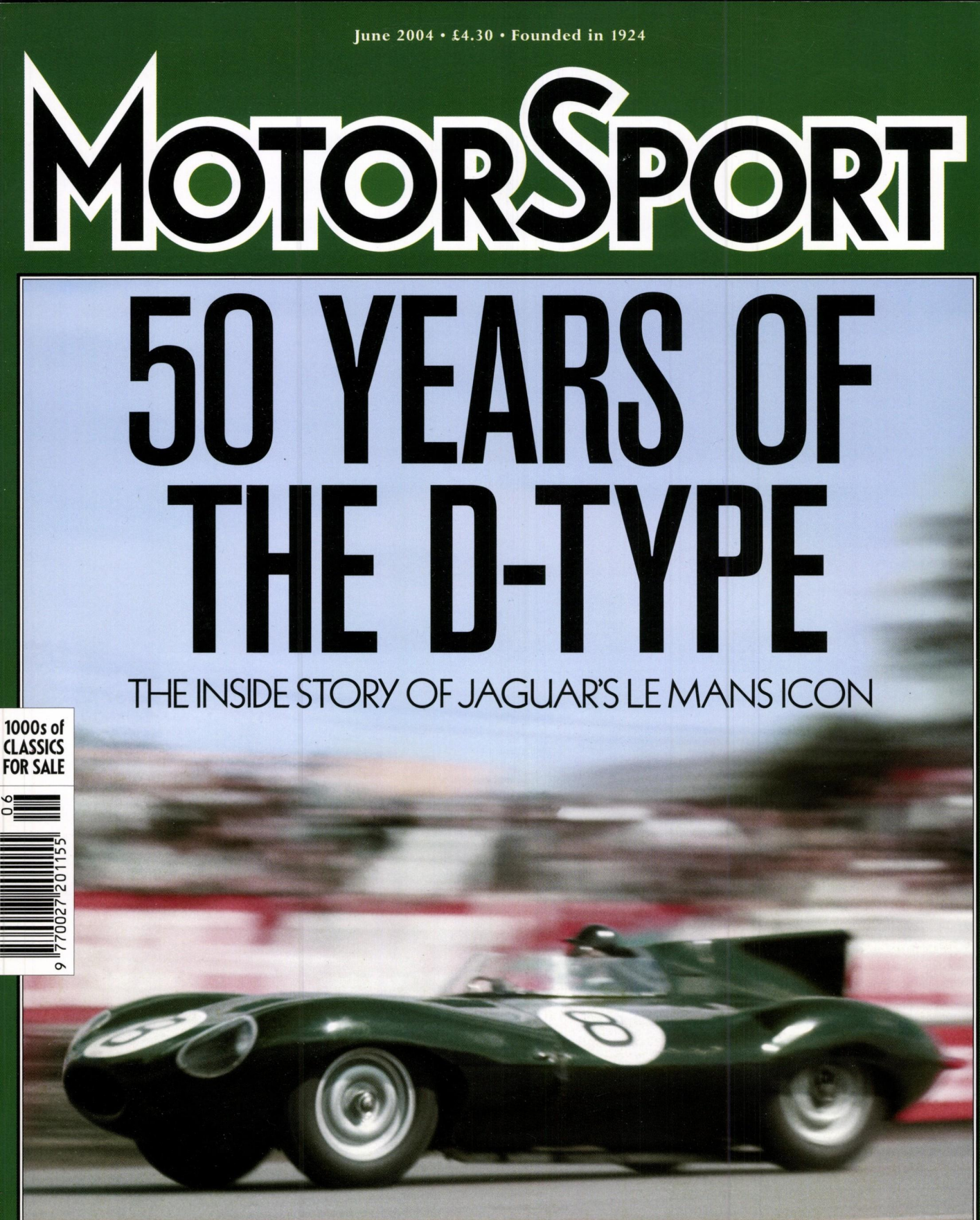
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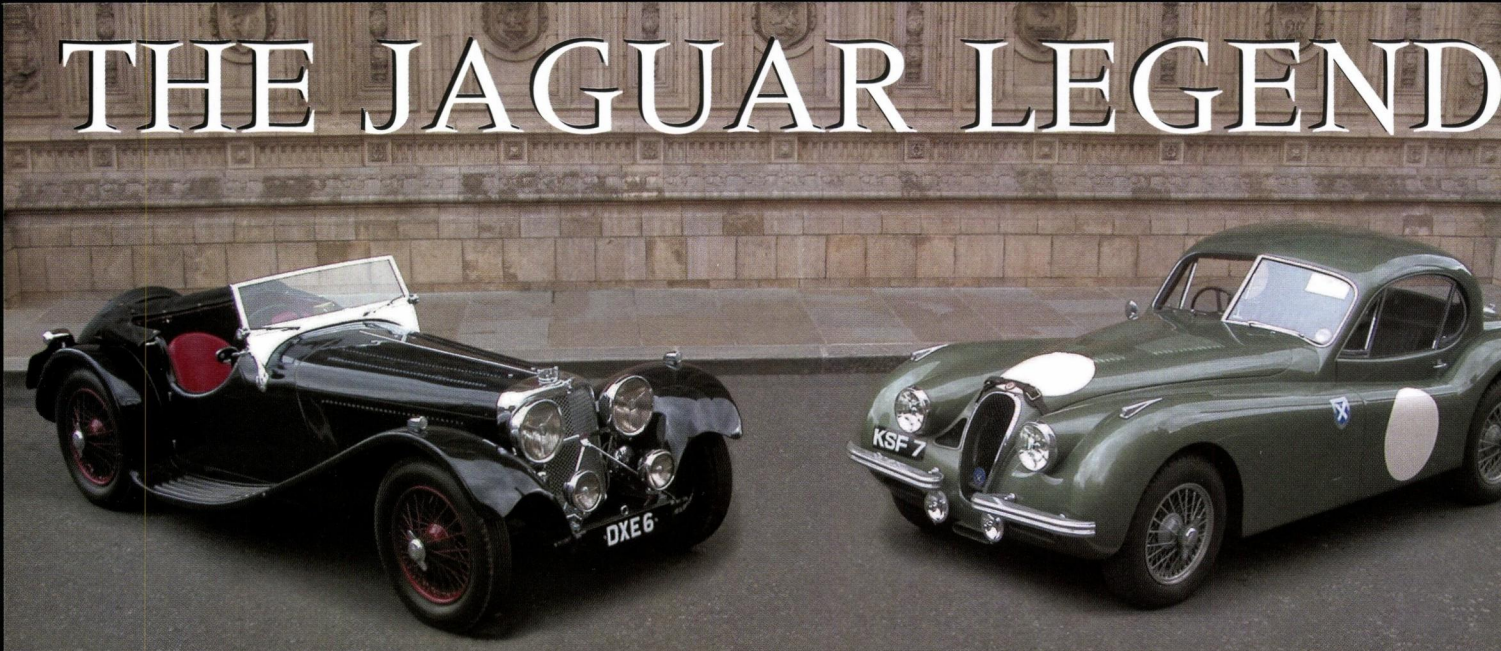
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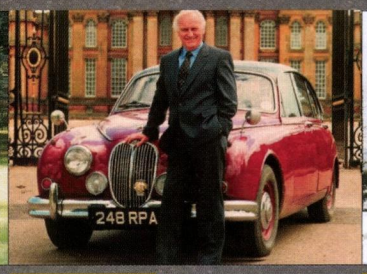
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James Mann/LAT

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MOTOR SPORT
is published by Haymarket Motoring Publications Ltd, a wholly owned subsidiary of Haymarket Magazines Ltd

EDITORIAL DIRECTOR Mel Nichols
CHAIRMAN Eric Verdon-Roe

SUBSCRIPTION RATES – 12 issues
UK £49.40; Europe & Eire £55.99; Airmail: Middle East, Africa, India £82.99; Rest of the world £95.45. Postage is free. Payment may be made by VISA, Mastercard or Amex to: Motor Sport Subscriptions, Motor Sport, Haymarket Magazines Ltd, PO Box 568, Haywards Heath, RH16 3XQ. Tel 08456 777819. Fax 08456 775555. email motorsport.subs@QSS-UK.com

USA (airfreight) per annum $72. Second-class postage paid at Berkeley Heights, NJ, and additional mailing offices. USPS 698570 POSTMASTER: Send address corrections to EWA, 205 Highway 22 East, Green Brook, NJ 08812. Telephone 732 424 7811. Fax 732 424 7814. email subs@britmags.com

BACK ISSUES
From £5.75 including p&p – subject to availability – from Haymarket Reprints, PO Box 200, Abingdon, Oxon OX14 3FG Telephone 01235 534323. Fax 01235 523005

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DISTRIBUTION
UK Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambridgeshire PE1 2TR. Telephone 01733 555161

COLOUR ORIGINATION Colour Systems Limited.
PRINTING St Ives plc

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# editorial



THERE WAS A CONSTRUCTOR OF A MID-1950S SPORTS-RACING CAR – TO SAVE ANY blushes we shall call it the Gestetner MkI – who many years later was invited to present the prizes following a race purely for his cars. Before he handed over the laurels to the winner, however, he not only congratulated him on his performance on the track but also for ensuring that there were more Gestetners out and about than there had ever been in their day!

The issue of replicas, recreations and fakes in historic motor racing has long been a thorny one, but the recent huge growth in this arm of the sport and the subsequent increasing value of the cars have made owners and restorers even more prickly about the subject.

And now they're apoplectic. For FIA President Max Mosley, who decided against racing a Brabham at the recent Historic Grand Prix at Monaco, has waded in and opened the door to new 'old' cars – albeit 100 per cent accurate facsimiles (see news story, page 17).

**FIA President Max Mosley has waded in and opened the door to new 'old' cars**

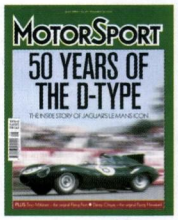
Max's view would seem to be that people are becoming more reluctant to race cars of real provenance. And it's true that some million-pound machines have been mothballed in order to protect their value. But the general consensus would appear to be that owners of significant racing cars still want to see them being exercised, used for the purpose for which they intended.

Historic motor racing is not Mosley's area of expertise. He does a pretty good job at smoothing the waves created by 10 F1 teams – but there are over 10,000 historic cars/owners worldwide with a keen interest in keeping fakes out...

Whatever the FIA says and does, it will be the well-established clubs, packed with marque experts and dyed-in-the-wool enthusiasts, who will keep an eye on the situation and decide whether to cold-shoulder fakes or not. But for how long will they be able to keep tabs on them all?

There are 'dishonest' cars out there, but fewer than you might think. Would it not be better to expose them now while those who know the truth are around to pass judgement, rather than create a huge problem 30 years down the line?

**Paul Fearnley**
EDITOR




Klemantaski

*Beauman/Dewis D-type at Le Mans in 1955*

# Letters from Readers

**Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middlesex, TW11 8RT, United Kingdom**

**E-Mail (please include address): motorsport@haynet.com**

The Editor reserves the right to edit all letters

## A SPORTING LIFE

SIR,

I read with interest Brendan Lynch's article about SCH Davis in his Guildford apartment because, at about the same time, my wife and I went there to meet him. I warned my wife not to look surprised when Sammy and his wife Susie both lit their pipes.

Susie painted wonderful full-colour pictures of abdominal operations as a guide to future surgeons. These were done in operating theatres, and could put you off your tea.

SCHD told me that racing drivers were of more interest than their cars. For a long time I didn't agree, but I came eventually to see what he meant.

For the record, Davis was not Editor of *The Autocar*; he was its celebrated Sports Editor. He competed in many races, trials and rallies, usually following up his reports with fascinating personal experiences. MOTOR SPORT described his MCC Trials, with a big variety of cars, some time ago. He went to Westminster School and was a very capable cartoonist – his 'sleeves chasing poppet valves away' at the launch of the first sleeve-valve Daimler, for instance.

Sammy was very helpful to young enthusiasts. His sense of humour was evident in his writings and he could make even the dullest trial seem an adventure. After reading about his drive with Count Zborowski in the Miller in the 1924 French GP, I was more than ever hooked on racing.

*BILL BODDY, POWYS, WALES*

# STAR LETTER




both: LAT

*Scheckter gave WR1 a debut victory in Argentina. They were reunited in 1992*

ONCE A WORLD CHAMPION...

SIR,

I thoroughly enjoyed the excellent Jody Scheckter article in your March issue. It brought to mind a personal experience with Jody back in 1992 – over 10 years after he had abruptly retired.

Jody had been invited to Donington Park for the '25 Years of 3-litre Formula One' event I had the pleasure of organising on behalf of the HSCC, with the enthusiastic support and help of the circuit's director Robert Fearnall.

With the kind assistance of the current owners, we had arranged for many of the stars of the 3-litre era to be reunited with their former steeds: visitors included Sir Jack Brabham, Denny Hulme, John Surtees, Jean-Pierre Beltoise, Jean-Pierre Jarier and Howden Ganley, among others. Jody was there to demonstrate his 1977 Wolf WR1 and Nick Mason's glorious Ferrari 312T3.

It's Jody's reacquaintance with the pristine Wolf that sticks in my memory – and demonstrated the enduring skill of a true professional. Jody approached the car, tended then, as in period, by Roy Topp. A few words about the car passed between them, then Jody climbed aboard and set off.

At the time, the car was on pole position for the following day's historic F1 race, having set a very respectable time of around 1min 6sec in the hands of its owner, John Fenning. Scheckter's first flying lap stopped the watch at 1min 8sec, followed by two at 1m 6sec and a final lap at 1min 4sec.

Jody rolled into the pits, stepped out and said to Roy: "There's far too much wing on it and top gear's too short – I'm on the limiter halfway down the straight. I reckon there's another 2sec to come."

Having heard the exchange (and seen the look of bemusement on John Fenning's face!), I asked Jody how long it had been since his last experience of an F1 car, wondering if maybe he had sneaked in a little refresher.

"Not since I left Ferrari," was his instant reply.

And what had the Wolf felt like after all this time?

"Like I raced it last weekend." That's why he was a world champion. You never lose real talent.

Definitely a magic moment in a magic weekend – the antics of Brabham and Hulme reunited with their cars would fill another few pages.

*STEVE LYDON, PIOUSSAY, FRANCE*

---

STEWART'S SWEET V16

SIR,

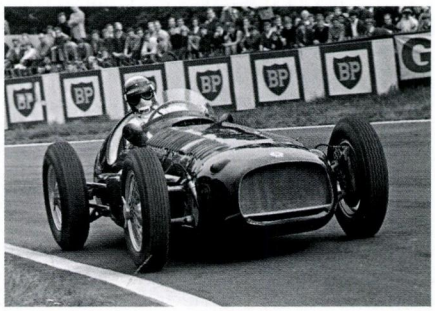
I enjoyed reading WB's article in the April issue on Mercedes' 1958 demonstration at Oulton Park – despite Peter Collins' disparaging comment about the BRM. The photograph is of the Ws 125 and 154 exiting Cascades.

I was a bit too young to be there that day, but I was certainly there in September 1967 for the Gold Cup – scene of another memorable demonstration: a young Jackie Stewart in the V16 BRM. My father and I were standing on the outside of Knickerbrook and could see Stewart coming down The Avenue, through Cascades and up to Island. We glimpsed him approaching Esso, the staccato blips of the engine echoing as he braked and changed down, but then he was lost to view until he reappeared over the brow on the run down to Knickerbrook. As he drew opposite us the power came back on and, exactly as Raymond Mays had described in his book *BRM*, we were deafened by the shriek of the supercharged engine.

Stewart was due to do three demonstration laps, but I recall that he did four. On the fourth, after coming through Knickerbrook, he rolled to a halt at the foot of Clay Hill. My heart sank. The BRM jinx had struck once again, I thought. But no! Stewart blipped the engine and executed a perfect 'Shelsley Walsh' start. He and the car disappeared under two 6ft plumes of tyre smoke and reappeared a second later rocketing up Clay Hill.

The memories of the sight and sound of the V16 are as clear to me now as they were that summer's day over 30 years ago, and it still brings a lump to my throat to recall them.

*TIM MOORE, WITHYBROOK, WARWICKSHIRE*




***Stewart wowed the Oulton Gold Cup crowd in V16***

'SOFT' AT ARDS

SIR,

I was interested to read Bill Boddy's recent reminiscences of Bentley and Mercedes. His story of WO acting as Tim Birkin's riding mechanic rang bells: the 1929 TT was the first race that I can recall.

I was born on the Ards circuit and, at the age of three, remember Rudi Caracciola winning on a 'soft' day, as we Irish have it. After the race I came across the Birkin/Bentley car in the gateway of Perry's Farm at Ballystockart. It was about to move off and WO remarked to the world at large that he would be obliged if someone would remove the small child from in front of his motor car! As they moved off, Birkin gave me a wonderful smile and a wink.

In another article, Mr Boddy mentions the name of Adolf Rosenberger, an amateur driver of note who campaigned the Benz rear-engined cars. He and Willy Walb, as part of the Porsche Büro, were largely responsible for introducing Dr Ferdinand Porsche to the rear-engined idea. After the debut of the P-Wagen, however, Rosenberger deemed it politic to leave Germany for America (he was Jewish). Does anyone know of his later life?

*IAN MCFARLAND, ONTARIO, CANADA*

## Continental Notes

# JENKS ON JARAMA '76

ONE THING I LIKE TO DO IS DILLY-DALLY AFTER A RACE to talk to people after the noise has died down, and wait until the dust has settled and the last car is loaded – or as an American friend says, "Until the last dog's bin hung".

At Jarama, the dust never did settle, for in post-race scrutineering Hunt's McLaren and Lafitte's Ligier were excluded for measurements which were over the prescribed limit. I've always felt that Formula One (I can't bring myself to call it grand prix racing any longer) should be above such pettifogging restrictions, but as there has been a lowering of engineering integrity, the rulebook has got fatter.

**'We've been getting the impression that Ecclestone and Mosley run F1'**

With Ecclestone and Mosley as the mouthpiece and brainbox of the Constructors Association, we have been getting the impression that they run F1 racing, not the CSI of the FIA. With this race being the first one for various new rules, it was suggested that the CSI let it be seen that they control F1. They promptly submitted that the two cars contravened various rules. I think we now know who's in charge: the CSI, even though Ecclestone and his cohorts thought differently.

I never thought I would see grand prix racing dragged down to the level of rallies, saloons, Le Mans and other lowly levels of the sport. – **Yours, DSJ**




***Hunt's McLaren: at the centre of a rules storm***



***Salvadori's best GP finish: second in Germany, 1958***

### LIFE IN THE FAST LANES

SIR,

Mike Plant's letter about Masten Gregory in the May issue tweaked a forgotten memory.

In the early 1960s, one of my drinking companions in our 'local' at Kingston-upon-Thames was Phil Brooks, an unseen and little-known director of Cooper Car Co. He told me that when Gregory signed up with Cooper for the 1959 season, John Cooper murmured about life insurance. "Hell, man, what do I want with life insurance?" said Gregory. "I own all the bowling alleys in Kansas City."

On another occasion, Phil commented that if Roy Salvadori had stayed with Cooper in 1959, instead of going to Aston Martin to drive the outclassed DBR4/250, he could well have been world champion. He pointed out that Salvadori would have been the team's number one driver ahead of Brabham and, at that time, was probably Sir Jack's equal; his results in 1958 were better than the Australian's. Now there's a talking point!

*DAVID VENABLES, HOVE, SUSSEX*

* * * *

### ANOTHER ERA

SIR,

In 1962 I was working in the competition department at Jaguar's Brown's Lane plant. Sometime in August, while on a weekend visit to my home, a small village near Carlisle, I was having a drink in the 'local' when the landlord said: "I know a chap with a Jag you might be interested in." On enquiring further he told me he thought it was "a racing car". He told me that it belonged to a man called Davidson who ran a Shell filling station on the left-hand side of the A6 just as the road left Penrith.

The following day I sought out Mr Davidson. It was not a Jaguar, but an E-type ERA-Jaguar. He told me that he had bought it from a Liverpool motor trader, Ken Flint, who ran a business under the name of Autospeed. As bought, it had an open body and cycle-type wings. A picture in MOTOR SPORT (September 1955) actually shows the car in this form at a Crystal Palace meeting. But Davidson did not take to the open bodywork and told me that he had Williams & Pritchard design and fit an all-enveloping, aluminium coupé body.

Davidson claimed the car "went like hell" and described its ability to take various bends on the A6 between Carlisle and Penrith. But he was not happy with the car because it was "temperamental". I believe he really meant troublesome, as he tried hard to persuade me to buy it for £500 with, at this point, me not having even seen the car!

I was then escorted to his home, some 50 yards away, and shown the car. The body was, as you would expect, nicely made, finished in bare metal and fitted with a removable aluminium hardtop. The interior trim was rudimentary and, in truth, the car could best be described as rough and ready. It was registered 933 BAO, this being confirmed by a photograph I took showing the rear three-quarter aspect.

I declined his offer of sale – £500 was a lot of money in 1962, particularly for a car of dubious reliability and zero spares availability (Jaguar engine excepted) – and thanked him for showing it to me.

About a year later I heard that Davidson had emigrated to Canada and that the car was still in his garage, having been left with other members of his family. I heard no more after that.

Many years later I spotted a large advert placed by the late Gordon Chapman, offering various cars and other items. Listed therein was a Williams & Pritchard aluminium bodyshell described as ex-ERA-Jaguar. I concluded, therefore, that the car had been acquired by Gordon from Davidson.

*PETER WILSON, KENILWORTH, WARWICKSHIRE*

* * * *

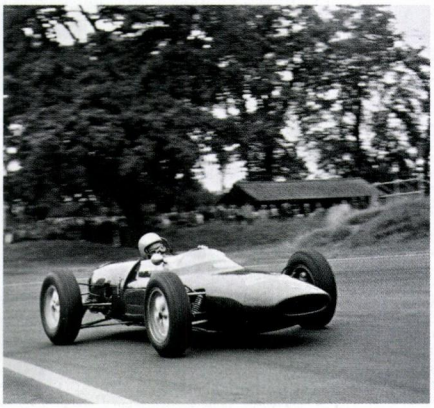
### WET 'SOX'

SIR,

Thank you for the edition of MOTOR SPORT with the article about Gary Hocking. I must offer you my heartiest congratulations on capturing 'Sox' absolutely as he was.

One extra story that your readers may enjoy. I did not know, until I read your article, that his race at Mallory Park was in the rain. Gary was brilliant on a bike in the wet and a reporter once said to him: "You must love the rain." Gary replied: "No, I hate it – but why does everyone go so slow?"

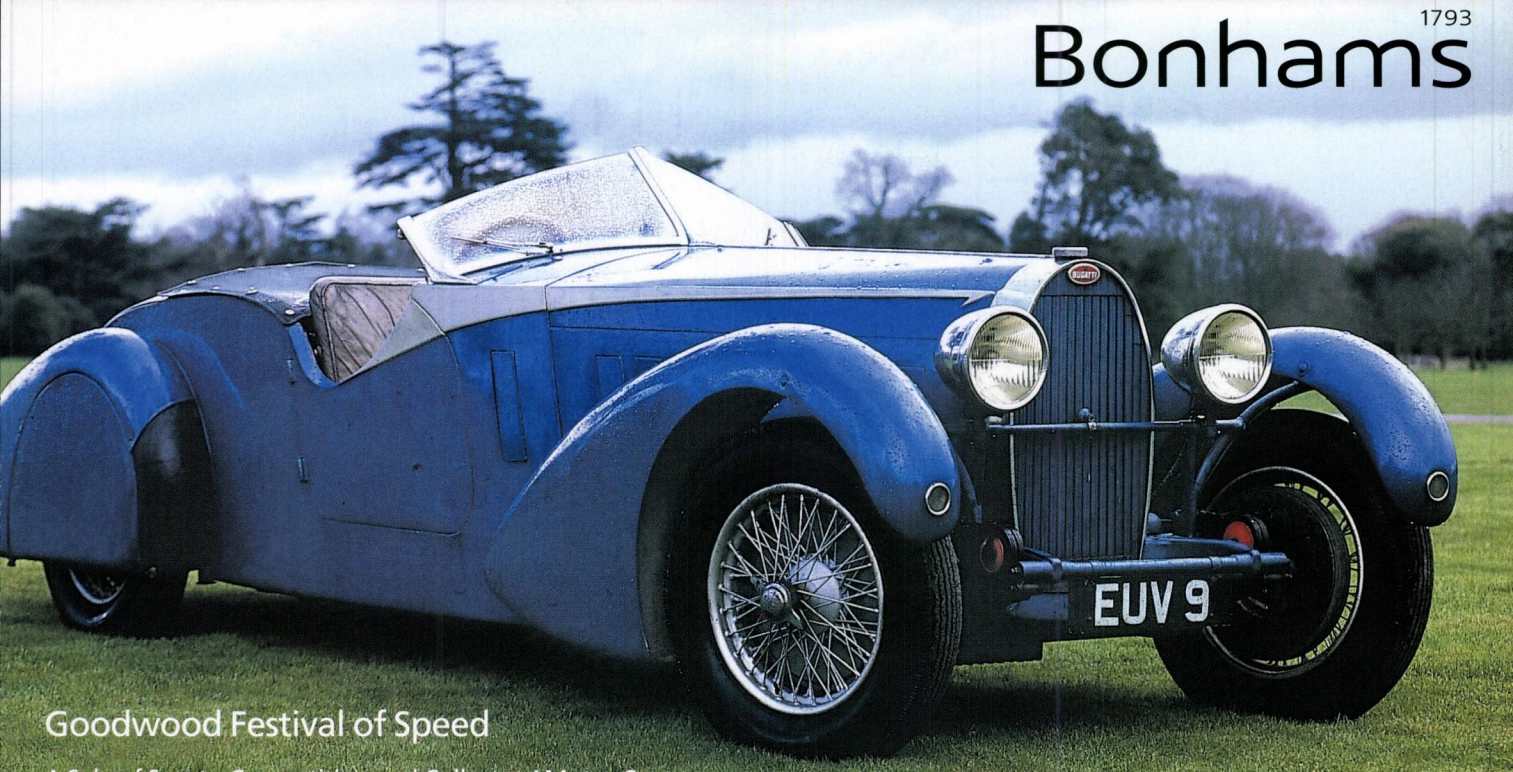
*JIM REDMAN MBE, DURBAN, SOUTH AFRICA*



all LAT

***Bike star Gary Hocking was a natural in cars too***

# Bonhams



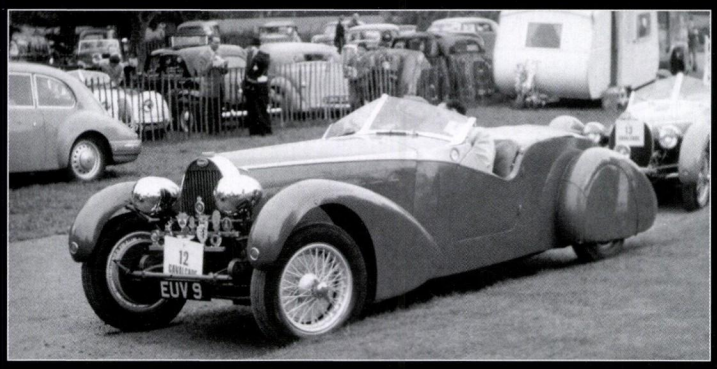

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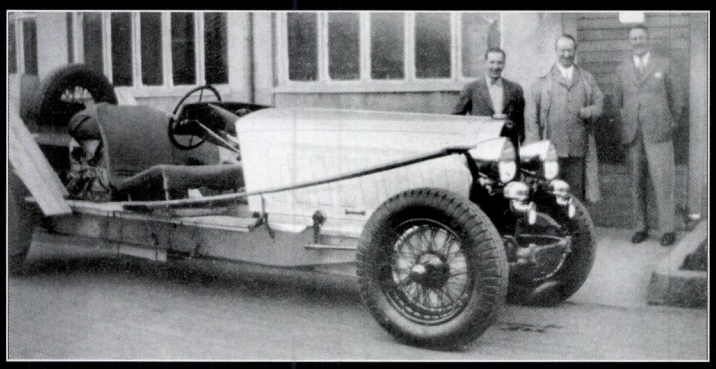
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Illustrated:
Top: The ex-Col. G M Giles 1935 Bugatti Type 57 TT - 57316. Coachwork by E Bertelli, Feltham.
Estimate £150,000 - £200,000

Bottom Left: 57316 in Prescott Cavalcade, September 1951, with The Duke of Richmond and its second owner, Stapleton.

Bottom Right: Col. Giles taking delivery of 57316 at the Factory with Ettore and Jean Bugatti.

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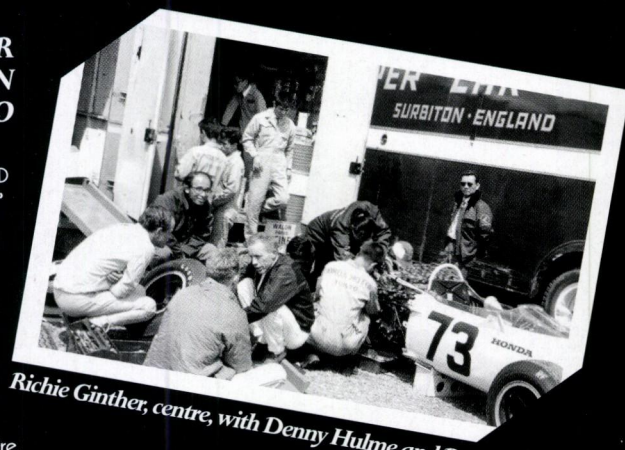
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# YOU WERE THERE...

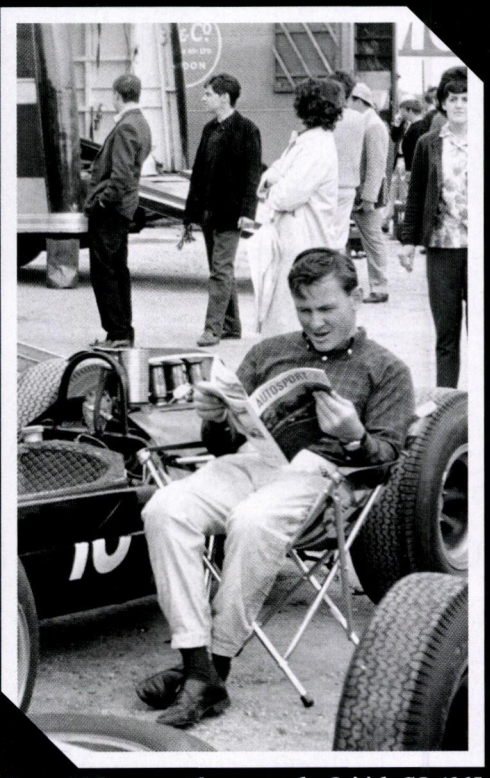
***ANOTHER CHAPTER IN THE SERIES FOR PHOTOGRAPHS TAKEN BY OUR READERS. THIS MONTH WE CROSS A CHOPPY IRISH SEA, MEET DAMON HILL'S TEACHER AND ENJOY SOME MEDITERRANEAN SUN IN MONACO***

IN 1954, WHEN JOHN PATTERSON SET OFF FROM KENT FOR THE TOURIST TROPHY AT DUNDROD, IT ENTAILED a 24-hour journey by train and a rough ferry crossing to Belfast. But it was worth it. "It was a wonderful experience," he remembers. "It's hard to believe that real road races took place on narrow country roads with high banks and hedges. Having crossed the fields, probably trespassing, we arrived at the paddock. Everything was quite basic and primitive, with scaffolding and corrugated-iron pits. And everywhere was accessible – no entry tickets or barriers. So long as you kept out of people's way you could go anywhere. The one thing I bitterly regret is my failure to get any autographs. I could have obtained those of Fangio, Ascari, Uhlenhaut – and perhaps even Neubauer himself. But I was too keen on my photography and getting the next shot. . ."

Patterson also attended the British Grand Prix of 1965: "It was quite informal. Just an entry fee and you could go pretty well where you liked. What a contrast to 40 years on!" His paddock shots confirm the relaxed atmosphere.



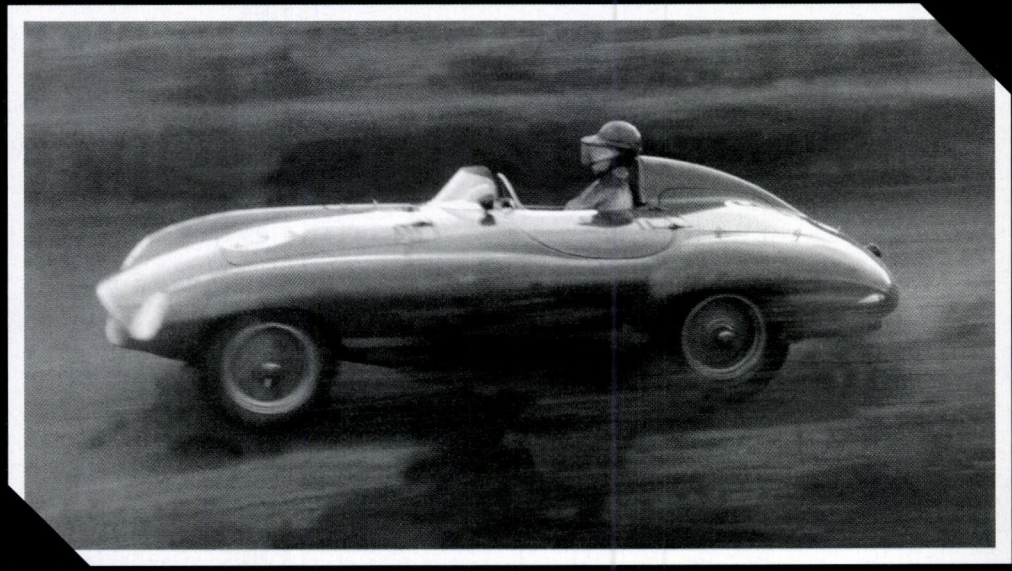

*Richie Ginther, centre, with Denny Hulme and Dan Gurney*



*Bruce McLaren catches up at the British GP, 1965*



*Alberto Ascari clicks shut the door of his Lancia before a practice lap for the Dundrod TT, September '54*



*Joe Kelly invited Desmond Titterington to share his Ferrari 750 Monza; they retired with a bust gearbox*

## WE NEED YOUR PHOTOS

***Do you have photographs from races or rallies gone by tucked away in a drawer at home? If the answer is yes, and you feel you have some interesting anecdotes to go with them, we'd love to hear from you (see our postal address on page 4).***

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




*Mind your toes! Spectators get very close to Jacky Ickx's Ferrari at Brands Hatch*



*Jackie Stewart exits Hawthorn Bend in his Tyrrell during practic*

YOU DON'T NEED TO POSSESS SOPHISTICATED CAMERA GEAR to grab an atmospheric picture. Before Mike Morrish obtained his first SLR camera, he used his trusty Kodak Instamatic for these shots from the 1972 British Grand Prix at Brands Hatch.

"You could just wander round the paddock and get right up to the cars." Mike says. "I then positioned myself by the entrance to the tunnel under the circuit so I could see the cars being driven to the pits." That's where he took this shot (left) of Jacky Ickx in his coo shades threading a Ferrari through the throng.

In the 1970s, Morrish became a teacher at Haberdashers' Aske's Boys' School, where one of his pupils was Damon Hill! "In 1989, our paths crossed again at the Silverstone GP meeting where his win in the F3 race marked a turning point in his career. We had a friend ly chat, and Damon was very kind to my nephew, who promptly became a fan."




*There's nothing worse than a traffic jam when you're running late for work!*




*Stewart's BRM (4), and the Hill (14) and Clark (12) Lotuses are lined up in '67*



*Lorenzo Bandini's V12 Ferrari approaches Station Hairpin in his final event*

ONE OF THE RECURRENT THEMES OF THIS FEATURE HAS BEEN HOW EASY ACCESS WAS in 'the good old days'. But by the 1960s rules were tighter. Newy Nottingham hoped to make a career of photographing motor racing but, as a freelance, he had trouble obtaining passes. He did manage to get to Monaco in 1966 and '67, though. "I went by coach the first year," he says. "The windscreen broke and everything blew out on the autoroute!

"But Monaco was brilliant – the cars were in garages all round the town. I came across Bruce McLaren sitting outside his garage after a bad day's practice. He was dejected, saying 'I don't know what the problem is', but was still happy to talk. It was perhaps the best time for F1.

"But it was costing me more than I was earning, so I had to give it up. But recently I've been back to Monaco for the classic meeting – wonderful!"




*Parnell team prepares a BRM P261 for Cou*

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SPECIALIST CAR DIVISION

# The greatest driver never to win a grand prix is not bitter. In fact, Chris Amon considers himself lucky. But as he admits, why didn't he quiz Mauro Forghieri before turning his back on Ferrari's flat-12?

**Do you remember racing a Maserati 250F as a teenager in New Zealand as a special time?**
Kim Forrester, London
Yes, it was one of the highlights of my career. I learnt to drive on our farm, sliding around in agricultural vehicles, and you drove the 250F the same way! It was a wonderful car.

**When did you realise that you could mix it with the best?**
Rob Winkley, Surbiton, Surrey
I did what would later become known as the Tasman Cup, in 1963. I raced a 2.5-litre Cooper against people like John Surtees, who was in a 2.7-litre Lola. From that I knew the potential was there – but I didn't have the confidence at that time.

**Why did Australia and New Zealand produce so many great talents in your era?**
Kevin Morrison, Essex
That's a very simple one. We had the chance to race against the best drivers, who would come down to Australia and New Zealand for the Tasman Series to escape the European winter. It allowed young local drivers to be talent-spotted. That's what happened to me.

**Do you think Scott Dixon is New Zealand's next big Formula One talent?**
Ella Davies, Horley, Surrey
Down here we hope so! He's won in every formula he has raced in. I can't say I'm that taken with the Indy Racing League, but what impresses me is the way he holds back and then works his way up to always be there at the finish. He knows how to pace himself. And from what I read, he did a good job in the Williams tests. I think he could do very well given the opportunity.



both: Phipps/Sutton

*Leading JYS at Spa, but Rodriguez's surprising BRM is looming*




*Amon to that! Eponymous F1 car had potential, but caused grief*

**Were you surprised how competitive the Rodriguez BRM was in the 1970 Belgian GP?**
Colin Watt, Fulham
Yes! Pedro only qualified sixth and had to pass Jackie [Stewart] and Jochen [Rindt] before he got to me. I remember looking in my mirrors, seeing this white-and-brown car and thinking, 'Where did he come from?'

**Does it bother you to be known as the best driver never to win a grand prix?**
Peter Smith, Capel, Surrey
Not any more. It bothered me for a long time, but as the years pass you remember the good times over the bad. I suppose the interesting thing is that I'm probably better known now because I didn't win one!

**Would the Amon F1 car have worked with more time and money?**
David Brennan, Cornwall
Yes, I think it would have. I'm still sure of it to this day; there were things on that car which were ahead of its time. But I just remember the experience as a nightmare. ➳

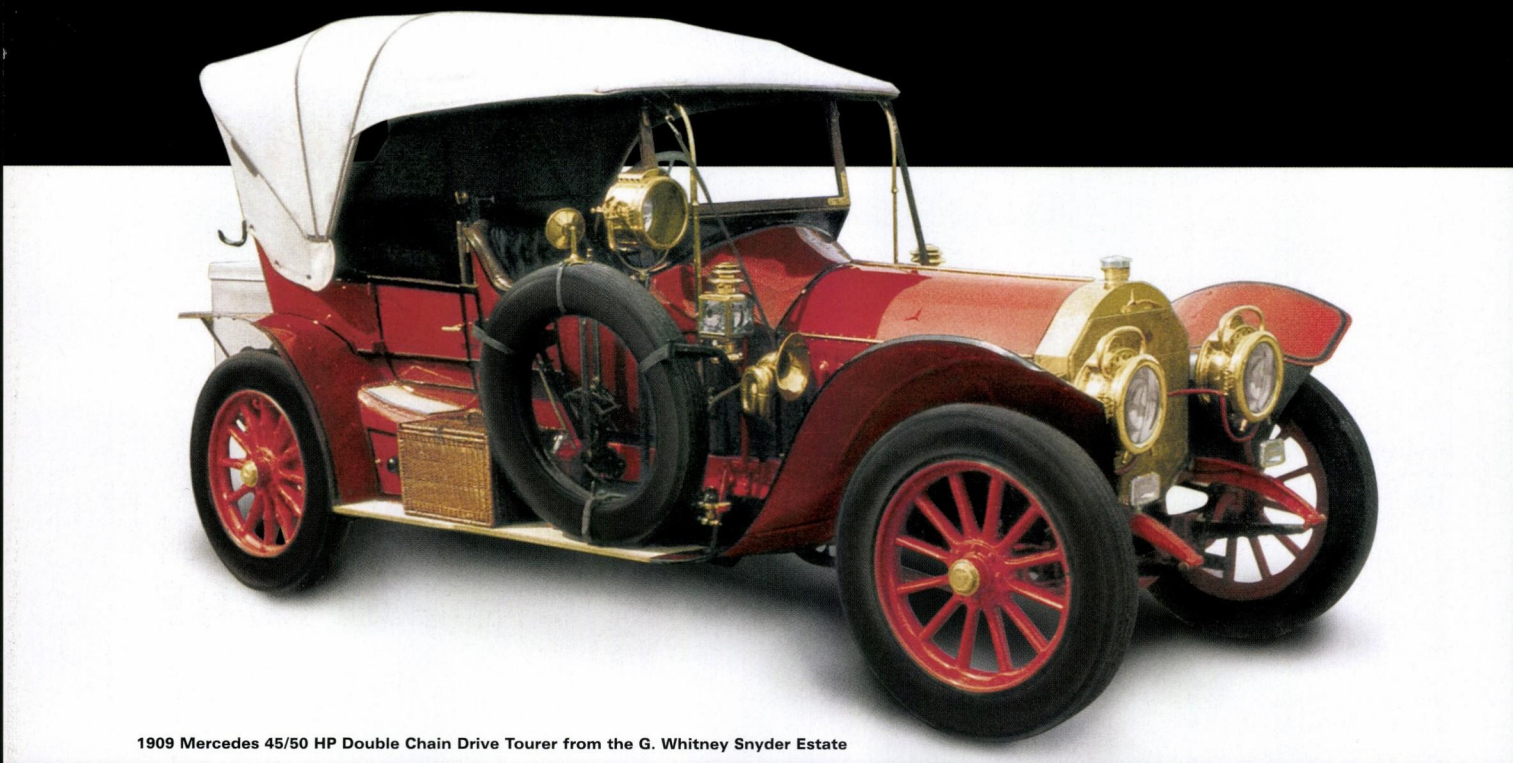


LAT

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**Do you believe in bad luck?**
David Clawley, Gloucester
Hmm. Well, the question is do you make your own luck? As I've got older I've gained this reputation for having bad luck. But my standard answer to that question is that to have raced in the 1960s and survived to reach the age of 60, I have to consider myself lucky.

**Ferrari V12 or Matra V12?**
Dave Roberts, Horsham, Sussex
They were both lousy! Neither was a match for the DFV, which was another reason why I left Ferrari. I wanted parity on engines.

**Did you ever drive the Ferrari flat-12?**
Frank Cherry, New Malden
Yes, I did. I tested it at Modena in the August of 1969. It's a day that I remember very well, because the car was 10mph quicker than the V12 down the straight. But we had such an appalling year in '69 that I was ready to move on. I consider Ferrari's Mauro Forghieri one of the greatest designers and engineers in the history of racing, and I just wish that I had talked to him about it more before I decided to go to March for 1970.

**Is it true that you abandoned your Ensign at the side of the track after Niki Lauda's crash at the Nürburgring in 1976?**
Tim Picken, Silloth, Cumbria
No. I came back to the pits [and decided to pull out of the race]. I had had some major accidents in that car and was appalled by how long it had taken the marshals to get Niki out of his car. I thought to myself, 'If I crashed today, how long would it take for them to get to me?' I did feel later that I had let the team down; Mo Nunn's team was small, but its car was quick.

**Given identical cars, I'd say you outdrove everyone except Jackie Stewart in 1970. Would you agree?**
Nuno Correia Neves, Estarreja, Portugal
Well, in '70 it was not that clear-cut – I wish it had been, believe me. Jackie and I were in March 701s, but we ran different tyres and shock absorbers and so on. I remember races where I was ahead of him and others where he was ahead of me. His March worked at Brands Hatch and mine didn't, for example. I have a lot of respect for Jackie and over that season he was more consistent – but he also had a better organisation behind him in Tyrrell, which had already won a world championship the previous year. It was very different at March; I joined believing that it was going to be a one-car team, but it turned into more of a customer organisation.

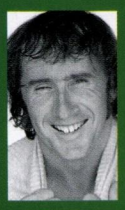
**How did you get on with Enzo Ferrari?**
Clayton Begg, Essex
Very well. I was apprehensive of meeting him because of his reputation, but we never had a problem. I think it might have been partly because of my age; I was only 23 when I joined Ferrari. Even when I told him I was leaving he was fine about it and wished me good luck.

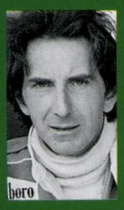
**What was Murray Walker like as a co-driver on the recent Targa New Zealand?**
Ibar Murphy, Wexford, Ireland
He was brilliant. I'll remember it as one of the best weeks I've ever spent. He was so accurate and switched on, probably more so than me! His map reading was excellent. I'd never met him before. In fact, Murray had only met one of the three New Zealanders [Amon, Bruce McLaren and Denny Hulme]. That was at a Silverstone test when Murray inadvertently got in Denny's way in the pitlane and was told abruptly to move!

**What went wrong with the Amon F2 engine?**
David Stark, Newcastle
To be honest, I can't answer that. I've blocked that whole time out of my mind. It was something I shouldn't have got involved in and probably distracted me from what I should have been doing at that time.

**Clermont-Ferrand made Jochen Rindt feel sick. How did that racetrack rate in terms of driver enjoyment for you?**
Vincent Mason, London
I think it's probably number one. I loved Spa, too; anyone who says that must be slightly mad, but there were such great corners at that track – and at Clermont-Ferrand, too. I liked Monaco and the Nürburgring, until they modernised the latter; in 1976, I might have felt differently if the 'Ring's hedges had still been in place. M

## COMING UP...


*Jackie Stewart*


*John Watson*


*Roy Salvadori*

All: LAT

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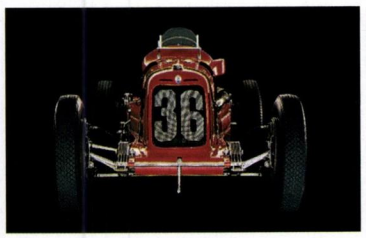
# NEXT MONTH

80 MOTOR SPORT ANNIVERSARY

## CELEBRATION BUMPER ISSUE


Malcolm Griffiths/LAT

FROM SCHUEY'S FERRARI TO TAZIO'S MASERATI...


Charles Bart

...AND MUCH, MUCH MORE

**ISSUE ON SALE JUNE 18**

# MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT




*Porsche and Jaguar to head Group C spectacle*

LAT

## GOODWOOD TICKET RUSH

BOTH GOODWOOD EVENTS OF 2004 are heading towards being sell-outs following the move to advance ticket sales only. The Festival of Speed (June 25-27) and the Revival Meeting (September 3-5) are expected to be sold out well ahead, and fans are urged to secure tickets as soon as possible.

Sales of tickets are running well ahead of previous years, with Revival sales up by a massive 88 per cent on the same period in 2003.

"We have made admission by ticket only this year," said Lord March. "Once we are at capacity, we will not sell any further tickets. Our purpose is to improve the events for everybody, with less crowding, less traffic and better viewing."

Tickets can be booked on line at www.goodwood.co.uk or by calling the booking office on 01243 755055.



Sutton

***Be quick to be in Goodwood crowd***

## STELLAR GRID FOR LE MANS GROUP C

THE BIGGEST GRID IN THE HISTORY OF the Group C/GTP movement will line up at Le Mans on the morning of Saturday 12 June for the high-profile support race to the 24 Hours.

Almost 40 cars are slated for the race, which takes GpC cars back to the French track for the first time since the demise of the class in the1990s.

Topping the entry are six Jaguars and five Porsche 956/962s, while cars from Nissan, Lancia, Aston Martin, Spice, Argo, Ecosse, Tiga, March and Cougar all feature. Leading drivers include Charlie Agg, Ralf Kelleners, Gary Pearson, Justin Law, Allen Lloyd and Bobby Verdon-Roe. Agg will race his rare Nissan R90CK, which raced at Le Mans in 1990.

Reigning American HSR Group C/GTP champion Brian DeVries is bringing his IMSA Intrepid GTP to Europe for the 2004 season, including Le Mans, while fellow Americans Richard and Benton Bryan will field their 1983 Lancia LR2s.

The Bryans also have two Mustang GTP cars, a turbo and a V8, which will make their European debuts in other Group C/GTP races this year.




LAT

***Montreal GP track will again resound to Cosworth DFVs and Ferrari flat-12s***

## HISTORIC F1 RACE AT CANADIAN GP

FOR THE SECOND TIME THIS SEASON, an event for historic grand prix cars will support a contemporary F1 race when a grid of over 30 three-litre cars will line up at Montreal's Canadian Grand Prix on 12-13 June.

California's Historic Grand Prix organisation, which has supported the US Grand Prix at Indianapolis three times, travels to an F1 support race outside the USA for the first time. Its cars from the 1966-83 era will thrill Canadian fans by including a pair of ex-Gilles Villeneuve Ferraris: Richard Griot (1979 312T4) and Bud Moeller (1980 312T5) will race cars driven by the man after whom the Montreal circuit is named.

Further notable entries include Duncan Dayton (ex-Mario Andretti Lotus 79), Charles Nearburg (ex-Alan Jones Williams FW07B) and John Dimmer in Tyrrell 004.

Other cars which have particular Canadian GP history include the Brabham BT26A of Bob Baker, with which Jacky Ickx won the 1969 race at Mosport, and the ex-Peter Revson McLaren M23 of John Anderson which won the 1973 race.

# HISTORIC AUTHENTICITY ROW BREWS

THE SYSTEM FOR AUTHENTICATING historic racing cars has been thrown into turmoil by the FIA's plans to introduce Historic Technical Passports (HTP) in place of the Historic Vehicle Identification Forms (HVIF).

The crux of the discontent lies in the FIA's assertion that technically correct replicas will qualify for an HTP, which has led to fears that a rash of newly constructed cars will appear in period races.

An FIA document stated: "Any car will now be eligible for an HTP provided its specification is identical to that of the period model it purports to be."

A two-tier system is now proposed incorporating a Heritage Certificate, which is intended to be a statement that the FIA considers the car to be authentic and original. However, implementation of this element has been delayed.

Leading historic racing figures have expressed their fears about the new system (right). But race organisers have pledged to retain tight control over cars entered for events.

**Martin Grant-Peterkin** (HGPCA)



"We've a fairly liberal attitude. Our primary requirement is that the car has to be technically correct and if it's a really genuine copy like a Lancia D50, we like to see that racing. But now it seems that as long as cars are to the correct technical specification, they can be made out of anything. It could be real heresy."

**Duncan Rabagliati** (FJunior Historic Racing Association)

"Our policy is that we must be satisfied that they are original cars. They will not get an entry unless they are. The only replicas that will get papers are cars that have the consent of the owner of the name of the car and the consent of the owner of that particular model."



**Simon Hadfield** (Simon Hadfield Restoration)

"What we had before wasn't perfect, but what we have now is a travesty. You'll get people building specific cars to do a certain job, which is not what historic racing is about. It's about running real cars. If they are going to start building cars, we may as well do a modern category. I think it's a disaster."

**Rick Hall** (Hall & Hall)



"I think it's chaotic as no-one seems to know what's happening. I think it's fair enough to have two types of form and I agree that they should all be identified. The problem is that FIA forms are supposed to have no value, but they have become an important part of the car's value. A lot of cars that shouldn't have them have probably got forms."

**Alan Putt** (MSA Registrar)

"There is room in the historic market for recreations that are very tightly controlled. I have been riding this hobby horse for 10 to 15 years. The FIA has caused confusion by the language that has been used. There is a section in Appendix K that deals with replicas. I'd like to see that fleshed out and made much clearer."



alt: Jim Houlgrave

***'Genuine copies' of Lancia D50 are accepted by race organisers like the HGPCA, but replica fears are growing***

## news in brief



Ludvigsen Library

RACING CAR BUILDER CYRIL KIEFT (above) has died, aged 92. Kieft and Stirling Moss challenged Cooper's 500cc rule in 1951, and Don Parker won the '52 and '53 500 titles in the cars. Cyril Kieft's ambitious plans included an F1 car, built in 1954 but only completed in 2003; the marque faded after he sold out in '54. A fuller appreciation will follow in next month's issue.

* * *

DISCUSSIONS HAVE OPENED BETWEEN Grand Prix Masters and the American Historic Motor Sport Association about a joint venture for 3-litre F1 cars early in 2005. A fly-away race is planned, leading to suggestions of an event at one of the new facilities in the Middle East.

* * *

AMERICAN RACER WARREN SPIEKER has brought his ex-works 1932 Alfa Romeo P3 to Europe for a summer tour. Based in Gloucestershire for the season, Spieker will tackle a variety of major events in the P3, a Lotus 23B, a Brabham BT6 and a Lola Mk2. The P3 went to Australia before WWII and its original engine was en route to Italy by sea during the war when the ship was sunk.

* * *

A PLAQUE CELEBRATING THE LIFE OF Archie Scott-Brown will soon be placed on his former home in Hills Road, Cambridge. The unveiling has been timed to follow the 50th anniversary of his first outing in a Lister at Snetterton in April 1954.

* * *

THE 40TH ANNIVERSARY OF JOHN Surtees' F1 world title will be marked by a dinner at Sywell Aerodrome in Northamptonshire on June 29. The event will benefit NARA, the breathing charity, and will be capped by the unveiling of a full-size replica of the Ferrari 158 that Surtees raced in '64.

## news in brief

JOHN YOUNG GAVE HIS RARE DODGE Dart GT its first competitive outing in the FIA Pre-1966 Touring Car race at Donington Park in May and ran with the pace-setting Ford Mustangs until gearbox failure forced it into retirement. "There's still some sorting to do," said Young, who plans to do more races in the FIA series this year.

* * *

THE FINAL DATE IN THE GRAND PRIX Masters calendar has been finalised. The 3-litre Formula One cars will race at Donington Park on August 28-29 alongside the Group C cars, rather than at the Oulton Park Gold Cup, which was the other option open to the series for that weekend. The cars will race twice, as is now customary for the revamped series (see Inside Line, page 23).

* * *

THE MOTOR RACING LEGENDS Pre-War Sports Car Series will make history at the Nürburgring in June when two Stutzes race together on a European circuit. Norman Barrs, owner of the 1929 Le Mans replica Blackhawk, said: "The last record we can find of two Stutzes racing together in Europe was at Le Mans in 1930." The second Stutz entered for the series is the 1928 Blackhawk of American George Holman.

* * *

AUTOMOBILIA MONTEREY WILL BE held on August 10-11 during the Vintage Race Week at Laguna Seca in California. Worldwide dealers in automotive and motorsport memorabilia are expected to attend with a vast array of original items. More details of the event can be found on the Internet at: www.automobiliamonterey.com

* * *

TOP HAT RACING, IN CONJUNCTION with the event organisers, will be promoting a pre-war sportscar race at Chimay on July 31-August 1 during the annual Grand Prix des Frontières meeting at the Belgian track. The pair of half-hour races will be run in memory of Jules Buisseret, the founder of the event which ran for the first time in 1926.




***Percy hopes to be at the wheel of a Jaguar at the Revival***

# PLANS GATHER PACE FOR PERCY

TOP HAT RACING'S JULIUS THURGOOD IS THE DRIVING FORCE behind a new plan to help Win Percy return to racing at the Goodwood Revival Meeting in September.

The 'Get Win Back on Track' campaign is designed to raise a budget to enter the former touring and sportscar star in a Jaguar Mk1 for the St Mary's Trophy races.

Percy has been confined to a wheelchair after a back operation left him paralysed last year, but he remains determined to race again. Regular historic saloon racer Leo Voyazides has offered the use of his Mk1 and hand controls will be fitted, subject to approval from the MSA.

Thurgood is collecting donations for the project. He said: "Win will need plenty of mileage in the car to get used to the hand-control system." But Percy has already sampled hand controls after recently driving the Porsche of Marc Haynes in a private test session.

Donations should be made out to 'Top Hat Win Percy Fund' and sent to: Top Hat Racing, Grove House, 80 Clarendon Street, Leamington Spa, Warks, CV32 4PE.

# RARE GORDINI IN HGPCA DEBUT

THE EX-ROBERT MANZON GORDINI T16 of Belgian driver Marc Valvekens contested its first HGPCA race at Donington in May and finished eighth despite starting from the pitlane.

The car, which dates back to 1954, was driven by André Pilette and Paul Frère. Juan Manuel Fangio is also reported to have raced it at Bordeaux. The 2.5-litre car started five world championship grands prix.



***Valvekens took the Gordini to eighth***

Valvekens has owned the car for two years, but has been dogged by engine problems. He failed to start an HGPCA race at Donington in 2002 after engine trouble in qualifying. It raced only once in 2003, at Zolder, but Valvekens is hoping to contest more HGPCA events this season now that the car is running reliably.

Frère recently visited Valvekens in Belgium to be reunited with the car.

## BROOKLANDS FILM PLANNED

THE BROOKLANDS ERA WILL BE CENTRAL TO the plot of a feature film due for release in 2007. Although a work of fiction, the film will feature the star drivers and cars from Brooklands.

The racing scenes will be recreated on a purpose-built set. Some filming is likely to take place at Montlhéry, too.

Producer Andrew Smith said: "Brooklands is the spiritual home of modern motorsport. What happened there literally changed our world."

# SCHRYVER TARGETS BIG RACE SCHEDULE FOR LOTUS 18

MICHAEL SCHRYVER PLANS TO REGULARLY CAMPAIGN HIS ex-John Surtees/Jim Clark Lotus 18 in HGPCA events following his successful debut with the car in May.

His first outing in chassis 373 at Donington resulted in a mighty battle with Frank Sytner's Brabham BT4 (see p22).

"I've been chasing the car for some time," said Schryver, who bought it from Jeremy Agace. The car has been comprehensively rebuilt by Simon Hadfield over the winter and was due to be raced at Pau and Monza in late May in back-to-back HGPCA events.

The Lotus was first raced by Surtees in the 1960 International Trophy at Silverstone. He later took the car to second in the British Grand Prix, while Jim Clark scored his first world championship points in it during the tragic 1960 Belgian GP at Spa. Legend records that the chassis was later used for grass-track racing in Holland!



all Jim Hodgrave

***Michael Schryver led Frank Sytner at Donington in the 18***




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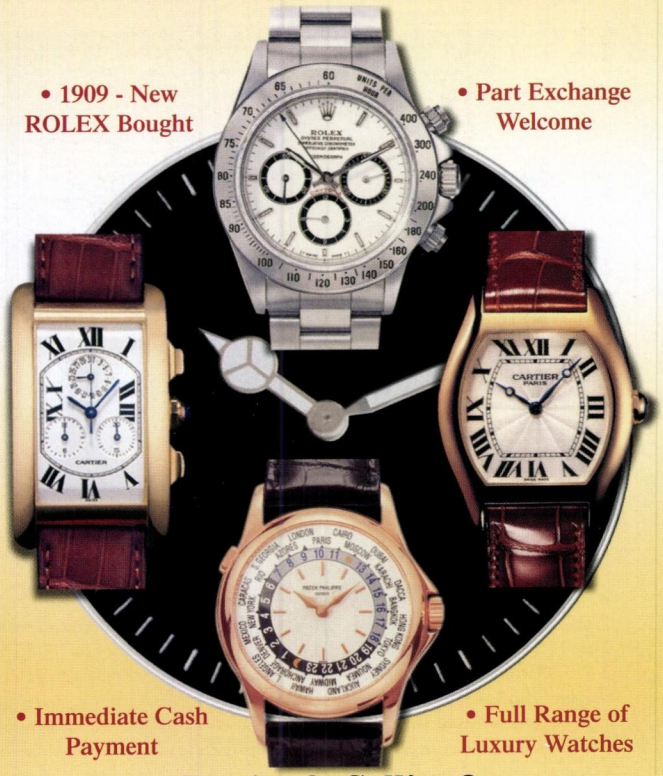
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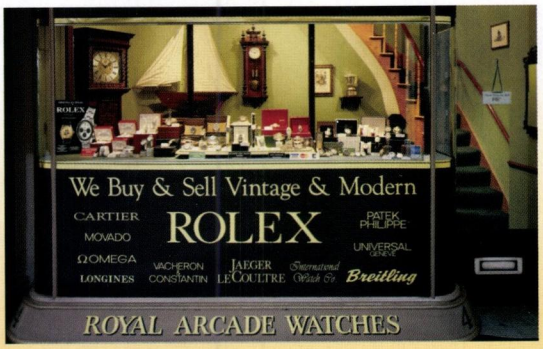
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## obituaries




***Snow blinder! Adams' Jag won 1956 Monte***

LAT

### Ronnie Adams

VICTORY ON THE 1956 MONTE CARLO RALLY WAS THE HIGHLIGHT OF a varied 30-year motorsport career for Ronnie Adams, who died recently at the age of 88.

The Belfast driver was one of the leading competitors from Northern Ireland for three decades and was a very successful racing driver as well as a rally winner.

Adams was born into a successful business family and began driving at the age of 13. It was only six years later that he scored his first major motorsport success when he won the 1935 Circuit of Ireland Trial in an Austin 16.

He made his name after WWII in his role as a works driver for Jaguar and Rootes, and established a particular reputation for his skill on ice and snow. Those were just the conditions he mastered to win the Monte Carlo Rally driving one of the big, heavy Jaguar MkVIIs, co-driven by Frank Bigger. It was the marque's only victory on the event.

Adams also enjoyed success in African rallies with the works Sunbeam team, and raced in the Mille Miglia and at Dundrod.

This modest character, who was known for his sense of humour, continued competing until the mid-1960s.

### Ken Downing



Graham Gauld

THIS BRITISH DRIVER, WHO DIED RECENTLY aged 86, only raced for five seasons. But in that time he managed to notch up two grand prix starts.

Downing raced in the British and Dutch GPs of 1952. At Silverstone he ran as high as fourth after qualifying as top Brit in his Connaught Formula Two car ahead of Reg Parnell and Mike Hawthorn. But he spun and eventually finished ninth.

Downing made his race debut at the inaugural Goodwood meeting in 1948. He campaigned the Brooke Special before racing a Connaught sportscar to 15 wins in '51.

He led the Grand Prix des Frontières at Chimay in 1952 until he backed off too early and lost out at the flag.

After a spell with an Aston Martin DB3S in 1953, he retired from racing to concentrate on his business interests in Africa.

### Ted Grace

WE ARE SAD TO REPORT THE DEATH OF TED GRACE FOLLOWING a road accident outside his home near Pershore.

Renowned as an engineer on touring cars, Grace tended the Wiggins Teape Chevrolet Camaro and Ford Capri owned by Malcolm Gartlan and raced by Brian Muir in the 1970s. When the BTCC switched to Group 1, he worked on cars for Stuart Graham and Michel de Deyne before building the BMW 635CSi that Frank Sytner raced in '83.

More recently, this larger-than-life character carried out freelance work for his many friends and contacts in the sport.



Mike Hally

## WATTS FOR FULL TIGER ATTACK

FORMER TOURING CAR ACE PATRICK Watts is planning an assault on the 2005 Armajaro MSA British Historic Rally Championship after two strong outings in his Sunbeam Tiger (above).

Watts was the revelation of the Welsh International Rally as he fought back from an early puncture. His stage times over the Epynt Ranges consistently topped those of historic category winner Dessie Nutt. Watts will tackle several more events in 2004.

## BOTH JBW F1 CARS SQUARE UP FOR THE FIRST TIME



Jim Houlgreave

***Marshall Bailey heads down the Craner Curves at Donington in his '59 JBW***

THE TWO JBW FORMULA ONE CARS built by Brian Naylor shared a grid at Donington for the HGPCA Pre-1966 GP race in May. It was thought to be the first time that the 1959 and '61 cars had ever competed in the same race.

Stephen Griswold drove the later car and Marshall Bailey the 2.5-litre '59 version in only its third race since '66. Bailey's car runs a rare prototype Maserati Birdcage engine and was raced by Naylor in four GPs in period. It won several non-championship F1 races.

"Naylor built this car around the engine," said Bailey, who plans to tackle more HGPCA races this year.

During the JBW's rebuild, after years held in storage, the car was tended in the Chirnside garage that was used to prepare chassis for Jim Clark early in his career.

Jim Houlgrave



*Chevrons abound at Dijon – and now in UK*

# EURO PROTOTYPES BACK IN BRITAIN

THE EUROPEAN SPORTS PROTOTYPE SERIES WILL RACE in Britain for the first time in three years during the Silverstone Historic Tribute Meeting on June 4-6.

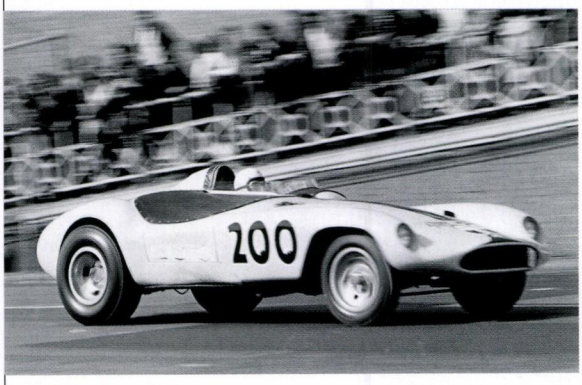
The Group 4 cars will share top billing with the new Grand Prix Masters series during a 19-race weekend on the International circuit.

A stunning grid of pre-1971 sports prototypes is promised, made up of Lola T70s, Chevron B8s and B16s and Lotus 23Bs. New entrants have joined the Group 4 Series this year, including Roderick Smith (Taydec), Stuart Tizzard (Elva Mk7) and Sean Walker (Chevron B16).

The HSCC-organised event will feature racing on each of its three days, starting on Friday afternoon with five races for HSCC and VSCC classes. The VSCC Hawthorn and Spanish Trophies race for pre-1961 racing cars takes place on Saturday, while Sunday's racing includes HGPCA drum-braked sportscars and BRDC Historic Sportscars, as well as the second Group 4 and GP Masters races.

## MYSTERY CAR COMPETITION

both: LAT




A YEAR'S FREE SUBSCRIPTION IS THE PRIZE for the knowledgeable reader who recognises this month's mystery offering from LAT Photographic's archives. Answers must be received by June 8, and in the event of there being more than one correct answer, we will favour the entry with the fullest information. Good luck!

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

**Last Month:** Pygmée MDB16, Jean-Pierre Beltoise, Rouen, June 27 1971, European F2 Trophy. **Winner:** Over 20 of you got this one right, but the super-thorough David Fox of Harleysville, Pennsylvania gets our nod. David gave us several A4 sheets of Pygmée background – from the first F3 car in 1965 – as well as chapter and verse on the who, what, where and when of our pic.




## WHAT'S ON WHERE?

### MAY

21-23 MAGNY-COURS (F)
International Supersports Cup features at French Grand Prix circuit
21-23 SALZBURGRING (A)
Famous Austrian track hosts opening race of new European Formula Two Series
22-23 PAU (F)
Grand Prix de Historique is a seasonal highlight, with a superb line-up of races for a weekend of street racing. HGPCA, FORCE Classic Grand Prix and Group 4 are all present
28-30 MONZA (I)
Coppa Inter Europa takes TGP, HGPCA, Jochen Rindt Historic F2 Trophy and Lurani Trophy Formula Junior to Italy's home of motor racing.

### JUNE

4-6 SILVERSTONE
With racing spread over three days, the Silverstone Historic Tribute meeting is headlined by new Grand Prix Masters and Group 4 European Sports Prototypes, as well as HSCC and VSCC races.
Tel 01327 857271
5 MID-WALES
Mutiny Historic Rally includes round four of British Historic Rally Championship.
Tel: 01594 810821
12 LE MANS (F)
Biggest race in Group C Revival movement's history provides a warm-up act on Saturday morning before weekend's main event.
13 CADWELL PARK
Annual VSCC race meeting at this challenging Lincolnshire track. Tel: 01608 644777
19-20 ZOLDER (B)
European Historic Grand Prix meeting is topped by TGP, along with HGPCA and FIA races.
Tel: 01621 892814
19-20 MONTLHERY (F)
*Grand Prix de l'Age d'Or* will bring racing curtain down on this famous Paris track. Group 4 prototypes take star billing.




LAT

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

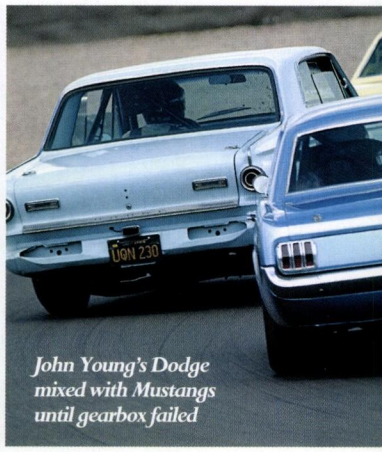
HGPCA/TGP: DONINGTON PARK

# TGP GOES TO WILSON, AS SYTNER PREVAILS IN EPIC PRE-66 BATTLE




*John Wilson salutes his TGP win – but main battle was for second*

Jeff Bloxham



*John Young's Dodge mixed with Mustangs until gearbox failed*

Jeff Bloxham



*Von Schenk/Fisken 904 on the slide*

Jeff Bloxham

AN EPIC HGPCA BATTLE BETWEEN Frank Sytner and Michael Schryver, and a memorable FIA Pre-66 Historic Touring Car contest were the highlights of a busy 14-race weekend at Donington Park.

The Pre-66 HGPCA race delivered a stunning tussle between Sytner (Brabham BT4) and Schryver, racing the ex-Jim Clark/John Surtees Lotus 18 for the first time. Despite giving three years to the Brabham, Schryver drove superbly to press Sytner all the way to the line in the 31-lap race.

Sytner feared running short of fuel in the 40-minute race. "We fitted an auxiliary tank, but it was still marginal," he admitted. Still, they traded the lead until Sytner eked out a slender advantage in the late stages – but his win came the hard way. "It was great fun," reckoned Schryver. "I know Mike and he's a safe chap," added Sytner.

However, both were lucky to see the flag. "I don't think there was another lap left in the fuel," admitted Sytner. Schryver, meanwhile, had clipped a backmarker in traffic and ended the race with a damaged front wheel rim but, luckily, with no loss of pressure.



Jim Houlgreave

*Sytner locks up during his memorable lead battle against Schryver's Lotus*




Jeff Bloxham

*Hubert Wright allows for the crosswind as his Cooper reaches final approach*

Three Ford Mustangs and a Dodge Dart, with an Alfa Romeo GTA and a gaggle of Lotus Cortinas in pursuit, provided a fabulous spectacle at the head of the FIA Historic Touring Car race. "We were having so much fun," said leading player David Loudoun. However, the star drive came from John Young, who was proving that his Dodge might be a Mustang-beater – until gearbox failure struck. The pace of Max Rostron and Ulf Larsson was too strong for the Loudoun/Richard Austin combo in this two-driver race.

John Wilson was the pacesetter in the third Thoroughbred Grand Prix race of the season, guiding his Tyrrell 011 to a narrow win as a titanic battle raged in his mirrors. Driving as though his life was at stake, Hubertus Bahlsen withstood immense pressure from the Williams of Richard Eyre and Fredy Kumschick to hang on to second. Cruelly, as he tackled the chicane for the last time, the Arrows A4/5 cut out and Bahlsen saw 18 laps of resistance negated as Eyre and Kumschick swept by on the sprint to the flag.

John Harper (Cooper Monaco) romped to a BRDC Historic Sportscar

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TOUR AUTO

# SIX UP FOR HUGENHOLTZ





Jeff Bloxham

*Two FJ wins for Welch – wet and dry*

BIGGER CROWDS THAN EVER, A FABULOUS ENTRY AND SOME RATHER challenging weather added up to the 13th Tour Auto in which, after five days of races and timed stages across France, victory eventually went to the Lotus Elan of Hans Hugenholtz.

While the Dutchman took the spoils for the sixth time in the pre-65 results, victory among the pre-73 cars went to the Ferrari 308GTB of Patrick Bornhauser, who was co-driven by the car's owner, Frederic Godeberge.

With 2003 winner Chris Chiles losing a lot of time on the opening day, the Bornhauser Ferrari set the pace throughout to head the overall times. However, a virtuoso performance from Jean Ragnotti (Alpine A110), notably on the very wet stages of Thursday, kept the Ferrari crew pushing on. After eight timed sections on closed roads and five races, the Ferrari was 3min clear of the Alpine.

That lost time on day one cost Chiles any chance of a fourth win, but he continued to set leading times in his Ford GT40 even though he was outside the top 100.

Third overall went to the Porsche 910 of Jean-Marc Luco, while completing the podium in the pre-65 section were Frederic Puren (E-type) and the AC Cobra of Ludovic Caron. Puren, co-driven by his mother Elizabeth, was a mere 23sec adrift of Hugenholtz.

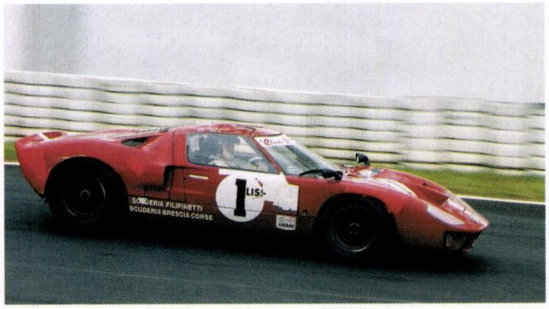



all: Classics in Camera

*Alan Minshaw ran this AC Cobra*

victory, while runner-up Phil Walker (Lotus 15) jumped straight into his Lotus 16 to win the HGPCA Pre-61 Grand Prix race that followed.

Gentleman Drivers victories went to John Bendall/Bill Wykeham (AC Cobra) and Willie Green (Ford GT40), while Sean Walker (Lotus Elan) bagged a brace of FIA GT wins. Denis Welch's Merlyn was also a double winner, in FJ, dominating in the wet and then later in the dry when Edwin Jowsey parked his Lotus in the gravel.



*2003 winner Chiles could not recover from time lost on day one*




*Jean Ragnotti's experience helped him to a fine second in class*

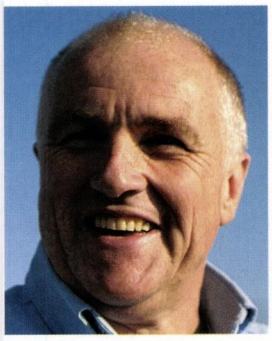
## HOME WIN FOR FOLCH IN SPAIN

JOAQUIN FOLCH SCORED A POPULAR HOME victory in round two of the TGP season at Jarama. The Spaniard guided his Williams FW08C to the flag after early leader Duncan Dayton hit brake problems in his Williams and slipped to second; Fredy Kumschick completed a Williams 1-2-3.

Meanwhile, Sid Hoole marked his 60th birthday with a class win in his Brabham BT33.

# INSIDE LINE

## RON MAYDON



Classics in Camera

***THE MAN BEHIND THE NEW GRAND PRIX MASTERS SERIES REVEALS SOME NOVEL PLANS***

**What is your own racing background?**
I'm a hopeless driver! I saw a Cooper T86C under a tarpaulin in the US which fired my interest, and I bought it. As a boy I was a big fan of Rindt and Clark. I've been racing the Cooper for three years, but I leave the really competitive stuff to others.

**What are your aims for the Grand Prix Masters series?**
I've enjoyed racing with FORCE and TGP, but my perspective is from the back of the grid. I want a series that is more for the glory of the cars than the drivers. I want to look after the whole field and show the cars off to their best. I hope that it will be more interesting for the spectators.

**Which cars are you catering for?**
We'll focus on the 1966-78 F1 era and include Tasman cars, but not F2 or F5000 cars. We'll have classes for the pre-wing cars, and a staggered start to give the pre-wing cars a big lead to begin with.

**What are your immediate plans?**
We've got a whole raft of ideas. We want to put rev-limiters on the DFVs to take them back to how they were in the day, run rolling starts to protect the cars and have two grids with a time delay. That means two safety cars; it may not work, but we want to try.

**How does the rest of the season look?**
We've got to have good tracks and good events, with two races at each. The Pau entry is fabulous and others are coming along nicely. We've just confirmed an August Donington date with GpC.

racingforcharity.com

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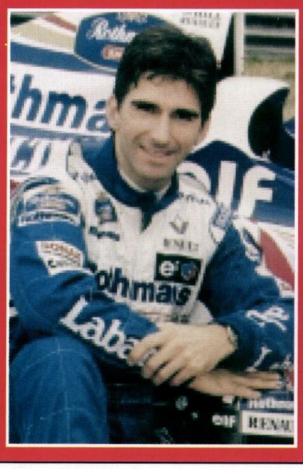
# LUNCH WITH THE STARS AT BRANDS HATCH

Racingforcharity.com in association with the CSMA, is hosting a star studded luncheon at Brands Hatch circuit on 22nd May, 2004 to raise money for a number of children's charities. The ex-Formula One driving contingent will include Damon Hill, Martin Donnelly, Johnny Dumfries, Julian Bailey, Sir Jack Brabham and David Brabham.

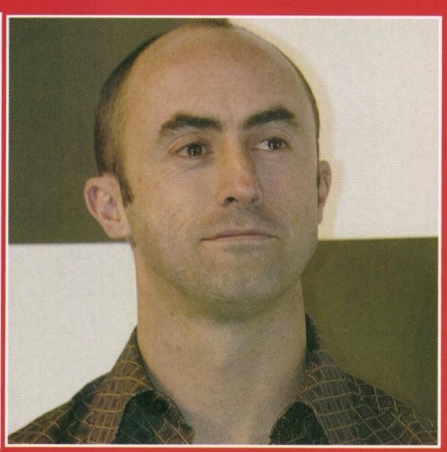
The theme of the lunch is the Lotus marque and the drivers will talk over lunch about their individual Lotus experiences. There will be a number of former competition Lotus cars available for the drivers to demonstrate during the lunch break on May 22nd, while Damon Hill will take to the wheel of his father's 1968 Lotus 49B. All this in addition to the scheduled weekend of racing activities, promoted by Brands Hatch as the biggest race meeting of their season.

It promises to be a fascinating opportunity to meet some stars of the sport, catch up with some on track action, while raising money for the charities BLISS, Downs Syndrome Association and Hope for Tomorrow. Tickets are on sale at a cost of £175 per head. The price includes entry to Brands Hatch, an open bar and lunch with the drivers. The activities start at 11.00am for 11.30am at the Foulston Centre at Brands Hatch Circuit.

**In order to buy your ticket call CSMA on 01273 744773.**







Racingforcharity.com is a non profit fund raising organisation to raise money for children's charities through events, auctions and the website.

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HSCC: DONINGTON PARK & CADWELL PARK

# COX TOPPLES BIG BANGERS IN DRAMATIC SEASON-OPENER

DAN COX CAME OUT AHEAD IN A SUPERB season-opener for Historic Racing Saloons at the HSCC's Easter Sunday Donington Park meeting when his Ford Anglia slayed the 'big bangers' en route to a maiden win.

Dave Loudoun (Ford Mustang) grabbed the early lead but, as the American car started to wilt, Graeme Dodd's Jaguar Mk2 moved into the lead, with Cox closing fast. On lap six, Cox pulled off a great move at the Old Hairpin to grab the lead and then began to pull away. Loudoun had one last say, though, when his engine seized going under Starkey's Bridge, dumping all its oil on the road as the Mustang spun into retirement. The midfielders hit the slick first, all just surviving, but a lap later Cox had a huge moment, hitting both lock-stops as he battled to keep the Anglia on track. He made it. Just.

Neil Fowler won a hectic Historic Formula Ford Championship race after initial challenger Jason Minshaw spun into the gravel trap at McLeans. John Pearson later rode over the top of Fowler's Lola at the Chicane, which put Pearson out on the spot, but Fowler survived to win from Guy Minshaw and Andrew Newall.

Edwin Jowsey's Lotus 22, rebuilt after a Mallory crash, won the Formula Junior race at a canter, and he later added Classic Racing Cars honours.



*Dan Cox opens a winning gap from his Anglia to Graeme Dodd's Jaguar Mk2*



*Two wins for Lotus of Edwin Jowsey*

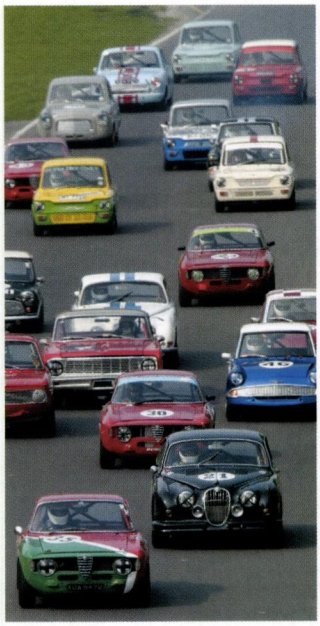


*Chris Holland's Series 4 Lotus Seven*

The Historic Roadsports race was dominated by Laurence Bailey's TVR Griffith, while Charles Barter embarrassed the 70s Roadsports field with the pace of his Datsun 240Z.

Simon Hadfield lapped the entire Derek Bell Trophy field in his Trojan T101, while Steve Maxted won the Classic Formula Three race.

TWO WEEKS LATER, THE HSCC TOOK a superb entry to Cadwell Park in Lincolnshire, and the Historic Saloons again starred. This time it was father and son, Graeme and James Dodd, at the head of the battle, with James looking set to famously beat his father until his Alfa Romeo was black-flagged for a loose bonnet.



All: Charlie Wooding

*Dodd Jnr beats dad off Cadwell grid*

Barter, Maxted, Jowsey and Fowler all doubled up on their Donington Park wins.

Steve Worrad's Lotus 23B and the Brabham BT16 of Matthew Watts were among the winners, too, while Dodd Snr made it a Cadwell double with a victory aboard his superb Jaguar XK120.

## OFF *the* BLOCKS

BACK ON THE TRACK THIS YEAR, 15 YEARS ON FROM its last race, is the unique Bardon DB2 Group C2 car that started life as the Arundel C200.

Commissioned by Eddie Arundel in 1984, this one-off was designed by Gary Anderson and built by Scorpion Racing with a DFL engine. It contested Group C races in 1984 with Arundel and James Weaver, but was damaged in a Thundersports shunt in '86.

John Bartlett and Robin Donovan bought the remains, rebuilt it and dubbed it the Bardon. It contested Le Mans in1986 and '87, but failed to finish. It also ran in Group C with Nick Adams, Kenneth Leim and Max Cohen-Olivar. Its last race was Kyalami in '87.

Six years later it was acquired in bits by Duncan McKay and Ian Fraser, and has had a lengthy rebuild. Mackay plans to race the car in the historic Group C race at Le Mans.




Linzi Smart

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## reports in brief

JOHN BURTON STARTED THE ORWELL Supersports Cup in great style at Dijon in his Chevron B26. The British ace fended off challenges from Peter Hoffman (McLaren M8F) and Silvio Kalb (March 76S) to win both races.

* * *

DESSIE NUTT AND RAY BELLM continued to dominate the Armajaro MSA British Historic Rally Championship by taking a third victory each over the Tarmac roads of Epynt on the Welsh International Rally. Nutt (Porsche 911) won the historic division, while Bellm (Escort Mk1) won the post-historics after long-time leader Dominic Frattaroli suffered driveshaft failure on his 240Z.

* * *

JAMES BAXTER STORMED TO VICTORY in the VSCC sprint at Curborough in early May, setting an FTD of 36.35sec in his Frazer Nash to win by more than 2sec from the GN of Tom Walker. Baxter and Will Mahany (HRG) also established new class records. Walker's run of 38.94sec was the best vintage time.

* * *

DAVID MORRIS TOPPED A CAPACITY field at Wiscombe Park to win the VSCC hillclimb with a best run of 49.46sec in ERA R11B. He was the only driver to break the 50sec mark. As the hill dried after a wet practice, Duncan Pittaway's GN Vitesse was fastest vintage car.

* * *

RALF KELLENERS (PORSCHE 962) and Jim Mullen (Spice GTP) shared the victories as the Group C/GTP season started at Spa in early May. Kelleners won the opening race from David Mercer (Spice SE90C) but retired from the second, leaving the way open for American racer Mullen to win from countryman Brian DeVries (Intrepid).

* * *

JUAN BARAZI WON THE FIRST ROUND of the Classic Endurance Series at Monza in his ex-Rahal Porsche 917.

MILLE MIGLIA RETROSPECTIVE

# EIGHTH WIN FOR COUPLE AFTER SAD EVENT CUT SHORT

GIULIANO CANE AND HIS WIFE LUCIA Galliani won the 22nd Mille Miglia Retrospective in a BMW 328. The Italian couple won the event for the eighth time after three days and 34 regularity tests on Italian roads made famous by the classic event.

However, the event was tinged with tragedy when 77-year-old American Harlan Schwartz died after his Alfa Romeo 8C clipped the back of another car and veered off the road. Schwartz suffered a heart attack, while the co-driver, his 33-year-old daughter Alessandra, sustained a broken arm. After this the final four tests were cancelled and the crews headed back towards the finish at Brescia.

A total of 375 crews started the event, and Cane took the lead on day two to beat Argentineans Claudio and Arturo Scalise (Aston Martin Le Mans) and Roberto and Andrea Vesco (Fiat 508). Last year's winner Carlos Sielecki finished fourth in his Bugatti T23.

Down in 223rd place among the 268 finishers was Mika Hakkinen in a Mercedes 300SL, while touring car ace Gabriele Tarquini retired with clutch failure in the Appennines. Tarquini, on the event for the first time, was driving the Alfa Romeo 3000CM that Fangio raced to second place in the 1953 event.



Brescia Foto

***Merc SSK, infringing crowd, Florentine backdrop – the true Mille Miglia spirit***




Maurice Volmeyer

***Maserati 150S of Bianchi/Rupolo was classified 279th, but looked fantastic!***

VSCC: SILVERSTONE SPRING START

# ERA AGAIN AS RICKETTS COLLECTS LINDSAY TROPHY



Jim Houlgrave

***Duncan Ricketts chases Charles Dean in Lindsay Trophy***

DUNCAN RICKETTS SCORED YET ANOTHER ERA TRIUMPH IN the Patrick Lindsay Memorial Trophy at the VSCC's Spring Start meeting at Silverstone in April. Ricketts steered R3A to victory, but a hard-charging Charles Dean, whose Bugatti T51 led initially, was only 1.5sec behind at the flag. Handicap winner Barrie Williams, in R12B, was fourth overall behind Matt Grist's magnificent Alfa Romeo P3.

Andrew Smith (T43) headed a Cooper rout of the Amschel Rothschild Trophy, fending off the T45 of Bill Kirkpatrick. Other major races went to the Bentley Pacey-Hassan of Julian Mazjub (Itala & Lanchester Trophy) and Julian Bronson's Riley Blue Streak (Fox & Nicholl Trophy).

Bronson jumped straight from the Riley to his brutish Lister-Chevrolet to fight the Cooper Monacos of Ted Williams and John Harper in the 1950s sportscar race. A mighty struggle between the Bristolians was resolved in favour of Williams as Harper watched from close quarters.

A hugely popular handicap victory fell to the remarkable Tom Delaney in his 93rd year. In the Lea-Francis he raced pre-war, Delaney held off Colin Bugler's Lagonda in style.

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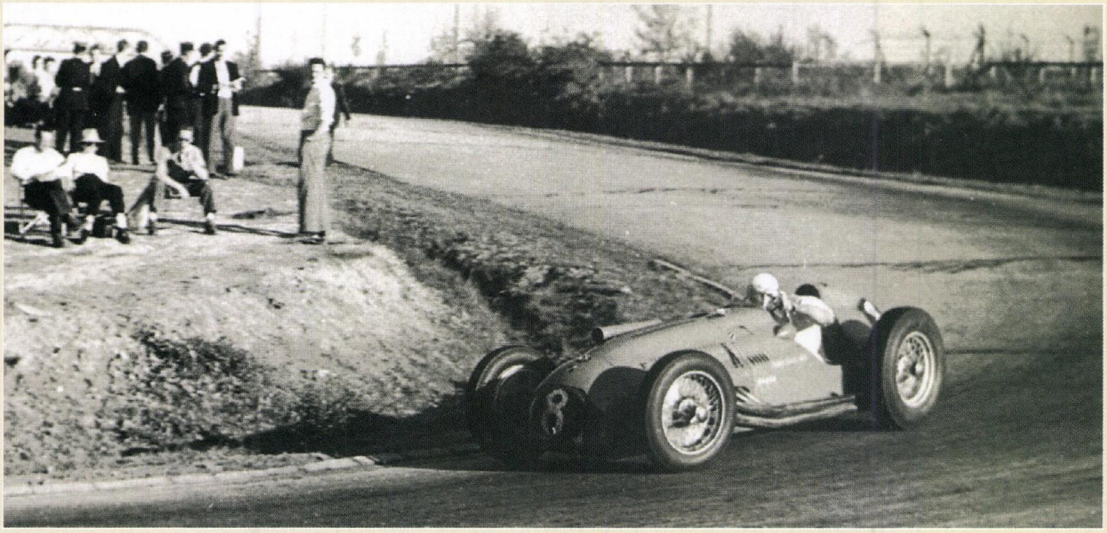


Photo Credit: Keystone Agency

Grignard, Winner of the Paris Grand Prix, Montlhéry circuit, 30 April 1950

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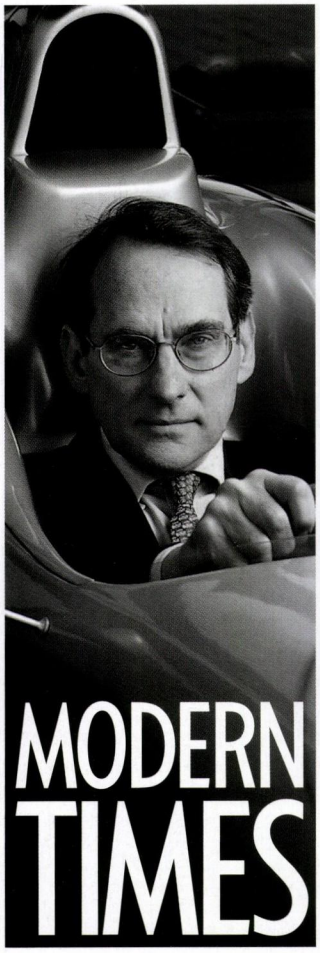
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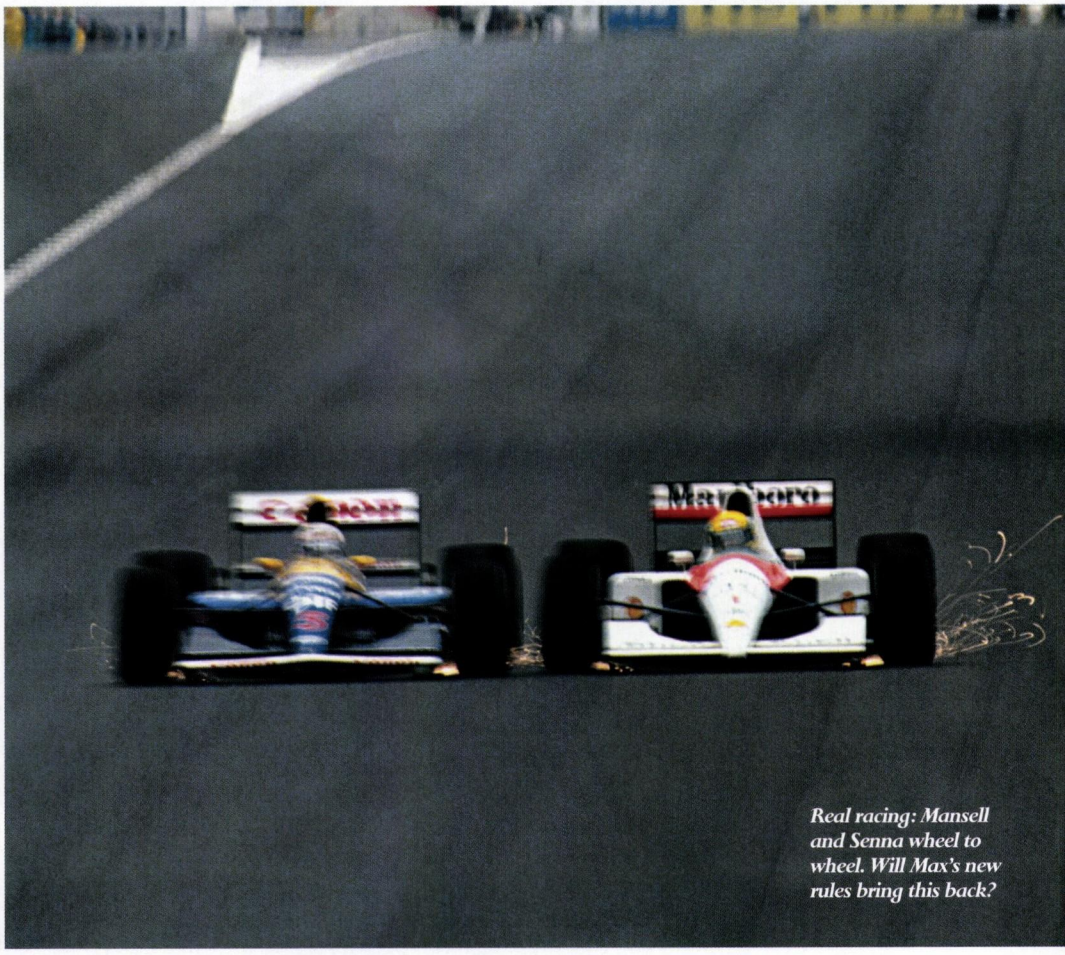
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# MODERN TIMES



*Real racing: Mansell and Senna wheel to wheel. Will Max's new rules bring this back?*

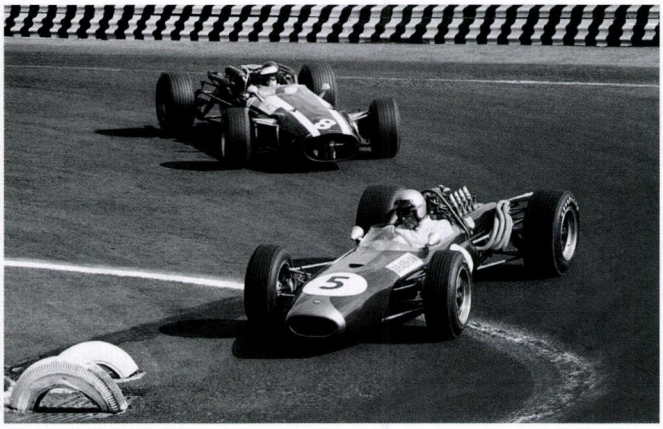
FOR FORMULA ONE, THE MAIN EVENT of the past month didn't happen at Imola, nor at Barcelona. It happened at Monte Carlo, on a Tuesday. That was when FIA President Max Mosley summoned the key F1 bosses to a meeting to discuss radical new rules, which he wants to take effect from 2008. Also present in his role as F1's commercial rights holder was Bernie Ecclestone. Mosley's prime aims are two-fold: to make F1 cheaper, and to make it more exciting. Those crucial requirements have been aired often enough here and elsewhere, for we are all aware that, if they are not urgently addressed, Formula One in its current form could die.

In fact, it's tempting to suggest that Max has been reading MOTOR SPORT, for his shopping list included: one tyre manufacturer and a return to slicks; a proper ban on driver aids by using a standardised electronic package; manual gearboxes and clutches; and a more watchable system of qualifying. We've been pleading for all of this on these pages. But the reality is that they're simply a matter of common sense, and Max has no doubt worked them out for himself.

If the FIA's official release is to be believed, the teams have finally understood the dangers as well, for a lot of common ground was reached in the meeting. As it happens, the FIA is free to impose whatever rules it chooses from 2008. That's because the Concorde Agreement, which requires the teams' approval for any rule changes that do not concern safety, expires at the end of 2007. But it seems they will agree to many of the proposals during the life of Concorde, and that some may be imposed as soon as 2006. The FIA wants 2.4-litre V8 engines that can last for six races, to reduce speeds as well as cost; the teams' counter-proposal is to make the current V10s last for six races, which they say will be cheaper than developing completely new engines.

Sadly, the teams are using the same argument to delay the return of manual transmissions, because developing new clutches and gearboxes will also be costly. But the common electronic package may come in for 2006, and that should finally spell the end of traction control and, at a stroke, put far more emphasis on the driver's skill – particularly on a wet track.

Changing tyres during a race will be banned – possibly as soon as next season – although refuelling will stay. And by 2006 tyre companies will be asked to tender for a single contract to supply all teams with standardised tyres. They will be narrower at the front and wider at the rear than currently, which with less aerodynamic grip should make overtaking easier.



Phipps/Sutton

*Above: Brabham-Repco and Cooper-Maserati from early days of 3-litre F1. Below: When F1 supremo Bernie Ecclestone speaks, even Eddie Jordan listens*




both: Sutton

Testing, the biggest factor in the differential between the rich and poor teams, will be drastically restricted, and separate test teams will become a thing of the past. The teams, and Ecclestone, have been told to come up with a better system of qualifying, and if everyone agrees, it could be imposed at once. And, perhaps most important of all, major efforts will be made to bring new blood into the F1 paddock, including encouraging teams to sell or loan chassis and components to new entrants.

It's all immensely cheering stuff. How much of it will actually happen, and when, remains to be seen, of course. But the acknowledgment by both Mosley and the teams that changes are needed is an excellent start. In any case, F1's rules should regularly be revisited, because economic circumstances, public expectations and technology keep changing. That's why they've been rewritten several times over the past half-century.

The world championship began in 1950 to the existing GP formula, with engines set at 1.5 litres supercharged and 4.5 litres unsupercharged, to make best use in straitened post-war times of available equipment. The first major change came in '54 with the 2.5-litre engine rule. It was meant to come in earlier, but the teams weren't ready for it, so for two years the world championship was run to Formula Two. The 2.5-litre formula worked well, but after seven seasons, with concerns that the cars were getting too fast, engine sizes were slashed to 1500cc for '61. Inevitably, with high-revving V8 engines and Chapman-led strides in chassis and suspension design, the cars went on getting faster anyway.

By 1966 the concerns were going in the other direction. Formula One was meant to be the pinnacle, but sportscars and American single-seaters were more impressive. So serious horsepower returned: 3-litre unblown, 1.5-litres supercharged, with a minimum weight of 500kg. The racing was marvellous, but on the primitive circuits of the day it was certainly more dangerous. Over the following years the weight limit was increased to 585 kg, but then in '77 the 1.5-litre supercharged rule was exploited by Renault with its first turbo. This led to 1400bhp BMW qualifying engines and unheard-of lap speeds. In '86, F1 was for 1.5-litre turbos only, albeit with restricted boost. But the following season normally aspirated engines of 3.5 litres were allowed, and turbos were handicapped with more weight and further reduced boost pressure. They were finally banned in '89.

Since then the basic F1 rules have remained pretty constant, although the 3.5-litre capacity rule was reduced to 3 litres in 1995, and the weight increased to 600kg by '97. Meanwhile, technological advances and designer ingenuity have gone rampaging on, requiring constant rule adjustments to rein in speed and grip. It is fair to say that the FIA has fought a losing battle in the face of all this clever stuff – witness, for example, Mosley's vow to ban traction control, which failed because he couldn't find a way to police it. During that time F1 has not only become unbelievably more expensive, with budgets for top teams soaring towards £100 million a year – it has also become more boring. Refuelling, which re-emerged during the turbo era and was then banned for safety reasons, was brought back in an effort to spice up processional races, but that was never anything more than a cosmetic fix. Now, by taking an almost clean sheet of paper, perhaps Formula One has a real chance to put its house in order.

**'Formula One has not only become unbelievably more expensive, it has also become more boring'**

Alongside this exciting discussion, the racing continued its fortnightly rhythm. As it happened, the two first European races had a curious symmetry. Both were won by Michael Schumacher, of course: but in both Schumacher had to face some real early-race opposition. Each time it came from one of the two teams that are on the rise at the expense of Williams, who are having an indifferent season, and McLaren, who are having a disastrous one. At Imola, it was BAR and Button who shone, Jenson taking his first pole with a perfect charging lap. In the race there was little doubt about the eventual outcome, but the BAR led magnificently until the first pitstops. Even after Michael went ahead, Jenson was much quicker than everybody else and scored a confident second place.

At Barcelona Jarno Trulli's Renault, after a storming start from the second row, led Schumacher until the first stops. This time Rubens Barrichello tried a two-stop strategy, and it got him up to second ahead of Trulli by the end. The BARs were lightning quick again in practice, but in qualifying a gust of wind caught Button's car and he had a wild ride down the grass. That effectively ruined his race, for he had to start from 14th on the grid, but Takuma Sato was a career best third-fastest.

Much has been made of Michael equalling Nigel Mansell's 1992 record with the Williams-Renault FW14B, when he won the first five races of the season. (Mansell did it from pole every time, whereas Jenson spoiled that run for Schumacher at Imola.) But much more meaningful is Schumacher's career record. Spain was his 200th GP and his 75th win – an incredible tally.

Schumacher is in a class of his own today, so even under Mosley's new rules, we'd probably still be applauding Schumacher wins. But the racing would surely be much better. By 2008, when Schumacher really will have retired, and Jenson Button will be in his ninth F1 season as an old man of 28, grand prix racing should have changed a lot: two dozen cars with manual 'boxes, less downforce, 700bhp – and no traction control – should be good to watch. Perhaps we'll even get some overtaking. And perhaps some of the personality that F1 has lost will seep back.

We will know in the next few weeks when to expect the first of the proposed changes. For the good of the sport, I reckon they can't come soon enough. M

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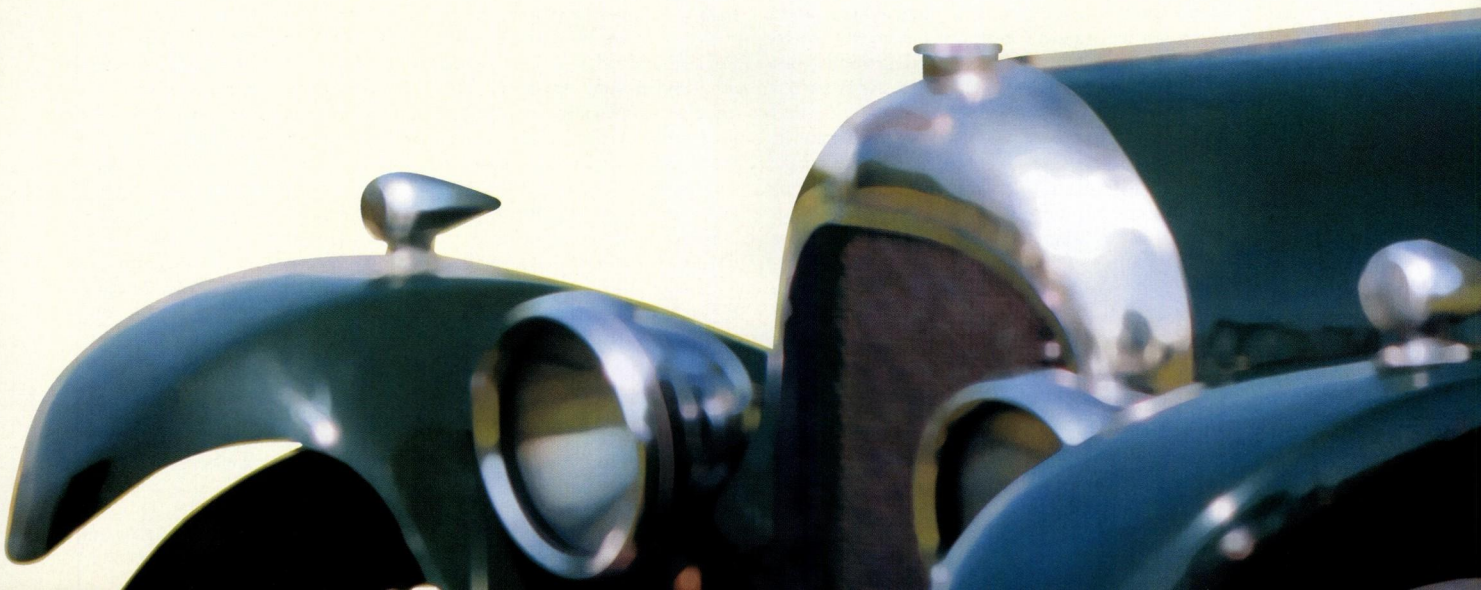
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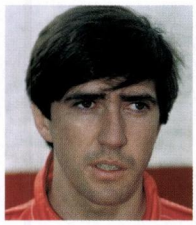





all: LAT

# MY ONLY GRAND PRIX

## 1989 MONACO *by* PIERRE-HENRI RAPHANEL



**How did you end up at Coloni for 1989?**
I had money from *La Cinq* TV channel, as well as a manager for the first time. I chose to go to Coloni because Christian Vanderpleyn and Michael Costa were moving there from AGS. It was a small team but it looked a good opportunity.

**Is it true that you almost didn't drive for the team at Monaco?**
My sponsor hadn't paid and a bank loan had run out; Enrico Bertaggia was there waiting to get in the car. But on the morning of pre-qualifying, Enzo Coloni told me that I would be driving. He knew I'd won the Formula Three race at Monaco [in 1985] and had scored some good results on street circuits.

**You hadn't made it through pre-qualifying in the first two grands prix, so what was different this time?**
Pre-qualifying was really tough – 13 cars going for four spots and just one hour on the track. Around Monaco the difference between my old Coloni [FC188B] and the other cars wasn't so big. The Pirelli tyres were working well, too. I ended up third – ahead of Martin Brundle's Brabham.

**What happened in qualifying proper?**
In the first session I crashed in Casino Square and then, on Saturday, I had problems finding a clear lap. With 15 minutes to go, I still hadn't qualified. Then I tried to follow Philippe Alliot in the Larrousse – and he lifted off on the straight and my car went up over the back of his.

**How come that wasn't the end of your weekend?**
Somehow I got away with only a puncture and a broken front wing. The only problem was that because Coloni was such a small team we didn't have two wings the same. I went out on my final set of qualifying tyres, and from the moment I got to Ste Devote on my quick lap, I knew I had too much front downforce.

**So how did you end up 18th on the grid?**
I had so much oversteer… but I drove as hard as I could. I was either going to kill myself or qualify for the race. I knew it was now or never. I produced a lap I could never repeat; if I tried it again I would crash every time.

**The race didn't go quite so well, did it?**
I found out later that because Coloni was building a new car he only had old parts for the gearbox, which would never have lasted the race. I wish I had known that, because then I would have asked for a light fuel load and pushed really hard for the opening laps. I'm sure I could have got into the top 10. Without pushing, I was 15th when the gearbox broke after 19 laps.

**Why did you decide to swap teams and join Rial for the second half of the season?**
The new Coloni [C3] was good but we didn't have the money to develop it, so I knew I was never going to pre-qualify. By going to Rial at least I would get three hours of running on Friday and Saturday, even if I was unlikely to qualify for the race.

**Why did you not pursue F1 options for 1990?**
It wasn't how I'd dreamt F1 would be when I was younger. At the end of the season I got the chance to race sportscars for Toyota in Japan. That was really the start of my career as a professional.

## *My hero* BY PETER GETHIN



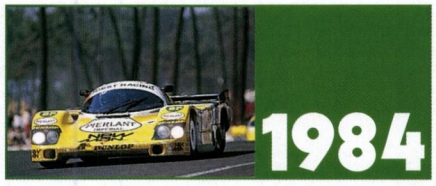
"When I was young I looked up to Mike Hawthorn and Stirling Moss. But when I got involved in the sport in the early 1960s, Jim Clark became my all-time hero. I've seen them all and he was the best. He had the ability to make it look so simple.

"I raced against him in sportscars and I was also in the Formula Two race in which he died. Something broke, because no-one would crash where he went off; it was an utter waste. I had breakfast with him that morning. I remember having bacon and eggs with the greatest driver ever, thinking, 'What do I talk to him about?' But he was so modest and funny. Not only was he the best, he was one of the nicest guys I ever met."

# THIS MONTH IN



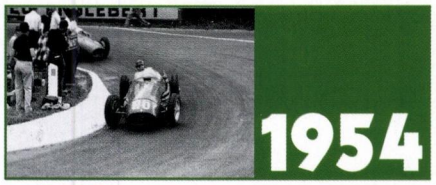

*Michael Schumacher stretches his Formula One points lead to 33 by dominating the Canadian GP in his Benetton-Ford (above). Yannick Dalmas, Hurley Haywood and Mauro Baldi secure the Le Mans 24 Hours in a Dauer Porsche 962 GT LM.*



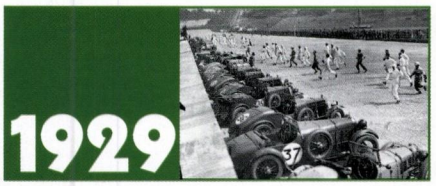

*Ayrton Senna almost wins the Monaco GP – but loses out as rain stops play. The Toleman passes Alain Prost's McLaren but it proves a lap too late. Henri Pescarolo claims his fourth Le Mans win, sharing a Joest Porsche with Klaus Ludwig (above).*



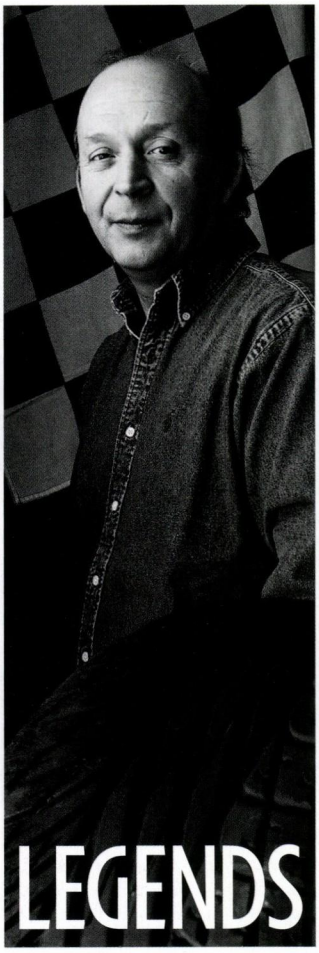

*Jody Scheckter scores a lights-to-flag victory in the Swedish GP (above). His Tyrrell team-mate Patrick Depailler, who starts from pole, is second after Ronnie Peterson's Lotus retires. Henri Pescarolo and Matra complete a hat trick of Le Mans wins.*



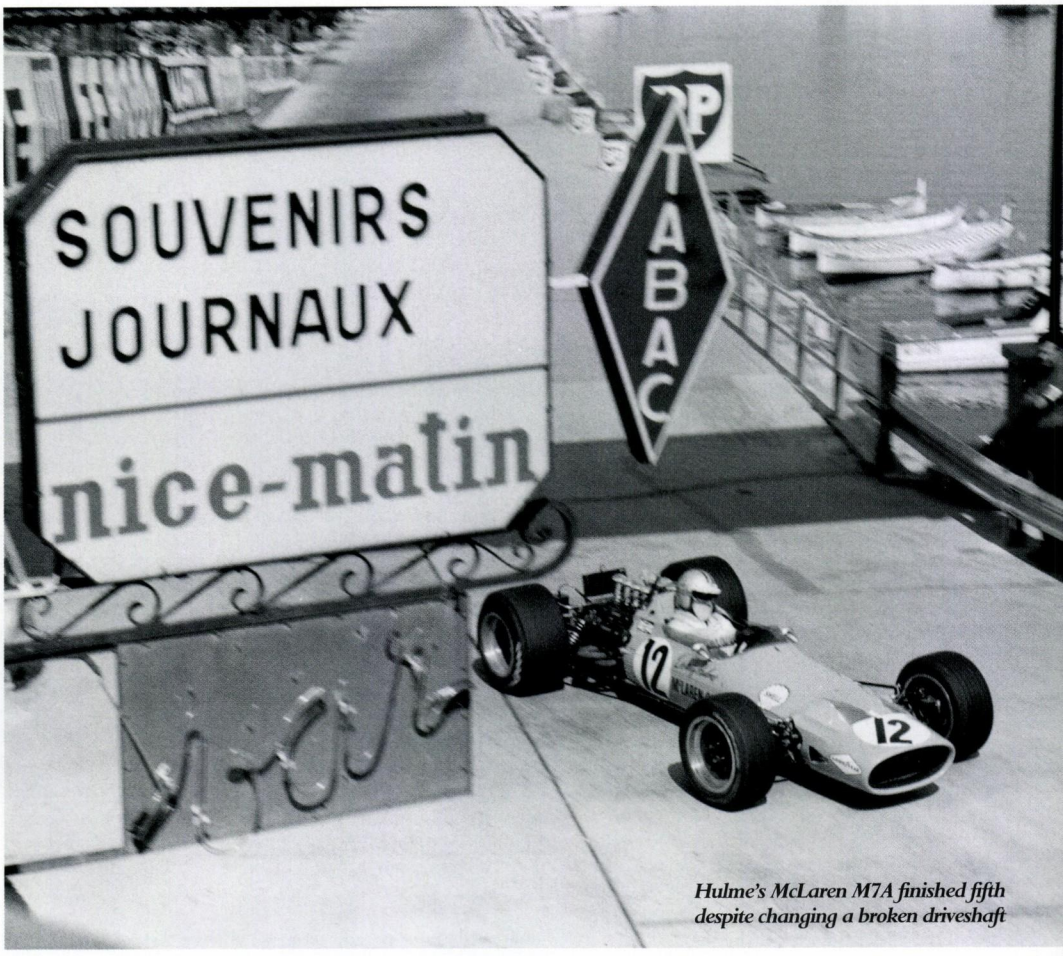

*Ferrari's Froilàn Gonzàlez and Maurice Trintignant beat Jaguar's new D-type to victory at Le Mans. Juan Manuel Fangio wins the Belgian GP at Spa in a Maserati 250F (above). Stirling Moss claims the Aintree 200 at the venue's first motor race meeting.*




*Woolf Barnato and Tim Birkin win Le Mans in a Bentley Speed Six, averaging 73.62mph as the British make scores a 1-2-3-4. Bentley is on top at the end of the month too, when Barnato and Jack Dunfee claim the Brooklands Six Hours (above).*



# LEGENDS




*Hulme's McLaren M7A finished fifth despite changing a broken driveshaft*

## 1968 MONACO GP

UNLESS YOU'RE OF A CERTAIN AGE, THE name of Daniel Cohn-Bendit will mean nothing to you. Back in May 1968, though, it meant a great deal to me, for it was threatening my first visit to the Monaco Grand Prix. In those days students were rebellious, and in France M Cohn-Bendit was their leader. The country was in a state of political upheaval, beset by riots, by what amounted to a general strike. Nothing, in other words, was normal – including the transport system.

Getting there was straightforward enough. I had booked a Page & Moy trip and flew from Luton to Nice on the Wednesday. All was fine until I had installed myself in the Hotel Alexandra and began to explore; only then did it become clear that the situation was worsening. By the end of the week France was closed.

From one point of view at least, that was distinctly satisfactory, for a great many folk had cancelled their plans to attend the race. Consequently, you could have dinner anywhere without needing to book a table days in advance, and – hard to believe, but true – the grandstands were virtually empty for the practice days; you could wander round the circuit and watch from wherever you wished. I wasn't in the business back then, so didn't have a pass, yet I had a better view of the Monaco Grand Prix than at any time since.

Back in 1968, I thought Monaco a magical world. There was barely a skyscraper to be seen, and it still had an Edwardian feel. And the track, of course, was as it had been since the first race in 1929. Well, almost. There had been one change for '68. The year before, Lorenzo Bandini had crashed at the Chicane, and it was by any standards an obscene accident, inept and under-equipped marshals taking an age to rescue a man trapped in a car upside down and on fire.

Bandini died from his burns three days later. His was a seminal accident, coming at a time when safety was rarely discussed. The morning after the race some drivers had a meeting with the organisers, and among their demands was that guard rail should replace straw bales along the harbour. This was duly done, and the Chicane itself was considerably tightened.

Another consequence of Bandini's accident was that Enzo declined to enter any cars for the 1968 race, which left Chris Amon and Jacky Ickx with a weekend off. Ken Tyrrell, casting about for a temporary replacement for Jackie Stewart (injured in an F2 accident at Jarama), asked Ferrari if Amon could drive his Matra-Ford at Monaco. Enzo declined, so Johnny Servoz-Gavin – French, young, quick, wild – was handed his F1 debut.

But it was another Matra which initially grabbed my attention that weekend. On the Thursday morning I was stirred from slumber by a sound I had never heard before – a scream more shrill and primeval than any Ferrari. It was the Matra V12, the works car with the elongated exhausts, and it was making its first public appearance, albeit some hours before the first practice session. How so? Well, the engineers wanted to give the engine a blast, and a request to run the car up and down the harbour's front was duly granted. Things like that were possible once upon a time.

It was, however, the Ford-powered Matra which excelled that weekend. Servoz-Gavin may have been a playboy first, a racing driver second, but there was no doubt that his natural ability in a car was very high. He was glorious to watch in Ken's Matra, although hardly smooth and elegant like Stewart because, as he said, he didn't have the time in the car, the familiarity with it, to think about anything but raw speed.

On Saturday morning, when it was wet and treacherous, he was 2sec quicker than anyone else and, later in the day, with conditions now dry, he qualified second to Graham Hill. What's more, he beat Hill away from the grid on Sunday and had the glorious experience of leading his first race lap in an F1 car. Hill ran second – but not too close, for experience and guile told him that maybe this newcomer might drop it, and he had no wish to be involved.

On the fourth lap, comfortably in front, Servoz suddenly slowed before Tabac and came into the pits, his left-rear suspension broken. To this day, he maintains he had not hit anything, but Amon, spectating at the Chicane, said the Matra had undoubtedly clipped the Armco barrier at its exit.

Whatever, the Matra was out and Ken Tyrrell was finding it very hard to smile. Hill, meantime, moved into a lead he was to keep all the way to the flag. Behind him, though, there was mayhem in the early laps, and the attrition rate, even by Monaco standards, was astonishing. Back then, only 16 cars were allowed to start, and by the 17th lap 11 were gone from the scene, six of them trashed.

I watched from the grandstand at what was known as Station Hairpin; even though the station was long gone the Loews Hotel, mercifully, had still to be built. In front of the stand were straw bales, and to its left a somewhat truncated escape road, in the middle of which a photographer insisted on lying. No-one told him to move – it was his life to risk if he wished.

There were no guard rails, either, at the exit of Mirabeau, the corner before, and a bunch of people hung about on the pavement, taking pictures. They moved finally down to the inside of the hairpin itself – and not more than a minute later Pedro Rodriguez's BRM went off the road and clouted the wall exactly at the point at which they'd been standing. Pedro hopped from his wrecked car, then ambled down to join them, swinging his helmet as he did so.

By the 30-lap mark, only five cars were still running. Remarkably, there were to be no further retirements, and that was just as well, for if Richard Attwood's BRM had gone out, the race would have been soporific. As it was, Attwood, making a return to F1 after three years away, got faster and faster as the afternoon wore on, to the point that Hill was never able to relax. At the finish the Lotus was but 2.2sec to the good.

**'Any exhilaration there may have been in the Graham Greene part of the journey was dispelled by Luton airport'**

Behind Hill and Attwood were the tardy but reliable Cooper-BRMs of Lodovico Scarfiotti and Lucien Bianchi, followed by the McLaren of reigning world champion Denny Hulme. He had pitted his McLaren on lap 42 because of a broken driveshaft, but instead of retiring the car there and then, team manager Teddy Mayer put the mechanics to work. After 9min, Denny was on his way again, and the points for fifth were his.

It was not by any stretch a memorable Monaco GP, but it was my first, and I savoured every minute, not least the celebrations at the Tip-Top Bar that evening. Graham and Bette – in time-honoured style – came down there after the gala at the Hotel de Paris and stayed until the early hours. Wonder when a Monaco GP winner last spent the evening with the fans?

In fact, I had to leave the Tip-Top long before Graham did. The original plan had been to fly home the next day, but by now Nice airport was shut, surrounded by pickets, and so alternative arrangements had to be made. Looking back, it was all rather cloak-and-dagger. Fearing that militants might barricade the roads, the Page & Moy people decided that we should slip across the French-Italian border in a fleet of coaches late on Sunday night, and hope to make it to Genoa airport. Everything worked out, but then followed an interminable wait for a flight to England, and any exhilaration there may have been in the Graham Greene part of the journey was dispelled by the far less exotic charms of Luton airport in the early hours of Tuesday morning.

Fortunately, I was still on a high: I was 22 and had been to the Monaco Grand Prix. In spite of the best efforts of M Cohn-Bendit. M




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LAT

*Pedro Rodriguez (left) crashed his BRM P133 at Mirabeau. Roebuck saw this shunt – and Servoz's early lead (right) – from the Station Hairpin stands*

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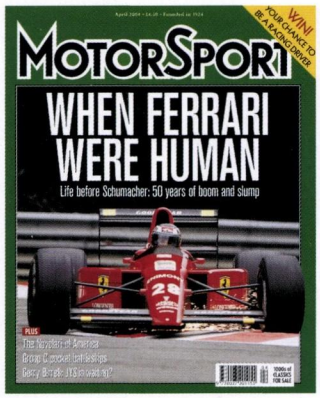
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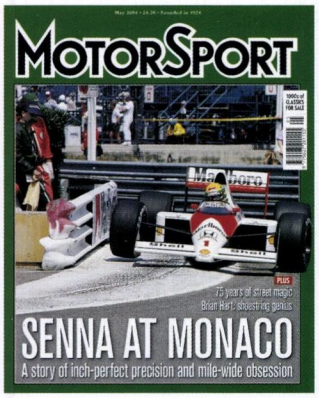
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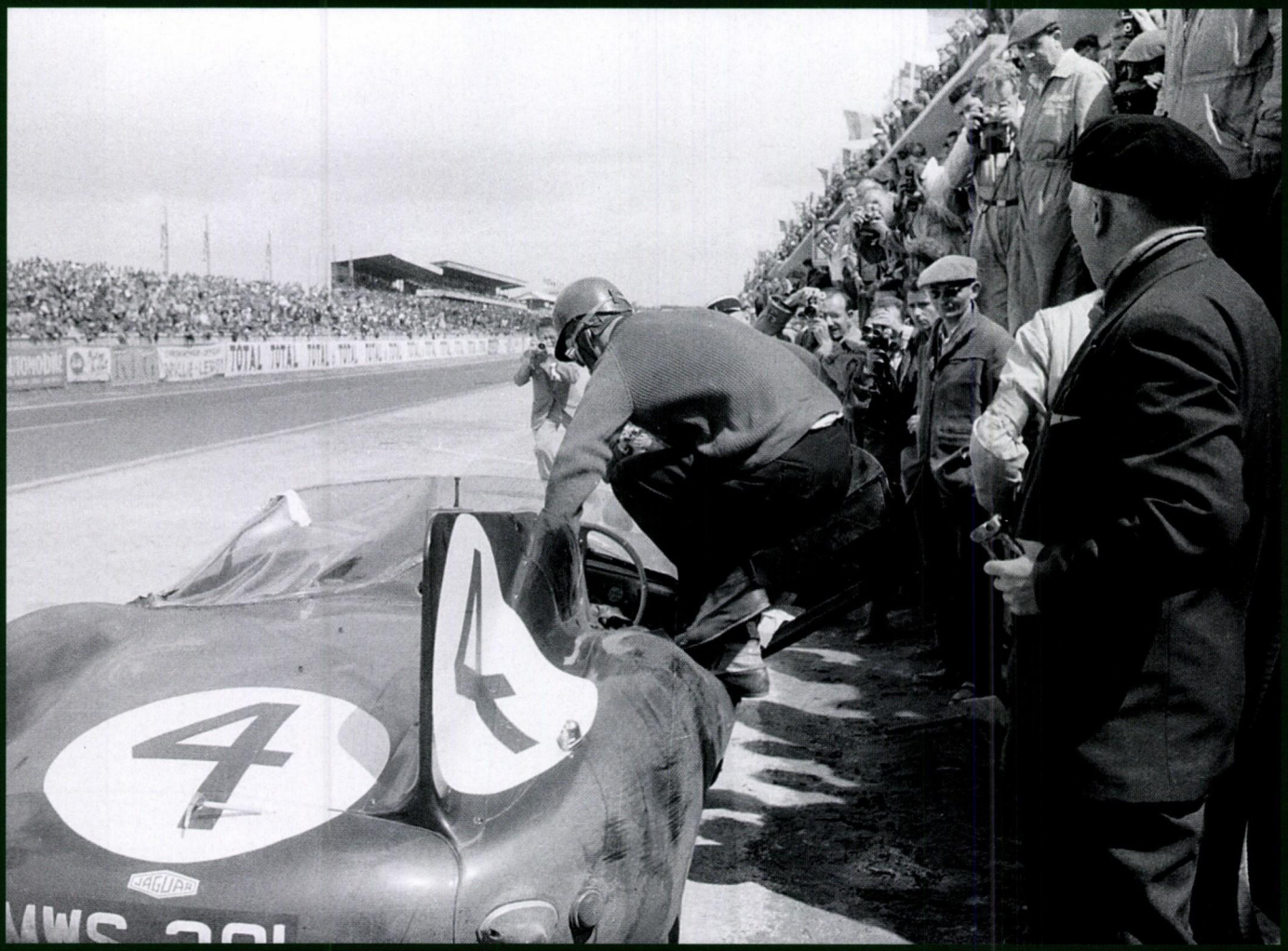
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JAGUAR

# THE D-TYPE

## 50 YEARS OF BRITAIN'S GREATEST SPORTS-RACER




**INCLUDING**

Prototype back at Le Mans ◆ Technical analysis ◆ Stirling Moss and Paul Frère




anks to the Jaguar Daimler Heritage Trust,
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# SARTHE SPECIFIC

***FIFTY YEARS AGO THIS CAR TRIGGERED OFF THE D-TYPE LEGEND AT A HASTILY ARRANGED LE MANS TEST. PAUL FEARNLEY TAKES IT BACK TO ITS SPIRITUAL HOME***

photography by James Mann




TIME HAD SLIPPED AWAY, AS IT ALWAYS seems to on such days – niggling gremlins versus inventive mechanics – so there was absolutely no way that the agitated man with the flag was going to stop him now. It was far too good an opportunity to pass up. This car had been conceived and built for this track. That was the theory; this was its put-to-the test.

Tony Rolt, professional racer and former Colditz 'guest', kept his foot in for one extra lap. A proper one. His bare-metal car barked past the pits and swept around the long, fast right, chasing its future. Up the hill, under the Dunlop Bridge and down the other side, it gathered speed in a disarming fashion. The Esses were rushing up and he steadied progress on the middle pedal; its feel was unnervingly dead, its effect reassuringly powerful. The set-up was not yet perfect for heel-and-toe down-changes, but that was a problem for the near future. Indeed, there would be a swathe of detail changes on the subsequent jobsheet. But right this minute, this lap, what mattered were the basics – and whether Jaguar had got them right. Testing had been limited and the big race was only a month away.

The rack and its pinion, stolid at slow speed, flicked left-blink-right. Smaller, lighter, lower, more manageable, it all felt good – so far. The crux, however, was yet to come: the 3.5-mile Mulsanne Straight.

A tidy exit from Tertre Rouge – and it began: faster, faster, faster, faster, faster, faster. Inside his warm, enveloping cockpit, Rolt probably allowed himself a smile. His good old C of '53, its aeroscreen broken, had pummelled and buffeted him lap after lap, hour after hour; it was a good job that he and Duncan Hamilton were on their way to victory. This, in contrast, was first-class travel: safe, stable, swift.

**'His bare-metal car barked past and swept around the long, fast right, chasing its future'**

He probably smiled, too, when he glanced at dials which confirmed that British-beef torque was eking out the last few revs from that 170mph top gear.

A reassuring dab before The Kink – pad knock-off was still a concern with Dunlop's revolutionary discs – and then hard on them for Mulsanne Corner. Keep it neat. And then away on the undulating, tree-lined descent to the 90 left-90 right of Indianapolis and Arnage. A teeter through their fast-right approach, nose diving and tail jacking as 20 tiny pads clasped and clamped four discs. Hard left, a short burst, harder right. Small correction on exit. And foot hard in again. A lift for the fast left around the White House. Pits in the distance. Faster, faster, faster; closer, closer, closer…

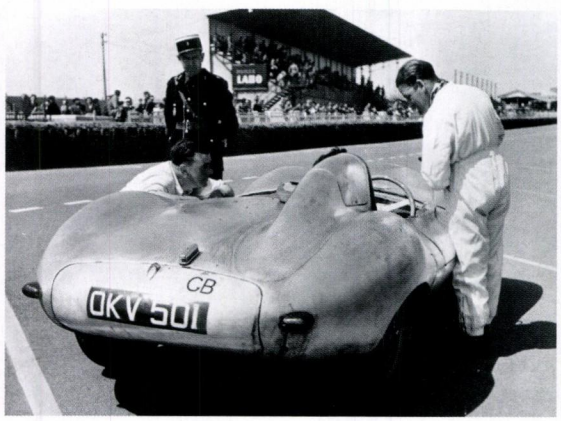
This time, the man with the flag was acknowledged.

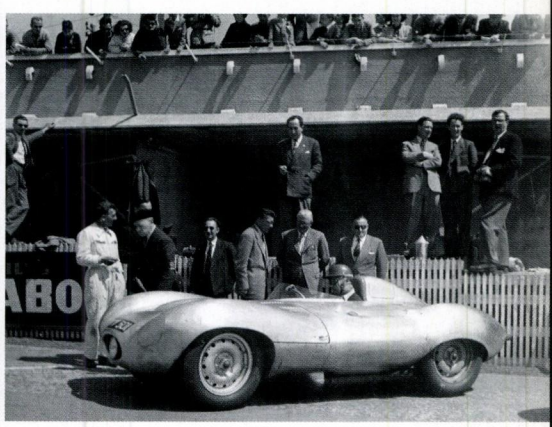
IT'S ALMOST 50 YEARS TO THE DAY SINCE Jaguar was invited to gatecrash the Rallye de Sablé Solesmes – an event for which the Le Mans circuit was closed to provide a five-lap test – as we roll the prototype D-type out of the back of an artic. Two kids gape from the rear seat of a Clio and their young mum clearly mouths, "Jaguar". True, we're parked just by Mulsanne Corner, where the old signalling pits used to be – a corner of a foreign track that will be forever Jaguar – but if you parked a D in front of the White House or in the middle of Red Square, people would stop and stare – and would know: it's that sort of car, that sort of shape.

It's much more than that, of course: its form was bent to fit its function. Despite the combined talents and tinkering of Bill Heynes and Harrys Munday and Weslake, the sculptural XK straight-six had, for the moment, plateau-ed at 250bhp. That vital extra speed would have to come from ➤

*Prototype D returns 'home' 50 years after maiden Le Mans test. Right: 'Lofty' England (left) and Norman Dewis confer with mechanic Phil Weaver (in car). Far right: Rolt gets comfortable before his record-breaking run. Registration anomaly spotted by Customs on car's UK return! OVC 501 is its correct number*

both: JDHT





*Offset seating and narrower rear track obvious from above*

elsewhere. Step forward Malcolm Sayer. The company had rescinded the diktat that its racing cars should ape their road-car cousins, so this ex-Bristol Aircraft Corporation aerodynamicist, the man who had styled the C-type, was given a free rein with the D: he created a thoroughbred. The prototype was never fitted with that trademark aeroplane-meets-car headrest fin, but its flowing, shrink-wrapped form stunned the public on its debut – and that's before it had grasped the complexities of its build.

At the core of Sayer's masterpiece lies an elliptical-in-cross-section mag-alloy monocoque unit, to the back of which is bolted the rear suspension and axle. Ahead of it, and integral with it, are four tubular frames (two upper, two lower) that extend diagonally forward from alongside the driver's left hip, pass through the front bulkhead (to which it is welded) and connect to lower and upper front cross-members sited just behind the radiator. These tubes embrace the gearbox and engine, and are in turn stiffened by an A-frame that sprouts from the widest extremities of the monocoque and intersects at the centre of the upper front cross-member. This entire construction was argon-arc welded, which made it difficult to build and harder to repair – a bolt-on nickel-steel front section simplified matters in 1955 – but it was incredibly stiff and devilishly clever.

But money was tight at Jaguar, its thinking eminently pragmatic, and so the D raided its parts bin as well as its think tank. That 3.4 engine (albeit now dry-sumped and canted left at 8deg for a lower bonnet-line), disc brakes and entire four-trailing-link-rear end (albeit now with a narrower Salisbury live back axle) was lifted straight from the 1953-spec C-type. The D-type was an odd blend of blue sky engineering and red pen accounting that could have gone horribly wrong but which Jaguar got spot-on. The key to this was that it knew precisely what it wanted from the D: Le Mans. And it got it: thrice.

AND THIS IS THE CAR THAT STARTED IT all: XKC 402, so new, so fresh that the D nomenclature had yet to be officially coined. Just walking around it chips away at my armour of cynicism to reveal the reluctant patriot beneath. To twist the key and thumb the starter of a D-type is to don Union Jack underpants, those sidepipes ➤

"THAT WAS A VERY LONG RACE." FOR RACE read do-or-die battle – against the weather, against his own brutal Ferrari and against Jaguar's svelte new D-type. Jose Froilan Gonzalez is not a man for overstatement. A sturdy, burly individual, he was used to toughing it out: wrestling unwieldy Chevrolets over mauling roads for 20 hours, from Buenos Aires up to Salta, had been a key part of his motorsport schooling. And that was only the *first* leg of the 6000-mile Gran Premio América del Sur.

Gonzalez was in his pomp in 1954. Back at Ferrari after two years with Maserati, he was enjoying his most successful spell in Europe. In the five weekends spanning May 8-9 to June 5-6, he chalked up four wins. Three of these were in non-championship Formula One races – Bordeaux, Bari and Silverstone – and the other was aboard that muscle-bound sportscar, the 4.9-litre 375 Plus, at Silverstone.

And yet the prospects of a good placing for him and co-driver Maurice Trintignant at Le Mans on June 12-13 looked bleak. Gonzalez's raised eyebrows speak volumes as he explains his car's initial wayward antics on the Mulsanne Straight: "In the first practice laps, we would reach about 5500rpm, some 155mph. We were expecting 175mph, but it would weave all over the place and it was impossible to go faster in those conditions. Luigi Bazzi from our team phoned the factory for advice, although he already suspected that the problem lay in the front suspension." This weaving had not been an issue during Gonzalez's sideways-to-victory effort at Silverstone a month before, but none of that fast circuit's straights resembled the Mulsanne.

After the call to Italy, the mechanics got to work on the front suspension, modifying its leaf springs and castor settings. These changes did the job and when he took the car onto the track again, Gonzalez found it was not far from the cat's whiskers: "From then on, we thought we could do quite well in the race. On the long straight, the car now reached about 177mph with no trouble. Nice to drive – and *that* engine, it was terrific. It had so much torque."

Cautiously optimistic of a good result before the start he may have been, but the D-type was much in Gonzalez's mind: "We knew it would be difficult to beat the new Jaguars. And they had such good drivers, like Duncan Hamilton, Stirling Moss and Tony Rolt. Also, we

# STORMING SUCCESS FOR FERRARI

***FROILAN GONZALEZ, THE MAN WHO PREVENTED A WINNING LE MANS DEBUT FOR THE D-TYPE, TALKS TO TONY WATSON ABOUT HOW THE ELEMENTS WORKED AGAINST HIM AND WITH HIM IN THAT GREAT RACE***

wondered how the Cunningham team would do; with their big American engines, they were very fast, especially on the straights."

Just like Jaguar, the Scuderia had entered three cars, all 375 Plus examples, one of them – the Silverstone winner – having been driven down to Le Mans after the *Daily Express* meeting. Louis Rosier/Robert Manzon and Paolo Marzotto/Umberto Maglioli were the team's other nominated driver pairings.

Early-morning showers on Saturday proved a sampler of what race conditions would turn into less than two hours after the start. But on a momentarily dry track, it was Gonzalez who came by ahead of the pack first time past the pits, his team-mates and the three D-types in close attendance. And that's how they continued, the top six swapping positions – Gonzalez lost his lead to Moss at one stage – until the first series of pitstops: "I could get away from the Jaguars a bit in the curves and esses opposite the long straight – we had more torque – there was not much difference on the straight, but their cars braked better."

Brakes had been a major matter of concern for Ferrari before the race and, indeed, they were in a parlous state by the finish. But things would have been much worse had not the heavens opened 90min into the race. "All that amount of rain helped to cool our brakes," explains Gonzalez. "Without that, I don't know what would have happened. Although at times we had been quite a way out in front, I thought that in the end we would not be able to win, or even finish, because of how fast our brakes were wearing out."

Meanwhile, the sole surviving D-type was relentless in its pursuit. Recovering from delays early in the race, the car driven by '53 race winners Hamilton and Rolt took chunks out of the lead Ferrari's advantage to be on the same lap by Sunday morning – by which time there was only one 375 Plus left in the race, too.

"Our team's other two cars went out because of transmission problems, one of them, I think, with a broken clutch," says Gonzalez. Given that those big Ferraris were prone to lunch their transmissions, did this not weigh on his mind, especially during those final hours? "Not really, because I was thinking all the time about the brakes. Luckily, Trintignant was sharing the car with me: he was fast and really knew how to look after the car."

Around mid-morning, an errant backmarker cut across Rolt's path, forcing him to pit for repairs, and allowing the red car to again increase its lead to over a lap. But last-minute suspense awaited when Trintignant came in to hand over to Gonzalez at the final pitstop.

"The two back wheels were changed, I think. And then a big problem: the engine wouldn't restart," remembers Gonzalez. "We lost a lot of time. The mechanics could not find the problem and it was a long time before they got it going again. Leaving the pits, it still didn't sound good, then, when I accelerated a bit more, it went back to normal. What probably caused this were some ventilation scoops in the front of the car – a lot of water got into the engine bay."

With both cars once again on the same lap, the climax of this 24-hour race turned into a 60min sprint. In the monsoon conditions of that last hour, Hamilton initially reeled in the Ferrari, although Gonzalez managed to respond and stabilise the gap during the last 30min so that just over 90sec separated them at the finish. Yes, as Gonzalez recalls, it was a long race. But it was a hard-fought one, too. The Argentinian's renowned stamina had been well and truly put to the test: "I remember driving for many hours, many hours. I hardly slept at all during the race and practically didn't eat anything."





***Anti-clockwise from above: Frantic last pitstop; determined wet-weather motoring; all-aboard victory celebration***




all: LAT

MOTORSPORT

# The Silverstone Historic Tribute Meeting





As the home of British motor racing, it is entirely fitting that Silverstone hosts a major classic and historic race meeting each season. That's why the Historic Sports Car Club is organising the Silverstone Historic Tribute Meeting over the opening weekend of June.

The event, running over Friday, Saturday and Sunday 4-6 June, is one of three biggest events in the HSCC season and has been designed to be an event that will grow and grow in stature over coming seasons.

As well as all of the club's hugely successful championships, the weekend will feature a glorious array of invitation events covering everything from Vintage Racing Cars through to Group 4 Sports Prototypes and the exciting new Grand Prix Masters.

Valued support and input from the Vintage Sports Car Club will bring four top quality races for pre- and post-war cars to the event, while other highlights will include the BRDC Historic Sportscar Championship and the Drum Brake Sports Cars from the Historic Grand Prix Car Association.

With nearly 20 races to be fitted in to three days of action on the Silverstone International circuit, there will be races on each day. Five races are planned for Friday and seven each for Saturday and Sunday. Anyone of the three days will provide a great day out and with a host of off-track displays and attractions, there will be plenty to see and do.

Five races on Friday will kick off the racing and will include a round of the fabulous Millers Oils/AMOC Historic Formula Junior Championship. The VSCC Hawthorne Memorial and Spainish Trophies Race and rounds of the HSCC Classic F3, 70s Road Sports and Historic Road Sports will complete the first day of racing.

Saturday's programme includes the first races for the Group 4 Sports Prototypes and GT Cars and the Grand Prix Masters. The Group 4 cars have not raced in Britain for several seasons and with a packed field including cars like Lola T70s, Chevron B8s and Lotus 23Bs, the European series is making a welcome return to the UK.

Grand Prix Masters is a new initiative for 3-litre F1 cars built between 1966 and 1978 and will bring a host of stunning F1 cars to the grid. Tyrrell, McLaren, Lotus, March, Brabham and many other marques will be on the grid for this racing celebration of a golden era of F1 history.

The VSCC element of Saturday's programme is topped by The Bill Philips for road trim pre -war sports race for front-engined racing cars and pre '61 F1, F2 and Tasman cars. A stunning field is expected for this famous race, while the VSCC will also have a pre-war team car race for standard and modified sports cars. Wrapping up Saturday's bill are races for the HSCC Classic Racing Cars, Millers Oil Classic Sports Cars and a 45-minute enduro for the HSCC/HRSR Historic Racing Saloons, which will feature a mandatory pit-stop and optional driver change!

Sunday is topped by the second races for Grand Prix Masters and Group 4, along with the BRDC Historic Sports and HGPCA drum brake sports. The VSCC Boulogne Trophy for pre '34 racing cars is yet another highlight, while packed grids for the HSCC Derek Bell Trophy and Legends Racing Historic Formula Ford 1600 will bring the curtain down on a fantastic weekend.

With cars in action spanning 60 years of motor racing history it promises to be a memorable weekend, and any one of the days will be well worth a visit!




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





burbling an automotive version of Elgar's *Nimrod*. Blip the throttle and they swing instantly into *Jerusalem*, with its mountains of British Racing Green. Give it some berries down a straight, open wide the throats of those three side-draft Webers, and it's a packed house at Twickenham: passionate, intimidating, confident.

THE PROTOTYPE NEVER RACED, BUT FEW cars have so elegantly stated their case on a track. It first stretched its legs in April 1954 along the runways of RAF Gaydon, and then barrelled around MIRA's speedbowl – useful stuff, but not exactly where it was at. Le Mans was the be-all and end-all for the Coventry marque, hence its badgering for a test there in May. Mercedes had already pulled out of the race, its 300SLR not yet ready, and Lancia was making similar noises, so it was vital that the Automobile Club de l'Ouest looked after Jaguar's fledgling entry. The rally's organisers, therefore, were prevailed upon and a slot found.

It wasn't exactly the best-laid plan to begin with – and then things went awry. Works driver Peter Walker was delayed after he forgot his passport, and an (almost) inaccessible clutch slave-cylinder failed; chief mechanic Phil Weaver performed a miracle in getting it fixed (just) in time.

When Rolt went out, therefore, anxiety had replaced confidence. And so the lap he uncorked on Saturday May 8 was not him showboating, it was good husbandry. He stopped the clocks at 4min 22.2sec to smash the lap record, held by Alberto Ascari's monstrous 4.9-litre Ferrari, by 5.2sec. It was a coup de grace with pace. Brain had beaten brawn. The team went home with a spring in its step and returned one month later, now 42 strong, raring to go.

THE DON'T-SLIP-IT TRIPLE-PLATE CLUTCH is let out with a whisper of revs and the D breaks into a gentle roll with none of the spitting and hissing of its Italian brethren. What immediately strikes you is how easy this feels: light and tight. No scuttle-shake, just focus and purpose.

**'What strikes you is how easy this feels: light and tight. No scuttle-shake, just focus and purpose'**

Second gear is back and up via a lever that adopts a handbrake stance in the shadow of the body's blanked-off 'passenger' aperture. Then you lean into that comforting padded headrest, stretch out your arms, wriggle your leather gloves around that willowy steering wheel, peer out over a green and pleasant bonnet – and wind it on. The XK starts to pull from 2000rpm – and really go from 4000. Third. Fourth. This is addictive. Night-and-day better than the C-types I've driven. And that's before I press the brake.

I give the said item my usual self-preservation tap, not expecting very much. The pedal is solid, its touch light. This combination– plus a tendency to lock-up the rears – did not endear itself to every period driver, but for a journo privileged to have a blat in an irreplaceable car, it's manna. The brakes are right there, with you all the way. They feel mid-1960s, not '50s. You can keep those grabbing, fading, delayed-effect drum brakes – give me a Plessey pump driven off the back of the gearbox (interrupting its flow of fluid is what activates the brakes), discs and pads any bend of the track.

All I need now is some turn-in. Ah, understeer. It's straightforward to dial out, though (at this speed at least), and a joy to correct. You can keep those play-full steering boxes, too. This rack provides and processes ➳



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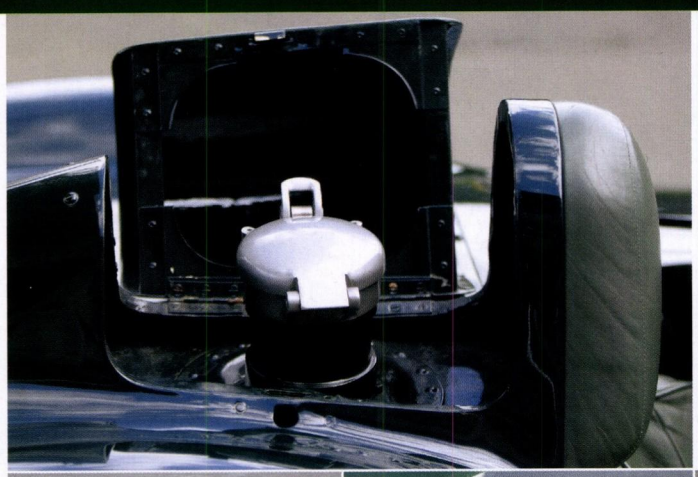


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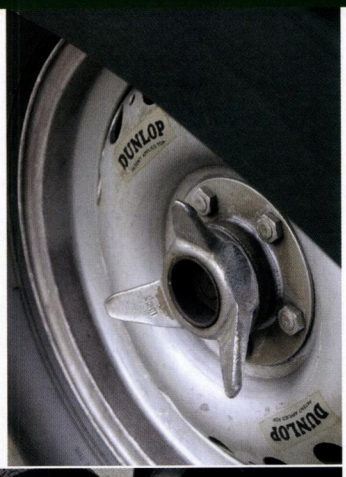
*Right: Superb Dunlop alloys add to D's futuristic appearance*

*Below: Torque more impressive than power from straight-six*

*Below middle: Dials grouped in centre of car and canted over*

*Below left: Gear lever cranked forward. To its left is dip switch*

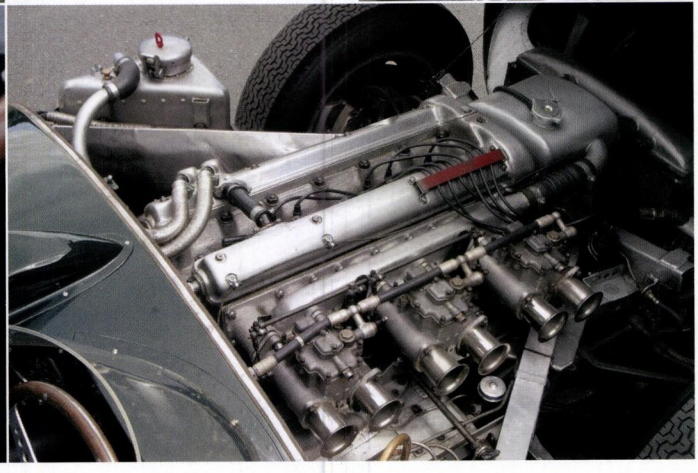
*Left: Fuel filler is hidden away. First headrest was riveted on*











info in an easily understood manner, then translates and transmits your input with equal clarity. It requires some ab and pec to initiate it and, I guess, a braced torso to dial in some opposite-lock at high speed, but oozes feline grace.

This is lulling. Running arrow-true on a straight, it's fingertip stuff. At which point, I'm jolted out of it as I traverse my only significant bump at speed. The torsion bars do *The Twist*, the dampers go soggy and that lumbering rear axle comes alive. The D darts left then right – or was it right then left? – before realigning itself. Hmm, add another 50mph and 23 hours 40 minutes… This car may have been the ideal tool for Le Mans, but winning in it there was no gimme, as 1954 proved.

JAGUAR'S THREE-CAR TEAM HAD BY THE midway point been whittled down to one which, with less than two hours to go, was running second when the rain intensified. Rolt dived into the pits to replace his misted-up goggles. He had not seen the lead Ferrari – it was surrounded by mechanics, press and officials – stationary at its pit. The Jag was suddenly back on the lead lap and was waved straight back out. But Rolt really couldn't see and stopped again. This time, however, with his co-driver Duncan Hamilton suited, booted and visor-ed for the conditions, the team effected a quick driver swap.

Nobody was more committed in a D than burly Duncan, but on this occasion he met somebody even stronger than he: Froilan Gonzalez. The 'Pampas Bull' kept his head, his brakes and his lead to win by the length of the Mulsanne Straight.

Jaguar could have protested Ferrari's final stop due to a number of regulatory infractions, but it knew that this would have taken the gloss off a fantastic battle that had given new lustre to an event which some considered to be going stale. Instead, it was happy to wait, confident that the D-type's day would come. And so it did.

But what Jaguar could not have known was that the D-type's day would never go. M

## TECH SPEC: 1954 JAGUAR D-TYPE

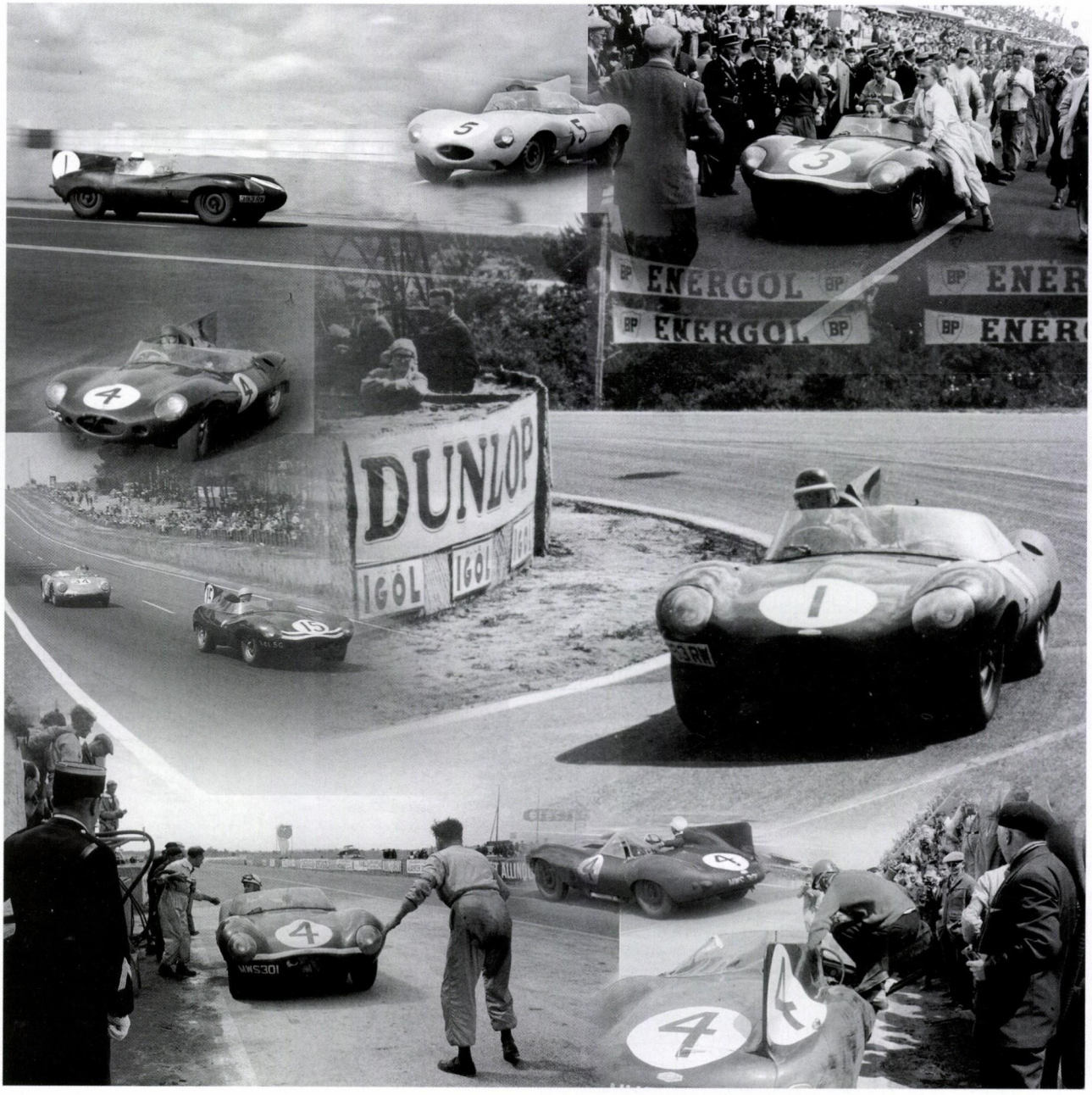
**ENGINE**
**Type:** straight-six, DOHC, two valves per cyl, iron block/alloy hemispherical head, seven-bearing crankshaft, dry sump
**Capacity:** 3442cc
**Bore x stroke:** 83 x 106mm
**Compression:** 9:1
**Max power:** 250bhp @ 6000rpm
**Max torque:** 242lb ft @ 4000rpm
**Carburation:** 3 Weber 45 DCO3s

**DRIVETRAIN**
**Gearbox:** Jaguar, four-speed, all-synchromesh
**Ratios:** 1st 5.98:1; 2nd 4.58:1; 3rd 3.57:1; 4th 2.79:1; Reverse 6.1:1
**Clutch:** Girling, hydraulic, triple-plate
**Propshaft:** Hardy-Spicer
**Final drive:** 2.79:1, hypoid bevel

**CHASSIS**
**Type:** partial monocoque
**Wheelbase:** 7ft 6in
**Track (f/r):** 4ft 2in/4ft
**Length:** 12ft 10in
**Max width:** 5ft 5in
**Height:** 2ft 8in (at scuttle)
**Weight (dry):** 1940lbs
**Frontal area:** 10.85 sq ft
**Suspension (f):** independent, wishbones, longitudinal torsion bars
**Suspension (r):** trailing links, transverse torsion bar
**Suspension rate (f & r):** 120lb/in

**RUNNING GEAR**
**Dampers:** Girling, telescopic
**Steering:** rack and pinion
**Turning circle:** 32ft
**Brakes:** Dunlop, hydraulic, 12.75in mild-steel discs (chromium plated), six-piston (f), four-piston (r)
**Wheels:** Dunlop, centre-lock, perforated-disc alloys, 6.5 x 16in
**Tyres:** Dunlop
**Fuel capacity:** 37 gal, in two flexible rubber tanks
**Oil capacity:** 3.5 gal
**Radiator:** Marston Excelsior

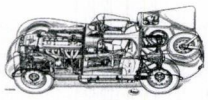
# D-Type Glory at 24 Heures du Mans




# 3 Times a Winner for Dunlop

DUNLOP

DRIVERS KNOW.



X-RAY SPEC

# JAGUAR D-TYPE

***COVENTRY'S ENDURANCE RACER BROKE NEW GROUND, BOTH IN STRUCTURE AND AERODYNAMICS. KEITH HOWARD TALKS TO THE MAN WHO DEVELOPED A LEGEND***

DOWN THE DECADES NUMEROUS CARS HAVE claimed to draw inspiration from the aerospace industry, but few have done so with the conspicuous success of Jaguar's D-type. In the wider car industry of the 1950s, aeroplane influences would become associated with silly styling extravagances on American road cars whereas – for all its undeniable beauty – Jaguar's racing successor to the C-type was designed by Malcolm Sayer on strictly Bauhaus principles. Form followed function – but it so happened that the form determined by aerodynamic principles turned out to be ravishing to the eye.

The D-type had its origins in the one-off C/D prototype that Jaguar built in 1953 as a first step towards creating a successor to its C-type. The latter had won Le Mans for a second time that year, not least because it pioneered the new technology of disc brakes. Jaguar understood that its replacement would have to continue the theme of technological advancement, but this time its most obvious manifestation would be in the way the car was constructed.

In the words of Norman Dewis, Jaguar's chief development driver whose recollections of the D-type appear over the page, "When we moved away from the C-type – the D was different in its centre of gravity, its steering geometry and things like that, as well as its construction – we moved into a new era of sportscar design. The concept of the D entirely breaks away from the old tradition of a complete chassis frame: it had a shorter wheelbase, was lower and, because of its structure, had much better handling than the C. You could feel it straight away."

Sayer's innovation was to use an elliptical-in-cross-section, stressed-skin cockpit tub built mostly in 16swg (1.6mm) aluminium alloy, the rear bulkhead of which carried the rear suspension pickup points. Running forward from this bulkhead was a substantial W-shaped triangulated frame. In the C/D interim vehicle this was constructed from magnesium alloy using argon arc welding, but this method was later abandoned when the welds proved to be porous, casting doubts on the structure's longevity.

Ahead of and behind the cockpit tub, the sumptuously curved body panels were shaped purely for aerodynamic efficiency, the C-type edict that the car should resemble Jaguar's road-going models having by now been rejected. When a fin was added behind the headrest to improve directional stability in crosswinds, the car's image as an aircraft on wheels became obvious even to the casual observer.

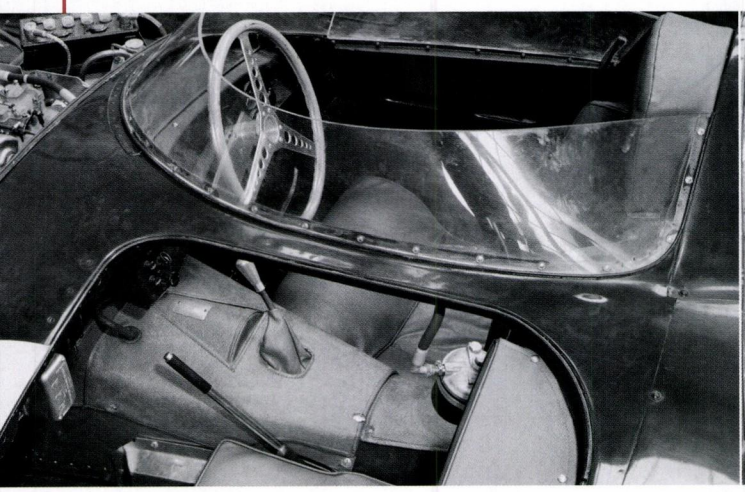
The D-type's record at Le Mans – three wins in the four years from 1954 to '57, albeit only one of those by a works car – is eloquent justification of Sayer's excellent chassis and aerodynamic design in particular, but also of Jaguar's racing programme in general. Any successful racing team depends as much on the meticulousness of its preparation as the inspiration of its designers, and Jaguar was no different. The D-type won races not just because of its fine engine, slippery aerodynamics and advanced construction, but because Jaguar had also made the car as bomb-proof as possible.

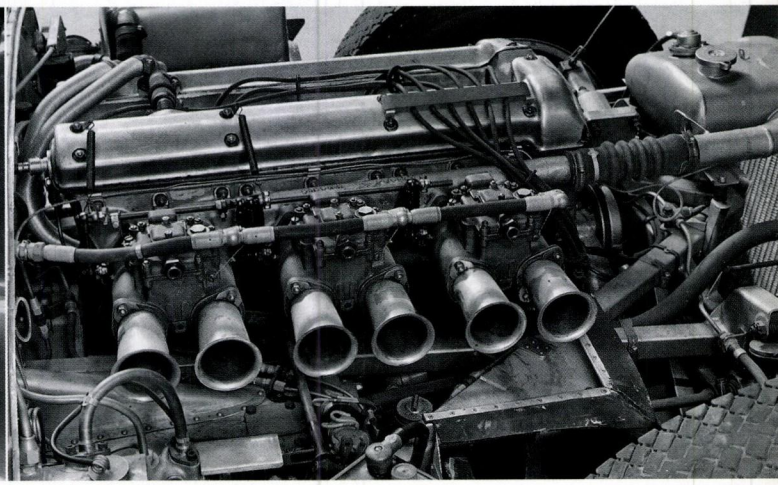
As residents living near MIRA's test track south of Nuneaton could testify, the car ran there day and night, clocking up the development miles that would ensure it was as durable as it was fast. Had it not been for this, the D-type's history might have been very different. Instead of its forward thinking being a source of admiration, traditionalists would have shaken their heads knowingly and delivered aphorisms on the theme of sticking to the tried and tested.

But Sayer and Dewis, under the patronage of Sir William Lyons, were proved right. In the 50 years since the D-type first graced Europe's race circuits, this extraordinary car has cemented its place in history. ➤

***Left: Purity of Malcolm Sayer's stressed-skin construction illustrated by separate openings for the driver and (theoretical) passenger. Right: XK engine cured of oil surge problems by dry-sumping. Endless testing on track and in workshop produced impressive reliability***

both: LAT

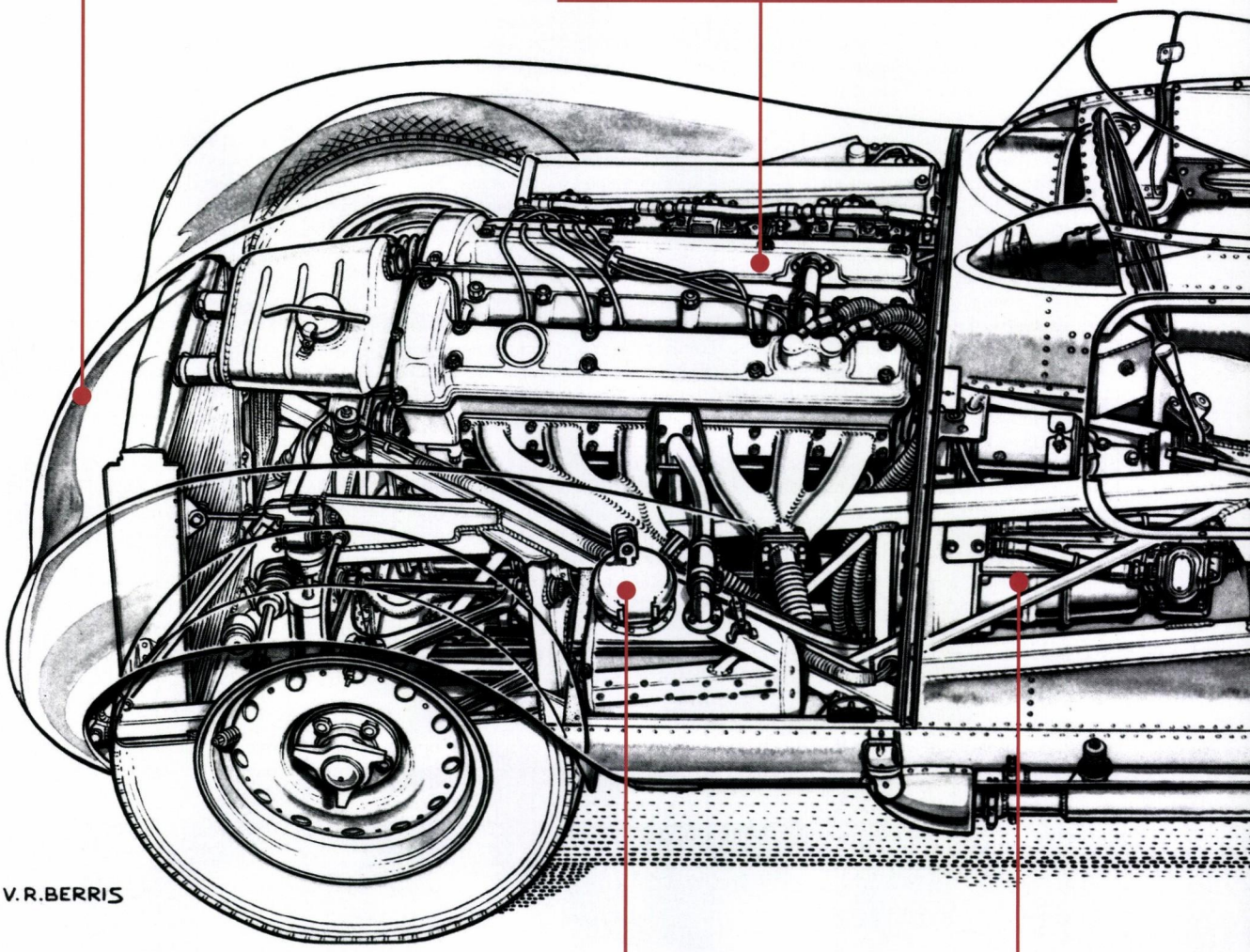




# X-RAY SPEC: JAGUAR D-TYPE

For 1955, the body gained a longer nose than shown here, in order to reduce the car's aerodynamic drag. The engine was also modified with new valve angles and a revised inlet manifold, changes which Dewis recalls, "gave us 26-28bhp more, which put us up to about 298bhp. In '55, I pulled 192mph down the Mulsanne whereas the previous year we did something like 180mph. So there was a big difference." Although Norman can't recall the improvement in drag co-efficient, we can estimate it from those power and speed figures. To achieve 180mph with 270bhp the car's CdA must have been about 0.60m sq; to make 192mph with 298bhp it must have been reduced to about 0.54m sq, and that's roughly a nine per cent improvement.

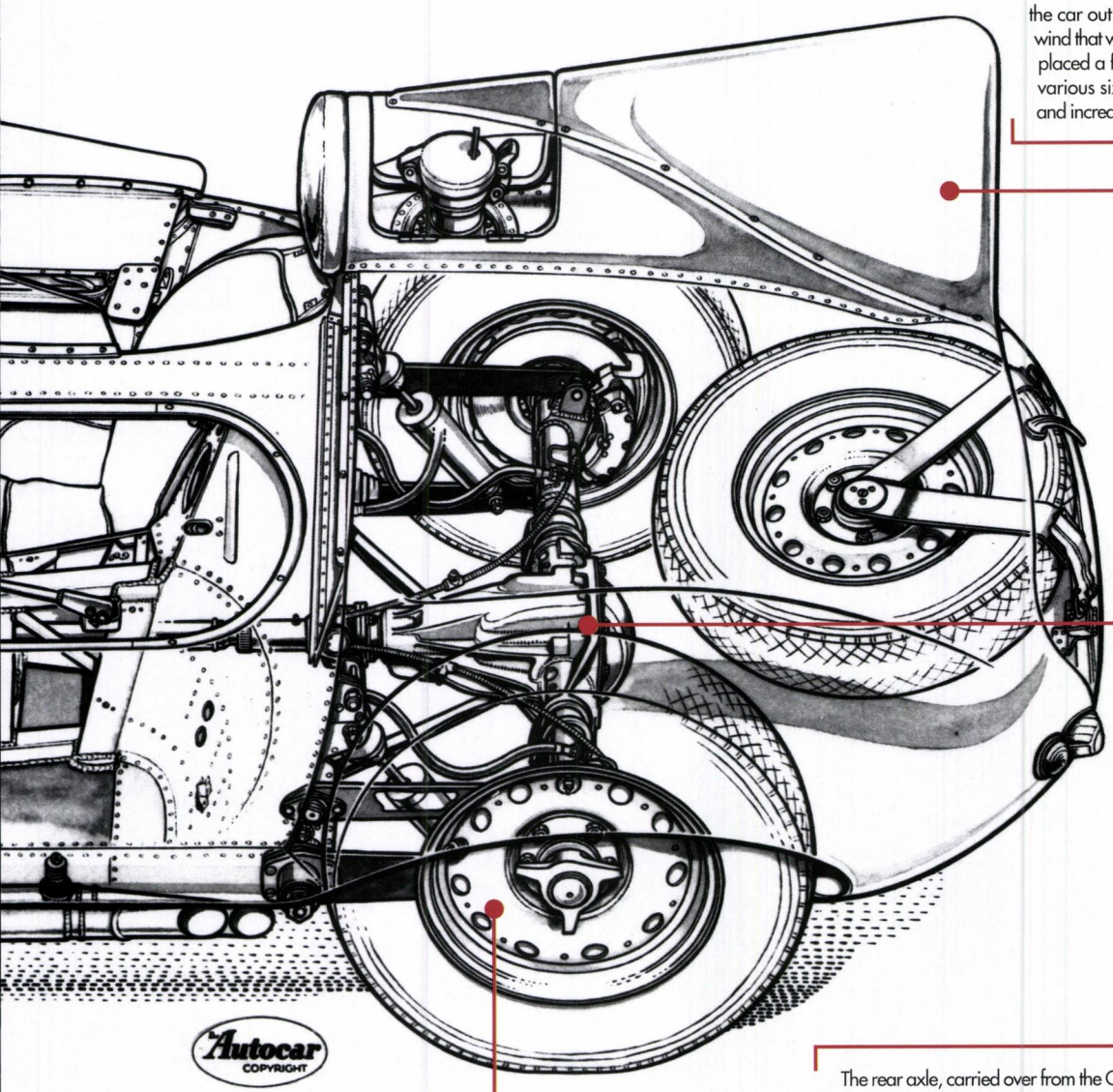
A major contributor to D-type reliability was Norman Dewis' memory: "When we went over for the Le Mans test weekend I occasionally drove, and I was always a reserve for the race. Engine man Bob Knight said, 'Norman, give us the gear and revs you use for each corner.' So after so many laps I'd come in and give him this info – I had to keep it in my head – then go out again, gather some more. So we built up a picture of what the car did for one lap. For the next year we set a target lap time, then built a histogram that told us we'd be running at, say, 2000rpm for so long at full throttle and so long at half-throttle, throughout the rev range. Then we simulated that on the dyno. If there was a failure they'd run the test again until the engine could run that histogram reliably. Other teams didn't know we were doing this and I don't think they did it themselves."




The D's straight-six XK was fitted with dry-sump lubrication. "That was a big change. With the wet sump [on the C-type] we had problems with oil surge exposing the oil pump's pick-up pipe so it sucked in air. A 1g stop would also throw all the oil to the front of the sump where the timing chains would pick it up and fling it into the head. We knew we had a problem there, but fortunately we just scraped through on it. Although we didn't have engine reliability problems, it could get worrying. We tried different baffle systems with flaps that would open and shut under differing conditions of cornering, braking and acceleration. It worked pretty well, but the dry sump system was much better."

Although not strictly necessary, synchromesh was fitted to first gear. "We didn't need it at Le Mans or Reims or Spa. But some of the drivers thought they might need bottom gear occasionally, so we made it all-synchro for that purpose. The ratio was so low you could almost start the car in second anyway." The 'box was criticised by some drivers, but Dewis defends it: "The engine and gearbox were two beautiful units that could stand hammering all day long. You could have gone 48 hours, never mind 24. In fact, I'd already done almost 48 hours to ensure we'd last 24!" But the transmission did have a habit of jumping out of second, eventually prevented by fitting a clutch interlock mechanism. "I never understood why Jock Thompson, who designed the gearbox, never got second gear right. The locking device was an afterthought, but it worked."

"The first D-type I had was fitted with the head fairing only, no fin. Towards the end of its development – we'd done all the wind tunnel and wool tuft tests – I was doing a six-hour endurance test at MIRA. As I was coming off the banking, doing about 165mph, suddenly the car twitched down the straight. I went to the control tower, looked at the wind direction, and noticed that on this straight we had a crosswind hitting me at about 45 degrees. When I got back I said to Malcolm Sayer, 'Are we sure about the car's stability in crosswinds?' We waited until conditions were more or less the same, took the car out again and found that it was the wind that was causing this effect. So Malcolm placed a fin behind the headrest. We tried various sizes: we started with a small one and increased it up to the size you see here."




A distinctive D-type feature was its Dunlop aluminium-alloy disc wheels. "They were lighter, yes, but the other big point was their stiffness. The wire wheels had always given us problems. In the early C-type days, all the spokes were loose after a race. We increased the number of spokes which was an improvement, but even then the odd one or two would come loose. That's all it takes for the rim to deflect and begin steering the car. Going to the disc wheel was a breakthrough – handling was much more consistent over a long race. But we had to be careful with brake cooling, one of the reasons we had stuck with the wires. The disc wheel had holes drilled near the rim to give us the same extraction. There's no pictures, but on the first set I tested those holes weren't there."

The rear axle, carried over from the C-type, was criticised by those who thought the car deserved better. Certainly it had its limitations, although Norman Dewis recalls it was well enough suited to the D-type's main role: "We wanted to win endurance races at big circuits like Le Mans and Reims. That's where we scored. On the short circuits we didn't do too badly, but the D-type was not the right car for them. We had traction problems in tight corners or any corner with a bump. There were a lot of bumps at Silverstone in those days and the car would jump from one to the next. Also we'd get inside-wheel lift. Today the car is beautiful on short circuits like Silverstone and Goodwood because they have billiard table surfaces. I warned Nigel Webb, who owns XKD 505, the car that won Le Mans in 1955, that the D-type wasn't ideal for this sort of track, but Win Percy drove it and said it was marvellous. He could get the back out and it was controllable because there were no bumps."

# THE D-TYPE CAST

***JAGUAR SPORTSCAR SUCCESSES PUT BRITAIN ON THE INTERNATIONAL RACING MAP IN THE EARLY 1950s – A TIME WHEN ITS GP TEAMS WERE STILL FALLING SHORT. THE D-TYPE FORCED HOME THE COVENTRY FIRM'S PRE-EMINENCE BY SECURING A LE MANS HAT TRICK BEFORE VANWALL ENDED BRITAIN'S CHAMPIONSHIP F1 WAIT AT AINTREE IN 1957. PAUL PARKER SPEAKS TO SEVERAL KEY PLAYERS IN THE D-TYPE'S INCREDIBLE STORY***

## *SIR STIRLING MOSS*

WORKS DRIVER, 1954

THOSE WHO DROVE THE D-TYPE IN PERIOD HAVE mixed feelings about the car. And perhaps because he drove it during its development phase – and had met with such success in the C-type – Stirling Moss has the least flattering memories of it.

"The C-type was much nicer to drive than the D, which was a less accurate car. We had lots of problems with the D's disc brakes: flexing hubs caused pad knock-off, vaporisation and much more. We went up the escape road at Mulsanne as many times as we went round the corner during practice at Le Mans in 1954.

"I was first, second and third at different times early in that race, but after a couple of hours the car dropped to 4600rpm in top, so I had to come in. We refuelled but, after removing the fuel filter, the problem got worse: Peter Walker [his co-driver] was stuck at Hippodrome for 40min. But then it cleared [the problem was caused by contaminated fuel] and it went okay for a while – I pulled 174mph [on 17-inch wheels] at night. But at 11.56pm, I had total brake failure at Mulsanne and crept back to the pits. The team had repaired it by 1.40am, but decided to withdraw the car."

Stirling's second race with the D was the Reims 12 Hours on July 4-5.

"I had a fair start and gained 300 yards on the first lap. I eventually lapped everybody up to the Umberto Maglioli/Robert Manzon Ferrari. A plug electrode fell out at 1.50am and I stopped, refuelled and continued until 4am, by which time we had a two-lap lead. Peter [Walker] took over and had done only two laps when a driveshaft broke."

Stirling's final D outing was at Dundrod for the 1954 Tourist Trophy on September 12-13. On this occasion he used a 2.5-litre version designed to take advantage of the race's handicap regulations.




LAT

*Stirling Moss raced the D-type three times - and suffered three mechanical failures. Here he waits alongside co-driver Peter Walker for the finish of the 1954 TT*




The Nürburgring Collection

***Despite the promise of a works drive, Jimmy Stewart called it quits after his big D-type crash at the 'Ring***

"I drove it to the circuit and it felt fine, albeit a bit undergeared. I managed a 5min 8sec [3sec faster than the 3.4], but I was having to use Dunlop Road Speed tyres and was very pissed off; there was a big row before this was resolved.

"I was up at 7am on race day to do a few laps to run the car in – the team had changed the pistons after the motor began seizing during practice. But after three laps the engine began to seize again. I slowed for about a minute and it felt okay again. Later it jumped out of second gear and revved to 7300rpm. I got up to third on handicap with a fastest lap of 5min 1sec [2sec quicker than the quickest 3.4]. I handed over to Peter Walker, who had one stop for plugs, and I took over in fourth place, but 300rpm down. Eventually, the oil pump sheared and I waited at the line to be classified a finisher.

"Jaguar were pretty upset about my going to Mercedes in 1955. I didn't have the most reliable time at Jags, but I liked the friendly team and felt very proud walking alongside the C- and D-type at Le Mans."

### *JIMMY STEWART*

WORKS AND ECURIE ECOSSE DRIVER, 1955

HAVING LOST MOSS, JAGUAR SET ABOUT RECRUITING new faces for a team now led by Mike Hawthorn. Among those tried was Ecurie Ecosse and Aston works driver Jimmy Stewart, elder brother of Jackie.

"I tested OKV 2 at Silverstone along with Don Beauman, Desmond Titterington, Ninian Sanderson, Ivor Bueb – and Hawthorn. I was still suffering the effects of a badly broken arm after crashing one of the Aston Martin DB3S coupés at Le Mans, and had to have another go about three weeks later. This went much better – I had a great time flinging the car around in the rain – and [team manager] 'Lofty' England wrote to confirm my place in the team for Le Mans.

"Before that, though, Ecurie Ecosse bought two D-types and entered them for the Eifelrennen in May. I had not quite reached Adenau Bridge on my first lap when the brakes failed and I went backwards – and upside down! – through a hedge. Desmond [Titterington, his team-mate] also crashed for the same reason [probably pad knock-off caused by hub flex]. I was very shaken and knocked about, and Stirling stopped in a Mercedes, helped me out and gave me a lift back to the pits.

"I immediately decided to retire from racing and phoned 'Lofty', who tried to persuade me otherwise. I do regret stopping now (I was only 23), but if I had carried on I might not be here today.

"I loved the D-type: it understeered a bit in the dry, but it was much easier to drive than the C-type and felt much quicker."

### *PAUL FRERE*

WORKS AND ECURIE NATIONALE BELGE DRIVER, 1956-57

THIS FORMER JAGUAR SERVICE MANAGER FOR THE Belgium Motor Company – and noted journalist – joined the 1956 works team after successful tests at Silverstone and Reims.

"I loved the car – but it did not love me. I shared XKD 603 at the Nürburgring in 1956 with Duncan Hamilton, and it was more in the air than on the ground, bottoming out on the bumps. Our speed was limited by that solid rear axle. We broke one of the locating arms for the rear suspension on the first day, and on the next day, when it was ➤

## D-TYPE D-DAYS

**1953** Interim C/D – the 'light alloy car' – is built, developed, tested: 178mph at Jabbeke in October. Car features D's bonnet/nose profile minus 'power bulge'.

**1954** Norman Dewis, Tony Rolt and Duncan Hamilton sample first D-type at RAF Gaydon. It's then tested at Le Mans in early May by Rolt, who beats lap record by 5.2sec. D makes its race debut at Le Mans: two cars retire, but Rolt/Hamilton finish second. Ken Wharton/Peter Whitehead and Rolt/Hamilton score 1-2 in Reims 12 Hours. Season ends with poor showing at Dundrod's Tourist Trophy.

**1955** More power – bigger valves, new cylinder head – and sleeker body: enter the 'long nose'. Mike Hawthorn joins team and wins Sebring 12 Hours (below right) with Phil Walters. Hawthorn/Ivor Bueb also win tragic Le Mans. But other big prizes elude Jaguar: Reims 12 Hours is cancelled; Astons prevail at Goodwood; heroic singleton entry of Hawthorn/Desmond Titterington battles mighty Mercs at Dundrod until crank breaks when in second place. Private teams – Ecurie Ecosse, Ecurie Francorchamps and Briggs Cunningham – can now buy (or rent) cars. And two ex-works Ds fall into private hands: Hamilton and Jack Broadhead.




both: LAT

**1956** Works team uses lighter version of 'long nose'. Hawthorn/Bueb lead Sebring until brake problems intervene. Disaster at Nürburgring 1000Km: one car crashes in practice, two retire from race. Two of three works cars collide on second lap of Le Mans! But Ecosse saves Jaguar's day, winning with Ron Flockhart/Ninian Sanderson. Jaguar announces its withdrawal from racing in October.

**1957** Ecosse buys three works 'long nose' cars – and wins Le Mans again, this time with Flockhart/Bueb in a fuel-injected 3.8-litre car.

**1958** Championship introduces 3-litre limit. Hamilton/Bueb (right) run second at Le Mans before Hamilton crashes avoiding a backmarker in the 20th hour. Elsewhere, D-type is now outclassed at an international level.




**1959** Ecurie Ecosse retains two cars: Masten Gregory/Innes Ireland run as high as second at Le Mans before blowing up.

**1960** In Appendix J form – high windscreen and luggage compartment – Flockhart/Bruce Halford are lying fourth at Le Mans when engine fails on lap 168.

pouring with rain, I managed to lose control between Hohe Acht and Wippermann, plunging backwards down a ravine, completely out of sight. The car did a somersault and ended up 50 feet below the level of the road. I clambered out, thoroughly shaken, and left my helmet in the car as I climbed back up to the track. A marshal saw me without my helmet and said, 'Have you seen the driver?'

"At Reims, I co-drove with Mike Hawthorn and we lost the race to our team-mates when Duncan Hamilton used the superior acceleration of the fuel injection car to catch me and win against team orders. Duncan was sacked from the team as a result of his actions.

"Sadly, it was even worse at Le Mans: I crashed at the Esses on the second lap on a very slippery surface. Moments later Jack Fairman spun his D-type at the same place and was hit by Alfonso de Portago's spinning Ferrari. Both Jags were out. Lofty England was absolutely incredible about it – 'That's motor racing,' he said.

"I drove a D-type at Le Mans in 1957, sharing Pierre Stasse's Equipe National Belge car with Freddy Rousselle. We should have finished second, but a points failure lost us 45min. We finished fourth.

"The D-type was great to drive. The engine was so flexible and the steering wonderful. It was not so good on bumpy roads, but it was perfect for what it was designed to do: win Le Mans."

## *PETER BLOND*

PRIVATEER, 1956-58

'PRODUCTION' DS BECAME AVAILABLE IN 1955 AND Peter Blond bought one in '56. He had started his Jaguar ownership with an SS100 – a 21st birthday present from his father as reward for not drinking or smoking! He moved on to an XK120 and then a 'lightweight' C-type. But one day, while walking down Warren Street in London (a well-known venue for car dealers) something caught his eye.

"I saw a red D-type parked at the kerbside and ended up buying it, on hire purchase, from Bernie Ecclestone. It was painted red from new, the only D to leave the factory in this colour.

"I loved driving it to and from meetings. This was done on a very modest budget: we bought used tyres from 'Dunlop' Mac for £5, while 'Lofty' was incredibly generous and helpful to privateers; he would take a very long time in presenting the bill – a great help to impecunious owner/drivers.

"After the D, I drove for HWM – but also raced one of Duncan Hamilton's Ds occasionally. Once, we were returning from Silverstone to Bagshot in convoy at night, going 100mph uphill, when I saw some headlights going around and around. I realised that Duncan was spinning and jammed on my brakes. They pulled violently to the left and caused me to crash, too. Duncan was frightfully annoyed!

"The D was a tight car, not so fussy or twitchy as the C, especially in the wet. It felt more refined, very tractable and was a much more restful to drive."




*Blond's red D tackles Oulton's 1956 Empire Trophy*

LAT, Graham Gauld



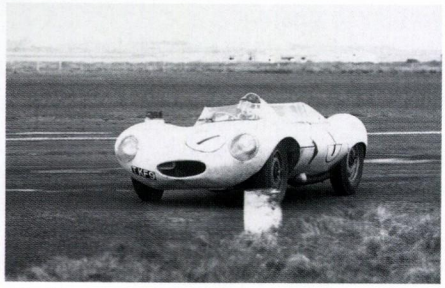

*Frere's ENB D-type leads the Walshaw/Dalton Lotus Eleven on its way to fourth place at Le Mans in '57*

## *IAN SCOTT WATSON*

CONFIDANTE OF JIM CLARK

UNTIL JIM CLARK JOINED LOTUS, IAN SCOTT WATSON was his manager as well as a close friend.

"Jim and I met [Border Reivers team chief] Jock McBain at Charterhall in late 1957. Jock wanted to race sportscars and had purchased the ex-Murkett Brothers' D-type for £1600. Its driver was to be Jimmy Somervail, but when he was unable to leave his farm, Jimmy [Clark] got the ride. He did the first



*Clark in Border Reivers' D-type at Crimond in '58*

## THE TECHNICIANS' VIEW

**STAN SPROAT** JOINED ECURIE ECOSSE IN 1952 AND BECAME ITS CHIEF MECHANIC TWO YEARS LATER. Thus he was there throughout the team's glory years.

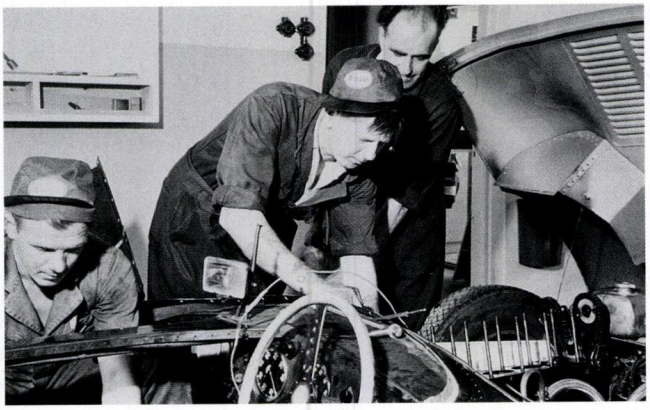
"I went to Jaguar to pick up our first D-type and drove it straight to Silverstone, where it ran a bearing; the second car had no oil filter and I had to use one off a Leyland lorry. The first car was actually owned by Major Thompson of the Ben Shipping Line and we took this car to Reims in 1956, where it broke a halfshaft on the last lap. Because of its limited-slip diff, it was able to crawl across the line to finish fourth.

"At Le Mans, we won, of course, but it was another near-run thing. I had already lowered the compression ratio because of the poor-quality fuel, but it was still too high and number five piston, together with the combustion chamber, was almost burnt out. The car only just made it.

"We also took a car to the Mille Miglia in 1957 for Ron Flockhart to drive. In an attempt to fool the spectators we painted the nose red to kid them that it was a Ferrari coming – that way they would get out of the way. However, the organisers objected and we had to remove it. Ron went well, but the car's rear body structure broke up.

"After Le Mans that year, we drove straight to Monza for the Race of Two Worlds – and did very well: Jack Fairman averaged over 150mph, I think, and actually led on lap one.

"Our drivers were a mixed bunch: Flockhart was reliable but very fussy, Jock Lawrence didn't drive enough, Ninian Sanderson was erratic, Bueb was fast and Jimmy Stewart very fast. Masten Gregory was our quickest driver and, of course, Archie Scott-Brown, who drove for us in Sweden in 1957 and got the car up to third before problems dropped it back. Innes Ireland joined us in '58, but he was no quicker than Flockhart then."



*Sproat (centre) and the Ecosse crew bolted together two Le Mans winners*

**ALAN GEORGE** BUILT RACING GEARBOXES FOR JAGUAR AND WORKED FOR THE FIRM FOR 26 YEARS.

"All the gearboxes were built up from components supplied from the machine shop; the D-type bottom- and second-gear synchromesh was based on a contemporary Rover 'box. Most of the time just three of us built all the competition gearboxes, although I missed the first D-type as I was doing my national service. Eventually I left because Jaguar was very mean: our company pension was something like £69 per annum!"

100mph sportscar lap in Britain, at Full Sutton, and raced the car on 20 occasions, winning 12 of them. He liked it a lot and drove it on the road often.

"At Spa in 1958, I had to leave the night before the race because my father was dying, so Jimmy raced alone. He was not too fond of Spa and did not enjoy the experience, made worse by the fatal accident that befell Archie Scott-Brown in a Lister-Jaguar. When Reivers got its Lister, Jimmy treated it with a great deal of respect."

### *MIKE SALMON*

PRIVATEER, 1959-61

THIS EX-JAGUAR APPRENTICE RACED AN XK120 AND a C-type before buying a D-type from Ecurie Ecosse in late 1958.

"I paid £1850 for it. It still had the 3-litre engine in it and I raced with this in 1959 – but it needed more. 'Lofty' England sold me a wide-angle 3.8 unit for £250 and I had many successes with it, including the *Autosport* Three Hours at Snetterton in 1961.

"The D was lovely to drive on the road, very rigid and all of a piece, not the usual loose, rattling thing that most competition cars were, especially the Ferrari GTO. It was a beautiful handling car, too: you could drive it on the throttle, slide it around.

"The one thing that bothered me about it was the Plessey pump that controlled the brakes. I could reach forward and press the pedal with my fingers and still stop the car! If you braked too hard and the tail lifted, the brakes would lock – then it was scary.

"The car was prepared by myself and Monty Mostyn of Speedwell Garage and nothing major was ever changed. I sold it on to Peter Sutcliffe in 1962 for what I had paid for it." ■




LAT, Graham Gauld

*Victory in Autosport Three Hours at Snetterton in 1961 was one of numerous wins for Salmon and his D*

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*Jaguar converted a D into SS form for Phil Scragg*

## PRODUCTION NUMBERS

CONTEMPORARY RECORDS INDICATE THAT THERE WERE 76 'short nose' Ds. Five had XKC chassis numbers, respectively XKC 401 (the prototype) followed by 402-405 (this last car was never completed), while the sixth was the first to be stamped XKD (406). The production versions started at 509. There was also apparently a glass-fibre experimental vehicle (544) that was supposedly scrapped. Many years later it reappeared with a conventional monocoque.

Sixteen of these cars became XKSS variants, actually unsold renumbered production D-types, and three more were destroyed in the Brown's Lane fire of February 1957 (565, 571 and 574). One car (543), used for display purposes at dealerships, was also destroyed in the fire but its remains sold on. Two more XKSSs were created by the factory in 1958 – out of 533 for Pierre Chemin and out of 540 for hillclimb specialist Phil Scragg.

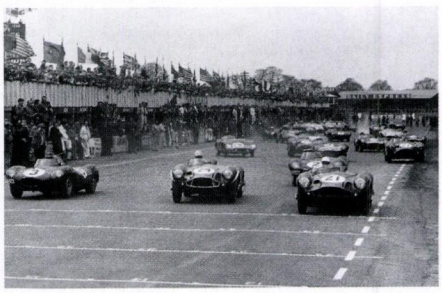
The 'long nose' cars numbered 11 in total: five in 1955 (504 to 508) and six in '56 (601 to 606). 604 was written off and scrapped after an accident at Silverstone in '56, while 602 was also written off, at Le Mans, but its remains were rebuilt into a new 603, which had also been crashed at Le Mans.

Four of these cars used Lucas injection: 601 at Sebring, 602 at Le Mans and 605 at Reims and Le Mans, all in 1956; the other was 606 at Le Mans in '57. (Early experiments were carried out by 504.)

## REAR AXLES

CRITICISMS OF THE D-TYPE'S INABILITY TO COPE WITH BUMPY, windy roads and tracks because of its live rear axle led to experiments with de Dion rear suspension designs. This principle was tried on the original prototype XKC 401 in 1955 and two 'long nose' cars, XKD 505 and 604. Despite suffering driveshaft coupling failures, 604 was raced at Silverstone in this form: it crashed and the de Dion unit was subsequently abandoned somewhere at the factory.

Another technical departure was the testing of a five-speed gearbox at Lindley in August 1956. This too suffered a design fault, causing it to jump out of third gear. But in any case, Jaguar had by then decided to pull out of racing, handing the flag to private teams, particularly Ecurie Ecosse.



*Titterington (3) raced 604 in de Dion form in '56*

## OVAL EXPERIMENTS

THE FLAT-OUT BLIND OF THE 1957 MONZANAPOLIS RACE on the banked Italian circuit suited the D-type admirably, the Ecurie Ecosse cars of Jack Fairman, Jock Lawrence and Ninian Sanderson finishing fourth, fifth and sixth. As a direct result of this, it is reported that a D-type was tested at Indianapolis oval by roadster ace Pat O'Connor. He lapped at 131.965mph, only 7mph slower than the 1957 qualifying times, and stated that limited chassis changes, bigger tyres and a longer (!) stroke could give the car "a real good chance" in the 500.

In 1958, Ecurie Ecosse returned to Monza with its own hastily created offset Lister-Jaguar and D-type, but neither car fared well.



*Fairman (left) was quickest D-type at Monza in '57*

## ENGINE VARIANTS

THE DESTROKED XK UNIT – IN ALL ITS FORMS – WAS NEVER a success. The 2.5-litre engine at Dundrod in 1954 was the basis for the 2.4 Mk1 and developed 190bhp but was never used again in competition.

When the 3-litre limit came into being in 1958, Ecurie Ecosse had already built its own version based on an old MkVII block that gave 234bhp from 2954cc. The factory 2987cc engines gave 254bhp but were plagued by piston failures.

Jaguar tried again in 1959 with a different bore and stroke (85x88mm) based on the BSA Goldstar 'bike unit designed by Bill Nichols. This 2997cc engine developed between 258 and 294bhp in alloy-block form and with petrol injection for the one-off E2A at Le Mans in 1960. They, too, were fragile and tended to snap their titanium conrods.



all: LAT

*Dundrod '54 – D-type's only race in 2.5-litre spec*

One more version, developed by Ecosse's 'Wilkie' Wilkinson, was based on the 2.4-litre block but used a special Laystall crank. The engine's dimensions were square (86x86mm) and it gave 270bhp – but only on a very high compression ratio that caused it to blow out its water under load; it ran at Le Mans 1959 in the Tojeiro – and failed.

The first 3.8 was developed by Cunningham's Alfred Momo and fitted to 605 at Sebring in 1957.

## MAXIMUM SPEEDS

THE TOP SPEED OF THE D-TYPE HAS ALWAYS BEEN A MATTER of conjecture. Quoted figures on the Mulsanne were always slightly suspect as various drivers and pundits have suggested that the cars were still accelerating at the measuring point. Masten Gregory recorded 178.8mph in Duncan Hamilton's 3.8 car at Le Mans in 1957, but Norman Dewis reckons his narrow-screen car reached 192mph in '55. Given that the full-width screen probably cost over 10mph, this might just be possible.

The highest officially recorded speed for a D-type was achieved by Thomas Rutherford of Massachusetts. His specially prepared 'short nose' had a narrow screen, wheel discs and tailpipes. Fitted with a 3.8-litre engine, it was clocked at 185.47mph at Bonneville in 1960.

Elsewhere, Pat Coundley, wife of D-type and Lister racer John, recorded an FTD of 161.278mph at the Antwerp Speed Trials in May 1964, despite heavy rain, to become Europe's fastest woman. M



*Pat Coundley: Europe's fastest lady in 1964, in a D*

# THE DRAG STAR WHO TURNED A CORNER

***IT'S A UNIQUE LEAP – FROM SLINGSHOTS TO F1, VIA INDY AND DAYTONA. BUT DANNY ONGAIS DID THINGS HIS OWN WAY, SAYS PRESTON LERNER***

SOME DRIVERS ARE LEGENDS. DANNY ONGAIS WAS legendary. Danny 'On The Gas', aka 'The Flyin' Hawaiian', is the only driver to have jumped from stardom in dragsters – he's one of the National Hot Rod Association's Top 50 Drivers – to success in major league circuit racing. He won as many Indycar races as Parnelli Jones, drove a Porsche 935 to victory in the Daytona 24 Hours and even made a brief foray into Formula One. But what makes him such a memorable figure isn't what he did so much as how he did it. A quarter-century on, those who were there still remember him outclassing the Indycar field at Brands Hatch, holding his 850-horsepower, flat-bottom beast sideways – down the straight!

"Danny had lots of car control and was braver than *Dick Tracy*," Bobby Rahal says. "I remember watching him at Milwaukee [a flat, one-mile oval], coming off the fourth corner with smoke boiling off his right-rear tyre. It was pretty awesome."

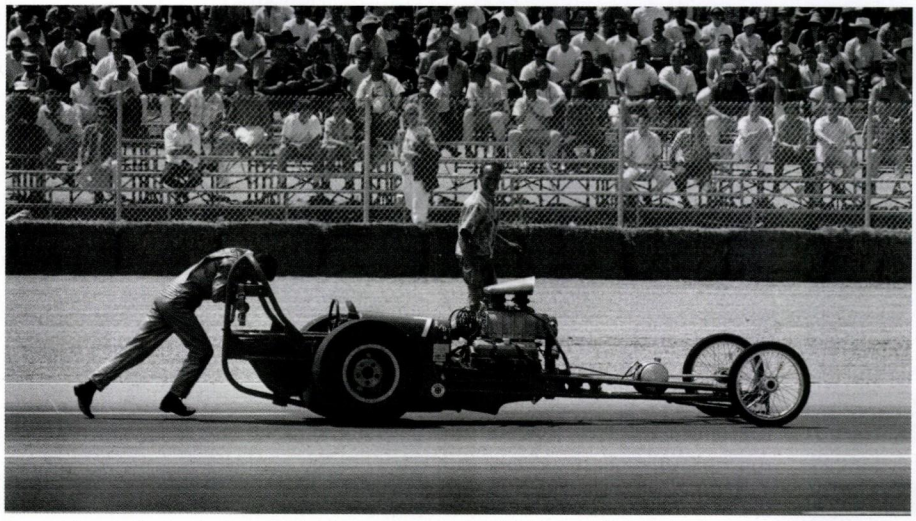
But Ongais' notorious willingness to stand on the gas had some frightening consequences. Over the years he wrecked more cars than all but the most dedicated demolition derby entrants. Most of these crashes weren't his fault, of course. But how many drivers can say they flipped their F5000 car while being towed back to the pits by a wrecker truck?

"Danny was one of those unfortunate guys who things seemed to happen to," says Jim Dilamarter, team manager of Vel's Parnelli Jones, where Ongais got started in Indycars. "I don't know of any driver ballsier than Danny. I'm not sure if that was a good thing or not. There's a fine line between running up to the fence and being on the fence." Or over it!

Ongais was also renowned for being a singularly private man in a relentlessly public sport. He was a reporter's worst nightmare – not for nothing was he also dubbed 'The Silent Hawaiian' – who submitted to interviews with all the enthusiasm of a man going to the electric chair. Even to people who worked with him, he rarely divulged more than name, rank and serial number.

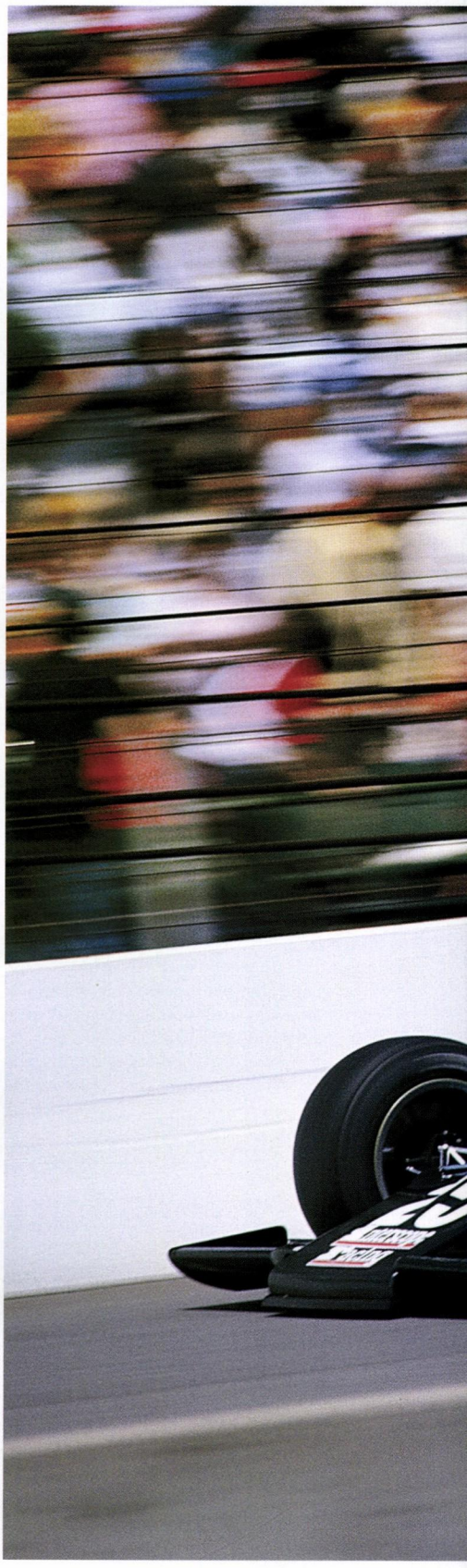
"Nobody really knew much about him – where he lived, his family, stuff like that," explains Jim Chapman, the race director at Vel's Parnelli Jones and Interscope Racing during Ongais' heyday. "You didn't get in touch with him; he got in touch with you. It took me ages to find out that he had a son. I didn't even know he was married!"

Those who know him well say Ongais is clever and genial, with an unexpected sense of humour. ➳



NHRA

***Ongais' most dramatic victory: winning a drag race in 1964 by pushing his broken vehicle over the line***



Bob Tronolone




*Despite being outranked by newer ground-effect cars, Ongais hustled his ageing Parnelli to fourth at Indy in '79, his best result in the 500*

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*Wealthy Ted Field, on left, was Danny's backer, entrant and co-driver for the best years of his career*

Bob Tronolone



*With Field backing him, Ongais tried F1 for 1977, taking his Penske to seventh at Mosport in Canada*

LAT

Now 62 and living in Southern California, he still competes in vintage car races. Predictably, though, he declined numerous requests for interviews for this article. Ongais always hated the limelight. He seemed to believe that actions spoke louder than words. And he saw plenty of action.

"I think he was as good a racing driver as ever came along," says IRL technical director Phil Casey, who spent five years as Ongais' Indycar crew chief. "He had all kinds of talent and a great feel for a race car. And he was always full-bore; it didn't matter if it was tyre testing or racing. I remember one year at Michigan when Danny got two laps of practice and started dead last. He was leading after 20 laps – and won the race going away."

Ongais' circuitous road to Indy began in Hawaii, where he started racing motorcycles as a teenager. In 1962, aged 20, he got a job turning wrenches in the celebrated Dragmaster shop in California. When co-owner Jim Nelson hung up his driver's suit, he auditioned Ongais in his wicked dragster.

"I told him, 'Just drive the thing as fast as you feel comfortable'," Nelson recalls. "He got in there and, shit, he ran that thing quicker than I did right off the bat! He had the natural ability to drive anything. It didn't make any difference if it was fuel or gas or a funny car. He had the balls to stab and steer it."

Ongais' first big win was in Top Gas at the 1964 Winternationals, where he outran speed king Mickey Thompson in the final. Later that year he famously won the *Hot Rod* Magazine Drag Races by pushing his broken dragster across the line after his opponent had red-lighted. Over the next decade, Ongais dragged anywhere and everywhere. At one point, he towed his car on an open trailer and served as its one-man pitcrew as he match-raced across the country. On a European tour he became the first driver to exceed 200mph on a British dragstrip. Then, in '68, he hooked up with Thompson to set 295 national and international speed and endurance records on the salt flats of Bonneville.

By the mid-1970s, Ongais was driving funny cars and Top Fuel rails – often at the same event – for Vel's Parnelli Jones, which ran the most ambitious racing programme in America. Besides dragsters, the team also campaigned Formula One and Indycars of its own design, as well as Formula 5000 Lolas for Mario Andretti and Al Unser Snr.

Ongais wanted to do Indy. He had made an abortive run at the Speedway aboard an outdated Thompson chassis. But he crashed during practice at Hanford and failed to qualify at Phoenix, and so was refused an entry at Indianapolis. So this time around he tried an alternative route.

Danny started running a Formula 5000 car in club-racing competition during 1974. Once he had proved himself, VPJ agreed to prepare an Indycar for him – provided he could bring some sponsorship. Ongais hooked up with aspiring road racer Ted Field, heir to the vast Marshall Field department store fortune. And in '76, Ongais showed up at the California 500 in a Parnelli entered under the Interscope banner. In typical Ongais fashion, he immediately got up to speed and qualified 11th. The race went well for 54 laps. "One thing about Danny: he'd stand on the gas," Jones says. "But ➤

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then he did his upside-down thing. I can still see his car flying through the air."

Ongais was clearly a diamond in the rough. Jim Chapman got a first-hand look at his prodigious but unhoned talent during a tyre test at Phoenix. Former Indy 500 winner Gordon Johncock had set a lap record the previous day. Using the same compound, Ongais, still an Indycar neophyte, went six-tenths of a second faster, a huge difference on a one-mile oval.

"But what I really remember," Chapman says, "was Danny having a tremendous slide in Turn Three. He saved it just before hitting the wall in Four. I observed Danny very closely when he got out of the car to see if his hands were shaking. Well, he couldn't have been more relaxed. He looked like he'd just stepped out of the shower." Chapman chuckles. "He was very thrilling to watch – if he wasn't in your car. Nothing frightened him – and that frightened me."

Ongais notched his first Indycar win – from pole at Michigan – in his first full season. His second year, 1978, was even better: he claimed eight poles and won five races. "We should have won a lot more than that," Casey insists. "We led every race of the season. But we were using converted Cosworths, and maybe that wasn't the best idea."

Field had by this point split acrimoniously with VPJ and spread his wings. In 1977, he bought a

**'Danny was thrilling to watch – if he wasn't in your car. Nothing frightened him – and that frightened me!'**

Penske F1 car and entered it – painted in Interscope's signature black livery – in the US Grand Prix at Watkins Glen. Ongais started last on a damp track, made up 11 places in the first seven laps, then spun out of the race. At Mosport one week later, Ongais finished seventh and would have earned a championship point if the race had lasted another lap.

For 1978, Field bought an Ensign, but Ongais was barely able to scrape onto the grid in Argentina and Brazil, and he retired from both races. "Then, one day, a Shadow [DN9] showed up at the shop," Chapman recalls. "We tested at Silverstone and Danny was faster than Jan Lammers in the works car." Nevertheless, the Shadow was woefully underdeveloped: Ongais failed to pre-qualify at Long Beach and Zandvoort. "It was a case of pulling the trigger too soon," Chapman says. "Even in those days you couldn't just show up in Formula One and be competitive. And Danny hadn't grown up in road racing. Frankly, I'm amazed that he did as well as he did."

Despite this F1 misadventure, Interscope was making its mark in American endurance racing. The team followed the standard practice of the day, pairing a well-heeled patron with a megaquick hired gun. But Field and Ongais were faster than most of the competition, and Interscope never stinted on its cars – turbo Porsches, first a 934 and later a 935.

The Porsche connection paid dividends when the German manufacturer decided to rework its flat-six engines for Indycars. Interscope became Porsche's factory representative, reprising the role which Penske Racing had played in the development of the 917/10 Can-Am car. Ex-All American Racers designer Roman Slobodynskj was hired to create a new chassis.

Unfortunately, the turbo boost allowance mandated by USAC rendered the engine uncompetitive, and the project was stillborn. Meanwhile, Ongais continued to run his old Parnelli. Although the car wasn't fast enough to compete with the new ground-effect machines, he finished a career-best fourth at Indy in 1979 and third at Watkins Glen in '80.

In 1981, Interscope's own ground-effect chassis was finally ready. Ongais was the third-fastest qualifier at Indy. In the race, after leading briefly, a CV joint broke, sending the car head-on into the wall. Those were the bad old days when drivers had virtually no protection for their legs and feet and a lot of guys limped around with what was known as 'The Indy Shuffle'. Bones were sticking out of Ongais' driving suit after the wreck. "At the time," Dr Steve Olvey reported later, "he was probably one of the worst injured drivers to actually survive the crash and get resuscitated at the scene."

Ongais was out of action for several months. His injuries healed, but his career never recovered. He spent most of the next year racing a diabolically quick Lola T600 in IMSA competition, ending the season by co-driving Field to wins at Pocono and Daytona. But for Field that was the end of the road: he walked away from racing with hardly a backward glance and focused on producing movies and music.

For Ongais, only anti-climax remained – a few partial seasons, a handful of successes and the inevitable wrecks. The cruellest disappointment came in 1987, when he landed a dream ride with Penske at Indianapolis. But he was concussed in a practice crash and the doctors wouldn't clear him to race. Al Unser drove Ongais' car to his fourth Indy 500 victory.

The CART/IRL split in 1996 gave Ongais one last shot of glory. When Scott Brayton was killed while practising in the car he'd already qualified on the front row, the 54-year-old Ongais was drafted to replace him. He started last and spun early when the light-switch power delivery of his Buick engine caught him out on a restart. But by the end of the race, he was the fastest driver on the track and finished a fighting seventh. In many respects, the race was a metaphor for Ongais' career.

"He'd come out of drag racing and motorcycles, so speed didn't frighten him," Chapman says. "But it's hard to make the transition to road racing and high-speed ovals, especially at his age. He had a lot of talent and on any given day he was as quick as anybody. Who knows how good he would have been if he'd been given time to develop."

Over the years, Casey worked with drivers who won 14 Indy 500s. He rates Ongais as highly as any of them: "He had a lot of bad luck, but he was as good as there was. And I guarantee you, he could get into a race car today and still be competitive." M



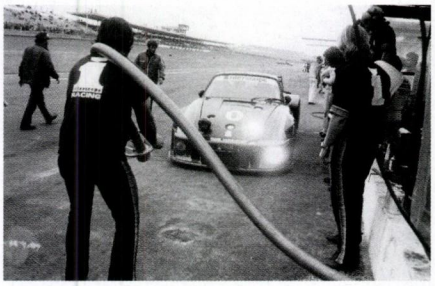
LAT

*At Brands in '78, Danny was sideways everywhere*



Bob Tronolone

*Private but relaxed, Ongais knew no fear in a car*

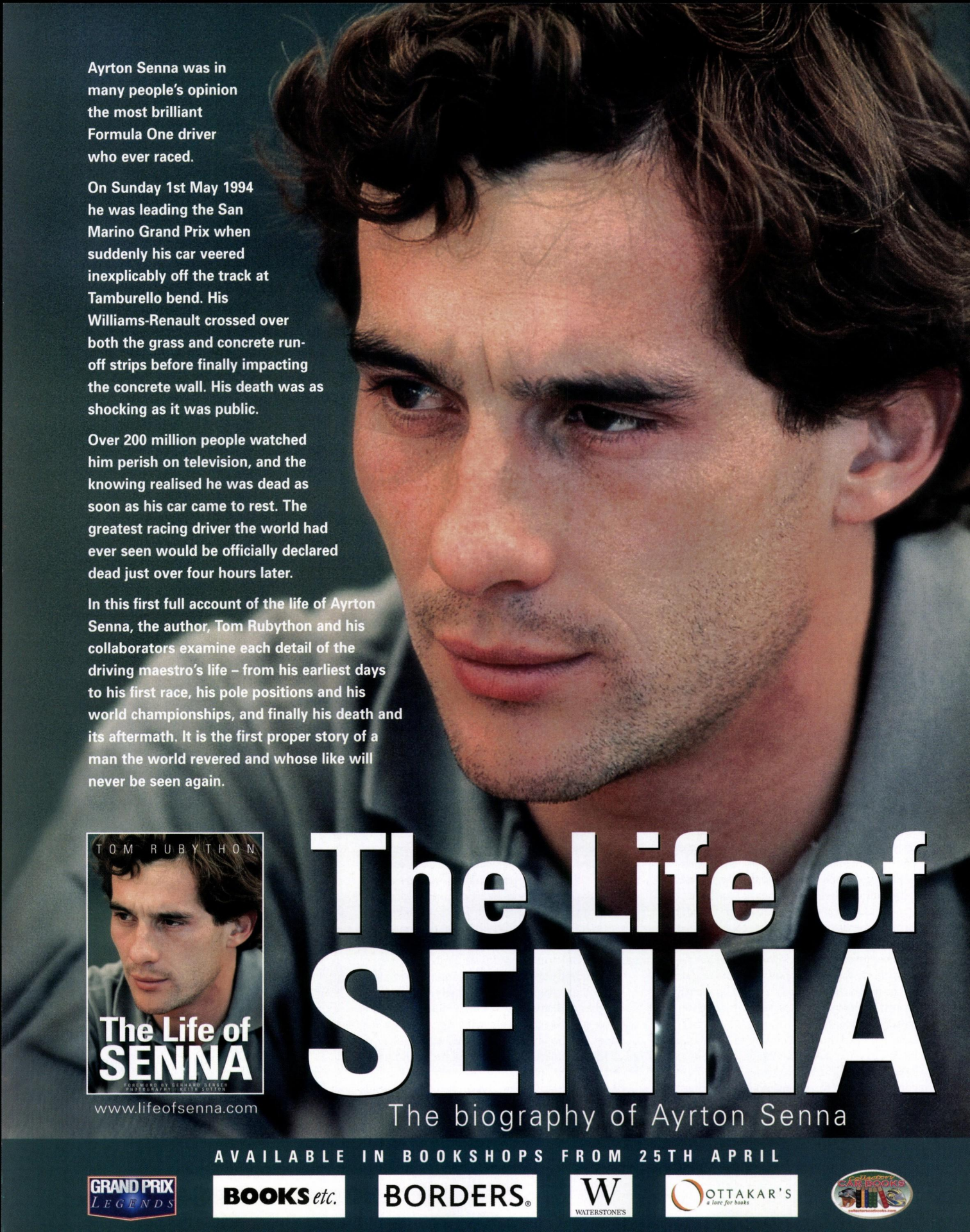

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*Ongais/Field/Haywood 935 won Daytona in '79*



IMS

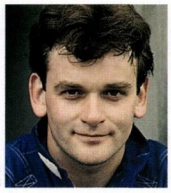
*Danny's last 500 was '96 – a typical fighting finish*


Ayrton Senna was in many people's opinion the most brilliant Formula One driver who ever raced.
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*Michele Alboreto leads Kenneth Acheson (2) into the first corner at Pau. They would soon clash*



LAT

# UPHILL STRUGGLE

***WHEN KENNETH ACHESON TANGLED WITH MICHELE ALBORETO HE KNEW HIS RACE WAS RUN. BUT, HE TELLS ADAM COOPER, IT ALSO HURT HIS CAREER***

"In 1980, I fought with Stefan Johansson and Roberto Guerrero for the British Formula Three title, but it was really hard to put a Formula Two deal together for the following year. I ended up going with Alan Docking, who had works support from Toleman. I was on a very tight budget – even my old man supported me.

"I seemed to qualify quite well, but didn't have much luck in the races. Then I had two really bad races in Italy, where I was absolutely nowhere. Pirelli had only so many good tyres to go round; my team-mate Stefan got them, and I didn't – but then he had a budget. There was also a problem with the sidepods – basically, they weren't even bolted to the car!

"I remember after Italy I went back and went through a big list of problems with Alan. The team worked really hard, stripped the car down and refitted everything. Then we went to Pau. They had fixed the car, and because I'd done so badly in Italy, Alan made a big effort for me.

"It was my first time there, but I liked the track, and it just clicked. I put on really hard springs to stop the car bottoming out, and the thing just worked: I had good traction, good turn-in, and I could use all the cambers. In final qualifying I went out and did three or four laps, and did a time. Then I had a problem with the fuel pump, so I didn't use qualifiers. However, nobody went quicker until right at the end, when Michele Alboreto just pipped me on sticky tyres. I should have been on pole by miles and, in the warm-up, I was about a second quicker than anyone. Because of the budget situation, I knew that this time I had to get a result.

"Alboreto had just got into Formula One with Tyrrell. I remember him coming to me on the grid and saying, 'Let's be careful at the first corner,' and I said, 'No problem.' I actually followed him for about two laps; he was in a Minardi, and he was struggling for grip everywhere. I was absolutely on his tail, and I had Geoff Lees up my backside, and he had Thierry Boutsen up his.

"Then Alboreto locked up and went wide at the first corner, and I went down the inside. My front wheels were just behind his front wheels when we were coming out, and I thought we'd accelerate up the hill together. There was room, but basically he just came straight across, trying to block me, and put me up on the footpath. I was tight against the barrier, trying to avoid the pit boards – I couldn't go anywhere.

"Our wheels were interlocked all the way up the hill, and I remember thinking, you've got to give me space, because if I back off, you're going to be destroyed, and I need room to actually get out of this. I even lost my nose, but I thought I could still win the race, as I was so quick. He didn't back out – I still don't understand why.

"As soon as he braked, I tried to brake and, basically, I took off. I remember thinking I was going to go over the wall, which has a 40- or 50-foot drop the other side, so that would have been pretty terminal. But I hit the wall and glanced off it. At this point, I was still in mid-air and saw I was about to hit another wall head-on. I closed my eyes and that was that. There wasn't a lot left of it, believe me.

"I was upside-down at first, and the extinguisher went off and burned the back of my leg. They didn't stop the race, so the cars were racing past me for about 10 laps until they towed me down a side road and eventually cut me out. I remember looking down and my leg was going at a right angle. I didn't understand that, because I didn't feel anything at all. I had a compound fracture. It was a bit of a mess.

"It's difficult to say, but Pau was probably a turning point in my career. Basically, I lost a year, lost momentum. Everybody said, 'He's not the same driver since the accident.' You do lose your confidence, but the real problem was that I didn't fit in at Ralt the following year, and to prove your detractors wrong you have to do something exceptional.

But at least I met my wife when I had my broken leg! I keep saying to her that's the reason why I was slow afterwards..." M



*Open road heroes: by1902, town-to-town races such as Paris-Vienna had created monsters like this Panhard 70*

NMM

# LIFE AND DEATH ON THE OPEN ROAD

***MOTOR RACING BEGAN WITH ALMOST UNBELIEVABLY EPIC EVENTS, OFTEN OVER HUNDREDS OF MILES OF UNSURFACED ROADS. BILL BODDY REMINDS US OF THESE PIONEER FEATS OF TOWN-TO-TOWN ENDURANCE***

I FIND IT ALMOST IMPOSSIBLE TO CONTEMPLATE THOSE GREAT OPEN-ROAD, town-to-town races of the early 1900s. Ordinary motor cars were primitive, scarcely in wide ownership, and were at first almost universally disliked, especially by horse owners. Yet these races, for cars of ever increasing power and pace, were set off over rough, terribly dusty roads, between cities or sometimes from country to country. The distances were enormous, far too long to be more than minimally guarded. The intrepid pioneer racing drivers had to contend with all this plus the dangers of cattle, horses, sheep and other animals, and, more seriously, pedestrians who had never before seen, and had no idea of the speeds of, the approaching cars.

Yet it happened, after a trial rather than a race, in 1894, over a mere 78 miles from Paris to Rouen. The organisers, the daily newspaper *Le Petit Journal*, used a selection of routes to try to minimise objections, and received 120 entries. But as these included vehicles propelled by hydraulics, levers, pedals, passenger weight, electricity and compressed air, it was not surprising that only 19 started; 17 finished, the slowest at 6.1mph. Count de Dion was fastest on his steam-carriage, averaging 11.6mph for nearly seven hours. He was followed by two Peugeot petrol cars, the fastest averaging 11.5mph. Those who had no objection to the new mode of transport threw flowers and fruit at the drivers, and school children were lined up to watch this unique, and now historic, event.

The following year, in June, the first real race was organised by the same newspaper. Count de Dion felt that the race distance should be 7-800 miles, but *Le Petit Journal* said that would encourage sheer speed, of 15 or even 20mph. This might result in an accident with severe political consequences, whereas in a race of nearer 80 miles out and back, reliability as well as pace would be required; and anyway, the first prize was to go to a car with more than two seats, not to an outright racing car. The newspaper lost, and the course chosen was Paris to Bordeaux and back – 732 miles! It had almost 70,000 francs prize money. Out of 32 starters, 15 petrol cars, six steamers, and a Jeantaud electric finished.

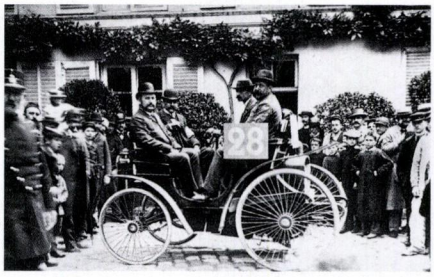
In fact, most of the faster cars retired early. Emile Levassor led on a Panhard-Levassor with the new two-cylinder Phenix engine of 4bhp at 800rpm. This driver, whose name should be among those of the aces, drove through the night on oil lamps to arrive at Russec at 3.30am following the 12.05pm start, found his reserve driver was in bed, and continued immediately, arriving at Bordeaux at 10.40am. After signing in, he turned round and drove off to Paris, refusing a co-driver, stopping every 100km for water, etc.

Levassor on his crude, tiller-steered Panhard was welcomed by an enormous crowd at the finish at Porte Malliot, having averaged 15mph over two days on his solo drive. Three Peugeots followed, but the spectators had to wait six hours and more to see them. As the Panhard was a two-seater, Levassor was placed second. But what an epic drive; it was 109 years ago, remember.

History suggests it was the Paris-Bordeaux-Paris race which proved that, for cars, petrol was superior to steam. It also saw the advent of the pneumatic tyre as an alternative to steel and solid rubber ones, but Michelin's heavy Serpollet steamer was too much for his new tyre and more development was required.

By 1896, road racing was well-established and included the 1062.5-mile Paris-Marseilles-Paris contest. This was not quite as severe as it sounded, because it was spread over 11 days: Paris-Auxerre, Auxerre-Dijon, Dijon-Lyons, Lyons-Avignon and Avignon-Paris. Thirty-two started, the crowds huge. Mayard's 8hp four-cylinder Panhard, built for the purpose, had an enclosed back axle and gearbox to exclude the dust. Tube ignition was almost universal, the burners frequently blowing out on the 6hp flat-twin rear-engined Peugeots. Tyres, steering and ignition were well tested and Mayard, another great pioneer driver, won on the bigger of the two Panhards at 15.7mph, total driving time 67hr 42min 58sec. Merkel's Panhard was second (15.5mph), a Panhard 1-2-3 being spoiled by the very gallant, hard-pedalling Viet riding a 3.5hp De Dion tricycle (third at 14.9mph).

The second day had been run in ferocious storms; a Bollée that had collided with a fallen tree was so bent that its steering-column sloped forwards instead of backwards, and Delahaye had to cut up another tree before he could proceed. Levassor had hit a dog when leading by four hours; the Panhard overturned and the occupants were flung off, but only bruised. His co-driver took over and finished 0.1mph behind Viet. Bulls charged two cars and two vehicles collided with carts. Thus was pioneer racing!



Adriano Cimarosti

*Type 3 Peugeot, beaten by steam car on 1894 trial*

**'Bulls charged two cars, and two vehicles collided with carts. Thus was pioneer racing!'**

Things were now in full spate, with Panhard and Peugeot racing for publicity as well as research, and De Dion tricycles having proved their practicality. 1897 saw the Paris-Dieppe with two Panhards beating a Peugeot, in the two-seater class, Count de Dion's steam four-seater the outright winner, at 24.6mph for the 106.2 miles. Paris-Trouville, 107.7-miles, saw a Panhard win from a Peugeot, at 25.2mph, outpaced by a Bollée in the 'Cycles' class at 28.2mph.

Speeds were increasing. In Marseilles-Nice-La Turbie, the famous hill included, the Count de Chasseloup-Laubat's de Dion steamed away from a Peugeot and four Panhards, doing 149 miles at 19.2mph. Crowds were getting ever more prolific, difficult for the soldiers to control, and carts and animals still used the roads with the racers. It was an age of fearless driving, Thibault's Panhard, for instance, rolling over in the La Turbie race due to reckless cornering, the very short wheelbases of around 6.5 feet making many of the cars difficult to control. In towns, cyclists led the racers through from the time controls, which was just as well, because very large numbers of curious onlookers came to see the new automobiles.

The great driver of the time was undoubtedly Levassor. He died in 1897, as a result of his accident in the previous year's Paris-Marseilles race. Public ➳


LAT

*Charles Fournier on a Mors reaches the German capital to win the 1901 Paris-Berlin*



Adriano Cimarosti

*Mayard's Panhard, built for 1896 Paris-Marseilles-Paris race, which it won*

subscription enabled a magnificent monument to him to be erected at Porte Maillot where he had finished his stupendous run from Paris to Bordeaux back in 1895; it was unveiled in 1907.

Next came a two-stager from Versailles to Bordeaux, with a stop at Tours. It was organised by *Le Velo*, with the ACF's help, and was won by popular René de Knyff on a 6hp Panhard, at 22.1mph, from Fernand Charron's sister car, Panhards 1-2-3.

The first international race took place in 1898, from Paris to Amsterdam, a distance of 889 miles. The great race was highly dramatic. Since 1893, France had introduced drivers' licences and what equated to an MoT certificate, but most of the 69 entrants hadn't had their cars examined. The Prefect of Police informed the ACF that all the racing cars were to be submitted to this and the drivers checked. The ACF had to ring or telegraph all involved. Monsieur Bonnet, the police engineer, began to operate under this obsolete by-law at 6pm on the evening before the start, but left for dinner at 6.15, not returning until 8.15. The drivers rebelled. Bochet called out the infantry to impound the cars, half a squadron of the Second Hussars posting two guns ready to fire on any car which tried to pass them.

M Bochet's plans were defeated by moving the start to Villiers, outside his territory. During the night the racing cars were taken over the border, by train or towed by horses. However, their petrol supplies had been overlooked. Brave Amedée Bollée undertook to collect them in a horse-drawn cart, and the race was on! Racing cars were now becoming more powerful. Starting at 8.37am, Charron's 8hp Panhard averaged 32mph, with another of these Panhards second.

The following year saw an orgy of road races, mostly over what were then regarded as moderate distances. An exception was the five-stage Tour de France, using a circular 1350-mile route. De Knyff won on a 16hp Panhard (39.2mph) from Leonce Girardot's 12hp Panhard.

The Paris-Trouville event included an ingenious handicap involving many forms of transport. The victorious 16hp Mors averaged 35.2mph, the fastest motorcycle 32.5mph, the best bicyclist 19.4mph, a horse and rider 8.5mph, and the pedestrians' class-winner 4.9mph.

During 1900, circuit races were beginning to be held, presumably because so much interest was being exhibited in the great races that if simple grandstands and access bridges could be built, a charge could be collected from spectators. Thus the Circuit de Sud Ouest (209.5 miles) was won by De Knyff's Panhard, 43.8mph. But long town-to-town races continued in spite of increasing public resentment. Racing nearly ended after two cars collided in an inside passing move at a corner and ran into the spectators in the Paris-Roubaix race, injuring several, including the wife of the Deputy for the Department of the Seine. *Le Velo*, the organiser, would be proceeded against, all racing banned in that area, and all the competitors fined. It blew over, perhaps because the forthcoming Gordon Bennett race was too important to abandon; Charron and Girardot (36.8mph) scored for Panhard. The other great 1900 event was Paris-Toulouse-Paris (837 miles), which great Levegh's 24hp Mors coped with at 40.2mph, ahead of a trio of Panhards of like-rated power.

**'Bochet called out the infantry to impound the cars, posting guns to fire on any car which tried to pass'**



Malcolm Jeal

*Emile Levassor, winner of the first road race, in 1895*

The International theme was well exploited in 1901 when they raced from Paris to Berlin, 687 miles in three stages, which the brilliant Henry Fournier won at 44.1mph, only just disposing of two of the older-type Panhards of Girardot and de Knyff, but Panhards had five consecutive places ➠

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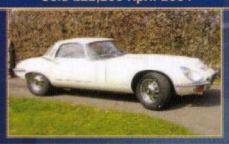
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after Brescia's Mors which finished fourth. British driver Charles Jarrott finished on a 40hp Panhard which George Du Cros of Panhard's let him borrow, as Jarrott was agent for these cars in London; it was painted green to offset its racing number 13.

Circuit races were more prevalent in 1902. On the Circuit du Nord (lap distance 53 miles, total 537 miles), Maurice Farman (Panhard, 44.8mph) won from four Serpollets, Du Cros going with Jarrott on a 40hp for the ride, as W O Bentley did with Birkin in the 1929 TT. In the Circuit des Ardennes (318.2 miles), Jarrott on a 70hp Panhard at 54.0mph, won from Gabriel's Mors and Vanderbilt's Mors.



Hulton Getty

***The wreck of Marcel Renault's car after his crash***

The big race was Paris-Vienna, 615.4 miles including the dangerous Arlburg Pass, in three stages, in which the Farman brothers, Henry and Maurice, sandwiched Elliot Zborowski's delayed Mercedes, winning speed 38.4mph. Marcel Renault on a 16hp Renault gained much acclaim for being 0.5mph faster in the Light Car class than the big Panhard. The cars were now becoming very fast, Fournier's Gobron-Brillié averaging 71mph on one section. Wooden chassis were still used but the fearsome Panhard-Levassor 70s had transverse front springs, to save weight, not cost, or to spare the chassis stresses from the engine, as an expert explained. Mass starts had been used in two races, though thought to be dangerous; the occasional racing collision, as now, occurred. Timing even in those times was to 1/5th of a second. I am not sure that I believe that the dust could be so bad that drivers only saw some corners by looking at the tops of the trees.

Town-to-town and country-to-country racing sadly came to an end in 1903. The impressive Paris-Madrid race had received 275 entries, equal to 135 miles of spread-out cars. But it became a disaster. The cars were very fast, of which almost all of those people using the roads they raced over were unaware. Conditions of intense rivalry or inexperience resulted in terrible accidents to the onlookers – estimated at 3 million in total – and to drivers and mechanics, apart from spectators killed. Horrified Government officials stopped the "race of death" at Bordeaux, insisting that the racing cars be towed behind horses to the railway station, for return to Paris.

Gabriel had driven splendidly that far in a streamlined 70hp Mors over the 342 desperate miles, at 65.3mph. The number of cars he had to overtake from his 82nd starting position has been justifiably praised, although it was not the number of those who left ahead of him, as Kent Karslake explained in MOTOR SPORT. He estimated that 40-60 were still racing by the time the flying Gabriel caught up with them. Nevertheless, his drive belongs to history! Salleron's Mors 70 was second, Jarrott third, in a heavier, less powerful De Dietrich.

Lorraine Barrow, who had said jokingly the night before, "Drink up and be merry, for tomorrow we die", swerved to avoid a dog and went into a tree at 80mph, killing his mechanic and fatally injuring himself. Louis Renault, whose 30hp Renault was leading, was timed at nearly 90mph, unaware that his brother Marcel had hit a drain while overtaking a slower car, his Renault overturning, and had died soon afterwards. Louis withdrew when told. Stead had been duelling with Salleron for 150 miles when they collided. Stead was badly hurt. Delaney's De Dietrich overturned. Porter's Wolseley went into a wall and the mechanic was killed. A Napier hit a tree. Tourand ran into a group of spectators, killing his mechanic and a soldier. Many others crashed. And so it went on, and on. The total number of killed and injured may never be fully assessed.

It altered the world of racing, to the regret of one famous driver who saw circuit racing, compared to town-to-town events, as putting a premium on daring driving made possible by knowledge of the course over which drivers can practise before the race, compared to hundreds of miles of narrow roads, with corners, turns, maybe mountain passes, in which to test one's racing capabilities.

Remember for a moment those heroic drivers who raced over the never-ending road, towards the far horizon. M



LAT

***Crowds gather at Champigny for first car Tour de France, in 1899 – four years before cycle version began***

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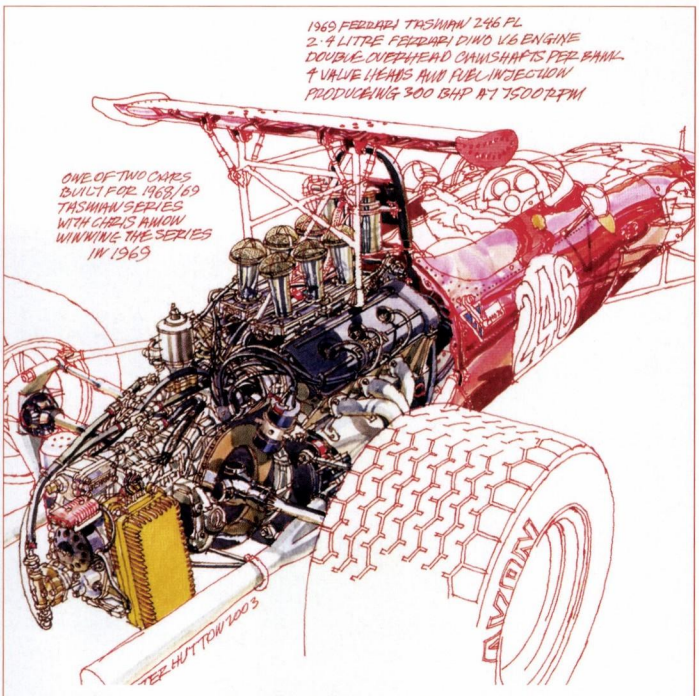
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# VENTURI EFFECT

***IT BEGAN WITH A GAME FOR BORED PLAYBOYS, AND ENDED BY BRINGING A FRENCH RACING LEGEND HIS FINAL INTERNATIONAL VICTORY. GARY WATKINS TELLS THE STORY***

NO-ONE COULD HAVE PREDICTED THAT AN UNAUTHORISED 'cannonball run' through France would lead to the final international victory of Henri Pescarolo's illustrious career. But when a group of Parisian rich kids jumped in their Ferraris to race down to St Tropez, they were setting in motion the wheels that would put a little French supercar builder on the front pages of French sports daily *L'Equipe*, courtesy of the four-time winner of the Le Mans 24 Hours.

Venturi was barely known in France, let alone elsewhere in the world, when Stéphane Ratel, a wealthy 28-year-old who dabbled in the exotic car market, went knocking on its door to see if it would build him a one-make racer. His friends wanted to repeat the cannonball game, but Ratel, the 'organiser' wasn't quite so keen. "I was thinking that I was lucky I wasn't in jail," he recalls, "so I said that the next year I would organise a day on a racetrack."

One of Ratel's friends happened to work for the group of which Venturi was a part. Hence the trip to its factory down in Nantes near the Atlantic coast. With the sportscar market in the grip of recession, the company was keen to help out.

A turbocharger was slapped on the Renault V6 which powered its staple product, and the styling tweaked with a nod to the Ferrari F40. The result was put on display at The Palace Hotel in St Moritz in January 1992, with startling results. "It was amazing," recalls Ratel. "I sold 55 in one evening."

More than 70 cars were built for the inaugural Venturi Gentleman's Trophy and many of the drivers who took part, most of them new to racing, decided that they wanted to compete at a higher level. So Ratel went back to Nantes with his ideas before returning to St Moritz with a full-house GT1 racer, the 500LM. This time he sold seven cars, all of which turned up for the 1993 Le Mans 24 Hours.

"Then my clients said, 'Now what are we going to do with our cars?'," explains Ratel. The answer was simple: create a series for them.

After a pilot race at Paul Ricard in late 1993, Ratel linked up with Porsche's Jürgen Barth and Patrick Peter to create the BPR Organisation and the International GT Endurance Series. Peter had come on board because, after successfully reviving the Tour de France Auto, he now wanted to do the same for the 1000Km of Paris at Montlhéry.

Venturi had already claimed a first international victory when the series visited Dijon at the beginning of May, courtesy of Michel Ferté and Michel Neugarten in their Jacadi/Pilot Racing car, updated to 1994 600LM specification. Four weeks later, on a bumpy Montlhéry which incorporated the better part of the 1920s oval, a brand new 600 owned by former touring car driver Jean-Claude Basso swelled the Venturi ranks. He had invited living legend Pescarolo to share the car.

The five 600LMs entered all qualified in the top six, the only interloper being an F40. One by one the faster machinery hit trouble, while the experienced Pescarolo and Basso nursed their mount through a seven-and-a-half-hour marathon to win by a lap.

It was an unlikely victory for a car which many considered too fragile for this most inhospitable of racing environments. Pescarolo's cautious approach certainly played a part. "If we want to finish, we have to be very gentle," he said during the event. "You have to drive this race like Le Mans."

But 10 years on, he puts the victory down to the fact that Basso's car was brand-new. Ratel agrees. "The Venturi," he reckons, "aged very quickly."

A win for Pescarolo, an icon in France, made the headlines, not least because his victory came 25 years on from his triumph in the previous 1000Km at Montlhéry. Venturi did win again, at Spa in July, but by the end of the year the company had changed hands and Ratel had fallen out with its new owner.

With McLaren on its way into GT racing with the F1 GTR, Venturi had enjoyed its day in the sun. M




*1972 British GP, Brands: Walker retired with rear suspension failure; his team-mate Fittipaldi won*

# UP IN SMOKE

***AUSSIE BATTLER DAVE WALKER SHONE BRIGHTLY IN 1971 ABOARD A GOLD LEAF LOTUS FORMULA THREE CAR. BUT WHEN HE STEPPED UP TO FORMULA ONE WITH THE TEAM AND JOHN PLAYER SPECIAL, IT ALL TURNED BLACK. MICHAEL OLIVER FINDS OUT WHY...***

"I WILL NEVER FORGET IT – EVEN though it only lasted six laps before the thing blew up. Instead of cars going past me on the straights, I was actually able to pull up alongside and outbrake them into corners – a physical impossibility with the engines I'd had before. I thought, 'This is a piece of cake'. And that was quite a shock." Dave Walker is describing his first experience of a Series 12 Cosworth DFV during the 1972 Austrian Grand Prix – a race that typified his F1 career: a glimpse of potential followed by an anti-climactic letdown.

Walker made the switch to the John Player Team Lotus Formula One squad on the back of a dominant Formula Three season: 25 wins from 32 starts, including the prestigious Monaco and British GP support races, and two UK titles, the Shell and the Forward Trust. He made his GP debut during the season too, in the four-wheel-drive Lotus 56B turbine at Zandvoort.

He blotted his copybook on the latter occasion, spinning off when a points finish beckoned, but his F3 success that year played a major part in persuading John Player to extend its sponsorship of Lotus for another three years, as team manager Peter Warr acknowledges: "At the time we went to Silverstone [for the British GP] our contract with Player's was up for renewal. Dave drove a blinding race to win the F3 event, in front of Player's top brass, and on the strength of that we promised him the F1 ride."

Walker was signed as number two to Emerson Fittipaldi for 1972. It was a gilt-edged opportunity. But while the Brazilian went on to become the youngest-ever F1 world champion, Walker's 10 starts brought him seven DNFs – all due to mechanical failure – and zero points. His career was tarnished.

Opinion is divided as to why he failed to make an impact. Walker cites several factors: lack of testing, unfamiliarity with the bulk of the circuits, inferior engines and car specification, being barred from set-up changes. His mechanics – and Warr – point to a lack of mechanical sympathy and a failure to adapt to F1.

Who can say one is right and the other wrong? For example, in the Spanish GP at Jarama, Walker ran out of fuel in the closing stages when on the tail of a three-car group disputing fourth. Was this his fault for racing too hard when fuel was tight or a preparation error by the team? Yes, Fittipaldi won the race with less fuel aboard than Walker, but he had been conscious of the need to conserve juice after a last-minute leak left him starting slightly short...

That lack of testing certainly hampered Walker's efforts with what he freely admits was a hard car to drive: "The Lotus 72 was unique in terms of its torsion-bar suspension; it had a lot more anti-squat and anti-dive than probably any other F1 car at the time. It was just very different." His first test set the tone for the rest of the year. "We went to a damp Brands Hatch for the best part of half a day. And that was all the time I had in the car before the first grand prix. I did absolutely zero midweek testing from the beginning of the season to the end."

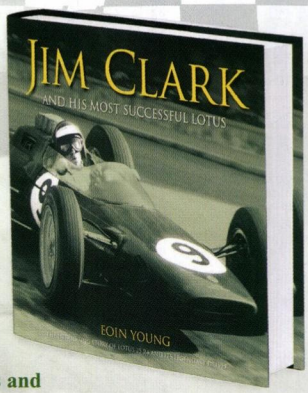
Fittipaldi had faced a similar situation in 1971 – little testing, little F1 experience – and endured a lean spell. Now, though, he was doing all the team's testing, visiting most major European circuits prior their grand prix. Walker, who ➠




Phipps/Sutton

***All that glisters... Walker didn't have too much to smile about during his one and only season on the F1 grid***

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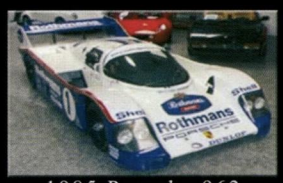
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had only raced at Jarama, Monaco and Brands Hatch before, was forced to learn the other racetracks in practice.

Walker's mechanics from that year, Rex Hart and Steve May, still strenuously deny his assertions that he was handed inferior equipment, insisting that the cars were prepared to the same level. But Warr does concede that Fittipaldi's number one status penalised Walker: "If there were any development bits, Emerson would get them."

This was understandable. Even Walker's mechanic from the F3 days, Ian Campbell, concedes the point: "Who would you give the best of everything to – the bloke who is going to win or the bloke who may finish seventh or eighth? You try your best for the number two driver, give him the best of what's left, but you sure as hell don't give him the latest engine or dampers, do you?" The practical manifestations of this policy meant that, as late as August, Walker was driving a car with a specification last used by Fittipaldi in May.

**'You try your best for the number two – but you don't give him the latest engine, do you?'**



*Glum at the Glen: US Grand Prix would be Walker's last. He retired with a blown engine*

Phipps/Sutton, LAT

Engines were another Walker bugbear: he regularly complained of down-on-power DFVs. It's not disputed that Fittipaldi had access to the latest Series 12s, as befitting someone challenging for the title, but more than 30 years on it's hard to verify the specification of engines allocated to Walker. Contemporary data shows that at least one engine (DFV 082) was raced by both men at different points of the year. It is also recorded that Walker had to use an old Series 9 in practice for the Austrian GP. Certainly, he had more than his fair share of engine blow-ups, but whether this was a symptom or a cause of his being allocated lesser-spec power units is difficult to say.

Being prevented from making major set-up changes was another issue which Walker feels held him back: "Whenever I wanted to make a change to something, I pretty much wasn't allowed to. I'd just be flatly told, 'It's set up the same as Emerson's and he's going a second quicker, so what's your problem?' Well, we were two very different drivers, you know!" This difficulty was compounded in Spain and Monaco, where Walker was forced to use Fittipaldi's spare having damaged his own car. Unsurprisingly, the Brazilian wasn't keen on major changes being made to this chassis in case he needed it. Campbell recalls that Walker liked a much stiffer set-up than Fittipaldi and agrees that this would have been a problem: "I remember Dave saying to me that they wouldn't make the car stiff enough..." Hart denies this, however, stating that stiffening Walker's car "made no difference at all."

Enough of the car, what about the driver? Could he have been lacking? Unsurprisingly, this is something which Walker does not cite as a contributing factor. (What professional racing driver would given that a deep-seated self-belief is what keeps them going?) His lack of F1 experience perhaps showed on occasions: at Monaco, he pitted to complain of poor handling in a wet race when there was oil on the track; in Belgium, he stopped to report no oil pressure only to discover that the needle had fallen off the gauge!




*Promising GP debut in tricky Lotus 56B turbine ended in Zandvoort sand*

Which brings us to mechanical sympathy. May says: "Dave would come into the pits and his engine would be red-lined. This happened on several occasions." Additionally, there were instances when Walker was slow to pick up on warning signs of an impending blow-up, a bad habit that did not endear him to his team, or to the other drivers sliding around on the resultant oil slicks. Walker was also accused of being hard on his gearboxes. It's a charge he vigorously denies: "In all my career up to that point, I had never damaged a gearbox, or had a gearbox failure." ➤

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Walker was accused of lacking something else: race fitness. There is a huge gulf between 20-mile F3 sprints and 200-mile GPs. "We had to lift him out of the car in South Africa," says Hart.

But according to Warr, it was another 'gulf' – that between low-powered F3 cars and sensitive, torquey F1s – that caused Walker's ultimate GP demise: "What let him down was that he had only ever driven cars with an on/off switch. He'd never had to master the delicacies of throttle control which a car with 450-500bhp demands."

Former Lotus Components boss and GRD founder Mike Warner, who ran Walker in F3 and championed his cause on numerous occasions, tends to agree with this: "Dave never could quite make that transition. He was very successful outside of F1, but it never quite clicked once he was in it."

In the end, however, it was probably the politics of a team focused so heavily around 'Emmo' that ensured Walker's F1 fate. He was simply in the right team, with the right car, at the wrong time.

"On paper, Dave had all the right credentials," says Campbell. "He was obviously an exceptionally good racing driver. Unfortunately, when he went into F1, he joined a team in which Emerson Fittipaldi was absolutely at the peak of his powers; everything was done the way he wanted it.

"If Dave had gone into a team that had coaxed him along, been more patient with him, pandered to him a bit, I think he would have done better, because I think he had the ability to do it; I can't believe that he didn't. If you'd have put Emerson Fittipaldi in Dave's F3 car during 1971 he wouldn't have done any better, would he?"

Perhaps not. But in 1972, when it really mattered, it was no contest: Fittipaldi struck gold, while Walker stumbled into a black hole. M

**'He had never mastered the delicacies of throttle control which a car with 450-500bhp demands'**

## GETTING THERE...

WALKER'S JOURNEY TO FORMULA ONE WAS A LONG, HARD SLOG. He trained to be an accountant until a chance meeting with some motorsport enthusiasts changed his life. His racing career began in Australia during the late 1950s with a second place in a hillclimb aboard his twin-cam MGA. A race at Gnoo Blas followed and the bug had bitten.

He made an abortive trip to England in 1962 and had to hitch-hike home, where he quickly realised that his racing future lay in single-seaters. Walker purchased a Formula Junior Brabham which he campaigned with some success in domestic events until a serious crash in the '65 Tasman round at Lakeside.

He returned to Europe in 1966 and had a handful of Formula Three drives before his money ran out. Undaunted, he scraped the funds together to buy a Merlyn Mk10 for '67 and embarked on a season as an 'F3 gypsy', criss-crossing Europe, living on start money and prize money. His first big success came in June when he won the Adriatic GP on the daunting Preluk road circuit at Opatija, Yugoslavia.

A switch to UK Formula Ford for 1968 yielded a Lotus link-up towards the end of the year and he used a works 61 to win the Les Leston Championship the following season.

He moved back up to F3 for a few races at the end of 1969 and his performances were enough to secure a works ride with Gold Leaf Team Lotus in the category for '70. Although the prestigious MOTOR SPORT/Shell Oils title just eluded him, eight wins and the Lombank Championship were reward for a very strong campaign.

And then everything clicked in that all-conquering 1971 Formula Three season. Dave Walker had arrived. At last.

## AND COMING BACK?

WALKER SIGNED WITH THE NEW GRD FORMULA TWO TEAM FOR 1973. But it was to prove an even more disastrous year for him than '72. He broke a leg in a car crash and then, in August, had a far more serious road accident which virtually severed his left arm. The limb was saved but never regained its full movement – a career hammer blow.

Sportscar and F2 outings followed in 1974 with Toj, and in '75 Walker drove an F5000 Chevron B28 for John Macdonald. Although he was straight back on the pace, he soon decided that the time had come to retire: "We went over to Zolder and had some major brake problems in practice and the race. I had a couple of spins but got out of it without hitting anything. But when I got back to London that night, I said to my wife, 'I think it's time I stopped. I'm trying too hard and I don't feel comfortable.' Physically, it wasn't all there – the left arm was not strong enough and I was overcompensating in other ways."



both LAT

*F5000 at Brands Hatch in '75*

After a few Canadian Formula Atlantic races in a Lola, Walker hung up his helmet for good at the end of 1975.

Today, he runs a boat charter business in Queensland. Having stepped back from its day-to-day running, however, his interest in fast motoring has been rekindled. We may yet see Dave Walker back on track...



*The good times: Monaco GP support race was one of 25 F3 wins in '71. Walker avoids a spinner*

# CELEBRITY DEERSTALKER

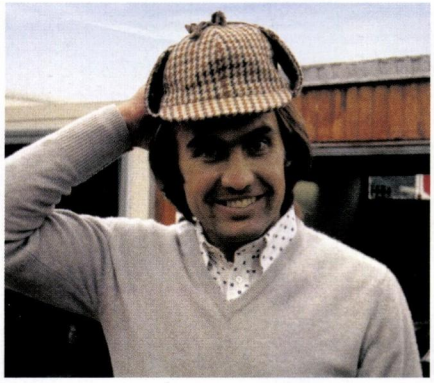
***NOW FOR SOMETHING COMPLETELY DIFFERENT. PEDRO RODRIGUEZ WAS MEXICAN, BUT HE STILL LIKED TO SPORT A DEERSTALKER. SO DEDICATED FAN LUC GHYS PAID TRIBUTE BY SNAPPING F1 DRIVERS WEARING ONE...***

"CRAZY? MAYBE I AM..." ADMITS LUC GHYS. EVEN back in the comparatively relaxed 1970s, a request from a Belgian Pedro Rodriguez fan to have his photo taken with you wearing a deerstalker must have seemed a little random. But as this collection shows, most grand prix drivers did not object.

Ghys called on an aunt living in London to buy a deerstalker to match the titfer worn by his hero Rodriguez. She arrived in Belgium the day after the Mexican was killed in July 1971. Luc was devastated.

As a tribute (and a novel way to break the ice with F1 stars), Ghys began chasing personalities around the paddocks to collect a unique album of photographs. They were taken at Belgian Grands Prix at Nivelles and Zolder between 1973 and '76, and also at the British GP at Brands Hatch in '74.

Luc didn't own a camera and had to borrow one for his quest. But with the help of his brother Carlos, friends and Carlos's girlfriend (the woman who appears in some of these shots), he captured most of the GP stars of the decade. Only two turned him down: a hassled Jacky Ickx and an unimpressed Graham Hill. So here are F1 drivers in deerstalkers – and Luc's favourite memories of them.



*Carlos Reutemann: 1973 Belgian GP, Zolder*



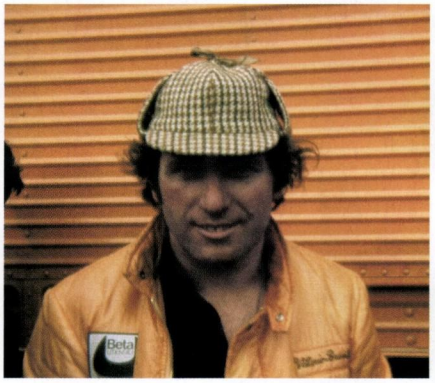
*Alan Jones: 1976 Belgian GP, Zolder*



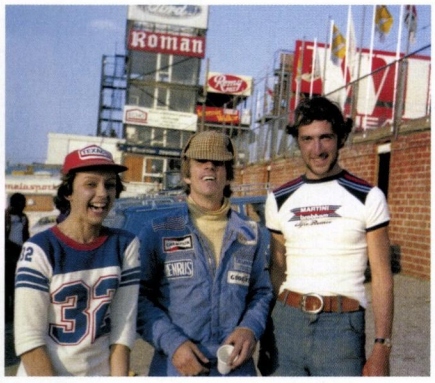
*James Hunt: 1974 British GP, Brands Hatch*



*Jean-Pierre Jarier: 1974 Belgian GP, Nivelles*



*Vittorio Brambilla: 1975 Belgian GP, Zolder*



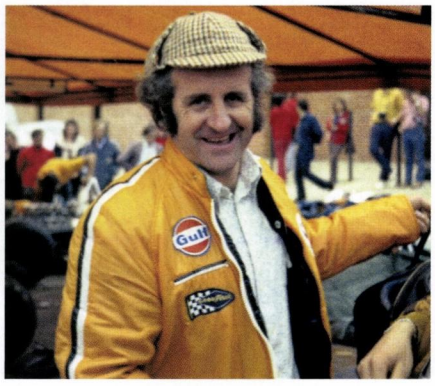

*Brett Lunger: 1976 Belgian GP, Zolder*



*Carlos Pace: 1974 British GP, Brands Hatch*

"BY 1975 MOST OF THE PICTURES WERE IN AN ALBUM and I took it to Zolder for the Belgian GP. After the race, I ran into Vittorio Brambilla who wanted to see the whole album. He was nearly finished when a curious Carlos Pace walked by. Vittorio told him that there was a photo of him and Pace asked me into the Marlboro lounge so that he could take a look too. I had to explain everything to him in detail. He was accompanied by a very beautiful lady who translated my stories into Portuguese.

"Denny Hulme left a great memory too. He had a reputation of being grouchy; I must have got him at a good time. I met him again at the Oldtimer GP in 1992 and showed him his photo with the hat. He was delighted and showed it to the people he was with. Only two months later he was gone."



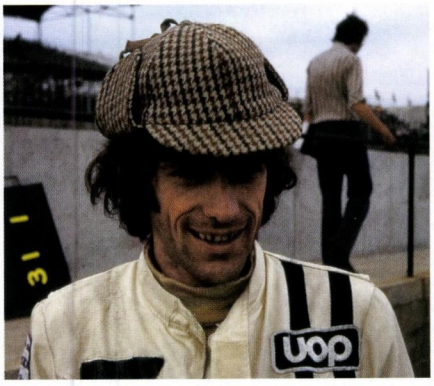

*Denny Hulme: 1973 Belgian GP, Zolder*



*Lord Hesketh: 1974 British GP, Brands Hatch*




*Gunnar Nilsson: 1976 Belgian GP, Zolder*




*Tom Pryce: 1974 British GP, Brands Hatch*




*Mario Andretti: 1976 Belgian GP, Zolder*




*Ronnie Peterson: 1973 Belgian GP, Zolder*

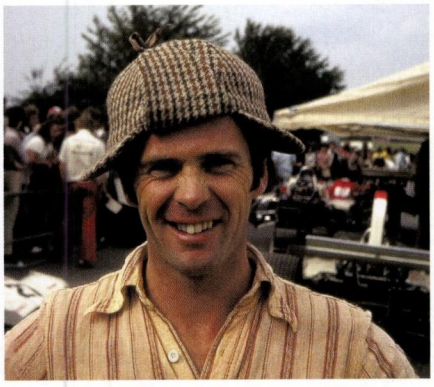
"We arrived at Silverstone on the Tuesday before the 1973 British GP. Ronnie Peterson and Emerson Fittipaldi were giving rides to journalists and guests in a Lotus Europa and an Elan. I had Ronnie's deerstalker picture with me and one of Fittipaldi's wife, Maria-Helena. She was sitting on the pit guard rail, so I showed her the photo and we got talking. Then Peterson stopped and asked if anyone wanted a ride. There was no-one around, so I put my hand up. The door was closed and I had fastened my belts when there was a knock on the window. It was Lotus team manager Peter Warr asking if I was Press. When I admitted I wasn't, he said, 'Out!' But Fittipaldi's wife convinced him to let me have a ride. Those two laps with Ronnie was an experience I will never forget."



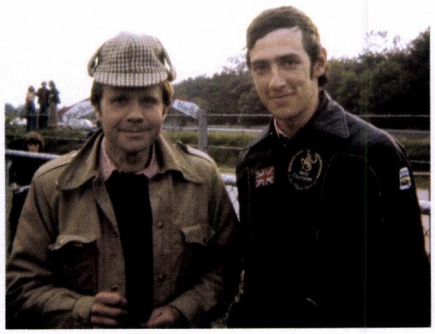

*Lella Lombardi: 1975 Belgian GP, Zolder*




*Ken Tyrrell: 1976 Belgian GP, Zolder*



*Peter Gethin: 1974 British GP, Brands Hatch*



*Mark Donohue: 1975 Belgian GP, Zolder*



*Jochen Mass: 1974 Belgian GP, Nivelles*




*John Surtees: 1976 Belgian GP, Zolder*

AMILCAR – A NAME REDOLENT OF THE SMALL SPORTING CARS PROLIFERATING IN France after WWI. And a name which more than 60 years after the firm's demise still gives rise to speculation about its origin.

Founded in 1921, Amilcar combined the names of its two financial backers Joseph Lamy (who had provided finance for Le Zebre before WWI) and Emile Akar, a grocer by trade. Gabriel Voisin claimed that he suggested the name, but it could also have been a phonetic interpretation of the name of the company president, Emile Akar. In any event, it was a good choice.

## *BACKGROUND*

Two ex-Le Zebre engineers, Edmond Moyet (chief engineer) and André Morel (in charge of development testing, but with ambitions to be a racing driver) were the driving force behind the company, while Lamy was sales director. They were a successful trio, at least during the 1920s, when the four-cylinder side-valve products of the Amilcar factory at St Denis proved cheap, light, economical, handled nicely and had good sporting looks. But in 1925, Amilcar went a stage further than its rivals by developing a six-cylinder car, one of the very few pure racing cars to enter production before WWII.

Amilcar and Salmson were strong rivals, both in commercial success and driving pleasure, and the battles between them on and off the track were fierce. At St Denis the directors had given Moyet a free hand to plan a new engine that would reaffirm the marque's superiority over Salmson. Moyet's answer was a racing voiturette powered by an engine based on one bank of cylinders of the V12 Delage 2-litre grand prix car which first appeared in 1923.

Work progressed steadily from mid-1924 onwards. The first two cars were typed the CO (an abbreviation of *course*), the engine of 1098cc (55x77mm) with one-piece cast-iron block and integral cylinder head. The crankshaft ran in seven main bearings, with rollers for the inner bearings and ball-races for the ends. The twin overhead camshafts were driven by spur gears at the front of the engine and operated two valves per cylinder; oil was fed to the valve-gear through the hollow camshafts. Ignition was by magneto and there was dry-sump lubrication.

**'In 1926, the new Amilcar team proved the sensation of voiturette racing and was almost invincible'**

Originally, the CO was not blown, but in 1926 a Roots-type supercharger was fitted. Mounted at the front of the engine, this compressed at a hefty 17psi and was lubricated from a separate oil tank. A Solex carburettor was used. Power output unsupercharged was around 75bhp at 6500rpm, and 90bhp at 5600rpm after the blower had been added. Transmission was by a single-plate clutch and four-speed gearbox. The chassis was similar to that of the four-cylinder CGS model, with front suspension by semi-elliptic front springs and quarter-elliptics at the rear. The body was a very neat, pointed-tail two-seater in unpainted aluminium alloy.

## *EARLY RACES OF THE WORKS CARS*

After Morel had extensively tested the first car at the new Montlhéry 'autodrome', he drove it at Gaillon hillclimb in October 1925. Apart from winning his class, 12mph up on the previous record, he finished third overall behind René Thomas (Delage) and Jean Chassagne (1.5-litre Darracq). In '26, the new Amilcar team, consisting of Morel, Charles Martin and Arthur Duray (replaced in '28 by Jules Moriceau), proved the sensation of voiturette racing and was almost invincible.

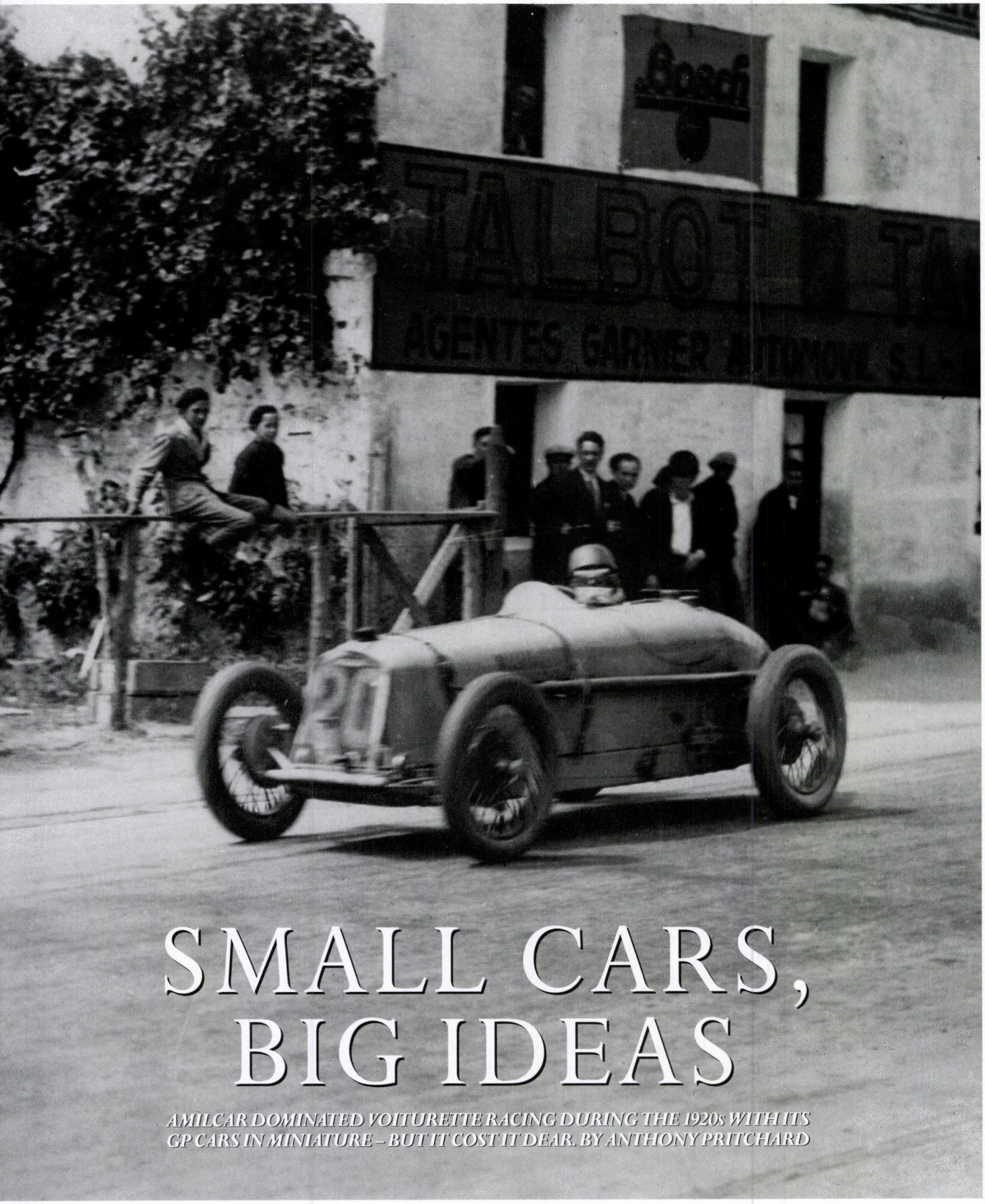
The season started in February with La Turbie hillclimb: Morel won his class. A month later two cars were entered in the voiturette class of the Provence Grand Prix: Martin retired, but Morel won the class from a Salmson. In May, Morel and Moriceau, sharing a car, broke three class world records at Arpajon, including the flying km at 123.21mph. Morel and Martin drove the usual cars in the French Voiturette Grand Prix at Montlhéry, but Duray had the new CO, with a 3in shorter wheelbase of 7ft 1in and more rigid construction. There were only one or two of these cars and the three team members drove it (or them) at different races in 1926-27. Although the Amilcars dominated the early laps of the 87-mile Montlhéry race, all three retired with valve spring failure.

After a number of successes in minor events, Amilcar ran in the 249-mile Italian Voiturette Grand Prix at Monza on September 5. In another display of St Denis superiority, Morel (who averaged 82.60mph) and Duray took the ➤



courtesy of Desmond Peacock

***Another voiturette victory: Charles Martin in the new CO at San Sebastian, 1927***




# SMALL CARS, BIG IDEAS

*AMILCAR DOMINATED VOITURETTE RACING DURING THE 1920s WITH ITS GP CARS IN MINIATURE – BUT IT COST IT DEAR. BY ANTHONY PRITCHARD*

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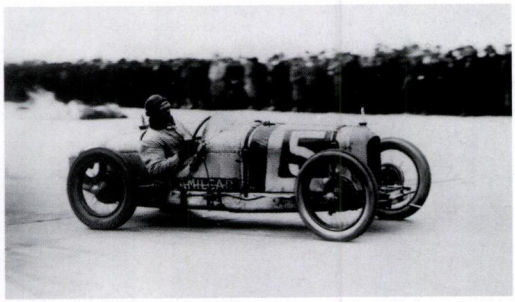
### BROADCAST SCHEDULE

**Friday 23 July**
**09:00 – 18:00**

**Saturday 24 July**
**08:00 – 18:00**

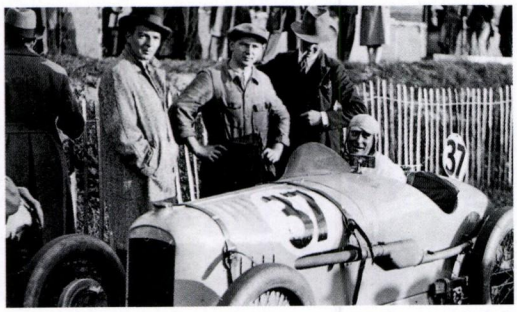
**Sunday 25 July**
**08:00 – 19:00**

·standard CET times



all: courtesy of Desmond Peacock

*CO's first race saw Morel beat Salmson in 1926 Provence GP*



*Martin led an Amilcar 1-2-3 in class in 1926 Brooklands 200*

## STARTING THE C6 AMILCAR

- Turn on the oil tap situated between the oil tank and the main oil pump
- Make sure that the fuel tank vent is closed
- Use the hand air-pump to produce a pressure in the fuel tank of about 1.5psi
- Turn on the main fuel tap
- Check the gauge for pressure in the carburettor
- Turn on the tap that permits fuel to reach the Ki-gas starter system
- Unscrew the Ki-gas pump from the locked position
- Turn on the electrical master switch
- If the engine is cold, give three pumps from the Ki-gas system
- Turn on the ignition
- Make sure that the ignition is retarded
- Press the starter button
- After a few pops and bangs the engine will settle down and run smoothly

(N.B. Originally, no self-starter was fitted to these cars – they were started on the handle)



*André Morel was development engineer and works driver*

first two places ahead of de Joncy (BNC); Martin retired because of supercharger failure. The works team then made a sensational UK debut in the JCC 200-Mile race at Brooklands on September 25, when Martin won the 1100cc class at 66.65mph, followed across the line by team-mates Duray and Morel. In October, Duray won at Montlhéry, while Morel set a new course record in the 17 Tournants hillclimb and again won his class at Gaillon.

During 1926, Moyet had worked on the CO *monoplace 'expérimentale'*, a narrow streamlined single-seater with no brakes at the front and much reduced weight. The driver straddled the propshaft and the gear lever was between his legs. Morel tested this car at Montlhéry, found it so bad that he, apparently, would not even talk about and it was dismantled so that the components could be used again. There is no known photograph of this car.

### *THE WORKS CARS IN 1927-29*

Following the relaxation in the regulations requiring racing cars to have two-seater bodywork, Moyet developed the CO *déporté* for 1927. This was an offset single-seater with a shorter stroke 56x74mm (1094cc) engine, with the supercharger mounted horizontally to cure a tendency to flood. Claimed maximum power in this form was 105bhp at 6500rpm (subsequently increased in '28 to 107bhp at 6700rpm). The chassis was narrower, lower and stronger. Amilcar built only three of this model, two with traditional radiators and one with a cowl.

During 1927, Amilcar continued to notch up a large number of successes. The first appearance of the CO *déporté* was in May in a speed trial at Bordeaux, where with this car and a CO Morel took first and second places in his class. In July, Martin won his class in the 430-mile San Sebastian GP, but Morel retired because of wheel bearing failure. Other successes were wins by Duray in the Voiturette GP at Montlhéry and in the 1100cc category of the Boulogne Light Car and Voiturette GP. In the JCC 200-Mile race at Brooklands in October, Morel won the 1100cc class and came second overall to Malcolm Campbell's Bugatti; Vernon Balls, who had sponsored the entry and been loaned a works car, was third; Martin made it a 1-2-3.

**'André Morel found this car so bad that he would not even talk about it, and it was dismantled'**

Amilcar scored another string of wins in 1928. One of the CO *déporté* cars was fitted with a 1270cc engine said to give 118bhp at 6700rpm. The cars now ran in both the 1100 and 1500cc classes – and frequently won both. There were fewer voiturette races this year and many of Amilcar's successes came in sprints and hillclimbs, but Moriceau finished fourth overall (first in class) in the Grand Prix d'Antibes in April and won his class in the Rome Grand Prix.

St Denis had also been developing the MCO record cars (also known as the MCO *déportés*), which appeared in 1928 in both 1100 and 1270cc forms. Offset single-seater bodywork was retained, but they had a wheelbase shortened to just under 7ft, they were narrower, lower and substantially lighter than previous cars, and had a streamlined body with headrest and discs over the wire-spoked wheels (sometimes at the front only).

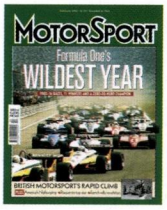
The 1100cc car ran in sprints at Arpajon, Montlhéry and Geneva, while Morel won a number of events with the 1270cc car in July. Amilcar could no longer afford a works racing programme and the competition department closed early in 1929. Moriceau entered a 1270cc car privately at Indianapolis that year, and qualified faster than five cars with 1500 engines, the maximum allowed; he retired after he spun off on lap 31 and damaged the steering.

### *THE PRODUCTION CARS*

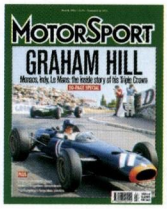
The six-cylinder car was such a success that amateur drivers pressed Amilcar to sell them one. Moyet put in hand work on a suitable version, designated C6 (C for *client*). The chassis was a shorter but wider version of the CO *court*, the cylinder dimensions were the revised 56x74mm, the head was detachable and there were smaller valves. On a reduced boost of 8.4psi the claimed output was 62bhp at 5600rpm. After a C6 chassis had been shown at the 1926 Paris Salon, a car was tested at Montlhéry and production examples became available in mid-1927. The C6 was sold only as the two-seater Supersport with cutaway cockpit sides, and cost 60,000FF, more expensive than a Bugatti Type 37. By 1930, the price had risen to 80,000FF, and the last example was sold in '31. ➳

OTHER SELECTED ISSUES AVAILABLE UPON REQUEST

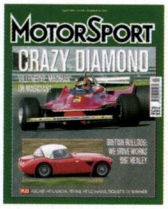
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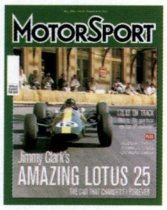
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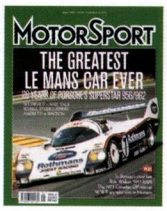
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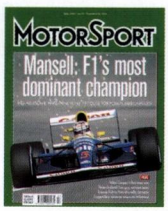
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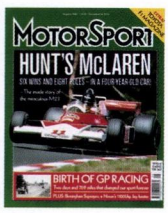
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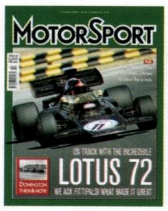
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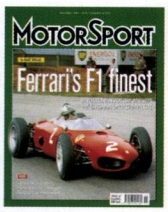
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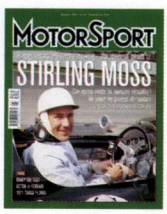
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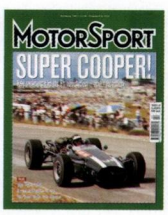
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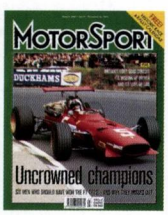
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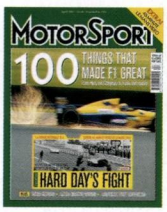
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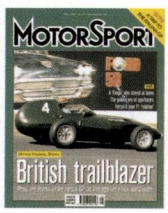
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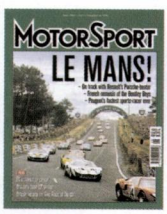
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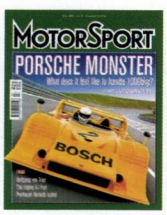
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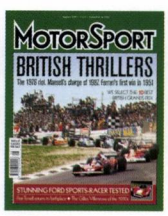
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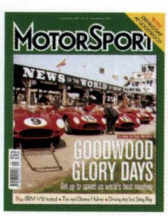
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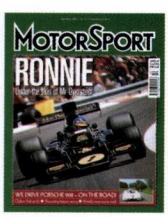
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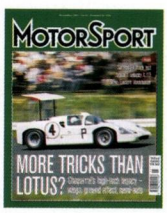
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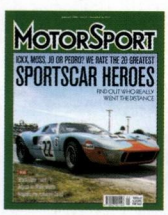
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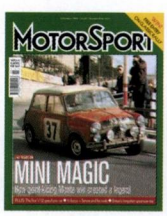
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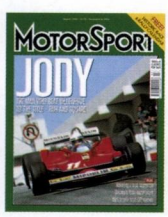
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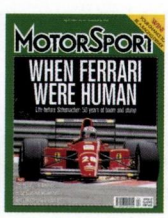
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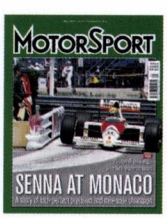
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The majority were sold in France and the best-known buyer was José Scaron, the Amilcar agent in Le Havre, who achieved many successes from 1928 until '33. Vernon Balls, the UK agent, imported seven C6s and raced one himself; other examples were sold in Belgium, Italy, Sweden, Germany and Switzerland. British owners of C6s did well at Brooklands and similar venues.

One of the outstanding performers was W E Humphreys who had his black-painted car prepared and modified by Alec Francis. He fitted special camshafts, six separate water take-off pipes rising from the cylinder above each bore to cure overheating round the valves, and a special Amherst Villiers supercharger compressing at 16psi. With the C6 in this form, Humphreys lapped at 105.97mph in a short handicap race in 1931 and was leading the 1100cc class of that year's 500-Mile race when the front axle broke three laps from the finish. Henken Widengren had his car fitted with an offset single-seater streamlined body with a long, pointed tail. He took it to Montlhéry in '33 and broke the 1100cc hour record at a speed of 115.54mph.

### *AMILCAR'S DECLINE*

Amilcar reached its peak with the six-cylinder racing cars – and then it was downhill all the way. The company survived the 1920s on the continuing – albeit waning – demand for its four-cylinder cars and the prestige of the racing voiturettes. The firm gradually moved over to the production of touring cars with four-cylinder and straight-eight engines, adopting a Delahaye engine for one model in '34, and was taken over by Hotchkiss in '37.

The last Amilcar was the Compound, with front-wheel drive under Grégoire patents. Announced in 1938, the Compound featured unit construction in Alpax aluminium alloy, independent suspension front and rear, a 1185cc side-valve engine, a four-speed gearbox mounted in front of the engine and cable linkage to a gearchange mounted on the dashboard. It was a hotchpotch of the advanced and the abysmal. Production did not get under way until '39 and fewer than 700 had been built when WWII halted production. It also brought an end to Amilcar, although Hotchkiss survived until '55 and an improved Compound was revived by Imperia in Belgium in early post-war days.

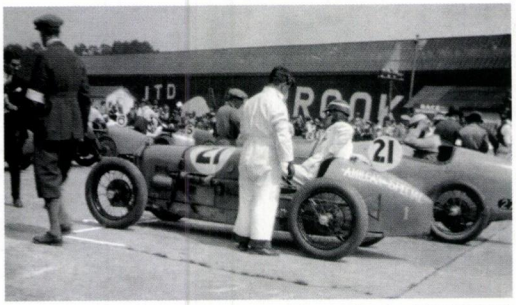
**'It's a long time since anyone took performance figures for these near 70-year-old cars'**

### *BERNARD HARDING'S C6*

Total Amilcar six-cylinder production amounted to close on 40 cars, of which something under half survive worldwide. Two of the most interesting were the cars raced by Humphreys and Clayton (the later was so extensively modified that it became known as the 'Clayton-Amilcar'). Both were acquired by Owen Finch immediately after WWII. They were frequently raced and modified by him and parts were exchanged between the two. In 1961, Bernard Harding acquired one of these cars, which has the chassis of the Humphreys car but many parts from the Clayton car. Subsequently, he obtained the log book of the Clayton car and adopted its original registration number, YV 91.

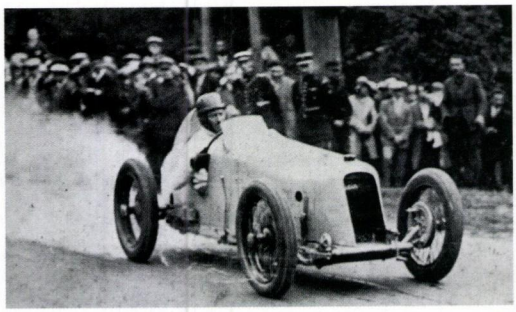
Bernard rebuilt the car, and he has recently rebuilt it for a second time. An Amilcar C6 must be one of the few historic racing cars which can be driven on the road. The method of starting a car of this type was common for the period, but is very complicated by today's standards – the procedure is set out on p83. There is, of course, a central throttle. When you are satisfied that the car is fully warmed up, then the ignition is fully advanced and away you go. For road use, this Amilcar is fitted with a fishtail silencer, but still remains noisy, barking under acceleration and roaring as speed builds up.

Stopping power is excellent thanks to hydraulic brakes with Alfin ex-Aston Martin DB2 drums; the ride is firm on its Hartford dampers, but not uncomfortable. Hold-ups necessitate retarding the ignition to prevent the engine from stalling. It is a long time since anyone took performance figures for these now near-70-year-old cars, but the acceleration is fierce, and on ordinary main roads the C6 cruises happily at around the legal limits – with plenty more to come. Don't complain about the lack of originality of Bernard's car; there's no such animal as an original C6. As chassis numbers were on a plate attached to the body and usually have been lost through carelessness or convenience, it is by major modifications that individual C6s can be identified. M



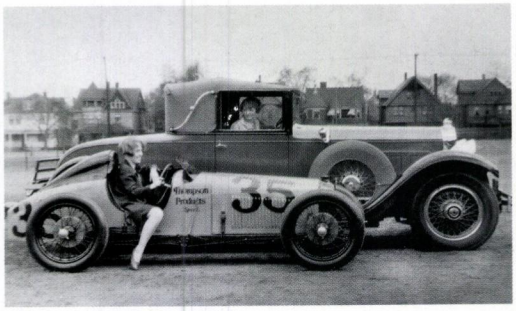

Glenn Robb

*Amilcar loaned Vernon Balls a works car for the 1927 JCC200*



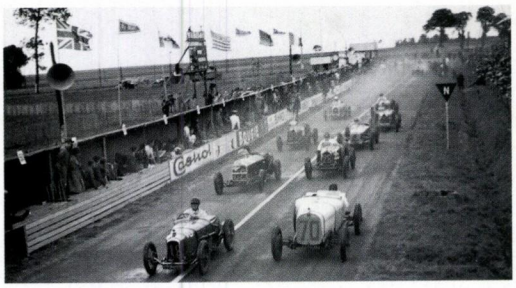
Glenn Robb

*MCO offset car set 1500cc record at Gaillon hillclimb in 1928*



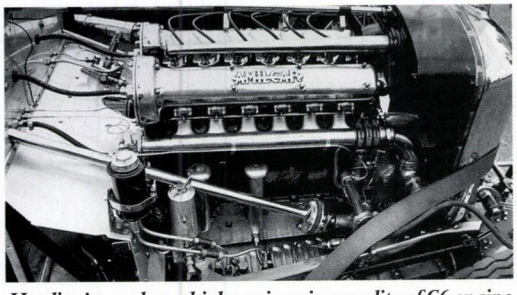

courtesy of Desmond Peacock

*Moriceau's MCO qualified well at Indy in 1929, but crashed*



John Maitland

*José Scaron (nearest) was France's leading Amilcar privateer*



Guy Griffiths

*Harding's car shows high engineering quality of C6 engine*

# THE QUIET MAN WITH A LOUD PEDAL

***HE DIDN'T SAY VERY MUCH, BUT WHATEVER RALLY CAR HE WAS GIVEN, TIMO MÄKINEN COULD MAKE IT TALK. OH, AND HE LIKED A PARTY AFTERWARDS. JOHN DAVENPORT SAW THE MIGHTY FINN AT WORK AND PLAY...***



*As hard as the nails in his tyres - Timo Mäkinen prepares for the next stage on the 1968 Monte Carlo*




McKlein/LAT

For most of the 1960s and 1970s, Timo Mäkinen was rallying's John Wayne. He walked tall, didn't say much and was the fastest man in the joint. His public adored him.

Born in Helsinki shortly before WWII, Mäkinen worked for the family business after he left school in the 1950s. One of its contracts was to distribute national newspapers throughout Finland, and the rally-driver-to-be honed his skills at the wheel of large vans travelling in all weathers through central Finland.

In 1959, the family acquired one of the first Minis to be imported, but this was not to be the vehicle that got Timo started in rallying. He and his brother Harri had a Triumph TR3 – a proper sportscar, worthy of their attention. It was also more likely to bring them some kind of success since an 850 Mini was in the same class as the all-conquering Saabs. They entered the 1000 Lakes only to find that both Erik Carlsson and Rauno Aaltonen had entered their Saabs in the GT class, so the Mäkinens finished third in class anyway.

Mäkinen did the 1000 Lakes in 1960 in an 850 Mini, but its day had not yet come and he retired after just eight stages. The Mini was also used alongside the TR3 for ice racing, national rallies, park races and anything that might fill a weekend with motorsport. And it was at this time that one of his publishing friends acquired, rather cheaply, a D-type Jaguar. "We took it to a trotting track and tried it round the gravel oval," recalls Mäkinen. "My friend was a bit frightened by the car and didn't like the right-hand drive, but I thought it handled well. It had fantastic balance and was good in any conditions." The friend – clearly a very good one! – was persuaded to let Mäkinen use it at some ice races during the winter. Timo's reputation was growing. He really could drive anything anywhere.

His next step on the rally ladder was a private entry on the 1962 Monte Carlo in a Mini Cooper borrowed from the Finnish importer. His wife-to-be, Tuula, drove the service car and he got it home 32nd overall – and was faster than Pat Moss's works Mini Cooper on the Monaco circuit test. With BMC's new competition manager Stuart Turner looking for Scandinavian talent, it was not surprising that, despite another 850 Mini retirement on the 1000 Lakes, Mäkinen was offered a one-off drive on the RAC Rally. Turner was also trying out Bengt Söderström and Tom Trana, so it was significant that both Swedes retired while the two Finns, Aaltonen and Mäkinen, finished fifth and seventh and, together with Logan Morrison, won the team prize for BMC.

Mäkinen's reward was a place in the team for 1963, but in that year he was used as a wild card, driving Healeys on some events and Mini Coopers on others. For the Monte Carlo he was given a Healey 3000 and, as co-driver, Christabel Carlisle, a diminutive and successful racer. The publicity was enormous: a big Finn with six words of English and a tiny music teacher locked up for a week in the most unsuitable car for the event. As it turned out, no-one had told Mäkinen that this was a PR stunt and he drove – like normal – to win. Of course, they didn't, but they did finish 13th, claiming the GT category by a handsome margin.

It was a Healey again for the RAC Rally, this time with Mike Wood alongside, and they finished an excellent fifth, behind the usual Scandinavian suspects in Volvo, VW and Saab respectively, plus a rising star of the BMC team, Paddy Hopkirk, in an early example of the 1071cc Cooper S.

Mäkinen got his first taste of Cooper S power during the summer when he led the Tour de France before retiring. He also finished ninth on the 1000 Lakes in a similar car. And he got a greater proportion of Cooper S drives in 1964, finishing fourth on the Monte and taking an outright win on the Tulip Rally with the first 1275S. This was to be his mount of choice; finding a regular co-driver was more difficult...

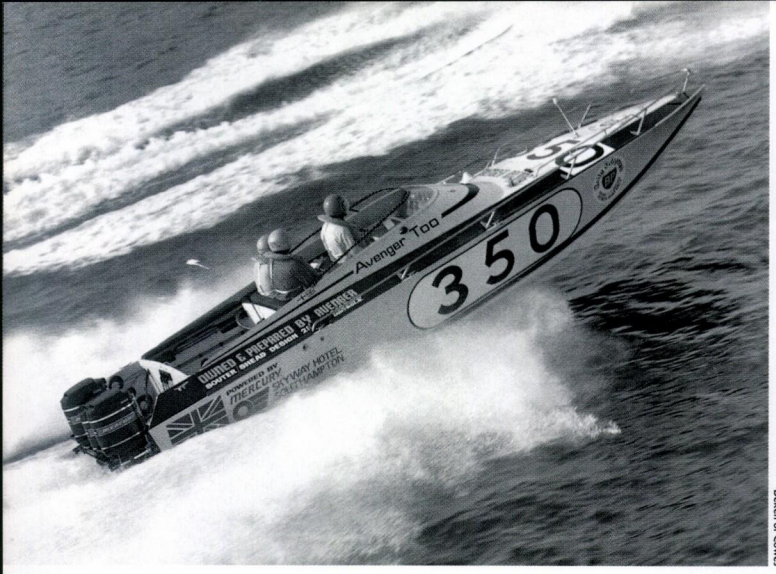
**'We took the D-type to a trotting track and tried it on the gravel oval. It was good in any conditions'**




***Right: Mäkinen/Paul Easter/Mini Cooper S combination took third on the '65 Tulip. It also won the Monte. Top: A year on, the pair had their second Monte Carlo 'win' cancelled***

Timo had an annual commitment with Pekka Keskitalo for the 1000 Lakes, but elsewhere he was trying just about every suit in the BMC shop. For the last three events of the year, Turner signed up Don Barrow, a multiple British champion co-driver, to act as a steadying hand on the Mäkinen tiller. Their first event was to have been the Tour de France but Barrow was unwell...

Paul Easter was drafted in as Barrow's replacement: "The first time I met Timo was on the Liège-Sofia-Liège the previous year. He was with Geoff Mabbs in a Healey. They were the first car on the road so it was inevitable that they would hit something. It turned out to be a lorry just outside Pec. I was driving with Bob Freeborough in a Mini and we had run out of tyres, so we all went into Pec and had a big party, of which you could say that Timo was the life ➤




Beken of Cowes




McKlein, LAT

and soul. Even at dawn he was roaming the streets calling out for more action.

"Then, on the eve of the Tour de France, I got a telephone call about lunchtime from Diana Kirby [Turner's secretary] to ask if could I come to Abingdon to pick up some driveshafts, money and an air ticket. The next thing I knew I was in Lille as co-driver to Timo in a 970 Cooper S." This was a surprise in more ways than one for, as a private entrant, Easter had been a driver – but then the lengthy Tour de France did call upon the co-driver to drive considerable distances at different stages of the event. Their first time together was curtailed when they were T-boned by a taxi driver coming away from Monza, but by then the mild-mannered Englishman and the Finn had created a strong working relationship.

Mäkinen did the two last rallies of the year in a Healey 3000 with Barrow, retiring on the Liège-Sofia-Liège with too many horse nails in the tyres and finishing a close second on the RAC. This was the year that BMC used a 'flying' pace note service comprising Andrew Hedges at the wheel of a press-plated Austin Westminster, with Jack Scott, Ron Crellin and several quires of NCR paper in the rear.

"Paddy and Rauno were playing hell about the notes, which they reckoned were written for a Healey," says Barrow. "But inside the car, all I noticed when we were using them was that Timo still had the car sideways, only not quite as much as when the road was unseen. It was a measure of his skill that he just took out a little less insurance on the notes."

The Mäkinen/Easter partnership was cemented for the 1965 Monte – and lasted a further five years. It got off to a great start. They won the rally despite blizzard conditions, a mix of Mäkinen's choice of studded tyres, driving ability and stamina bringing the Cooper S through to what is probably its most daunting victory. Mäkinen also won the 1000 Lakes, the first of a hat trick in his home event and vitally important in terms of national standing, especially as Aaltonen managed to pip him on the RAC Rally and thus clinch the European title.

It's difficult to comprehend just how busy Mäkinen was during this period. As well as his driving duties for the official BMC team, which could take him to 10 major events with all their lengthy recce periods, he was also contesting the Finnish national championship, which he won in 1966, '70 and '73. Mäkinen also did a number of motor races, including the Targa Florio, where he finished second in class in '65 with a Healey 3000 he shared with Paul Hawkins (see panel opposite). Oh, and then there were the powerboats...

Mäkinen had become a very accomplished offshore racer in Finland and had formed a working relationship with designer Don Shead. One of his best results was a win in the 1969 Round Britain Powerboat Race with Pascoe Watson. Mäkinen's input was more than just a driver, and this was as true in powerboats as it was in cars. "I persuaded Don to make our Round Britain boat with three outboards instead of the normal twin V8s," he recalls. "I knew that if we lost one engine, we could still race. Later, Pascoe persuaded me to run V8s on the London-to-Monte Carlo race and we retired when one engine went out in the Bay of Biscay."

BMC closed its competition department in 1968 and some of the biggest names in rallying started looking for employment. David Sutton offered Timo a Ford Escort TC for the RAC Rally; Ford was not entering as it had all its efforts focused on the London-Sydney Marathon. Against the might of Saab, Porsche and Lancia, Mäkinen led right up into Scotland before retiring with a blown headgasket. And when Turner went to Ford at the end of 1969 to run its competition department, he soon installed Mäkinen as one of the mainstays of its rally programme.

In the interim, Mäkinen had taken drives with BMW, Saab and Lancia. But as soon as he was installed in a works Escort, the results started to come. He had a new co-driver too: Henry Liddon. They were a formidable team, and they won the 1000 Lakes and the RAC Rally in 1973 – the latter result the first of another hat trick. The Escort could not win everywhere, though, and Ford was not now as interested in the long-distance events as Timo and Henry were. So when the opportunity came to mix and match their Ford commitments with some Peugeot drives, they did just that.

Everything was fine and dandy until 1976. Turner had moved up within Ford and Peter Ashcroft had been promoted from the ranks. Put plainly, Ashcroft did not get on with Mäkinen and vice versa. When Björn Waldegård had his spat with Lancia over his San Remo victory, Ashcroft gave him a car for the RAC Rally. The tall Swede finished ➤

**'I got a call to come to Abingdon; the next thing I knew I was in Lille co-driving Timo in a Cooper S'**




***Top left: Timo in Round Britain race. Top right: Seventh on his first RAC, in '62, was the sign of a bright future. Left: Seat in a works Escort brought more wins: this is on 1973 1000 Lakes***

## TIMO ON THE TARGA: ROTORS, BUMPERS AND BROKEN BOTTLES

TIMO MÄKINEN CONTESTED THE TARGA FLORIO WITH THE BMC works squad on three occasions – 1965-67.

The first of these was in a rally-spec Healey 3000 co-driven by Australian racer Paul Hawkins. But for a broken rotor arm they might have finished in the top 10 and beaten the Ferrari 250GTOs to a class win. They might also have done a lot better than their eventual 21st place had the team informed Hawkins of the spare rotor arm it had thoughtfully secreted in the cockpit. 'Hawkeye' only discovered this having run two miles back to the pits from the stranded car. He turned the air blue before retracing his weary steps.

The following year provided Timo with a more straightforward campaign – once a pair of English spectators had been persuaded to part with the bumpers from their road-going MGB; the scrutineers insisted that Mäkinen's Group 3 machine be so equipped. Timo shared the car with John Rhodes and they finished ninth overall, first in class.

In 1967, Mäkinen shared a bit of a bitsa with fellow Monte Carlo Rally winner Paddy Hopkirk. The car featured the lightweight alloy GT shell that had been prepped for a racing version of the six-cylinder MGC engine. But that was still top secret – and so a stretched 2004cc B motor was fitted on this occasion.

The car was also odd in that it was painted red on the inside, green on the outside – the result of a last-minute realisation that cars in the Prototype class had to run in national racing colours, not the usual red bodies-white roof of BMC.

There was another problem before the race: Timo and team-mate Rauno Aaltonen were put into custody after a fracas at Naples airport. The cause of the dispute was some broken vodka bottles!

The MG GTS, as the team called it, finished ninth – unofficially. A complicated results system meant that it was unclassified overall because it failed to complete the race within 110 per cent of the class winner's time. It was, however, awarded third in class! **PF**




*Mäkinen/John Rhodes Gp3 MGB honks up Cerda high street on its way to a fine ninth place in 1966*

third behind Roger Clark's winning Escort; Mäkinen did not finish the event – and his contract was not renewed for '77.

The Peugeot connection and his friendship with Jean Todt, as team co-ordinator and co-driver (Liddon was now working with Toyota), sustained Mäkinen through to his last event for the French marque, the Safari Rally of 1981. He'd had a brief fling in '77 with Fiat, driving a 131 Abarth in Sweden, Canada, Finland and Britain, and had his last run on his beloved RAC in '80 in a Sutton-run Rothmans Escort. At the age of 42, Mäkinen sailed home sixth, behind the all-conquering 1-2-4 Sunbeam Lotuses, Mikkola's Escort and Anders Kulläng's Opel Ascona 400.

It was a shame, though, that his rally career could have not continued in a more profitable way. Perhaps the saddest thing of all is that his greatest asset became also his greatest drawback. Mäkinen was always ready to express a technical opinion about the cars he was driving. His long and wide experience was often the catalyst for making the cars better. But with the increasing importance of the teams' engineers during the 1970s, this ability did not sit easily within mini-corporate structures. It was often alleged that Mäkinen was hard on cars, because they seemed to break more frequently under him. It was simultaneously overlooked that he was faster to the point where they broke. And could usually tell you where they had broken and why.

I got a perfect, first-hand demonstration of this during my only event as Timo's co-driver, the 1974 Safari. We broke a steering arm on our Peugeot 504 recce car just before dusk, miles from anywhere. This item is normally all one piece with the bottom of the strut. To get the stump reattached to the strut looked impossible. But Timo had the answer. He blanked off the brake hose and cut it. The caliper was removed and its pads discarded. It was then used like a gigantic mole-grip to clamp the broken parts together. And on that arrangement we three-braked the 110 miles to Thompson's Falls in time for dinner.

Mäkinen was – and still is – one of the great men of rallying.

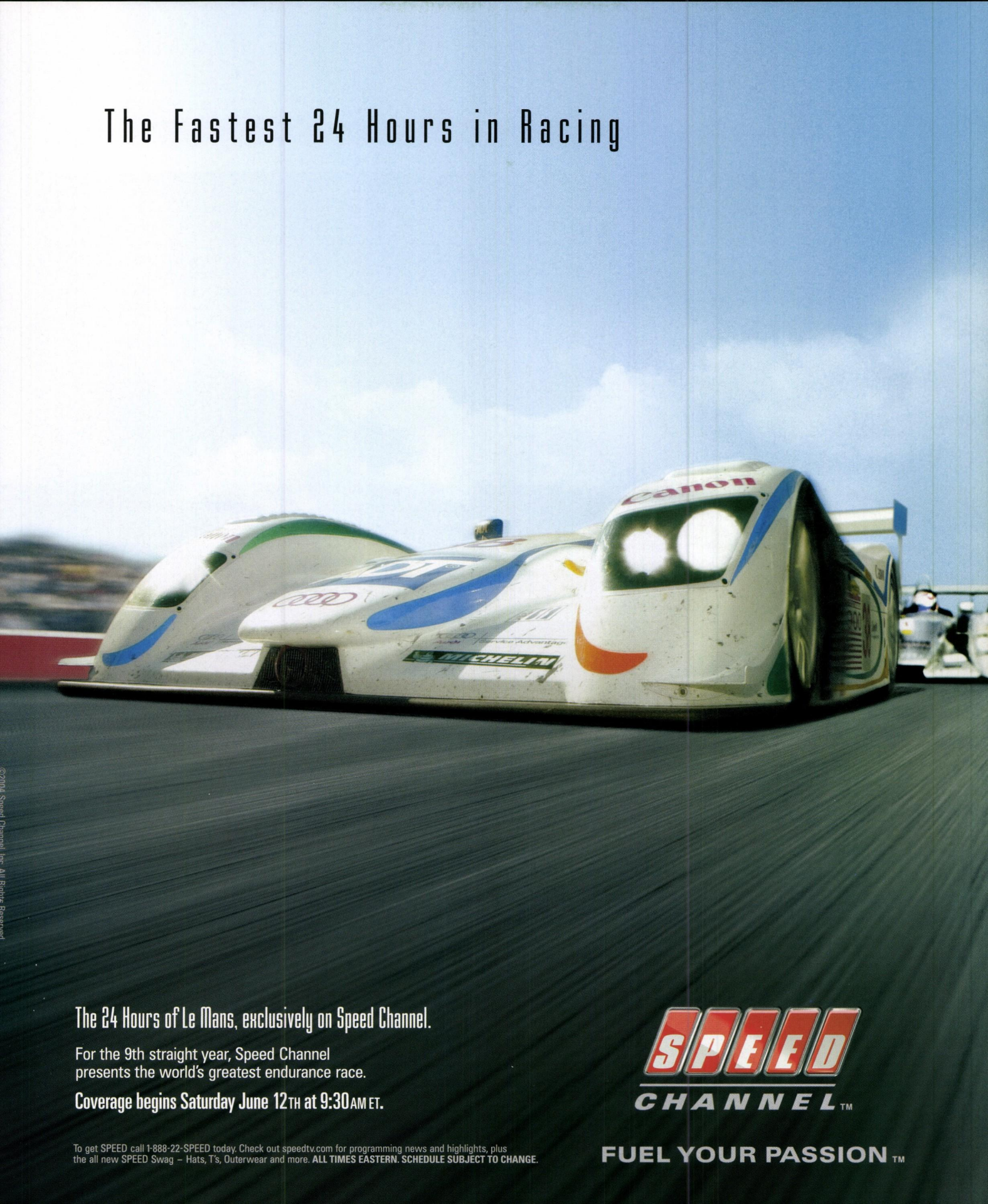
A big man with a big talent. M




*1973 brought a new mount. With a Ford Escort under him, Timo began what would be an RAC hat trick*

McKlein

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*CG Grey (left) was closely linked to planes – but enjoyed cars, too*

Aeroplane

# From *The Aeroplane* to cars

EVERY WEEK FROM ABOUT 1933 UNTIL the war I read *The Aeroplane*, edited by the great C G Grey (CGG), who ran it as a critically outspoken weekly which would be read by those otherwise disinterested in politics but keen on aviation. He did this from 1911 until the outbreak of WWII, as I described in MOTOR SPORT in March 1995.

*Aeroplane* today is a high-quality monthly of historical appeal, edited by Michael Oakey; its recent masterful survey of the Concorde story and of 100 years of powered flight, together with the last typically critical piece CGG wrote for *The Aeroplane* in 1953 for its special number about 50 years of the aeroplane, was highly informative and enjoyable, as usual.

So intrigued by CGG's writings was I that I asked him about his motoring experiences...

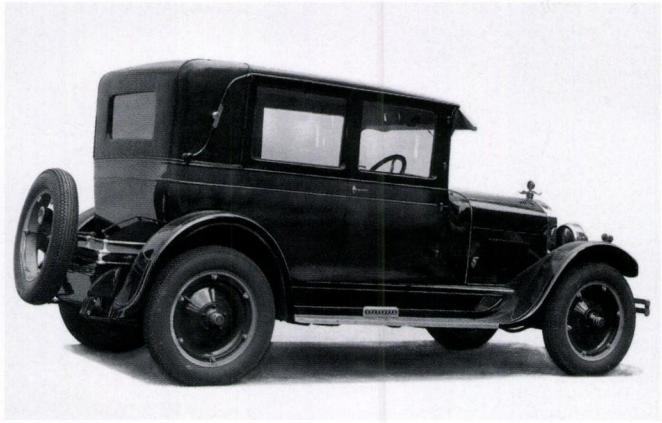
He'd begun with primitive motorcycles. First came a loaned, very early MMC motor-tricycle, then a Singer with engine within its back wheel, an Ariel trike with trailer in 1899-1901 and a 2.75hp Ariel used all over Ireland, including message-carrying during the 1903 Gordon Bennett race. Next, an FN, kept running for him by Harry Ferguson of tractor fame.

Then Grey got into aviation, and drove a car for the first time, an Argyll, in which second and third gears could be engaged together – but the stout gear wheels stood this. Grey was an observer in this British car on a test back and forth across Yorkshire.

The first car he owned was a small Clement-Bayard that "went like a wristwatch and charged up the young mountains at Upavon amazingly" on visits to the Central Flying School of the RFC. From one of the officers there Grey bought a little Calthorpe as WWI broke out, on which the dimmed lamps regs were cleverly, though quite legally, eluded, giving the light as of "a baby searchlight".

After the Armistice, Grey bought a 1904 Mercedes, which he modernised somewhat. It had "the most perfect gears" but the clutch, the famous scroll, was either in or out and you could not slip it, so he used to coast round corners with it out, as the pioneer drivers did.

Around 1920, there was a 25hp



LAT

***Flint didn't strike many sparks in the UK, and was only on sale for two years***

Talbot tourer, front seat and steering column again lowered. "It could move." A night run from Carfax, Oxford to Hammersmith Broadway in one hour was recalled when this 'Editorial Talbot' had "rattled itself to pieces and shed a stub-axle as it was driven into its garage".

Grey bought secondhand a "large, fat Flint saloon", likening it to "driving a four-poster bed" as it took its owner and his wife up to Scotland at a steady 50 to 60mph until it ran a bearing. But the tour via Kingussie, Fort William and Edinburgh back to London was completed by using plenty of oil. This car was a product of William C Durant's American motor empire, which embraced seven makes, made in a number of factories, the Flint taking its name from one of these. It was an inexpensive car with a seven-bearing Continental engine and a unique tubular backbone to stiffen its chassis. It appeared in 1924, and in one year 3000 were sold in the USA. It was made in 3.8- and 4.5-litre six-cylinder versions, and there was also a 2.8-litre four-cylinder Flint Junior that had only back-wheel brakes as late as '26.

In Britain, the Flint was a rare bird. Durant, with premises at Lodge Lane, St John's Wood, took a separate stand for it at Olympia, the spacious Big Six brougham priced at £550 in 1925. But that was all over by '26, as already by then George Newman, who raced Salmsons at Brooklands, was offering brand-new "shop-soiled" Flints, with full maker's guarantee, at discounts of up to £125, from his emporium on Euston Road.

CGG then decided he might try Amstrong-Siddeleys, first with a 15hp model, which he fetched from Coventry, asking, "How far have I got to drive it and at what speed before I can let it out?" to be told, "About as far as the factory gate". In 1931, it took him all round what was then the Irish Free State in just over three days. A 20hp of this make followed; Grey and his photographer Charles Sims had to go to Leuchars for RAF vs Navy manoeuvres in '32. Leaving the Edgware Road at 7.30am, stopping twice for petrol, they were in Edinburgh by 3.35pm, about a 400 mile journey arriving at the scheduled time for the 'Flying Scotsman'.

Grey then had a new Armstrong-Siddeley every year, but after Temple Press acquired *The Aeroplane* (to combat Iliffe's *Flight*), Grey was given a Wolseley 25 as a company car. Oil pressure was only 10lb/sq in and all the bearings failed. So the pressure was upped to 45lb and all was well. Twice CGG averaged 60mph from Newmarket to Burnham Market.

After a bomb destroyed his garage, Grey's last car was a 1936 Morris close-coupled coupé. It gave well over 30mpg of petrol and "I put in fresh oil out of kindness" in over 75,000 trouble-free miles, "give or take a few new springs, batteries and tyres". Its stiff steering was cured with wedges, the same method as CGG had used on the old Talbot.

It was in 1952 that I asked CGG about these cars. The following year he wrote the aforesaid last piece for *The Aeroplane*, posted it, and went on to an important dinner at the Admiralty, where he collapsed and died, aged 75.

## COBB'S RECORDS FINALLY BEATEN

THE FEBRUARY ISSUE OF THE BENTLEY DC'S REVIEW CONTAINS AN INTERESTING ARTICLE BY GRAHAM Moss about his successful attacks at Millbrook on a number of British Class A records, nine of which had been set by John Cobb at Brooklands in his 1923 10.5-litre Delage in 1929-30, and one by his Napier-Railton – rather sad to see these broken, but progress is progress, I suppose.

Moss built a 27-litre Rolls-Royce Meteor-engined Bentley Special to a commendably vintage concept, even to using a few of the items which Reid Railton had incorporated in the Cobb car, which it outwardly resembles. Thunderbolt produces 750bhp at the back wheels. He describes what it was like to build the car, his feelings before the record attempt and the very tense but triumphant outcome. It is an enthralling story.

The new British (now National) records were the 5km (standing and flying start), 10km, 50km, 100km, 200km, five-mile, 50-mile, 100-mile and one-hour, lapping at 135mph. Two miles from the end a tyre shredded, but Thunderbolt was far enough ahead to be restarted and get the final record.

Moss now hopes to try for faster records on Italy's 12-mile Nardo banked track.




***Graham Moss took a clutch of records in his Meteor-engined special at Millbrook***

Graham Moss

# Off-road vehicles

NEW LABOUR EXTRACTS ALL THE CASH it can from car users, with masses of speed cameras, new parking fines, the charge for entering London and the rising price of petrol. The DVLA is helping by scaring drivers from using unlicensed vehicles. Obviously this is essential because untaxed vehicles are often uninsured, with possibly dire results for those involved in accidents.

SORN licences for off-the-road cars are meant to eliminate unlicensed vehicles from the roads – although not if the criminally minded choose pre-1998 cars. Every vehicle owner is now on a computerised register so, says the DVLA, automatic action is taken if this shows that no SORN or road licence has been obtained. Given this new power, what does the DVLA do? It issues a leaflet telling us, almost gleefully, that if off-road SORN coverage is not renewed, a road licence has to be displayed. Anyone using SORN on a public road risks a £5000 fine *and* two years' imprisonment.

It used to be legal for a taxed vehicle to tow an untaxed one. No more, so unless you have a trailer, or your family are willing to push it to an MoT garage, you are presumably expected to cease using it, for even getting it to a crusher *sans* the essential disc seems hardly worth risking.

When I put the simple question to the DVLA, "When *can* a car on a SORN disc be used on the road (i.e. to get an MoT)?" I was told I must write to them if I wanted the answer!

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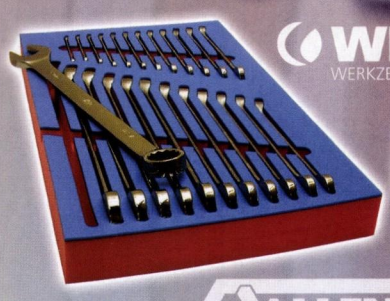



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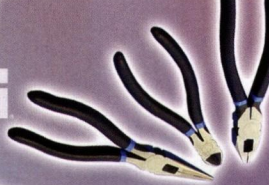




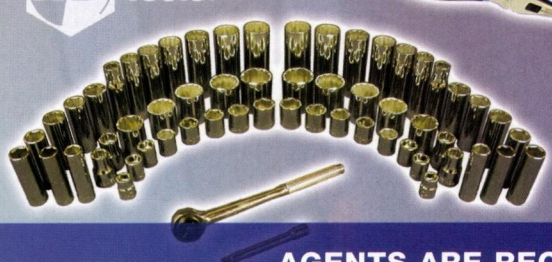


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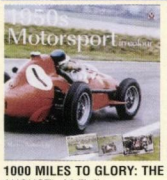
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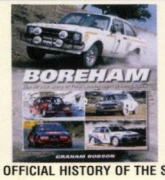
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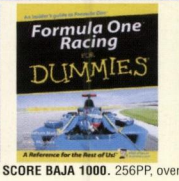
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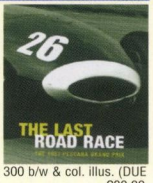
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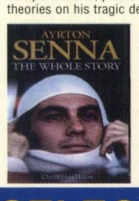
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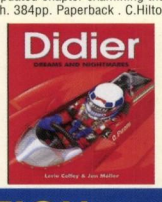
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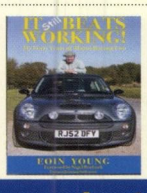
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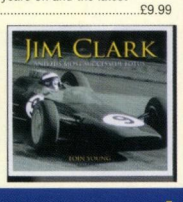
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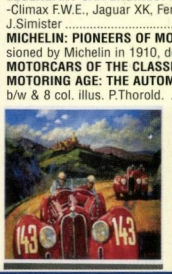


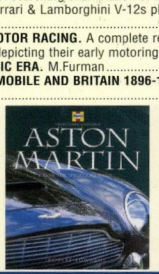


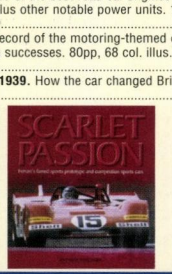
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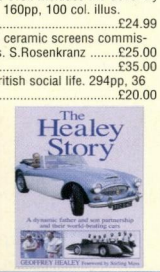
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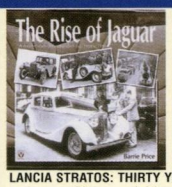


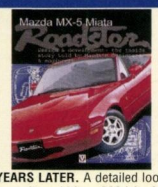

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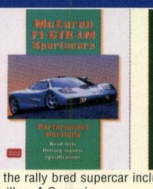
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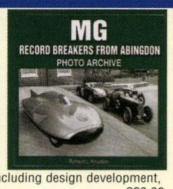
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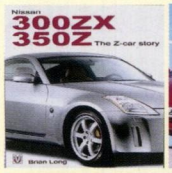
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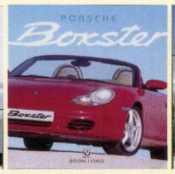
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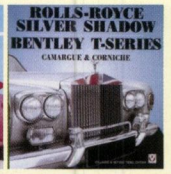
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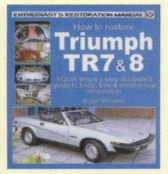
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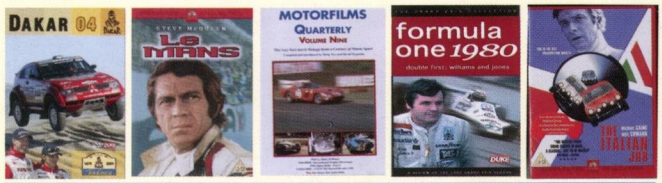
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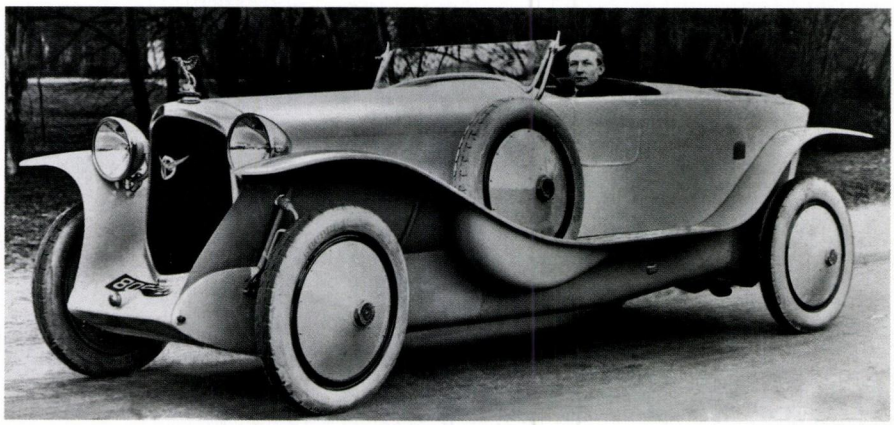
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# Farman – the Hispano-Suiza rival

NOT ALL THAT MUCH SEEMS TO HAVE BEEN KNOWN about the Farman cars, especially in comparison with the respect accorded, absolutely rightly, to the Hispano-Suiza, although both these 37.2hp cars surfaced at the same time.

The Farman was a product of racing drivers, like the Bentley, Lancia and Nazzaro. But whereas these drivers had raced in later, more sophisticated days, the British-born Farman brothers were competing in the now almost unbelievable epic town-to-town contests, on racing cars of crude construction in relation to the speeds they could already attain. Maurice Farman won the 1900 GP de Pau and the 1902 Circuit du Nord aboard Panhards, and was placed in other marathon speed events driving eventually a fearsome 70hp car of this make. His brother Henry had similar successes with a Darracq light car and those big Panhards, in races which involved hundreds of miles over the unclosed, dusty, ordinary roads of the times. British driver Charles Jarrott could not decide who was the better at these dangerous undertakings, Maurice or Henry, but thought the former was brilliant, the latter more persevering.

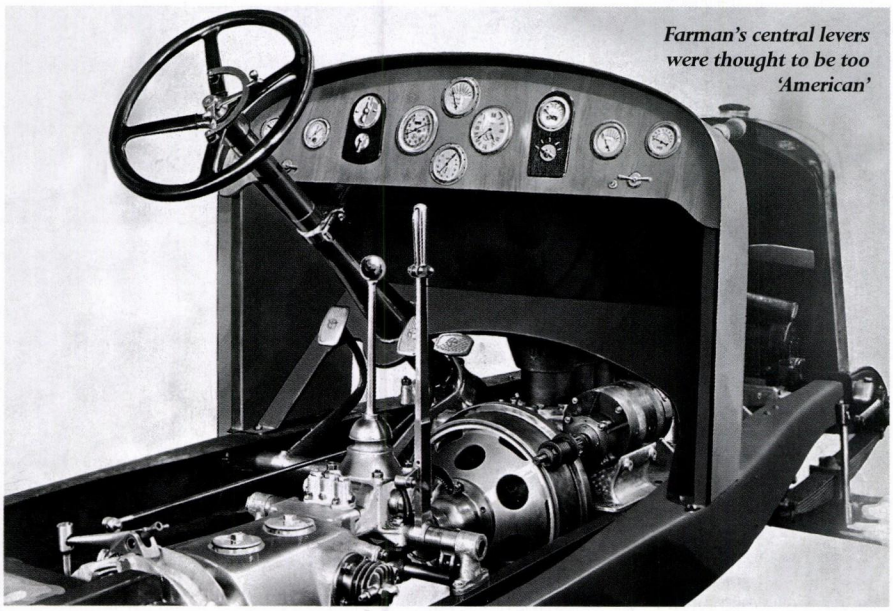
Surviving these adventures the brothers turned to the new and equally hazardous field of aviation. During the war they supplied aeroplanes to the French Air Force, and our RFC pilots were trained on the Farman 'Shorthorn' and 'Longhorn' pusher biplanes. These aeroplanes were made first at Charlons, later in a big factory at Billancourt. But after the 1918 Armistice the demand for aeroplanes diminished drastically, and the Farmans turned to making luxury cars.



***Famous French WWI fighter pilot Lt Charles Nungesser behind the wheel of his boat-tailed Farman***

In 1919, both the H6B Hispano-Suiza and the A6B Farman made their debut. Curiously, both had six-cylinder engines of the same size, 100x140 mm, 6600cc. The Hispano-Suiza had its single-overhead camshaft prodding the valves directly, the Farman used rocker actuation with its OH-camshaft, each driven by a vertical shaft. Both made that year's Paris Salon and Olympia Show, the chassis price of the Hispano at that time being £1400, of the Farman £1900. Both had aero-engine characteristics and dual ignition, but the Hispano had a great future ahead of it and some racing successes, while the Farman was a rare bird in this country.

In standard form both had wheelbases within an inch of 12ft. The Hispano had those wonderful mechanical-servo four-wheel brakes for which Rolls-Royce later paid a royalty to partially copy, but it was not until 1923 that 4WBs were offered as an extra on the Farman. But it did have a four-speed gearbox, the Hispano only three forward speeds, which some English owners found a handicap on our more crowded roads. The Farman had central control levers, a feature which was criticised as being too 'American' on the Rolls-Royce Twenty, which Derby soon changed. The 37.2hp Farman had an under-dash reserve oil tank and a similar reserve petrol tank, but made do with 880x120 tyres to the Hispano's 930x130s, and the Farman had cantilever back springs. Hispano established themselves in Piccadilly, the Societé M&H Farman in premises off Regent Street.



***Farman's central levers were thought to be too 'American'***

both: LAT

Whereas the Hispano-Suiza achieved instant fame and in some ways rivalled the Rolls-Royce, little was heard here of Farmans. Mr F Scott Oliver and his family owned two in the 1930s, a saloon and a coupé, which brought the elderly director of Debenhams comfortably to London from Jedburgh in a day. Dr C Langer of Woolhampton ordered a magnificent Arthur Mulliner saloon in 1924, and at least one went to India. But the English motor magazines largely neglected them. However, the cautious *Times* motorman got hold of one to test that was nearly two years old. "On the road," he said, "it pleased me much." Top speed was 65 to 70mph and Dashwood hill was cleared at 37mph, Amersham hill at 36mph.

It has been said that the Depression killed it, and the Farman, now of seven litres, was no longer at the London Show after 1927. But it is possible that with the growth of post-war civil aviation the factory was too busy to make cars, instead building airliners such as those Farman Goliaths I saw at Croydon in the early 1920s, big machines with very non-aerodynamic-looking noses.

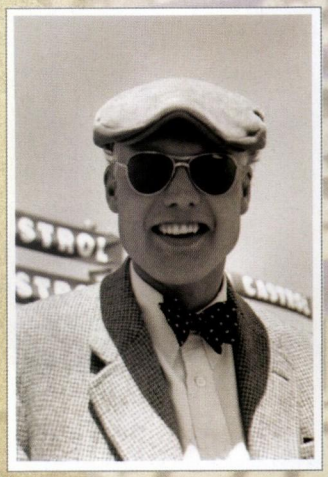
Otherwise, a rather forgotten car?

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Motor Sport, September, 1953, Vol. XXIX, No. 9



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# Charge of the Light brigade

IN 1961, I REMINDED THE VSCC LIGHT Car & Edwardian Section that in 1924 the RAC had held a Six-Day Welsh Trial based in Llandrindod Wells, to publicise the then-increasingly popular light cars.

They had to be strictly as-sold, a £250 deposit to accompany entry forms for forfeit in the event of cheating – a good idea! Two routes were used on alternate days, a total road mileage of 1010, ending with strict examinations at Brooklands for any damage, defunct starters, lamps, etc, together with a one-mile flying start speed test and an 80-yard acceleration check. Fuel consumption was based on how much of each farthing's worth of petrol had been consumed.

The hills, including the dreaded 2533-yard-long Bwlch-y-Groes, the highest pass in Wales, were timed. Works drivers were involved, and the overall winner was Brooklands man D Chinney in a Gwynne 8 (46.2mpg, 55.21mph). Price-class winners were Trojan, Rhode, AC and Palladium, while H E Taplow's Lea-Francis was 'hero of Bwlch', being fastest up the 1-in-4/1-in-7 gradient on all three days. The failures here were Poppe's Austin 7, the Derby and Captain Marendaz's hastily-prepared Marseal.

The VSCC's LC&E Section decided to have a rerun of the 1924 trial in 1975, using the southern route, involving Senn, Panne and Erwood hills (all still climbable, as is Bwlch), with its traditional own trial on the Sunday. In '77, it tackled the northern route and Bwlch defeated a large part of the entry. In '24, the cars would have been carefully prepared makers' entries, but in the same year Bwlch, 'The Pass of the Cross', did not bother many of the cars in regional trials, such as Birmingham MC's 24-hour event; so perhaps *Anno Domini* does impose a certain toll?



both: LAT

***Hero of Bwlch: Taplow's Lea-Francis makes fastest climb of the pass in '24***

In 1925, the Rover Company submitted a six-month-old 14-45hp Weymann saloon with its unusual overhead valve-gear (32 cwt, 20.3:1 bottom gear) to an RAC-observed test of 50 consecutive ascents of the Bwlch Pass, non-stop except for a closed gate, sheep, and a 5sec delay when the carburettor backfired. The 150 miles took 12 hours, in rain, and afterwards it took only half-a-pint of water to refill the radiator.

In 1956, Ken Best, Competition Manager of National Benzole, and I did 100 ascents of the Pass in a 425cc 2CV Citroën, under RAC observation. We changed drivers every three hours and stopped the engine only once in the 18.5 hours, to put in half a pint of oil. The little car puttered up in its 25.9:1 bottom gear but descended briskly, until the brakes wore out...

This year the southern section of the 1924 event was used again by the VSCC LC&E Section, with reduced mileage. It had an overall entry of 130, including 35 A7s, 11 Morris Minors and 10 GNs and, as this is the 70th anniversary of the VSCC, a dozen Edwardians were allowed to compete.

The long route, a little shorter than in 1924 at 120 miles, was attempted by 81 and a milder route by 21 cars. In the Sunday trial, the Llwynbarried Trophy (best performance) was won by R Parsons (1921 GN), the Winifred Boddy Trophy (best newcomer) by R Scott (1927 A7), who took a First Class Award, as did I Rendall (1918 Stutz Bearcat), M Brereton (1928 A7), B Gray (1925 Austin 7) and Suzanne Woodward (1930 Morris Minor).

The Kate Hutchings Trophy (best driver under 23) went to J Rishton (1927 A7) who gained a Second Class Award, which were also won by Nondus Banning-Boddy (1930 A7) and B Clarke (1922 Salmson). Thirds went to C Hamilton-Gould (1930 Morris Minor), C Hudson (1927 A7), I Walker (1923 Gwynne 8), P Tebbitt (1927 A7) and S Rich (1924 GN).



***1975: Maxwell's Salmson stops as the Light Car group rerun the original event***

## miscellany

IT IS EXTREMELY BAD NEWS THAT the demise of Montlhéry is likely to occur next year. The only good aspect is that there will be a final meeting on June 19/20, when a large number of cars will make demonstration runs on the famous banking.

* * *

FROM HAYNES COMES A complete Volvo history, from the vintage-style originals, one of which was thoughtfully brought to the airport for me to drive to the factory on MOTOR SPORT's 1960 visit, to the present-day cars. *Volvo – Safety With Style* is by Richard Dredge (ISBN 1 85960 964 3, £19.99).

* * *

I REFERRED IN APRIL TO THE vintage Bentleys of T G Moore, who once owned MOTOR SPORT. His first, a 3-litre, is now owned by Simon Fisher in Nairobi, and is in fine condition. Mr Fisher knows its pre-WWII owners but would like to hear about who had the car after the war. Letters can be forwarded.



courtesy of Bill Boddy

***First Moore Bentley: fine 3-litre***

* * *

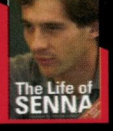
I'M AWARE OF THE GOOD WORK the Federation of British Historic Vehicles Clubs does in challenging restrictions on older vehicles. But I did not know of its huge influence: 337 clubs and 19 museums are members. Safeguarding the old-vehicle movement, which gives much pleasure and encompasses a profitable industry, is of obvious importance. Supporters pay £11 a year. The secretary is P H J Whyman, Kernshill, Shute Street, Stogumber, Somerset TA4 3TU.

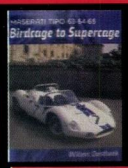
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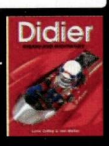




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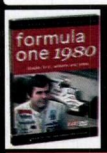

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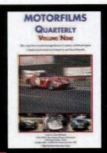
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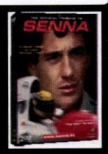
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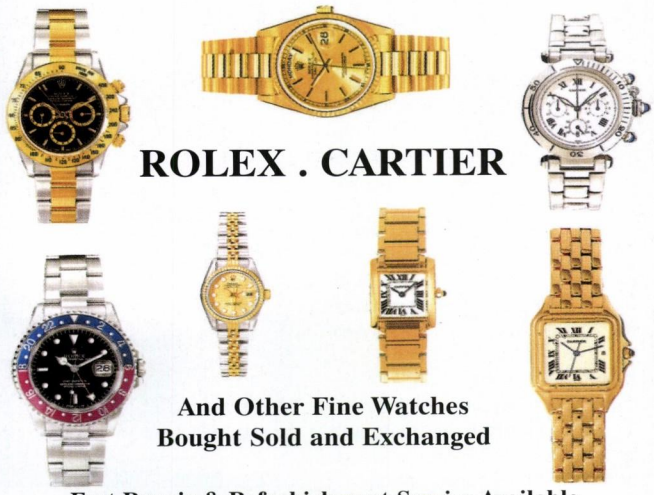
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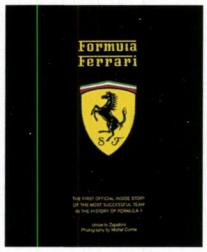
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*Published by Hodder & Stoughton, £20*



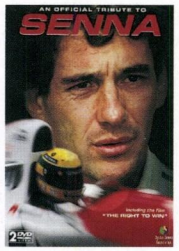

'THE FIRST OFFICIAL INSIDE story of the most successful team in the history of Formula One' trumpets this book on its front cover. And that is exactly what you get.

Respected Italian journalist Zapelloni begins in 1991 when Luca di Montezemolo takes over at the helm of the struggling company, and follows the F1 team's rise to dominance. A familiar tale, of course, and as this is an official Ferrari publication, it is clearly biased. But to the author's credit, the narrative is more than just a glorified press release. It is an enjoyable read with plenty of zest.

But most of all it's Michel Comte's photography that really makes this book stand out. His candid shots from Fiorano tests are particularly eye-catching. Well worth the money. **DS**

## AN OFFICIAL TRIBUTE TO AYRTON SENNA

*WWW.SENNA.TV, 190MINS*
*Published by Dolphin Media/EMI, £16.95*

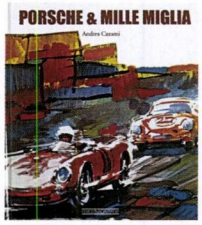



HOW WONDERFULLY ARROgant. It's 1983 and Ayrton Senna has just tested a Williams at Donington. He is asked by the interviewer about a race deal. Senna explains he'll only drive for a team that pays him what he is worth. The guy's not even an F3 champ yet.

The footage of his first test days for Williams, McLaren and Toleman in 1983 are highlights of this superb DVD. The two-disc set is made up of three documentaries: *The Right To Win*, including an interview with Senna's great nemesis Alain Prost; *The Lifestyle of Ayrton Senna in Brazil*, a revealing film of his life away from the sport; and *Racing is in My Blood*, made in '91. The latter is the only part with F1 racing footage (presumably a tiresome rights issue), but this is still Senna's most complete visual biography. **DS**

## PORSCHE & MILLE MIGLIA

*BY ANDREA CURAMI*
*ISBN 88 7911 320 8*
*Published by Giorgio Nada Editore, £20*




THE MILLE MIGLIA WAS AN important early chapter in Porsche's competition story. From 1952 until '57, when the event was run for the final time, the young German marque cut its racing teeth on the tortuous Italian roads.

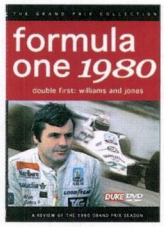
This book, in Italian with a parallel English translation, recounts Porsche's successful six-year assault on the open-road marathon. Its 356 took numerous class wins right from '52, while the 550 contributed more victories from '54 on.

Evocative photographs pepper a book that is a little short on running text. But detailed captions for each picture provide greater depth of information, while Porsche's own posters and adverts celebrating class victories add vibrant colour. One of these stylish posters, from the final event in '57, adorns the cover.

The author widens the context by reporting how the cars fared in Italy's other races. A full list of Porsche's Mille Miglia results is also included. **DS**

## FORMULA ONE 1980

*PRODUCED BY BRUNSWICK FILMS, 52MINS*
*CAT CODE DMDVD 3790*
*Published by Duke , £16.99*




BEFORE 1981, WHEN BERNIE Ecclestone began the drive towards huge wealth in Formula One by taking over its television rights, London-based Brunswick Films captured great footage of a decade of grand prix racing. Now for the first time it is available on DVD.

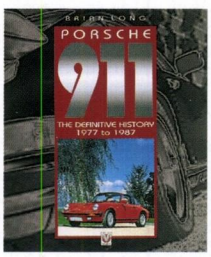
The first release from an impressive archive is a review of the 1980 season. The 1970s are to follow.

It is sure to be an invaluable collection to fans of the era, although if the other releases follow the trend set by the 1980 review don't expect to get the full story. Here the season is picked up at the Brazilian GP rather than at the first round in Argentina, seemingly because there is no footage of this race. Even then track action at Interlagos is limited to the start only. Other races are also missing.

But the holes in the coverage are made up for by the quality of what Brunswick has captured. The pit and paddock scenes are superb, while an on-board lap of Brands Hatch with John Watson's McLaren is a real treat. **DS**

## PORSCHE 911: THE DEFINITIVE HISTORY 1977-1987

*BY BRIAN LONG*
*ISBN 1 903706 36*
*Published by Veloce Publishing, £29.99*



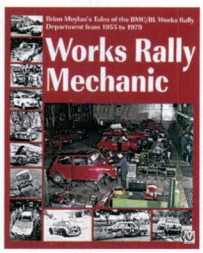

THE PORSCHE 911 IS AN automotive icon, and a model which remains one of the world's most desirable sportscars into its fifth decade. After half a century of R&D as a road-going and racing car, it is deserving of this five-volume study.

The first three books are available now, covering the years 1963-71, 1971-77 and 1977-87. The 1987-97 volume will be launched this summer and the final book, which brings the car's colourful story up to the present day, is due at the end of the year.

Porsche gave its full co-operation to this work and it shows. Each of the volumes is packed with superb archive photos to complement the author's thorough narrative, written from a mind-boggling amount of research. Essential for true Porsche fans. **DS**

## WORKS RALLY MECHANIC

*BY BRIAN MOYLAN*
*ISBN 1-904788-18-1*
*Published by Veloce, £16.99*




BRIAN MOYLAN JOINED THE new BMC competitions department in 1955, and stayed there for 22 years. That meant he prepared and serviced everything from MGAs and Rileys to the roistering TR8. More significantly, he was involved with the big Healeys and the mighty Minis in their great days, and his behind-the-scenes tales add plenty of colour to the well-known rally stories.

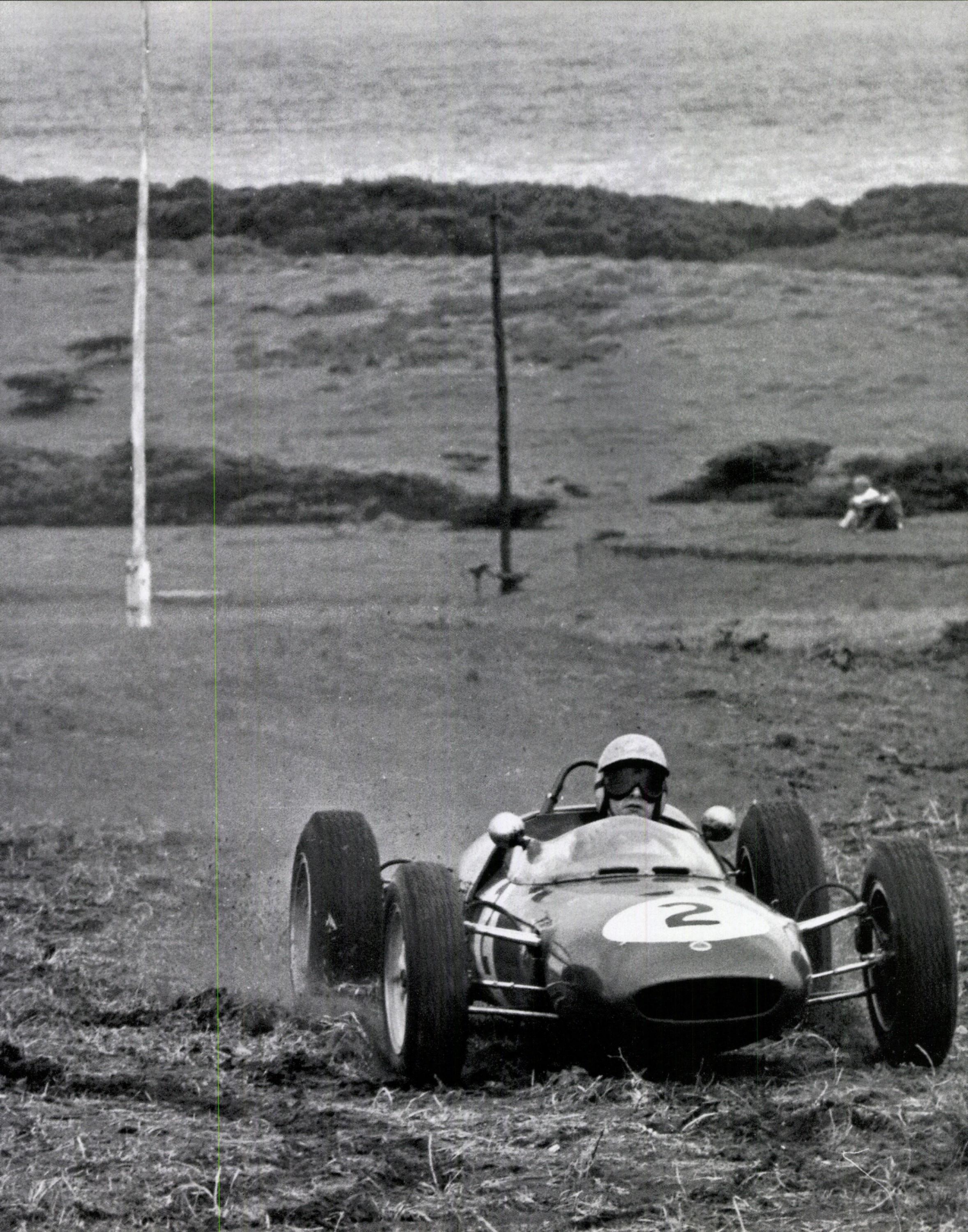
The "raw Berkshire lad" who started in the workshop didn't expect to end up in Nairobi or Santiago, but that is where events like the World Cup and London to Sydney rallies took him, and there's a tale in all of them. He's frank and often amusing – in particular about breaking the boredom of record-breaking at Monza. Many unseen, and relevant, photos too. **GC**



## PARTING SHOT

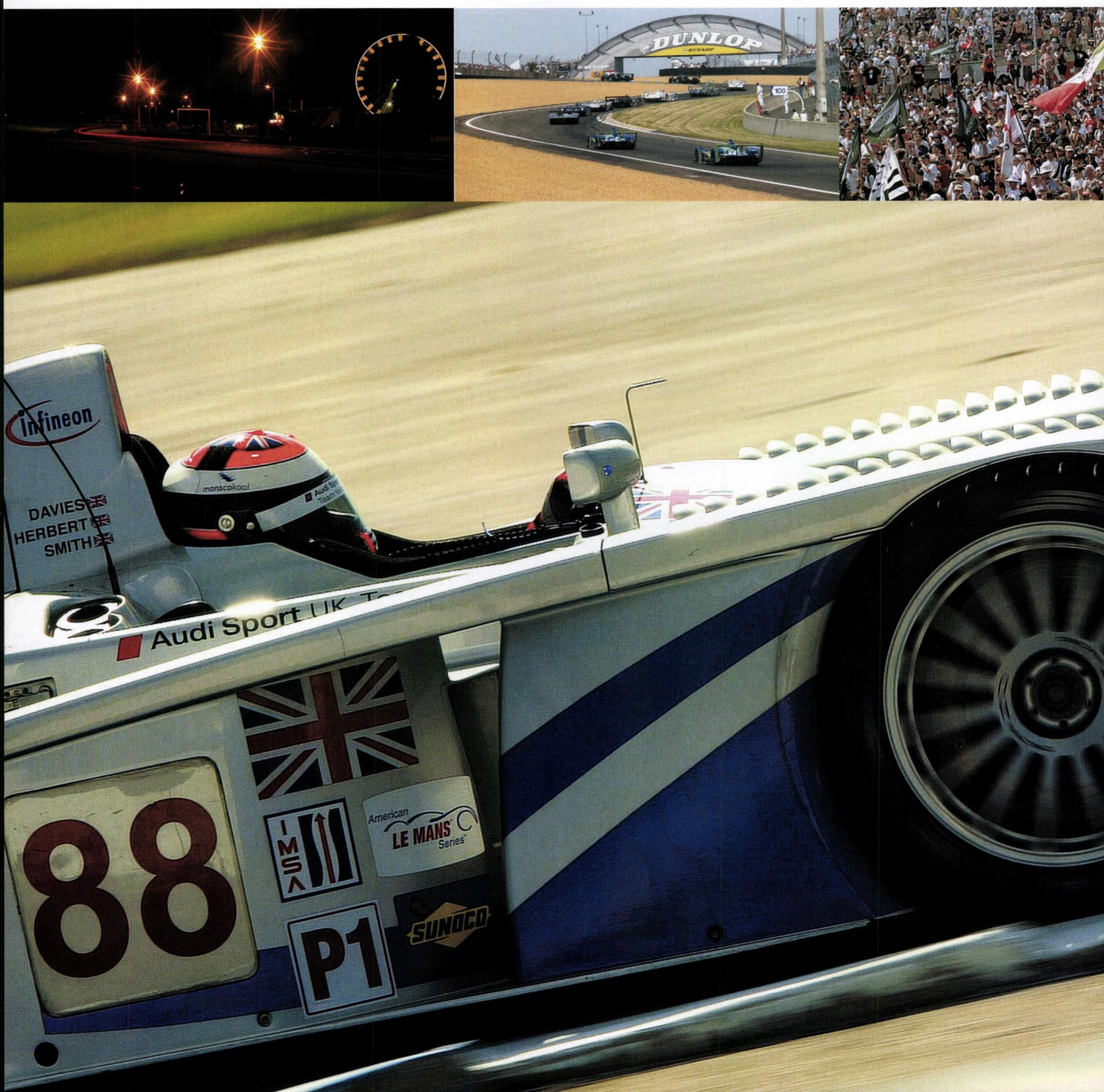
SOUTH AFRICAN GRAND PRIX, 1961
Trevor Taylor's Lotus 21 takes a diversion at East London. The rough ground throws up a stone which holes his radiator and he retires

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2

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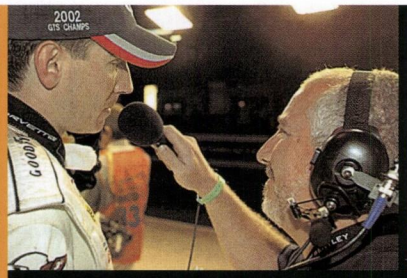
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Radio Le Mans broadcasts from midday on Wednesday June 9 until 18.00 on Sunday June 13 with a mixture of news, music, interviews, competitions and of course full coverage of the race.

### HOW TO TUNE IN?

You can hear Radio Le Mans trackside on 91.2FM. Alternatively, you can listen via **www.autosport.com**, just click the Radio Le Mans icon on the home page.

### COMMERCIAL OPPORTUNITIES

Radio Le Mans provides brands with an ideal environment to associate a product or service with all that is exciting and unique in sportscar racing and the 24 Heures du Mans in particular. A sponsorship or advertising package provides the perfect platform to communicate directly with this captive audience during elements such as the news, hourly updates, weather reports, the breakfast show, safety announcements or information updates.

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With a highly desirable audience, both trackside and globally, it's possible to target specific groups in a way that other media initiatives cannot. In 2003, over 60,000 of the trackside audience were English-speaking and the worldwide audience is growing year on year: www.radiolemans.com received over 1.5 million impressions from fans who followed the web-broadcast.

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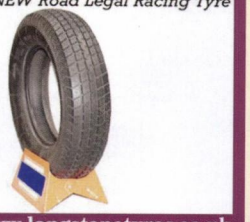
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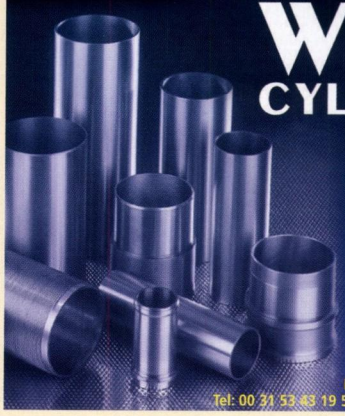
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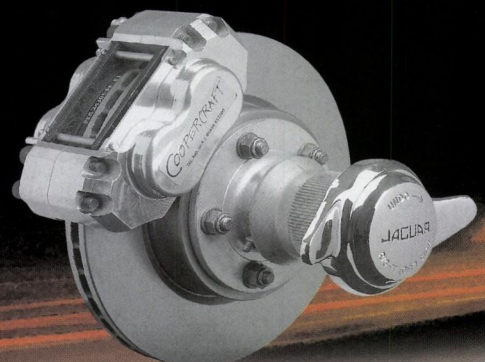
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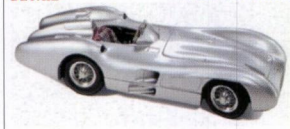
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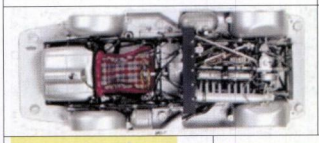
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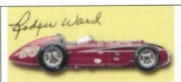
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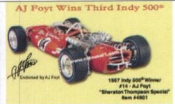
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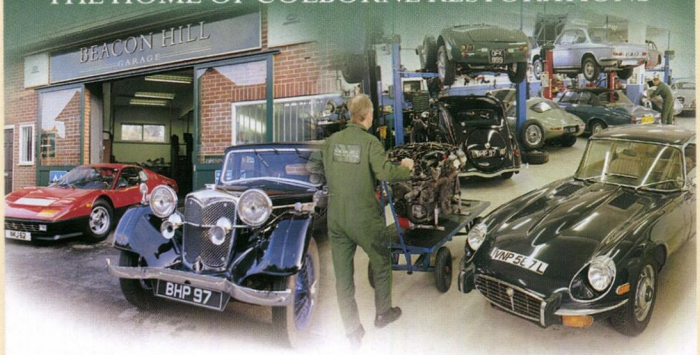
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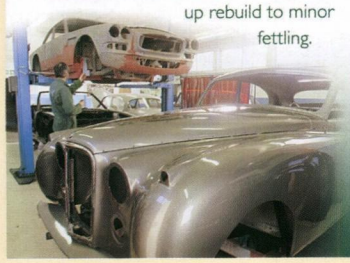



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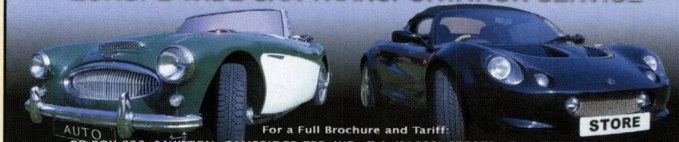
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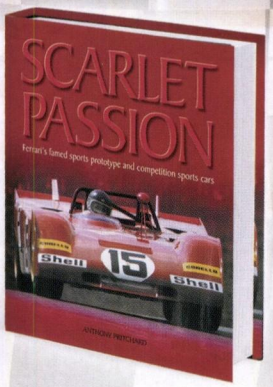
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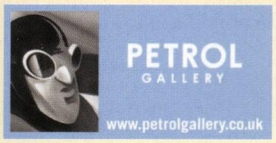
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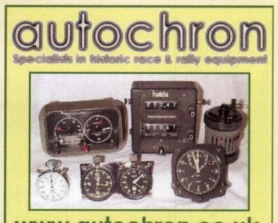
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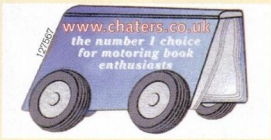
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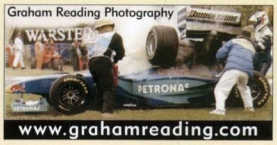


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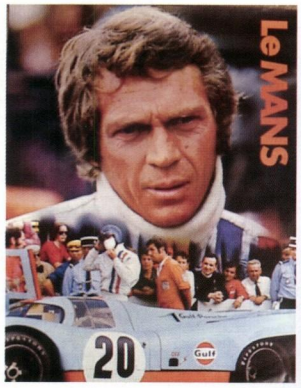
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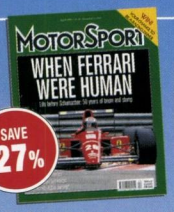

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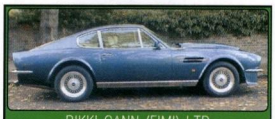



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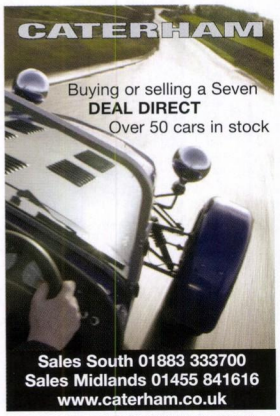
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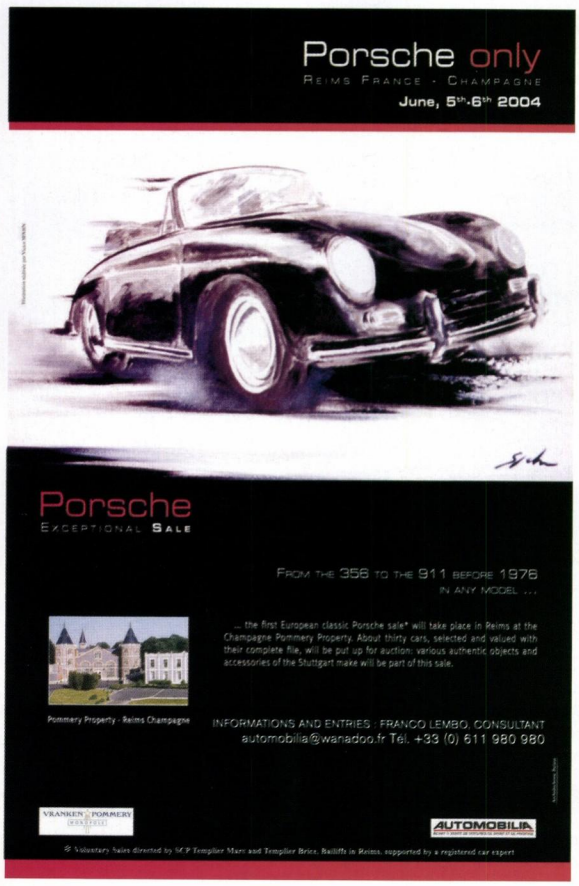
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**JAGUAR E TYPE 3.8 FHC S1** 1962, BRG, £10.000 spent on engine, steering, clutch, brakes, fuel, cooling, exhaust, drives as new, £20k ono Tel: 01284 850491

**JAGUAR E TYPE 4.2 S1 1965** Supplied new by henlys of london, heritage certificate. Traditionally finished in BRG with suede green leather interior. This rust free example has never been restored & is original apart from a repaint 25 years ago. Definitely the most sought after model to own – the tightest E – Type I have ever driven! £19,750. John Heda, Tel: 07836-263471 or 02380556300

**JAGUAR E TYPE CONVERTIBLE** Series 1.5, 1968, Red, Wire wheels, older restoration, some history. MOT. Superb. £23,500 tel: 07801 227 257

**JAGUAR E TYPE ROADSTER 1974** V12 white, blue interior Manual rebuilt heads and carbs new starter motor stainless steel exhaust. New radiator hoses and new battery lots of history and bills excellent condition £22,000 ono 020 8390 1735 or 07977 720508

**JAGUAR E TYPE S3 V12 2+2 MANUAL** RHD,UK original in dark blue, cream leather trim, chrome wire wheels, excellent condition (£39,000 restoration receipts available) fitted immobiliser, new MOT, alpine CD player (JEC valuation £25,000) price £20,000 Tel: K Preston on 0116 2830978 for further details. Private Sale

**JAGUAR E TYPE SERIES 1, 4.2 ROADSTER 1966** Fully rebuilt, huge history, well sorted and runs beautifully. Perfect for this summer. Jon Radgick on 01665 675434 or jradgick@cpc.demon.co.uk

**JAGUAR XK 120 LHD** By Barris of Los Angeles. Fully rebuilt, discs, 3.8L Getrag, powrlok, well sorted car. £50,000. Jon Radgick on 01665 675434 or jradgick@cpc.demon.co.uk

**JAGUAR XK 120 ROADSTER 1950** Original RHD. White with black trim. MOT and Heritage certificate. Steel wheels with spats. Ali tank and dual stainless exhaust. Requires further improvement. £16,500 ono. Tel: 07976 975046. No Canvassers Please

**JAGUAR XK 150 3.4 1959** Full MOT. Over £14,500 spent over past 12 months on engine rebuild and restoration. Immaculate. Drives as new. Red interior. £25,000 ono Tel: 01249 720302

**JAGUAR XK 150 3.4 1957** MOT April 2005, very good condition, Old English White. Black / red interior. £22,500 Tel: 01908 571404

**JAGUAR XK120 ROADSTER 1952** Powder blue metallic with blue leather. Restored in 1988, car is in fine condition and has been extremely well cared for by Jaguar specialist. £26,950. weather equipment as new including hood and tonneau. Mechanically sound. A really lovely car full of character. More pictures on www.saccl.co.uk. Tel: 01491 681441

**JAGUAR XK120 ROADSTER 1954,** Silver, restored original panels, new red interior, new top, never seen rain since restoration 100 miles ago, Rhd converted from Lhd, £39,950 Tel: 01747 871001 (S.Wilts).

**JAGUAR XK140 ROADSTER 1954** Dark blue, restored. VGC. Leadfree, 5 speed gearbox, windows. 67,500 Euros Tel: 0032 6884075 or Fax: 0032 6884076

**JAGUAR XK150 1959** DHC, manual overdrive, beautiful unrestored UK car. OEW with blue leather matching numbers. 84k miles, retrim by S & T. Engine rebuild rewire by P & K Thornton. Drives superbly. £49,500 Tel: 0115 983 0655

**JENSEN 1977** Red saloon. Fantastic looking car, has been garage stored, hence needs minimal work to get it back to near mint condition. £2,750 Call Nigel: 07980 649149

**JENSEN S-V8 2002 4.6 LITRE** One of only 21 cars built by the factory. Chassis No. 9. aluminium and blue leather interior. Just serviced and only showing 5,600 miles. £38,000 ono For full details see www.ashframe.com or call 020 8390 1735

## L



1947 LANCIA APRILIA Cabriolet RHD exquisite Langenthal, 4 seater coachwork, fully restored, grey leather trim, last owner 30 years, low mileage, mint, very, very rare .....£39,900

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**LAGONDA 3 LITRE T7 OPEN TOURER 1933** An older restoration in BRG with deep red leather. £59,950. Half the price of a T7 M45! see www.peter-byrne.com or tel: 0208 467 6916.

**LAMBORGHINI JALPA 3.5 V8, 1986** Panther black with black leather, targa roof, rear wing, 28.000 miles. Factory RHD. Recent MOT. Stunning example, not for the shy. £19,750. Tel: John Heda 07836-263471 or 02380556300

**LAMBORGHINI MIURA 400S JOTTA SPIDER.** Silver/black leather. Concours condition. Totally unique. £POA. Tel: 07836 560300.

**LANCIA 2000HF COUPE 1974** In first class order. 55k recorded miles. A superb example of this classic marque. £4,950 Tel: 01635 253479 or 07836 507396

**LANCIA FULVIA 1.3S SPORT (ZAGATO)** red 1972 good condition, well maintained, recent MOT photos available £4750 contact Mark 01449 737973

**LANCIA MONTECARLO SERIES 2, 1981** Absolutely superb condition - original specification. 76,600 miles. Purchased 1999 from one previous owner, added only 3500 miles since, over £3,300 spent on service and parts. Continually garaged and rarely driven - no rust. Very rare opportunity to purchase unmodified, original and excellent condition car. This car featured in July 1999 edition of Classic & Sports Car magazine: 'looks like it's just rolled off the production line' £7,995 ono Tel: 020 8741 3518 or please email us: zen17600@zen.co.uk

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**LOTUS ELAN ROAD/RACE 1969 S4 SE FHC** Chassis out rebuild 1999. Tony Thompson:-suspesion front and rear. Double U/J,drive shafts,alloy rad and swirl pot, S&S exhaust system hand formed manifold, 10 gallon foam filled fuel tank, Q.E.D gasflowed head. Sprint cams, rear rollover cage (FIA) recent paint. Suspension set up by Wally Lyles, it handles excellent in the dry and wet. Twin circuit brakes with bias adjuster. This car is a dream to drive. In seven years of racing this Lotus has none DNF. 12months MOT Price £11,995 (H) 01522 721422 or 07860612388 (m)

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**LOTUS ELAN S4SE 1968** Sparkling Monaco white with gold bumpers and wheels, black interior and mohair hood. Rebuilt on new chassis in 1989/90 with 140bhp on L2 cams, Dellortos and K&N pancakes; Kenlowe; original Chapman wheel. New water pump and recent MoT. Last owner 14 years, garaged and properly maintained with history. Excellent order throughout. No longer suitable for my Dad. £12,000 Tel: +852 9090 2002 or email home@nkat.net from 2nd May 2004.

**LOTUS ELAN SPRINT 1974** Very nice restored condition,finished in Sprint colours, rollbar, taxed and long MOT. £13,000 ono Tel: 07885 307295 Exeter

**LOTUS ELISE SPORT 160** ('W' May 2000). Metallic silver with matching detachable hard top and black sports trim with blue suede inserts. Immaculate condition throughout with only 12,500 miles and full history. Factory Sport 160 spec from new which provides a good compromise between a standard Elise and an Exige. Obviously a very quick car and developed by Lotus with high performance driving in mind. Rare and desirable model with only light usage. Includes hood, alarm/immobiliser, C.D. radio, etc. £16,950. Tel. 01260 223440 Fax. 01260 223469 (CGOC)

**LOTUS ESPRIT TURBO 1983** One owner since 1983, bodywork totally original, half leather trim, 56,800 miles. full service history. £8,500 Tel: 01242 620304

**LOTUS EUROPA TWINCAM** 1972. Yellow. Comprehensive history. MOT March 2005. £7,500. Tel: 01932 846995. E-mail: gantc@powercore.co.uk

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## M

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**MERCEDES 190 SL 1961** Good condition, 66,000 miles. Two owners since 1967 new hood, tyres, s/s exhaust and more original tools and jacks, Beaker radio, history file, great looking and driving head turning car bargain. Tel: 07909 917020 or 020 8368 5436 or bijenm@hotmail.com

**MERCEDES 220S 1958** Stored 30 years, 60k, reg 'RNV 55'. Very good original interior, strong body. £2,650. Tel: 02476 349879 or 07831 715400

**MERCEDES 230SL 1965 RHD** Manual. White with black leather interior. Total professional restoration to near concours condition. £27,500 ono. Tel for full details: 01285 821797 or 07860 334933

**MERCEDES 280 SL (PAGODA HARDTOP)** Champagne gold, black leather, auto, recond. Engine near concours condition. Good history. A beautiful car £26,750 (Sussex).
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**MERCEDES 280SE COUPE 1970** 3.5 litre V8, automatic, 83,000 miles. Beige leather interior, air conditioning, good condition. £15,500 Tel: 07919 880018

**MERCEDES 280SL 1982** Current owner 12 years, Mercedes service history from new, many new body panels, excellent condition, steel hardtop £9750 Tel: 01494 727563

**MERCEDES 300 SL 1989/G** 61,000 miles, silver, FSH, cruise control, hard and soft tops, alloys, rear seat, excellent condition. Bargain at £13,500 Tel: 01484 400498 or 07969 810542

**MERCEDES 300CE 2** .24V, 4 seater cabriolet 1993, auto, LHD, Almondine. 122,000km. FSH. Black power hood with glass rear window, heated seats, becker hi fi, wind breaker, air con., 12 months MOT, an original low mileage example in very good condition. £ 10,499. Tel 07715 052549 or 01224 625600 office, ask for Mr. Burbage

**MERCEDES 350SL SPORTS 1972** Automatic, red, tan interior and hood, alloys, tax exempt. Full professional respray late 80's. £5,950. Tel: 07990 953606 or 01275 847298 (Bristol)

**MERCEDES 500SL 1986** Metallic blue, full service history, MOT, hard top/electric soft top, leather interior, air con, central locking, cruise control, electric windows, rear seats with seatbelts. 78,000 miles. Very good condition. £12,000. Tel: 01590 681045 or carol_ferguson@pmlgroup.com

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**MG TD 1950** Ivory, red leather upholstery. Very original. Owned fourteen years, taxed with full MOT. Ready to use condition. £10,5000 Tel: 01254 263094

**MG TD 1952** Nicely restored in red with red leather trim, 2,000 miles since rebuild £13,950, see this and many more on www.pioneer-automobiles.co.uk or Tel 07768 630969

**MG'S WANTED** A1/concours condition. Top money paid for right car. Please contact Matthew Eade on 01825 713388 or e-mail: nutleysports@lineone.net

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**MORRIS MINOR TRAVELLER 1963** Good runner but rust in floor means no MOT. Straightforward project. £500. Jon Radgick on 01665 675434 or jradgick@cpc.demon.co.uk

## P

**PIPER P2 1972** Full restoration to show condition just completed. £10,000. For serious enquiries and further information Tel: 01621 782519

**PORSCHE 911 2.0 SWB (RHD)1966** Early right hand drive short wheelbase car finished in green with black trim. Fully restored by Porsche specialists in the late 90s with documented bills totalling £35,000. Desirable spec. includes period Recaro leather seats, no sunroof, uprated Spax shockabsorbers, uprated 'S' brakes, S/S heat exchangers and 15" Fuchs wheels. Rare, desirable and eligible for a multitude of historic motoring events. £15,950. Tel.01260 223440 Fax. 01260 223469 (CGOC)

**PORSCHE 911 CARRERA 2, 1992 J** 491 GGT in midnight blue metallic with black leather, 10 stack Blaupunkt stereo, air bags, e h s, a/c, electric windows and mirrors, headlamp wash, p as, a b s, e s r, remote locking with Thatcham alarm/immobiliser, 16" alloys, 63,000 miles, Bridgestones, Tiptronic, service history. Price £14,650 contact Geoff 01386 422129 or 07710 410077

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## S

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## T




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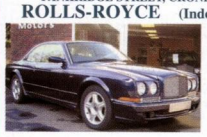
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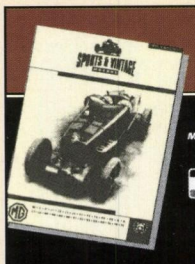


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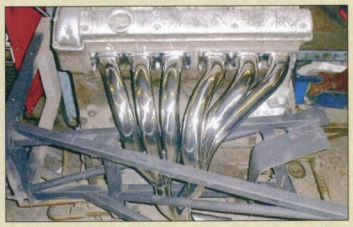
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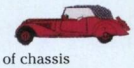
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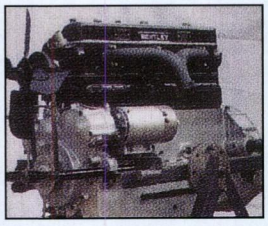
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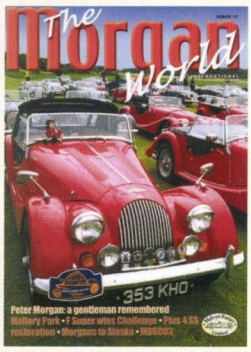
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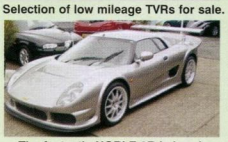
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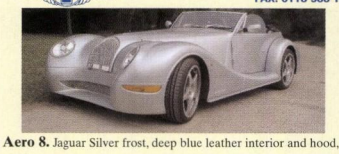
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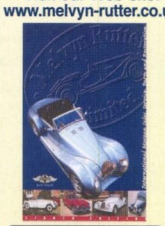
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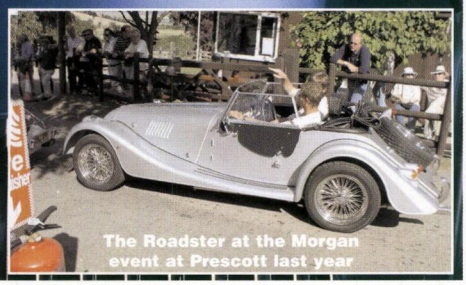
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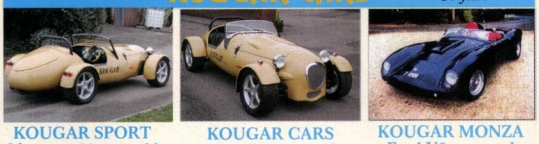

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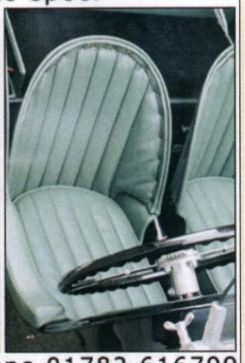
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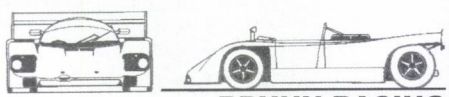
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PORSCHE 956-118 was the last of 18 customer Porsche 956s built. It was sold to Nova Engineering's "Nova-Trust" team in 1984, competed successfully in the Japanese Sportscar Championship and the World Endurance Championship ("WEC"), and is one of the most significant Porsches in Japanese racing history.

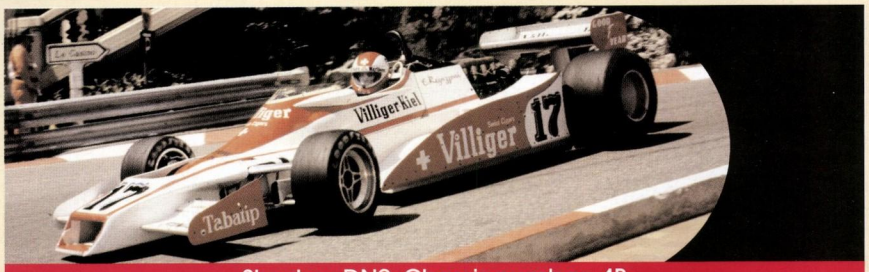
In 1984, with drivers Vern Schuppan, Yoshimi Katayama and Hans Stuck, #118 was 2nd at the Fuji 1000 km, 2nd at the Suzuka 1000 km, 3rd at the Fuji WEC 1000 km, and 1st at the Fuji 500 mile. In 1985, with Schuppan and Keiichi Suzuki, #118 was 4th at the Suzuka 500 km, 1st at the Fuji 1000 km, and a dnf at the Fuji 500 km. In 1986, with Schuppan, George Fouche and Suzuki, #118 was 5th at the Suzuka 500 km, a dnf at the Fuji 1000 km, 1st at the Fuji 500 mile, 1st (dsq) at the Suzuka 1000 km, 6th at the Fuji WEC 1000 km, and 1st at the Fuji 500 km.

After a complete restoration by Brun Motorsports, 956-118 was sold in 1990 to Chris MacAllister, of Indianapolis, Indiana, and began its historic racing history. In 1999, #118 was sold to Archie Urciuoli, of Casey Key Florida. In the past decade, PORSCHE 956-118 has scored numerous vintage racing podium finishes. In 2003, 956-118 won its class (and was third overall) in the U.S. Historic GTP/Group C Series Championship.

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**The car can be inspected at MCR Racing, Jupiter, Florida, U.S.A. Contact: Archie Urciuoli (203-852-1879 or ARCHIE22@COMCAST.NET ), or Mike Colucci at MCR Racing (561-575-4717 or OFFICE@MCRRACING.COM).**

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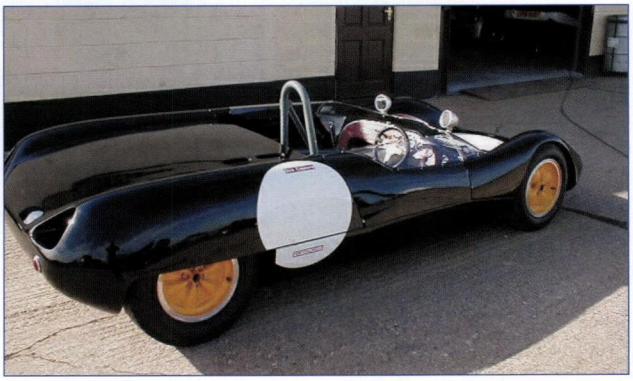
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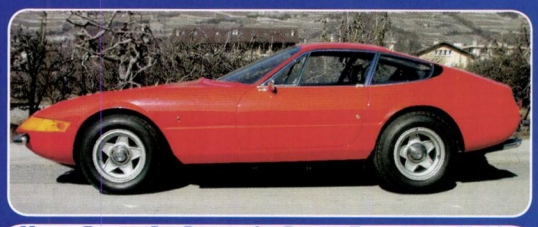
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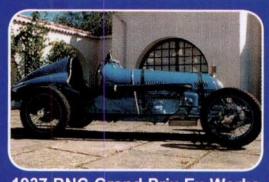
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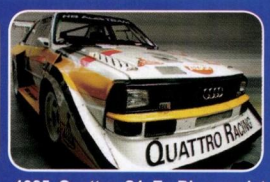


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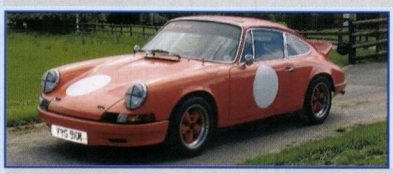
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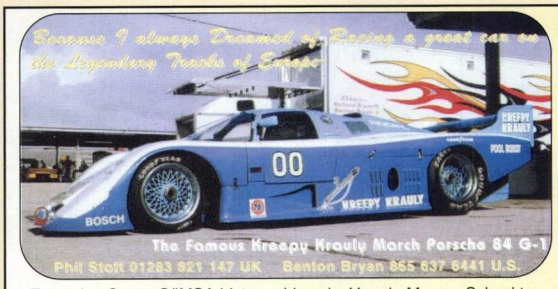
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# British Sports Car of the month

Paul Clugston of Kent-based UK Sports Cars has been selling Lotus for 25 years, and has seen trends come and go. But, he says, he's having the best year for a long time, as buyers are snapping up sports cars: "I put it down to the boom in the housing market," he says. " As buyers swap homes, they'll sometimes put £10-15,000 aside to spend on a nice car. "Elan S4 fixed-heads are quite good news at the moment," he adds. "We've just sold a couple to France for £12k each, both nice cars. If people are going to buy a Sprint they tend to go to for the convertible. S3s are much rarer." Right now, Clugston is watching the +2 enjoy a renaissance: "S130 Big Valve cars make big money - nice ones are £10k now. They were in the doldrums a couple of years ago but now people have realised what good value they are. I had a chap come down to look at an Elise the other week, but he had a sit in a really nice +2 I had for £13k, fell in love and took it away after a bit of persuasion from his wife. Convertible +2s are popular too, and there's no stigma about them any more because they're all conversions, most done by Christopher Neil in the '80s. "Giugiaro Esprits are still good news - '86-'87 turbos are around £15k for a really nice one, but I wouldn't buy one for under £11-12k. Elises are down to £12-13k at the bottom end and they are still knocking the top out of the Caterham market, which is in the doldrums at the top end. Caterhams are strongest between £8-12k, getting you a good pushrod car, although if you want more a 1700 Supersprint with five-speed and de Dion is all you need and shouldn't set you back more than £19,000." The Europa market is quiet now, he explains, because so many have gone to Japan. "I get two or three enquiries a month, but the big problem is finding nice cars - a nice JPS five-speed is £10k. In the mid-'80s we were selling three a month to Japan, but the market there is so saturated now that I'm surprised we're not getting offered more to bring back." But most under-rated, he reckons, is the Excel: " Rally nice to drive, but Lotus never really pushed the car. Go for an '89-on one with all the improvements and you've got a cracking drive for £7-9000."

Paul Matty, the UK's largest dealer in old and new Lotus, sells between 250 and 300 cars a year from his Bromsgrove showroom, and this year celebrates 29 years in business. Elans, he says, have a pricing scale all their own: "S1s and S2s fetch £14-20k for the very best cars - these will have new chassis, paint and an engine build. The most we have sold one for is £22k and we have a waiting list up to £25k that I've had to bring cars back from Japan to fill. Yet the cheapest Elan will be an S4 fhc on Stromberg, for about £9000." He also sees the +2 gaining strength, top cars currently around £12k, partly due to interest in the Spyder replicas, which cost more: "I can sell as many as I can get hold of."

"But the real hot Lotus news is the Esprit, since Lotus stopped making them, doesn't matter if they're turbos or not. He's currently advertising one with just 287 miles on the clock. "But that will be very expensive, " he warns. The rise in values of early cars is pulling the Stevens-restyled cars with them, and these are now fetching £10-15k. Matty repports that the Elise knocked the top out of the Caterham market three years ago, which he has practically abandoned, but there's an interesting - and lucrative - sideline in these nimble mid-engined sportsters: "Elises are now on two tiers: £13k and up - and the rest. With the lower-priced cars now under £11k in the trade, some of the better-heeled track day men are having their cars converted. So we're tweaking them up, fitting roll cages and so on. "Europas still attract a couple of enquiries a month, with twin-cam cars being the easiest to sell, fetching £10k and upwards. And a nice Excel can be used every day - these are real old GTs, and there's just a few ripples in the water on these now - at about £8k."

Mike Abbas sells very few cars in Europe - he deals mainly with the Japanese trade - but he echoes what Clugston has to say about this market: "S1 and S2 Elans are very popular there, as they still worship Jim Clark, and values are £12-18,000. A lot of dealers there have quick a lot of stock now, though, so it's getting harder to shift them, although I'm still doing 25-30 Lotus there a year."


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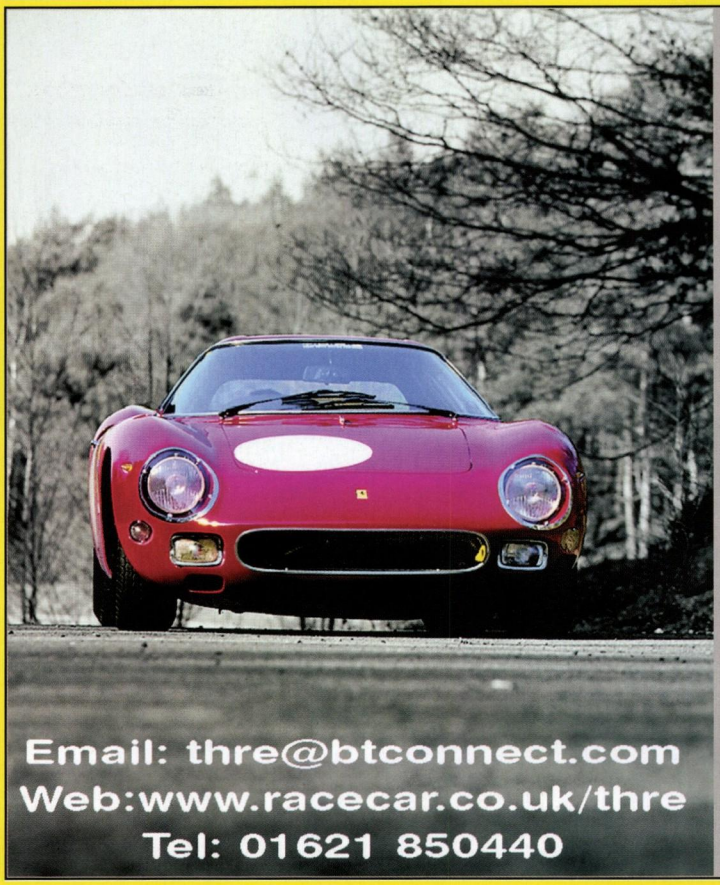
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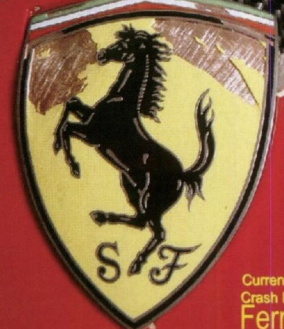
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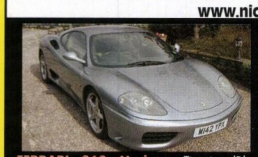




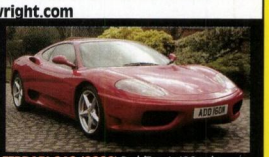
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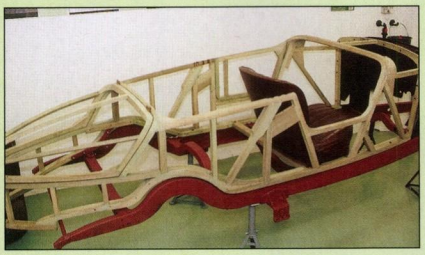


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Within my circle of friends (and for me) this is a time of birthdays, and as our personal odometers click over, we inevitably think of times past. Usually it goes along the lines of "when was the Falklands war?" or "can you believe that song was 23 years ago?" Then there is the inevitable, "well, it was so much better in my day" from the older contingent in the tea room, "the cars were better looking and the birds were faster!" This rosy view of the past has spawned Austin Powers and the retro styling of BMW's Mini, but haven't you forgotten the bad bits, wars, rationing, recession, miners strikes, Labour governments, tax and spend, even the Mini 1275 GT?

True remnants of the past remind us of the reality of the times without the veneer of nostalgia. Anyone who does a hundred miles in a GP Bugatti has to admire the drivers who competed in the Targa Florio, a hot lap of Goodwood and you can see why it claimed so many cars in period. We live in an age where risk is engineered out, and the only hazard we face as we set out on a thousand-mile trip in our car, is that our credit card won't work. Motorsport is taken up as an alternative to golf and treated as lightly. We must be careful that we don't make the mistake of thinking that these relics of a past age are as anaemic as modern cars or circuits. When we step into an old car we have to accept we have left our cosy world and gone back to an earlier time, a time of checking oil and water, flat tyres, broken copper pipes and imperfect design. An age where should our chosen sport bite, it bit hard, at Disneyland you're safe on a runaway train, but when we race in a theme park, real world rules still apply!

The passion that cars evoke is tangible (marketable) and built on the characters of the time; Bugatti, Bentley, Hawthorn, Ireland, Chapman and Clarke, how long would they last in the modern world? The corporate machine knows what we want and gives it to us cynically in a manicured and constructed way, even in politics. The bit Orwell got wrong was Big Brother was a capitalist. One thing is for sure in their day, Bugatti and Bentley never shared a floorplan or a common market strategy, theirs was a simpler age, we can't add to their legacy only celebrate it.

Of course we can and do improve the cars, overdrives, electronic ignitions, modern materials and techniques, counterbalanced cranks, trick vibration dampers, hardened valve seats to deal with the lack of lead in petrol even two speed and park wipers! Modern niceties that help the cars deal with the change in traffic conditions and driver habits that the years have brought.

With all these comparisons, it's interesting to look at old issues of motoring publications. I just happen to have been looking at a May 1964 edition, the month before I was born. A Bugatti had just won the Pom, the Easter meeting at Goodwood was to see the debut of the Lotus 30 but it wasn't ready. Jackie Stewart won the F3 race, Graham Hill's GTO just beat Jack Sears in the Cobra and a subject dear to my heart, an Anglia beat all the Mini's. There was a road test on the Reliant Sabre which cost £1,180, twice the price of the new Austin Healey Sprite, or alternatively, you could buy a pre-owned Frazer Nash AC and an SS100!

To come back to the present, how about the cost of running a modern BMW versus a Bugatti? We chose a T44, as we had just fixed the gearbox on a customer's car, broken on Sunday and it was back on the road Tuesday, with new gears all in place. Labour rate, us: £30 per hour, BMW: £66 per hour, us: Remove gearbox, repair and refit £1,400 plus VAT, BMW: Remove gearbox, fit recon unit £2,700 plus VAT. Us: oil and filter change £45 inclusive of parts, BMW: £105 inclusive, and even better, the Bugatti goes up in value, how much for a three year old BMW 330?For eight decades beginning with my grandfather our family has served generations of Bugatti owners. This has given us a unique insight into these stunning examples of automobile art. Our workshop is a mecca for the Bugatti enthusiast, as we regularly have twenty cars on site and hold a stock of cars and parts that run into millions of pounds. Our business is built on the simple idea that our customers should enjoy their cars, from agreed term and cost restorations to sensible and unobtrusive modifications for improved reliability. Our service and methods have recently been recognised by the Classic British Quality Charter whose stringent criteria we meet and exceed. If you own a Bugatti or aspire to, our experience makes us your first choice.

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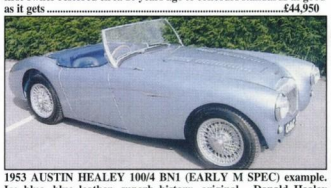
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1970 JAGUAR E TYPE 4.2 S ROADSTER!, RHD opalesent silver blue, blue leather & blue mohair hood - CWW, low mileage, famous first owner restored circa 10 years ago to concours standards as good as it gets .....£44,950



1953 AUSTIN HEALEY 100/4 BN1 (EARLY M SPEC) example. Ice blue, blue leather, superb history, original - Donald Healey Mo/Co. Example RHD, English, matching nos. example (see our website) .....£28,950



1974 JAGUAR XJ12L. 5.3 Old English white with blue leather trim 26000 miles only. Best we have seen. Please look at our website for full photos etc .....£12,950



1960, LOTUS ELITE S2. Famous Historic Racing car with FIA. papers. supplied NEW to Mr David Buxton of TEAM ELITE., Has Competed In many Top Events, Last owner over 20years, Restored by Simon Hadfield, Stunning Example, Please contact us for full details of history and spec .....£POA.



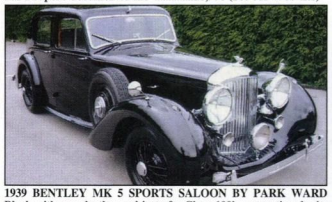
JAGUAR C-TYPE-REP BY PROTEUS (plus upgrades). 3.8 tuned engine, 4 speed box with overdrive etc. Alloy & GRP construction, correct in every way. Please see our website for full details .....£38,950



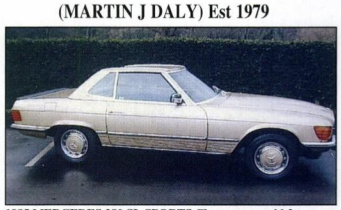
1959 BENTLEY CONTINENTAL S1 Four Light Flying Spur By H.J.M. Sold by us recently, to a famous collector, now back on the market due to Other cars etc. Restored by One Of The worlds Top Rolls-Royce/ Bentley Experts, and One of The Best In The World.
Please contact us for full Details etc. .....£POA.



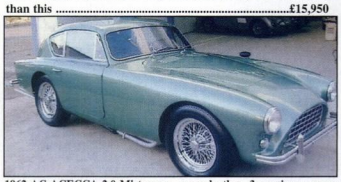
1963 JAGUAR 3.8 MK II MOD. BRG with suede green leather trim, PAS, upgraded brakes, suspension, stainless sports exhaust, w/wheels. Subject of 5 year concourse rebuild, one of the best and has a superb documented file .....£28,950 (See our Web-site)



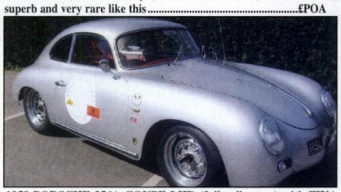
1939 BENTLEY MK 5 SPORTS SALOON BY PARK WARD Black with grey leather, subject of a Circa 100k restoration, by its last owner, superb and very important history file, famous owners, and the rarest of all Derby Bentleys (one of nine left). Please look at our website,more details /photos etc .....POA



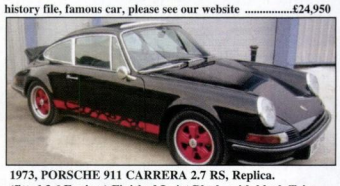
1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get better than this .....£15,950



1962 AC ACECCA 2.0 Mist green, green leather. 3 previous owners from new. 35,000 miles only (one of the last made) Chrome wires, superb and very rare like this .....£POA



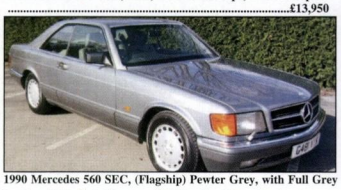
1958 PORSCHE 356A COUPE LHD (full rally spec) with FIVA documentation, superb example engine rebuilt by factory, vast history file, famous car, please see our website .....£24,950



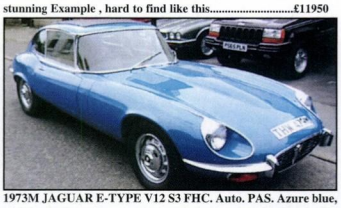
1973, PORSCHE 911 CARRERA 2.7 RS, Replica.
(fitted 3.6 Engine ) Finished In jet Black, with black Trim, This is the Best Replica we Have Ever seen, Please see our Web-site, Or Phone For Full Details .....£34950.



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



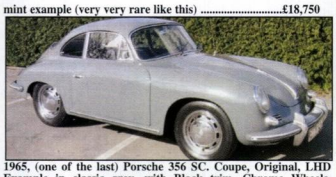
1990 Mercedes 560 SEC, (Flagship) Pewter Grey, with Full Grey Leather Trim, Total Spec, and FSH, with all handbooks etc. stunning Example , hard to find like this.....£11950



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



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



1965, (one of the last) Porsche 356 SC. Coupe, Original, LHD Example in classic grey, with Black trim, Chrome Wheels, matching Numbers, Superb and very hard to find in this condition, Stunning .....£22950



1968 MERCEDES 280SL PAGODA. White with Black hard top. Automatic with power steering, 3 owners from new. 91,000 miles, original interior and perfect hood a superb and original motorcar (hard to find like this, see our website) .....£26,950



1969 JAGUAR E-TYPE 4.2 FHC S2. RHD, Finished in special Order Ecossie Blue, With Red Leather Trim, chrome Wire wheels, Stainless Exhaust, and Upgreades. Restored To A very High standard By its Last Owner, And taken to Le Mans Last Season, Stunning .....£29950



1960 JAGUAR XK150 S 3.8 FHC (VERY RARE) in indigo blue with red leather, CWW, special factory upgrades, touring seats, 50 gallon Le Mans tank. Genuine low mileage example, (famous owners) unique motor car, and stunning to drive.....POA



1998S MERCEDES 320 SL V6 SPORTS, Jet black with anthracite leather, glass roof, total spec, one owner FMBSH value at.....£24,950




1947 BENTLEY MK6 MANUAL WITH OVERDRIVE Black with tan leather, factory steel sunroof, original clock and tool kit, famous feature car in top magazine, has just undergone a full re-commision throughout. Stunning ..... .....£20,950



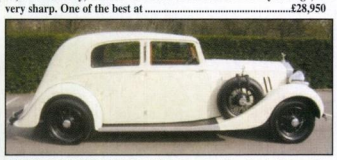
1973 ROLLS ROYCE SHADOW ONE. Fern green with clack leather trim, one famous owner, 73,000 miles only, Harvey-Bailey kit, mint example. Please see our website .....£14,950



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



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



1937 ROLLS-ROYCE WRAITH Sports Alloy Body Saloon By Park-ward. (original Factory Experimental Car) Very Famous, and Important Example, Please See our Web-site or Contact Us for Full Details etc. .....£44,950.



1965 JAGUAR 3.8 MK 2 MOD, Original RHD with Matching numbers., Finished in Warwick Grey with Red leather trim, CWW, PAS. Stainless Exhaust, Upgrades, etc. This Is As good as It Gets.!! .....£27950.



2001 (MODEL) PORSCHE 996 TURBO 4, lapis blue, grey leather sports trim, alloys total spec 29,000 miles FPSH, as new .....£69,950



1969 JAGUAR 420 G AUTO. Finished in Opalescent Green with Tan leather. Subject of a very comprehensive restoration by its last owner, one of the best and genuine low mileage. STUNNING .....£16,950

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1948 TRIUMPH ROADSTER SUPERB ORIGINAL
1989 MERCEDES 560 SEC, SUPERB
1964 MERCEDES 220 SEB CONVERTIBLE.
1985 MERCEDES 380 SL (CHOICE OF TWO.)
XK 140 REPLICA, AMAZING.

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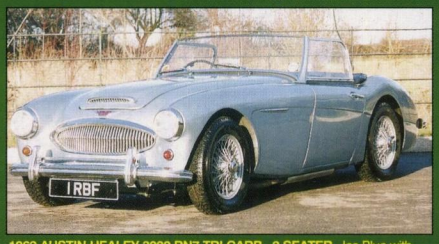
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**1968 TRIUMPH TR5** P.I. Sebring Red with Black hide. Multi-concours winner, incl The Benson & Hedges and Autoglym. Restored by Pumfords to the ultimate standard. Overdrive, CWW, tonneau cover etc. Early race history, low ownership and very low mileage. I doubt if there is a better example. Could not be replicated for less than £50,000. RHD - .....**£24,995**




**1962 AUSTIN HEALEY 3000 BN7 TRI CARB, 2 SEATER.** Ice Blue with Dark Blue hide, ground up restoration to the highest of standards. Equipped with centre change overdrive gearbox, wire wheels, adjustable steering column, stage 2 unleaded head etc. The rarest of all Healeys and possibly the most desirable, an outstanding example.RHD - .....**£32,995**




**1960 AUSTIN HEALEY 3000 BT7 MK1 TO WORKS RALLY SPEC.** Red with Black interior, alloy body, raised boot, spot lamp pods, 4 wheels disc brakes, 3.5 diff, comp O/D, 72 spoke wires, works hard top, competition seats, high ratio steering box, alloy tank, 140mph speedo, sump guard, uprated engine/suspension. Total re-build and upgrade to the highest standard by marque spec, could not be replicated for twice this price 'sensational'.RHD - .....**£39,995**




**1966 AUSTIN HEALEY 3000 BJ8.** In Colorado Red with Black hide. Equipped with CWW, overdrive, alternator, radio, CD, door mirrors etc. Ground up restoration with photographic record by marque specialist. A most outstanding example of the best Healey.RHD - .....**£31,995**




**1963 FORD LOTUS CORTINA MKI 'A BRACKET'.** Team Lotus colours, just completed total re-build to F.I.A. spec, raced once. The best of everything under homologated weight, Donington 1.27, Snetterton 1.26, Silverstone 1.11. F.I.A. Papers, in the right hands will be unbeatable. RHD - .....**£50,000**




**1955 AUSTIN HEALEY 100/4 BNI TO M SPEC.** Emerald Green over OEW with Cream hide piped Green. Original works demonstrator then owned by a works employee, early competition history, total restoration in the late 80's. Alloy panels, M spec engine by Dennis Welch. This trophy winning Healey is one for the discerning.RHD - **£24,995**




**1958 TRIUMPH TR3A (VVC 288).** Works prepared rally car. Winner Liege-Rome-Liege 1958, campaigned through '58, '59', '60 in many international and national rallies by Col "Bing" Crosby, then sold through Mike Hawthorns Tourist Trophy Garage to Kenneth Pearce, used by him in national rallies until '64. Now undergoing a sympathetic total re-build to period rally spec. Ready May 04. (Photo for example purposes only).RHD - .....**£50,000**




**1973 MGB ROADSTER. OEW** with Red hide. Full ground up restoration and upgrades to the highest of standards. Stage 3 engine on 45 webber sports exhaust, Kenlowe fan, overdrive, wire wheels, uprated suspension, wood rimmed steering wheel. A most outstanding example with an excellent turn of speed.RHD - .....**£13,995**




**1963 AUSTIN HEALEY 3000 BJ7.** Colorado Red over Cream with Black hide. An English car, 345 KNP, restored some years ago by Bell Classics at a cost in excess of £30k. Stage 3 alloy head, triple 45 webbers on magnesium works manifolds, uprated comp overdrive, 72 spoke CWW, Mallory ignition, oil cooler, big bore side exhaust, twin harnesses, wood rimmed steering wheel. Excellent example.RHD - .....**£28,995**




**1958 MERCEDES BENZ 300SL ROADSTER. Silver with Blue hide and hood. Low ownership and mileage, extensively restored at enormous expense and in exceptional condition, the ultimate post war Mercedes.LHD - £139,000**




**1982 MERCEDES BENZ 500 SL.** Petrol Blue with Cream hide, only 2 owners and total dealer service history. Equipped with air con, rear seat, ABS, alloy wheels, radio cassette, elec windows, boot spoiler etc. An astonishing example, would grace any drive.RHD - **£12,995**




**1958 MGA 1500.** Finished in Chariot Red with matching Red interior. Recently refurbished to an extremely high standard, including paintwork and trim. A pristine example of a highly sought after classic. RHD .....**£16,495**

ARRIVING SHORTLY - 1961 AUSTIN HEALEY 3000 MK1 WORKS REPLICA WITH F.I.A. PAPERS. Red with Cream hard top, alloy panels, triple Webbers, competition O/D, rear disc brakes, Halda tripmaster, 72 spoke w/w, high ratio steering box, bucket seats, full harness, side exhaust, works lamps, just about the lot. Total re-build carried out 3 years ago and only 2,000 miles since. Please phone for further details.

1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 90/95 at a then cost in excess of £100K to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why; maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable' .....LHD, ....£59,000

1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning..... WAS £24,995, NOW .....£21,995

1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED. Chiaro Blue with Cream hide, low ownership & ultra low historied mileage of only 40K. The Ferrari flagship, with air con, PAS, centre lock wheels, elec windows. Undoubtedly one of the most useable 4 seater Ferraris available, in a condition that beggars belief. Possibly the finest example available.....£19,995

1980 TRIUMPH TR8 CONVERTIBLE. Factory experimental car, 1 of only 2. Silver leaf with Biscuit trim. 2 owners, 48K, total history incl all letters from British Leyland. PAS, stainless exhaust. The most outstanding example you could wish for, virtually unique. ..£14,995

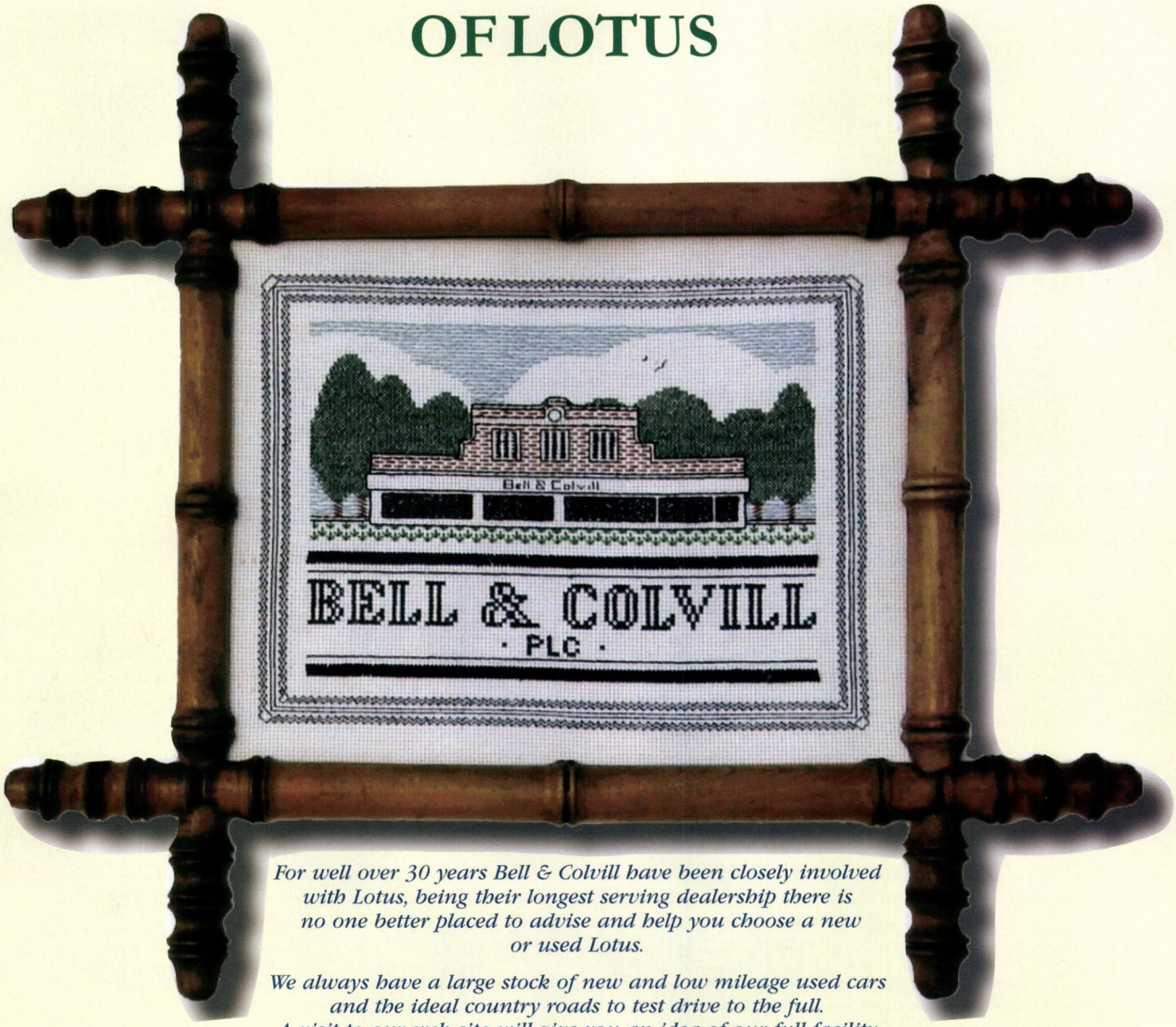
1952 SUNBEAM TALBOT 90 DHC. Grey Blue metallic with Grey hide. 1 lady owner until 1984, 65K with history from day one. Never restored, just maintained to an incredible standard, your search is over..... £12,495

1986 BMW M5 E28. Dolphin with full Black hide. Local car, 2 owners, FSH. Just had top end overhaul & new chains. Air con, elec seats/roof/windows. CD, CSL brakes. A most outstanding example of this very usable road rocket.....£9,995

1970 GP PORSCHE SPYDER 1760CC ENGINE. Metallic Silver with Blue trim. Retired engineer built to a very high standard. Bills for parts alone in excess of £14,000. Tremendous fun and outstanding value.....£9,995

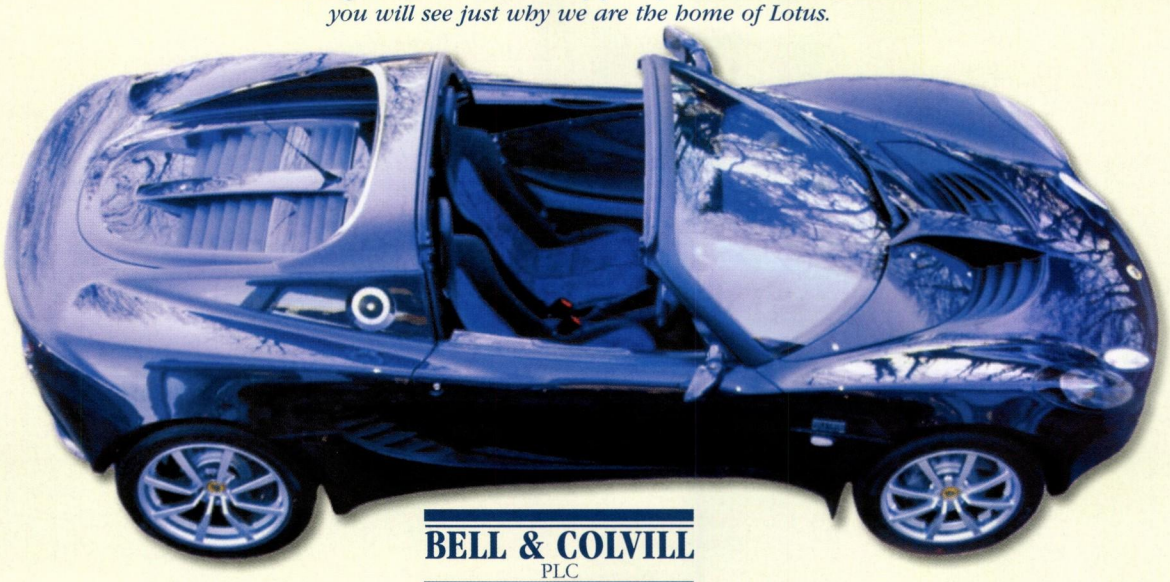
1959 MGA 1600 COUPE. Iris Blue with Black hide. Restored 3 years ago, cost £12,000. Wire wheels, alternator, radio etc. Outstanding value ..... £8,995

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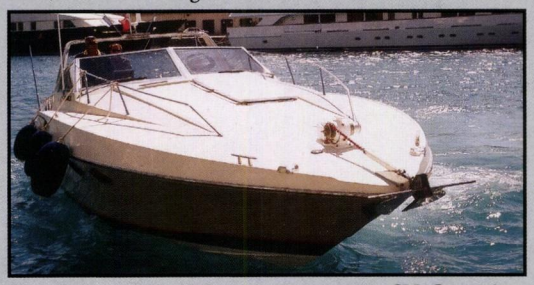
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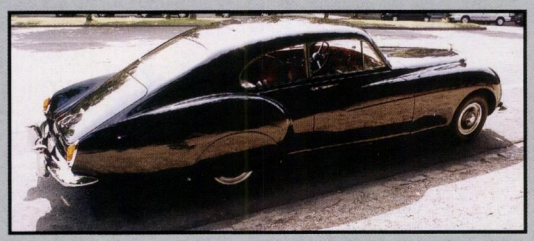
# Classics Gallery S.A



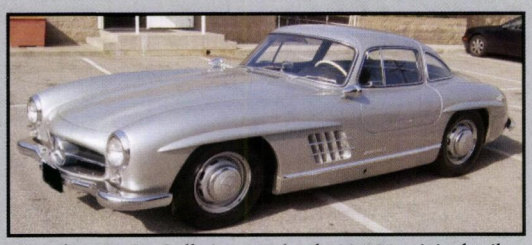
1957 Bentley "S" Continental Park-Ward convertible. The most sought after of all post-war Bentleys. One of only 31 left hand drives built. Power steering, power hood, air conditioning. Concours condition!.425.000 Euros



Riva Bravo 1985 12.5 metres. 2 x 320 CV Cummins, Group Onan, Full options, one owner, only 650 hours. Immaculate condition. .....130,000 Euros.



Bentley Continental "R" 1955 Ex Guiness Family - "D" series with 4.9 litres engine 121.000km from new. All original and exceptional. Left Hand Drive ....P.O.A



Mercedes 300 SL Gullwing 1956 only 80,000 original miles. Excellent original black leather. Matching numbers and colours .....P.O.A



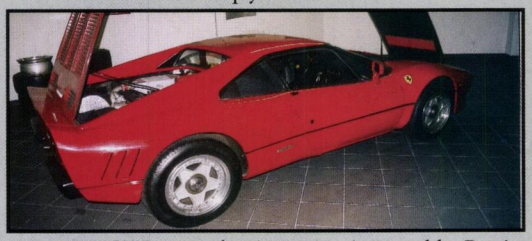
Ferrar1 512 BB1 1984 only 24.000 km. All options Red with tan leather. Exceptional condition .....75.000 Euros



1949 Cisitalia 202 SC Spyder sport one-off alloy. Coachwork by Castagna, originally fitted with full belly pans and Mille Miglia engine. This car is eligible for any event: Mille Miglia / Targa Florio etc .....185.000 Euros



RIVA Aquarama Super 1969 completely restored in Italy - 100 % New condition simply the best! 280.000 Euros



Ferrari 288 GTO 1985 chassis 53757 - imported by Pozzi - Paris. Ex Jean Sage and Jean Blaton (Beurlys) 19.000 km. As new condition .....285.000 Euros



Mercedes 280SE 3.5 Conv 1971 - only 39.000 original miles. Automatic - Air condition. Excellent original condition .....90.000 Euros



1986 Bentley Continental convertible. Brewster Green - Tan hides. 27.000 original Km! L.H.D Immaculate condition .....105.000 Euros


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## 1957 Maserati 300 S

Chassis number 3072 is a genuine Maserati Works Team Car with period competition appearances in the most important and gruelling events such as the Mille Miglia (Scarlatti), Le Mans (Scarlatti/Bonnier) and the Nurburgring 1000 kms (Scarlatti/Bonnier). The car has just benefited from a complete restoration and is finished in the traditional colour of red with contrasting burgundy leather to the interior. 3072 is eligible for all the important historic events including the Ferrari/Maserati Shell Historic Series, the Drum Brake Sports Car Series and the Mille Miglia.



### 1931 Bugatti Type 51

A magnificent example of Ettore Bugatti's highly successful 2.3 Litre, 8 cylinder, DOHC, supercharged Grand Prix car: Chassis number 51125, fitted with engine number 51155, has a fascinating and documented history. The car is finished in French Racing Blue with black leather to the interior and is in excellent condition mechanically having recently benefited from an extensive engine rebuild with the Marque specialist. Road registered, with current FIA papers, the car is ready for next years race and rally season.



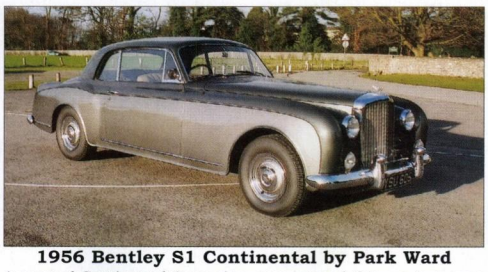
### 1952 Ferrari 225 S Vignale Spyder

Chassis number 0198 ET was sold new to Portuguese Privateer racing driver Vasco Sameiro who enjoyed numerous successes with the car in Europe and South America throughout 1952 and 1953. The car is finished in the correct shade of "Rosso Corsa" with contrasting brown leather to the interior. It is in excellent condition throughout and is both ready and eligible for the coming season of Historic Racing and Rallying including events such as the Mille Miglia, Tour Auto, Shell Historic Challenge and Gentlemen Drivers.



### 1965 Jaguar Series I E Type

The Series I is the best looking "E" and this low mileage example has benefited for engine rebuild and high quality repaint as well as sensible Eagle Restoration updates including a higher ratio (2.88:1) rear axle, 3 pot GT brakes, stainless steel exhaust and 6 inch chrome wire wheels. Gunmetal paint with lovely original red leather interior. Your wife may not like it but your girlfriend will and the Bank Manager will barely flinch.



### 1956 Bentley S1 Continental by Park Ward

A manual Continental Coupe is a rare car and this one is in very good order throughout with its stylish aluminium coachwork finished in Black Pearl over Tudor and light tan leather to the interior. Good history, impeccable road manners and performance that makes an R Type look expensive.

**Arriving soon: Stunning Mulliner S1 Fastback**

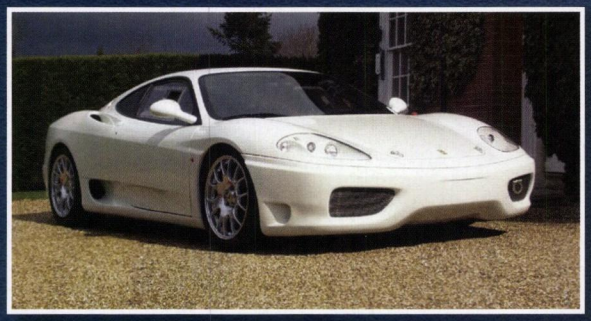
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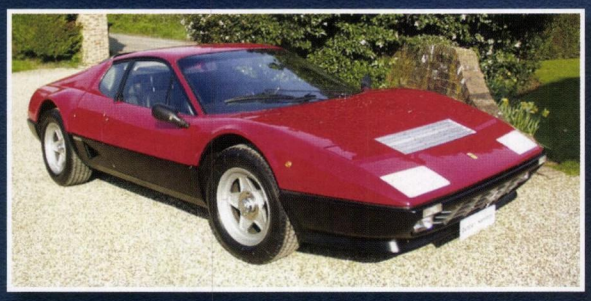
Duncan Hamilton at the wheel of his HWM in the 1953 Daily Express Trophy, Silverstone



**1961 Ferrari 250 SWB SEFAC Hotrod, Chassis No. 2807 GT**
A very rare SEFAC lightweight version and one of the most sought-after GT Ferraris in the world. Finished in red with black corduroy and leather seats, this car is utterly immaculate throughout and has the benefit of an exceptionally fine period race history, which includes finishing 5th overall in the 1962 Targa Florio and fifth in the Tour de France that same year. A unique opportunity to acquire an exceptional Ferrari. £POA.



**2000 Ferrari 360 Modena Challenge**
This unraced 250km example has been in a major private collection since new. Perfect for track day events and/or the 360 Challenge Championship. Effectively, this is a new car, and incredible value at only £75,000 + VAT.



**1982 Ferrari 512 BBi**
Rosso Corsa with black leather seats and grey inserts. This LHD example has covered just 18,000 miles from new and is in exceptional and original condition with very comprehensive service records. £POA.




**1996 McLaren F1 GTR**
Ex Bigazzi works team car; run for BMW Motorsport in Fina and BMW colours. The car has now been homologated and licensed to run on the road. This is the most phenomenal road car, and a rare opportunity to acquire one of only four race F1 GTRs that can be used on the road. One only for the brave! £POA.

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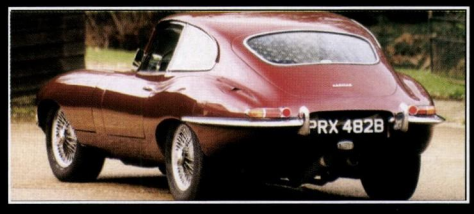
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S3 V12 ROADSTER. *British racing green with new biscuit trim. 1971. An excellent, professionally restored, original UK example. Manual gearbox and chrome wire wheels. These very early examples offer much crisper performance than most V12 E-Types. Excellent detail throughout and little use since completion. Just fully prepared in our workshops and ready to enjoy.* *£49,500*



S1 4.2 ROADSTER. *Carmen red with black trim. 1965. Lhd. The ultimate original E-Type, having covered just 23,000 miles from new. Supplied new to Jersey, where it travelled a total of just 21,000 miles, mainly on the continent. It has since been cherished in two private collections, and was last supplied by ourselves in 1997. Truly in incredible condition and quite unrepeatable.* *£75,000*

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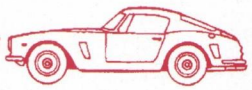
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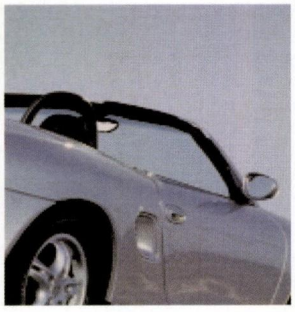
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**2002 911 GT2 METALLIC BLACK 13000 miles**
Black leather, al kit, 1 owner

**2000 911 GT3 MIDNIGHT BLUE 12000 miles**
Black leather, comfort edition, Xenon lights

**2003 911 TURBO SEAL GREY 6000 miles**
Black leather, pc2 sat nav, sunroof, al kit, Bose

**2002/3 911 TURBO TIP COBALT BLUE 3000 miles**
Grey leather, carbon pack, Bose, aero kit, sunroof, cruise

**2002/3 911 TURBO TIP ARCTIC SILVER 8000 miles**
Black leather, carbon pack, white dials, park assist, sat nav, 1 owner

**2002 996 4S COUPE SEAL GREY 1700 miles**
Classic Grey ruffled leather, sunroof, Xenon lights, mem seats, al kit

**2002 996 4S COUPE ARCTIC SILVER 12000 miles**
Black leather, al kit, driving lights, sat nav, cruise, Bose

**2000/1 996 4S CABRIOLET TIP LAPIS BLUE 10000 miles**
Blue leather, driving lights, htd/sports seats, al kit, 18in wheels

**1998 996 CABRIOLET ARCTIC SILVER 39000 miles**
Sat nav, PSM, Xenon lights, mem seats

**2003 996 COUPE FACELIFT MET BLACK 3000 miles**
Classic grey leather, PSM, white dials, computer, sunroof

**2003 996 COUPE FACELIFT MIDNIGHT BLUE 12000 miles**
Black/blue leather trim, al kit, htd/mem seats, 18in alloy, Bose

**2003 996 COUPE FACELIFT ARCTIC SILVER 7000 miles**
Black leather, Bose sound, 18 in alloys, al kit, PSM computer, sat nav

**2001 996 COUPE ARCTIC SILVER 37000 miles**
Black leather, aero kit, radio/CD, airbags

**1998 996 COUPE TIP OCEAN BLUE 35000 miles**
Grey leather trim, 18in alloys, sunroof, upgraded Porsche alarm

**1998 996 COUPE TIP MIDNIGHT BLUE 45000 miles**
Savannah leather, sunroof, white dials, 18in alloys

**2002/03 996 TARGA TIP ARCTIC SILVER 21000 miles**
Grey leather, 18in alloys, park assist, Litronic lights, rain assist

**2002 BOXSTER S MERIDIAN SILVER 10000 miles,**
Metropol leather, climate, electronic lit lights, white dials, 18 in alloys, BOSE

**2001 BOXSTER S SEAL GREY 9000 miles**
Grey leather, climate, white dials, 18in alloys, Bose

**2001 BOXSTER S LAPIS BLUE 19000 miles**
Light grey, white dials, al kit, 17in wheels, CD, 3 spoke wheel

**2001 BOXSTER S ARCTIC SILVER 14000 miles**
Metropole blue leather trim, CD, 17in alloys

**1997/98 993 TURBO ARCTIC SILVER 22000 miles**
Grey leather, engine upgrade 430, sunroof, computer

**1996 993 TURBO 4 POLAR SILVER 55000 miles**
Black leather, 18in alloys, climate, sunroof, sat nav

**1997/98 993 COUPE 2s TIP MET BLACK 59000 miles**
Black leather, 18in wheels, tracker, climate control

**1997 993 COUPE 4 ARCTIC SILVER 39000 miles**
Grey leather, sports seats, 18in alloys, climate, sunroof

**1997 993 TARGA ARCTIC SILVER 38000 miles**
Blue leather interior, climate control, split rim alloys

**1994 993 CABRIOLET BLUE 72000 miles**
Grey sports seats, AC, 17in wheels, airbags, CD, al kit, immobiliser

**1980 911 3.0 CARRERA WHITE 75000 miles**
Black interior, Pasha trim, sunroof, one owner last 10 years

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**2000 360 MODENA F1 ROSSO RED 14000 miles**
Black leather, suspension switch upgrade, CD package

**1998/99 355 SPIDER F1 RED 20000 miles**
Crema leather, climate control, sports suspension, uprated alarm

**1998 355 SPIDER BLACK 9000 miles**
Black leather, climate, airbag, suspension switch

**1998 355 GTS F1 RED 8000 miles**
Black leather, climate control, uprated cd system

**1997 355 GTB RED 18000 miles**
Crema leather, climate, upgraded CD

**1995/96 355 GTB DK MET BLACK/GREY 18000 miles**
Dark grey silver, radio/CD, climate

**1997 456 GTA BLUE 25000 miles**
Crema, climate, airbags, 10 CD, suspension switch

**1992 348 TS BLACK 9000 miles**
Black leather trim, climate control, 2 owners

**1991 348 TS RED 25000 miles**
Crema leather, 3 owners

**1992 512 TR RED 18000 miles**
Crema hide, red carpets, AC, hi-fi, tracker

**1991 TESTAROSSA RED 5000 miles**
Crema leather, red carpets, CD player

**1991 TESTAROSSA RED 17000 miles**
Black hide, red carpet, uprated sound system

**1985/6 MONDIAL COUPE QV RED 54000 miles**
Crema, red carpets, air-con, sunroof, good history, last QV built

**1967 275 GTB4 RED 40000 miles**
Crema hide interior, stunning rosso coachwork, engine rebuild

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**1967 E-TYPE 4.2 RDST SER 1 1/4 SILVER 54000 miles**
Original RHD. Factory hard top, concours

**1963 E-TYPE 3.8 FHC BURGUNDY 85000 miles**
Original RHD. Superb restoration

**1966 E-TYPE 2+2 AUTO PRIMROSE 82000 miles**
Original RHD. Black leather, history, MoT's, restoration

**1959 XK150 S DROPHEAD COUPE RED**
Restored

**1989 COBRA MK IV DARK METALLIC BLUE**

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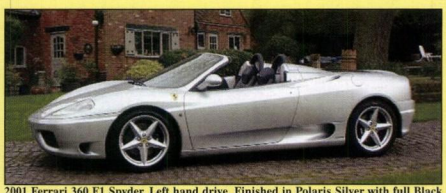
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1985 Aston Martin V8 Volante. Finished in Rhodium Silver with Pale Grey hide, piped Burgundy and fitted with Burgubdy hood. This is undoubtedly one of the nicest Volante's to be brought to the market place in recent times. The car is in near concours condition and has been serviced annually by the factory. Fitted with automatic transmission, BBS alloys, electric hood. .....£59.500



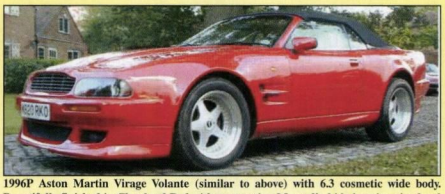
1988 Aston Martin V8 Volante. Finished in British Racing Green with Parchment hide interior, piped Green and contrasting Green hood. A beautiful example with continuous Aston Martin service history and all records.Fitted with automatic transmission and RONAL 16" alloy wheels. Stunning throughout. .....£52,950



2001 Ferrari 360 F1 Spyder. Left hand drive. Finished in Polaris Silver with full Black hide interior, side motifs, 18" 5 spoke alloys, Pirelli "P" zero tyres, two owners, full Ferrari service history including new cam belts by Maranello this month, electric seats, electric hood, CD etc. Under 9,000 miles. Perfect condition. .....£89950.



1999 Aston Martin DB7 Volante (Limited Edition). Finished in Black with cream leather interior, a Stratstone Limited Edition, number 7 of 19. Superb condition, having covered only 8,000 miles in the hands of one careful lady owner. None better on the market. ... .....£55,950



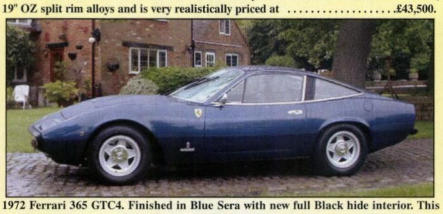
1996P Aston Martin Virage Volante (similar to above) with 6.3 cosmetic wide body. Beautifully finished in Cleveland Red with contrasting Magnolia hide interior piped red and fitted with black mohair hood. This is a three owner car that has covered 46,000 miles from new and has full Aston Martin service history. Fitted with automatic transmission, 19" OZ split rim alloys and is very realistically priced at .....£43,500.



1996N Aston Martin DB7. Finished in Mendip Blue with Magnolia piped Blue interior. Fitted with automatic transmission plus all usual refinements. Excellent throughout. .....£35,950.



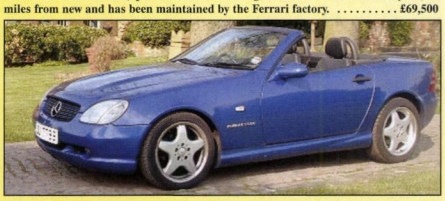
2001 '51' Ferrari 456 M GTA. Finished in Rosso Fiorano with beige hide interior. This car has only ever been owned by Ferrari UK and comes with all usual refinements including 17" 5 spoke alloy wheels, air conditioning, high quality hi-fi system with CD, automatic transmission, power assisted steering. The car has covered only 16,000 miles from new and has been maintained by the Ferrari factory. .....£69,500



1972 Ferrari 365 GTC4. Finished in Blue Sera with new full Black hide interior. This is a beautiful example which has covered only 73,000 miles from new. The car has a total service history from day one. It has recently had the benefit of coachwork refurbishment and £16,000 was recently spent on a major overhaul. Fitted with alloy wheels, electric windows, air conditioning. .....£39,950



1967 Ferrari 330 GTC. Finished in Red with Black hide interior and Black carpets. This is an exeptional example of this rare and sought after model and it comes with considerable service history. Outstanding condition. Needs to be seen. .....£59,500



1998 Mercedes SLK 230 Kompressor. Finished in French Blue with tw tone Grey hide interior. Fitted with alloys, air conditioning, electric roof, full Mercedes service history. 72,000 miles. .....£14,995



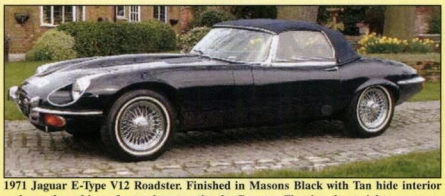
1998 R Mercedes 230 SLK Kompressor. Finished in Red with Black interior. A very nice car fitted with alloys, automatic transmissiion and retractable hard top. Excellent condition throughout but high mileage, hence the cheapest on the market at .....£12,750



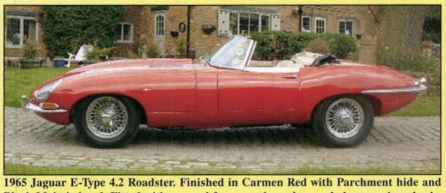
1993K Mercedes SL320. Finished in Dark Blue with cream interior. Fitted with 5-spoke AMG alloys, hard top, electric soft top and various other extras. This car is in excellent condition throughout and has a full service history. Sensibly priced at .....£14,950



1955 Aston Martin DB2/4 Race Car. Finished in Ferrari Racing Red with in excess of 14 years continuous racing history. Very competetive with numerous Class wins. Current spec. includes fresh 2.6 engine with DB3S cams, Cosworth pistons, new crankshaft, cunningham rods, DB3S valves - allof this producing 170 bhp at the wheels. .....£39,750



1971 Jaguar E-Type V12 Roadster. Finished in Masons Black with Tan hide interior and was the subject of a total restoration by Country Classics about eight years ago. Fitted with manual gearbox and chrome wire wheels and is in fine condition throughout. (similar to above). .....£35,000



1965 Jaguar E-Type 4.2 Roadster. Finished in Carmen Red with Parchment hide and Black Mohair hood, Fitted with manual four speed gearbox and chrome wire wheels. This car was the subject of a seven year re-build by a very capable Jaguar enthusiast and was the winner of many concours. Quite exeptional. .....£48,000



1954 Jaguar XK120 SE Fixed Head Coupe, finished in Pearl Grey with red hide interior. This is a really beautiful example, in timewarp condition, of this extremely desirable model. Well worth viewing, and sensibly priced at: .....£35.000



1959Jaguar XK 150. Fixed Head Coupe.Finished in Old English White and new Red hide interior and fitted with chrome wire wheels and Avon turbo speed radials. This car has been the subject of an £85,000 rebuild by Jaguar specialists 7 or 8 years ago and is in the condition you would expect from such a restoration. Its only deviation from original is the addition of a 5-speed gearbox for high-speed motorway cruising. .....£35,000



1961 Aston Martin DB4 Series II finished in Black Pearl with Dark Grey hide interior. This is a really beautiful example which has been the subject of a full and detailed restoration by its present owner. It is completely unmolested and refurbished to its original specification. Only two owners from new, undoubtedly, one of the finest on the market and sensibly priced at .....£65,000

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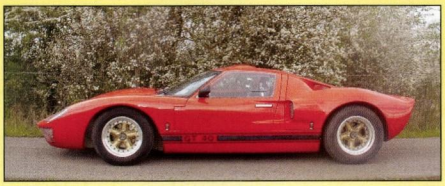
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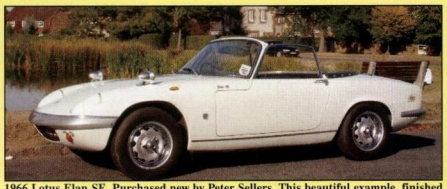
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1995N Lotus Elan SII Turbo (Limited Edition). This is an outstanding example finished in Grand Prix White with Blue hide and dark Blue mohair hood. This is a two owner car, having covered 52,000 miles, and has total Lotus service history. Perfect throughout. ..... £11,995.



1968 Ford GT40. Finished in Red with correct style Grey ventilated seats. One of several cars carefully constructed by Penn Motor Company as an exact replica of the original cars. Not to be confused with other inferior reproductions. .....£32,950



1966 Lotus Elan SE. Purchased new by Peter Sellers. This beautiful example, finished in Old English White with Black interior, is in time warp condition and has had only three owners in total. The second owner had it for 30 years between 1967 and 1997 and one collector has owned it since. .....£14,995



1971 Jaguar E type series III 2+2, finished in wedgewood blue with blue hide interior. Fitted with manual transmission and chrome disc wheels, this car has been the subject of recent major mechanical refurbishment and is in excellent throughout. Represents extremely good value at .....£14,950



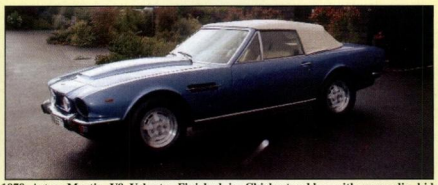
1964 Austin Healey 3000 Mark III Phase II. Finished in Old English White with Black side panels and Black hide interior. Mechanically this car is in excellent condition with very good weather equipment but really in need of a re-paint, hence only ...£16,950



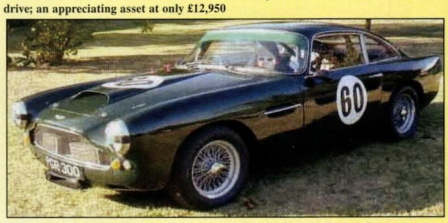
1959 MGA Roadster. Finished in Iris Blue with Black hide interior. Delivered new to South Africa in 1959 and because of this is in totally rust free condition. Fun to drive; an appreciating asset at only £12,950



1995N Aston Martin DB7 Coupe. Finished in Dark Green with Magnolia interior, piped Green. Stainless grille, 5 speed manual, power steering, air conditioning, full service history. 40,000 miles Alarm. ..... £35,950



1979 Aston Martin V8 Volante, Finished in Chichester blue with magnolia hide interior, and magnolia electric hood. This is a very rare manual version, made even rarer by it's Low Mileage of just 23,000. From new, this car has had just two owners, and since 1988 has formed part of a substantial private collection. A rare find at only ..... £42,500



1960 Aston Martin DB4 Series II. A race/rally car in British Racing Green that has competed in the Aston Martin Owners Club Race Series for the last ten years, during which time it has been very successful. Enquire for more details. ..... £55,000.



1962 Jaguar 3.8 MK II. Finished in Old English White with Red interior. This is a very nice car from South Africa, hence no rust. It is fitted with chrome wire wheels, manual gearbox and overdrive. It is in excellent condition throughout. .....£11,950



1974 Jensen Interceptor Convertible Finished in Dark Metallic Blue with Blue hide. 52,500 miles. Automatic, electric powered hood, alloy wheels, comfortable 4 seat open top motoring. .....£19,950



1968 Jaguar 240 MK II. Finished in Old English White with Red interior. This is the automatic version fitted with power assisted steering and in very nice order and the car is a credit to its last owner. Ideal for weddings. .....£7,950



1960 Aston Martin DB4 Series I. Finished in Kingfisher blue with red hide interior and fitted with 4 speed gearbox, chrome wire wheels. This car is in very nice condition and well worth viewing. .....£39,950



1961 Austin Healey Frog Eye Sprite. Finished in Cherry Red with Black upholstery. A nice original UK supplied car which has been sympathetically refurbished (not overdone) and drives extremely well. .....£7,500



1968 Aston Martin DB6. Finished in Dark Blue with Red interior. This is a nice car and in everyday use that would benefit from cosmetic improvement. .....£29,950



2002 (02) Mini Cooper 1.6. Finished in Silver with Profile Black leather interior. Fitted with Chilli Pack, dynamic stability control, sports suspension, 17" S-spoke alloys, heated front seats, Xenon headlamps, climate control, CD system, privacy glass, TLC 32,000 miles only .....£12,950



1957 Aston Martin DB2/4 Mk II. Finished in two tone British Racing Green and Silver. Owned by a valued customer for many years with service history with ourselves and Four Ashes Garage. Very nice 50s sports car at .....£32,950.



1969 MGB 1800 Roadster. Restored some 6 or 7 years ago and finished in Dark Metallic Green with Tan hide. Fitted with Heritage body shell and is beautiful throughout. .....£12,950

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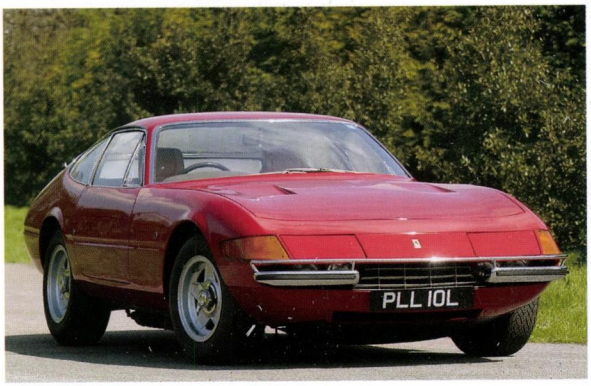
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*Ex-Works, Pat Moss, 1960 Liege-Rome-Liege winning*
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Estimate: £70,000 - 100,000

Additional highlights include:

1931 Bentley 8 Litre Open Tourer by Lancefield 'barn discovery' Estimate: £180,000 - 220,000
1961 Jaguar E-Type Series I 'Flat Floor' Roadster Estimate: £35,000 - 45,000
1982 Rolls-Royce Corniche Convertible (Reg. No. 7 R) Estimate: £45,000 - 65,000
1992 Rolls-Royce Phantom VI Landaulette Estimate: 180,000 - 250,000

Further highlights from the 'M' Collection include:

1966 Ferrari 330 GTC, Estimate: £40,000 - 50,000
1970 Ferrari 246 GT Dino, Estimate: £22,000 - 28,000
1974 Ferrari 365 BB, Estimate: £22,000 - 35,000
1978 Ferrari 512 BB, Estimate: £25,000 - 35,000

# Exceptional Motor Cars and Automobilia Including the 'M' Collection

**Auction**
7 June 2004

**Enquiries**
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rbanner@christies.com

**Venue**
Jack Barclay Showroom
Nine Elms
London

**Forthcoming Auctions**
23 July, Le Mans Classic
12 August, Monterey Jet Center

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