)
Trackrod Stages takes MSA's British Historic Rally Championship into the famous Yorkshire forests.
Tel: 01332 672533

OCTOBER

4-6 MONZA (I)
Final event of the season for the Group C Racing movement is at the historic parkland track.
Tel: 01782 729243

6 MALLORY PARK (GB)
One of the smaller Historic Sports Car Club race meetings, on the friendly Leicestershire track.
Tel: 01327 858400

11-13 IMOLA (I)
Historic Grand Prix Cars Association, FORCE Classic Grand Prix Series and International Supersports Cup.
Tel: 01935 872255

19 SILVERSTONE (GB)
Final Historic Sports Car Club meeting of the season promises some excellent racing on the Silverstone National circuit.
Tel: 01327 858400

19 WALES (GB)
Bulldog Rally on classic Welsh forest stages includes final round of British Historic Rally Championship.
Tel: 01332 672533

19/20 NURBURGRING (D)
International Supersports Cup is back in Germany for its final races of the season.
Tel: 01785 247987

19/20 SNETTERTON (GB)
Weekend of period racing includes the Cloth Cap Series for '50s and '60s Sports Cars, the Best of British Sports Car Challenge, the GTA Challenge and a Spirit of MG Celebration race, as well as events for pre-1965 and 1950s saloons.
Tel: 01926 885835

26/27 ESTORIL (P)
Conclusion of FIA Cup for Thoroughbred GP Cars.
Tel: 01621 892814.

GOODWOOD REVIVAL

FAST AND GLORIOUS

photography by LAT

"THIS IS ABOUT THE PASSION," SAID PATRICK TAMBAY wearing a broad smile. The French ace was one of the galaxy of stars competing in the fifth Goodwood Revival meeting, and his drive to victory along compatriot Henri Pescarolo in the TT Celebration race was one of many highlights of a memorable event.

The TT was a thriller, with the AC Cobra of Tambay/Pescarolo taking on the Jaguar E-types of last year's winners Emanuele Pirro/Gregor Fisken and Frank Sytner/Rob Wilson. For 20 laps, the three cars raced wheel to wheel in a fast and furious contest, with Tambay doing most of the leading.

With Sytner sidelined by a stuck throttle, Pirro took the fight to the French, but in the closing stages the pace of Pescarolo was just too much for Fisken, who was only 2sec adrift at the flag. "It was a good fight," said Pirro. "Lots of opposite lock!"

Win Percy and Gary Pearson ran their E-type to third, while a mighty drive by Tony Dron took the Ferrari 330LM/B he shared with Eric Heerema past the Jason Plato/Mike Knight Chevy Corvette on the sprint to the flag. Plato was superb and fourth place was only lost when his co-driver ran onto the grass at the Chicane's exit.



ERA HOLD ON GOODWOOD TROPHY FINALLY TOPPLED BY CONNAUGHT

New for 2002 was the Freddie March Memorial Trophy, run into the dusk of Saturday evening to recreate the feeling of the Goodwood Nine Hours. As in period, the race was won by an Aston Martin, the combined skills of Frank Sytner and Willie Green taking their DB3S to victory by nearly 40sec. Michael Steele and Julian Bronson led the chase of the Aston in their HWM-Jaguar, while Desiré Wilson starred with a charging drive in the Cooper T33 she shared with John Pearson until electrical gremlins forced the car out.

For Sytner, this was the highlight of his weekend, for he also had to retire his Brabham BT4 with diff failure early in the Glover Trophy, probably the legacy of a clash in practice. However, the pace of Bobby Rahal in his Cooper T79 had already set the foundation for victory. A bid by Richard Attwood to win the race three times in a row was wrecked by an increasingly off-song power unit in John Beasley's BT4, and he finished second.

Percy and Dron were the stars of the Sussex Trophy, as the latter's ex-Von Trips Ferrari hunted down the leading D-type over the closing laps. Outgunned by more powerful cars at the start, Dron had to battle up from sixth, drifting the Ferrari flat through Fordwater to depose his rivals one by one.

"This Ferrari is fabulous. But Win didn't make it easy," said Dron, after taking the lead from Percy at St Mary's with just over a lap to run. The latter was philosophical in defeat, knowing that the Ferrari would erode his lead as the race progressed.

Racing the ex-Peter Arundell Lotus 22, Martin Walford scored a resounding win in the Chichester Cup for Formula Juniors. However, in the early laps he battled mightily with Michael Schryver's similar car – until lap 10. "I thought I had it done and dusted," said Schryver. But the gearbox baulked on the downchange at Lavant and he spun onto the grass. It happened again at Woodcote and he had dropped to sixth at the flag.

After five years of trying, Derek Bell and Grant Williams finally clinched the St Mary's Trophy in the ex-John Coombs Jaguar MkI. Despite a track made incredibly slippery by oil, Williams and Bell outpaced the MkI of Justin Law and Gerry Marshall. The race was led initially by the Percy/Voyazides Jaguar, but when this car retired with failed diff, into a marvellous third came the Austin A35 of Jackie Oliver and Nick Whale. But the biggest cheer was reserved for Barrie Williams, who was throwing Norman Grimshaw's Morris Minor around on his way to fourth place. "Midwife on call," was how 'Whizzo' described his style.

Williams had won the Goodwood Trophy on Saturday, his Connaught A-Type finishing ahead of the battling ERAs of Jost Wildbolz and Mac Hulbert.

Also on Saturday was a resounding Earl of March Trophy 500cc win for veteran Reg Hargrave in his Kieft. Julian Majzub had been hoping to win this race for a fifth time, but he had to settle for second.

BAR F1 test driver Darren Manning showed his versatility a week ahead of his ChampCar debut by romping home in the Whitsun Trophy in Peter Teichman's Ford GT40.

John Harper made his extra half-a-litre count to see off Martin Stretton in their Cooper battle in the Richmond and Gordon Trophies, and Adrian van der Kroft secured the Fordwater Trophy in his Morgan Plus Four.

On two wheels, former 500cc world champions Wayne Gardner and the heroic Barry Sheene took a win apiece.

Paul Lawrence



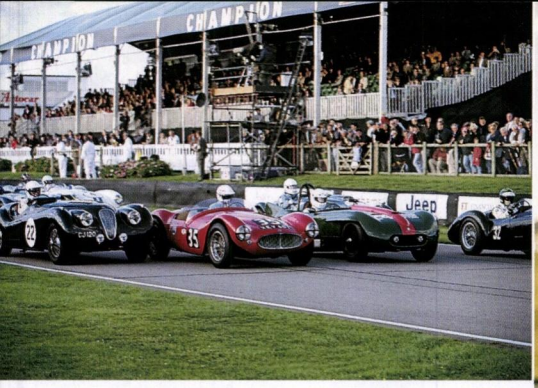
DAYTON HARRIES DB4 ZAGATO; DARREN MANNING (BELOW)





SHEENE WINS; DAMON'S FAMILY IN TRIBUTE TO GRAHAM (BELOW)







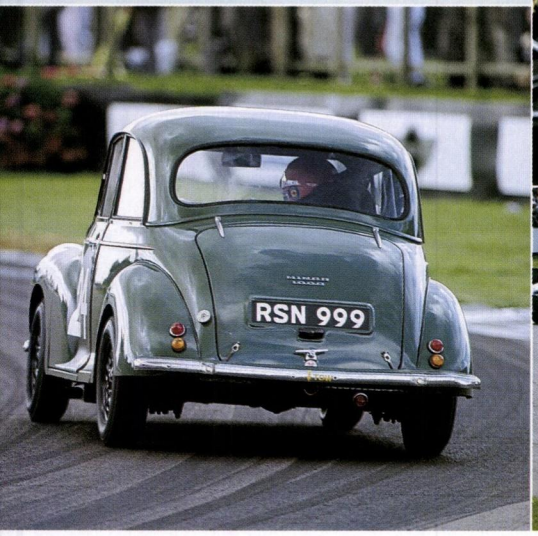
March Memorial recreated 9Hrs; Hurricane (below)

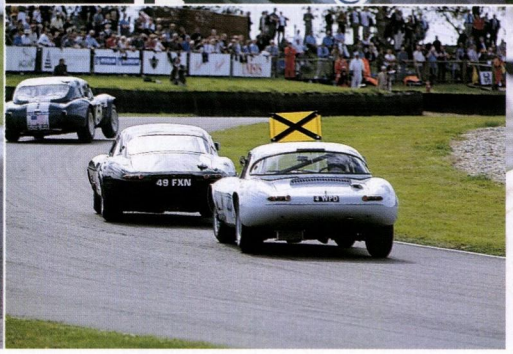
Mk6 Lotus passes beached Allard J2R at Woodcote; a victorious Bobby Rahal; Charles Fripp rolls his XK140 (below)











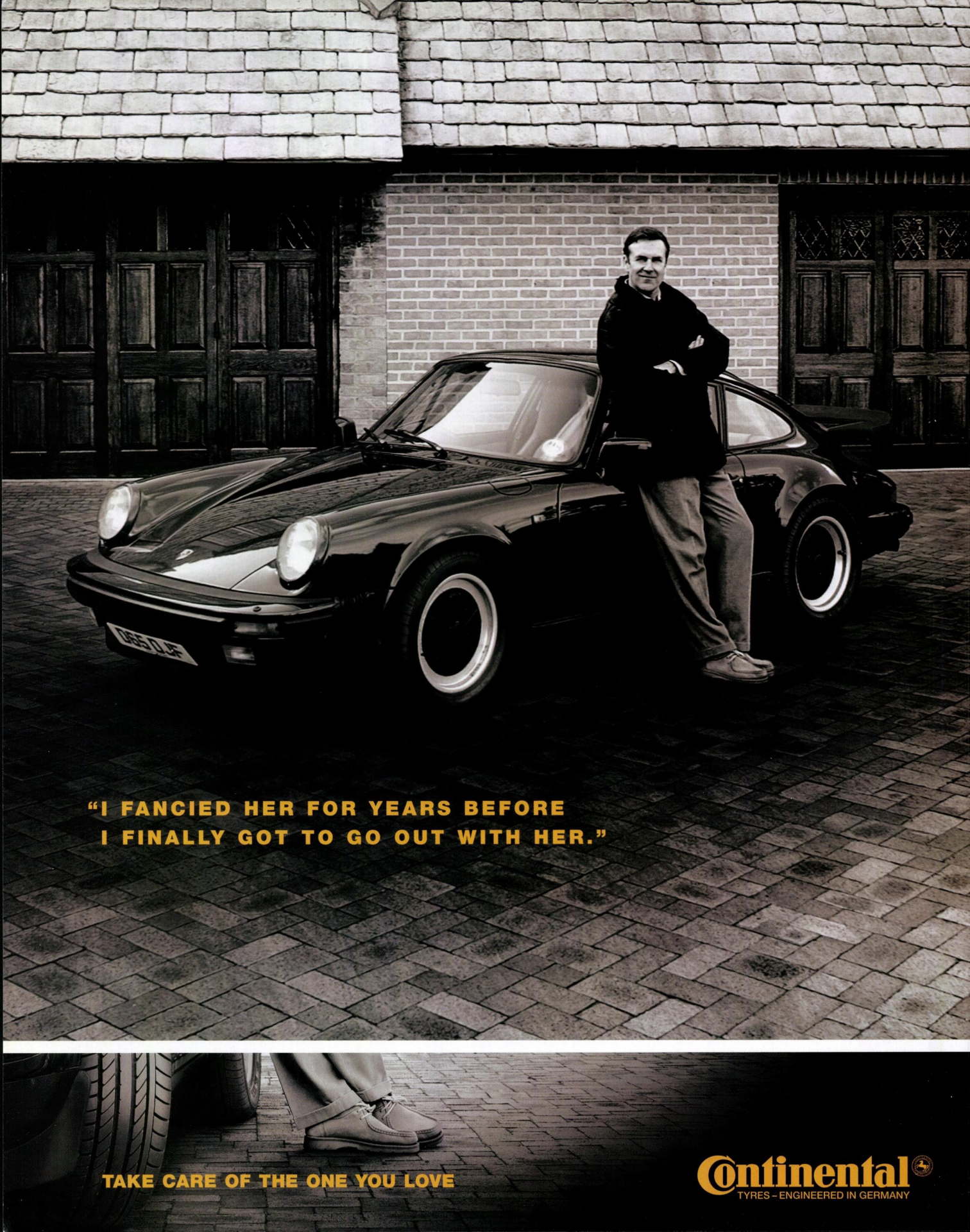


'Whizzo' on call; dusk falls on Moss's C-type (below)

TT thriller: Tambay heads Sytner and Pirro; shades of Bolster with winner Hargrave; Glover Trophy start (below)






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OLDTIMER GP: NURBURGRING

PEARSON, LLOYD & DAYTON HAVE A WHALE OF AN OLDTIMER

GARY PEARSON WAS ONE OF THE STARS of the 30th Anniversary Oldtimer Grand Prix at the Nürburgring in August, claiming a Group C double. The JD Classics Jaguar XJR-11 driver needed all his skill and experience to claim the laurels.

Having missed his grid slot, Gary had to start from the tail of the grid, but he swept into the lead after just 10 of the 40 minutes. He then romped home a minute clear of the rest, before completing his domination in the sprint race on Sunday.

Allen Lloyd's Spice SE90C led the chase of Pearson in both races. The car was shared by its owner and Gerry Wainwright on Saturday and raced solo by the latter on Sunday. That was just part of a remarkable weekend for Lloyd, who triumphed in no fewer than four races.

Allen proved unstoppable in the European Sports-Prototype races aboard his Lola T70, while he added another win in his Ford GT40 in the FIA Historic GTs. To complete his dream weekend, Lloyd beat Duncan Dayton to Formula Junior spoils in a battle of the Lotus 27s.

Dayton also had a good weekend, taking wins aboard his BT33 and BT35 Brabhams and Lotus 16.

The Lotus Elan shared by Tommy Brorsson and Freddy Kottulinsky won the Historic Marathon on the 14-mile Nordschleife circuit.







all: Jim Houlgrave

Top & right: Dayton claimed F1 honours in his Brabham and Lotus. Left: Pearson's XJR-11 bagged a Group C pair

FERRARI HILL-CLIMB: SHELSLEY WALSH

FERRARI WIN FOR FRANKLIN

DAVID FRANKLIN THRILLED THE FANS at Shelsley Walsh in August aboard Carlos Monteverde's Ferrari 212E.

The former British hillclimb champion claimed the spoils in a special Ferrari class run during the British championship meeting.

Franklin took the glorious sportscar up the 1000-yard climb in 30.20sec, while the victory on handicap went to David Cottingham's 500TRC.

Other wins in the classic classes fell to Ken Emmet's Felday-Daimler and the McLaren M1C of Graham Galliers.

- Bruce Spollon's ERA R8C set FTD (63.99sec) at VSCC Loton Park.



John Charters

Franklin blasts off in the shrill 212E

reports in brief

PETER HALL AND DAVID YATES/ Phil Dowsett took a win apiece in the season's final Heritage GT Challenge races at Brands Hatch aboard their respective Camaro and Mustang contenders.

* * *

MIKE WRIGLEY WAS A DOUBLE winner in a brace of non-points FORCE Formula 5000 races at Silverstone. The Eagle FA74 of Ian Giles starred in the second race, before spinning down to fourth. Frank Lyons and Ed Swart led the chase of Wrigley.

ADAM STACY-MARKS GUIDED HIS MkVI Special (below) to victory during the Bentley Drivers' Club meeting at Silverstone. Other winners included Tony Hill (AC Ace) and Tony Bianchi (Allard).



Jim Houlgrave

OULTON PARK GOLD CUP

FLAVIEN GIVES OULTON A TASTE OF THINGS TO COME

A 12,000-STRONG CROWD, FULL GRIDS and fabulous weather helped to make the new-look Oulton Park Gold Cup for historic cars a big success.

Flavien Marçais dominated the headline Pre-1972 Grand Prix Car race in Luke Chapman's BRM P180, the Frenchman treating the spectators to a copybook drive. Meanwhile, a stunning battle between a charging John Bladon in his ex-Mike Hailwood Surtees TS9B and Matthew Wurr raged for second place. When the latter spun his ex-Peter Gethin 1970 European F5000 Championship-winning McLaren M10B at Old Hall, Bladon was secure.

Philip Walker's drive was majestic as he guided his Lotus 16 to victory in the Pre-1961 Grand Prix Car Race, his nimble cigar-shaped car never headed. John Clark took second in his Cooper T43, despite mid-race pressure from Marçais' Cooper-Bristol.

Richard Attwood guided John Beasley's Brabham BT4 to honours in the Pre-1966 Grand Prix Car Race after a broken wishbone eliminated erstwhile leader Frank Sytner. As Sytner surveyed his Brabham BT4, a helpful Sir Jack Brabham pointed out, "We only built them to last a season!"

Sytner won the BRDC Historic Sportscar Championship race despite a mid-race safety car period allowing Nick Linney's Lister Jaguar to close.

John Clark took his Cooper Bobtail to victory in the Drum Brake Sports Car race, and Neil Fowler saw off the versatile Jason Minshaw to win a spirited Historic Formula Ford race.

Newcomer Tim Fish scored his first-ever win in the Historic Road-sports series, and old hand Michael Schryver dominated the FIA Lurani Trophy for Formula Junior cars.

The HSCC entries were full, but the guest races notably less than they have been for Silverstone events. But the atmosphere was like nothing Oulton Park has enjoyed for a long time, and this is undoubtedly a platform upon which to build next year's 50th anniversary celebrations at the Cheshire track.



Sytner's Cooper leads the most competitive field of the weekend, the BRDC sportscars

both: Jim Hodgrave



Marçais' fastest lap in the melodic BRM P180 was his standing-start lap!

MONTEREY CLASSIC: LAGUNA SECA

REDMAN ENJOYS ANOTHER BLUE SKY DAY IN CALIFORNIA



both: Classic Images

Larry Menser in his '60 Meskowski

THE BIGGEST HISTORIC MOTOR-RACING festival outside Europe drew a record 400-car entry to Laguna Seca for the 29th Monterey Classic event in California. More than 60 examples of the featured Corvette model packed the entry.

Brian Redman was the star of the meeting: he won the 1955-59 sports-racing car event by a tiny margin in a 1958 Scarab, before taking sixth in a BMW CSL in the Group 4/5/6 and IMSA race. The latter race went to Randall Smith's Chevron B19.

Barrie Williams, appearing in a Cooper Monaco, took third in the 1959-66 sports-racing car event, 'Whizzo' beaten by Joel Matta (Lotus 23B) and Tom Byrnes (Brabham BT8), while Frank Sytner's Cooper Monaco-Chevrolet failed to start.

Single-seaters featured in a 1957-66 Formula Cars race, with Lotus securing a 1-2-3 result courtesy of Tom Claridge, Giles Nickel and Don Orosco respectively.



Fisken's Bizzarrini at the Corkscrew

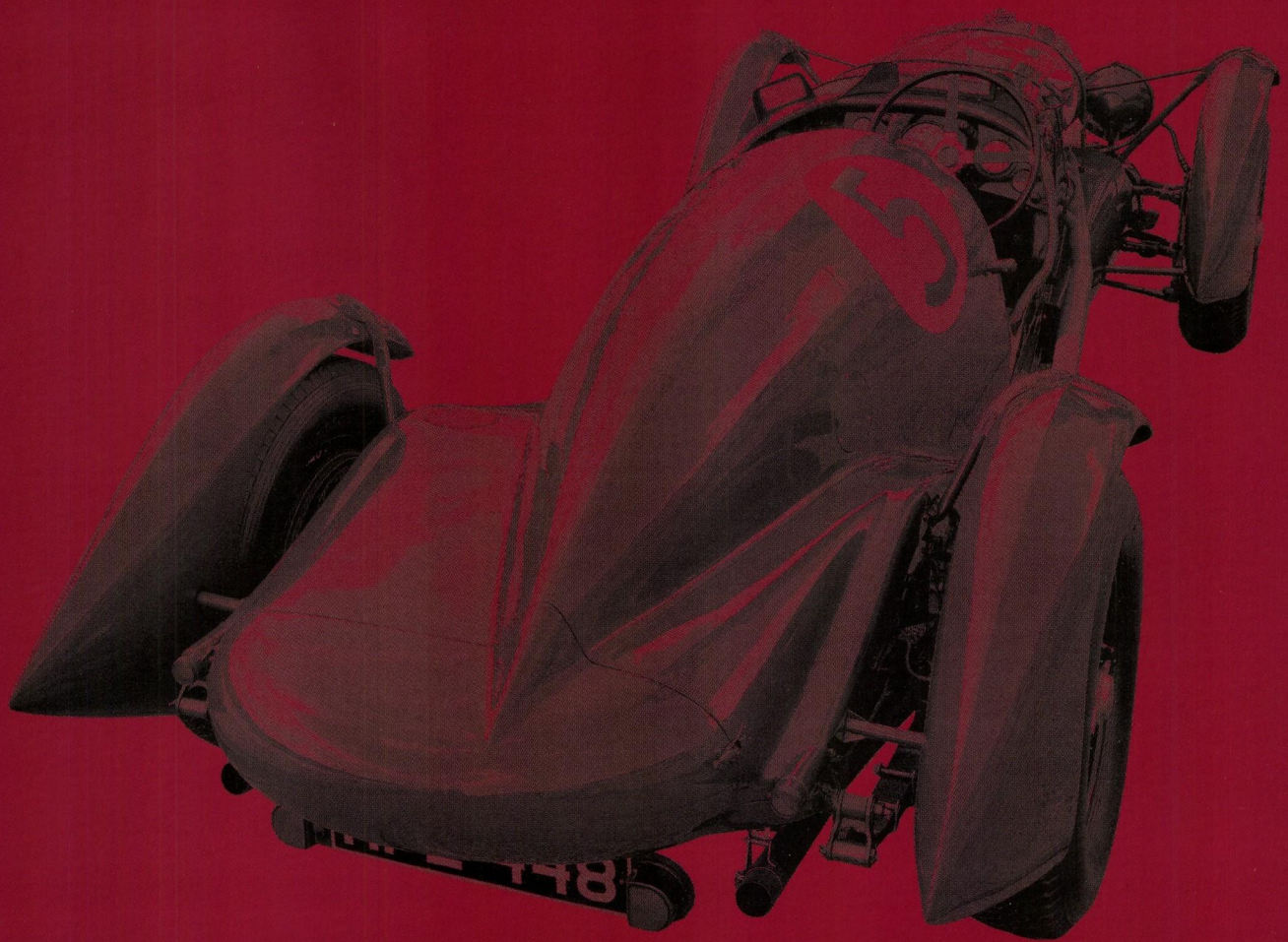
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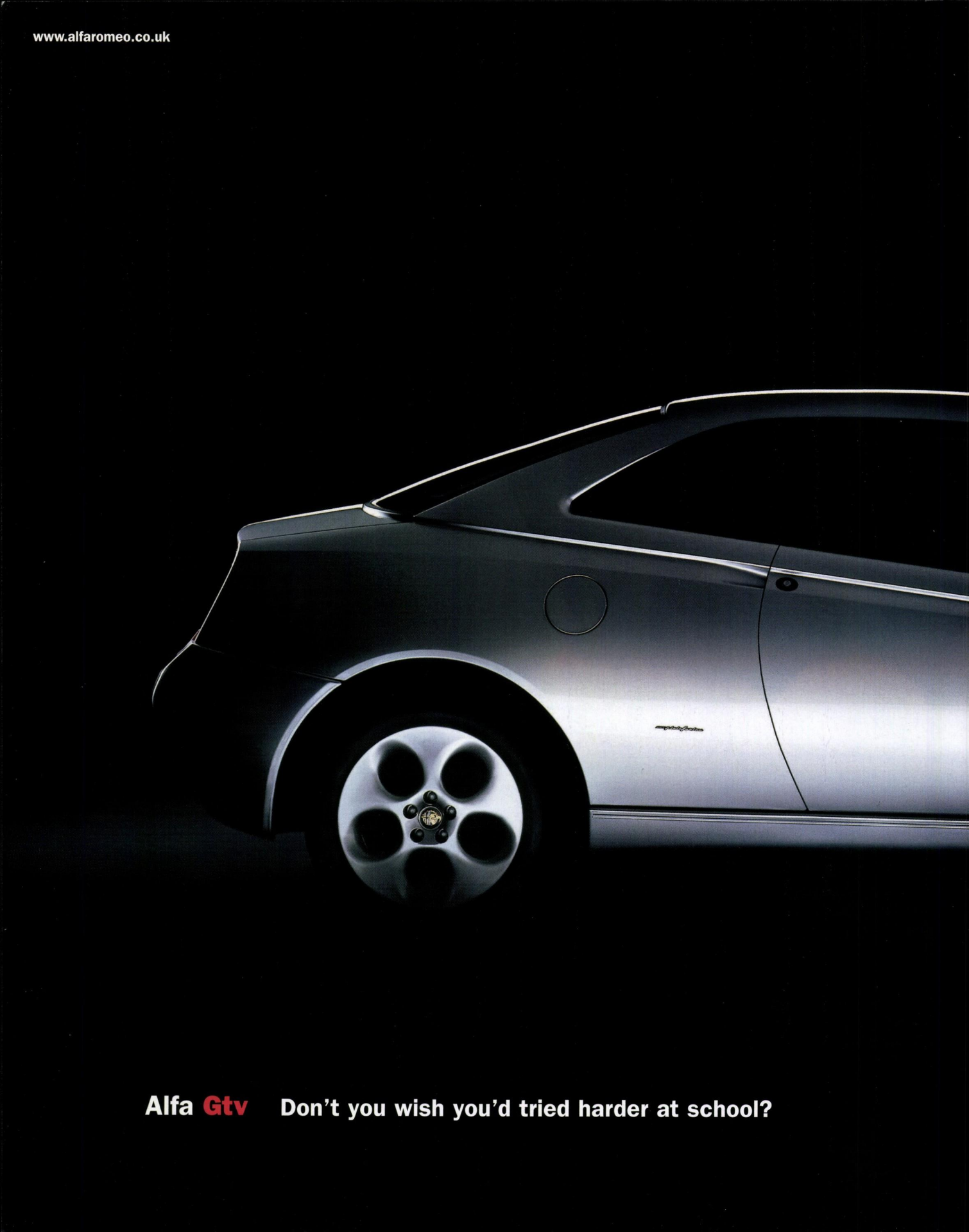
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The Editor reserves the right to edit all letters

HENRI TOIVONEN

SIR,

I'd like to add some memories of Henri Toivonen following your article last month.

At the time of his F3 try-out in 1982, I was involved with the Rothmans-backed factory Opel squad, and in the process of setting up the Rothmans Porsche Rally Team at Silverstone in a unit next to Eddie Jordan's.

Henri had always been interested in doing some circuit racing, and when he was offered the chance, despite the fact that it was in conflict with his rally contract, we allowed him to take it up.

I always felt that he was more enthusiastic about circuit racing, but he was being very well paid as a rally driver and he had a clear career path ahead of him. In racing, on the other hand, he was going to have to start again, almost from the beginning.

He moved to England and lived in Marsh Gibbon in Oxfordshire, a few hundred yards from my house, and we spent a long time discussing what he wanted to do. There was a point in time when he could have gone in either direction, but it was clear from my perspective that he had to make a decision and, ultimately, that was to concentrate on his rally career.

Henri was relatively immature, despite the fact that he was married with two young children. He was a little bit torn between the responsibilities of a young family and the nomadic life he led travelling around the world being fêted as the new prodigy of the World Rally Championship.

Like most top drivers, he was very self-centred and focused on his own personal goals. It was a very difficult environment for him – questioning whether he wanted to be a racing driver, where he clearly had the talent, or pursuing a rally career, where he was already highly successful – with the demands of a young family and the natural excesses of a young man who was being highly paid.

In reality, he was no different from a lot of other young racing and rally drivers of a similar age, and I am quite confident he would have gone through this phase and matured to be a very well-balanced individual like so many of his compatriots.

When he joined my Porsche team in 1984, it was an emotional decision because there were many better drives for him to take. His father, Pauli, had driven for Porsche and I'm sure this was a significant influence on him.

There was no-one quicker when the car was reliable and I still have some extraordinary memories of his successes in that year in the European Rally Championship. In my study at home I have a wonderful photograph of Henri standing in his Rothmans overalls alongside the Porsche, and have no doubt that had things been a little different he would have been world champion, and probably one of the greatest drivers of his era.

I AM, YOURS ETC,

DAVID RICHARDS, TEAM PRINCIPAL, BAR

GOLDEN DAY

SIR,

May I, through your columns, thank Oulton Park on their revived Gold Cup meeting for historic cars. The track is a perfect setting for these cars, so much more appropriate than the soulless, modern, tailored-for-Formula One Silverstone, where this meeting has been held recently.

All that is needed is to bypass the chicanes that litter the run from the hairpin to Knickerbrook, and the circuit would be exactly as it was back in 1953. And surely the cars are no quicker now than they were then? A few more drivers from the '50s and '60s would complete the nostalgia. How about it for the circuit's golden anniversary next year?

My most vivid memory of this track, apart from watching Archie Scott-Brown, is of sitting in a car in nearby Tarporley when Masten Gregory's white-and-blue Ferrari 750 Monza and Carroll Shelby's red 4.4-litre Ferrari went blasting down the main road on their way back from *The Daily Herald* sportscar meeting of 1955.

Seeing Frank Sytner in his open-faced helmet hustling his DB3S Aston round Lodge with armfuls of opposite lock reminded me of Peter Collins and that very successful Swiss driver, Benoit Musy.

Great days, and a great track!

I AM YOURS ETC,

JULIAN NOWELL, BRENTFORD, LONDON

* * * *

A CROFT ORIGINAL

SIR,

We were sad to read about the passing of Jim Crawford. He might have been forgotten elsewhere, but certainly not with long-time Croft regulars. For us, what was most memorable was that meeting in June 1981 when Jim left his greatest mark with the faithful at the North Yorkshire circuit.

It was to be the last year of the track in its original incarnation, and we were miserably ticking off meetings before the gates closed for good in October.

Tony Dean had held the circuit record since '73 in a F5000 Chevron. When Iain MacLaren shaved the time to set a lap of the hallowed Tarmac at just over one minute in his McLaren M26, we thought it would stand for all time.

Not so. Enter Jim Crawford.

He arrived with the Plygrange Formula Two Toleman TG280 and set about the lap record in practice. Ever seen a ground-effect car opposite lock through the old chicane? Crawford could do that.

We stood at Tower Bend for the Libre race. It was gloriously sunny and the conditions were just right. No-one ever before had taken Tower like Jim did that afternoon; the Toleman seemed to be guided by an unseen hand – he didn't appear to lift off.

Jim won, lapped the field almost twice, and broke the one-minute barrier that we thought had been insurmountable. At the final meeting, the gates closed, and though Jim wasn't there, the honour of the outright lap record on the old circuit stayed with him forever.

So, you see, his exploits have never been forgotten, for they are in the hearts and minds of the Croft brigade. We're sorry he has gone, but we're glad we were there with him at his best.

WE ARE, YOURS ETC,

PAUL AND MICHAEL VICKERS, REDCAR

* * * *

BLOWING THE COBWEBS OUT

SIR,

Bill Blydenstein's recent letter certainly knocked the old cobwebs round in my memory regarding the 1961 British Empire Trophy meeting.

It was my first-ever motor-race meeting – as a very impecunious apprentice engineer (£2 14s a week!) Six bob to get in, 2/6 for the programme, but what a superb collection of racers and cars.

Bill was dead right, the morning was pretty foul, but the chance to see F Juniors – headed inevitably by Trevor Taylor in the works Lotus 22 – was too good to miss.

Then the saloons in that storm... It was every bit as bad as described and, as Bill writes, the incredible sight of Herbert Linge's BMW (going at the same speed in the wet as in the dry), not to mention one of the Jaguars – was it Sir Gawaine Baillie or Mike Salmon – miles behind the small fry, and never getting any nearer.

The fact that most of the top names also appeared in the support races just added to the fun, and there were a lot of real *and* potential champions: Moss, Hill, Brabham, McLaren, Clark, Gurney, Surtees, Ireland, Bonnier, Brooks and so on. Cor!

The only disappointments were the non-starting of the rear-engined Vanwall (the 'Whale') and – inevitably – the Scarabs, but this was somewhat compensated by the 4WD Ferguson, which was then promptly downgraded to 1.5 litres for the British Grand Prix at Aintree a couple of weeks later.

After that, you couldn't keep me away!

I AM, YOURS ETC,

DAVID WALKER, COVENTRY



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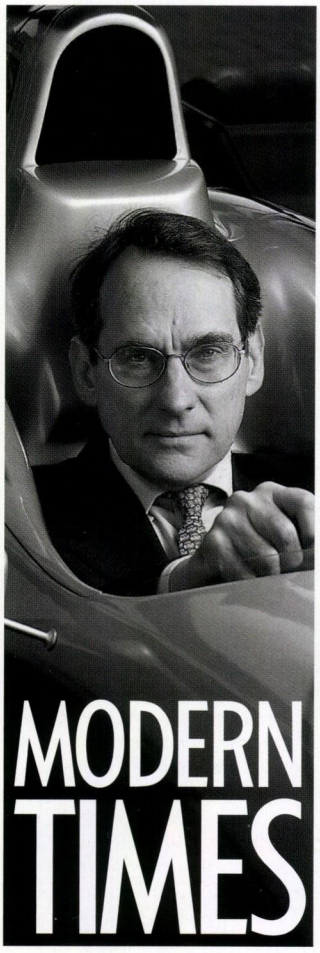
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MODERN TIMES

FOR ME, THE DEFINING MOMENT OF THIS Formula One season came on lap 72 of the Hungarian Grand Prix. With both drivers' and constructors' titles effectively locked away, Ferrari's only remaining task is to ensure Rubens Barrichello is runner-up. So Barrichello was told to win the race and Michael Schumacher to finish second, and this they duly did with predictable and crushing ease. Soon the red cars were so far in front that they were able to ease right off, circulating comfortably in the 1min 19sec bracket.

Then, with five laps to go, Michael Schumacher suddenly did one lap in 1min 16.2sec. It was easily the fastest of the race – Ralf Schumacher's best that day was 1min 17.7sec, Coulthard's 1min 17.2sec. It was quite unnecessary for Michael to do that balls-out lap. But he wanted to remind everyone that, even when obediently following orders and staying in second place, he is world champion because he is the fastest driver on the grid. On an afternoon which had brought another demonstration of Ferrari superiority, it was Michael's own demonstration of Schumacher superiority. All rather depressing, for in one single lap it summed up the story of 2002.

Spa two weeks later brought more statistics – Schumacher's 10th win in one season, Ferrari's 50th consecutive podium, and their sixth one-two in the past 11 races. It also brought another race whose result, once the field came out of La Source on lap one, was never in doubt. Already there are concerns that next season will be a repeat of this one. Except: both McLaren and Williams are now making brave noises about building radical new cars to turn the Ferrari tide.

A completely new direction, technically, would be a boost for F1. But I doubt if it's possible today to introduce a truly radical car, one that represents as dramatic a change as Colin Chapman's monocoque 25, or his ground-effects 79, or the first active-suspension Williams, or the first Renault turbo. Today's tightly written F1 rules do not encourage Chapman-like lateral thought. And the risks of costly failure with a radical car are so great that most designers prefer to play safe and copy others' success.

Recently a Japanese motor-racing magazine took identical photos of all the current F1 cars and printed them with colours and logos removed, so that each car, and its driver's helmet, appeared white. They then showed the pictures to every driver – and almost none of them could identify their own cars.

In fact, if you painted a Ferrari black with a big yellow KL on the side, or decked out a Minardi in red with Marlboro, Shell and Vodaphone stickers, few spectators would realise that anything had changed – as long as the cars were stationary, anyway. Same with a yellow McLaren, a black-and-silver Williams, a green Jordan or a blue-and-yellow Jaguar. As well as the mandatory V10 engines, all have side radiators, high narrow noses and similar wings and cockpit shapes. The difference is in the money, and the organisation behind each car. Minardi wouldn't necessarily start winning lots of races if Paul Stoddard could pay the salaries of Schumacher, Todt, Brawn and Byrne, and also had access to the Ferrari wind tunnel and the Fiorano test track. But, in time, they'd certainly move up the grid.

In contrast to the essential sameness of today's designs, F1 used to be a breeding ground for truly radical thought. Chapman and Gordon Murray, to name but two, were always original thinkers, and their constant flow of new ideas meant that the shape of F1 cars kept moving on. Some of their brainwaves didn't work, like the non-independently sprung Lotus 57,





LAT

Maurice Phillippe and Dougie Bridge brief Taylor on the turbine Lotus 56B



Anderstorp 1978: two radical cars lead. Brabham 'fan car' was soon banned; Chapman's ground-effect Lotus 79 altered F1 design forever

or the surface radiators on the original Brabham BT46. But some were so instantly successful that the FIA had to step in hastily and change the rules, most notoriously in the case of the Brabham BT46B 'fan car', which won its first race at Anderstorp in 1978 and was promptly banned. Chapman's twin-chassis Lotus 88 never got that far, for it was protested out after only practising at the 1981 Long Beach and Silverstone races.

Renault's turbocharged RS01 was a wonderfully brave initiative in 1977. At first it was slow and unreliable. But within two years they were winning, and by 1984 turbos were becoming universal in F1 – and continued to be until banned in 1989.

Back when there was no rule about how many wheels a car should have, tyres formed a major part of a car's frontal area, and reducing drag was the challenge. Derek Gardner designed the six-wheel Tyrrell and saw it score 14 podiums in 1976 and '77, including a 1-2 in Sweden. March and Williams both built F1 six-wheelers with four wheels at the back, but then the rules were changed and they never raced.

Four-wheel drive occupied first BRM and then Lotus, McLaren and Matra. Cosworth built an experimental car too. At Mosport Park, Johnny Servoz-Gavin became the only man in F1 history to score a 4WD championship point, with Matra's MS84. But improving tyre technology and aerodynamics meant any advantage in grip didn't compensate for the extra weight, and by the end of 1969 the 4WD avenue had become a cul-de-sac.

One of F1's most fascinating projects was the Lotus 56B turbine car. At the time there was an equivalency formula setting the size of gas turbine engines in F1, and typically Chapman was the one who explored it. In 1971 he had one of his old 1968 Indycars rebuilt to F1 spec. Before its first grand prix, he decided – for reasons which would now seem totally unfathomable – to let a journalist drive the car so it could gain some publicity. As editor of *Autosport*, I was the only staffer on the comics of the day with a racing licence, and I had a phone call from Lotus team manager Peter Warr, who told me to present myself at Silverstone the next day. Today, that would be like Ron Dennis asking a humble scratcher to drive Adrian Newey's latest before the Australian Grand Prix. I didn't really believe it even then, but I didn't need asking twice. It was, I suppose, the scoop of my journalistic career.

After a detailed briefing from Warr and the car's designer Maurice Phillippe, I was sent out for 15 laps during a general session, sharing the Grand Prix circuit – including the old chicane-less Woodcote – with Ronnie Peterson's March 711, Graham Hill's Brabham BT34 and Howden Ganley's BRM P160. My abiding memory over 30 years later are of the eerie whooshing silence (except when the others came past). Pounding down the Hangar Straight with 92 per cent showing on the power turbine gauge (which I later discovered, with the help of Maurice's slide rule, was 164mph) the loudest sounds were the big Firestones thumping and chirping over the tarmac, the body panels shifting against the monocoque under braking, and the wind buffeting around the cockpit.

I felt rather than heard the turbine shafts whirring behind my shoulder blades at 40,000rpm, heating the oil around the bearings, so I was told, to 1000 degrees C. No gearbox, of course, allied to a complete lack of engine braking and serious throttle lag. You had to brake early with your left foot and almost at once, while you were still braking, plant your right foot on the throttle and wait for the whistling to rise in pitch and restore the push behind your shoulders.

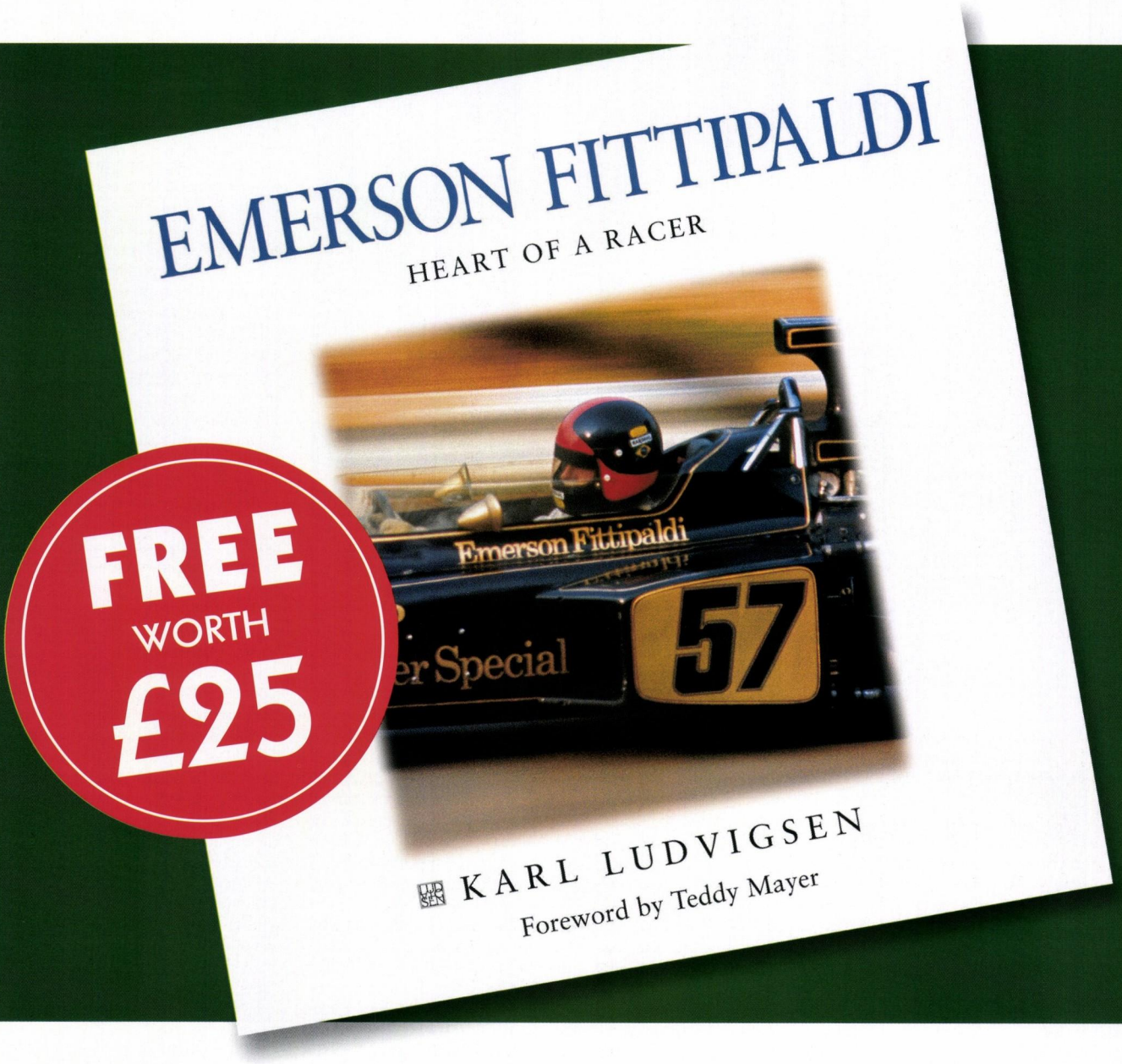
At my speeds, the car, with its four-wheel drive, seemed to understeer heavily, although Emerson Fittipaldi had already spun the car at Brands Hatch. "If you get into trouble," I was told, "lift both feet off. The throttle can't help you, and do *not* hit the brakes, or it'll tie itself in knots."

As well as four non-championship races, the 56B was raced in four grands prix, usually alongside the 72s. But for Monza, where Team Lotus was still the subject of legal action after Jochen Rindt's fatal accident a year before, only the 56B was sent, under the World Wide Racing name and painted gold. Having qualified 18th, Fittipaldi finished a brave eighth, one lap down.

I don't think that even Chapman thought his turbine F1 car was ever going to win any races. It was just something else that his fertile brain wanted to learn more about. Such an experiment couldn't happen in F1 today: and it's probably just as well. If it worked, the rich teams would just spend even more money, copying.

But how splendid it will be if the brilliant design teams at McLaren and Williams do come up with something for next season which manages to be within the rules, and competitive – and really different. Then, perhaps, the 2003 season could be rather more entertaining than this one. M

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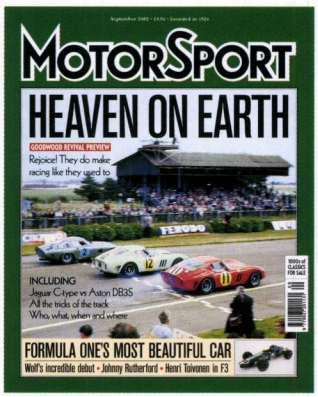
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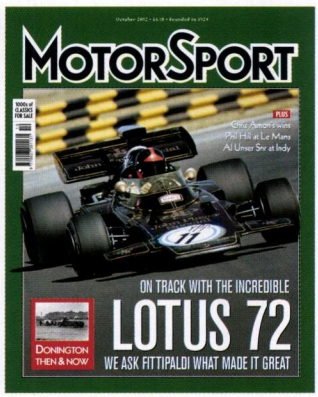
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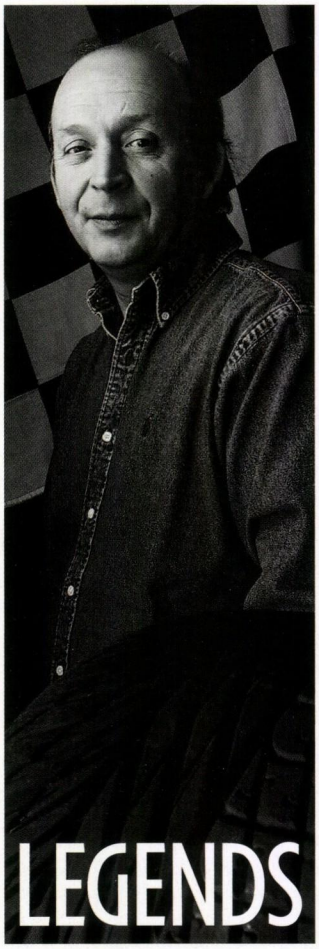
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1971 ITALIAN GP

IT WAS INEVITABLE THAT THE MONZA paddock should be a tense place over the weekend of the 2001 Italian Grand Prix. Everyone arrived there on the Thursday, reeling still from the atrocities of September 11 a couple of days earlier, and many, including the Schumachers, were of the opinion that the race should be called off.

Nerves were jangled throughout practice, and by Sunday morning they seemed to have got the better of common sense, for Michael tried to persuade his fellows to join him in an agreement not to 'race' on the opening lap until after the second chicane.

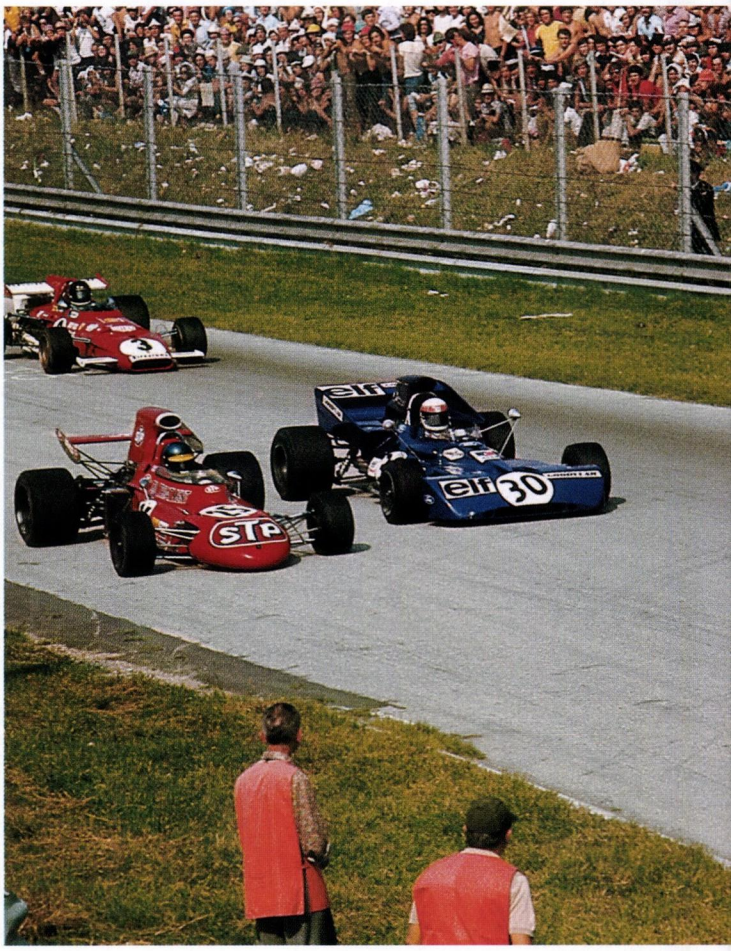
It was true enough that, on the first lap of the 2000 race, there had been an appalling accident at the second chicane, resulting in the death of a fire marshal, but surely race morning, 12 months on, was not the time to begin airing concerns about the circuit. Schumacher's idea sounded like a recipe for an accident, for it amounted to asking the drivers temporarily to suspend their instincts. In the end, for lack of unanimity – Jacques Villeneuve was the lone dissenter – Michael's plan failed, and thus we had a 'normal' race.

Bernie Ecclestone's opinion on the subject struck a chord with me: "The chicanes shouldn't be there in the first place. If they took them away, we wouldn't have this problem every time we come here."

Time was, of course, when there weren't any chicanes at Monza. Prior to 1972, the track was a slipstreamer of a circuit, and uncompromisingly fast. "You had the Curva Grande and the Lesmos, which were testing corners," said Stewart, "but for most of the lap you were flat out." Still, back then the feeling was that, like Monaco, it had a place in the calendar as a maverick event. Even 30 years ago, though, before safety became an overriding issue, it was considered perilous.

As last year, as this, when the drivers arrived at Monza in September 1971 there was nothing save a GP victory at stake. At the Österreichring three weeks earlier, Jackie Stewart had clinched his second world championship. Such was his domination with the Tyrrell – five wins from eight races – that, with Monza, Mosport and Watkins Glen still to be run, he was beyond reach.

That season was my first as a racing journalist, and in the course of it



I had got to know most of the drivers, in particular Chris Amon. Although I've never been a natural supporter of the underdog, without doubt Amon had this quality about him. He had natural ability to throw away, and time and again led grands prix comfortably, only for something to go wrong.

In 1971, Chris was with Matra, whose chassis was perhaps the best in the business, but which was pushed along by a shrieking V12 engine far less powerful than it sounded. Indeed, so pathetic had it been at the Nürburgring that the team chose to pass up the Austrian GP and concentrate on resolving the problem, which involved the oil system.

"And it worked, too," said Amon. "Everyone thought we had a new engine, but they'd simply solved the oil churning problem. When they put my 'Ring engine on the dyno, they found it was giving only 395bhp, but the one they gave me for Monza had 460, on a par with the Cosworth, if not Ferrari and the best BRM engines."

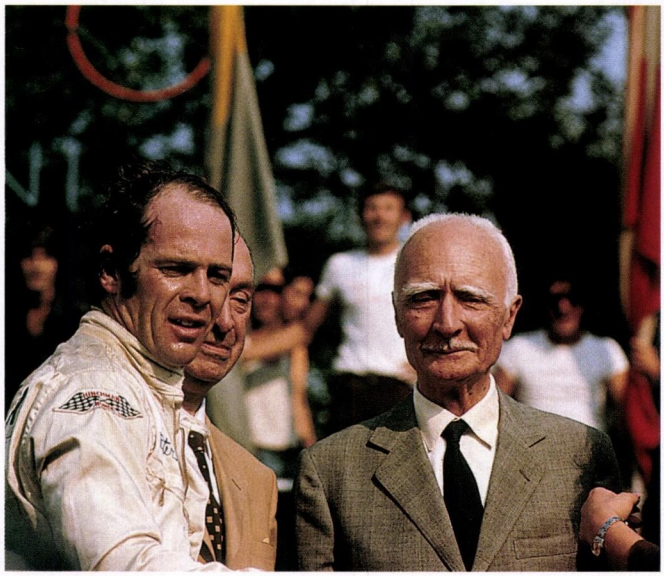
Having recently hit a period of untypical reliability, BRM looked in good shape. After the death of team leader Pedro Rodriguez in a minor sportscar race in July, Jo Siffert had stepped nobly up to the plate, and won at the Österreichring, another very fast track. Monza was expected to favour the V12s, with the Cosworth V8 runners for once up against it.

There were fewer spectators than usual for the practice days, perhaps because the world championship was already settled; for the sake of the race-day crowd, clearly the organisers hoped for a Ferrari driver on the pole.

In those days timekeeping was a haphazard business. There were no TV screens showing instant order changes, no automatic timing system – and at Monza there were six hours



Regazzoni (4) jumped the start to lead. He is chased by Siffert (20), Peterson (25), Stewart (30) and Ickx (2)



both: LAT

Gethin ran as low as 10th initially, but he still won the fastest GP of all time

of practice counting for grid positions. Late on Saturday afternoon, Ickx – and Ferrari – were shown as fastest, and the Italian journalists duly went to work on suitably enthusiastic copy. Only after the papers had gone to press did someone discover a time faster than Ickx's. Half a second faster, in fact.

"All through practice, when I was running on my own, I was lapping nearly a second quicker than anyone else," said Amon, "and I got pole quite easily. As well as that, Ickx's time was cooked, I think."

When the *tifosi* arrived on Sunday morning, they learned that a blue car, rather than a red, would be starting from pole position, but they were much soothed when Clay Regazzoni's Ferrari – starting from row four – made the best start. Consummately the best, in fact. By the time the rest got on their way, Clay was in second gear, but in those less 'official' times to penalise a Ferrari at Monza – particularly one driven by the previous year's winner – would have been unthinkable. At the end of the first lap Regazzoni swept by with a sizeable lead, to rapture from the stands.

In the early laps, though, most of the leading was done by Peterson's March 711, Ronnie hounded by the Tyrrells of Stewart and François Cevert, Siffert's BRM, Regazzoni and Ickx. At Monza, however, the attrition rate was always high, and by lap 18 Stewart was gone, together with both Ferraris. But if the locals felt despair, the lead battle was so mesmeric that, rather than head for the car parks, they stayed put.

Siffert was the next in trouble, his BRM jammed in fourth gear, but now others were coming through, including Mike Hailwood, making his return with the Surtees team after a six-year lay-off. On lap 25, Hailwood – who had qualified 17th! – came by in the lead. "I didn't know what this slipstreaming lark was all about," he grinned. "I'd never done it before…"

Into the late laps, the front runners shook themselves down, preparing for the final sprint to the flag. It was all a matter of being in the right place at Parabolica, the final corner, of slipstreaming by the rest just before the line. The last thing a thinking driver wanted to do was lead into Parabolica on the last lap. As it was, Cevert and Peterson arrived virtually side by side, both leaving their braking too late, both sliding a little wide, at which point Peter Gethin's BRM, fourth at the start of the last lap, dived past by the pair of them, and held the lead all the way to the flag.

"The rev limit was 10,500," Peter laughed afterwards, "but I took it to 11,500 before snatching top, figuring that the bugger would probably blow apart – but if it didn't, I'd win!"

Over the line, Gethin was a couple of feet ahead of Peterson, with Cevert third and Hailwood fourth. Howden Ganley, fifth for BRM, was six-tenths behind Gethin.

Half a minute later Amon trailed in, sixth: "I got a pretty poor start, and the temperatures started to go up, so I sat back and waited until I'd got rid of a bit of fuel. Once I'd done that, I had no trouble in getting to the front.

"I led for several laps without any problem, until nine laps from the end, when I lost my visor. In previous races I'd been losing tear-offs, so this time I'd taped it more firmly – too firmly, because when I pulled it off, the whole bloody visor went! Actually, it would not have made a lot of difference, because I started to get fuel starvation, too. It was a bit disappointing."

At Indianapolis and other US races there is a preoccupation with statistics: number of leaders, lead changes, laps led, and so on. This has never caught on in Europe, perhaps for the sound reason that lead changes are not something to be taken for granted in F1.

At Monza that day, there were 25 lead changes, among eight drivers, but maybe the most numbing fact of all is that on only eight of the 55 laps was the order as it had been the previous time around. And although Gethin never won another championship race, his name will probably be in the record books for all time, as the winner of the fastest grand prix ever run: 150.754mph.

After 1971, there were changes at Monza. When the teams went back a year later, chicane blight had ravaged the place and fundamentally changed its character, breaking up the pack, cutting the lap speed by 20mph. The Lotus of Emerson Fittipaldi won comfortably from Hailwood's Surtees.

"A better result than last year," Mike observed, "but no fun at all. They've ruined the track with these poxy chicanes!" Mr Ecclestone would not take issue. M

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FORMULA ONE'S TOUGHEST CHAMPION



ALAN JONES: FORTHRIGHT, FEARLESS AND FLAT OUT

PLUS

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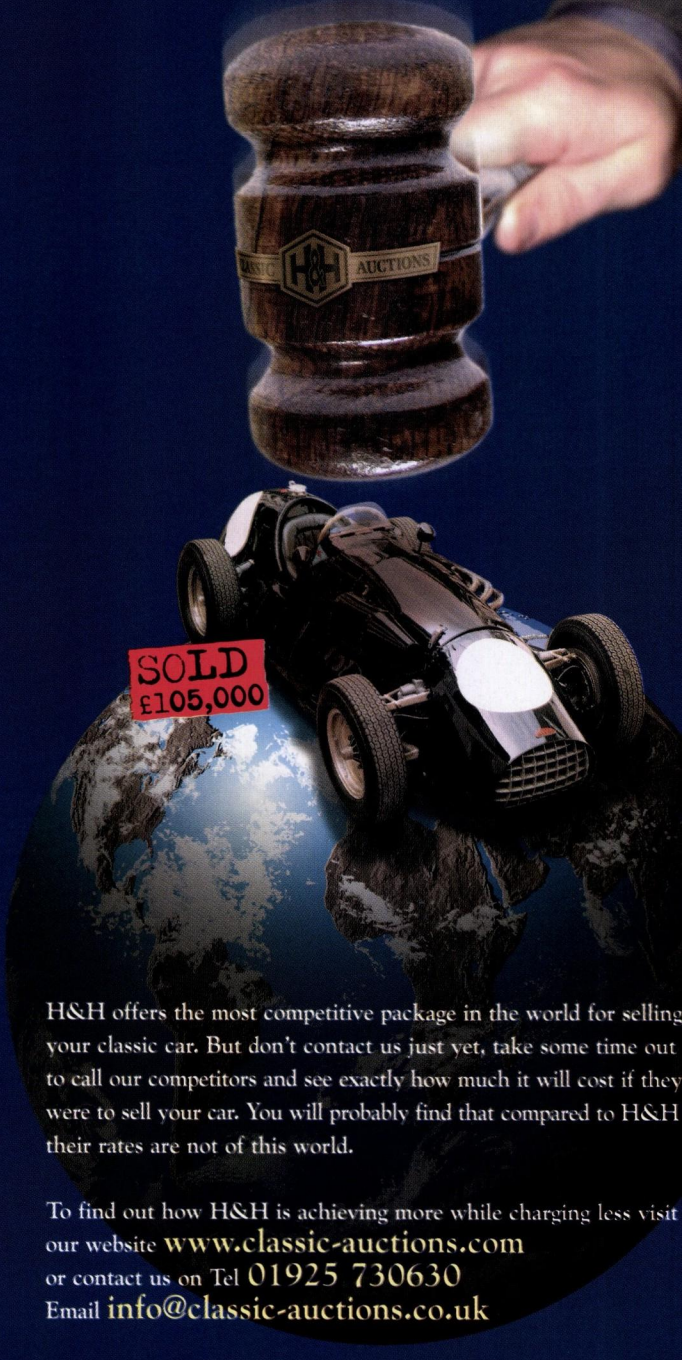
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EMERSON FITTIPALDI:

Young gun, old master

IN 1972, HE BECAME THE YOUNGEST F1 CHAMPION. HE BECAME THE THIRD-OLDEST INDY 500 WINNER 21 YEARS LATER. IN BETWEEN HE HAD FOUR YEARS OUT OF THE COCKPIT. EMERSON FITTIPALDI, FIRST OF THE GREAT BRAZILIAN RACERS, TALKS TO NIGEL ROEBUCK

Left: Emerson had the entire field licked in Austria, 1972. Right: In his beloved Lotus 72 – a combo that won nine GPs. Below: Fittipaldi now admits that Copersucar was a mistake





Phipps/Sutton, LAT



Emerson swaps notes with McLaren lynchpins of the '70s, designer Gordon Coppuck (centre) and team boss Teddy Mayer (right)

Emerson Fittipaldi's language dates him, reminding you of a time in motor-racing more violent and dangerous, yet also gentler, less hard-nosed. 'Dice', for example, is a favourite word of his, yet it has fallen into disuse in contemporary Formula One. These days the drivers tend to refer to 'a fight' or 'a battle', which is ironic, really, when one considers that the potential consequences are so much less than in the days of the simple 'dice'.

"People ask me about my career," says Fittipaldi, "but, really, I had two completely separate careers. When I retired from F1, at the end of 1980, I thought I was retiring from driving for good. By 1984, though, there I was, on the grid at Indy."

His rise in motor-racing was swift. Born in São Paulo, Brazil, in 1946, he made a name for himself in local karting and touring car events, and by 1969 had moved to England, where he so impressed in Formula Ford, and then F3, that by mid-1970 he had been invited by Colin Chapman to join the Lotus F1 team. In the German Grand Prix, only his second race, he finished a remarkable fourth in a Lotus 49.

This car was obsolete by now, and for the Italian GP, at Monza, Emerson was entered in a 72, Chapman's latest masterpiece, and the car with which team leader Jochen Rindt was on course for the world championship.

"On the first day of qualifying, I crashed – and it was a huge accident. I just looked in the mirrors, because Jack Brabham was coming up behind me, and I missed my braking point – when I looked back, there was Ignazio Giunti's Ferrari in front of me. I went over the back of it, landed on the sand, went over the bank, and into the trees. The toughest thing, though, was to walk back to the pits and tell Colin what had happened.

"That car was going to be Jochen's for the following day, the Saturday. It was brand-new, and Colin had wanted me just to bed everything in, but now it was destroyed. He asked me what had happened, and I told him: I was 100 yards deeper into the corner than I should have been. We were running without wings, looking for better straight-line speed, and ... I just locked up, and hit Giunti. I had to be honest, and say that I just screwed up. Then, in the afternoon, Jochen had his accident."

In the final qualifying session, approaching Parabolica, the corner at which Fittipaldi had crashed the day before, Rindt's ➳

Phipps/Sutton

Lotus suffered a mechanical failure (almost certainly a broken front brake shaft), plunged off the road, and hit a guard-rail post at more than 150mph.

En route to hospital, he died.

For Emerson, not yet 24, and on the cusp of his F1 career, this was a massive blow. Rindt, as well as being his team-mate, was a man he had idolised.

"Emotionally, it was devastating," he says. "Very tough. I had breakfast with Jochen that morning in the Hotel de la Ville in Monza, and he invited me to drive for his F2 team the following year – he and Bernie Ecclestone were going to have this team between them. I said, 'Sure, I'd love to drive for you', and he said, 'OK, well, we'll do the contracts later' – and a few hours after that he was dead. It was my first year in F1, and I quickly began to realise how fragile life was – the odds on getting killed were so high back then. I'm so happy to have survived."

Naturally, the remaining Lotus cars were withdrawn from the race at Monza, and Chapman did not take his team to the next grand prix, in Canada, either. On the horizon loomed Watkins Glen.

"After Monza, there was a month with a lot of pressure," says Fittipaldi. "First, Colin didn't know if we were going to the States or not. Finally he called me, and said, 'Emerson, I'd like you to go to Watkins Glen as number one driver', and for me that was a big surprise."

What happened when they got to the Glen, he was expecting even less. First, he qualified a superb third, behind only Jackie Stewart's Tyrrell and Jacky Ickx's Ferrari. And then he won the race, only the fourth grand prix start of his career.

Actually, it wasn't quite as simple as that. After making a bad start, he was only eighth at the end of the opening lap, but gradually he began to pick up places, and by half-distance was up to fourth place, behind Stewart, Ickx and the BRM of Pedro

'I began to realise how fragile life was. The odds on getting killed back then were so high'

Rodriguez. Later, Stewart blew up, Ickx was delayed with a broken fuel pipe, and Rodriguez had to make an unscheduled stop for fuel; all of that put Emerson into the lead, and there he stayed, with new team-mate Reine Wisell finishing third.

Fittipaldi is the first to admit that there was luck involved in this first F1 win, but, for all his lack of experience, he had driven faultlessly, and the effect of his victory on Team Lotus, whose morale had been shattered by the death of Rindt, can hardly be overemphasised.

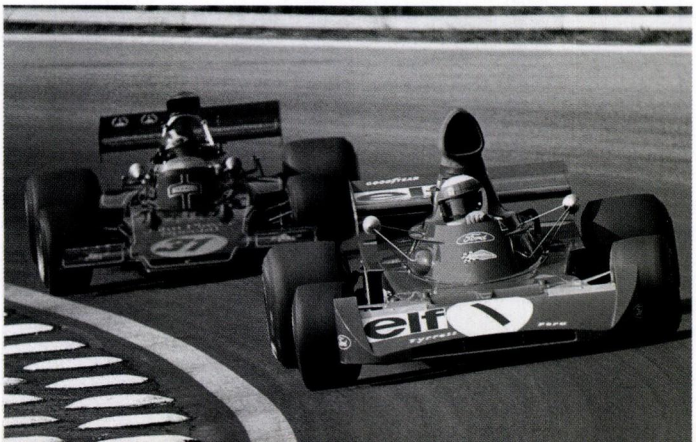
Now Emerson was a Lotus fixture, and in 1972 he became the youngest driver ever to take the world title, winning five of the 12 GPs on the way.

"I always say that the best cars I ever drove were the Lotus 72 and the '89 Penske, the PC18, when I was working with Morris Nunn for Patrick Racing. In both cases, we had a basic set-up that would ➠





Above: Monaco provided the least competitive GP of his 1974 title year. Right: Österreichring 1980 saw his final finish in Formula One – 11th. Below: Österreichring brought the fourth victory of his 1972 title year



Phipps/Sutton, LAT, Phipps/Sutton





Above: Watkins Glen 1970 – Lotus number one, fourth GP, first victory. Left: Fittipaldi had a long Indian summer in the relaxed CART series. Below: Chapman caps Fittipaldi's 1972 title-clinching win at Monza



Phipps/Sutton, LAT

be fast at any track – I could talk to the car, and the car could talk to me.

"When you are completely at one with the car, you know what it's going to do before it does it. You almost never get that situation, but when you do, it's fantastic. Those were the two outstanding cars I drove, I would say, and I had them for what may have been my two best drives – certainly the two best *dices* of my career, anyway.

"Although I won the championship in 1972, in fact the Lotus 72 was at its best the following year, when Ronnie [Peterson] had joined me in the team. And I think my best drive in F1 was in Argentina in '73. In the last part of the race I had the two Tyrrells ahead of me, Cevert leading Stewart. Jackie was protecting François, and he was keeping me

'During my last two years of F1, I was going to races because it was an obligation. Not good'

back, but he was completely fair, as he always was. We had a really incredible dice, but eventually he got a slow puncture, which let me through into second place, and in the end I just got by François, with a few laps to go. I was completely on the limit all the race."

At this time, Fittipaldi and Stewart were undoubtedly the leading protagonists in F1, and that year it was Jackie's turn to take the title, his third, with Emerson runner-up.

For 1974, Fittipaldi shook everyone by opting to leave Lotus for McLaren, but it proved a good decision, for he won his second world title that year, and finished second to Ferrari's Niki Lauda in '75.

"McLaren was extremely well organised," says Emerson, "and I enjoyed my two seasons there, but then I made a bad decision. My brother Wilson and I had decided to build our own F1 car: he drove it in 1975, I took over in '76. But we completely underestimated what it would take to build our own team, technically and financially. There were high points – I finished second in Brazil in '78, for example – but mainly it was a struggle, and during my last two years in F1, 1979 and '80, I was going to the races only because it was an obligation. Not good."

For two more years the team continued, with Emerson's role now strictly a management one, but by the end of 1982, Fittipaldi Automotive was gone from F1, and the proprietor had returned to Brazil.

For a while, he didn't miss racing at all, but then his enthusiasm was fired again when he began to drive superkarts, just for fun. When invited to drive a March IMSA GTP car at Miami in the spring of 1984, he accepted – and while he was there, a man called Pepe Romero said he was buying a March Indycar, and would Emerson like to drive it? Thus began the second career of E. Fittipaldi, soon to become known as 'Emmo' throughout the US racing community.

"I'd really enjoyed most of my time in F1," he ➤

says, "but I found Indycar racing – CART – more relaxed. There was more of a family environment, and not so much pressure. It was exactly what I needed at that point in my life."

Later in 1984, he joined Patrick Racing, replacing a young driver named Chip Ganassi, who was seriously injured at Michigan. At the same track, a year later, Emerson won his first Indycar race, and in 1989 came his first CART championship. But what meant even more to him was that one of his five victories that year came in the Indy 500.

"If Argentina '73 was my best race in F1, the other one I will always remember is Indianapolis '89, when I had the big dice with Al Unser Jnr. That day I was doing everything right, but towards the end, when I was leading, there was a yellow, and we came in. There were about 15 laps to go, that's all – and they completely filled up the car with fuel! Mo had done all the calculations, and he went crazy: 'You only need half-tanks – no!' Big argument! Pat [Patrick] said, 'I'm the boss – I'm the team owner!' You could say they were different personalities!

"I don't know how many gallons went in but, at the restart, it was like a nightmare – I looked in the mirror, and saw Junior coming, and I couldn't pull away. At the time I didn't know I was on full tanks, and he was on half-tanks.

"I was right on the limit, but he passed me quite easily, with four laps to go. It was a terrible for me, because I wanted to win this race more than any other – this was the Indianapolis 500! I didn't give up; I told myself there would be a chance to get him again, and there was – on lap 199, with one to go.

"Into Turn One, Al and I came up on three slower cars, and he got held up more than I did. I came off Turn Two much quicker, towed him down the backstretch, then pulled out, so we were side by side into Three, me on the inside. I just told myself I wasn't going to back off, I was going to take it flat. But there was another backmarker ahead, and in the turbulence from his car, I lost downforce and began to slide up the track. Al and I touched, but although I got very sideways, I caught it. I was very lucky, because he crashed – and I didn't."

Four years later, Fittipaldi found himself in virtually the same situation. Now driving for Penske, he was leading the 500 ➳

LAT

Despite a late-race refuelling mix-up, Emmo won the 1989 Indy 500 in Pat Patrick's Penske after a thrilling dice with Al Unser Jnr





Fittipaldi celebrates his 1972 Spanish GP win at Jarama, having beaten the Ferraris of pole-sitter Jacky Ickx and Clay Regazzoni

Phipps/Sutton

in the closing stages, when suddenly there was a yellow. On lap 193, Nigel Mansell, a rookie at the Speedway that year, and running third, had brushed the wall at the exit of Turn Two.

Rather more than brushed it, actually. The Lola gave the wall a solid clout, and Mansell was mighty lucky to get away with it, his car being undamaged in the impact.

"Earlier in the race," says Fittipaldi, "I ran for about 150 miles behind Nigel. It was the first time he'd been at Indianapolis, and he was doing unbelievable things, but I wasn't surprised when he eventually hit the wall. I kept getting on the radio and saying to my guys, 'He's going to crash, he's going to crash!' He seemed to be on opposite lock half the time – Ayrton (Senna), who had raced against him so much in F1, had warned me what to expect, actually!

"Mansell was a great driver, but he operated 'on emergency' the whole time! He'd go into a corner over the limit, and I don't know how he managed it, but he always got out of the corner!

"Anyway, at Indy I got by him, and then, in the last few laps, he hit the wall at Turn Two, and caused a yellow – and he actually benefited from it, because he didn't damage the car, and it closed the gap! Fortunately, when we came to the restart, I had more experience of that situation than he did, and I was able to get away."

Fittipaldi's two worlds, and he loved them both, finally retiring as a racing driver in 1996, as his 50th birthday beckoned.

"I was so lucky," he says. "I raced against so many great champions – people like Stewart, Lauda and Carlos Reutemann in F1, and then guys like Michael [Andretti], Al Jnr, Rick Mears, in Indycar racing. And then there was Mario, of course – in both categories, he was incredible."

He regrets, he says, that he never raced against Senna, for whom he was very much a mentor.

"Ayrton was the best of his time, wasn't he? In my opinion, we had him, now we have Michael Schumacher, and next we're going to have Montoya. I would put Juan Pablo on that same level, no question. He's unbelievably talented, and he has the brains. This is only his second season of F1, too – it's easy to forget that. And he won a grand prix in his first year. A complete natural."

Emerson might have been talking about himself. M

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BLACK MAGIC

AFTER A CHILDHOOD SPENT PUSHING THE CORGI MODEL ALONG THE CARPETS OF GREAT BRITAIN, PAUL FEARNLEY FINALLY GETS HIS STICKY MITTS ON A REAL LOTUS 72. WORTH THE WAIT? YOU BET!

photography by Charlie Magee





THAT SHAPE! THAT COLOUR SCHEME! SPEAK TO PEOPLE IN THE STREET AND A LOT WILL THINK THAT JPS ARE STILL INVOLVED IN F1 – IT'S THAT EVOCATIVE

There are numerous cars greater than the sum of all their parts. There are few, though, infinitely greater. And this is one of them.

From its Unipart-sourced pressure cap to the tinsnips-and-blob weld guard at the base of the gear lever, from a bracket-upon-bracket layout borne of six seasons of no-peace-for-the-wicked competition, to the cockpit's hardware store of nuts, bolts and screws (crossheads, flatheads, Allens, press studs), Lotus 72 beggars belief. It's not the precision tool you might have anticipated.

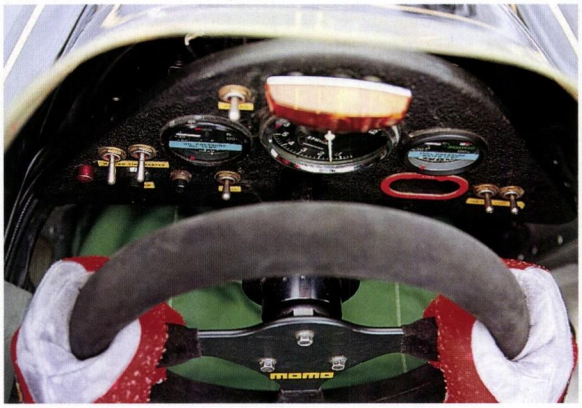
Yet 20 grand prix wins, two drivers' and three constructors' titles (one shared with the preceding 49), spread over five seasons, tell no lie: 72 was *the* car of the early 1970s, perhaps of the entire decade. So good, it was the Lotus that Colin Chapman couldn't hang. Fecund as ever, he was straight onto the next big thing, but the four-wheel-drive 56B turbine, the two-pedal 76 and the all-ways-adjustable 77 were inadequate by comparison. Only when Lotus came up with the 'wing car' 78 was the hipster, wedgy racer of Rindt, Fittipaldi and Peterson truly eclipsed.

Ah, Ronnie. Woodcote. In a 72. At the 1973 British GP. Surely the most-quoted car/driver/corner combo. I was at Copse that day. Close, but no cigar. But I am about to make up for my unthinking parents' geographical blunder (and to think it was supposed to be a birthday present!), for I'm about to drive the very car 'SuperSwede' whanged through the pre-chicane Woodcote, held on opposite lock until just before the spectator bridge, fired innumerable imaginations with, stoked even more memories.

Chassis 72/6. Built for 1971. Once of Gold Leaf, once of Reine Wisell; now of John Player Special, of 'Mad Ronald'. Peterson had begun his first season with Lotus, 1973, in the brand-new chassis 8, retiring it when fourth in Argentina, setting pole but stopping early in Brazil, finishing way down in South Africa after fixing a throttle link. He drove 8 at the International Trophy, too, finishing second to Stewart – having been beaten to pole by team-mate (no Woodcote mug then!) Emerson Fittipaldi. In Spain, Ronnie and 8 were on pole by a towering seven-tenths and led for 56 laps – until the gearbox broke. In Belgium, they were on pole, only to fade and then crash.

In between times, Ronnie had driven 6 at the Race of Champions in March, setting joint fastest lap and leading – until the transmission let go. Car and driver were reunited in Monaco in June, sat on the front row there and led for six laps – until the fuel pressure faltered and five places were lost before the subsidiary electric pump kicked in. Third was the eventual result that day.

And so to Sweden. Featureless Anderstorp was unlovely, but the crowd loved their homecoming hero. But then everyone loved Ronnie. He and 6 pipped François Cevert's Tyrrell 006 to pole, and led for 79 laps. Trouble was, the race was 80 laps. A deflating left-rear meant ➤





ABOVE LEFT: LARGE OIL PRESSURE WARNING LIGHT AND REV-COUNTER DOMINATE PLAIN AND SIMPLE DASH – NO £50K STEERING WHEEL HERE. ABOVE RIGHT: JUST ABOUT THE MOST FAMOUS PROFILE IN FORMULA ONE HISTORY. DIDN'T CARS LOOKS GREAT ON THOSE FAT REAR TYRES. GUEST DRIVER MEANT TO LEAN BACK À LA JIM CLARK, BUT ENDED UP HUNCHED LIKE RENÉ ARNOUX, THUS SPOILING THE LINE . SORRY ABOUT THAT

he was powerless to stop the McLaren M23 of Denny Hulme slicing by right at the death.

So the switch to 6 was no instant panacea, and Peterson's obvious talent had still to be rubber-stamped by a GP victory. At the halfway point of that season, after seven rounds of 15, he had a mere 10 points to his name; Fittipaldi had 41, two more than Stewart. The reigning world champion, the youngest ever, was still very much number one at Lotus. But Ronnie had that blinding speed, that annoying habit of slapping on his team-mate's settings and going that bit quicker. He was on the cusp of something.

As am I – if I can keep my foot steady on the throttle. The nerves are there, it's true. As is that road-car quirk of absent-mindedly blipping the throttle. A cold DFV has to be caught *and* held – at about 4000rpm, apparently. The throttle is heavy, though, my brain is as cold as the motor, and two or three times I let the revs drop. Stall. Bump. And away.

So what is it that the 72 has got?

Masses of competitiveness, clearly – GP wins in 1970 and '72-74 – but even more charisma. Yes, that's it. Something you can't quite put your finger on, but which is there nevertheless. Its former asset is beyond my capabilities; the latter, however, suffuses my soul.

On one of Rockingham's infield layouts (a sort of re-enactment of Ontario's 1971 Questor GP, minus the banking), only second and third gears are required, and it's a struggle to keep below the engine temperature redline of 85 deg C. Perhaps the airflow into those ground-breaking side rads is not all that Chapman and designer Maurice Phillippe would have wished for. This overheating means the runs are short but sweet – very sweet – which is fine by me as it allows for down-time to soak up the occasion. They're going to have to crane me out of this cockpit; not because it's a tight fit – it's more comfortable than is probably good for me – but because I'm in love, basically. Mesmerised.

The steering wheel has been replaced, but that is definitely the hammered-out blister where Ronnie must occasionally have rapped his knuckles on downchanges. And this is the button he pressed to override the rev-limiter. And look how that gashly cut piece of perspex, once the smashing orangy bit, has faded to a watery yellow…

Sorry, must try to be more objective.

Ahead, mounted on, and formed to the same shape as, the front roll-hoop is a black crackle-finish dash full of (centrally) Smiths rev-counter and (one each side) two small under-over dials – very MG Midget, bar the 11,000rpm limit. Two ignition toggle switches lie to the right, and these are flicked downward in preparation for an external battery to bring the DFV to life.

This is a 'mild' unit, 470bhp as opposed to the 'wild' 520bhp, but still the vibration is numbing, especially in the seat-of-the-pants area. As the revs – and concentration levels – rise, this phenomenon becomes less noticeable. When I (finally) climb out of the car, however, I am not just buzzing mentally. A GP in the DFV era lasted well beyond its two-hour track maximum. And Ronnie wasn't supposed to be fit. Keeping a 72 fully loaded for 70 or 80 laps would be no breeze, let me tell you.

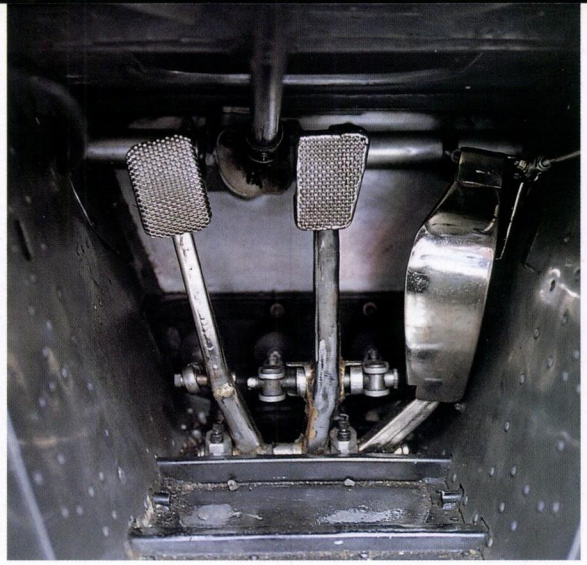
True, the aces of the day didn't suffer the pounding, feel-every-pebble ride of today's grand prix 'go-karts'. The 72, with torsion bars (back in F1 vogue) front and rear, and rising-rate suspension, is very supple. Even I can feel it moving around underneath, squirrelling through an enjoyable third-gear right-left-right-over-crest, nose rising under acceleration; no doubt it would have dived under heavier braking, too.

Little wonder that talents like Ronnie – and Emerson, to be fair – were able to wring the 72's neck, wring out every last drop. They literally bent it to meet their will, its DFV which, as already explained, runs hotter than most, expanding under the strain, the top two (of just four) mounting brackets designed to move with it.

The brakes use good old Dunlop DS11 pads and give much more feel than do modern carbon-metallics – for wary novice in irreplaceable F1 icon, at least – and ➳

TECHNICAL SPECIFICATION

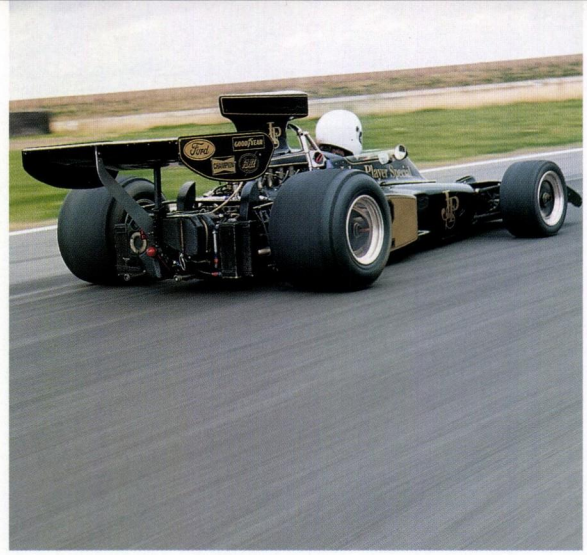
ENGINE	
Type	Ford-Cosworth DFV
Capacity	2993cc
Carburation	Lucas fuel injection
Power	475bhp
Transmission	Hewland FG, 5-speed
CHASSIS	
Type	aluminium monocoque, 20swg inner, 18swg outer
Front suspension	double wishbones with link system to compound torsion bar and damper
Rear suspension	double wishbones, reversed at top with radius arm, link to torsion bar and damper
Brakes (f/r)	inboard discs, 11in
Wheels (f/r)	13x10/15x15in
Tyres (f/r)	Firestone, then Goodyear
Length	165in
Width	74in
Height	46in (35in before airbox)
Wheelbase	100 (105in on 72F)
Track (f/r)	60/64in
Weight	1170lb





Above left: Pedals functional rather than beautiful, but oozing patina and a delight to use. Double-declutching a piece of cake. Above right: Snapped brakeshaft from inboard disc probably caused Rindt's fatal accident in 1970. System trouble-free by 1972-73. Below: Twists and turns of Rockingham infield not a problem for this superb chassis. Only worry was rising engine temperature

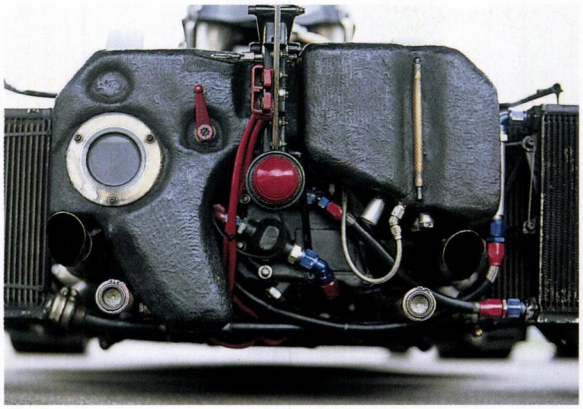


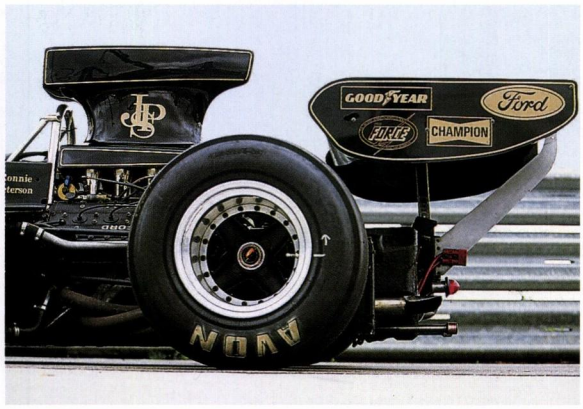




Above left: Formula One's Top Fueller. Mass concentrated at rear, overhanging tanks and rads making this view hard on the eye. Above right: 'SuperSwede' ended 1973 as the fastest man in Formula One. Title favourite in '74, his new Lotus was not up to the task. Below: Choose black and gold for your F1 colour scheme today and your image advisors would explain how it wouldn't work on TV







ABOVE LEFT: OIL TANK AND CATCH TANK ARE COMBINED. LUBRICANT CAN BE SWITCHED FROM THE LATTER TO THE FORMER USING SMALL RED LEVER. ABOVE RIGHT: CAR NOW SITS ON AVONS. SILVER ITEM JUTTING FROM UNDERNEATH IS A TORSION BAR. WING HAD TO BE MOVED FORWARD IN 1973. (THANKS TO DAVID & LORINA MCLAUGHLIN OF THE FORCE AND ROCKINGHAM MOTOR SPEEDWAY FOR ALL THEIR HELP WITH THIS FEATURE)

the clutch, heavy at rest, fine on the move, is liquid smooth. The gearbox, in contrast, is notchy, but reassuringly so, ratios slotting in neatly with a clonk. When you time things right, that is. Not being right up on the cam – a limit of 9000rpm, please – and not being positive enough on occasion, sees some changes cause an unsettling hop down the road, which leads to a switch to double-declutching in place of a hurried blip.

Otherwise, this famous car is extremely user-friendly: it pulls from 4000 (comes in strongly at 8k); it irons out what few bumps there are; it has more traction than I have 'balls'; it keeps my kidneys cosy warm. But that doesn't stop it from being bloody dangerous.

Flimsy, springs to mind. As does skimpy. When photographer Magee tank-tapes a camera and tripod to the nose, we 'joke' that he has just stiffened up the monocoque. A monocoque that stops where your calves lie, your feet and ankles jutting into a tray-like extension demanded by the keynote, but intrusive, inboard front discs.

Ahead of the axle line, which your toes break on full throttle (so I didn't) lies... not very much. The fire extinguisher used to be here, which meant it was the first thing to break off in an impact. Handy. The high cockpit conning tower engenders a feeling of security. But this is misplaced. The reality is that it keeps the draught out and no more, and that the light-alloy bathtub monocoque it is mounted upon rises barely above your waist. In its E specification, the 72 complied with the new side-impact regulations of 1973. Its flanks bulged ever so slightly, and the rads were now swaged into the bodywork, but the bottom line is a thin layer of foam. Say it loud: don't crash!

What 72 did have in its favour was a nimbleness matched only by Derek Gardner's stocky Tyrrells, and a high-speed balance equalled only by Gordon Coppuck's solid-citizen M23. It was very fast in a straight line, too, and it was only when Gordon Murray rocked up at Brabham that it came under threat in the lightness stakes.

Its steering – approximately a turn from lock to lock – is pin sharp, loading and unloading progressively as input is dialled in, allowing you to place (even me) to within an inch (or so), and demanding that you steer in *and* out of a corner. A sudden change of direction takes a bit of muscle, but it's not excessive.

Designed specifically to make use of soft Firestones, 72 did exactly that in 1972, Fittipaldi winning five GPs (and three non-championship F1 races) to take the title. Matters, though, were complicated in 1973 by a switch to Goodyear. As the Akron company increased its grip on F1, and Firestones were only to be found on lesser cars, so the tyre war slackened and compounds became increasingly harder. Which meant 72, bereft of the tyre-warming heat generated by outboard front brakes, became increasingly understeery. Which is where Ronnie's right foot and balance came in.

After his Swedish disappointment, he finally won, in France (one of his more subdued performances, actually), finished second in Britain despite a sticky throttle, led for 63 laps in Holland – until the gearbox began to play up – retired on the first lap at Nürburgring with a faulty distrubutor, and then won in Austria, Italy and America. This was a burst of form that included five more poles, took him to third in the championship, just three points behind Fittipaldi, and secured the constructors' title for Lotus. But it also seriously dented his team-mate's title bid, persuading him that his future lay elsewhere.

Fittipaldi would win his second title the following year at super-organised McLaren. In truth, he was well out of Lotus, who were in disarray with the disappointing 76. After just three races in it, and even though he had qualified second at Jarama, Ronnie persuaded the team to revert to the 72. And he promptly won with it, in Monaco, in chassis 8 (6 had been sold to Team Gunston in South Africa). This was a mighty drive: the only DFV runner to take it to the Ferraris, recovering from an early spin at Rascasse in the process. He produced another *tour de force* to win at Dijon, and made sure he was in the right place at the right time to benefit from two Ferrari engine failures at Monza. Genius stuff.

But even he couldn't keep 72 competitive in 1975. He finished fourth in Monaco, but ended the season with just six points, two of which came, fittingly, in 72's final outing, at Watkins Glen.

I wonder if, when he climbed out for that last time, Ronnie took a long lingering look at that dragster shape: huge rears, small fronts, thin nose, exposed engine, strong rearward weight bias. As downforce increased, wheelbases grew, weight shifted forward, suspensions were stiffened, platforms made more stable. Gone for ever was this beautiful shape. Gone forever was the flex and twist that Peterson used to craft *his* beautiful shapes.

'Steering is pin sharp, loading and unloading progressively. A sudden change of direction takes a bit of muscle, but it's not excessive'

Actually, Ronnie probably never gave it a second look. Sick of the sight of it, I bet. Most racing drivers are unsentimental – until they retire, at least – and anyway, there is nothing quite so useless as last year's racing car. Unless it's still winning, of course. Which, I guess, makes 72 the most useful F1 car ever. M



LAT

THE ONE THAT GOT AWAY

OUT FOR THE COUNT

PHIL HILL 1959 LE MANS 24 HOURS

HE HAD WON THE YEAR BEFORE AND WAS LEADING COMFORTABLY AGAIN. EASY MONEY! BUT HE WOULD BE BROKE BEFORE THE DAY WAS OUT. BY ADAM COOPER

FOR PHIL HILL THERE IS ABSOLUTELY NO DOUBT ABOUT the win that got away from him: Le Mans, 1959, when victory slipped from his grasp with a little over four hours remaining.

"It was the one race in my career that I really remember should have been ours, and wasn't," he says. "That disappointment really pointed out the injustices of motor-racing."

The race should have provided a repeat victory for Phil and co-driver Olivier Gendebien, who had won the rain-hit 1958 event at the wheel of a works Ferrari 250TR. Although they were very different personalities, the American and Belgian forged a successful partnership over the years.

"We drove together in 1956 in Argentina and finished second, and it was then that we found out that we had similar approaches; we both had a sort of feeling for not busting up the machinery. Everybody says, 'Today, it's real racing, and in those days, it was just a cruise'. But that's a lot of crap!

"Olivier wasn't really that mechanically knowledgeable, but any time that it was necessary to understand a certain mechanical concept, he had no problem at all. For example, we started out with a big handicap at Le Mans in 1958. A right-front brake was picking up the lining on the drum, and we spent hours getting rid of that condition until we could use the brakes properly – and eventually we won."

The triumphant pair were reunited at La Sarthe in 1959. They had won Sebring that year, with Chuck Daigh and Dan Gurney, and just a fortnight before Le Mans, had finished a close second at the Nürburgring to the Aston Martin of Stirling Moss and Jack Fairman.

Ferrari had three works entries on hand for the 24-hour marathon, the other machines crewed by Gurney/Jean Behra and Cliff Allison/Hermano da Silva Ramos. Their most serious opposition came from the trio of Aston Martin DBR1s handled by Moss/Fairman, Roy Salvadori/Carroll Shelby and Maurice Trintignant/Paul Frère.

Aston Martin had formulated a clear strategy that involved Moss acting as a hare, and the other two green cars adopting different degrees of caution. Ferrari, by contrast, had no formal plan, although Hill and Gendebien certainly had no intention of getting strung along by Moss: "Our car was terrific,



For much of the race the Hill/Gendebien Ferrari had no-one ahead of it…

Klemantaski Collection

both: Klemantaski Collection

and we let the other guys knock themselves out."

Stirling duly set a hard early pace, and Behra stayed with him. After a chaotic first set of pitstops by the Italian team, Gurney got ahead of Fairman, but it was another Ferrari which failed first, Allison suffering gearbox problems that led to a broken engine. Not long after that, Moss retired the pace-setting Aston after broken pieces of air intake were sucked into a cylinder.

Hill/Gendebien dropped back with carburation problems, and Behra/Gurney established a firm lead until they, too, suffered an engine failure. The calculated approach of the Shelby/Salvadori Aston now paid dividends as it took the lead. But they weren't the only ones who had preserved their equipment, and after the Aston had a long stop for new pads, Hill/Gendebien sailed into the lead.

They stayed there throughout the night and into the morning, opening up a four-lap advantage on the Aston. But it all started to go wrong when the Belgian was at the wheel.

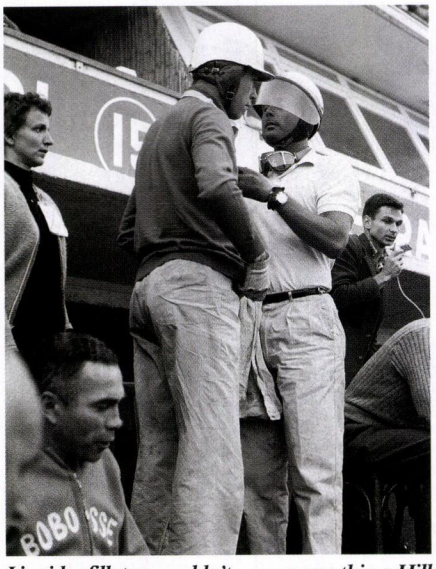
Hill recalls: "I got up at around 11am – the Shell place served as sleeping quarters – and I started walking back to the pits. All of a sudden I heard, 'The lead car is in the pits unexpectedly!' We ran down there and discovered that Olivier was out of water. He hadn't noticed the problem until the needle was off the dial. And he still had a certain number of laps to go before he was allowed to top up."

In those days, teams had to run 30-lap stints between fluid replenishments, and without even the chance to check the level in the sealed radiator, there was little that the team could do.

What happened next was described in that August's edition of MOTOR SPORT by Denis Jenkinson: 'The mechanics increased the fuel pump pressure in the vain hope that the trouble was being caused by weak mixture in the hot morning sunshine.

'One lap later the car was back and a check was made on the oil level, and water was poured onto the fuel pump in the hope that vapour locks were causing the weakness to the carburation and the consequent overheating.'

Gendebien managed to complete a few more laps, but it was a hopeless task, and the car was retired at 11.45am, before the engine was completely destroyed. Hill was absolutely devastated.



Liquid refill, top, couldn't save a sure thing. Hill and Gendebien, above, had two more wins to come

"In retrospect, I remembered the mechanics pouring some stuff in in the middle of the night, but they were always putting little tinctures of one sort or another in there.

"One of those little copper rings that seals the individual combustion chambers had been giving a bit of trouble and had finally burned through. I wish we'd been allowed to know that. I don't know if we would have been able to do anything or not, but if we had any idea what cylinder it might have been, perhaps we could have taken the plug out and struggled on with 11 cylinders – and still won.

"That was a huge lesson for me – never try and outguess Dame Fate. The whole race was so easy, and we were playing it so cool, and we were fresh off our '58 win. That was the first time I ever really counted the money. We were ahead on Index as well as overall, and we were going to get equal money for both things. Down the straight, I was counting it all!

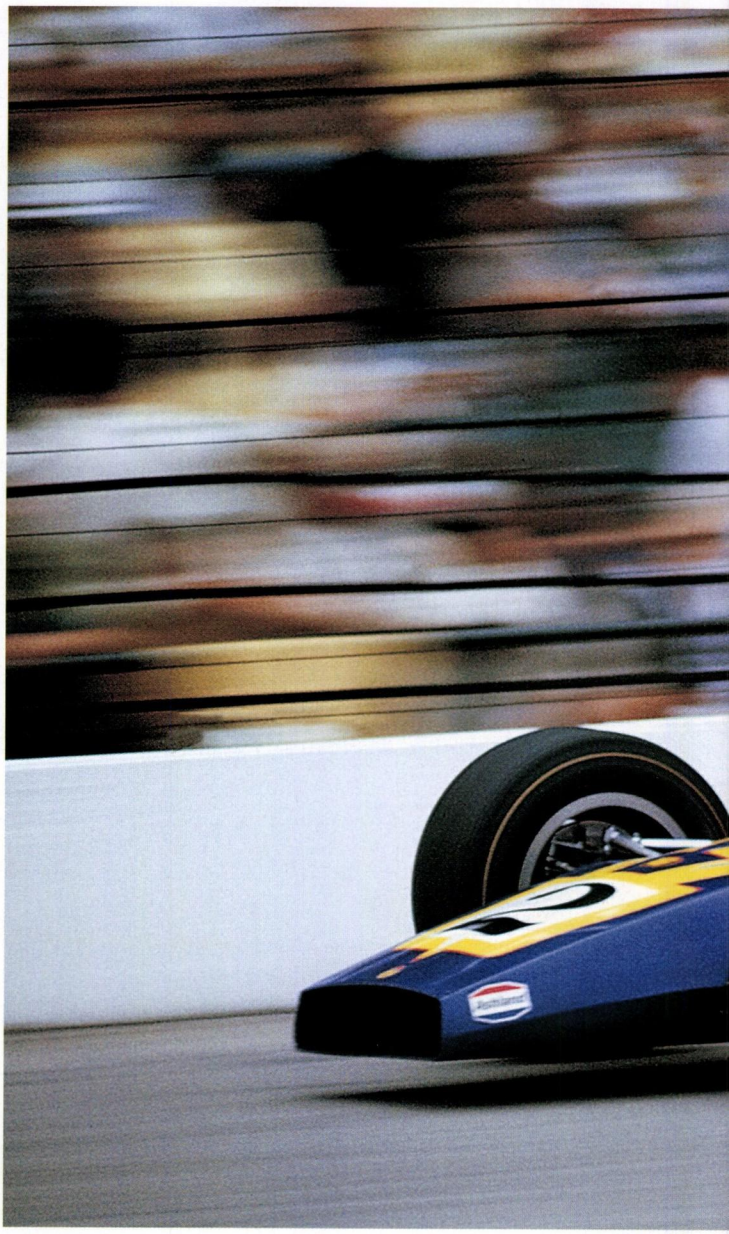
"It was an enormous disappointment. We could not believe that it had been snatched away from us."

The record books show only that Salvadori and Shelby scored the biggest win of their careers.

"Oh God, we have to keep reminding them how far back they were! We were four laps ahead."

Gendebien and Hill were supposed to share at Le Mans in 1960, too, but they were split up. The Belgian won with countryman Paul Frère, while Phil and Wolfgang von Trips stopped early when they ran out of fuel! But the story has a happy ending: Phil and Olivier went on to win together in '61 and '62. Three in five years is not a bad record. But it could have been even better. M





AL MIGHTY

FEW RACERS HAVE LET THEIR DRIVING DO THEIR TALKING LIKE AL UNSER SNR. DESPITE WINNING THE INDY 500 FOUR TIMES, HE TENDS TO SHUN PUBLICITY. BUT THIS MODEST HERO SPOKE TO DAVID MALSHER ABOUT HIS BRICKYARD BRILLIANCE



Al Unser was unstoppable in the 1970 Indy 500, leading 190 of the 200 laps. Far left: The fresh-faced youngster felt privileged to be racing at the Brickyard

THE PENSKE TEAM WAS IN TROUBLE. FIRSTLY, its PC16 hadn't worked in the opening rounds of 1987, and now it faced the Indy 500, running year-old March 86Cs. Then, early in practice, Danny Ongais, scheduled for a third Penske entry, put himself into the wall and out of action for the rest of May.

In typical Penske style, the Chevy-engined Marches were qualified comfortably by Rick Mears (third) and Danny Sullivan (16th). But who would take the third car?

Step forward Al Unser Snr. He'd spent the previous season as Penske's part-timer, starting just five races, despite being the reigning CART champion. Now he was being offered an out-of-date car that had had to be dragged away from display duties in a hotel lobby; and he wouldn't even get a Chevy engine. Instead, he'd have an '86-spec Cosworth DFX.

If his career had looked pretty much over, this looked the least obvious way of reviving it. Al plays down his disadvantage: "As soon as Penske called and said, 'I'd like you to drive for me in a 1986 March', I was happy. There were hardly any differences between the '86 and '87 Marches. And whenever you race for Penske, you know the car he gives you is the very best he can offer."

Having qualified 20th, it was nearly all over at the start, however: "Josele Garza spun in Turn One and almost put me in the wall. We actually touched. And I said to myself, 'Man, it's gonna be one of those days.' So I took it easy. Too easy. I let Mario Andretti lap me after about 20 laps. And that's when I got *really* pissed off and went after him. There's no way I could have beaten him that day. He had us covered – had the whole field covered – but he never lapped me the rest of the race."

Indianapolis Motor Speedway, Bob Tronolone

With just 20 laps to go, having led for 170, Andretti dropped out when his engine blew.

"That left me and Roberto Guerrero going at it," remembers Al. "Roger had been on my radio since Mears had gone out, so I knew I was running good enough. Roger tells you ➤





Above: That was close! Al's yellow March is clipped by a spinner, but survives to win

Left: Flashes of pace in 1993, his final year
Right: In '71, 'Johnny Lightning' struck twice

all: Indianapolis Motor Speedway

who's around you, what you're doing, what others are doing – actually, he never shuts up. Anyway, it was very even between me and Guerrero: if I was ahead of him, I could stay ahead; if I was behind, I couldn't pass. Then Roger made a decision to make our final pit-stop early to put pressure on Guerrero, and that's exactly how it worked. He messed up."

An overheating clutch and an overanxious driver made easy meat for veterans like Unser and Penske. At 47 years and 360 days, Al had become the oldest-ever winner of the world's most prestigious race. Not only that, he had equalled A J Foyt's record of four Indy 500 wins. This fitted perfectly, for Foyt had given Unser his first chance at the Brickyard.

It was the year Jimmy Clark and Lotus did what everyone knew they would one day, the year in which Mario Andretti signalled his intent with a rookie performance to die for: 1965. Baby-faced Unser, however, found himself in a Sheraton Thompson-backed Lola, Foyt's back-up car should his Lotus let him down. Qualifying 32 out of 33, and finishing ninth, four laps behind Clark, didn't exactly make Al the toast of Indiana, or even of his home town of Albuquerque, New Mexico. But taking into account his equipment, he did the perfect job. In the amphitheatre that had claimed the lives of his uncle Joseph in 1929, and his brother Jerry in '59, Al had kept it off the wall. He remembers a feeling of awe.

"Sure, I got goose bumps on the grid," he nods thoughtfully. "It was a feeling of success just to be there already. First, you have to get the opportunity to go; then you have to pass the rookie test; then you have to qualify. Each is a very big stepping stone. There are many drivers who never got the chance to go, many who never pass the rookie test, many who never qualify. You might think you have the ability, but you don't really know until you've done it. But once I had made it to the race that first year, then I wanted to finish it, which I was able to do. Then I wanted to finish the race well up. Then, of course, you always want to win it. And by then you've got that sensation of, 'Gee, I've really done *something*.' To compete against your idols and then finally beat them is a sensation that is unbelievable."

It is poignant and apt that one who treats the Indy 500 with such reverence should go on to become one of the event's true legends. First, however, he had to swallow the fact that nowhere is the 'winning is everything' adage more true than Indy.

"In '67, I finished second in Al Retzloff's car, behind Foyt. Yet the next day someone asked me where I had finished. I was amazed! That taught me there's only one place – and that's number one."

And that's precisely where Al's brother Bobby found himself, having won the 1968 Indy 500 on his way to the USAC crown. Five years Al's senior, Bobby had the gift of the gab to match his raw talent, and his wildness captured the bigger headlines. Eventually, however, quiet Al would out-stat big brother in all Indy departments bar pole positions.

Retzloff quit the ChampCar scene in 1968, so Al, together with George Bignotti – one of US motorsport's greatest crew chiefs – joined forces with Parnelli Jones and Vel Miletich who bought out Retzloff's assets. It proved a productive relationship. By '70, the car had been reworked by ace aerodynamicist Joe Fukashima and was now called a Colt. Sponsorship from Topper Toys, who were attempting to steal a marketing march on Mattel's Hot Wheels series, rendered the Colt-Ford the 'Johnny Lightning Special'. ➳


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Above: Unser with George Bignotti, chief mechanic for his 1970 and '71 Indy triumphs

Right: Cool calm was key to victory in '87. Al and his Penske pitcrew were exemplary

Indianapolis Motor Speedway

No-one else was in the running that year at Indy, and Unser led 190 of the 200 laps.

"You never *know* you will win Indy," he says. "There isn't a driver who can ever say that. But even before practice started we knew that, if we did everything right, we had a very good chance of running up at the front. But we did not know we could lead the amount of laps we did."

In retrospect, it is less astonishing. Indy turned out to be the second of 10 wins for the Johnny Lightning car that season. Al captured the title with one of the more dominant ChampCar seasons. Like Mark Donohue in a Porsche 917/30, or Niki Lauda in a Ferrari 312T, man and machine had formed a perfect circle which no-one could break. At last Al was receiving proper recognition; if he was destined to remain in Bobby's shadow for much of his ChampCar career, he at least was now much more than 'the other Unser'.

This was ensured in 1971, when he scored his back-to-back Indy win (the last time this was done until Helio Castroneves this year).

"McLaren should've beaten us," says Unser. "They had a 10-times better car, because their interpretation of the rules produced a huge rear wing and lots of downforce."

Qualifying revealed all: Peter Revson's works McLaren took pole at 178.69mph, Donohue's Penske-run machine was second; Unser lined up fifth, unable to break the 175 barrier. On race day, Donohue pulled away from everyone until quarter-distance, when his transmission failed. And that should have left Revson with an easy win. Instead, he didn't even lead a lap.

"We led over half the race that year," Unser chuckles. "Revson and the McLaren team just didn't know what they were doing. They lost that race on sheer inexperience. It was a more satisfying win than the year before, because in '70 we knew we could do it, which created pressure, but a different sort. In '71, we knew we'd have to work incredibly hard and make everything count for us. That was a hard, hard day with the right result."

Hard, hard days with little to show for them were the norm for Al at Indy for the next few years. "Maurice Phillippe joined Vel and Parnelli, and that's when the nightmare started, when that 'creation' happened. That dihedral wing car [two 45deg wings mounted halfway between the rear axle and cockpit] wouldn't work. I finished second in 1972, but if it had been the car it should have been, I might have given Donohue a decent run. There was Joe Leonard, Mario and myself working for Parnelli, so it was being called 'The Super Team' and so on. Well let me tell you, there was nothing super about it."

For 1974 and '75, the team used Eagles, but that had its drawbacks, too: "Dan Gurney and my brother Bobby made sure that they didn't sell the *exact* perfect product to the competition, especially the sort of competition that we were. So it took us a while to figure that out."

Between 1972 and '76, Al Unser led just 35 of Indy's 1200 laps. Even so, his decision to leave Parnelli's at the end of '77 seemed odd. Phillippe had been replaced by John Barnard and the VPJ was coming good with a win at Ontario. Unser explains: "Vel and Parnelli started doing things I didn't like, so I quit. Parnelli and I are still good friends, and he was a great car owner, but at the time, I was tired of it. I had to move."

If it seemed a curious decision at the time, it seemed the height of wisdom the following May. Now at Jim Hall's Chaparral team, ➳





Left: With brother Bobby in '75. Al took more wins, Bobby more pole positions

Above: Al's third Indy victory came in 1978, driving the Chaparral-run Lola-Cosworth

Al was at his finest at Indy, despite a slight pit-lane error when he bent a front wing against a tyre on his final stop: "Actually, I didn't know I'd hit it till later; it didn't affect the handling at all! Sometimes, when it's your day, it's your day. Earlier in the race, I don't know whether I gained the speed or my rivals lost it, but all those cars just backed up to me."

It was the first of three superspeedway wins for Unser that year, giving him the Triple Crown of 500-milers: Indy, Michigan and Pocono. Elsewhere, however, the car was very disappointing. The new Chaparral 2K seemed set to change that in 1979, and Unser caned everyone at Indy until an oil leak caused the transmission to seize. Throughout the year there were signs of huge potential, but it wasn't until the season finale at Phoenix that the 2K got its first victory.

And once again, Unser departed, leaving his hard work to benefit others. In 1980, his replacement, Johnny Rutherford, won Indy and the CART title. Al, meanwhile, endured the first of three fruitless years with the new Longhorn team, helping its owner, Texan oil-man Bobby Hillin, chase his brave dream of ChampCar success. Once this project folded at the end of '82, Unser departed for Penske.

"We started off good," is Al's dismissal of 1983, the season in which his wisdom and consistency gave Penske its fourth ChampCar title in five years. He describes '84 as "one of the worst years of my career. Every time I got in the car, it broke. I don't know whether it was Penske's decision, or a sponsor who told him, 'You gotta make changes', but that's how I came to be driving the third car in '85."

Except that's not how things transpired. Instead of being back-up man to successful Penske incumbent Mears and the new boy, Danny Sullivan, Unser became front-line material once more. Mears' terrible leg injuries incurred at Sanair meant he would have to forego road courses in '85. Whatever Roger's plans had been, therefore, he now needed Unser just as much as vice versa.

Sullivan stole Unser's thunder at Indy with a dramatic win, and was the better qualifier throughout the year. But in the races, Al was consistent and quick – and pipped his son Al Jnr to the CART title.

With Mears back to full strength in '86, Al thereafter concentrated mainly on Indy. After his 1987 victory there, he put a Penske on the front row for the next two years, coaxed a Lola-Buick to finish third in '92, and even led in 1993. He now headed the table for most laps led at Indy (644), and lay second only to Foyt in the number of 500s led (11). And there was the matter of four wins, a record shared with Foyt and Mears.

But the decision to retire, when it came, was swift: "I had been practising a Lola for the 500 in '94, but I found myself standing on the pitwall watching my kid qualify and suddenly realised I was too interested in how he was doing. People who lack the ability to give 100 per cent don't win. So I quit."

It was a low-key departure, as we should have expected. Commercial demands multiplied during his career, yet he never courted publicity: "Different people act according to their different personalities, and mine wasn't to go and sell myself. Mine was to perform."

And never better than at Indy. Each of his wins there mean different things. Of course, any Indy win is special, but May 24, 1987, when the most modest, unassuming guy in the place got the big Hollywood ending, was a Brickyard classic. In more ways than one, it was Al Unser's ultimate victory. M

Indianapolis Motor Speedway, Bob Tronolone

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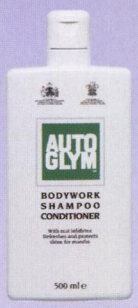
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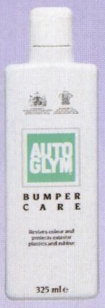
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The author heads for Brighton in 1983 aboard the Daimler-Benz Museum's 1904 Mercedes-Simplex



LAT

HYDE PARK AND RIDE

AS THE FURORE OVER ELIGIBILITY FOR THIS YEAR'S BRIGHTON RUN SUBSIDES, BILL BODDY LOOKS BACK OVER MANY YEARS OF PARTICIPATION IN THIS TRULY SPECIAL, QUITE UNIQUE – AND VERY BRITISH – EVENT

SOME WHO DRIVE THEIR ANCIENT CARS in this celebrated winter outing may regard it as a challenge just to take their pre-1905 primitives on the 56-mile journey. Others who do so may be aware that they are recalling for those who turn out to watch their passage – and the spectator interest all along the route from the Hyde Park start to the finish at Brighton's Madeira Drive is quite remarkable – an important landmark in motoring history.

Whatever, this is a great happening, the challenge undeniable, as I have seen on a number of occasions, thanks to those who generously let me ride on or drive their veterans on this inimitable outing through wintry sunshine or pelting rain.

As soon as I heard about this splendid affair, from the pages of *The Autocar*, I had to watch it. This involved a visit to the London garage the day before the start, where popping and banging and chuffing indicated that the curious 'autocars' were being got ready for the morrow's adventure, amid choking clouds of exhaust smoke.

Or I would take a long walk to Brixton Hill, the first acclivity the pre-1905 vehicles had to master, rather early on those Sunday mornings. Later, long tram and bus rides would take me to spectate from where the veterans diverted from the old Brighton road at Thornton Heath and went up past Croydon Airport, to rejoin it at Purley. Most would go past at a pedestrian crawl, but one looked out for the occasional faster primitive, such as the 1903 Paris-Madrid replica Panhard of Dick Shuttleworth, which was faster than some modern family saloons.

My first discovery of what it was like to actually go on a veteran came about in 1936 when speed-trial expert Dick Nash asked me to ride with him on his 1900 Peugeot, a fine little car, endowed with enormous headlamps.

Next year I was honoured to be given a ride with Capt Wylie, RN, Secretary of the Veteran Car Club, on his 1898 (later redated) Hurtu, a true primitive, on Benz Ideal lines. A girl I knew had agreed to get up early that Sunday and take me to the start, follow us to Brighton, and return me to London in her 1934 Austin 7 saloon. Wylie was anxious to complete the Run quickly because the VCC's dinner guest was Jean Batten, the famous pilot. But the Hurtu was very slow. Then, disaster! The automatic inlet valve of its gas-engine power unit in the boot had fallen onto the piston. It was then that a St Christopher-sent miracle happened. With screwdriver and pliers, I contrived to depress the valve spring and aim the cotter-pin into the tiny hole in the valve stem. ➤

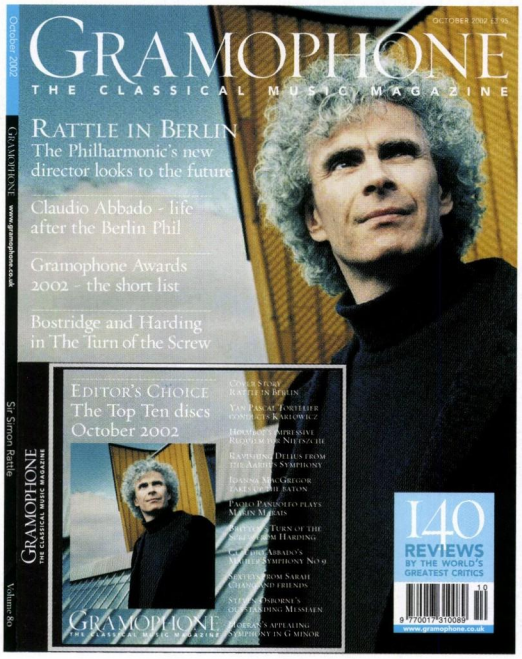
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It was sheer luck, unlikely to happen to anyone ever again. "I knew you were a journalist," Wylie said to me, "but I was not aware that you are also a skilled engineer!" Me, who could scarcely decoke an A7...

While this was afoot, Monica Whincop had brought hot coffee from a roadside stall. Wylie was overcome by the gesture, saying, "Today's young people are usually so thoughtless." With that he gave us all tickets for that VCC dinner, Monica, her boyfriend and me. I had intended to return to London as soon as the motoring part of the Run was over. Now I had to take a taxi to Monica's home, borrow a too-large dress suit, later watch the pair dancing and take another taxi and a train home the next morning. A 'Brighton' I particularly remember.

In 1938, no seat being available, I followed the veterans in a vintage Austin 7 coupé. War stopped these commemorative pleasures, but then in 1946, J F Kentish took me on his very nice single-cylinder 1902 de Dion Bouton, a little car with a big cape-cart hood. Petrol rationing cancelled the Run in 1947, but in '48 George Lanchester himself drove the well-behaved 1902 twin-cylinder Lanchester lent by Hutton-Stott, in which I rode. With its unconventional but well-proven mechanicals, including the wonderfully comfortable springing, it was advanced for its age. In fact, so effective a veteran was it, we arrived at Madeira Drive too early. Two other Lanchesters finished with us, but the BBC's Richard Dimbleby in a fourth had had gear-selector problems, necessitating him to reverse up some hills.

Variety added to the enjoyment of the 'Brighton'. In 1949, I went in a 1902 15hp Panhard-Levassor, one of France's great cars of its time, with a four-cylinder engine, but still with suction inlet valves, a veteran brought all the way from Southport by the keen Geoffrey Frank.

Another fine French car was my 1951 conveyance – Hutton-Stott's 1902 Type-8 Paris-Vienna de Dietrich, to be driven by Ron 'Steady' Barker. Torrential rain failed to spoil things, and *en route* the police were very helpful. But loss of bottom gear, so that we had to push up some of the hills, and temporary loss of the 800rpm top engine speed, showed up Steady's skill with old motor cars and we raced to the finish. He then drove back to Newbury, but I funked more damp, using a hotted-up Morris Minor.



Bill Boddy



National Motor Museum

Above: True primitive – the 1898 Decauville which defaulted, with frozen passenger trying to hold the ignition lever. Below: Another Montagu car, the 1904 Brushmobile, was WB's Brighton runner on more than one occasion

'It took a full load to its destination without difficulty, some hot water venting onto the passenger's legs'

In 1954 came a ride with Stanley and Mrs Sears in his immaculate 1901 Type-E four-cylinder Mors, another fine French car but very much a veteran with again auto intake valves, chain drive, and hand-oiling of the main bearings. But its 15.9hp engine got it along at 45mph on the 2:1 top gear. The pre-Run *Genevieve* film and television coverage had brought out enormous spectator support and much road congestion, but in spite of changing No1 plug, adding that oil, and treating a slipping clutch, the Run took only three-and-a-half hours.

C F South's rare 1904 Tony Huber, with 10/12hp Type 4T2 two-cylinder engine, took four of us to Brighton in 1955, in spite of excessive engine vibration, the route now magnificently policed and traffic control aided by a Westland Dragonfly helicopter. Where is this car now?

Next, it was in a better-known veteran, Peter Pointer's beehive-radiator 1902 Wolseley, with Herbert Austin-designed horizontal 2.6-litre engine, still with typically veteran features and long chains in the transmission. Not an easy car to drive, nor fast, but it took a full load to its destination without difficulty, hot water venting onto the front passenger's legs as it warmed to the gradients. It was owned by a clergyman until 1920, then dismantled, to be carefully reassembled.

In 1957 and 1958, I accompanied Lord Montagu in the Harmsworth Mercedes 60, being allowed to keep it overnight at our place in Hampshire and drive it to Hyde Park. And for the next seven 'Brightons' I drove veterans from the Montagu Museum (now the National Motor Museum): a 1903 6hp 'one-pot' Brushmobile (Brush Electric Co), a sort of 978cc gas-engine on wheels on three occasions, an '03 5hp Humberette that only got as far as the Mall (coil trouble), and then the delightful 1903 Q-type 698cc de Dion Bouton, with Museum Curator Michael Sedgwick beside me. After a quick tyre change, we had no brakes, which somewhat perturbed him.

The Museum finally lent me a true primitive, their 1898 3.5hp Decauville. I was to take a coach-driver, as a prize due to him. In the hotel foyer, as I pulled on my Sidcot suit, he asked, "Where you going then, the North Pole?" Hatless, in a thin mac, he was soon scarcely able to light a cigarette or hold at full advance a tiny ignition lever beside his legs. The twin-pot power soon evaporated and, fearing a blow-up and seeing a Mann Egerton garage open and half-hourly trains to ➳

London advertised on Redhill Station, I abandoned there, got a passing driver to take my frozen companion to the finish, and by grace of British Rail, a cab, and my VW Beetle, I was walking the dog on our local common before the last veterans were due to pass the final checkpoint.

In 1964, I drove another fine Museum veteran, the 1903 Panhard with twin-cylinder 1645cc Centaure engine and a difficult quadrant gear-change. The ancestor of the modern car, it was quite practical. I had the President of the Antique MCC of America alongside me and we averaged 16.7mph to Brighton.

On other occasions I co-drove, as a way of embellishing MOTOR SPORT reporting, with Michael Ware in the same Panhard, on an 1899 Benz with Roger Collings, and much later on Louis Holland's trouble-free 1903 20hp Berliet. I also shared a one-lunger Cadillac with Eric Thompson; the big-end gave out but we arrived in time.

Another good Run, with Lord Montagu driving, came in 1967, in a 1903 16hp 4181cc Fiat, a fine car on Mercedes lines, with a T-head engine so quiet that you could hear the rattle of the chains, and such a useful 'sub-urban' third gear that top was not engaged until well clear of London. Luxury all the way, as Bob Johnson, PRO of General Motors in the UK, had put his flat, which overlooked Hyde Park, at my disposal the night before the Run. Dr Lacerda, owner of Portugal's only motor museum, and a BBC man came with us.

So these November adventures continued. Most exhilarating was when Roger Collings took me in his 1903 nine-litre Mercedes Sixty. The greatest car of its era, it had such pre-1905 items as the scroll clutch, T-head engine, low-tension ignition, total-loss lubrication and exhaust-pressure fuel feed. We overtook many other participants and arrived first, although that meteoric 1977 dash was 100 per cent safe, the brakes never used hard. It was fun to see surprised police and the Mayor unready as we arrived, in an overall time of three hours, five up, including a stop to buy apples and even to let me drive in an attempt to lose a little time. Roger then drove back to Wales.

Les Wilson took me on Tom Lightfoot's 1901 Panhard and I later drove Tom's 1902 Beaufort, with big one-cylinder power. With two minor troubles it got to the Pylons check, some way from Brighton front, in just under four hours.



Bill Boddy

Above: And sometimes he passengered too. In 1970, WB partners Roger Collings in an 1899 Benz – each unaware they're being slipstreamed by a Jag 420G. Below: Passengers put on a brave face after six-hour epic aboard Daimler in '81



National Motor Museum

'It was fun to see surprised police and the Mayor unready as we arrived in a time of three hours'

For three Runs I went in British Leyland's veterans, a 1901 10hp solid-tyred Wolseley that had depressing maladies, the charming 1904 20hp tonneau-bodied Thornycroft, and the 1903 16hp Albion, the latter two shared with cheerful Brigadier Charles Maple. Difficult to drive, with lots of troubles, the Wolseley arrived on one-and-a-half cylinders after six hours and ran out of petrol at Marsh's commentating microphone.

I remember how what should have been an epic drive for me in Lord Montagu's 1903 Daimler was marred by continual failure of a tyre tube, dealt with by his back-up team as if I were an F1 ace, remaining in my seat during this six-hour stint.

When Daimler-Benz brought from Stuttgart Museum the Benz Spider and then the 28/32hp Mercedes-Simplex, an overnight ignition problem which the M-B's PR thought would cause a no-go on the big car was rectified through the night – this was Mercedes-Benz! The Museum Curator, von Pein, let me 'conduct' for a while both cars.

I returned to the NMM's de Dion in 1984, binding gear-shift clutches causing me to collide at almost zero mph with a tatty stationary Datsun, from which rust flakes fluttered. To my annoyance, one wooden mud-guard of the de Dion was split. The Datsun's owner wanted to call the Police but onlookers took my side, and when he sent a claim to the MOTOR SPORT office they asked for his insurance. We heard no more!

Next, a no-trouble 12/16 Talbot, which the late Ann Shoosmith threaded through traffic gaps with great skill, and a co-drive with Louis Holland (1903 Berliet, another reliable veteran). I had my experience of steam in Bob Dale's 1900 Gardner-Serpollet. Headquartered at Kew's steam museum, the enthusiasts for this sort of silent external-combustion motoring fixed a loose steam-pipe, and the double-phaeton used 35 gallons of water and nine of burner-fuel in four hours.

My luck held re good trips, as in G Neale's 1904 16/20 Aster, while a contrast was a quick dash on the racing Peerless 60 of Don Meyer, who used its great accelerative and braking powers to full effect, but had to repair a short in the electric fuel pump.

The Brighton Run is both a commemoration of the emancipation of the motor car and fun for those who venture on it. Let all who take part in or watch this unique English event enjoy it again on November 3. M

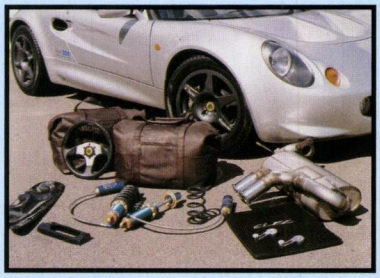
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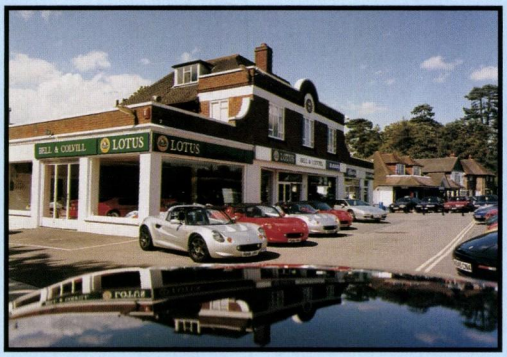
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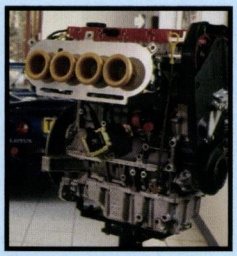
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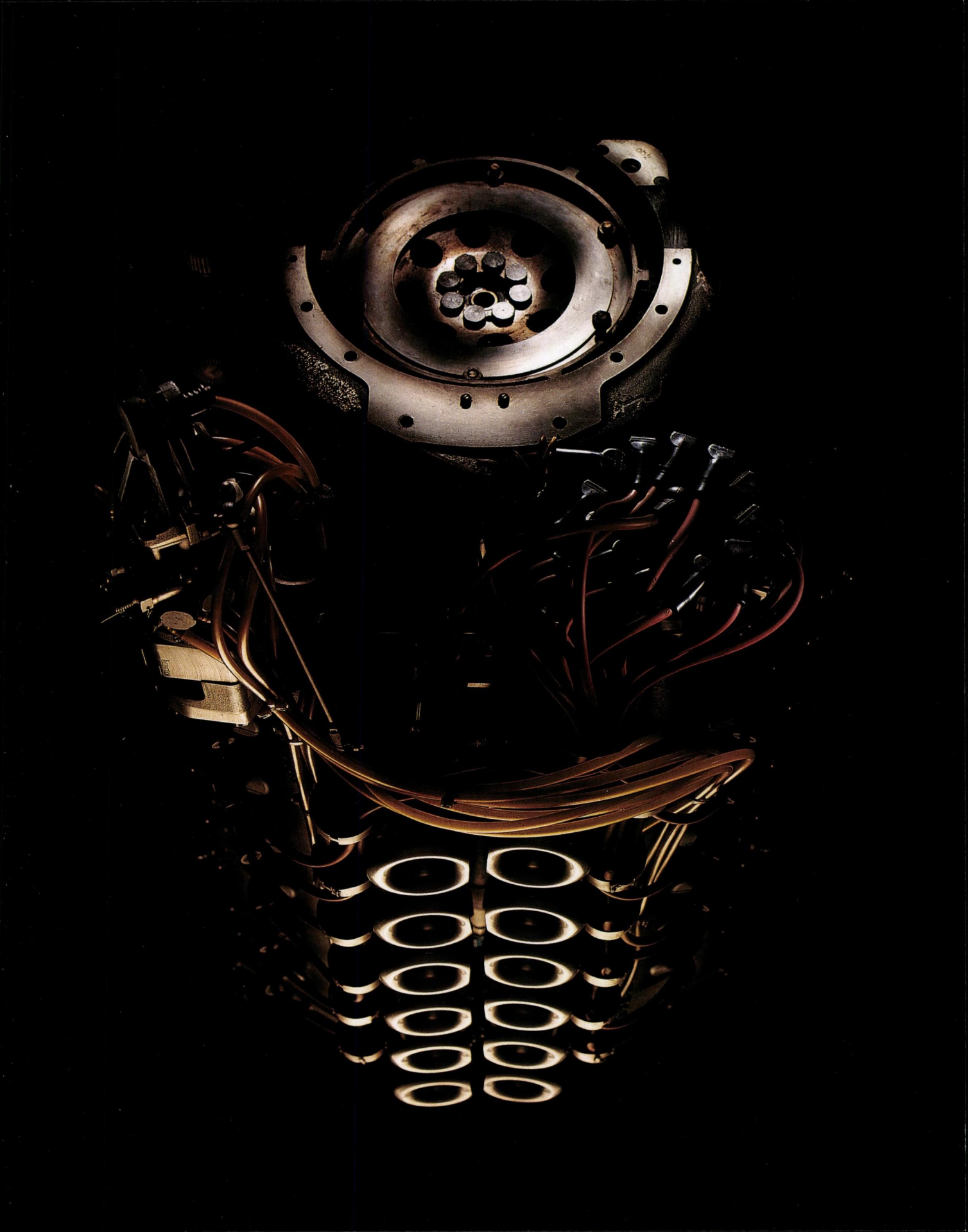


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POWER WITHOUT GLORY

FORD-WESLAKE V12

THE BLUE OVAL'S INVESTMENT IN COSWORTH'S DFV WAS REPAID MANY TIMES OVER. BUT FORD DIDN'T ALWAYS HIT THE JACKPOT. KEITH HOWARD TELLS THE STORY OF AN ENGINE THAT MET ALL ITS DESIGN CRITERIA, YET WHICH STILL PROVED AN EMBARRASSMENT TO ITS PAYMASTERS

photography by Charles Best

Aesthetically, Rye Harbour is a million miles from its parent town. Whereas mediaeval Rye, perched high on a nearby hill, is cobbled streets, sagging timber-framed buildings and cake-laden tea shops, Rye Harbour is a bluff industrial adjunct with no facilities for charabancs. It is difficult nonetheless to imagine this East Sussex backwater being home to not one, but two Formula One engine projects, both undertaken at Weslake & Co Ltd, Harbour Road.

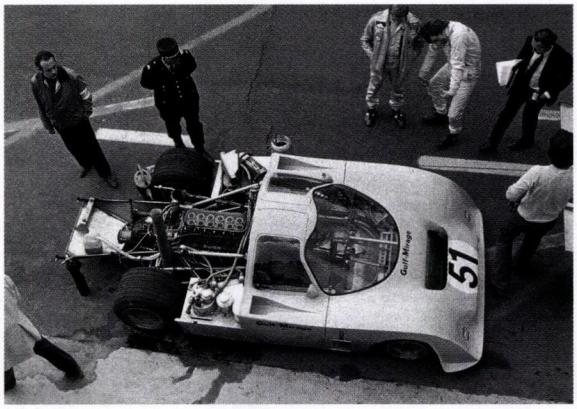
The more famous of the two, and in some respects progenitor of the second, was the Weslake V12 built for Dan Gurney's Eagle F1 team. Introduced in the same year as the epochal Cosworth DFV, it scored only one GP win in the back of the circling Eagle at Spa in 1967, but considering the modest resources available to Gurney's team, it was generally acknowledged a worthy effort. Engine number two, the Ford-Weslake, was a different story.

For a start, F1 was not supposed to be its prime focus. When Harry Weslake, Ford's motorsport director Stuart Turner and GT40 designer Len Bailey bumped into each other following the 1970 British GP and hatched the new venture, Ford didn't need a successful F1 engine, because it already had one in the DFV. But many were interested in using the Cosworth engine for sportscar racing, a diversification which designer Keith Duckworth opposed with his characteristic forthrightness. A Weslake-designed, Ford-badged V12, specifically for endurance events, would plug that gap and understudy the DFV should its performance in F1 falter.

The deal between Weslake, Ford's Walter Hayes and legendary sportscar team manager John Wyer, then running Gulf's racing outfit, was this: Weslake would develop the engine, Ford would buy it from him, and Wyer's men would be allowed initial use of it, just as Lotus had been with the DFV. If the first engine sold to JWA did not meet specified performance criteria then Ford would be obliged to buy it back at the original price.

Despite having the same cylinder dimensions (75 x 56.5mm) and crank arrangement as the Eagle unit, Weslake's new 2995cc V12 was substantially different otherwise. The aluminium-alloy block, which was designed to allow a bore increase up to 80mm, was unusually strong to withstand the rigours of 24-hour racing. A cast magnesium sump added to its stiffness and was cross-bolted to the caps of the five main bearings, which were downsized relative to previous Weslake designs to reduce weight and friction. In common with the DFV, the cast aluminium heads had a narrow included valve angle and pent-roof combustion chambers, but incorporated Weslake's trademark swirl-inducing lobes. Compression was "about 12:1".

Including the integral clutch housing, the engine measured 31.7in long, 19.1in wide and 22in high (80.4 x 48.5 x 55.9cm) and weighed 385lb (175kg) with flywheel and starter motor.



Mirage's Ford-badged V12 struggled at the Le Mans test weekend

It ran on the Rye dyno for the first time on 20 December 1971, recording a peak power of 450bhp, compared with 451bhp for a DFV on the same rig. After a little development, the new V12 was soon delivering well over 460bhp.

Relations between Weslake, Ford and JWA remained good into 1972, and the V12 duly passed its acceptance tests. But things began to sour later that year as a result of Weslake's determination to push the engine into F1. On 20 September, Turner wrote to him: "...quite clearly the V12 project seems to be getting into a tangle. The unfavourable publicity which has recently appeared in the sporting press did none of us any good..."

The incident to which Turner was referring was a disastrous test of the V12 in the back of a Brabham BT39 at Silverstone, with Graham Hill driving, news of which had leaked. Worse would follow in 1973.

When the Ford-Weslake raced for the first – and only time – in the Gulf-Mirage M6 at Daytona, both cars broke during practice, as did the one car entered for the race. For the Le Mans test weekend, Gulf-Mirage arrived with one M6 fitted with a DFV, driven by Ganley, and a second with the V12, driven by Derek Bell. Bell's best lap was almost 16sec slower.

Although these events paint the Ford-Weslake as a washout, the truth is more complex.

Gordon Murray, who drew the BT39 conversion, admits: "It wasn't a fair test of the engine because the car was so awful, a lash-up. Graham said it was just diabolical."

The Daytona fiasco, says Michael Daniel – Weslake's stepson and designer of the V12's block – was entirely due to a JWA cock-up over gear ratios.

And the Le Mans test? All down to the untried coupé body in which the V12 was fitted, recalls Bell, who remembers testing otherwise identical M6s with the V12 and DFV at Silverstone back-to-back and there being little to choose between them.

Turner admits it was a relief when, in the aftermath of the first oil crisis of 1973, Ford's motorsport budget was slashed and support for the V12 perished as an inevitable result. Ford had pumped £39,000 into the project with little to show for it. But that was but a quarter of the £150,000 Weslake claimed to have spent.

Determined to recoup some of the shortfall, it began a legal action against JWA which, had the latter not settled for an undisclosed sum, would have seen the two companies tearing into each other in the High Court in London, furthering Ford's discomfiture. As part of that action a V12 – the sixth and last – was independently tested at Swindon Racing Engines and proved itself capable of 464bhp at 10,750rpm, thereby vindicating Weslake's claims.

The final act in the tragedy came when, to prevent Harry squandering more money on it, Michael Daniel, then Weslake's MD, sold the V12 project–drawings, patterns, everything – to Terry Hoyle for £10,000. It was that, Daniel reasoned, or the company going under.

And so Harry never realised his dream of building an F1 engine to oust the DFV. He died four years later, in 1978, at Wembley Stadium, watching his 'bike engines power the bulk of the competitors in the world speedway final. M



Amon takes the plaudits at Le Mans in 1966. This should have been the first of many big wins. Should…



Rainer Schlegelmilch

CHANGING THE CURSE OF HISTORY

THE BAD-LUCK STORIES THAT LITTER CHRIS AMON'S CAREER OBSCURE THE FACT THAT HE REGISTERED SEVERAL MAJOR WINS. MARK HUGHES HELPS HIM TO PUT THE RECORD STRAIGHT

Chris Amon, the man recalled as the greatest driver never to win a grand prix. That actually sells him short. Between 1968 and '72, only Jackie Stewart put in as many virtuoso performances, days like Spain '68 or France '72, where one driver was just plain better than all the others. Given just a modicum of luck he'd have been a world champion, let alone a race-winner.

But among all the hard-luck stories, it's too easy to forget just what a successful career the man had. He won Le Mans and Daytona, emerged on top in wheel-to-wheel races with Jim Clark in the Tasman series, and beat Jochen Rindt there fair and square in 1969. He also won two F1 races, non-championship events, but very competitive affairs, nevertheless.

1966 Le Mans 24 Hours
WIN FOR FORD, FUTURE WITH FERRARI

"MY ASSOCIATION WITH FORD WENT BACK TO 1964 WHEN I co-drove a Cobra Daytona with Jochen Neerspach. We got caught attempting to change an alternator in the middle of the night and were disqualified! But I later joined Bruce McLaren, and he was heavily involved with Ford and that strengthened my link with them.

"At Daytona [in 1966], Bruce and I didn't think that the cars were going to last, and so we drove a very conservative race – and finished fifth. Before Le Mans, Bruce said, 'Well, we won't make that mistake again.'

"We were the only GT40 on Firestones, the rest were on Goodyears. Bruce and I were contracted to Firestone as they were pretty much financing McLaren.

"Bruce did the first stint and, within the first hour-and-a-half, two tyres threw treads. After the second or third one, Bruce handed over to me while he went ➳



Strain of success: Amon at the International Trophy of 1970, the time he beat JYS in identical Marches

Phipps/Sutton

We had lost a lot of time by then. Bruce said, 'Let's just go for it!' And we pushed like hell through the night

away to sort out the politics, because it was pretty obvious we needed to be on Goodyears if we were to have a chance. That's what happened in the end, but we had lost a lot of time by then. Bruce said, 'Let's just go for it!' And we pushed like hell through the night.

"We took the lead some time in the morning and only then did we allow ourselves to back off a little. It was a most enjoyable race. The only sad memory I have of it was the staged finish. We didn't benefit from it as we had a comfortable lead by the time the Ford edict went out, but Ken Miles, who shared the other car with Denny Hulme, was very bitter about it, and sadly he was killed just a few weeks later.

"If you look at pictures of the finish, you'll see that Bruce was clearly ahead. He said at the time that Ken backed off just before the line, but I'm not sure that's what happened at all. But that was Bruce's story – and he was sticking to it!

"It did a lot for me, that result. It was largely on the strength of it that I got the call from Ferrari. Because they initially signed me as a sportscar driver, not really Formula One."

1967 Daytona 24 Hours
F1 PRIZE FOR SPORTSCAR SPEED

"THIS WAS MY VERY FIRST DRIVE FOR FERRARI. I TESTED THERE IN December 1966, in the P4, with Lorenzo Bandini, Mike Parkes and Ludovico Scarfiotti. It was pretty clear there was an intense in-team rivalry because, basically, what happened in sportscars was going to determine who got the F1 seat. I remember feeling it was pretty important to be quick.

"It was a huge satisfaction to be winning against the Fords in the team that had been the opposition when I was with Ford. Also, by being quickest in the test, then winning the race, I had established my credentials for getting into the F1 car.

"The P4 was a wonderful car. Like most Ferraris of that time, it was a bit down on power, but its nimbleness more than made up for that through the infield section at Daytona. Also, it just felt bullet-proof, whereas I always felt the Ford was a bit mechanically fragile. The Ford was a better Le Mans car simply on account of its straight-line speed. We'd been seeing 225mph on the Mulsanne in 1966. The next year, in the P4, we were 25-30mph short of that."

1967 Monza 1000Km
BANKING ON SUCCESS

"IT WAS A PRETTY STRAIGHTFORWARD RACE. I REMEMBER IT MOST for the battering we took on the banking. It was extraordinary. The Ferrari filled me with confidence in that you knew bits weren't going to drop off it, and you really needed that round there.

"That was the last race Lorenzo and I drove together. He was a very, very nice guy. I went there with the expectation that he'd be difficult as we were competing for the same thing, but he was actually very supportive of me. We drove to Monaco [the race in which Bandini was killed] together that year from Modena. I've been accused of being chaotic in my approach, but he was worse. There were a hundred and one things he had to do before we got under way – stop off here, wait there. It was about two in the morning by the time we arrived in Monaco."

1968 Tasman Series
PUTTING THE PRESSURE ON CLARK

"I TALKED 'OLD MAN' FERRARI INTO DOING THE TASMAN. I HAD always been a bit of a historian and I remembered the days of Hawthorn and Collins in the Dinos. At the factory complex they had this sort of shed where they kept loads of old engines and gearboxes. I used to wander about in there, and I saw these Dino V6s from the late '50s. I said to Mauro Forghieri that if he put one of those 2.5 V6s into the F2 Ferrari, it would go well in the ➳

LAT, Bernard Cahier, Eoin Young Archive







Above, from left to right: Amon climbs aboard the victorious P4 he shared with Bandini at Daytona in 1967; this pairing also won that year's Monza 1000Km, suffering a real pounding around the bankings; Chris wins his home grand prix, at Pukekohe in 1969

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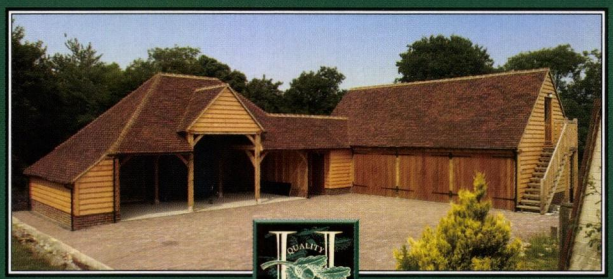
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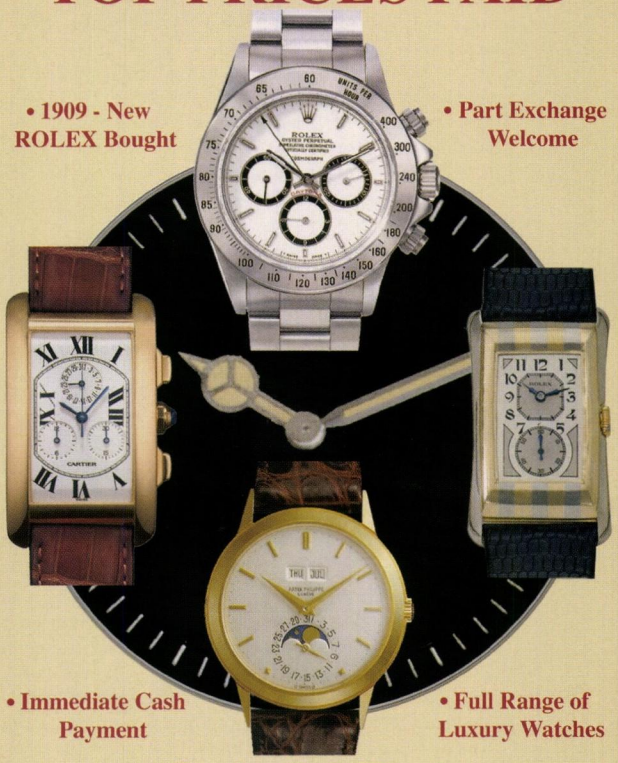
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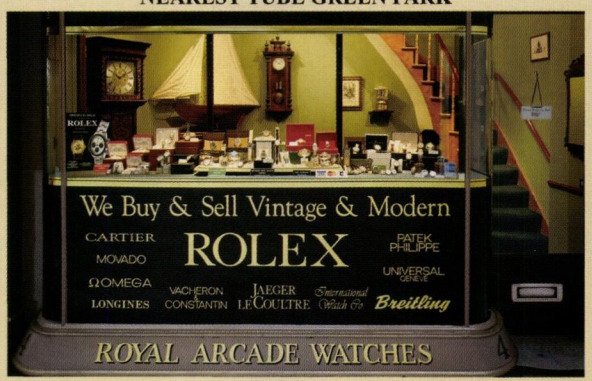
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By mixing a 10-year-old F1 engine with an F2 car, Amon came up with his most competitive Ferrari

Tasman series. He agreed, and I went to see Enzo – and he did not take much persuading at all. They made a three-valve head for it, and later a four-valve.

"It was a far more competitive car than we'd had in F1. The engine was far better-suited to 2.5 than the Cosworth DFV in Jimmy Clark's car, although his Lotus had better brakes than us. It was a big thing for me to able to run with Jimmy. In the last couple of grands prix in '67 – certainly at Mexico – I'd almost been there. I was running with Graham [Hill], not far behind Jim. But here I had the chance of going right with him. It was very interesting – and educational.

"Obviously, he was fantastically quick and very smooth, but I did notice that if you kept him under pressure for a long time, he'd make the odd mistake. I got past him at Surfers Paradise because he ran a bit wide. He was very rarely put under pressure, of course. I don't think that 1967 car of theirs was really very good; the 49 didn't become good until they put big wings on it.

"I won the New Zealand Grand Prix and Levin. In Australia for the third race, we were running wheel to wheel, but our new four-valve unit overheated. In Tasmania, at Longford, Piers Courage's McLaren won in the pouring rain on Dunlops.

"Sandown Park was the last race Jimmy ever won. I finished about a nose-cone behind him. We'd fought all the way through. Every lap I could get alongside him on the finish line, but I just didn't have the brakes to get him on the inside line. Interestingly, for the whole race, he let me have that inside line. He was obviously confident I could not outbrake him.

"On the last lap I took the engine way past the rev limit we had been using, but he did the same thing – and so that was that."

Eoin Young Archive

1969 Tasman Series

Championship win over Rindt

"We started off with a bit of a disadvantage because Lotus had a moveable wing and we had a fixed one. Jochen had a problem at Pukekhoe because his wing stuck down, and so we won that one. At Levin, he went upside down on a bank – that made it easier to win. The third and fourth races were at Wigram and Teretonga, and Lotus were clearly quicker there because of their wing. We decided we had to do something for Australia and developed our own moveable wing.

"It was 'developed' on the roof of a utility truck by my mechanics, Bruce Wilson and Roger Bailey. It was activated by a Triumph 2000 overdrive solenoid unit: when you let go of the button it stayed down; when you pushed the button it came up. It worked really well. Not only did it give us better straight-line speed, but it gave the rear tyres an easier time, because before, the wheels ➳

'I also remember the sheer surprise on Jochen's face. I could see it clearly because of his open-face helmet'

were going into camber all the way down the straights. This put a stop to that.

"We went to the first race in Oz and blitzed them, basically. At Warwick Farm, we had a real shoot-out in qualifying and Jochen ended up just on pole. The race was a non-event for me as Piers Courage and I came together.

"Then we went to Sandown again, where Jochen qualified about half-a-second quicker. I had a discussion with Bruce Wilson, who was rebuilding the engines, and he said, 'I reckon we can rev it a lot more than we're doing.' We were running to about 8600rpm, but in F2, with the same valve gear, they were revving to about 10,000. So we went for a lower gear ratio and decided to rev it to 9600. I remember pulling out of Jochen's slipstream early in the race and just driving by him on the way to winning. I also remember the look of sheer surprise on his face. You could see it quite clearly because of his open-face helmet.

"Jochen's style was much more aggressive than Jimmy's, but the end result was pretty similar in terms of lap time. I reckon I was somewhere in between in style."

1970 International Trophy
BEATING STEWART IN IDENTICAL CARS

"WE HAD A TYRE DISADVANTAGE TO JACKIE IN THAT WE WERE ON Firestone and he was on Dunlops that were definitely better, especially in the wet. But for Silverstone, Firestone had come up with an improved tyre. I was racing for Ferrari in the 1000Km at Monza, so I only did a day's testing at Silverstone – but I qualified on the front row.

"The race was in two heats. In the first one, Denny [Hulme] led from the off, but I went past him into Stowe on the first lap, and from then on it was dead easy; I just disappeared.

"The second race was wet and so Jackie had an advantage, but as it dried out, we were nose-to-tail. I did not need to pass him to take the overall victory so I just sat behind him.

"It was frustrating having Jackie in the same car. When I first signed, dear old Max [Mosley] and Robin [Herd] said it would be a one-car team and they'd be putting all their resource into it. Then they set up a virtual production line and the main competition was in one of them – and on better tyres. I remember it always took the Firestone two or three laps to get working, whereas the Dunlop would work from the off. That was really evident at Monaco, where Jackie just disappeared on the first couple of laps, but after that I was able to keep the gap constant."

1971 Argentine Grand Prix
LOW ON GRUNT, HIGH ON GRIT

"THIS WAS THE FIRST TIME THAT I'D DRIVEN THE MS120B AND, AFTER the March, it was obvious immediately that this was so much better. I liked it very much, but I quickly found it was sadly lacking in horsepower. The first clue came in the first heat. I was on pole but was easily beaten into the first corner.

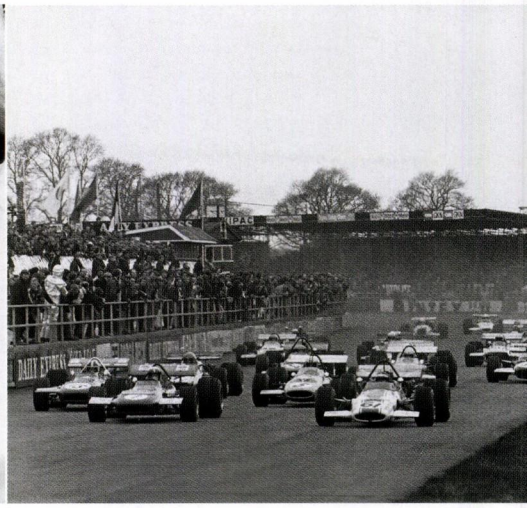
Exactly the same thing happened in the second heat; I think I was sixth or seventh into the first corner. So then I just went for it and started passing cars all over the place. Buenos Aires was a lovely track; you could really throw the car around through some of those corners.

"I passed Seppi [Jo Siffert] for, I think, second, and we touched wheels. I passed Rolf Stommelen; we touched and he spun. I suppose a diplomatic way of putting it was that it was a racing incident. I wasn't in the mood for compromise. Basically, both times I went down the inside and they turned in. Seppi came up to me afterwards and said something, and I'm sure John Surtees said something on Stommelen's behalf, but I don't remember it as a big deal.

"I remember coming away from there thinking, 'Yes, it's great we won – but we're really going to struggle unless we come up with more horsepower.' Unfortunately, that was the story for the next two years." M







Above, left to right: a superb Matra chassis and an inspired Amon made up for the V12's deficiencies in Argentina in 1971; thirsty work motor racing, winning or losing; Stewart gets the jump at Silverstone in 1970, but Amon (far left) would beat the Scotsman that day

Grand Prix Topgear

Seven items, selected from hundreds currently in stock, give a flavour of what is available from Grand Prix Topgear.

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The chance to own a piece of motorsport history is something that appeals to thousands of F1 fans across the world, and that is just where Grand Prix Topgear comes in. With an amazing array of memorabilia, much of it signed by Grand Prix drivers, the company can really offer something to suit just about every fan.

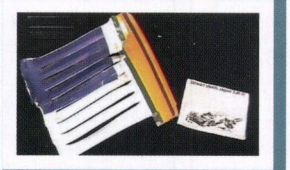


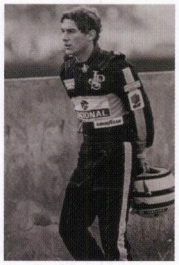
The business started formally in 1988, but its origins are in the early 1950s when founder Chris Grint started going to Grand Prix and began collecting memorabilia.

The launch of Grand Prix Topgear came with the creation of the Grand Prix Coffee Table, using genuine F1 race tyres to make unique pieces of furniture. Since that time, it has grown to become one of the world's largest suppliers of memorabilia. Photographs, race suits, helmets, visors, shirts, posters, prints, caps, pit bikes, nose cones, wheels, pieces of bodywork, engine parts and much more are all available. In many cases, the items are signed by the drivers, making every piece unique. With the exception of less than 20 items, all the stock relates to F1 history.

Earlier this year, the company relocated to Dorset under the guidance of Chris Townend, who has a 40-year passion for the sport. "I've been interested in Formula One since, I suppose, 1962 when I drove my first Jim Clark Lotus. Unfortunately that was a Scalextric car," jokes Townend, who took over the company when Grint formerly retired, but still works with the company on a consultancy basis. "In both our cases the business grew out of our hobbies," says Townend.

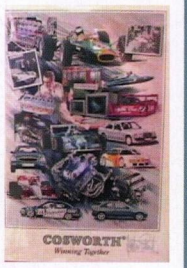
Clothing is a major part of the company's stock. But this is not merchandise, it is actual team wear from the 1980's right up to the 2001 season. Most of the clothing associated with the famous teams and sponsors is stocked including Benetton Ford, Williams Rothmans and Camel, Tyrrell and Stewart. "We can't stock everything, but what we haven't got we can usually find," promises Townend. Indeed, with stock constantly changing, there are always new items coming into stock, so a phone call is always advisable!













A piece of bodywork from a TWR Le Mans Jaguar is evidence of a rare testing accident by Jackie Stewart. With it comes an original newspaper article explaining this unique event.

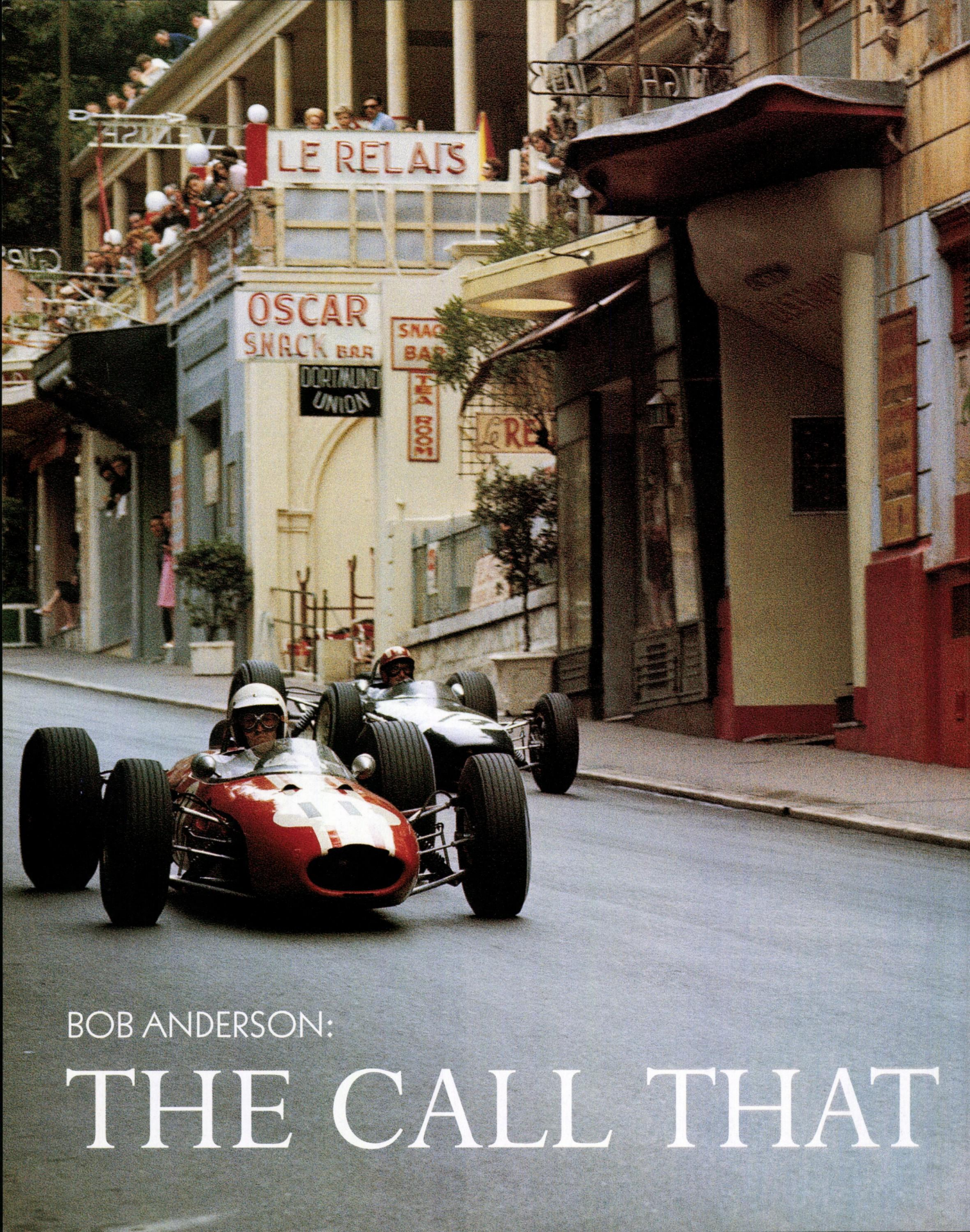
Inevitably, the late Ayrton Senna features prominently and is one of the most collected drivers in the history of the sport. Grand Prix Topgear has a stunning black and white photograph of Senna walking through long grass on his trudge back to paddock after a retirement early in his F1 career. Complete with his hallmark crash helmet, and JPS overalls it is a marvellous piece of history.

The second Senna item selected as a taster for this article is a signed race visor bearing Renault Elf branding. This was used in the 1985 Monza race when he started his Lotus-Renault 97T from pole position and finished third behind Alain Prost and Nelson Piquet.

Two signed photographs from the legendary Juan-Manuel Fangio demonstrate that Grand Prix Topgear covers the glorious 50-year history of Grand Prix racing. The first, thought to have been taken in the early 1960s, is a study of this great man, while the second is Fangio seated in a Mercedes sports car, thought to be from 1952 or 1953.

The Cosworth brand is synonymous with Grand prix success, and a poster tracing more than 30 years of Cosworth success is made unique by having Jackie Stewart's signature. From Jim Clark's first DFV victory at Zandvoort in 1967, through to the late 1990s are covered by this poster.

Bringing the collection right up to date is a pair of Michael Schumacher gloves, signed by the five-time world champion.



BOB ANDERSON:

THE CALL THAT



Monaco 1965: Bob Anderson (9) leads fellow Brabham BT11 pilots Frank Gardner (11) and Jo Siffert, both of whom he had outqualified

NEVER CAME

ONE OF THE LAST TRUE PRIVATEERS, BOB ANDERSON NEVER RECEIVED THE RECOGNITION FROM THE WORKS TEAMS HE CRAVED – AND HIS EFFORTS PROBABLY DESERVED. ADAM COOPER EXPLAINS

photography by LAT

On the face of it, Bob Anderson's third place in the 1964 Austrian GP was not very special. He finished three laps behind winner Lorenzo Bandini, and only a handful of others survived the two-hour grind around the bland but bumpy Zeltweg airfield.

However, this was an extraordinary result. For Anderson was a privateer in the purest sense of the word. He prepared his Brabham BT11 in a converted shed next to his house, and carried it around Europe on a VW pick-up. His wife did all the admin, and he had one mechanic. A familiar story perhaps, but this was Formula One, not club racing.

Austria reflected his dogged determination; elsewhere, some astounding qualifying performances showed that the man had real pace. And yet Anderson somehow remained out of the loop, never taken seriously by the works teams, who perhaps didn't realise how desperately he craved their attention. He never gave up trying to impress until, in August 1967, his luck ran out.

Robert Hugh Fearon Anderson was born in Hendon on May 19, 1931, the son of a doctor and a pathologist. His father died when he was young, and when his mother remarried, the family moved to Haynes in Bedfordshire.

There was enough money to send Bob to Gordonstoun, but shortly after arriving he developed serious back problems thanks to osteomyelitis, which led him to spend the best part of a year in an Aberdeen hospital bed. This lengthy disruption must have been character-building, to say the least.

He dropped out of school early and, having developed an interest in farming, went to agricultural college in 1950. His fellow students included future F1 racer Henry Taylor and David Stanbridge, who was to become a lifelong friend.

"Bob left college after a year," Stanbridge says. "He couldn't really stand the regulations. He got a job as a mechanic in a local machinery dealer, and one day went to see some motorcycle racing with friends. He said, 'That looks easy,' and someone said, 'Have a go then!'"

This was 1953. Bob already owned a Triumph Tiger 100 and, having fitted some tuning parts, he went to Castle Combe. He was soon to give up his job to concentrate on racing, replacing the Triumph with a Manx Norton, and over the next few years developed into one of Britain's leading riders.

"He was a top man," recalls veteran bike journalist Mick Woollett. "He was on a par with guys like Hailwood and Surtees on riding ability, but it was all a question of getting the best bikes and best tuners. Socially, he was a bit above a lot of the riders – 'posh' is the term you could use."

His biggest achievement was finishing second behind John Surtees in the 1958 Senior TT. Including that race, he finished in the world championship points 12 times on his 500 and 350cc Nortons between 1958 and '60, and once with an MZ in 125s.

While still racing bikes he met a French *au pair* called Marie-Edmée at a Young Conservatives dance in Bedford. Their relationship soon blossomed, albeit against her parents' wishes.

"They dragged her back to France," says Stanbridge, "but she got back to England again, and she and Bob eloped. They drove his Bedford van up to Gretna Green, thought the place was dreadful, and carried on driving to the Isle of Mull, and married in Tobermory!"

Bob's mother and stepfather gave the couple a home in a converted part of their house in Haynes. It was to be a low-cost base for Bob for the rest his life.

In the winter of 1960, Anderson aggravated his old back problems in a fall in South Africa, and he was told not to race again. But the timing was fortunate for, at 29, he was already considering a switch to four wheels. Following advice from Henry Taylor, he went into Formula Junior in 1961 with a Lotus 20. Ironically, a series of accidents did his back little good. But there were signs of raw speed, and he ran under the Team Lotus banner in '62, alongside Peter Arundell and Alan Rees. Honing his talent, Bob showed excellent form at Monaco, finishing third behind Arundell and Mike Spence. He also picked up thirds at Rouen, Goodwood and Zandvoort, and was second to Arundell at Montlhéry.

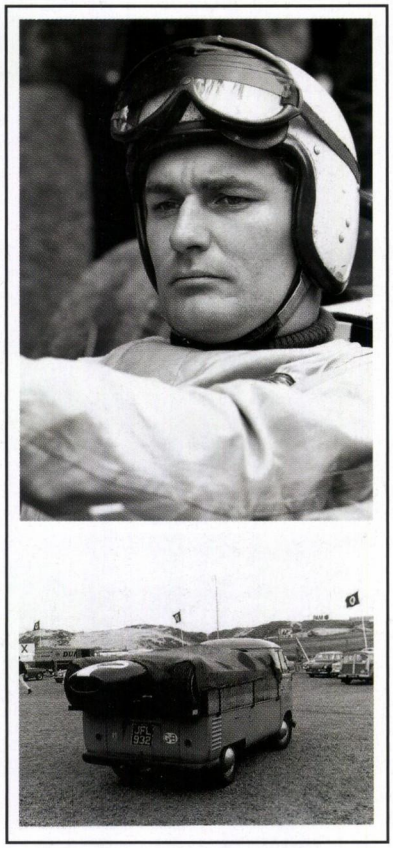
Deciding not to continue his association with Colin Chapman, Bob opted for F1 in 1963. He bought an ex-Bowmaker Lola and a Climax engine, and that VW Combi. The latter vehicle was to be his paddock trademark for the next five years.

"It was an ex-builders' truck," explains Stanbridge, "and it was covered in concrete when he got it. He discovered that you could set it up with the most desperate positive camber, and when you put the car and all the spares in, it reverted to normal. It was undriveable when it wasn't loaded."

The team comprised Bob, Marie-Edmée and sometimes a single paid mechanic. Often he had only a volunteer helper from his home town, such as farmer Stanbridge or future RAC MSA boss John Quenby.

Initially he was forced to concentrate on non-championship events, and after a debut outing at Snetterton, he went to Pau, Imola and Syracuse, where he qualified second to Jo Siffert. Next time out, at Vallelunga, he actually won, admittedly in the face of weak opposition. His first 'serious' outing was in the British Grand Prix, where he qualified a respectable 16th out of 23, ahead of old rival Hailwood. He had 10 cars behind him on the grid at Monza, his only other world championship appearance that year.

Bob extended himself by ordering a new Brabham BT11 for 1964. Stanbridge ➤



Above: Bob was 29 when he switched to cars...
Below: ... and became one of F1's last privateers



Anderson's Brabham chases the BRM of Tony Maggs on its way to third at Austria in 1964. The foreground is filled by Innes Ireland's broken BRP

'His ribs had gone into his lungs. The engine was still running, and the petrol pump was still working'

recalls: "He told me that he'd insured his life and used that as security for a loan to buy the Brabham. Things were that bad."

The car wasn't ready until May, but at Monaco he qualified 12th. Next time out, at Zandvoort, he finished sixth, picking up a point in only his fourth GP start. At Brands, he qualified a superb seventh.

Bob was regarded as something of a loner, and his occasionally abrasive personality did not help ("He called a spade a bloody shovel!" says one friend). But his efforts had not gone entirely unnoticed. Esso and Dunlop offered trade support, while sympathetic Climax would let him keep his place in the rebuild queue if he got there before the works squads. And so, even on his greatest day at Zeltweg, Anderson's first thought was to dash back to England, and it was with some reluctance that he waited for his third-place money at the prize-giving. "The engine was still hot when we loaded it into his Zodiac after Austria!" recalls mechanic George Copeland.

The 1965 season brought few hard results. He again showed his pace by qualifying fifth at the Easter Goodwood meeting (ahead of Brabham, McLaren and Gurney) and ninth at Monaco. But reliability problems proved frustrating, and in August, Bob's season was curtailed by a major off in practice at the 'Ring, thanks to cold brakes.

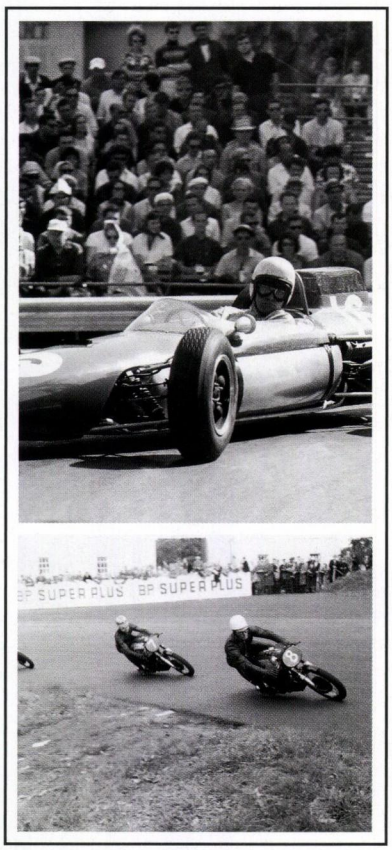
The shunt did at least allow him to prepare for the 3-litre formula in 1966. The BT11 was rebuilt, and a 2.7-litre Climax FRF acquired from Robs Lamplough. Bob qualified eighth at Monaco, and got up to an astonishing fifth by Ste Devote, as captured in *Grand Prix*. Fact blended with fiction when Bob got a mention from Anthony Marsh on the film's soundtrack – "It's Sarti in the lead from Stoddard, Aron, Hulme, Anderson and Randolph!" The joy was short-lived, for he stopped with an engine problem on lap four. He would finish sixth at Monza, though.

That year, Bob was enticed into a brief 'bike comeback by Yamaha, and he finished fifth in the 250cc event at Assen, behind Hailwood and Phil Read. He also did a full F2 season with Bob Gerard.

In December, Bob won the Rhodesian GP after spending all night repairing accident damage, and on the same trip finished a solid fifth in the South African GP that kicked off the 1967 season.

He had two young kids to support and money was very tight. He now relied solely on volunteer help, and his speed was compromised as he had to finish in order to generate cash. The engine, the last in F1 to run without fuel injection, was worth only 240bhp and, now in its fourth season, the Brabham was also well past its sell-by date – Bob even looked into fitting its running gear to a bespoke chassis.

Matters were not helped when he was not allowed to start at his beloved Monaco, despite qualifying faster than several favoured drivers. Furious, he nevertheless stayed on to watch: "We were walking the course," recalls friend and helper Alan Brodie, "and were just coming down from the tunnel when Lorenzo Bandini's crash happened."



Above: At Monaco in 1964, Bob qualified 12th. Below: A potentially great 'biker; Oulton '57

That summer, Anderson seemed aware that time was running out for privateers. His frustration began to build: "I thought I'd have a go on my own for a couple of years in the hope that some works team might make me an offer. Unfortunately, it hasn't worked out as I'd hoped. I really don't understand. I wish somebody would tell me."

After the British GP, the car was prepared for a planned trip to Canada where good starting money was on offer. On Monday, August 14, Bob headed to Silverstone to run in the gearbox, as he could not afford any problems at Mosport.

"It was a wet morning, but it had stopped raining," says Brodie. "Bob said, 'You take it out and have a spin round, we're just running it in.' I had driven a couple of times, but I said no, so off he went on the Club circuit. Then I heard this bang, and he didn't come round the corner. He'd hit the marshals' post on the right, just before Woodcote Corner."

Bob had been caught out by a patch of standing water which always took an age to dry out. The car wasn't badly damaged, but he had been thrown into the steering column. He was still conscious, but in terrible pain. Brodie got there first.

"He nearly broke my arm holding on to me. He'd gone forward and his ribs had gone into his lungs. The engine was still running, and the petrol pump was still working. The only mark on his body that you could see was a nasty gash on his right hand where he'd broken off the ignition switch, so we couldn't switch the pump off. It was just pumping petrol everywhere. The battery was between his legs, and I had to try and remember which lead to undo first."

No doctor could be found, or indeed medical support of any kind.

"When we laid him out on the stretcher it just ripped his lungs open. Had we taken him to hospital with him sitting in the car, as someone suggested, it might have been different. Eventually, we got into this rickety old Silverstone ambulance, it was an ex-army type thing, driven by a labourer off the farm."

The antiquated device had no oxygen, no bell or siren – and no suspension to speak of. Halfway to Northampton they met an official ambulance, whose crew decided it was too dangerous to transfer Bob, so the two vehicles continued in convoy to the hospital, where he died a few hours later. He was 36.

Silverstone subsequently resited the marshals' post and bolstered safety arrangements for testing. The changes were too late for poor Anderson – as was a sympathetic Louis Stanley's assertion to Bob's friends that he had been under consideration for a works BRM drive in 1968.

A final thought. Did witnessing the fiery Bandini tragedy cause Anderson to shun the one thing that might have saved him?

"We had a set of seatbelts," says Brodie. "It was, 'Should we fit them or shouldn't we?' And Bob said, 'No, we'll do that in the winter.' So we never fitted them." M

A magnificent collection of motor racing photographs from the 1950s and1960s shot by Keith Duerden has recently been made available and is already receiving widespread acclaim.

Duerden has captured many wonderful moments from the era, but until very recently the images remained largely unpublished and unseen. Now, Duerden has decided to make them available. In all, the archive runs to over 500 images, with around 150 of these currently on the excellent website at:

www.duerdencollection.com

Typical of the shots available are those shown here. Duerden takes particular pride in the remarkable picture of Gonzalez and Fangio on the grid at Silverstone before the 1953 Grand Prix. All of the '50s shooting was accomplished without the benefit of track passes and on one occasion, to gain access to Silverstone, Keith hid under a tarpaulin in the cockpit of Rob Walker's Connaught as it was trailered through the entrance gate. No luxury transporters then!

A magnificent study of Fangio's Ferrari D50 in a four-wheel drift through Beckets is indicative of the quality of the images, whilst a unique paddock shot shows Stirling Moss painting 'his' number 7 on the Cooper 500 at Goodwood! A decade later, Duerden beautifully captured Jack Brabham drifting through Hawthorn's Bend at Brands Hatch.

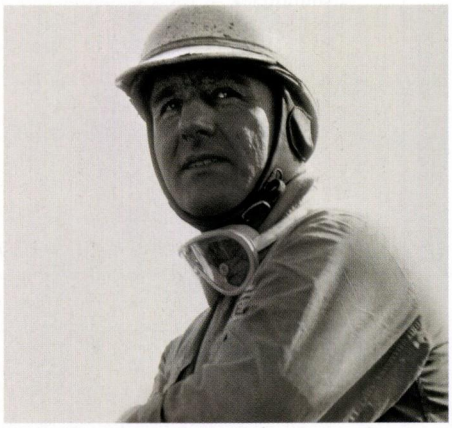
Duerden focussed on racing at Goodwood, Brands Hatch, Silverstone and Crystal Palace. However, amongst the most recent additions to the website are those he took at Le Mans in 1953. Acquiring a pit pass near the end of the race, Duerden was by the Jaguar pits to catch the moments as the Rolt/Hamilton C-type headed a Jaguar 1-2-4 finish.



A separate section is dedicated to images of Donald Campbell. Early in his professional photographic career, Duerden was with Campbell during his record-breaking runs on Coniston Water in 1956 and 1957.

"While still at school in the late '40s, I read books about pre-war motor racing, especially the exploits of Prince Bira. Around the same time, I acquired my first camera and it seemed natural that these two keen interests should be combined". From attending early post-war sprints and hillclimbs and the first Goodwood meeting in '48 through to 1956, he attended many of the major race meetings and his photographs have been in store since then. Only now, after prompting from friends and colleagues has Duerden decided to unlock this photographic treasure trove.

The website shows a thumbnail of all the currently available images, and all copies ordered are individually printed and signed. Keith continues to mine the archive and new pictures will be added progressively. It is a collection that will appeal to collectors and enthusiasts as well as authors and publishers.





To find out more, simply visit

www.duerdencollection.com

SLOW EXPOSURE

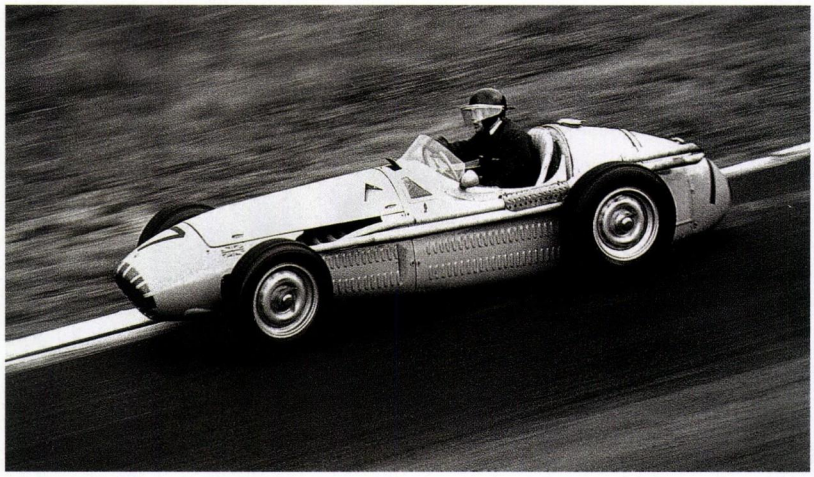
KEITH DUERDEN RAN MOBIL'S PHOTOGRAPHIC AND FILM UNIT FOR ALMOST 30 YEARS. BUT UP UNTIL 1956, HE HAD HONED HIS CRAFT AROUND THE TRACKS. ONLY NOW IS THAT EARLY WORK GETTING THE COVERAGE IT DESERVES

see the full archive at www.duerdencollection.com

Right: 'This is Mike Hawthorn winning the International Trophy at Crystal Palace 1955 in Stirling's Maserati 250F. That track was great because, even as a spectator, you had good elevation'

Opposite top: 'I got to know Rob Walker's team, and at the '53 British GP helped push Tony Rolt's Connaught onto the grid. Then I moved to the front row and got this shot of González and Fangio'

Opposite bottom: 'To be honest, I can't remember the details of this race at all. It's at Goodwood, that's a Lotus MkVI – and that's it. But I got the framing right. It's long focus for its day – 135mm lens'



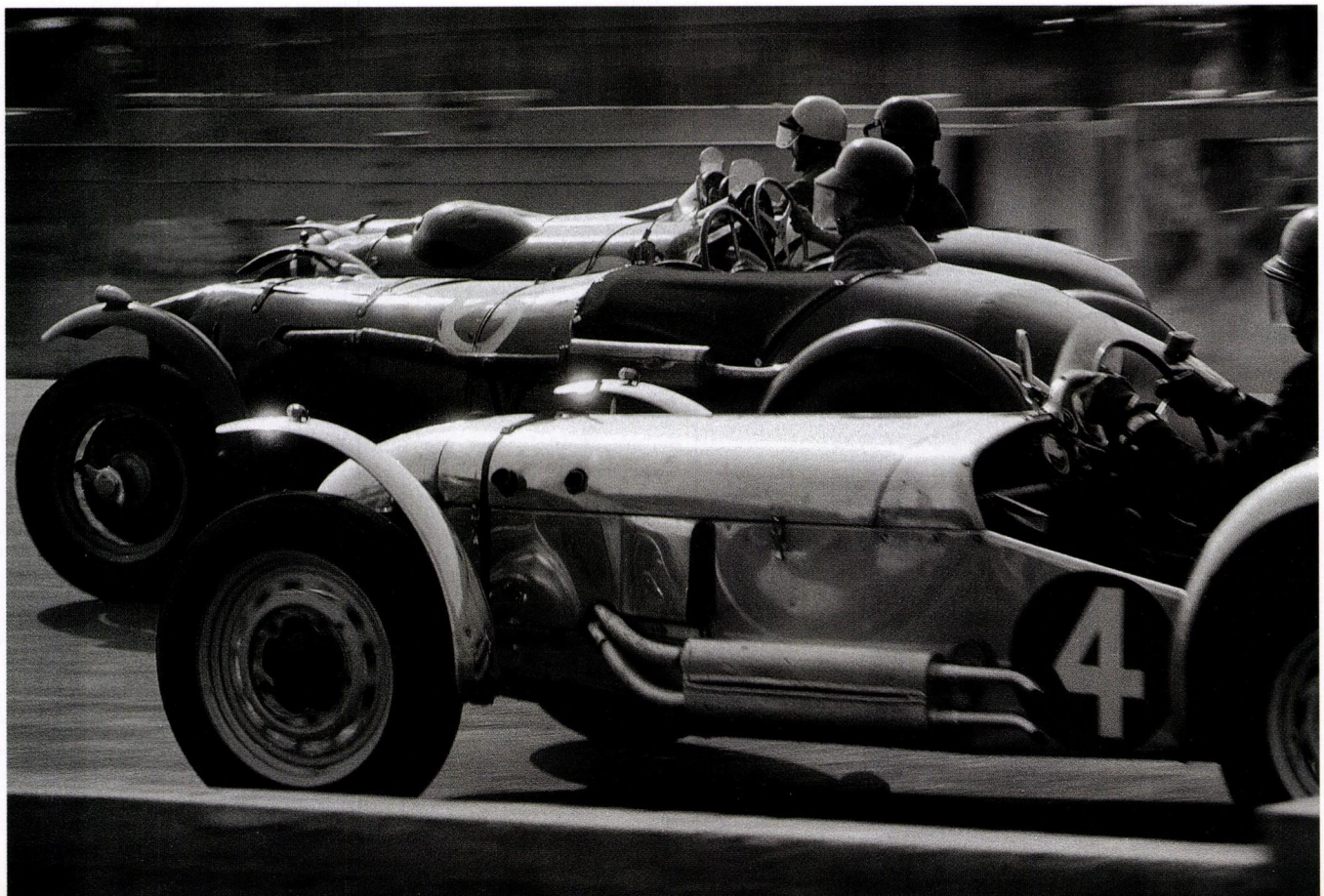


Above: 'I went to Le Mans in 1953 with the Bentley Drivers' Club. They had one pitpass and I got it after everybody else had used it. Which meant I was right there when the Jaguars came in 1-2-4'



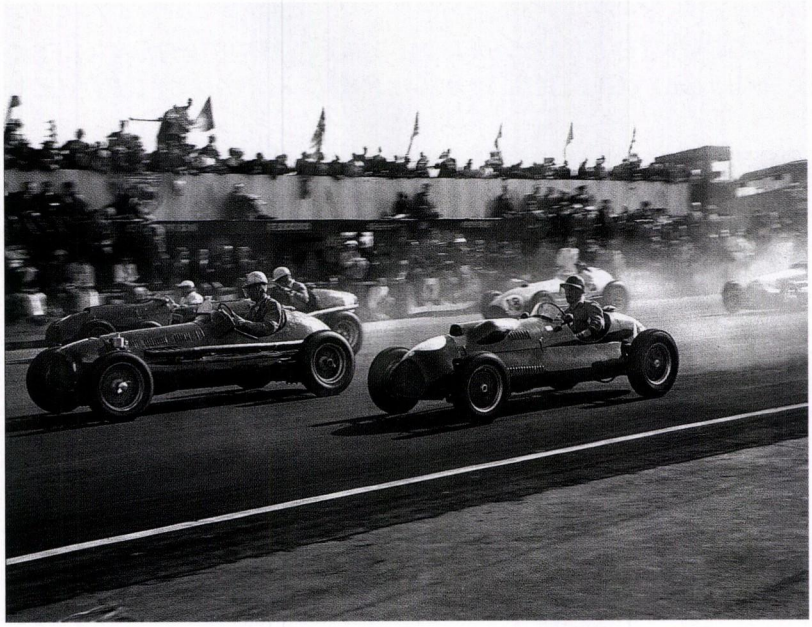
Right: 'My Mobil job prevented me from going to races, but in 1964 I used it to obtain a pass – a rarity – for the British GP at Brands Hatch. Jim Clark doesn't appear to have the race on his mind!'




4


TEAM LOTUS

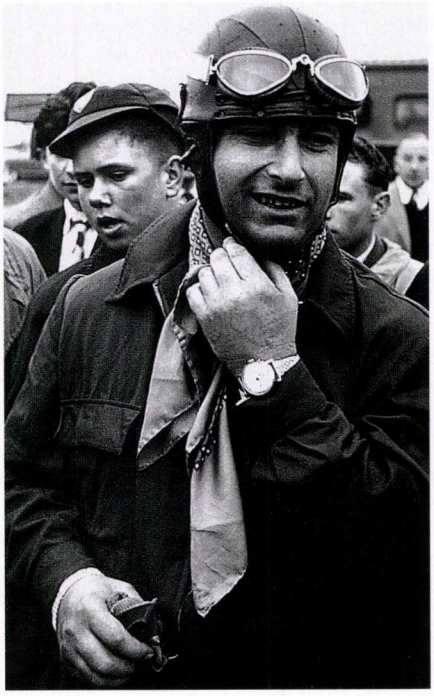

FERODO

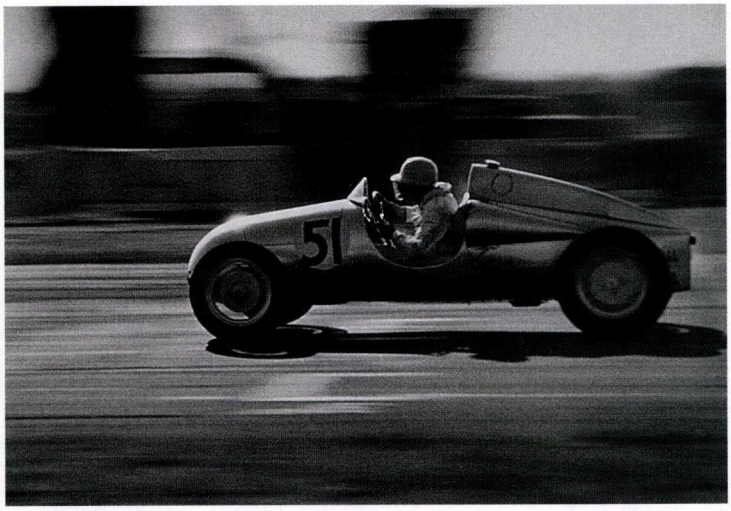


Left: 'The start of the 17-lap Libre race at the 1953 British GP meeting. It shows Somervail's Cooper and Richardson's RRA. Farina's winning Thinwall Special clocked Silverstone's first 100mph lap'

Opposite top: 'Clark had to concentrate once the 1964 British GP got under way, because Graham Hill chased him all the way. Here he celebrates his victory with Colin Chapman and his mechanics'

Opposite bottom: 'The Goodwood Nine Hours were very atmospheric, but not terribly popular. This is 1955, when I was a spectator. My only regret with this photo is that I didn't get more elevation'





Left: 'Juan Fangio drove a V16 BRM at Goodwood in September 1953. I took this photograph of him arriving. I don't remembering him being on a 'bike, but looking at his clothes, perhaps he was'

Above: 'This is the oldest photograph in the collection. It's Stirling Moss's Cooper at Goodwood in 1949. I was just 17, and I used my 'pocket money' camera. It won an award at the Reigate Camera Club…'

THE OTHER HALF

STRANG: VSCC PRESCOTT – AUGUST 31, 1946

COOPER WAS THE MOST FAMOUS MARQUE TO EMERGE FROM 500cc COMPETITION AFTER WWII, BUT ONLY AFTER IT HAD BROKEN THE STRANGLEHOLD OF A LONDON RIVAL. BY PAUL FEARNLEY

On the day WWII broke out, Mercedes-Benz and Auto Union gave the final demonstration of their prowess, Tazio Nuvolari winning the Yugoslavian GP. Their preceding six-season domination had been based on advanced metallurgical know-how, superbly equipped tool rooms, and a large injection of government money.

In the aftermath of WWII, Cooper gave the first demonstration of its prowess. British motor-racing pre-eminence throughout the second half of the 20th century can be traced directly back to finely honed pragmatism, a small garage in Surbiton, and the scraped-together cash of a handful of enthusiastic amateurs. Charlie and John Cooper are rightly regarded as founding fathers of the British *garagiste* movement: their chutzpah and make-do-and-mend brilliance triggered a racing revolution, a billion-pound industry. Which is ironic, because their first racing car was built in response to the need for cheap motorsport in a country racked by rationing.

Even during the war years, MOTOR SPORT had carried eager letters proposing competition for 500cc cars. Johnny Lurani's streamlined Nibbio, which used a Moto Guzzi 120-degree V-twin, had proved the worth, and potential, of such (Class I) racers by covering the flying mile at more than 100mph in 1935. And by December 1945, Britain's 500 Club had been formed, thanks to the get-up-and-go of the Bristol Aeroplane Company Motor Sports Club.

Dozens of prospective constructors made all the right noises. There was even a suggestion that the cars might race on the Isle of Man TT course. The reality of the situation, however, was just that: realistic. Prescott's 880 yards would be challenge enough for the *two* 500s that turned up at that picturesque venue's first post-war meet on May 19, 1946.

And so it was that the sun smiled upon the sport's British renaissance, and Cooper's neat little racer carved its notch in history.

Er, no, not exactly. It rained. And Cooper MkI was still a gleam in John's eye. A London garage-owner *did* hog the 500cc limelight, but he was called Colin Strang, from Harrow.

Born in New Zealand, but educated in England, Strang had raced bikes and cars before WWII. Upon being demobbed, he got wind of 500cc racing and, with the help of George Mullett, Joe Frazer Barnes and Noel Shorrock, built his eponymous racer in just four months. He admitted that this had been a tough schedule, and reckoned many of his fair-weather rivals had perhaps underestimated the difficulties of building these 'everyman' racers. But Strang was tough – his epic escape from the Japanese via a long sea voyage in a rowing boat was proof of that.

He was clever, too. His offering looked a bit of a lash-up, but its layout, and many of its constituent parts, would become 500cc-racing staples.

Its donor car was a Fiat Topolino, as it would be for the Cooper. The latter back-to-backed two Topolino front ends to provide independent suspension front and rear; the Strang, though, used a chain-driven live rear axle on Fiat quarter-elliptics.

Behind its cramped cockpit sat a Vincent single-cylinder high-pushrod motorbike engine. This was originally one of the Stevenage firm's pre-war TT units; but in a quest for more torque, Strang fitted one of its rare speedway engines for 1947. The former engine had driven through a custom-made Burman four-speed positive-stop competition 'box; the latter used a road-going version.

The Strang also featured hydraulically activated drums at each corner and (later in that first season) the formula's first megaphone exhaust.

When the all-faired-in Cooper appeared at Prescott on July 28, it was clearly the 'next step'. But it was clear, too, that the Strang had been studied closely – and that it was still the car to beat.

In fact, Strang's closest early challenger was the Tiger Kitten of Clive Lones, an amalgam of A7 chassis and running gear and a JAP engine. This Cardiff-based racer had been just five-hundredths slower than Strang at Prescott, but was over 1sec slower at a subsequent Shelsley Walsh event.

Back at Prescott in August, Strang won again, by more than 2sec, from Lones. The new Cooper, meanwhile, was struggling with teething problems – broken gearbox mounting (repaired using a plough handle) and a bent valve (hammered straight over a log) – and was off the pace.

Broken gearbox mountings again plagued the Cooper at the VSCC's Prescott meeting on August 31. The naysayers had always doubted whether these 500lb machines would be man enough for the job, whether they would be fast enough to provide a spectacle worthy of the name. And yet, while the Coopers mused over a cure for their recurring problem, Strang and his car achieved something extraordinary that very same day, something which silenced the doubters stone dead, something which breathed life into this new formula.

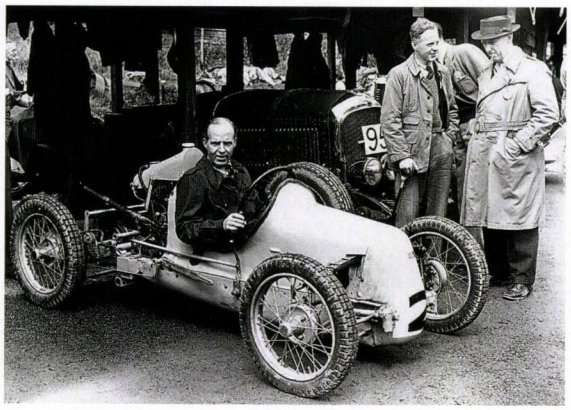
He won his class, as usual. But more importantly, he recorded the fastest time of the day (54.88sec) in the process. True, it rained. True, the big guns, were absent. But he *had* beaten the well-proven 'Bloody Mary' of John Bolster and Paul Emery's supercharged Hudson Special, and in doing so had proved that 500cc racing was here to stay.

Strang's success continued into 1947, his car featuring a reworked, simpler rear end. In all, despite Cooper's increasing competitiveness, the Strang won the first seven events it entered. It wasn't until the 500s went racing – at Gransden Lodge airfield on July 13, 1947 – that the spell was broken. Strang suffered plug trouble on the first of the four scheduled laps, and Eric Brandon's Cooper took the spoils.

The Surbiton marque was getting into its stride now – Brandon beat Strang at Prescott, Poole and Shelsley in the remainder of that season – and the Surbiton firm had big plans. Its 1948 MkII would go into production and be made available to privateers – one of whom would be a bushy-tailed Stirling Moss. The odds were stacking up against Strang.

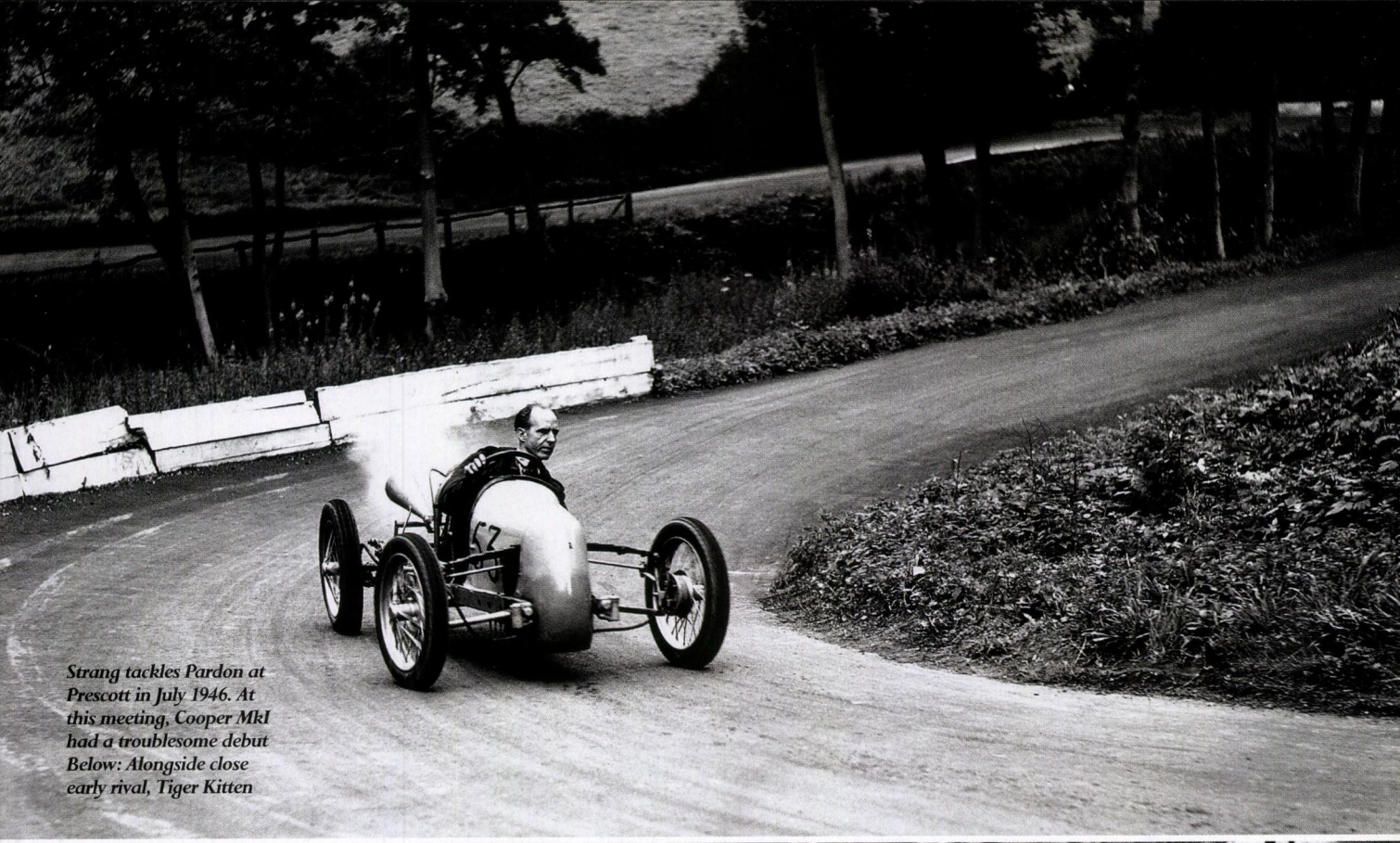
Sure enough, in 1948 and '49, if Brandon didn't beat him, Moss would. And if a Cooper didn't beat him, a resurgent Lones would. The first pacesetter was beginning to act as fragile as its liberally drilled frame had always appeared, particularly during its circuit outings. Strang knew his car's time was up and sold it at the end of 1949.

He kept his hand in during 1950 with a race in a Kieft at Silverstone. But, as it turned out, the man first out of the blocks had stopped the clocks for the last time. M



Strang at Shelsley Walsh in 1946. Another class win on the cards

all: LAT



Strang tackles Pardon at Prescott in July 1946. At this meeting, Cooper MkI had a troublesome debut Below: Alongside close early rival, Tiger Kitten


Y468 OBL

DONINGTON

BRITAIN'S FIRST TRUE GRAND PRIX ROAD COURSE NOW HOSTS A MARKET, PROVIDES A CAR PARK, AND PASSES THROUGH WALLS AND UNDERNEATH BUILDINGS. GORDON CRUICKSHANK EXPLAINS

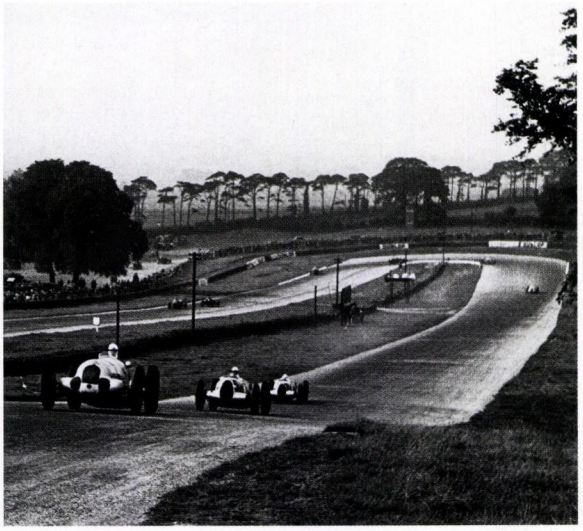
photography by Charles Best

Where in Britain can you still drive in the wheel tracks of Nuvolari, Rosemeyer and Lang? Or recapture for a fleeting moment the zing of supercharged V16s echoing among trees? Donington Park, that's where. And you don't have to be racing on Tom Wheatcroft's revived track. Even as a spectator, in your car or on foot, you can still reach parts of the pre-war track where your nostalgia can let loose.

Here, in 1937 and '38, the greatest teams in the world came to amaze British enthusiasts, thanks to Fred Craner, indefatigable secretary of Derby and District MC (headquarters: Friary Hotel, Derby). It was he who visualised the original circuit in 1931, steadily boosted the racing to grand prix level by 1935, and two years later tempted the German superteams to attend (helped by generous starting money).

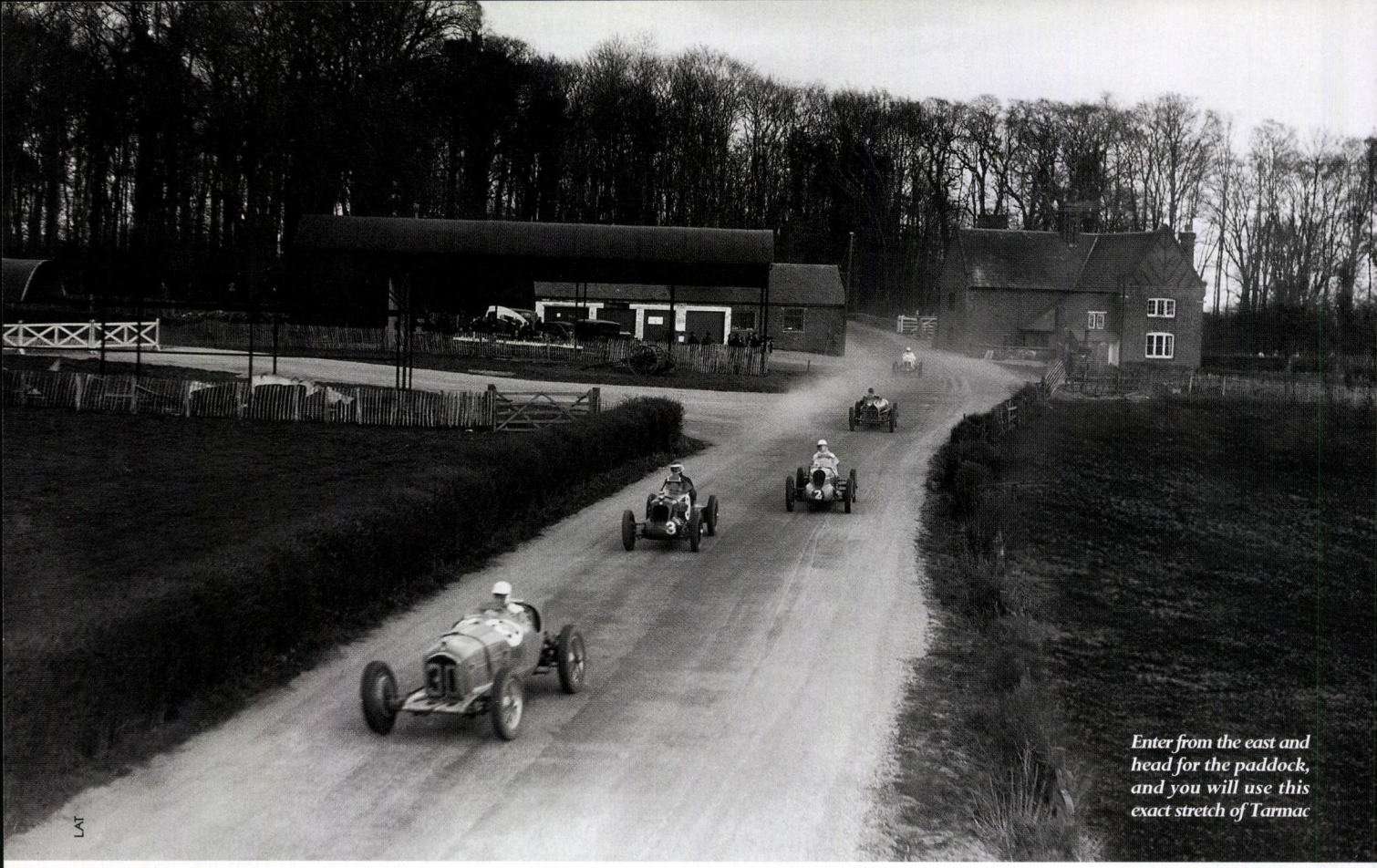
Everyone knew that privateer Alfas, Maseratis and ERAs had no hope against Mercedes-Benz and Auto Union, utterly dominant in European racing (Bob Gerard said later, "We didn't so much race them as set off at the same time!"), but it was a chance to see these fabulous machines on British soil, and huge crowds arrived to admire Caracciola, von Brauchitsch and English hero Richard Seaman in action. Both races made a lot of money. The Germans were due back in 1939, but found they had a prior engagement, and racing at Donington came to a halt.

The story of the track's resurrection is an unlikely one. The sprawling acres of parkland and circuit were requisitioned by the army ➤



LAT

Planning factors mean glorious Melbourne Loop now a disused relic



Enter from the east and head for the paddock, and you will use this exact stretch of Tarmac

LAT

'From a screaming 170mph down to this first-gear, full-lock crawl. The smell of brakes must have been acrid'

and became the largest vehicle depot in the country. Where Maseratis and Mercedes once trailed Castrol R and tyre smoke, Fodens and Willys Jeeps massed in long ranks; the once-busy pits and paddock were submerged by workshops and stores, and Rolls-Royce built two 'shadow' factories. Through the war and the subsequent peacetime clear-out, the previously manicured estate became an overgrown shambles, and when it reverted to private ownership in the '50s, it had no clear future.

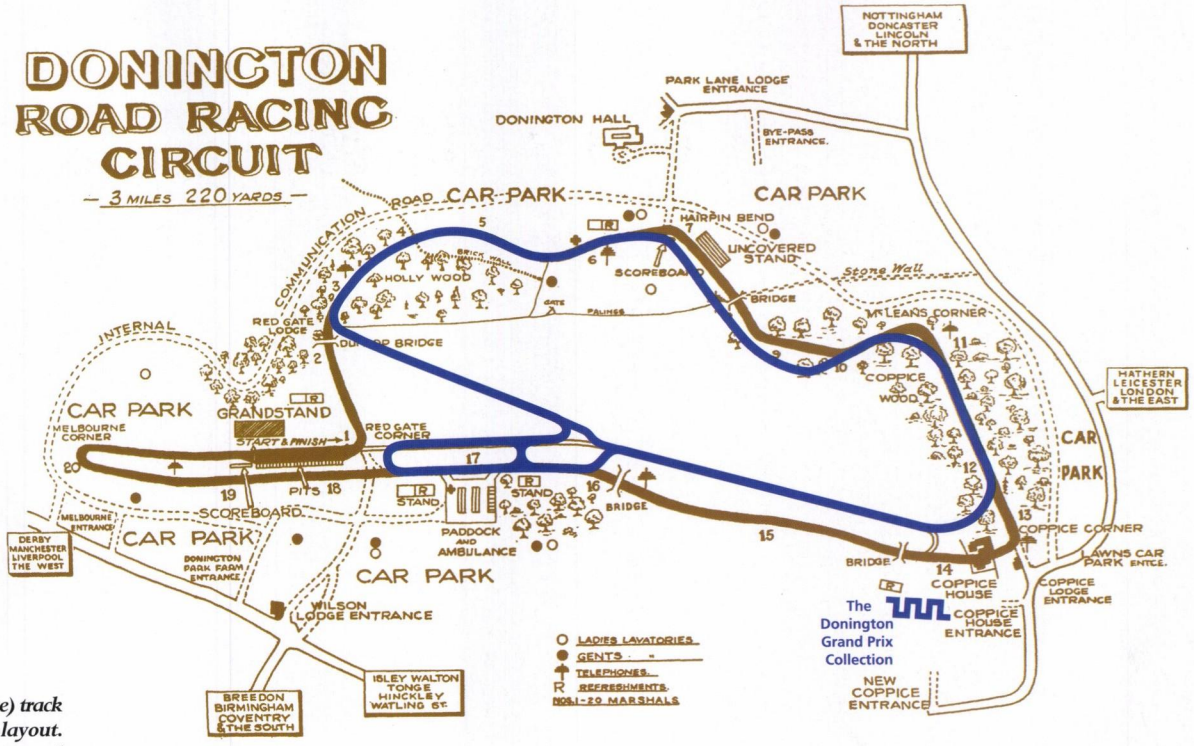
No-one could have possibly predicted that Leicester builder Tom Wheatcroft would, in 1971, buy the whole lot, build a fascinating museum of single-seaters, and then bulldoze endless objections to reopen the circuit. Since 1977, the new track, with its plunge-and-rise profile and superb spectator views, has seen some wonderful racing, culminating in 'bike and F1 grands prix. Tom's new track incorporated a good deal of the layout of those far-off years, and if you park in the infield and take in that terrific sweeping prospect over the Craner Curves, you will still see the broad form of the original, including Donington Hall and the relics of the famous bridge.



What you don't see, unless you frequent the weekend market, is the sheer mountainous drama of the Melbourne loop. This westward extension, added for 1937 to bring the track length up to 3.12 miles ready for the arrival of the Germans, incorporates what has to be the blindest hillcrest on any grand prix circuit. Today you thread through usually locked gates from the paddock to find a large flat expanse of Tarmac where the space between the two straights has been filled in. This was where the wooden pits buildings stood up to the war. Drive to the western edge, past where, in 1934, Starkey's Corner turned back on itself to form the circuit's first extension, and the ground suddenly falls away to a view of the Trent valley. Below your toes the 1937 extension plunges down for another quarter-mile to a severe hairpin before surging back up to the crest.

At least, Melbourne Corner used to be a hairpin – the apex has gone now, filled in with Tarmac, so it looks more like the end of a runway. It's quite hard trying to follow Nuvolari's line when there's nothing to aim for, but boy is it sharp: from a screaming 170 along Starkey's Straight, over the drop, down to this first-gear, full-lock crawl... The smell of brakes must have been acrid.

And then The Rise. Even today it's a daunting trip back up the slope. It starts steep and gets steeper – to an amazing 1-in-8. There are hill-climbs flatter than that. I'm doing a paltry 85mph as I come to the crest – and it's terrifying. Completely blind. I know it was clear a minute ago, and I keep telling myself the photographer will yell if there's an errant tractor over the brow, but I just haven't the nerve to breast it with an open throttle. The car goes light, thumps down – and we're heading 20deg off course. What nobody tells you is that this isn't just a brow, it's a bend. Look at the plan and you'll see ➳



courtesy of Image Creative

Above: new (blue) track overlaps 1930s layout. Below: Bridge bypassed today; breached in '30s



Malcolm Griffiths

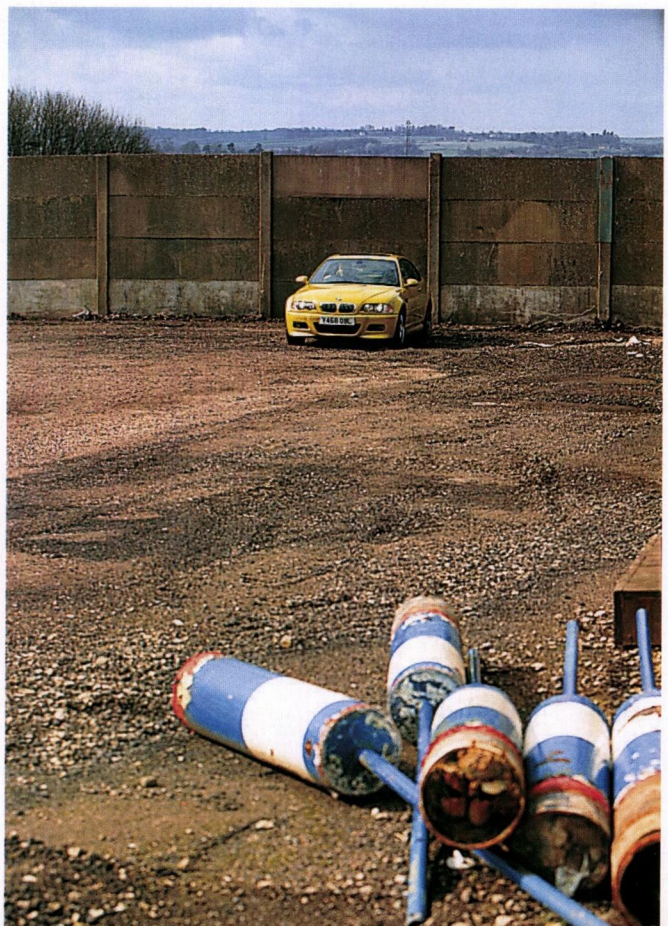


LAT

LAT

Grid a hive of activity before 1937 Grand Prix. Today a concrete wall cuts across it (below)







Even mighty BMW M3 cannot replicate speed and lift of Rosemeyer's '37 Auto Union (below)

'You have to clip the left verge, otherwise you land on grass, not Tarmac. It's a real testosterone moment'

how the tip of the loop bends to clear the public road alongside.

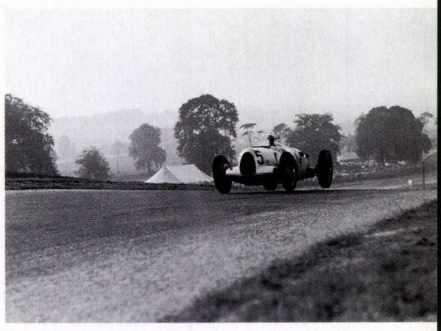
So, as you gun your Mercedes W125 up the slope approaching 120mph, not only must you balance the throttle to land safely, you have to clip the left verge, otherwise you'll land on grass, not Tarmac. And if someone else has stopped over the crest, you won't know till you land on something crunchy. It's a real testosterone moment.

Up here was the start-finish line and a full grandstand electrified by the sight of the silver cars leaping into view, but there's nothing left now. A Donington worker tells us that it's only a couple of years since they cleared away the timbers of the old timing hut. Now, instead of keeping it flat to cross the line and set up for Redgate's original left-hander, we have to hit the brakes. There's a wall in the way. Slap across both arms of the loop is a workshop compound. It means trickling round to the gates to rejoin on the other side of the wall, and this untidy set of buildings doesn't seem to belong on a GP circuit. Except for one feature. Our friend beckons us. He knows we are looking for history, and he points to a small lump of Tarmac in the yard. "That's the old stuff, the pre-war track." Not being experts in bitumen archaeology, we gaze solemnly at a black square. And then move on.

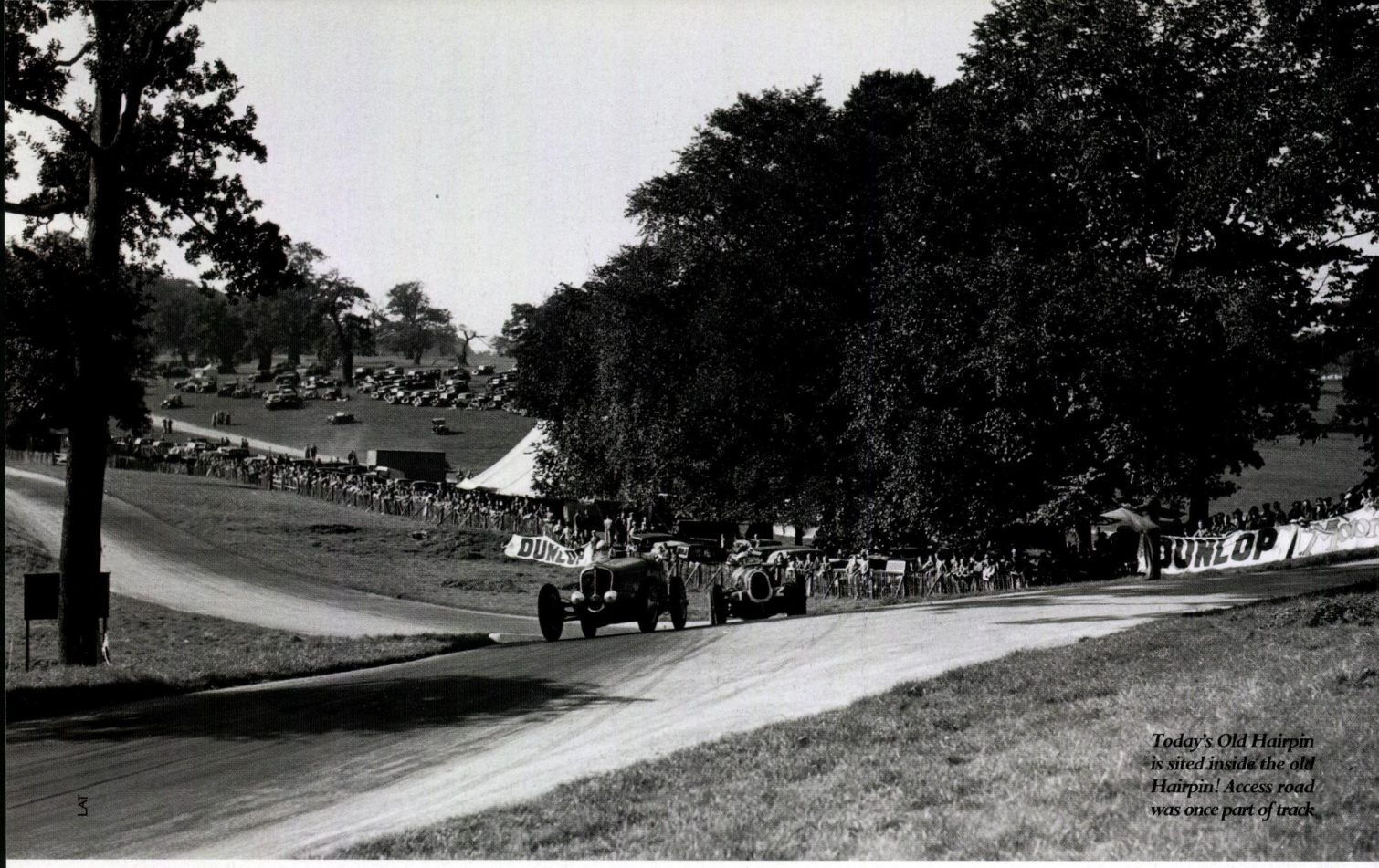
That whole western limb of the Melbourne Loop was sidelined in Wheatcroft's various planning battles. Whereas most of the circuit lies in Leicestershire, the loop penetrates Derbyshire, and having fought one expensive public enquiry for the main circuit, Tom was reluctant to invoke a separate one for the loop. So it remains tantalisingly empty, except for a weekly market.

Redgate Corner has vanished under more recent pockmarked paddock Tarmac, but by extrapolating the lines of the new Melbourne loop, which exactly follows the old track, and the row of buildings to the west of the paddock, it's easy to locate. Make that left turn and walk alongside those sheds and you are now on the old track, heading for Redgate Lodge. In the 1930s you'd be grabbing third, then fourth here, leaving the Lodge on your left as you tore into Holly Wood, then curved right and downhill towards the Hairpin; today wire fencing keeps you well away from the new Redgate corner, a square right instead of an acute left. Stroll around the lodge and you come to the access road which shadows the track down through the scary adverse-camber sweepers now known as the Craner Curves.

Through this roller-coaster the new track converges on the old, heading for the Hairpin, where the estate road once branched left for Donington Hall. From the spectator banking you can see the 18th-century Gothic frontage of mossy stone, where in WWI German prisoners were held. It's now the HQ of British Midland Airways. Once the Hall looked over a tranquil, wooded valley with narrow tracks to its estate lodges; today it is completely divorced from the circuit it used to dominate. When the Shields family owned the estate in the '30s, it was itself a minor tourist draw. Early race programmes call the park 'The beauty spot of England. Luncheons are available at the Hall if arranged by telephone (Castle Donington 43). Tunnel on view, whereby prisoners escaped.'



Back to the Hairpin. It never was that tight, and today it's much opened out, but still seems sharp because it's at the bottom of the slope and you arrive with more inertia than you expected. Here the tracks old and new diverge again. Wheatcroft's version turns inside to skirt the single most ➤

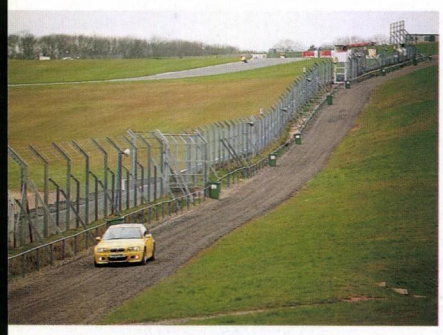


Today's Old Hairpin is sited inside the old Hairpin! Access road was once part of track

'Drivers had to aim for an unforgiving slot, not much wider than the bridge, between farmhouse and barn'

memorable feature of the pre-war version – the Bridge. Stay on the access road and pause under the remaining stone arch; it's barely believable that grand prix cars raced through here. Yes, it was a 'no passing' zone (and in fact much of the track was the same width as the arch), but even single file, at 100-plus it must have raised the heart-rate. Now an abutment and one sad arch stop in mid-air, going nowhere; the rest was flattened for the new circuit.

It was here that the pre-war boys dived back into the woods, as they smoothed out two lefts into the square-right of McLeans. Now there's not a tree to be seen. Coppice Wood, like Holly Wood, has vanished completely, replaced by rumble strips, gravel traps, and wire fencing. But the old and new do coincide for the run to Coppice Corner. This is the old estate road running straight to Coppice Lodge, which still marks the public entrance. Again Tom has cut the corner, making Coppice a long sweeping right with an awkward blind apex. But if you follow the line towards the lodge, you'll find the old Coppice.



It's visible from the museum car park, wire gates closing off a short, kerbed roadway between concrete walls, now used by maintenance vehicles and sometimes as a spectator entrance. But 63 years ago, the bark of ERA and the shriek of Auto Union engines bounced off the trees as the best-of-the-rest Brits and the dominant German aces snicked down the gears to attack this 90-degree right into the farmyard. And it really was a farmyard: the drivers had to aim for an unforgiving slot, not much wider than the bridge, between farmhouse and barn before they could let rip on the run to Melbourne.

Barn and yard have gone, but the farmhouse still stands to guide you between Coppice and the one stretch of pre-war circuit anyone can drive. Now it's the Circuit Office (very suitably, as it was Fred Craner's HQ, too), with a door on the north side which would have put you right in the one-time path of the racing cars. If you drive past it on your way to the Exhibition Centre or the paddock, here, alongside the tall trees and the circuit wall, there remains some flavour of the old days – a narrow ribbon of tar bordered with grass which was once Starkey's Straight. Instead of dodging Mondeos and Vectras, you should be passing Maclure's Riley or Bira's Maserati, trees whipping by as you reach maximum revs on the long downhill dash towards Melbourne. Today's Starkey's Straight runs parallel to your right, but even that's historically correct: in the '30s, Derby & DMC added an inner return leg from Redgate back up to Coppice Farm, giving a long thin oval which could be used for 'bikes and club meetings.

It's that inner leg which the new circuit uses, though in the opposite direction, before jinking left-right to rejoin the old route into the new Melbourne loop and back up to Goddards hairpin. Indeed, the Wheatcroft Straight, with its pits complex, is the only completely new section of track. Outside the wall, our few hundred yards of 'ancient' Donington disappears under the Exhibition Hall.

It's quite an achievement to have built a modern circuit which retains the topography of the old, if not the parkland setting. Tom's boyish enthusiasm (why he bought the track) is clearly cheek by jowl here with his builder pragmatism (why he chopped all the trees down). He saved the patient and has made it live again. All it needs now is some sympathetic landscaping to further strengthen its visual ties with an illustrious past. M

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A new 1:18 scale diecast replica



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ATTRACTION CONTROL

EWY ROSQVIST MAY HAVE LOOKED LIKE A FILM STAR, BUT THIS SWEDE WAS A SERIOUS – AND SERIOUSLY TALENTED – RALLY DRIVER. SHE WAS TOUGH, TOO. HER GREATEST VICTORY IS TESTAMENT TO THAT. HARTMUT LEHBRINK SPEAKS TO HER ABOUT IT

The majestic row of six-storey houses made of Swedish marble need not fear comparison with their illustrious Italian Carrara equivalent. They were built towards the end of the 9th century, but were obviously meant to last for eternity, or at least a millennium.

From the windows of a lovingly furnished third-floor flat, one has a great view of the beautiful Djurgarden park island, with the yacht harbour meandering out of sight to the left. Close to the water, there is the statue of famous opera singer Jenny Lind, 'The Swedish Nightingale', amid the greenery.

But unlike her verdigris-coated compatriot, the owner of the flat is bristling with life. A sprightly 73-year-old, Ewy Rosqvist has been a celebrity and a household name in her own right since she was a works Mercedes driver from 1962 to '65.

No, she doesn't object to her age being mentioned. It can be looked up in the record books anyway, and there is something forever youthful about her – and her deep and spontaneous laugh is infectious.

A couple of unusual props immediately catch the visitor's eye, indicating she is not just another upper-middle class pensioner. There are some cups of discreet ugliness – spoils of victory. One of them actually serves its purpose, a slender silver vase once given to her by Jacky Ickx, with a huge nosegay in it, courtesy of current Mercedes bigwigs Norbert Haug and Wolfgang Schattling on the occasion of her birthday.

There is also a tiny carriage perhaps best suited to holding cigarettes, its filigree wheels looking like Mercedes 'stars'. This oddity requires some explanation.

"It was given to me by Eugen Böhringer as I had helped him when he was in need in the Tour de France." There is still a little grudge in her voice. She certainly did not like being considered as back-up driver and troubleshooter for the Swabian team star.

There are three or four fat leather-bound tomes full of photos, too. Not given to nostalgia, Ewy does not waste much thought on her glorious past. But when she skims through these albums, it all comes back. And for good reason because, 40 years ago, she won the Gran Premio Internacional Standard Supermovil YPF, a no-holds-barred road-race up hill and down dale, across Argentina in six stages, adding up to a total of 2871 miles, with a break in hostilities every other day.

Ewy's mere appearance, together with that of her co-driver, Ursula Wirth, in the small Mercedes army that was sent over the ocean in the October of that year, caused a sensation – two beautiful Swedish blondes competing against all the men. The two girls were given bodyguards to protect them from the physical advances of all those keen to touch these goddesses from a faraway land.

"Driving a car was a man's domain in the Argentina of those days," Ewy says. "They did not even know where Sweden was; they confused it with Switzerland. Whenever we stopped, men were all over our car, even attempting to worm their way into it to cut off locks of our hair as souvenirs."

They besieged the ladies' accommodation, and their hotel rooms were flooded with flowers: "In the morning, we threw the flowers out of the window at our most ardent fans who were waiting for us to appear."

This Argentinian adventure reunited two former Mercedes Formula One stars: Karl Kling was the team manager of the Stuttgart squad, whereas Juan Manuel Fangio was instrumental in organising the monstrous event. Both men were anxious to encourage their attractive charges: "You are utterly ➳



Right: Glamorous looks attracted attention wherever Ewy went, but she was well able to deal with it all – and even play up to it...

Left: The opening wet stage sorted out the women from the boys – but this 10-day event covered all conditions and surfaces





courtesy of Ewy Rosqvist

No stranger to road rallying in his homeland, Juan Manuel Fangio reckoned Ms Rosqvist would excel at it. And, as ever, he was correct

reliable and will certainly finish, the way you always do," said Kling.

He did not even think twice about his ward missing the last three rounds of the European rally championship in order to take part in this South American adventure, especially as Ewy, a three-times winner of the Ladies' Cup, had already amassed maximum points.

"You will win," added Fangio. "You must just drive the way you usually do. These maniacs think that the race is 100 kilometres. Let them eliminate themselves and one another. Whoever laughs last, laughs longest. Winning is not a matter of your muscles but all about using your head to think, and your bum to feel the movements of your car."

What Ewy had to offer was different from the strengths of, say, her great rival, Pat Moss. She had worked as a veterinary assistant in southern Sweden for 15 years, familiarising herself with the unsurfaced, rough and often icy roads of the region, covering up to 200 miles a day. "My arms are very slender," she says, "so it was much more difficult for me to drive on Tarmac at racing speeds without servo-assistance."

To learn the enormous loop that was to be the Gran Premio's circuit, and have the competent Wirth take as many notes as possible, Ewy did one 10-day practice lap – as it would be in the race itself.

Their preparation was thorough, and they were confident of doing well, but then the local food and bad luck intervened.

"All of a sudden, we were having stomach trouble and had to be treated in hospital for a day. Of course, that gave all our critics a welcome opportunity. These females, they said, should never have come here."

A thunderstorm was forecast for the first day of the race, October 25, and it arrived in torrents. And Fangio was proved right; the others fell by the wayside, and Rosqvist and Wirth scored a resounding victory.

But this was not a case of the tortoise beating the hares: the ladies won every single stage, all at new record speeds, toppling the benchmarks set the year before by the Mercedes-Benz team of Walter Schock and Manfred Schiek in another 220SE. They had covered almost the same route at an average of 75.324mph, while Ewy achieved an unbelievable 78.788mph. Rumour had it that Fangio himself had been driving their 220SE!

At the start in Buenos Aires, there had been 286 cars; only 43 arrived back in the Argentinian capital 11 days later.

Ewy's team members were less lucky. Böhringer and Peter Lang, son of Mercedes grand prix legend Hermann Lang, ended up in a deep hole with their 300SE on the very first day, water ingested by the engine breaking a conrod. The Argentinian pair, Carlos Menditeguy and Domingues, in a similar car, were disqualified for being 70sec late arriving in the Carlos Paz *parc ferme* after the first stage. And the event was overshadowed by tragedy: Mercedes stalwart Hermann Kühne, German rally champion in 1959 and '61, was one of three drivers to succumb in accidents. (Kühne swerved to avoid goats on the road, and his car rolled over twice.)

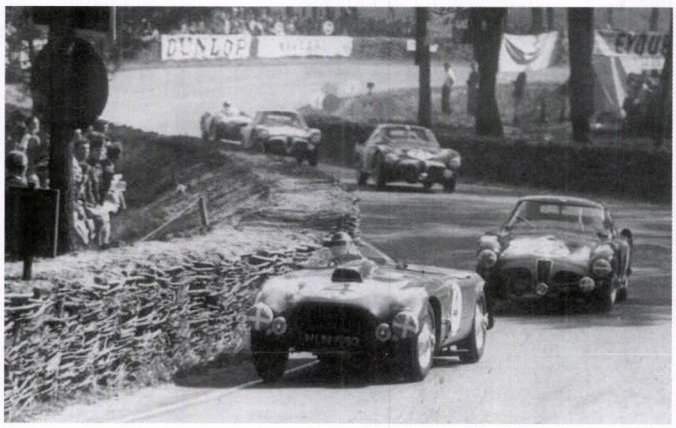
In stark contrast to this tragedy, though, was Rosqvist and Wirth's triumphant reception in Buenos Aires – and later in Stockholm.

And to prove her performance was no fluke, Ewy finished third in this same gruelling event in 1963 *and* '64. Delicate flowers can be hardy perennials. M

As if to prove the 1962 victory was no fluke, Ewy drove a Mercedes-Benz to third place in Argentina in each of the following two years



LAT



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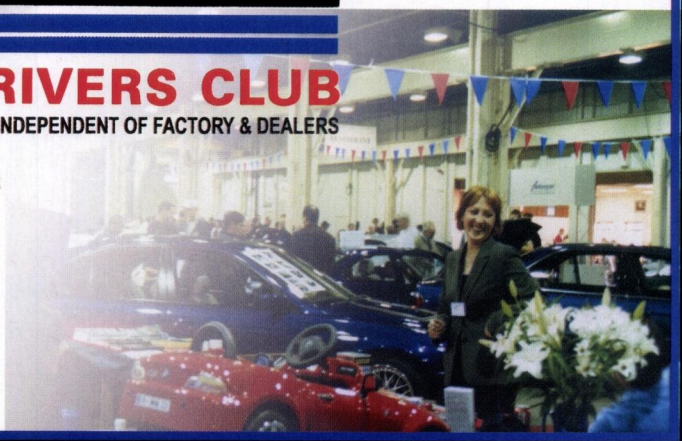
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Freikaiserwagen memories

SEVERAL VERY SUCCESSFUL AMATEUR-built Specials have been recalled recently. Of these, the Freikaiserwagen must not be overlooked, as it was conspicuously effective both pre- and post-WWII.

The car was conceived by Dick Caesar, who had his own 2-litre AC/GN Special. Dick also ran those undercover CAPA races near Bristol for cars of "£5 A7 and GN" origin, without the RAC having to trouble themselves, as it didn't know they were taking place...

For more 'legal' events he joined David Fry in building the Freikaiserwagen. Like several other Special sprint cars of its time it had a GN chassis but Morgan front suspension. However, it was unusual in having the engine behind the driver's seat, its name being a bit of a joke as the new Auto Union GP cars were also rear-engined.

The more modest British 'wagen used the water-cooled Anzani engine from the Morgan, a radiator from a Scott bike mounted above it. The Morgan's cone clutch drove the GN countershaft and its four-ratio chain-and-dog transmission.

This promising Special was ready by 1936, and made its debut in the Bakewell hill-climb.

Development followed, David and his cousin Joe Fry now using a vee-twin air-cooled Blackburne engine prepared by none other than Robin Jackson and Eric Fernihough, giving about 70bhp. A streamlined, high-set petrol/oil tank sent air down onto the cylinders. This was ultra-beneficial, as evinced by a class win at Shelsley Walsh (42.58sec) and a time over Poole's 680 yds of 23.53sec, best non-s/c time.

But home-fettlers are never satisfied, and so the Frys' next ploy was to fit a chain-driven Marshall supercharger, SU-fed, Robin J sorting out the complications of force-feeding two 60-deg cylinders. A boost of some 12 lbs gave around 100bhp, sufficient to lift this 6.75cwt 'wagen to some useful, if lurid, attainments.

During the 1938 season it made second-fastest time to Ian Connell's 1.5-litre ERA at Syston Inter-Varsity speed trials when driven by David (26.39sec, 0.72sec slower than the ERA). Joe Fry, who was lighter, then made quickest time of any Special at Shelsley Walsh (41.52sec) beaten only by Mays' ERA, Hadley's A7, Fane's Frazer Nash and Lord Howe's ERA. So £15 prize money for the kitty. At Brighton in 1938, 'DHC' was third in class (65.24mph for the standing-start half-mile). MacLachlan's s/c A7 and Stuart-Wilton's s/c MG were faster; too much power on the wet course may have hampered Fry. At the Autumn Shelsley Walsh Meeting, both Frys were in action, Joe clocking 42.80sec before a bad misfire set in, and David 42.70sec and 41.93sec

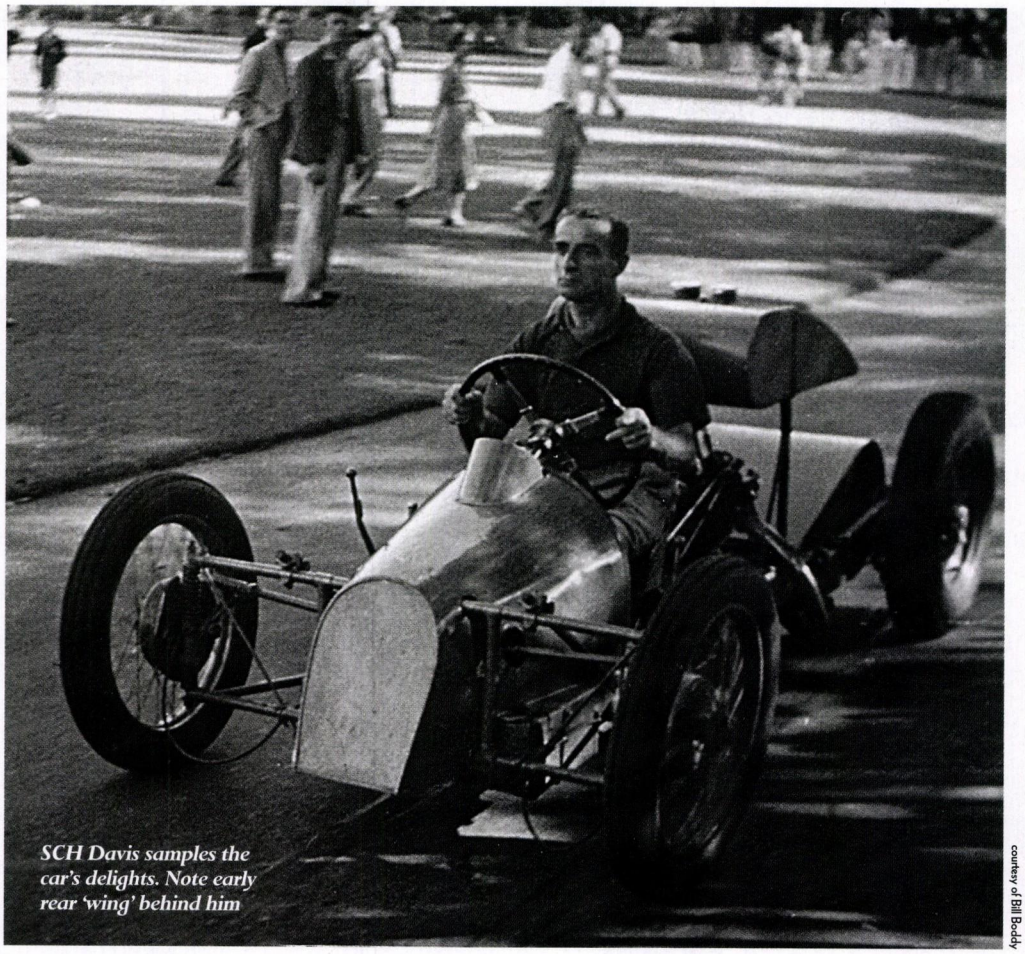
Some rebuilding was done for post-war resumption, with a Frazer Nash front-end, and a bit more poke. Results: second in class at Brighton (75.78mph), a win for Joe in the 2000cc non-s/c/1000cc s/c class at Poole (37.15sec), sixth-fastest time at Southsea, (the half-mile in 28.82sec) and a splendid climb at Shelsley Walsh (40.61sec).

Wanting still more from the Freikaiserwagen, David Fry used an Iota chassis of the kind Caesar had introduced, as Dick was now into 500cc racing. This light tubular steel chassis reverted to Morgan-type i.f.s.,



Joe Fry gets his spindly 'wagen rolling at the Brighton Speed Trial

courtesy of Bill Boddy



SCH Davis samples the car's delights. Note early rear 'wing' behind him

courtesy of Bill Boddy

with swing-axle, rubber-suspended rear suspension. Into this went the Jackson-refreshed Blackburne unit, up to some 125bhp, with a c.r. of 7:1 for one cylinder, 7.5:1 for its twin, and now cowled-in and set in line with the chassis.

Overall weight was down to 570lbs and the early alarming lack of control had been improved with a ZF self-locking diff and some suspension setting-up. It was still very much a 'Shelsley Special', though, with chain-drive to a Norton gearbox and super-light brakeless rear wheels, just one brake on the diff, but bike front anchors on the non-detachable front wheels.

In 1948, this work produced spectacular results: a 41.45sec at Shelsley in practice; best Special (48.02sec) at Prescott, winning its class; second to Spike Rhiando's Cooper 1100 at Bo'ness (38.86sec), the rear wheel angles a wonderful sight; a third-fastest at the next Prescott to Poore's big Alfa and Gerard's ERA; a tie with the same 3.8 Alfa at Bouley Bay (a new course record); a class record at Brighton (27.01sec for the kilo); a second in class to a Cooper 1000 at the next Prescott (52.74sec in the wet); second in class to Walker's ERA at the autumn Shelsley (38.43sec, best Special time to date); a class win at Weston (23.01sec). Those still racing Specials may like to compare times.

Even more power was found by 1949, with two-stage supercharging, retaining the former Roots blower with another feeding this one at 1.5 times engine speed.

This work produced what every Special builder must dream about – a new Shelsley Walsh absolute record (37.35sec). As well as the usual spate of class wins, there was a FTD at Blandford (31.13sec, beating the 3.8 Alfa) and a Weston-super-Mare time of 21.13sec, crossing the finishing line at 130mph (6000rpm).

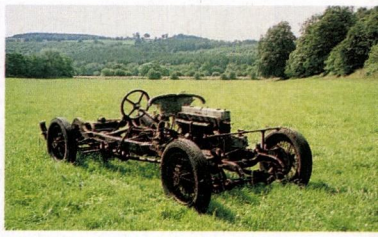
At the 1950 Shelsley Walsh climb, Joe rolled the 'wagen. When a nurse asked if he needed smelling salts, Joe relied, "Brandy and soda, please."

This light, powerful car was very tricky to get off to a racing start and, alas, it got out of control at Blandford and Joe was killed.

MOTOR SPORT had described his record runs thus: "The Freikaiserwagen's acceleration, tyres nearly alight, has to be seen to be believed, and only just believed then! It brings exclamations of praise from even the most blasé pressmen."

Alas, at his last appearance this supreme master of such driving was caught out.

miscellany



20/60 Sunbeam will be rebuilt

BRUCE DOWELL, FORMERLY THE STD's Sunbeam Registrar (from whom Pat Durnford has taken over), has saved a 20/60 Sunbeam first registered in 1926 from being scrapped. Its coupé body was removed, and in 1967 Eddie Berrisford, from whom Dowell acquired it recently, took pity on it. The chassis is apparently complete and in good order and a new owner is being sought.

* * *

JULIAN MAJZUB, BSC ENG, WHO is well-known for his historic racing cars which he exercises with notable skill, has changed the name of the new block-tread racing tyres he has recently introduced from Trident to Blockley. The latest size, 5.25/6.00 x 21, in these high grade vintage-styled tyres, have been subjected to tests by Roger Collings on his son's Bentley, and on Tim Houldings' Bentley (below), and on Philip Strickland's 3-litre Bentley. The results are reported as very good. Sizes from 4.00x19 upwards are available. Enquiries should be made on 01386 701717, or fax 01386 700111.



Bentley samples the new rubber

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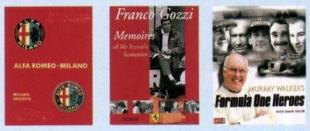
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Twist and his Triple Award



Brian Twist in the SS1, about to finish off his trial Triple

LAT

IN THE MCC TRIALS A TRIPLE AWARD is given to those who win Premier awards in the Exeter, Land's End and Edinburgh events. These took the form of little granite signposts with three arms inscribed with the names of the three trials and the distances from London. In 1933 Brian Twist, MA, a member of *The Autocar* editorial staff, decided to try to win one.

Before that Twist had driven a supercharged Amilcar Six at Brooklands, winning only his second race, the 1930 Junior Long Handicap, and coming second at the 1931 Opening BARC Meeting. Then in the BRDC 500-Mile Race, with R C Porter, he finished fifth.

For the Exeter, Twist used his own Standard Little Nine Avon-bodied two-seater, which had been modified with raised compression ratio, polished ports, a Vertex magneto, larger sump, a Tecalemit oil-cooler and lighter mudguards, work done by G W Oliver of Bruton Garages and Boon & Porter, the Amilcar people. This gave a Brooklands' lap-speed of 63.44mph. The Exeter Trial was no problem, but it was fearfully wet.

For the Land's End, Twist was able to borrow a six-cylinder Standard Avon sports four-seater with plenty of power to climb all the Observed Sections clean, but it only just got round the Lynmouth hairpin non-stop. So there was just the Edinburgh to go, including much main-road motoring. For this one of the then-new SS1 tourers was loaned, very comfortable, and capable on the hills. So Brian got his Triple Award.

He also produced the only acceleration figures I remember seeing for a Type 37 GP Bugatti and a Monza Alfa Romeo. R J W Appleton's 1926 Bugatti was not exactly a standard T37, having twin Solex carburettors, Scintilla magneto instead of coil ignition, special conrods, and 1928-type full pressure lubrication. It had won three second places and two thirds at Brooklands, lapping at 96.8mph.

When Twist tried it, with cycle-type mudguards and aero-screens but no lamps, it did 0-60mph in 14.6sec, 0-80mph in 30.2sec. 10-30 in bottom gear took 4.4sec, and in second gear 6.0sec. Top pace was about 93mph, and 6000rpm was used in bottom gear. Fuel thirst was quoted as 7-10 mpg on the road, on petrol-benzole. From 30mph, the Bugatti stopped in 30ft and from 80mph in some 253ft. The owner was hoping for £225.

The Alfa Romeo, as raced successfully by Raymond Sommer, now belonged to A P Hamilton, who had never driven it before he and Twist set off in fog for Brooklands, running on pump fuel with one percent oil for the supercharger and the long range equivalent of cool racing plugs. In this trim they did not oil up in London traffic and, once warm, the Monza would start with a half-turn of the handle.

With wings on and much wheelspin, the Brooklands' standing-start quarter-mile took 17sec, the half-mile 27sec. The next day, in the dry, and stripped, the Alfa improved to 16sec and 26sec, and Twist was able to achieve his ambition of lapping in a real racing car, at 124mph. The true maximum was estimated as about 140mph, with 41 in first, 71 in second, and 103mph in third gear, with the 3.77:1 axle ratio.

In 1934, Brian Twist achieved another ambition, that of competing in a Brooklands' race, and in none other than the old 10.5-litre V12 Delage. He did a lap at 124.40mph.

miscellany

RE THE SPEED TRIAL PICTURE of John Bolster captioned as taking place at Croydon Airport, I have discovered that it was actually held at the Autodrome's School of Motoring in the town, where roads on which learners could practise were suitable for such an event. So London's Air Terminal cannot not add that accolade to its other events.

* * *

THE 50TH ANNIVERSARY OF JOHN Cobb's fatal accident on September 29, 1952, while attempting to break the water speed record on Loch Ness, is to be remembered by local people who knew and respected the great driver (holder of the Brooklands lap record etc), and by a BBC Scotland radio programme. As it should be.

* * *

THE MORGAN THREE-WHEELER Club is enthusiastic and active. The leaders in its Racing Championship after six rounds were Bill and Maggie Tuer (1933 Super Sports), 53.75sec at Prescott, Stuart Harper/Prue Saunders (1924 Ware rep) and Greg Bibby/Paula Heaney (1933 Super Sports).

* * *

A READER WANTS TO LEARN more about a car he has been restoring (below). It is a 1967 OSI coupé based on German Ford running gear. It is thought that only two or three such cars came to the UK; the engine plate gives the makers as the Officine Stamfoggi Industria. Letters can be forwarded.



Ford-powered OSI now restored

R-Rs parade for Her Majesty



both: Colin Hughes

Some of the 500 Royces and R-R Bentleys parading in front of the Queen at Windsor Castle for the Golden Jubilee

I HEARD THAT ANOTHER ROLLS-ROYCE parade before Her Majesty the Queen was scheduled for this year, a repeat of that which took place at Windsor in the Silver Jubilee year, 1977. Then, courtesy of Lord Montagu, my wife and I had seats in a vintage 40/50hp Silver Ghost. In addition, a stately 35/120hp Daimler was at the entrance to remind us of how the Royal Family had changed from Coventry-built cars to those built at Crewe.

I heard nothing more about this year's parade and thought it had perhaps been abandoned after the deaths of the Queen Mother and Princess Margaret. But the current issue of the R-REC's *Bulletin* (which years ago won a prize for the best motor club journal and has never lost that high standard, maintained so very notably under its present editor, Peter Baines) reports that a concourse of some 500 Rolls-Royces and R-R Bentleys drove past HM the Queen and Prince Philip earlier this year. Mr Baines stood next to Her Majesty to explain about each of the passing cars at both parades.



HM The Queen admires Colin Laybourn's 1912 Ghost

The account in the *Bulletin* records how Tim Pike got his Rolls-Royce 20 (GBM 71), with which his father had taken part in the Silver Jubilee parade, ready for the 2002 ceremony.

A unique occasion, even if 25 years ago it emphasised the majesty of our Monarch recognising the elegance and status of one of Britain's great cars, whereas today the company is owned by BMW.

COTTON TALES OF MERCEDES

The owner of a 36/220 Mercedes-Benz, the famous golfer Henry Cotton, who once

The enigma of Amy

AIRLIFE OF SHREWSBURY HAVE LATELY published *Amy Johnson – Enigma in the Sky* by David Luff (ISBN 1 84037 319

made two very neat and tidy climbs, in 49.92sec and 49.57sec.

Not only d

miscellany

THE AUGUST ISSUE OF THE Frazer Nash *Chain Gang Gazette*, edited by Louise Northwood, which always cheers me up, is devoted largely to the memory of the late H J Aldington, the great character who ran the Frazer Nash business and competed so successfully in the Alpine Trials and at Brooklands, etc.

* * *

ALASTAIR PUGH IS ORGANISING the H J Aldington Centenary and Frazer Nash Celebration of the successes of these cars in the Alpine Trials of 1932-34. Held at Brooklands, this may be the final time the 11 Frazer Nashes that took part in these tough events will be seen together. Another event of note is the 750MC's Six-Hour Relay Race, at Silverstone on October 26.

* * *

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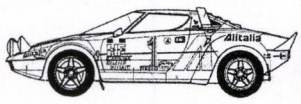
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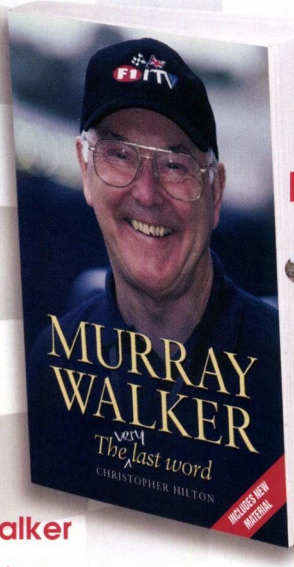
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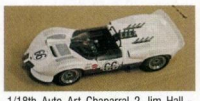


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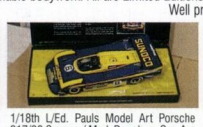
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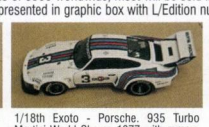
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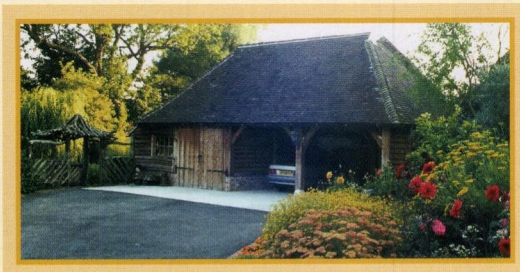
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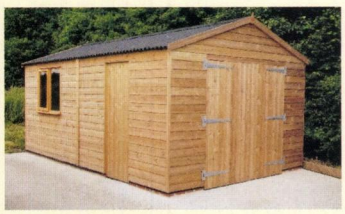
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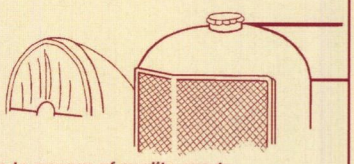
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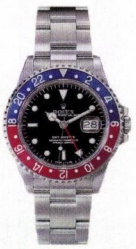
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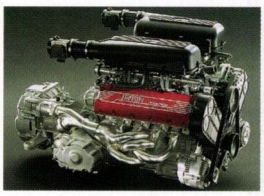
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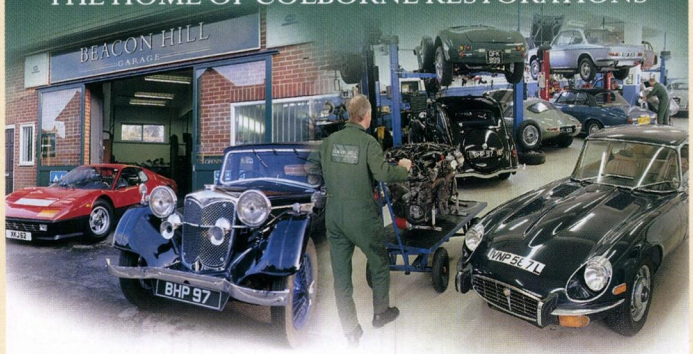


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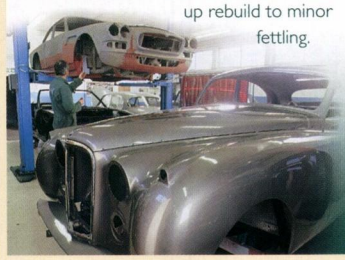


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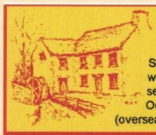
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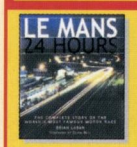
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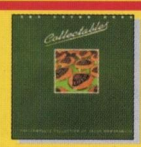
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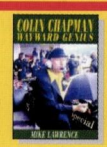
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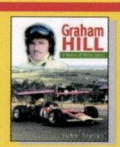
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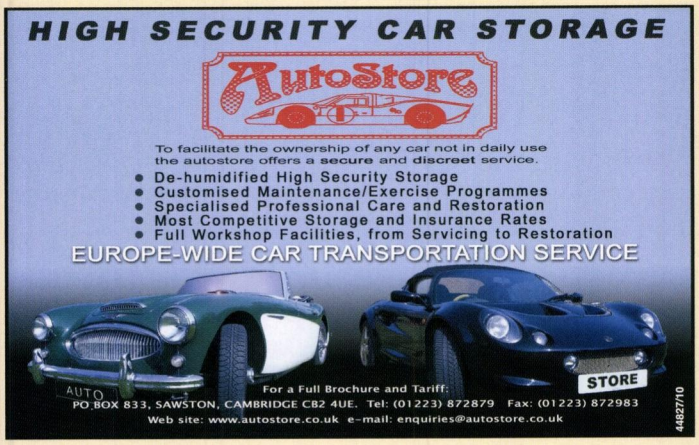
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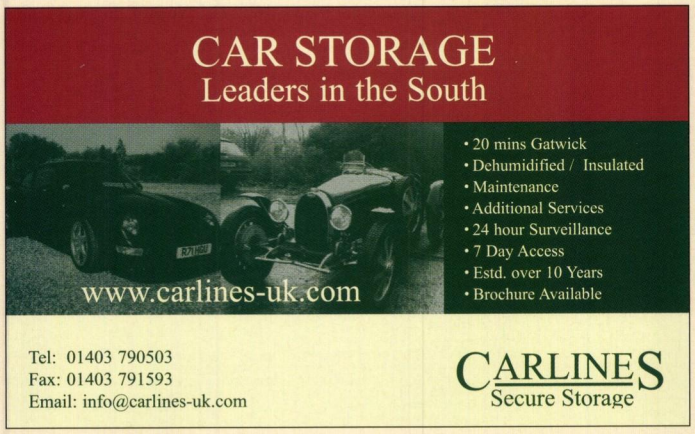
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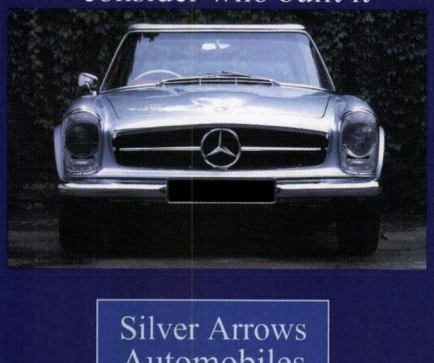

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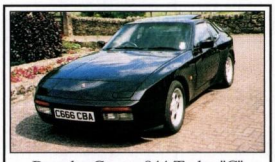
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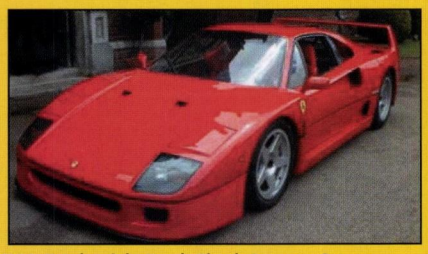
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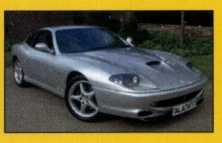
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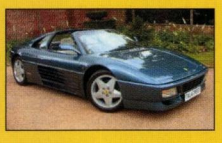
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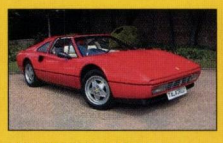
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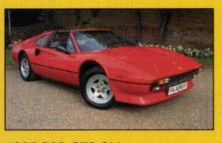
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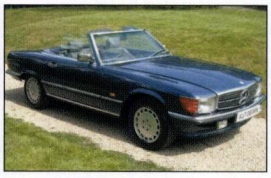
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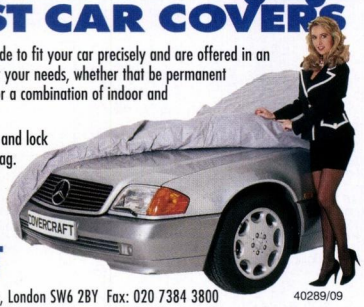
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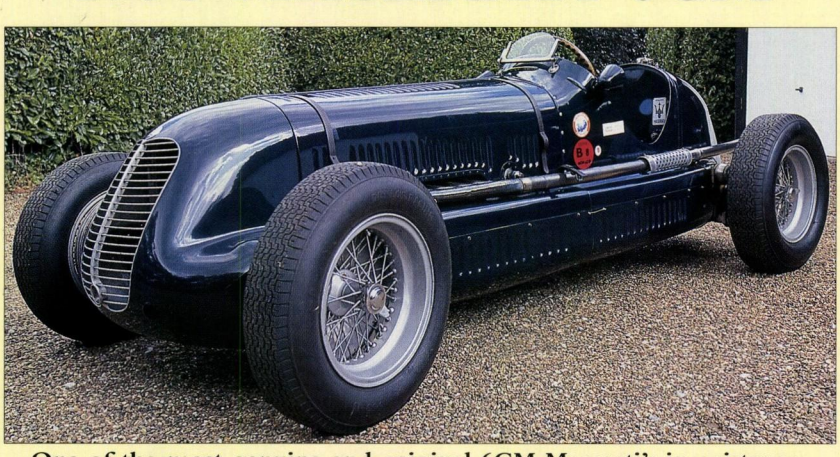
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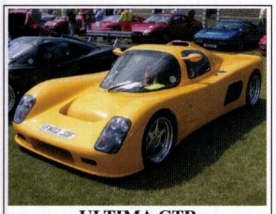
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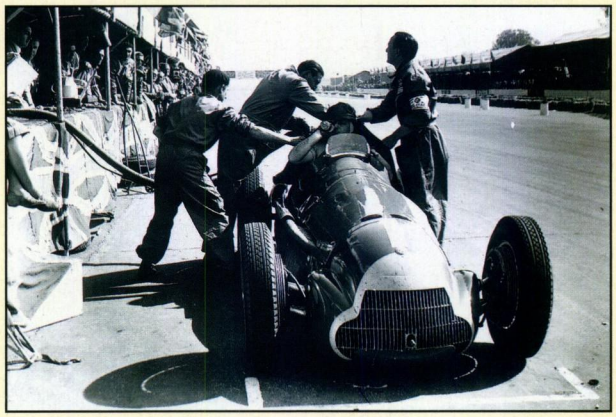


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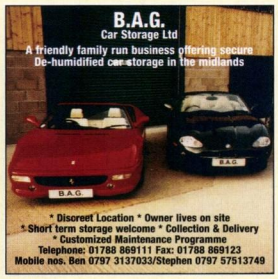
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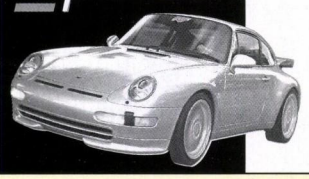
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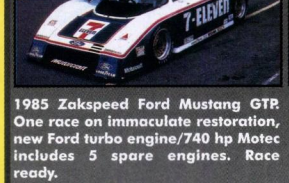


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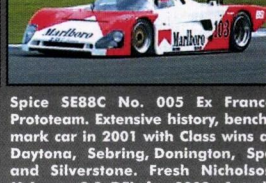
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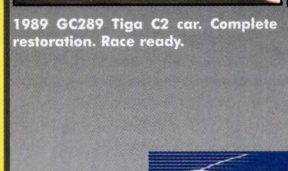
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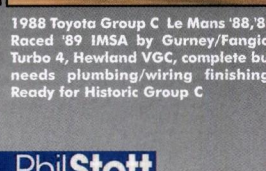
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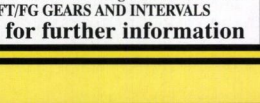
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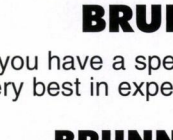
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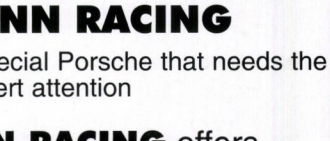


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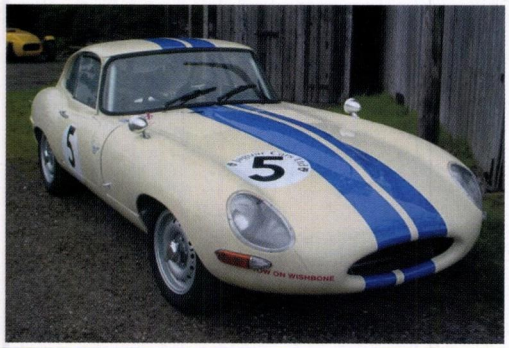
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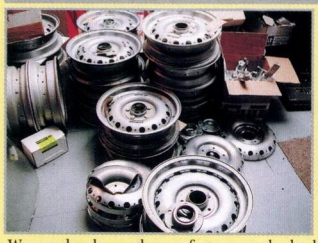


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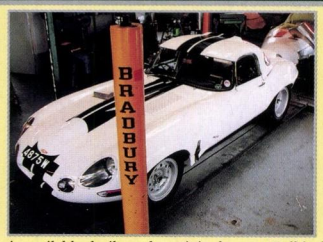
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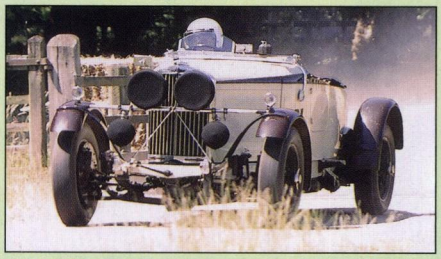
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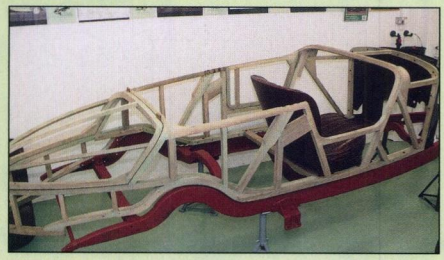


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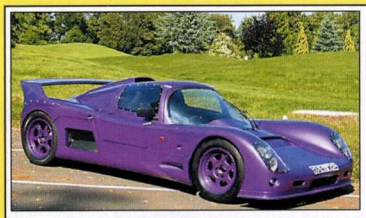
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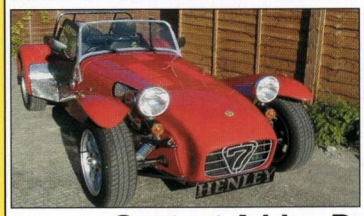
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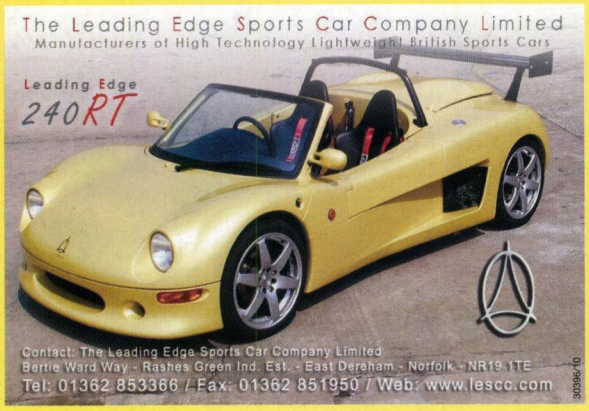
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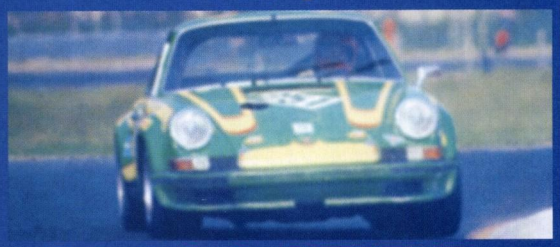
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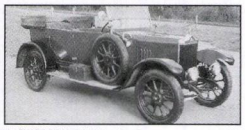
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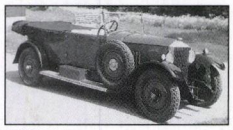
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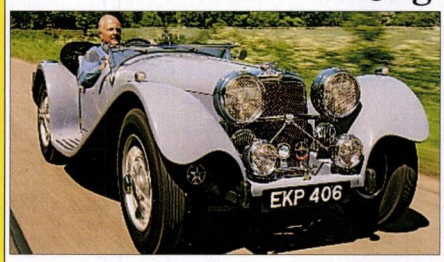


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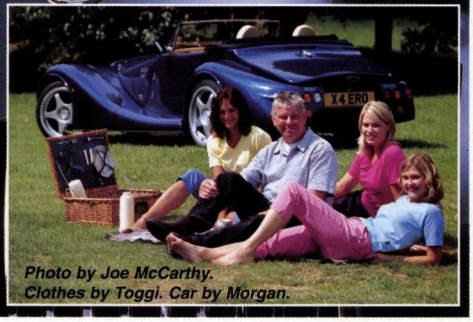


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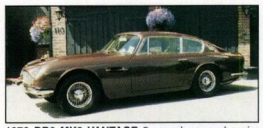
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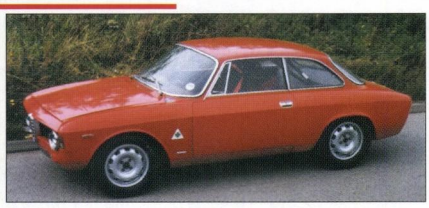
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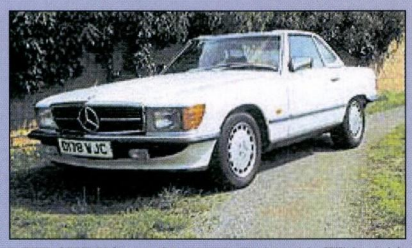
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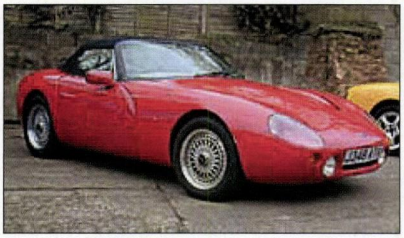
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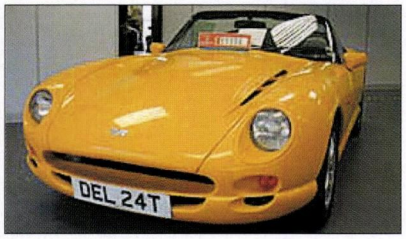
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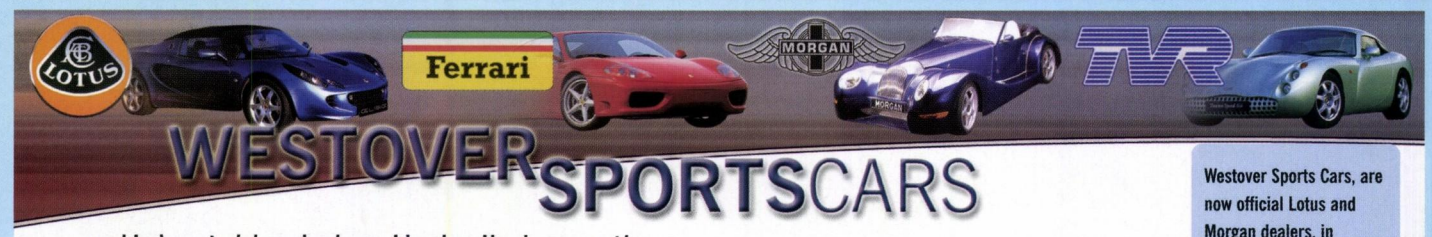
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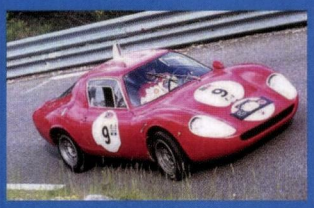
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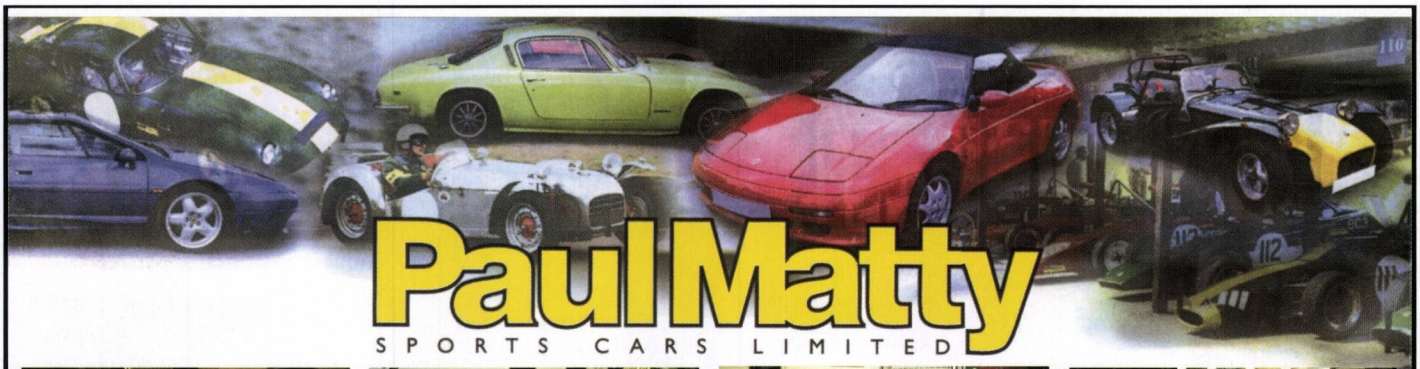


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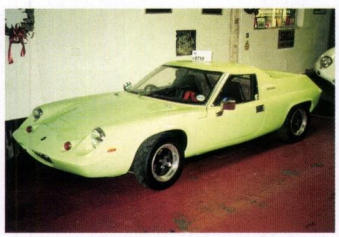
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The summer holidays have just finished and for those of us blessed with offspring we can look back on nine weeks of being thrust into the outside world from the relatively safe and normal car obsessed universe we inhabit. Have you been to Legoland? I wouldn't go again, I found the whole experience very mediocre and they charged a fortune for the privilege, now, the London eye was a much more pleasant experience. I know how close together all the notable sites in London are, long summers before I was a teenager with a Red Bus Rover wandering around alone (something my daughter wont do) but laid out in front of you, they all seem even more impressive and interrelated. Walking around the embankment afterwards, we came across a talented clarinet player entertaining the passers by, it's funny how talent and worth are measured and rewarded!

As the last weekend of the holiday approached, I managed to talk my daughter into going to the Heritage Collection at Gaydon although I had to promise we'd go on to Warwick castle if it wasn't fun. Arriving at the security gate, it turned out we had arrived on the Volvo marque day! Several hundred Volvo owners had descended on the place, along with an Abba tribute band, potters wheel etc etc. The centre was excellent, chronicling the rise of the British motor industry, when you see the design talent that BL squandered it's almost heartbreaking. This was rounded off with a visit to the Sealed Knot weekend at a local venue. I'm sure this is an oversimplification but this group dress up in period (civil war) costume and re-enact battles, they also set up camps and live in the style of Roundheads and Cavaliers. Ye olde worlde and Volvo owners. Two extremes of British eccentricity, I'm so glad we're normal.

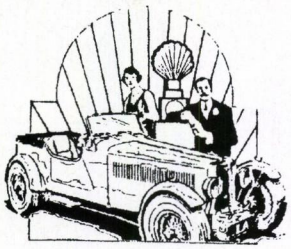
The American airforce uniforms for Goodwood looked great and we're running the OSCA in a re-creation of the classic nine hour races of the past, hmmm, this sounds horribly familiar. By the time you read this, Goodwood will be over, Brian Redman was Allan's co driver and they probably won, beating all the more powerful cars with a combination of teamwork and carefully worked out fuel strategy. Extra impetus was provided by Helen's promise to slowly remove her uniform at the post race celebrations (I think this is a safe bet but after she reads this. I'll see her evil twin for sure!)

Goodwood claimed with Beaulieu, which was a BIG disappointment, the next big event for us is Classic Le Mans and this clashes the last VSCC Silverstone and the Klausen. We'll be running a 1750 Alfa in France and then taking the 35B to Prescott the weekend after. That's it for the year unless we're persuaded to do Snetterton in October for the Top Hat races.

This has proved an eventful and full season, lots of racing, restorations have been ticking over, and car sales (especially for racecars) have been good. Going into September, everything was looking really good. Then . . . the phone call went like this, "I've got a severe oil leak on the engine of my 35" (This is a very original, sympathetically restored Type 35 of which we are particularly proud, it took two years and is just lovely). "Where from?" says I. "From the hole in the side where the rod came out" . . . This sort of thing really spoils your day, and when the car has to come back from the States, it's even worse. A whole week goes by trying to guess and second guess the problem! When it arrived back, the engine came out and to pieces in record time, and as we hoped, there were no obvious mistakes in the assembly. After over a thousand road miles and a full race before the fateful meeting, it was a bit of a puzzle.

Yes, it had been raced and its performance against the supercharged cars in the States had been outstanding . . . until it went pop. The oil filter told us that a cage had broken up and as we dismantled the rest of the crank, we were astounded to find one cage had disappeared from inside the big end of a rod that hadn't broken, just the rollers left!! No oil feed failure, possibly material failure, racing is a severe test of the machine, particularly if the component parts are seventy-five years old.
So what can we do, what can we learn from this? Hold our hands up and say from now on when we hear the word "mild competition", we substitute it with the word "racing", which will always be followed by the word "new" for certain critical components. Preferring to use original parts when restoring original cars, in this instance, has bitten us and bitten us BIG! Luckily, the parts damaged were not exceptional, having been damaged previously, and though painful, our experience will ensure it won't happen to a wonderful car in the future, Tim.

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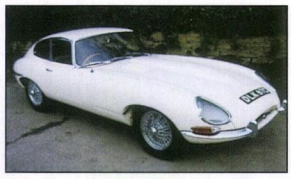
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1965 C Jaguar 4.2 S1 E-type. FHC, old English white with black leather, original RHD with matching numbers. 58,000 miles only, first owner, 32 years, the most correct and original example we have seen. £28,850



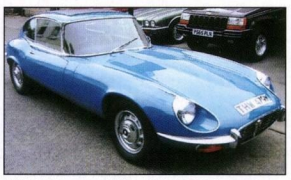
1962 Lotus Elite S2. (Bristol Double, Dimple Body) 1460 Coventry Climax engine, with ZF 4 speed gearbox. Lotus Racing Green, a superb and rare motorcar, with very important history and provenance correctly priced, please phone/e-mail for full details etc.....£36,950



1962 Austin Healey 3000 Mk2A. RHD. Ice Healey blue, with Blue hood and Blue leather trim, overdrive, wire wheels, upgrades to brakes, engine etc. Superb restoration by last owner, one of the best there is.....£26,950



1968 Jaguar E-Type S1½ 4.2 FHC. Early original RHD, with matching numbers (one of the first with covered headlights, as S1). Oxford blue, grey leather, fully restored to high standard 1994-97. Still very sharp and superb to drive.....£23,950



1973 M Jaguar E-Type V12 FHC Auto. Azure blue with tan leather, Webasto sunroof, chrome wheels, 45,000 miles only. Lovely, original example.....£21,950



1958 JAGUAR XK150 3.4 F.H.C. Manual/overdrive, original English R.H.D. example, Indigo blue with grey leather and chrome wires, fortune spent over the last few years on restoration, stunning example at.....£26,950



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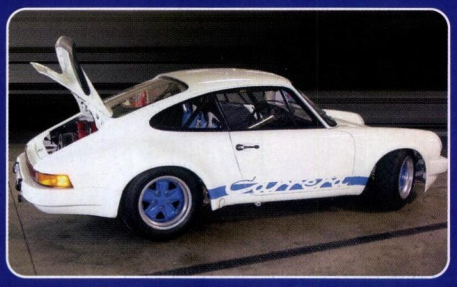


Ex Dereck Daly, finishing 13th at the Spanish Grand Prix in 1981. This car, chassis number 811-4 also completed the Monaco and French GP the same year. Currently fitted with a new Cosworth engine, fully rebuilt by McLaren in the UK. Fully eligible for the TGP with a full known history. This is a superb example and incredible value for money for a race-ready car. Spare parts also available. Located in Europe and available immediately for **Euro 85,000**.



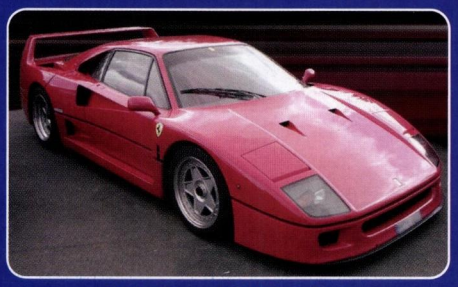
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Certainly one of the finest F40 available for sale at the moment. Finished in classic Rosso Corsa over red seats with a black interior. The single previous owner has kept the car fully serviced by Ferrari including new fuel tanks, tires and cambelts for a bill of 23,000 Euros in July 2002. French registration with tax paid, the best value available immediately for **252,000 Euros**.

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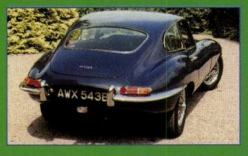
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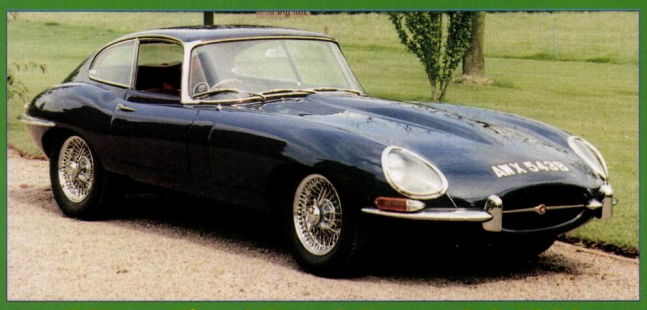
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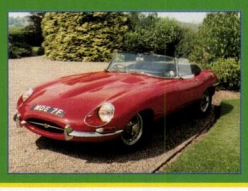






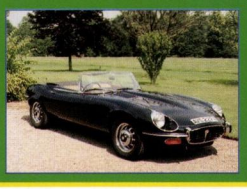
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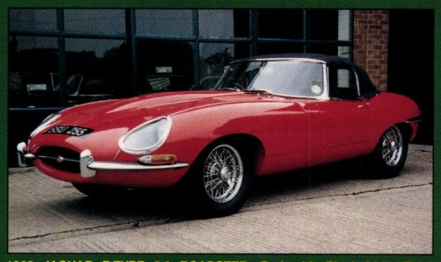
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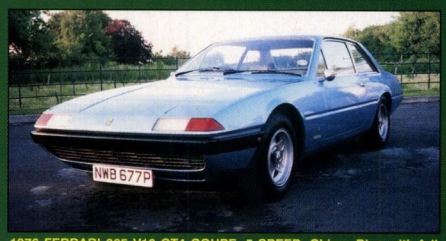
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1963 JAGUAR E-TYPE 3.8 ROADSTER. Red with Black hide. Total restoration, just undergoing extensive upgrades, 5 speed getrag, comp c.w.w., 4 pot calipers, suspension etc. An outstanding example that would cost to replicate well in excess of £70,000 .....RHD - £49,995



1967 ASTON MARTIN DB6 MK1 VOLANTE MANUAL. Metallic Gunmetal Grey, Black hide, Black mohair hood. Very low ownership and a warranted 82,000 miles, with a most comprehensive service history. Restored by us 2 years ago to the highest of standards. Equipped with power hood, P.A.S. selecta ride etc. Absolutely stunning.....RHD - £95,000



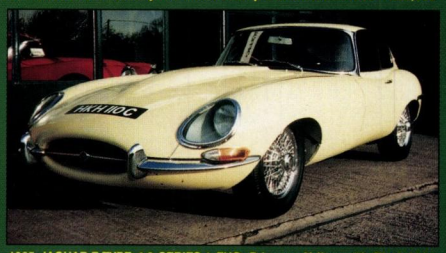
1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED. Chiaro Blue with full Cream hide, low ownership and ultra low historied mileage of only 40,000. The Ferrari flagship, equipped with air con, PAS, centre lock wheels, elec windows etc. Undoubtedly one of the most useable four seater Ferraris available, in a condition that beggars belief. Your search is over. Possibly the finest example available....RHD - £22,995



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1936 ALVIS SPEED, 3½ LITRE, TO SPEED 25 SPEC, 4 SEATER DROPHEAD by Charlesworth. Black over Green with Green hide. Twin side mounts, driving lamps, telecontrol shock absorbers, original mascot etc. Restored by the marque specialists at a cost in excess of £80,000 to the highest of standards, very little use since. An ideal long distance tourer. Sensational RHD - £64,995



1965 JAGUAR E-TYPE 4.2 SERIES 1 FHC. Primrose Yellow with Black hide. Total restoration carried out, only 10,000 miles since. CWW, webasto sunroof and radio. An English matching number car in superb condition. They certainly don't drive better than this example .....RHD - £28,995



1963 JAGUAR 3.8 MK2 MOD ALL SYNCRO. Carmen Red with Biscuit hide. Restored and uprated by Vicarage. PAS, w/w, coil spring rear suspension, 4 pot calipers, Alpine music system, wood rimmed wheel, full handling kit etc. Sensational .....RHD - £29,995



1953 MGTD 1250. Opalescent Fern Green with Biscuit hide and weather equipment. Total restoration in 1991, little use since. Equipped with wire wheels, spot lamp, badge bar, boot rack etc .....RHD - £15,995



1959 AUSTIN HEALEY FROGEYE SPRITE. Cherry Red with Black trim. Total ground up restoration carried out 95/97 to a very high standard. Superb panel gaps, an original unmodified example in outstanding order .....RHD - £9,995



1963 JAGUAR 3.4 MK2 AUTO. One lady owner until 2000. 56,000 warranted documented miles. Equipped with CWW, PAS, radio. Finished in unblemished Opalescent Maroon with Blood Red hide. Cars of this quality and pedigree rarely come onto the open market. Virtually as it left Browns Lane .....RHD - £29,995



1973 TRIUMPH TR6 PI. Signal Red with Black trim. A local car, 30,000 miles from new with extensive service history. Original and un-restored 'time warp condition'. Equipped with overdrive, radio, tonneau cover etc. Hard, if not impossible to find in this condition..... .....RHD - £14,995

1963 LOLA MK6 GT, CHASSIS NO.1 The works Le Mans/Ford GT40 prototype. Restored and race developed by Barry Hodson at a cost in excess of £350,000. Ran last year at Le Mans, Silverstone Festival, Goodwood Festival of Speed, Goodwood Revival, Snetterton Top Hat. The passport to any top event and a race winner, F.I.A. papers plus full spares package. Historically the most important GT car ever £395,000

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1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS. CWW, restored in 1990/95 at a then cost in excess of £100K to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why, other than maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable' .....POA - LHD

1977 TRIUMPH TR7 V8. Ex works Tony Pond Manx Rally winner: UYH 863S. Totally restored with 350 bhp Walkinshaw engine, dog box, full correct works spec. Last used 1998 San Remo Rally. Complete with full spares package. Sensational £39,995

1967 LANCIA FLAMINIA 2.8 3C. Ivory with Black hide. Last owner since 1972, a warranted 25K. 1 of only 17 RHD, out of a total production of 180. Works hard top, Nardi steering wheel, period radio. Quite unrepeatable £29,995

1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order £28,995

1994 M CATERHAM SEVEN. In Polished Aluminium and Black. 216 bhp from a Vauxhall 1600cc 16v engine by S.B. Developments. Dry sump, paddle clutch, race alternator, al/radiator, 6 speed gearbox, leather seats, adj suspension, wide track suspension etc. As new and perfect throughout. Unbelievable performance at a fraction of the build cost £17,495

1964 DAIMLER DART SP250 C SPEC. Ivory with Black hide piped Cream. Rack & pinion steering, tonneau cover, over riders, wood rimmed wheel, fuel reserve etc. History from new, unrestored but lovely.....£13,995

1972 MGB ROADSTER. B.R.G. with Black hide. Total restoration on a new heritage shell. Stage 2 engine, uprated suspension, overdrive, C.W.W. Built to the highest of standards, would cost in excess of £20k to replicate. Quite sensational.....£13,995

1972 TRIUMPH TR6 PI 150 BHP. In Sapphire Blue with Black trim. Overdrive, oil cooler, modified drive shafts, spax shockers, club reclining seats, Motolite steering wheel etc. Total ground up restoration, outstanding condition £11,995

1964 MGB ROADSTER, PULL DOOR HANDLE. In O.E.W. with Red hide. Fitted overdrive, wire wheels, foldaway hood, wood rimmed steering wheel. Total restoration in 1996. An exceptional example would please the most critical.....£10,995

1973 MGB V8 GT. Teal Blue with Biscuit trim. Very low ownership, 90k miles with a total service history from day one. Full bare metal re-spray just carried out. Equipped with webasto sunroof, radio etc. The most stunning example you could wish for.....£9,995

1978 ALFA ROMEO 2.0 SPYDER. Oxford Blue with Mocha trim and Black mohair hood. 83,000 miles, extensive history, restored some years ago to a very high standard, little use since, superb £9,995

1977 TRIUMPH STAG AUTO. In Java Green with Black trim. Equipped with PAS, electric windows, minilite wheels, radio cassette etc. Totally restored at enormous expense and in exceptional condition. A recent concours winner £9,995

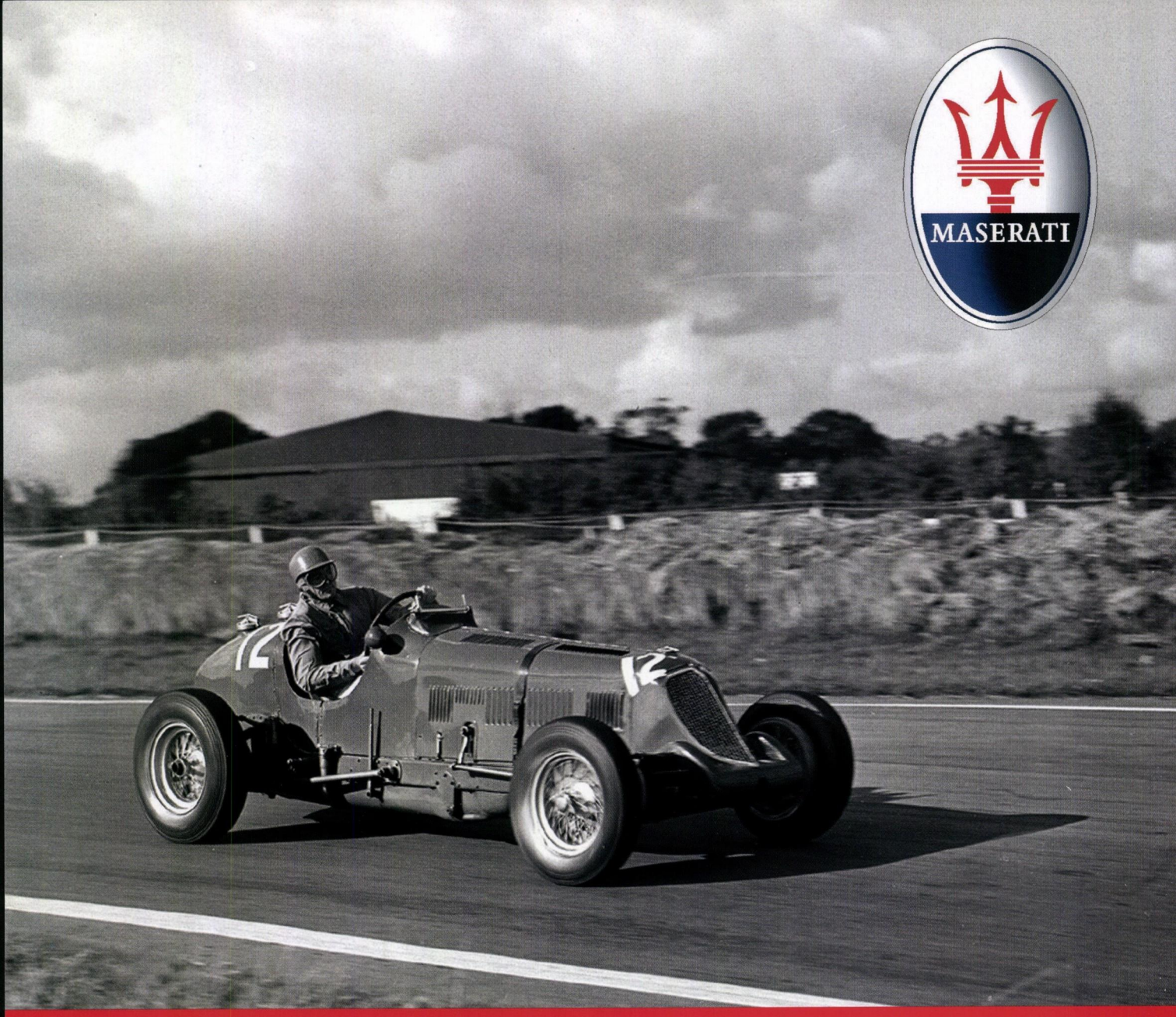
1991 LHD, ALFA ROMEO SPYDER. Finished in White with contrasting Tan interior. Fitted with twin 40's and PAS from new. In immaculate condition throughout, extremely difficult to find in better order £7,995

1927 SUNBEAM 500 LIGHT TOURIST. One of the finest bikes of its period. A no expense spared restoration carried out by the specialists, to a standard rarely achieved. Superbly detailed and very easy to ride. One for the most discerning.....£6,500

1978 PILGRIM FAMILY TOURER. Finished in Primrose with contrasting Black interior. This fine example is fitted with the 2.3 V6 engine and Cortina running gear. Built to an exacting standard and totally detailed throughout. An awful lot of fun £6,495

1985 LANCIA GAMMA MK2 AUTO COUPE. Oyster with Tan trim. Possibly the finest example available, only 36,000 miles from new, P.A.S., elec windows, radio/cass, alloy wheels etc. Only used in dry weather, simply sensational.....£5,995

1968 DAIMLER 420 SOVEREIGN AUTO. Maroon with Champagne hide. A local car, 3 owners, 44,000 miles believed genuine, PAS, radio, CWW, reclining seats, HRW etc. Very good value.....£3,995



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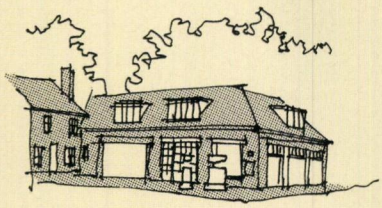
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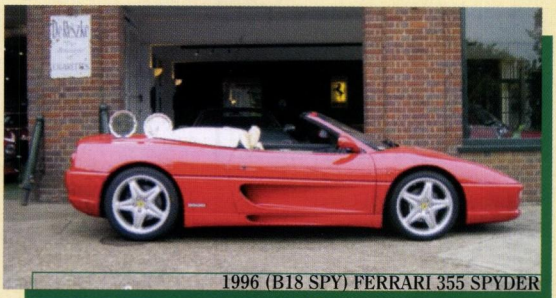
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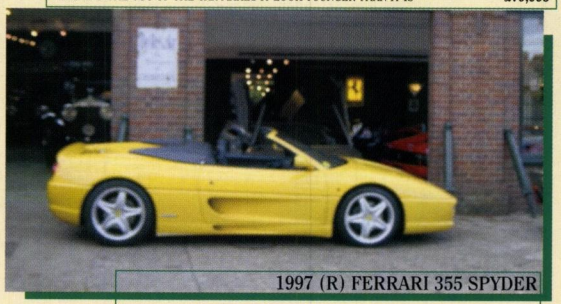
1991 (C8 MRA) BENTLEY TURBO R

FINISHED IN DARK BLUE METALLIC WITH CREAM HIDE, THIS CAR HAS FULL RRSH AND HAS COVERED 80,000 MILES IT HAS ALSO HAD 1997 WHEELS FITTED AND WHITEWALL TYRES WITH THIS AND THE VGC OF THE CAR MAKES IT LOOK YOUNGER THAN IT IS **£79,995**



1996 (B18 SPY) FERRARI 355 SPYDER

FINISHED IN ROSSO (RED) WITH CREMA (CREAM). THIS CAR HAS COVERED ONLY 10,300 MILES FROM NEW. IT IS ALSO A FERRARI OWNERS CONCOURS WINNER, THIS CAR HAS A PFSH AND ONE PREVIOUS OWNER. THIS CAR IS PROBABLY THE BEST CAR ON THE MARKET, IT HAS JUST BEEN SERVICED AND THE BELTS REPLACED **£69,995**



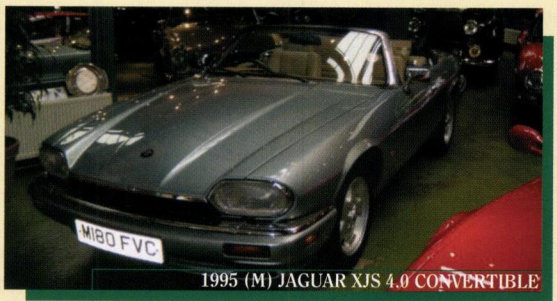
1997 (R) FERRARI 355 SPYDER

FINISHED IN GIALO-FLY (YELLOW) WITH BLACK LEATHER THIS CAR HAS COVERED 20,000 MILES WITH FULL SERVICE HISTORY INC BELT CHANGE LAST YEAR **£65,000**



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2000 X 360 F1. 10K MILES. TOUR DE FRANCE BLUE/CREAM.
2000 W 360 F1. 15K MILES. RED/BLACK.
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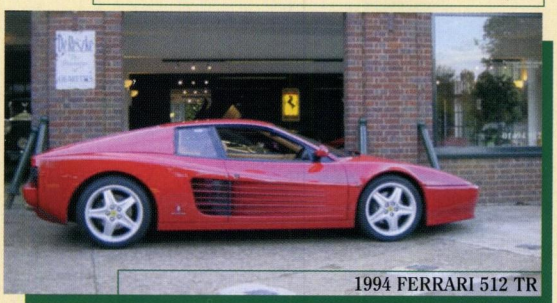
1995 (M) JAGUAR XJS 4.0 CONVERTIBLE

FINISHED IN SILVER BLUE WITH BISCUIT HIDE, THIS CAR HAS ONE PREVIOUS OWNER AND HAS COVERED ONLY 23,800 MILES FROM NEW WITH FJSH WITH STRATSTONE OF MAYFAIR **£19,995**



2002 MERCEDES SL500 LHD

FINISHED IN SILVER WITH CHARCOL HIDE. THIS CAR IS FITTED WITH ALL EXTRAS INCLUDING KEYLES START AND THE COMMAND PACK. THIS CAR IS SIX WEEKS OLD AND HAS DONE 1,300 MILES AND IS UNREGISTERED AND CAN BE BOUGHT TAX FREE **£69,995**



1994 FERRARI 512 TR

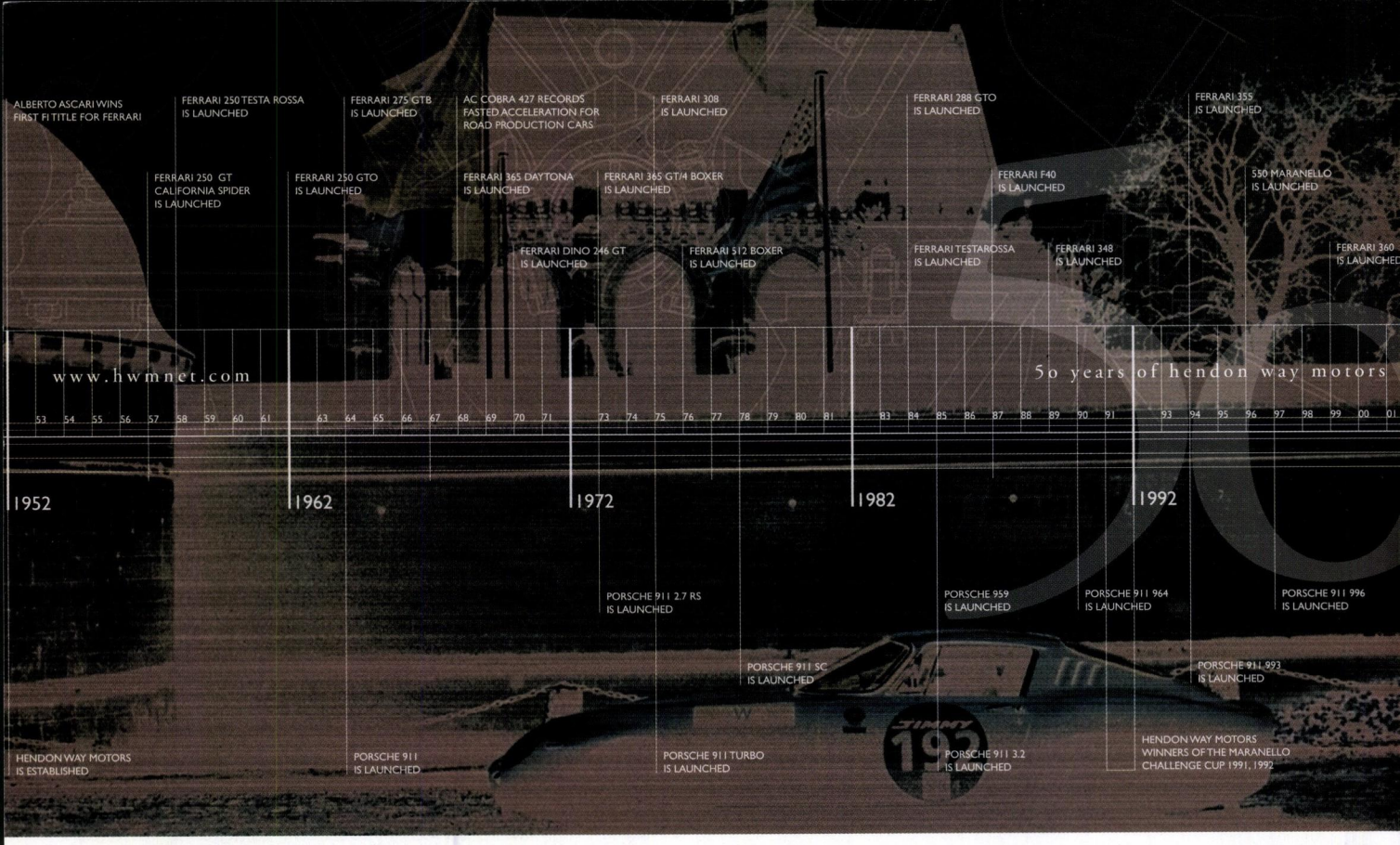
THIS CAR IS A 2 OWNER CAR WITH FULL SERVICE HISTORY AND HAS COVERED ONLY 20,000 MILES FINISHED IN ROSSO/CREMA, THIS CAR COMES WITH THE PLATE (TESS 33) **£52,000**



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FERRARI 355 STOCKLIST

1999 355 GTB LHD BLACK 15000 miles
1999 355 F1 GT BERLINETTA RED 11000 miles
1998 355 GT BERLINETTA RED 16000 miles
1998 355 GTS RED 12000 miles
1997/8 355 GTS F1 LHD RED 30000 miles
1997 355 GTS YELLOW 6687 miles

FERRARI 456

1997/8 456 GTA RED 7000 miles
1996 456 GT YELLOW 32000 miles

FERRARI 348

1994 348 TS RED 25000 miles

FERRARI CLASSICS

1990 TESTAROSSA RED 17000 miles
1988/9 412i BLUE 45000 miles
1986 328 GTS RED 30000 miles
1985 MONDIAL 3.2 QV BERLINETTA RED 54000 miles
1979 512 BOXER BERLINETTA MET BLUE 21000 miles
1972 246 GT AZURE 48000 miles
1967 275 GTB4 RED 27000 miles

JAGUAR / OTHERS

1968 JAGUAR E-TYPE 4.2 RDST SILVER 5500 miles
1966 JAGUAR E-TYPE 2+2 AUTO PRIMROSE 82000 miles
1954 JAGUAR XK 120 DHC OLD ENGLISH WHITE miles
1936 BENTLEY 41/4 GURNEY NUTTING BLUE 90000 miles
1997/8 BMW M3 CONVERTIBLE BLACK 41000 miles
1997 ASTON MARTIN DB7 AUTO VOLANTE BLUE 34,000 miles

PORSCHE 996

2001 911 TURBO LAPIS BLUE 5000 miles
2001 996 C4 COUPE SILVER 8000 miles
2000 996 C4 COUPE SILVER 9000 miles
2000 GT3 SILVER 2000 miles
1999/0 GT3 LHD YELLOW 18000 miles
1999 996 CABRIOLET TIP SILVER 24000 miles
1999 996 COUPE SILVER 13000 miles
1999 996 COUPE OCEAN BLUE 13000 miles

PORSCHE BOXSTER

2001 BOXSTER S SILVER 17000 miles

PORSCHE 993

1998 993 CABRIOLET SILVER 45000 miles
1998 993 C4 CABRIOLET SILVER 28000 miles
1995 993 CABRIOLET BLACK 33000 miles
1995 993 CABRIOLET SILVER 51000 miles
1995 993 CABRIOLET MET BLACK 27000 miles
1994/5 993 COUPE SILVER 29000 miles
1994 993 CABRIOLET TIP IRIS BLUE 66128 miles

PORSCHE 964/911

1990 964 C2 CABRIOLET GUARDS RED 57000 miles
1989 911 TARGA GUARDS RED 87000 miles
1988 911 CARRERA 3.2 CAB MARINE BLUE 50000 miles
1980 911 SC COUPE WHITE 76500 miles

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GTB 4 competing in the Tour d'Espana rally in Octob
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1973 Ferrari Daytona Spyder conversion by Autokraft. Finished in black with tan trim. A beautifully executed conversion carried out this most respected company. A stunning motorcar with full history and available immediately. **£99,750**



1960 Ferrari 250 SWB Alloy Comp Car, chassis number 2209 GT. Schlesser/Simon 3rd overall in 1960 Montlhery 1000kms. FIA papers, interesting history, owned for the last 20 years by a well known and prominent member of the British Ferrari Owners Club and very realistically priced . . . . . **£POA**



1956 Jaguar D-type Short-nose chassis number XKD545. This is an outstanding and well-restored and presented D-type with a comprehensive and interesting period history. Finished in dark blue and magnificent in every respect. . **£POA**



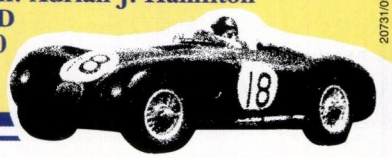
1955 B-Type Connaught Grand Prix Car, chassis number 04. Ex-Rob Walker team car. Current FIA papers. An excellent and well maintained Grand Prix car in superb order and highly competitive. Sold with a large spares package and very sensibly priced. . . . . **£POA**



1971 Ferrari Dino 246 GT. Finished in Giallo Fly with black leather trim. 31,000 miles only with full photographic history of restoration. Fitted with headlight covers and nudge bar. Possibly the mot stunning example available today. **£54,750**

For further information on any of the above outstanding cars please call: Adrian J. Hamilton
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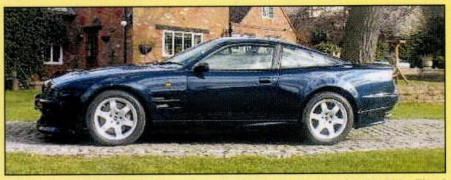
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ASTON MARTIN IN THE THAMES VALLEY



1979 Aston Martin V8 Volante. This is a beautiful example finished in Rolls Royce blue with new Blue mohair hood and Magnolia hide trim piped Blue. Fitted with all the usual refinements including automatic transmission, power hood and power steering and it also has a beautifully detailed engine bay. In the last 6 months, the car has benefited from a complete repaint and retrim and is in first class condition throughout . **£49,995**



1994 Aston Martin 550 bhp Vantage. Finished in Oxford blue with beige hide. Fitted with 6 speed manual transmission, twin superchargers, 18" 6 spoke alloys, awesome performance, 18,000 miles only, FSH, Just serviced by Aston main agent. **£79,950**



1979 Aston Martin V8 Volante. Finished in Cairngorm (Scottish) brown with beige hide and a beige hood. If you like brown it's a lovely car and very sensibly priced because it's not my favourite colour **£37,500**



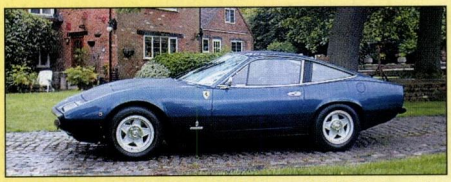
1990 Aston Martin Virage. Finished in silver with blue hide piped cream. This is an excellent example, fitted with 5 speed manual transmission and having covered only 20,000 miles from new. A car which we have owned in the past and thoroughly recommend **£32,950**



1965 Aston Martin DB5 Vantage. Californian Sage with Black leather. One of only 57 built. Fitted with 5-speed gearbox and triple Webers. Very good history file and once owned by Gerry Marsden of "Gerry and the Pacemakers" (those were the days). A unique opportunity to own one of these rare Astons. Will undoubtedly go up in value **£65,000**



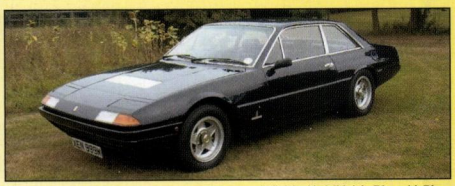
1990 Aston Martin Virage. Chassis no 1, finished in BRG with cream hide piped green. Fitted with automatic transmission, air conditioning plus all usual refinements. Now 12 years, chassis no 1 has had only three owners from new and has a full service history with "works service" and other main agents. Total mileage covered is 14,100. Sensibly priced at **£32,950**



1972 Ferrari 365 GTC4. This is one of only 32 RHD examples built. It is a beautiful car finished in blue sera with a perfect black hide interior. £16,000 has recently been spent on bringing this car into the condition in which it is now offered for sale. Come and view, you will not be disappointed **£39,500**



1960/62 Maserati Mistral with coachwork by Frua. Finished in Maserati Racing Red with Red hide interior. The car is in very nice condition throughout and has been in the same ownership since 1967. It has an all aluminium body and is fitted with a 6 cylinder engine with twin overhead cams and a 12 plug head. It has a 5 speed gearbox and Borrani wire wheels. Believed to be a prototype ..... **£ ASK**



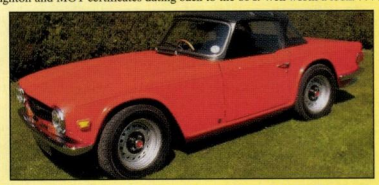
1974 Ferrari 365 GT 2+2. This is a very nice example finished in Midnight Blue with Blue hide interior and fitted with the very desirable 5 speed manual gearbox and Cromodora 5 spoke alloy wheels. These cars are much better than the 400 which replaced them and are a real pleasure to drive. This one comes with plenty of service history from Bob Houghton and MOT certificates dating back to the 80's. Well worth a look. **£17,500**



1976 Alfa Romeo 2000 Spider. Finished in Alfa Racing Red with Black mohair hood and Black interior. This car has done 67,000 miles from new and has a complete service history. It is in exceptional condition throughout and is fitted with a wood rimmed steering wheel, 5 speed manual gearbox and CD player. Nothing like most Alfas of this period **£8,995**



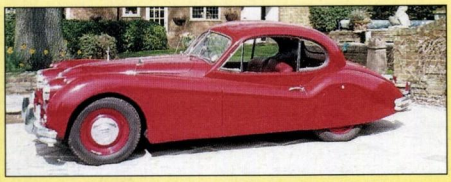
1972 Jaguar E-Type V12 Fixed Head Coupe. Finished in British Racing Green with Tan interior and a very unusual electric sliding sunroof. Also fitted with chrome wire wheels and automatic transmission and comes with photographic evidence of restoration work. Lots of service history **£14,995**



1970 Triumph TR6. Finished in Bright Red with Black interior. Fitted with 150 bhp engine and overdrive. New hood just fitted. In very nice condition both bodily and mechanically. Sensibly priced at **£8,950**



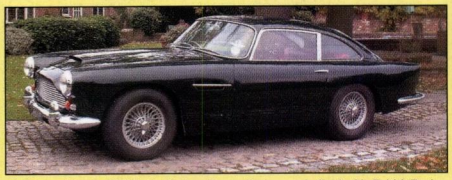
1968 Aston Martin DBS 6 Vantage. Salisbury blue, black hide, 5 speed manual gearbox. A very pretty car with pure clean lines, no spoilers, no air dams, chrome wires, tripple Webers and only 30,000 miles. We've owned it before and we love it. first to see will buy **£19,500**



1956 Jaguar XK140 FHC. Finished in Red with new Red Hide interior. This car has been in the same ownership for the last 20 years during which time it has been regularly used and well maintained. **£19,950**



1980 Aston Martin V8 Oscar India finished in Silver with Dark Blue Hide interior. An extremely nice example which has been in the same ownership since 1983. During this time, it has been very well maintained and comes with a complete service history through to the present day. Recent new sills and wheel refurbishment. **£24,950**



1963 Aston Martin DB4 Series V. A really excellent example finished in British Racing Green with sumptuous Red leather interior. This model is the last of the DB4 line and is the same length as the DB5 with slightly increased boot space, sitting on 15" wire wheels and radial tyres. Fitted with overdrive and in splendid condition throughout **£46,500**



1958 Jaguar Mk IX. A rare opportunity to acquire one of these majestic machines. "Grace, space and pace" was the Jaguar slogan of the period and this car fulfills all three with perhaps a slight allowance for the intervening 44 years **£8,950**



1967 Aston Martin DB6. Finished in British Racing Green with full Black hide interior. Engine upgrade to 4.2 litres fitted with triple Weber carbs taking it to beyond Vantage specification **£49,500**

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