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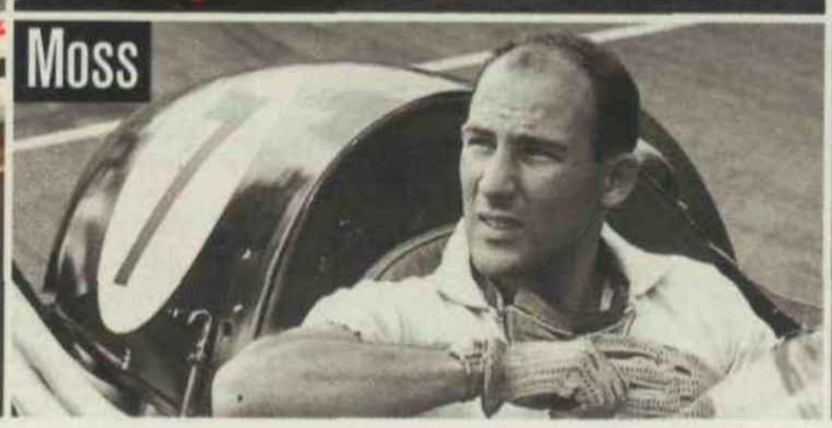
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1932 Alfa Romeo 8C 2600 Corsa Spyder, FIA papers
1938 Aston Martin 2 Litre Super Sports
1953 Aston Martin DB3, one of 10, FIA papers
1961 Aston Martin DB4 GT
1964 Aston Martin DB5 Convertible
1928 Bentley 4½ Litre Vdp Tourer
1936 Bentley 4¼ Litre VdP Tourer
1928 Bentley 6½ Litre VdP Tourer
1949 Bentley MkVI Sedanca Coupe by James Young
1955 Bentley R Type Continental Fastback by H.J. Mulliner
1927 Bugatti Type 37
1955 Cooper Bristol Ex Salvadori, FIA papers
1953 Ferrari 212 Europa Cabriolet
1960 Ferrari 250 GT SWB Competitzione
1964 Ferrari 275 GTB/2 Ex-Max Aitken RHD
1967 Ferrari 275 GTB/4
1965 Ferrari 275 GTS
1969 Ferrari 330 GTC
1971 Ferrari 365 GTB/4 Daytona
1925 Hispano Suiza H6B Dual Cowl Tourer by Million-Guiet
1937 Jaguar SS100, Pre-war rally history
1956 Kurtis 500S
1955 Lotus Mark X Ex Cliff Davis Goodwood car
1956 Maserati 250F Ex-works, Full FIA papers
1969 McLaren M10 B
1955 Mercedes-Benz 300SL Gullwing
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editorial



Andrew Frankel
EDITOR

THERE WAS A LOT OF TALK AT THE Goodwood Revival about the sense or otherwise of allowing the meeting to continue in what were often foul weather conditions and, in particular, the wisdom of letting 3-litre Formula One cars loose on the circuit. More than one driver, none noted for any yellow streaks, suggested too much was being asked of drivers and machinery to compete at that circuit in those cars and in those conditions. And, for them, Sir Jack's accident provided confirmation.

I am less sure. Whatever you think of the track, conditions and cars you cannot escape the simple fact that no-one held a gun to anyone's head and everyone who took to the track did so in full knowledge of what they were taking on. There was no championship to be fought over, no points to be scored. Those who thought the weather too bad could simply elect not to drive or to retire. And many, rightly, did just that.

If it was claimed conditions were such that spectators were endangered, I'd feel entirely different but not once was such a suggestion made to me. My view is that this is historic motor racing and those who indulge in it are big boys and girls who know the risks; of course the cars and track are not as safe as modern machines on modern facilities but that is simply the nature of the beast. If you are to replicate authentically the atmosphere of days past, these are the hard points within which you must operate.

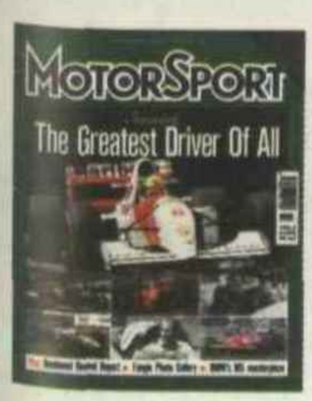
There are limits, of course, and races for machines of all types much more modern than the late '60s F1 cars should be discouraged at Goodwood; apart from anything else they would look out of place on a circuit kept so in period. But I, for one, will be looking forward to seeing Lotus, Ferrari, Brabham, BRM and Eagle F1 cars back next year. I can't remember when I last saw in action a collection of cars more beautiful and thrilling to watch than these.

◆ ◆ ◆

WE WERE ALL SADDENED TO LEARN THAT MARK HANNA had died from burns received crash-landing at an airshow in Barcelona. Though not part of the historic motor-racing circus, the outstanding displays he put on with his father at Goodwood this year and last were for many the highlight of the weekend and made sure that Mark's memory will live on in the minds of tens of thousands of historic racing fans. To Ray, his legendary father, and all his family, we send our most sincere condolences.

◆ ◆ ◆

FINALLY, PLEASE READ OUR APPRECIATION OF TONY ROLT. Anyone who can win the British Empire Trophy before the war, two Military Crosses during the conflict and Le Mans after it has got to be worthy of your attention. He also, just so you know, helped build the Colditz glider. Delightful company to this day, his story starts on page 70.



Cover: The world's greatest drivers

Vol LXXV No 11 NOVEMBER 1999

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SEVENTY-SIXTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



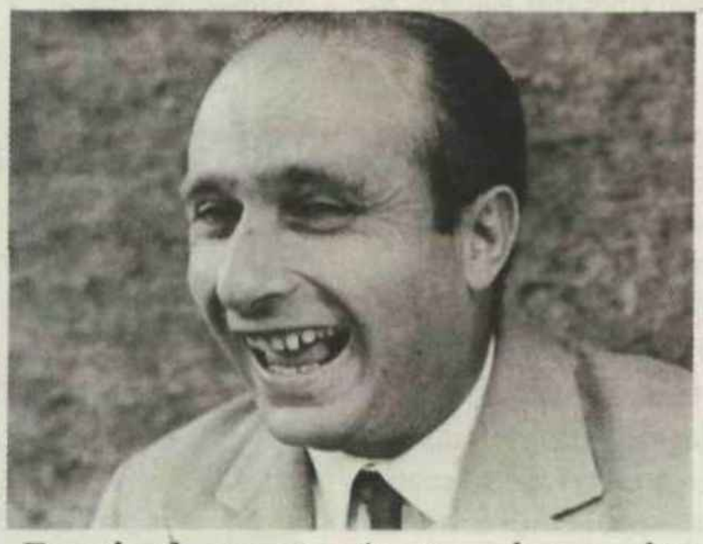
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We race at Goodwood
How the best laid plans fell to pieces. Page 38



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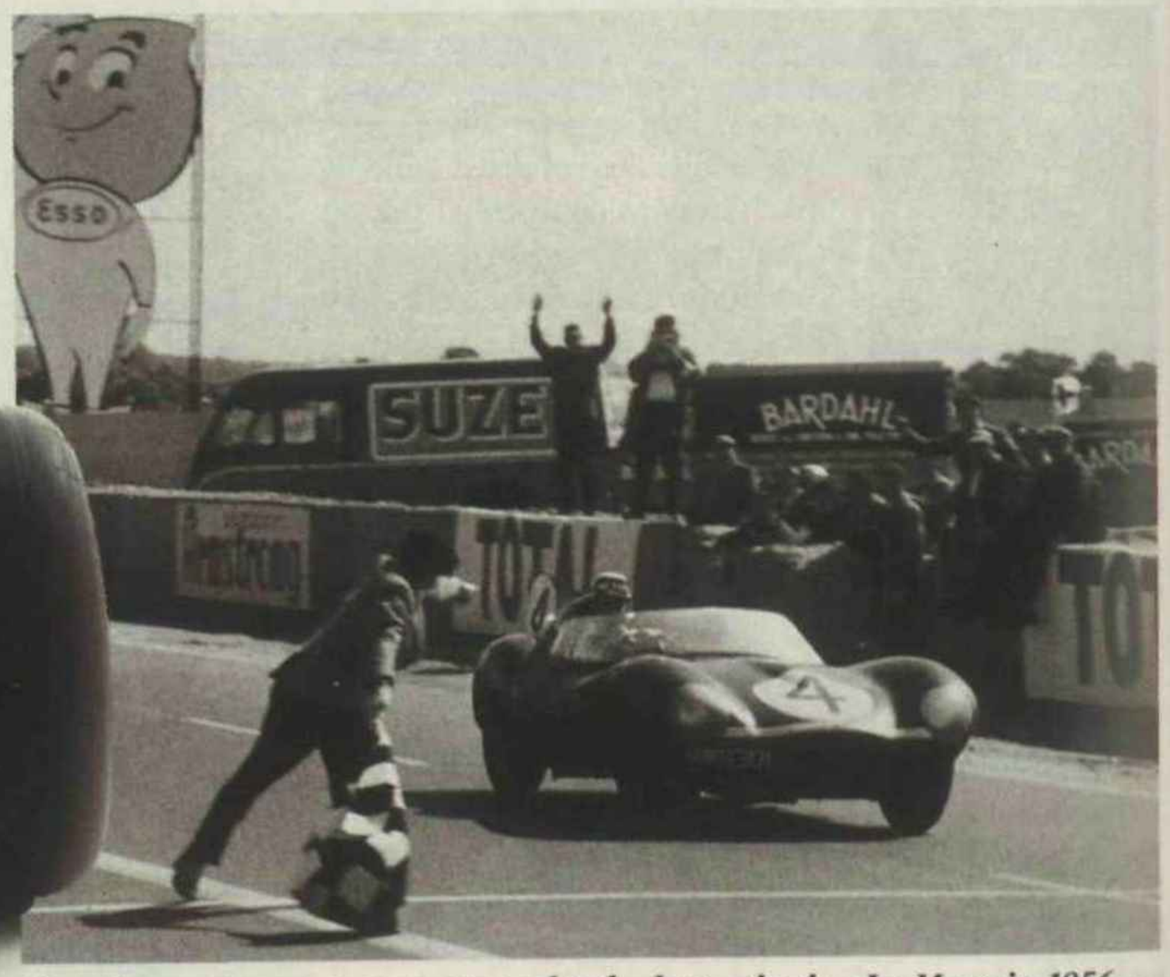
BMW M5 *The fastest saloon on sale, flat out across the mountains. Page 58*



MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT





Despite great success at sportscar level – here winning Le Mans in 1956 – this will be Jaguar's first sortie into the Formula One World Championship

JAGUAR MAKES LEAP INTO GRAND PRIX ARENA

THE LID WAS LIFTED ON THE WORST KEPT SECRET IN FORMULA ONE LAST MONTH when Jaguar chairman Dr Wolfgang Reitzle announced that the recently purchased Stewart Grand Prix team would be rebranded Jaguar Racing for the 2000 World Championship.

The decision to enter Formula One was taken according to Reitzle as a way "to promote a wider global recognition of the Jaguar brand" although it will not have escaped his notice that the British manufacturer's two biggest rivals, Mercedes-Benz and BMW, will have strong presences in next year's championship with the McLaren and Williams teams respectively.

A newly liveried Stewart F1 car – with a hint towards Jaguar's racing heritage – was unveiled at the Frankfurt Motor Show; although the lime-coloured racer won't strike a chord with British Racing Green purists. The team has promised a new colour scheme when the first ever Jaguar F1 car is launched next season, but don't expect to see a dark green single-seater – the demands of sponsors and their logos outweigh the traditional national colour schemes.

Jaguar's presence will, however, be felt immediately by the Stewart team according to Neil Ressler, the Chief Technical Officer of parent company Ford. "Technical input to the Formula One programme will begin straight away," he revealed. "Jaguar's Coventry-based engineering teams can certainly contribute to the racing programme."

Jaguar has no historical link with F1, although Sir Williams Lyons did commission a study into the building of a single-seater at the end of the 1950s. Previous success has been firmly rooted in the sportscar field, where the marque won seven Le Mans 24 Hours and two World Sportscar Championships.

Nevertheless, the announcement that team founder Jackie Stewart will remain as Chairman and Chief Executive Officer retains a link with the marque's early racing heritage. "My family were Jaguar dealers in Scotland," said Stewart, "my brother Jimmy raced for Jaguar and some of my earliest successes were with the lightweight E-type. I have a great fondness for the company and I look forward to helping Jaguar Racing."

With next season's driver line-up now confirmed as current Ferrari number two Eddie Irvine and Johnny Herbert, the man who brought the Stewart team its first victory at last month's Luxembourg Grand Prix at the Nürburgring, the pieces seem to be in place for an ever-improving 2000. **MF**





Despite suffering rib and back injuries, Brabham intends to race in historic events when he recovers



McLaren crashed after hitting Oliver's Lotus 49

BRABHAM DECLARES INTENTION TO RACE AGAIN AFTER GOODWOOD CRASH

TRIPLE WORLD CHAMPION SIR JACK BRABHAM HAS vowed to race on, despite spending four days in St Richard's Hospital, Chichester, following a major accident in the Glover Trophy 3-litre Formula One feature at nearby Goodwood's Motor Circuit Revival meeting on September 19.

The 73-year-old Australian cracked three ribs and damaged a vertebra in the 100mph backwards impact when he crashed PacWest Champcar team owner Bruce McCaw's McLaren BRM M5A after colliding with fellow Formula One veteran Jackie Oliver's Lotus 49 at the exit of St Mary's corner. Brabham, who was unconscious in the wreck for some while told Goodwood organiser the Earl of March, wants to compete next year.

Brabham was fortunate to escape facial injuries having discarded the visor of his open-face helmet – which was cracked in the shunt – early in the race. A scare in the RAC TT Celebration, an hour earlier, when a rear wheel came off the AC Cobra he was driving, mirrored an F2 testing incident at Goodwood in the '60s.

Despite media speculation, there has as yet been no advice that Goodwood, which is licenced by the MSA (British motorsport's governing body) thus conforms to its prescribed safety standards, will be obliged to alter its run-off areas on the approach to Lavant Corner, where Brabham crashed.

Speeds at Goodwood certainly haven't slowed in the intervening 30 years; a fact underlined by the breaking of the race lap record by Geoff Farmer in the ex-Jo Siffert Lotus 49. Farmer shaved three-tenths of a second of the best time of 1m20.4s jointly set by Jim Clark and Jackie Stewart at the last ever F1 race at Goodwood in 1965. **MP**



PROJECT ASTON WRECKED AT GOODWOOD

THE ASTON MARTIN PROJECT 212 will be out of action for many months following a severe accident during the Goodwood Revival Meeting.

During qualifying for the Tourist Trophy race Gary Pearson hit the bank at Madgwick substantially damaging its front and rear. Pearson was unhurt. In the first session co-driver Martin Brundle qualified in pole position.

Project 212 was one of three Astons produced in the early '60s in a vain attempt to beat Ferrari in GT racing. The 212 led at Le Mans in 1962 with Graham Hill and Richie Ginther, before retiring. It was then sold to John Dawney, now Viscount Downe, and raced successfully by Mike Salmon.

Originally all the Project cars were due to start the TT but with the withdrawal of 212 and 215 still being fixed after an accident at Silverstone last year only Simon Draper's 214 took flag. The crash was the first in 212's history. **AF**

HAVANA GP SET FOR 2000 RETURN

TOP CLASS INTERNATIONAL MOTOR racing will return to Cuba for the first time in 40 years next March with the revival – by a German-Cuban joint venture – of the Havana Grand Prix event, won by Juan Manuel Fangio and Stirling Moss in 1956 and '57.

The meeting made global headlines in '58 when five times World Champion Fangio was kidnapped by the revolutionary army on the eve of the race, and was forced to watch it with Fidel Castro in a camp. Ironically, the pair forged a strong friendship.

Moss, Sir Jack Brabham, Phil Hill, John Surtees, Hans Herrmann and Karl Kling are among many famous drivers who have been invited to compete in the spectacular, billed as the first motorsport highlight of 2000.

The Auto Classicos Havana GP is to be run as a colourful speed week for historic cars on a testing 3.5km street circuit at San Cristobal.

"It has all the flavour of the fast road courses of the '50s," promises co-ordinator Willi Beck. **MP**



Foulston: GP won't go abroad

BRIT GP STAYS AT HOME

NEWSPAPER SUGGESTIONS THAT BRANDS Hatch was prepared to move the British Grand Prix outside Britain if planning permission to redevelop the Kent venue for the 2002 race is not granted have been vehemently denied by chief executive Nicola Foulston.

Having won the right to stage our round of the World Championship, Foulston has since withdrawn her bid to buy Silverstone – home of the race since 1987. She is thus focussing on preparing Brands for the time being.

While Foulston admits interest in expansion outside this country, she remains "totally committed" to running the British GP on home soil.







Pre-war action was stronger than ever at the 25th Californian classic, where Indy cars, Auto Unions and a 1914 GP Mercedes rivalled the post-war grids

AUTO UNIONS HEADLINE AT 25TH MONTEREY HISTORICS

FOR ONLY THE SECOND TIME, AUTO Unions featured at an American meeting when Audi displayed four of its silver pre-war racers and the recently recreated streamliner at the 25th Monterey Historic races in late August. Le Mans racer Rinaldo Capello demonstrated the V12 while Audi Chairman Dr Paefgen drove the V16 C/D-type hillclimb car. Michele Alboreto drove the third-placed Audi R8R from Le Mans, with Bobby Unser and Hurley Haywood also in the demonstration team. An extensive display of Audi's parentage included Horch, Wanderer and DKWs, including a two-cylinder racer, and a 1926 NSU Grand Prix car, backing up a glittering assemblage of historic cars which have previously been the featured marque at the Monterey Historics.

A record 365 cars competed over the undulating Laguna Seca racetrack in the dusty hills of California's Monterey Peninsula, the highlight being when Spencer Trenery's Trojan 102 won a crowd-pleasing Formula One race for GP cars from the 1970s and early '80s.

Stirling Moss hit the barrier in his Aston-Martin DBR1 avoiding a spinner, putting him out and damaging both ends of the car, while a fierce pre-war battle gave Murray Smith (Maserati 8CM) victory when Yoshiyuki Hayashi's 8C Alfa Romeo expired on the last lap. Ground-shaking Trans-Am and FIA sportscars echoed through the hills on Sunday and featured names ike Bobby Rahal, Brian Redman and David Hobbs, with Indy legend Parnelli Jones just losing out to Jim Hague's Camaro. But the surprise of the meeting was Richard Freshman's win over a hot Corvette and a Ferrari GTO – in a Morgan Plus 4. **GC**

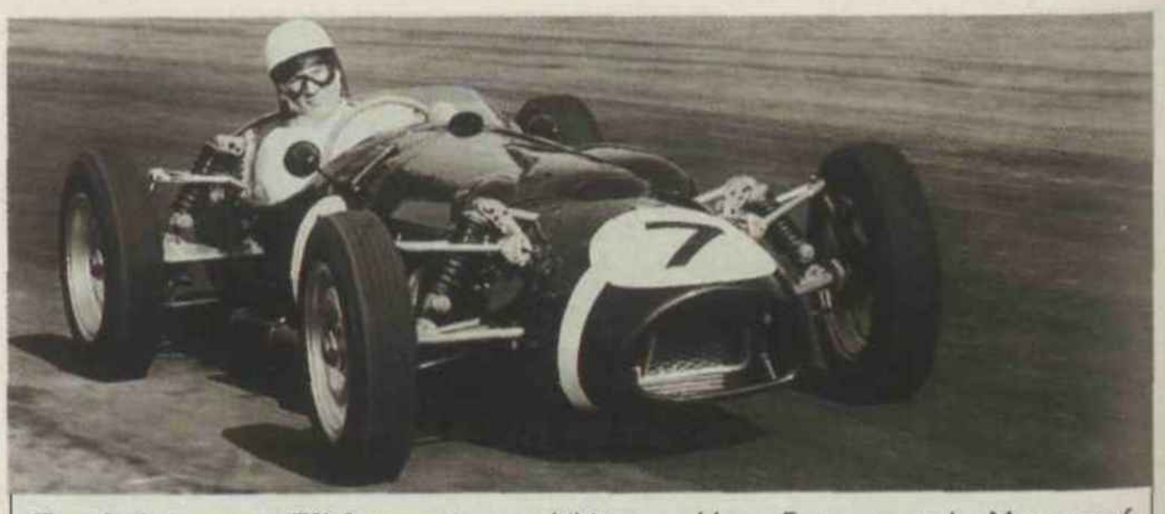
TGP TITLE HAT-TRICK FOR BERRIDGE

BOB BERRIDGE AND THE EMPRESS Racing team were deservedly crowned as Thoroughbred Grand Prix Champions for the third successive year at Barcelona on October 2, as Spain welcomed the FIA showpiece series for the first time.

Berridge's ex-Keke Rosberg Williams FW08 held sway, but the Lotus 91s of local hero Joaquin Folch and Steve Hitchins closed up very dramatically in the final stages, Hitchins grabbing second with a last-ditch effort, and the trio crossed the line together, to the delight of the crowd, estimated at 30,000.

In the absence of Martin Stretton and the six-wheeled Tyrrell P34, Mike Whatley won the class for pre-ground effect cars with a storming run to fourth place in his Ensign N175, but was under pressure from Ralph Moog's Tyrrell 009 until the German missed a gear and went grass-cutting.

The final round of this fifth spectacular season of the close-fought series takes place at Kyalami in South Africa on November 27. **MP**



Tony Rolt (see page 70) features in an exhibition on Harry Ferguson at the Museum of British Road Transport, Coventry. Ferguson, an engineer and racer created the 'Fergy' tractor and made 4WD performance cars practical, including Stirling Moss' P99 F1 car (above). The show runs every day from October 23-November 28, from 10am-5pm. Entry is free.

ACM CONFIRMS MONACO GRAND PRIX HISTORIQUE FOR 2000

NEWS THAT THE AUTOMOBILE CLUB de Monaco is to run another Grand Prix Historique next year has precipitated a boom in the market for 1.5-litre Formula One cars. A host of competitors are now clamouring to enter the prestige class at the event, last staged to global acclaim back in 1997.

The meeting is scheduled to take place just one week before the World Championship race next May, and will again feature a wide spectrum of cars with genuine Monegasque history, from pre-war machines to screaming 3-litre Formula One cars from the late 1960s.

Gaining an entry may be a triumph in itself; applications are already piling into the Principality and it seems likely that the grids of around 30 cars per races will be oversubscribed. Under the circumstances, the ACM can afford to be selective.



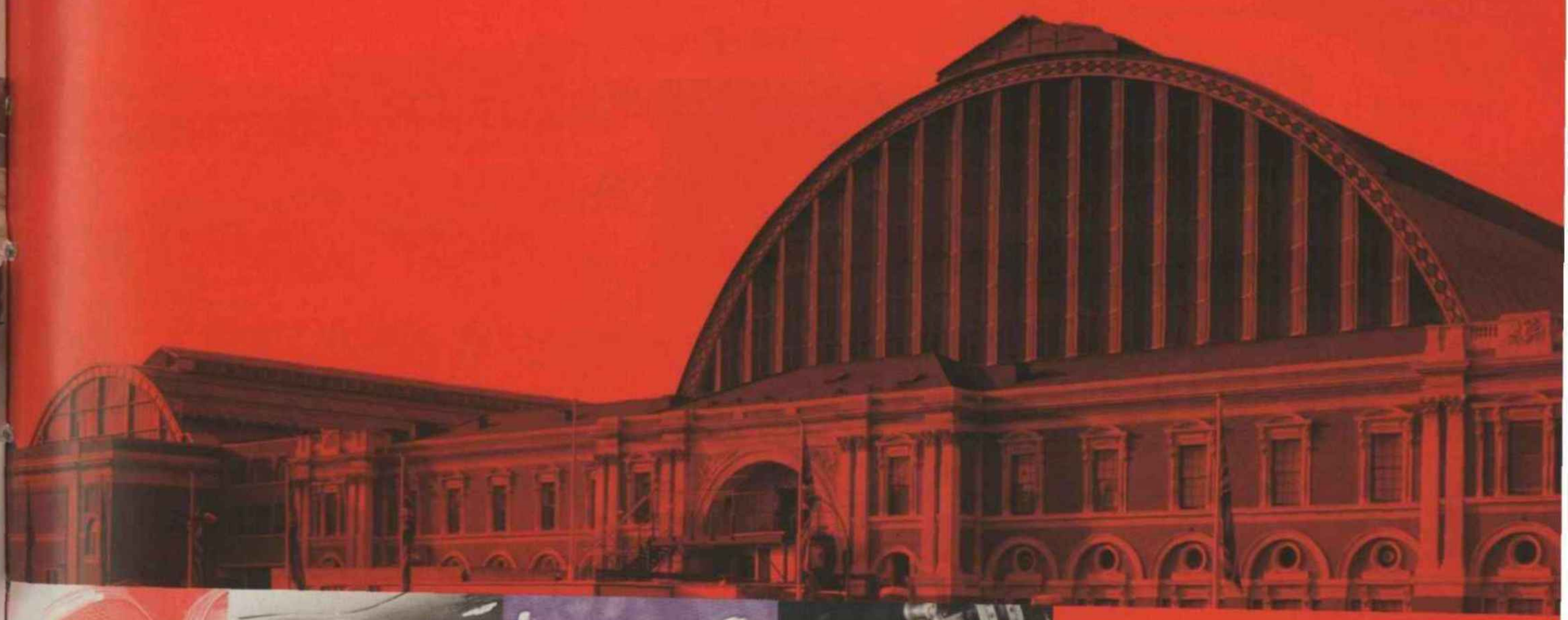
Going fast: entries for Monaco 2000

BOMBS G'DAY

A STORY TO CHEER THOSE WHO THINK modern rally drivers have it easy. News reaches us from the Australian Safari International Cross-Country Rally that the event's second stage had to be delayed for several hours after the Australian Air Force dropped "low range bombs" along the Northern Territory route. Despite the bombardment, Bruce Garland's Isuzu survived to win. Makes a few logs across the road seem small beer... **MF**

Entries now invited

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EVENTS OF NOTE

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17 MALAYSIAN GP
FIA Formula One World Championship, round 15, at new Sepang track.
☎ 0041 2254 44400

22 RALLY 500 MINUTI (I)
FIA Rally Trophy, Final Round.
☎ 0041 2254 44400

22-24 SAVANNAH (USA)
The Roebling Road course in Georgia hosts the final round of the Monoposto Formula 70s series at the HSR Brumos Savannah Historic Races.
☎ 001 888 477 5999

24 SNETTERTON
The 750MC's traditional Birkett Six-Hour Relay brings out teams from GP Bugattis to Caterhams. Thrills aplenty from 10am.
☎ 01379 384268

28-31 WEST PALM BEACH (USA)
Late season HSR action round the swamps at the tricky Moroso Motorsports Park.
☎ 001 888 477 5999

31 JAPANESE GRAND PRIX
FIA Formula One World Championship, final round, Suzuka.
☎ 0041 2254 44400



LAT

F1 championship remains inscrutable as circus heads east

31 DONINGTON PARK
End of the trail for this year's Dunlop Classic Saloon Car Club Championships, catering for Austin A35s through Ford Mustangs and Chevrolet Camaros to a Jaguar XJS.
☎ 01264 772607

NOVEMBER

4-7 RALLY AUSTRALIA (AUS)
FIA World Rally Championship, round 13.
☎ 0041 2254 44400

5-6 NURBURGRING (D)
Final round of the HRA's German Open Single-Seater series supports the gruelling 750 Mile Sportscar enduro on the Grand Prix circuit.
☎ 00 41 22 348 3286

7 RAC VETERAN CAR RUN
More than 400 cars built before 1905 assemble in London's Hyde Park from 7.30am to tackle the annual veteran outing to Brighton's Madeira Drive. A wonderful spectacle for all the family – but do dress warmly
☎ 01753 681736

6-7 VALLELUNGA (I)
Scarlet celebrations as the Shell Historic Ferrari–Maserati Challenge comes home to Italy for the finale of the series.
☎ 0033 1 42 59 73 40.

11-14 DAYTONA (USA)
Stunning IMSA prototype spectacle as HSR racers take to the high-banked 24 Hours course for seasonal finale.
☎ 001 888 4777 5999

12-14 MAGNY-COURS (F)
With Paul Ricard closed for refurbishment, VdeV Racing's Deux Tours d'Horloge historic endurance race switches to the current French GP track and an updated time frame.
☎ 00 33 1 69 88 05 24.

20-23 RALLY OF GREAT BRITAIN
Showdown time as Britain hosts the final round of the FIA World Rally Championship,



LAT

Seafront celebrations for successful Veterans on the RAC Run

with competitors starting from Cheltenham on the famously arduous event where results are so often affected by sudden weather changes.
☎ 01753 681736

26-27 KYALAMI (RSA)
Following the success of last year's pilot race, Thoroughbred Grand Prix cars return to the scenic Johannesburg track for the climax of the FIA Championship.
☎ 01451 810855

27-28 VALENCIA (E)
A new endurance challenge: Chevron GTs start favourite for inaugural 24-hour race for Historic Sports and Saloon cars.
☎ 00 33 1 69 88 05 24.

DECEMBER

4-7 LE JOG
From Land's End to John O'Groats, John Brown's end-to-ender attracts sublime classics and wacky racers.
☎ 01886 833505ß

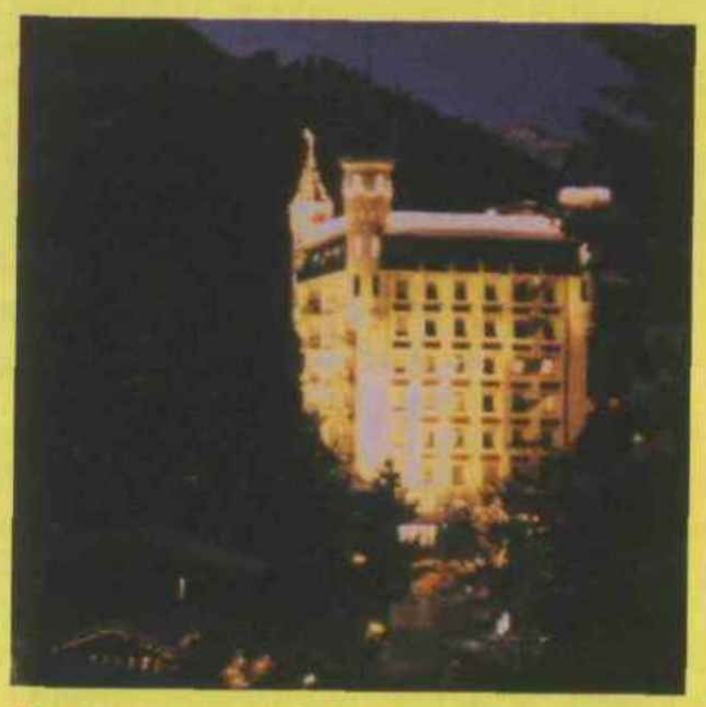


LAT

November's Rally Australia is a favourite with the teams for its huge enthusiastic crowds and the dramatic Langley Park SuperSpecial stage in Sydney



Gstaad Ferrari



The Palace Hotel, Gstaad

Ferraris in Gstaad

An Exceptional Sale of Important Ferrari Motor Cars
The Palace Hotel, Gstaad, Switzerland
18 December 1999

As a fitting finale to the automotive millennium Brooks Europe return to the world's most glamorous winter destination for a sale devoted exclusively to the finest machinery of the Maranello marque.

Highlights of last year's inaugural sale included a Ferrari 250LM which achieved the highest European auction price of the year, not to mention a 250 Mille Miglia, 288GTO, 250GT Series 1 Spyder, F40LM and F93A Grand Prix car...

If you are considering the sale of a classic Ferrari and would like expert professional advice, please contact Simon Kidston or Max Girardo on +41 22 300 3160.

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Vol XL No 5 May 1964

ON THE NEW FORMULA TWO

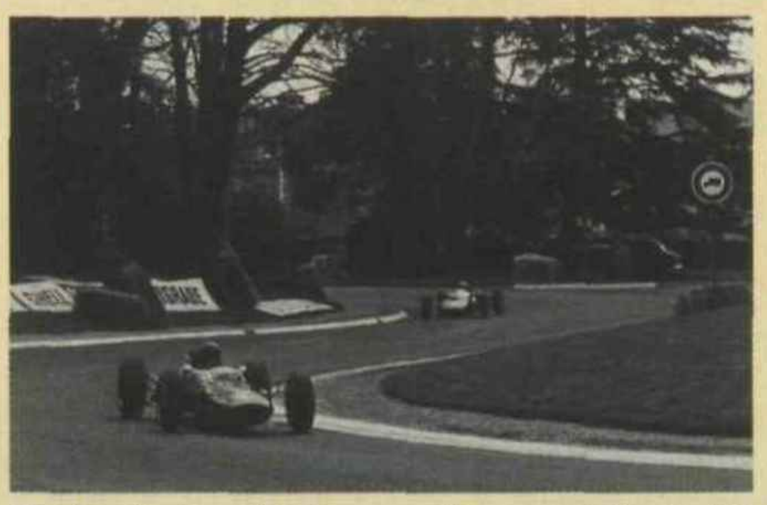
WHEN THE FIA ANNOUNCED THAT FORMULA JUNIOR would finish at the end of 1963 and be replaced by two formulae, one above and one below in technical standards to the existing Formula Junior, it seemed like a sound move. It meant that there would be two reasonable stepping stones up the ladder of single-seater racing to the pinnacle of Formula One.

However, the detailed rules when announced seemed to leave something to be desired, for while Formula Three was all right, with its limit of 1,000cc of push-rod or production engine with one carburettor, thereby restricting costs and development within reasonable bounds, the Formula Two details were not so good as an intermediate step between the bottom and the top of single-seater racing.

Special racing engines with overhead camshafts were permitted and a free hand was given on chassis design and carburation, but the same capacity limit of 1000 cc as Formula Three was given. Now 1000cc is the capacity of a decent motorcycle, so as a limit for a racing car that was supposed to represent a step towards F1 it did not seem enough. It would probably have not been so bad had not the FIA allowed graded Grand Prix drivers of the calibre of Clark, Hill, Surtees, Gurney and so on to take part in Formula Two races, but having done so it not only ruled out any hope of up-and-coming drivers to enjoy the fruits of race winning, but seemed a rather futile occupation for Grand Prix drivers to participate in when they could be driving Grand Prix cars.

Nevertheless, Formula Two was launched, with a limit of four cylinders, 1,000 cc, a minimum weight of 420 kilogrammes and no restriction on engine or gearbox design except for the use of normal petrol and the banning of superchargers. At first there did not seem to be much enthusiasm forthcoming for this new category, because in the main constructors did not know what to do about an engine. The only racing teams in Formula One who can design and build racing engines are Ferrari and BRM, and both firms made it clear that they were not interested in Formula Two. From the Continent came news that the mighty French Renault concern were willing to provide engines for French constructors, and from Italy Abarth showed interest and de Tomaso was prepared to have a go at anything; in England there was a dull pause, and though Lotus, Cooper and Brabham were prepared to build cars they had no engines. Fortunately the Cosworth Engineering concern of Mike Costin and Keith Duckworth were hard at work on an F2 engine, and when they pronounced it ready and for sale the British manufacturers were able to press forward.

While the Formula One teams of Lotus and Cooper were not to take an active part in Formula Two racing, they each had private concerns running Formula Junior teams with the parent factory's assistance, Ron Harris operating for Team Lotus and Ken Tyrrell for Cooper, and both these chaps agreed to take over the Formula Two activities. There was only one drawback and that was that the Cosworth ohc engine was based on a Ford 120E cylinder block, which was all right for Lotus but did not suit Cooper, who were closely tied to the British Motor Corporation. This difficulty was overcome when BMC agreed to design and build twin ohc engines for Cooper, so now the air was clearing rapidly, and with two French firms well on the way with their cars and others from Italy it seemed that Formula Two could become interesting, except for the fact that it looked like being dominated by Grand Prix drivers, instead of up-and-coming Formula Junior drivers as seemed to be the original intention



Clark winning the first ever F2 race at Pau in '64

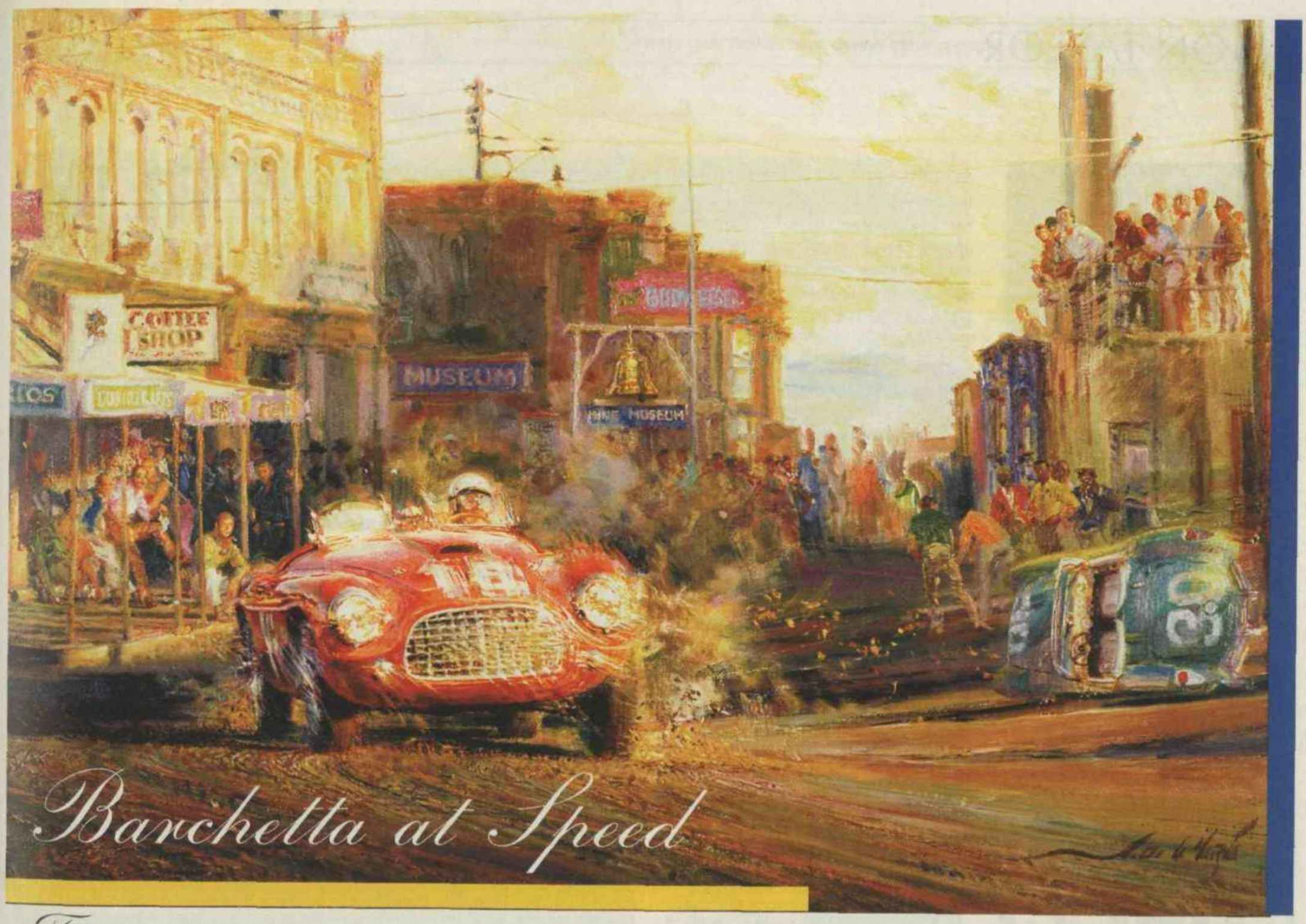
The first race for Formula Two cars was due to be at the International Snetterton meeting, there being a sub-division in the Formula One race for these new little cars. Such a good entry of F1 cars was received that the F2 class was dropped, which was just as well for none of them was ready, and when a similar category was formed at Goodwood for the Easter Monday meeting this had to be scrubbed because of lack of entries. It was not until the Pau race on April 5th that this new formula got under way. It is still early days to draw any definite conclusions, but at the moment it would seem to be a waste of effort having Jim Clark in a Formula Two car when he could so well be occupied in a Formula One car, or even better in a 4.2-litre Indianapolis car. It would seem to be equally fruitless barring Graham Hill, Jack Brabham, or, as would have happened if the BMC engine had been ready, John Surtees, in these little 1,000cc 'kiddy-cars'.

Forgetting this aspect for a moment, it is worth looking at F2 technically and as a class for the better F3 drivers to progress towards becoming Grand Prix drivers, which is presumably their aim in life. Of the cars that took part in the first race in Pau, without doubt the Cosworth engine has the legs of the Renault. As Cosworth claim 116bhp and Renault 110bhp, this would seem to agree, but Abarth is claiming 119bhp, the truth of which only time will tell. With engine capacity limited to one litre, bhp/litre is a simple figure to compare, and Cosworth's figure of 116 does not compare with the average Formula One engine's 130 bhp/litre, but the little ones are limited to four cylinders, whereas the Grand Prix engines can use 8, 12, 16 or any number of cylinders.

Just as the Cosworth-Ford push-rod engine was very successful in Formula Junior days, with occasional interference from Ford-Holbay and BMC push-rod engines, it would seem that Cosworth have already got a good start with their Type SCA unit, though the twin-cam BMC engine should prove interesting as long as it does not follow in the footsteps of the BMC twin-cam MG engine.

The Renault engines used in French cars are direct descendants from the engines used in Alpine and Rene Bonnet GT cars at Le Mans and elsewhere. Starting life as Renault Dauphine units, these four cylinder engines were developed by Amedée Gordini for Renault. He designed a twin-ohc cylinder head very reminiscent of the engines in his Gordini cars of some years ago. The only other serious engine contender in this 'kiddy-car' racing is Abarth who is using a version of his twin ohc four cylinder engine as highly developed in his GT cars, so it is possible that these will give a good account of themselves, though much depends on the chassis design.

The future of F2 for 1964, at any rate, seems assured, and with professional teams such as Ken Tyrrell, Team Lotus and Brabham taking part against Alpine, Rene Bonnet and Abarth, it could well turn out to be interesting, unless it is dominated by one concern employing Grand Prix drivers. Equally, if all the teams employ GP drivers then it will make all the efforts seem rather pointless. **DSJ**



Barchetta at Speed

Ferrari

1949	166 FL, #011F, Blue/Yellow, Ex-Fangio, Gonzalez Factory Team Supercharged Monoposto.
1949	166 Inter, #037/S, Stablimenti Farina, Berlinetta
1950	166 Inter, #0079/S, *Carrozzeria Touring Le Mans Berlinetta*
1952	340 Mexico, #0222/AT, Vignale Competition Berlinetta
1952	250 MM, #0256/MM, Pinin Farina Competition Berlinetta
1953	166 MM/53, #0272 M, One-off, Ferrari Special-Bodied Competition Spyder.
1958	250 GT LWB, #0967 GT, Ex-Ritchie Ginther Tour de France, Single Louver, Covered Headlights
1961	250 GT SWB, #1997/GT, Alloy Competition Berlinetta
1965	275 GTB, # 7061, NART Spyder Conversion, Alloy Body, 1,200 Miles On Full Frame Off Restoration
1966	206 SP, #018, Ex-SEFAC / NART Team Spyder, Completely Original!
1967	275 GTB/C, #09027, Series II, Full Competition Berlinetta
1972	312 PB, #0890, Single Most Successful Ferrari Sports Prototype, 12 Races and 4 Wins!



Porsche

1955	550-1500RS, #550-0023
1961	RS-61, #718-073
1963	Elva Porsche, #70P/044
1964	904 Carrera GTS, #904-092
1966	906 Carrera 6, #906-145
1967	910 Carrera 10, Porsche Factory Team Car, #910-009
1969	908/2 Porsche Factory Team Car, #908-02-009

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MODERN TIMES

ALMOST NEVER DO I LOSE MY FAITH IN the unpredictability of Formula One. But I will admit there have been a couple of moments this year when I wavered. One was after qualifying at the season-opener in Melbourne. Hakkinen was half a second faster than Coulthard and 1.3sec faster than everyone else, and the prospect of 16 monotonous McLaren processions stretched ahead. The other was that Sunday afternoon at Silverstone, when the news of the extent of Michael Schumacher's injuries filtered in and I reckoned they might as well save time by giving Hakkinen the World title there and then.

Oh me of little faith. This has been one of the most exciting, and surprising, F1 seasons for many years. One reason has been the next generation of drivers coming through, with some promising young talents maturing into strong challengers. This is as it should be. Accompanied by the gradual reshuffling of the teams as they move up and down the pit lane according to their fortunes in the Constructors Championship, it is an indicator of the essential health of F1.

That wonderfully exciting European Grand Prix at the Nürburgring was all about the latest generation. Heinz-Harald Frentzen may be the veteran of 95 Grands Prix, but after only a single victory for Williams in 1997 he still qualifies as new talent, and it is only this year, in the motivating atmosphere of Jordan, that his career has come alive. If his wet Magny Cours win was one of clever tyre strategy by the team, Monza was a pure driver's victory. His pole at the Nürburgring was inspired – Mika Hakkinen, who was fractionally delayed by traffic, admitted that even with a clear run he couldn't have equalled it that day. And in the race, in the wet on dry-weather tyres, he was confidently out-pacing the McLarens until an electronic glitch robbed him of victory.

There was heartbreak for others as well as Frentzen. Hakkinen's brief, much publicised display of remorse at Monza was as nothing beside the sight of Luca Badoer slumped sobbing over his Minardi's cockpit after the engine failed when he was fourth. It would have been his first points ever, and Minardi's first for four years: but his retirement helped promote his team-mate Marc Gene, so Minardi did make their point in the end. Jacques Villeneuve was fifth when his car died five laps from the end, and those two points would have been truly precious to BAR, who are still on zero with two races to run. And the Benetton crew were almost in tears when Giancarlo Fisichella, one of five drivers to lead this extraordinary race, spun off the track. For so long one of the Top Four, Benetton have scored just two points in the second half of the season, and have slipped down the rankings to sixth constructor.

But in Formula One, for every heartbreak there is also joy. With Stewarts becoming Jaguars next year, Jackie Stewart believed he would never see a car carrying his name win a Grand Prix, and when he did he was on his personal rev-limiter with delight. The last time Jackie took a Grand Prix win was also at the Nürburgring, his 27th and final win as a driver. The most memorable of his three German victories came in torrentially wet conditions in 1968 when, using the latest Dunlop wet-weather tyres, he beat runner-up Graham Hill by *four minutes*.

And how heart-warming to see Johnny Herbert, that most honest, unaffected and right-thinking of F1 drivers, take the race. So often his luck has been terrible, but he didn't simply luck into this win: the timing of his tyre choice, decided by watching the cloud movements as he raced on, was highly intelligent. And – as Jackie was the first to point out afterwards – his driving through all the treacherous changes of conditions was confident, error-free, and very quick.

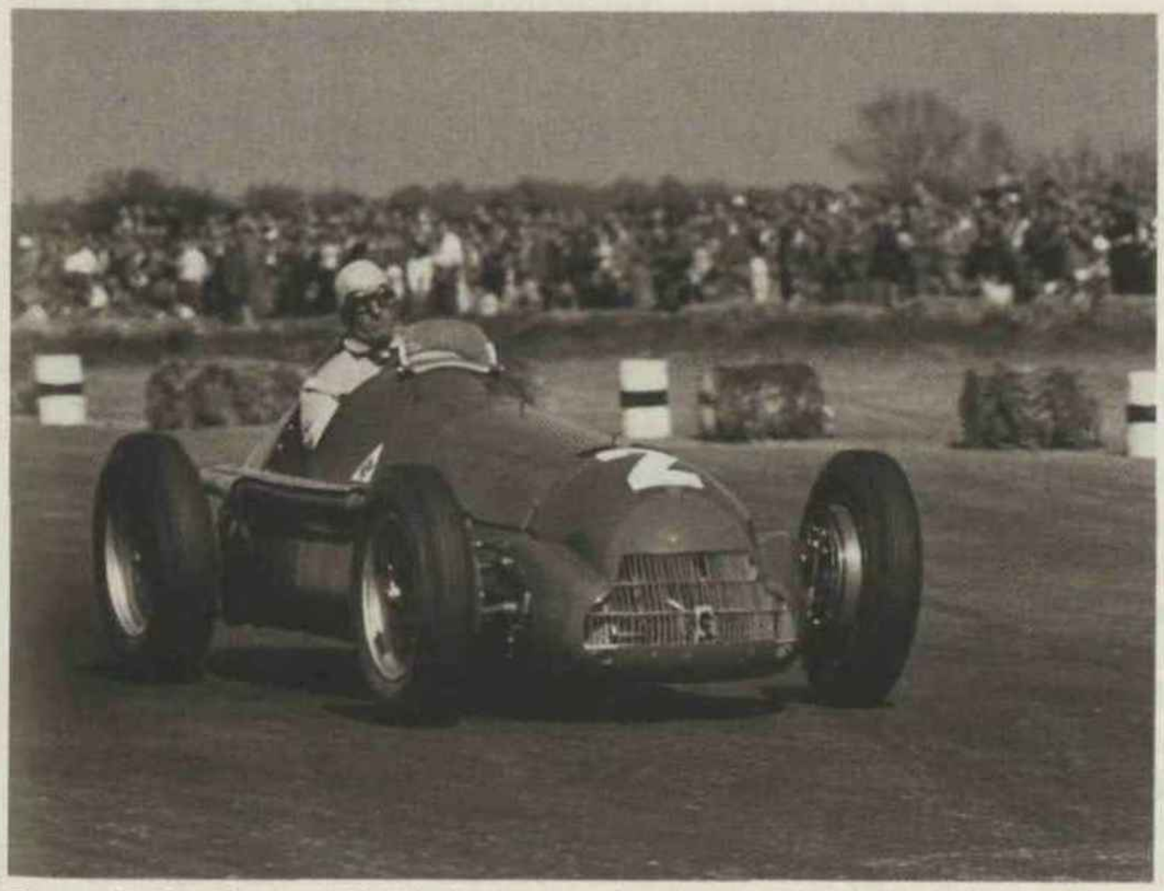
And what of Ralf Schumacher, the man who, with Frentzen, deserved victory in this race. In fact Frentzen's retirement robbed us of a marvellous battle between the two Germans which could have gone either way, and the seven laps when they ran first and second before Ralf's first stop was stirring stuff. Earlier, he went wheel

A puncture denied Ralf Schumacher victory at home but his potential is clearly great

LAT



Jackie Stewart obliterated the opposition in the spray of his Matra MS10 at the old Nürburgring some 31 years ago



Formula One began with its Italian period, Farina being its first champion



Stefan Bellof: unrealised potential

to wheel in the wet with Coulthard and finally muscled past, making some of the best racing we've seen this season. That puncture put a cruel end to what should have been Ralf's first win, and Williams' first in 32 races.

Ralf's day will come. Over breakfast on race morning a senior F1 team member – not at Williams – told me that in his view Ralf is potentially the fastest thing in the paddock, and also that he is yet more intelligent than his brother. If that assessment is correct, his first victory won't be far away: as soon as the BMW engine is giving decent reliable power, in fact.

Talking to Ralf at Monza, he made the intriguing point that down the years, drivers' nationalities have always gone in cycles: we've had an Italian period, a British period, a Brazilian period, a French period, and now we're going into a German period.

Which is absolutely true. In the pre-war Mercedes/Auto Union days, of course, there was a plethora of fine German drivers, headed by the truly great Caracciola and Rosemeyer. And in 1961 Wolfgang von Trips would surely have been Germany's first World Champion had he not tragically died at Monza. Thereafter Germany was not well represented, apart from Mass, Stuck, Stommelen and the promising Stefan Bellof, another to die before his ability had matured. But in 2000, with the addition of F3000 champion Nick Heidfeld, we will have four Germans in F1, three of them in the top four teams.

When the championship began in the 1950s – with the notable exception of a couple of Argentinians – Italian drivers like Ascari, Farina, Villoresi and Taruffi ruled the roost. But the British influence was coming and Hawthorn, Moss and Collins were precursors of an era when F1 became almost a British preserve. In 1962, English was the mother tongue of every driver in the Top Ten of the drivers' championship: four Britons, an Australian, a New Zealander, a South African, and three Americans.

The colonial invasion was an ever-present ingredient. In 1960 Aussie Brabham and Kiwi McLaren finished 1-2 in the championship, and in 1979 came the first South African World Champion, with a Canadian and an Australian completing the top three. Nowadays in F1 only a French-speaking Canadian represents the bits that used to be pink in my school atlas.

There was the French period, with Alan Prost's unbeaten 51 Grand Prix wins and a host of other French names, product of a well-sponsored national scholarship system. Next year there may only be Jean Alesi, appropriately driving the all-French Prost-Peugeot, though Panis hopes to be at Arrows.

Sometimes a small country will develop an F1 tradition out of all proportion to its size. Austria came through Rindt and Lauda to Gerhard Berger and now Alex Wurz. Sweden gave us Ronnie Peterson and Gunnar Nilsson. After Keke Rosberg, Finland has this year supplied a driver to each of the top two teams.

A whole country may be gripped by a passion for the sport and throw up prodigious talent as a result – like Brazil. Emerson Fittipaldi arrived in F1 in 1970, and won his first world title two years later. Then came Nelson Piquet, and Ayrton Senna. Over a 20-year span eight world titles were won by three Brazilians.

These days, sponsors may be keen to put their money behind drivers from specific countries for marketing reasons. Many would like to witness an American driver tackle F1 again: Michael Andretti's disastrous sojourn at McLaren in 1993 has been the only American ingredient in F1 since the 1980s. Then we had Eddie Cheever and Danny Sullivan, but the great days of Hill P and Daniel Sexton Gurney seem long gone. But with the return of the American Grand Prix at Indianapolis in 2000, backing for a talented driver should not be hard to find. Money always talks, and in F1 it talks louder.

But talent talks, too, and talent is nurtured by grass-roots motorsport and a strong national heritage. In which case Britain should be in a stronger position than almost any other country to throw up good new talent. It's just that money is harder to find in the UK. My bet is the next Brit in F1 will be Champ car hero Dario Franchitti, a Scot with an Italian name, but he's a Brit.

While on this patriotic theme, I find it pleasing that, despite fag packet logos and the United Colours of Benetton, the traditional national hues are creeping back on the cars themselves. The Ferraris have always been red: the Prosts are blue, the McLaren-Mercedes are predominantly silver. Now, if Ford can find a shade that their boffins decide can be clearly visible on the all-important TV screens, the Jaguars will be green.

So Jaguar will start its F1 career as the only team where car, engine and both drivers come from the same country... even if it is Detroit dollars that make the wheels go round. M

LETTERS FROM READERS

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

The Editor reserves the right to edit all letters

A KNIGHTHOOD FOR MOSS?

SIR,

Having attended the Goodwood Revival meeting and enjoyed the 70th celebrations for Stirling Moss, I cannot help wondering why the most famous and revered British sportsman has reached three score years and ten with 'only' a CBE to his name. Surely, if a football manager can be knighted for a one-off treble, what honour should the country offer a man who has given and is still giving so much pleasure to so many people?

As the foremost organ of the historic racing movement, can MOTOR SPORT galvanise the power of the press into a campaign for true recognition of the man's achievements?

Perhaps if the maestro recorded a pop song, drove an electric-powered car, or appeared topless in *The Sun* it would gain the approval of Downing Street.

Having observed the Revival meeting from my perch in the Chicane Grandstand, I can only express my admiration for all the drivers and their effort in the conditions.

Having seen the awards for best performances, best drivers etc, whilst agreeing that they are all worthy recipients, there were so many others that caught the eye. Moss, of course, was brilliant in the wet, Lindsay in 'Remus', Brundle in the Lotus 15 and, considering he is not a full-time driver, Rowan Atkinson in his Aston was a revelation. From the packed rows of the Grandstand, the people's favourites were John Rhodes, Gerry Marshall, Sir Jack (and all wish him a very speedy recovery) and the only man to bring the grandstand to its feet, Grant Williams and his incredible drive in the Jaguar.

You may guess from the above, that, again judging by the crowd's buzz, the Race of the Day, by a country mile, was the Saloon car event: every entrant, be it Jag, Galaxie or Dauphine, was a star.

Just to finish on a blasphemous note, that race was so enthralling it rather made the next race, the TT re-enactment seem a bit 'after the Lord Mayor's show!'

I AM, YOURS, ETC,

MIKE BROAD, BASINGSTOKE

* * * *

STIRLING MOSS, SUPERSTAR

SIR,

Congratulations on the latest copy of MOTOR SPORT which, put simply, improves with every issue – you must be thoroughly delighted.

With regard to your article on 'Mossie', the pleasure given by Stirling and his compatriots has been, and continues to be immeasurable – all of his era, had they been living now, would be rightfully referred to as 'superstars'

I wonder if your friend who wishes access to motoring magazines without reading about Stirling, has considered how very dull might be The Bible should Jesus not be allowed a little say within its pages?

Blasphemy is far from my intention, but the parallel (particularly after the Goodwood Revival Meeting) would appear to be somewhat apt!

When my little boy was two years old, I introduced him to Moss in the car park of what used to be the Richmond Arms Hotel. I said, "Little Garth, this is how heroes used to be, they don't make them like this anymore. Say hello to Stirling".

Stirling simply smiled, and said what a lovely morning it was – a gentleman and a superstar, though certainly not an expression he would use on his CV. Hopefully we will see you celebrating your eightieth birthday at Goodwood, sir.

I AM, YOURS, ETC,

SIMON JONES, LOUGHTON, ESSEX

* * * *

LADY KILLERS

SIR,

At Goodwood, after a lifetime of searching, I finally discovered Utopia. The Revival Meeting was without doubt the stuff that dreams are made of, and all credit to Lord March and his loyal army of enthusiasts who created this superb time capsule.

What impressed me most was the number of spectators who answered the call to dress up for the occasion. The ladies especially looked magnificent in their Fifties fashions. What a refreshing change to see real women wearing real clothes again – far removed from the 'refugees' of today.

It's a long time since I saw so many skirts, hats, gloves and high heels, and for pure nostalgia at its glamorous best those seamed stockings were sheer perfection! Thanks girls, for the return of real sex appeal – I very nearly missed the racing!

As someone who preferred the quality of life 45 years ago, I shall hibernate till we 'meet again' next year.

I AM, YOURS, ETC,

BRIAN E THOMPSON, DORSET



Stockings left one reader in suspended animation

BOURNE TO RUN

SIR,

May I take this opportunity to congratulate the organisers of the Bourne Motor Racing Heritage Day for such an excellent tribute for the 50th anniversary of BRM. The sight and sound of such historic machinery driving through the streets of Bourne was truly memorable.

I would also like to send a personal note of thanks to Mr Nick Mason for the first run of the day in his V16, a drive "brisk" enough for the exhaust to blacken the event programme of the little old lady sitting next to me. A souvenir indeed! I can now boast that I have not only seen and heard the beast, I have felt its breath!

I AM, YOURS, ETC,

VAUGHN WINTER, NR CORBY, NORTHANTS

* * * *

FUELLING CONTROVERSY?

SIR,

As an engineer, I found Keith Howard's *Technofile* on 'The Bag Tank' very interesting. In it you mentioned a few of the more memorable incidents involving fire, but one additional unfortunate one that comes to mind could not be helped by a fuel safety cell.

Henri Toivonen's death in the Group B Lancia rally car, it seems to me, may have actually been caused by the advanced construction of the car. I have read articles saying that no one could approach the burning car because of the intense heat of the burning composite. Do such materials present an increased fire hazard? Can someone shed some light on exactly what happened to the Finn?

I AM, YOURS, ETC,

STERLING DUBARRY, ONTARIO, CANADA

* * * *

A PERSONAL TOP 20

SIR,

Well you must have expected it... The top 100 drivers of the century is a wonderful idea, and I can't wait for the remaining instalments, but Jacky Ickx at a mere 48? How many times do you need to win Le Mans to scramble up the rankings? Anyway, I consulted my father; much head scratching and peanut-munching ensued, and this is our considered opinion of the 20 best drivers of all time. It is, of course, not subjective; we know our opinions to be definitive (!).

1, Jim Clark (no contest); 2, Juan Manuel Fangio; 3, Michael Schumacher; 4, Alain Prost; 5, Jackie Stewart; 6, Pedro Rodriguez; 7, Ayrton Senna; 8, Jacky Ickx; 9, Niki Lauda; 10, Nelson Piquet; 11, Rudolf Caracciola; 12, Tazio Nuvolari; 13, Alberto Ascari; 14, Jochen Rindt; 15, Mike Hawthorn; 16, Hans Stuck; 17, Sir Jack Brabham; 18, Dan Gurney; 19, Emerson Fittipaldi; 20, Wolfgang von Trips.

So there you are; any more offers?

I AM, YOURS, ETC,

ELIOT WILSON, SUNDERLAND, TEESIDE

LETTERS FROM READERS

BRIGHTON SPEED TRIALS

SIR,

I am in the process of compiling a publication about the history of the Brighton Speed Trials on behalf of Brighton and Hove Motor Club.

Through your Letters pages could I make a request to anyone who has any historical information, photographs etc, to contact me on the following telephone number: 01892 531216 or fax me on 01892 516480.

We would particularly like to hear from people who have their own unique story to tell, whether it be serious or lighthearted, and copies of accompanying photographs would also be appreciated.

I AM, YOURS, ETC,

WENDY JENNINGS, TUNBRIDGE WELLS

* * * *

TIM BIRKIN'S DEMISE

SIR,

I read with interest the article in the September issue concerning the manner in which Tim Birkin received his burns at Tripoli in 1933. When I was an apprentice I met Clive Gallop, who was at that time working for Cape Asbestos, through an ex-Bentley Motors mechanic.

Clive invited me to accompany him on the 1948 Brighton Speed Trials in a Mark VI Bentley saloon, during the course of the day this subject came up. Clive said the Italians were so concerned that Birkin might win the race that they removed some items from his pit counter. During a pit stop he added engine oil, and not having a suitable funnel to hand he steadied the can of oil by resting his arm on the exhaust manifold. Clive was convinced that the funnel was one of these items.

Presumably this incident occurred on lap 16, and no doubt somebody with knowledge of the engine layout could give an opinion as to whether there is a risk of getting burnt when adding oil in these circumstances.

I AM, YOURS, ETC,

MR CC MILLAR, ROMFORD, ESSEX

I also know Clive Gallop; he lent me the Zborowski albums and I went with him to go on the Zborowski twin-cam Aston Martin, but he never told me this interesting story. WB

* * * *

HISTORIC LOTUS REGISTER

SIR,

This is the 25th Anniversary of the Historic Lotus Register and it is very pleasing to see that many historic Lotus owners who joined in the first year are still active members.

The main objective of HLR is to record the contemporary history and continued ownership of early Lotus cars, through all of the marks up to the Mk23 (excepting the Mk14 Climax Elite which is covered by 'Club Elite').

This year the Register has become formally constituted, a move supported unanimously by all of the Mark Registers. The new Constitution will bring about the firm foundation required to ensure continuation of the Historic Lotus Register into the next century with the integrity expected of a club whose opinion is regularly sought concerning the authenticity and genuine history of early Lotus models.

Membership, which is set at £15.00 per year, is encouraged not only from the owners of historic Lotuses, but also from any enthusiast who appreciates the pioneering engineering achievements of the cars and their designer Colin Chapman. Members are able to keep up-to-date with historical and technical information surrounding the various marks. In addition, those who actually drove or assisted with an early Lotus in period, may be eligible for the distinction 'Historic Lotuseer' which brings additional benefits.

Meanwhile each of the HLR Registrars (one of each Mark from 6 to 21 at present) would be very pleased to hear from anyone, racing or maintaining a Historic Lotus in the past or currently.

I can be reached on 01953 860508

I AM, YOURS, ETC,

VICTOR THOMAS, HISTORIC LOTUS REGISTER

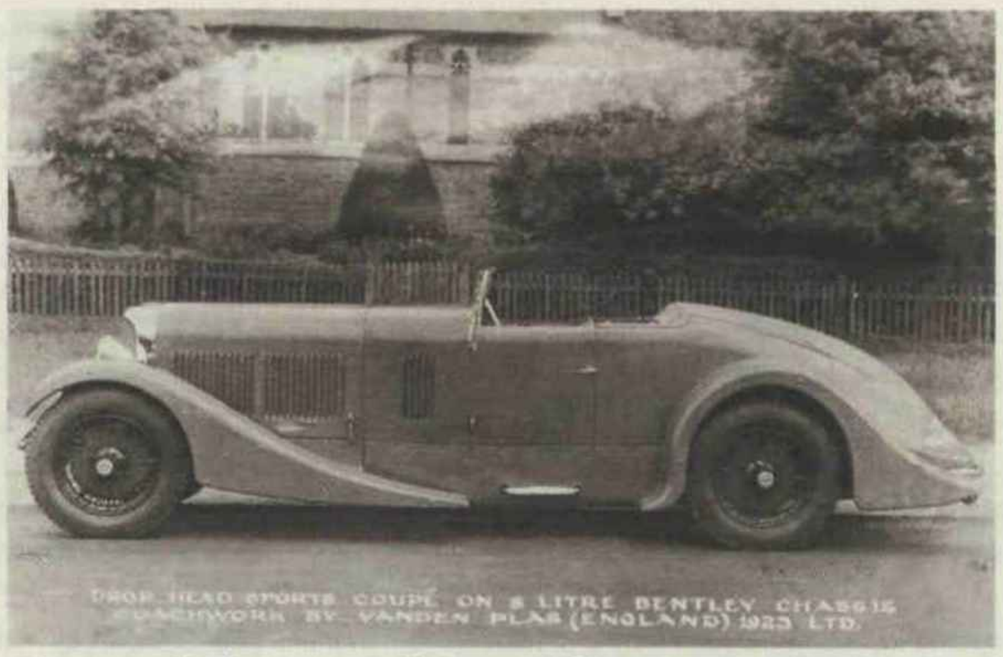
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VANDEN PLEAS

SIR,

I've been doing some research for the present owner of 8-litre GP5, the flamboyant Vanden Plas two-seater built for Lord Brougham & Vaux. The present owner wants to recreate the body, but we haven't managed to find a photo of the back of the car. The present Lord Brougham & Vaux has no photos or other details. It seems that Brougham & Vaux was in his very early twenties when he bought GP5, and he went through a great deal of money in a very short period of time. A lot of it on Bentleys; he bought a new Speed Six Gurney Nutting coupé in 1930, GP5 in 1931, and the Barnato Speed Six GJ3811 as well!

This body was removed in the early 1930s when GP5 was fitted with a Vanden Plas four seater, similar to the Barnato 8-Litre GP401 now owned by Reggie Presland and the sister car GT8780, still owned, I think, by Ted Reich. The old body was fitted to an Isotta-Fraschini that was sold for breaking in 1948. The enclosed side view is the only good photo we have. I hope that it jogs someone's memory to turn up a photo either of GP5 in original form or perhaps of the Isotta.



Can you shed any more light on 8-litre Vanden Plas Bentley?

I AM, YOURS, ETC,

MICHAEL HAY, PLYMOUTH

* * * *

HECTOR OR EMILIO?

SIR,

Further to Mr Crawford's letter in the September edition concerning who was the last privateer in Formula One, Hector Rebaque did indeed race on into 1979, eventually running his own Penske-built Rebaque HR100. I am, however, not so sure he is the last privateer in to compete in the World Championship. I have a recollection of Emilio de Villota trying to qualify a private March a couple of years later, but I can't track this down in any reference books. Can anyone shed any light on this?

I AM, YOURS, ETC,

ANDY GROVES, SHROPSHIRE

* * * *

DEATH BY ACRONYM

SIR,

I read the comments that Simon Taylor made about BAR and their awful struggles in this, their first season. Fair enough, but I wonder if there is another reason. There seems to be a jinx on cars with three letter initial names.

ERA built up a fine reputation in voiturette racing, but when they moved into Grand Prix events, the E-type turned out to be a dud, and their later effort the G, even with Moss driving, was awful.

The next Berthon Raymond Mays vehicle is still as unreliable after all these years, and it took them quite a while to have a winner.

It was not just this country either; France had the CTA. Am I right in thinking that this is what Raymond Sommer is driving in the 100 Greatest Drivers list? He must have wondered what he had done to deserve having to be mixed up with two no-hopers.

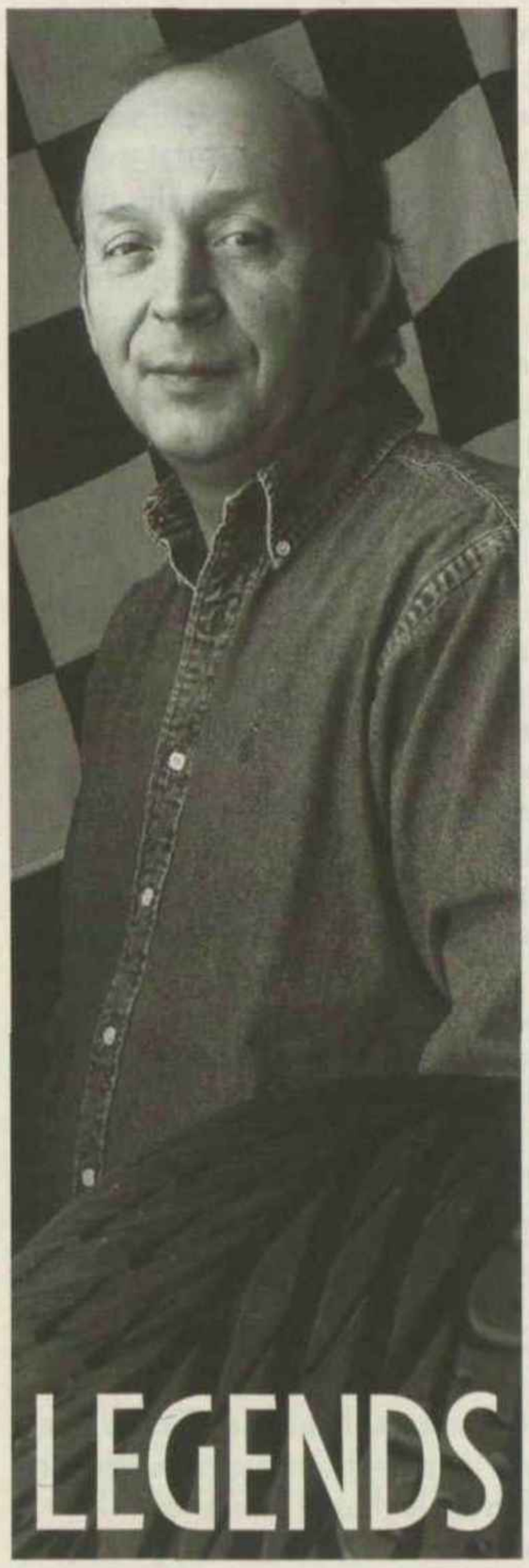
The HWM also failed to make the jump. Later even those clever ex-Ferrari men, plus Alf Francis and an ex-World Champion couldn't make a winner of the ATS. AAR didn't last long, either.

I seem to remember an AGS and a RAM.

So, perhaps, with a change of name (and please, a decent paint job), we might have the pleasure of hearing Murray Walker say "It is great to see a pair of Pollocks on the front row of the grid.

I AM, YOURS, ETC,

ALAN WRIGHT, OXFORD



MONARCH OF THE GLEN

TIME WAS WHEN WE ENDED THE World Championship season in North America, and right well that suited most of us, too. Montreal for the Canadian Grand Prix, then a few days in New England before fetching up in Watkins Glen for the last race... it was all most agreeable.

Mind you, much depended on the elements. Upstate New York in the fall can be sublime, but in 1979 the weather was unrelentingly awful. It is early October as I write, 20 years to the day since the first day of practice for the Grand Prix of the United States.

Expectations were very high. It was not that there was a World Championship to be decided – in those pre-TV show days, the settling of the title almost never went to the last race – but simply the prospect of a resumption of the duel between Alan Jones and Gilles Villeneuve.

Undoubtedly, in the Williams FW07, Jones had a better car than Villeneuve's Ferrari T4, and, had it become reliable rather sooner than it did, Alan would almost certainly have won the championship. As it was, Jody Scheckter clinched it for Ferrari at Monza, with Villeneuve following him over the line, as he had promised he would. Back then, a man's word meant something.

On the evening of the Italian GP, however, Gilles said he was glad to have the championship out of the way. From now on, he could simply go for it. He and Jones had been clearly the fastest men of the season; North America promised well.

In Canada their fight was mesmeric from first to last. Although Jones had taken pole, Villeneuve as usual went off the line like a bullet, and for the first 50 laps held the Williams at bay. On the 51st, Alan made his move, and Gilles – as was the custom of the day – did not block him.

Once by, Jones pulled out a three-second lead, and the thing looked over. "I thought, 'I've done it!' he said, 'and once I was in the lead I built up a bit of a cushion. But as soon as I backed off a fraction, suddenly my mirrors were red again!

"Villeneuve was unbelievable like that – I mean, he *never* gave up. If it had been Piquet or Reutemann, that would have been the end of it – but it was Gilles. He was the best driver I ever raced against, without a doubt."

"It was in '79 that we, as a team, began to win races," said Frank Williams, "and undoubtedly the one I was proudest of was Canada. A terrific race, between the two best drivers. We had the best car at the time, and the only driver I feared was that little French-Canadian..."

Off we went to the Glen, and at dinner, the night before first practice, Denis Jenkinson produced one of his lists. This particular one rated the drivers of the time, and alongside each name was a cryptic comment. As was always the way of it, you had to work very hard to impress Jenks – opposite the name of Jacques Laffite (who had won two races that season), he had written, 'Good worker'.

Moving up the list, I came to Alan Jones. 'On the hill,' DSJ had scribbled. At the top of the page was Villeneuve: 'He *is* the hill'.

The next day, I watched practice with Jenks, and had cause to remember what he had written about Gilles. It was an utterly filthy day, cold and grey and wet, and the temptation was strong to leave the track, and return to the hotel for a Scotch and an improving book. We stayed, though, and how glad I am we did, for we witnessed something that beggared belief.

As the rain beat down, not much was happening out on the track, the drivers reckoning there was little point in venturing out. All around the track there were great expanses of standing water, and... well, it couldn't be as bad as this on race day, surely.

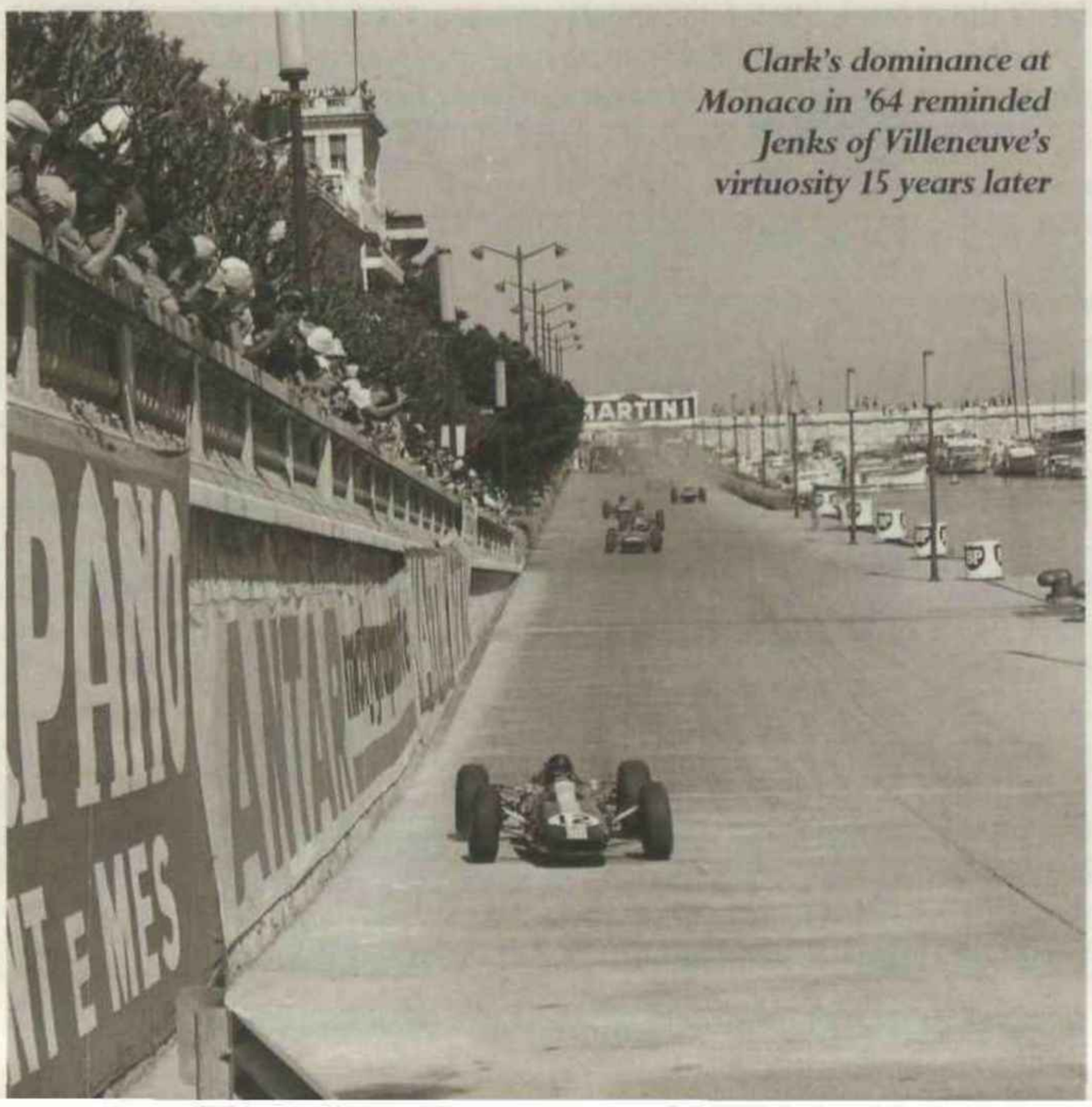


Villeneuve untouchable in the wet

Jenks and I were in the pits, taking what shelter we could, when Jacques Laffite got our attention. "Gilles!" he exclaimed. "He's going out!" And sure enough, there was a burly Ferrari mechanic carrying the tiny helmeted figure across the river in the pitlane, and depositing him in the car.

I have an audio cassette of what transpired in the next few minutes. On it is the sound of a lone Ferrari flat-12, and it is clearly audible all the way round the lap. There is a lot of wheelspin – you can hear the revs abruptly scream out of every turn – and then the volume builds until the car swishes by in a welter of spray.

Only eight drivers took to the track that afternoon, and undoubtedly Michelin's wet tyre, as used by the Ferraris, was the thing to have. Goodyear's fastest runner, Vittorio Brambilla's Alfa Romeo, lapped in



Clark's dominance at Monaco in '64 reminded Jenks of Villeneuve's virtuosity 15 years later



The Ferrari pit crew frantically scrabbles to swap Villeneuve's wet tyres for slicks at Watkins Glen in '79. In the end Jones' retirement meant he won easily

2m25s, and then Scheckter, who later admitted he had scared himself rigid, went round in 2m11s. That made him second fastest, behind Villeneuve. *Eleven seconds* behind him.

In the pits other drivers, aghast, giggled nervously every time the Ferrari skittered by. "Look at him," said Laffite. "He's different from the rest of us – on a separate level."

Jenks just shook his head, barely able to speak. He had felt the same, he later said, at Monaco in 1964, when Jimmy Clark came by with a three-second lead at the end of the first lap.

Finally Villeneuve came in, his car steaming. Exhilarated, he talked about how it had been. "I was flat in fifth, about 160mph. It should have been faster, but the engine had a misfire. I could have gone quite a lot quicker – but then maybe I'd have crashed..."

Unfortunately for Gilles, it was dry on Saturday, and in final qualifying the Ferrari could not match Williams or Brabham, Jones taking pole, with Piquet next to him, then Villeneuve and Laffite on the second row.

"Two things," Gilles said. "First, obviously I hope it's wet tomorrow; second, I have to make a great start."

Race morning was dark and glacial, and although it remained dry through the morning, rain was obviously on the cards at some point. Half an hour before the start, it arrived.



Canada '79 was another epic battle

Next, Villeneuve had an amazing getaway from the second row, passing Piquet immediately, and then outbraking Jones into the first, very slippery, turn. Out of the corner, Gilles had two wheels on the grass, but he didn't lift, and the lead was his. "Alan had the better car," he said, "but I had the better tyres. I didn't know how long it would be very wet, so I had to build up an advantage."

This he did, and to some effect: by lap 25 he and Jones had lapped everyone but Rene Arnoux. Now, though, the track was beginning to dry, and this was to Jones's advantage, for in merely damp conditions the Goodyear wets were superior to the Michelins. By half-distance the Williams was up with the Ferrari, and on lap 32 it went by into the lead.

In came Villeneuve for slicks, and then, a couple of laps later, Jones. Everything looked set for a reprise of their Montreal battle, but it was not to be; in their anxiety to keep Alan ahead of Gilles, the Williams crew waved him out before the right rear wheel had been fully tightened. Halfway round the lap, the wheel nut flew off, followed shortly afterwards by the wheel. Thunderous of face, Jones stomped back towards the pits, and Williams folk made urgent arrangements to be elsewhere.

Thereafter it was a canter, but less straightforward than it looked, for in the closing laps Gilles' oil pressure was sagging, and he began to change up early, his lap times lengthening by five seconds. Still he finished 50 seconds ahead of Arnoux.

Had he been relieved to see Jones' car out? "No, disappointed, actually. I was eight seconds behind him, with 20 laps to go – I wanted to pass him on the last lap..." M

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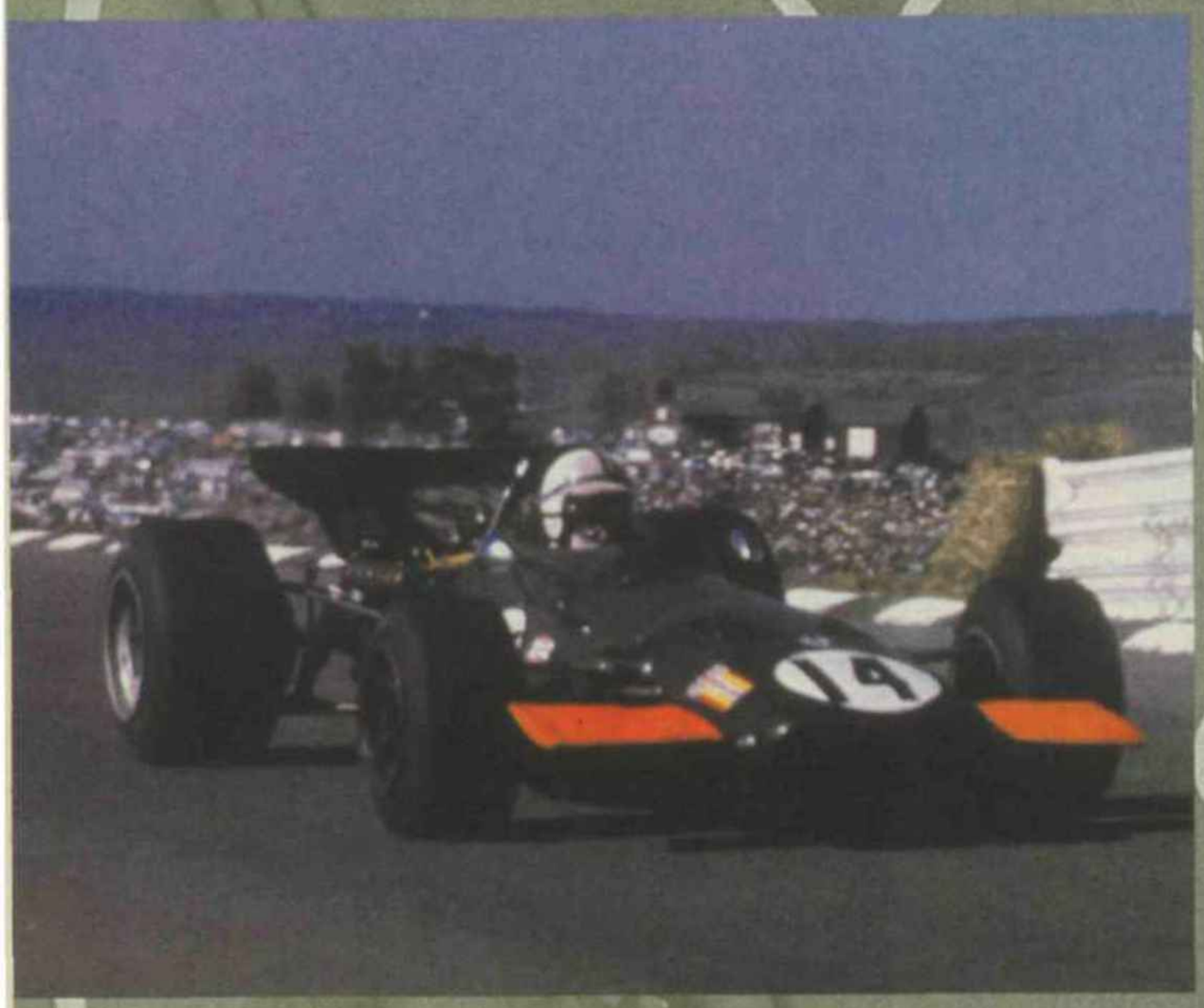
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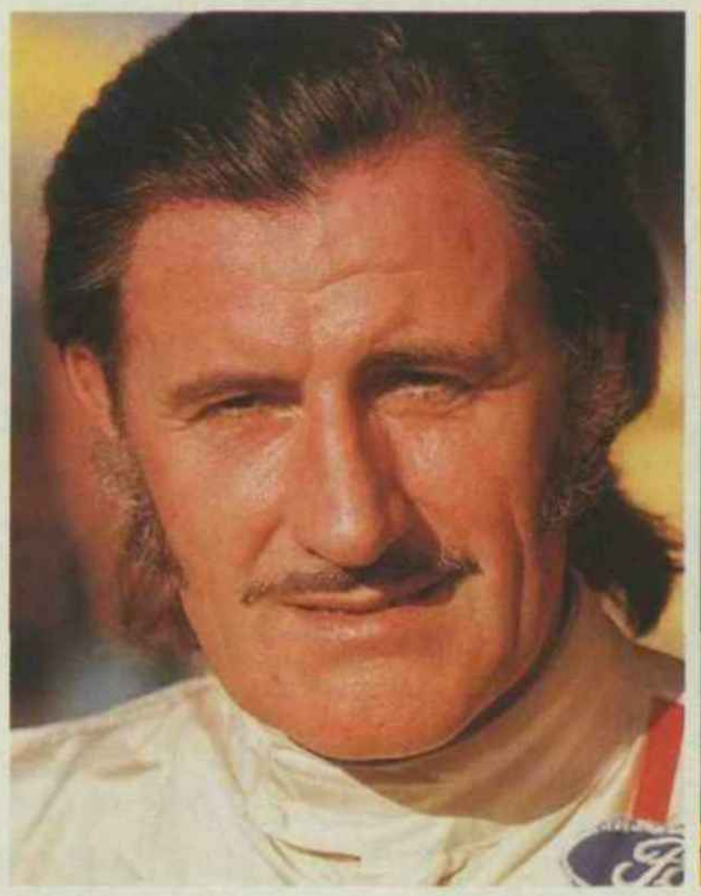
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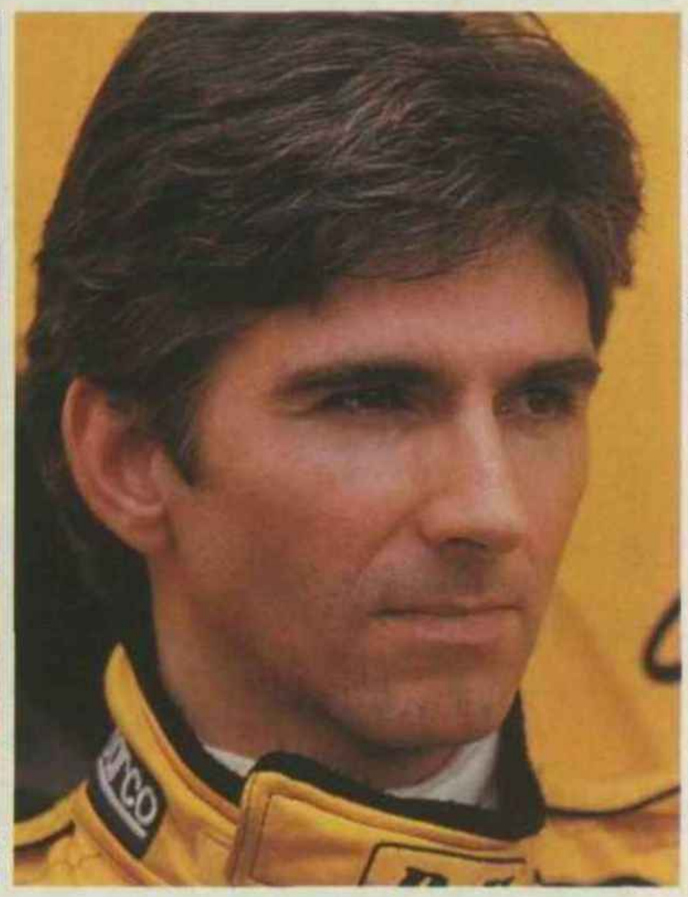
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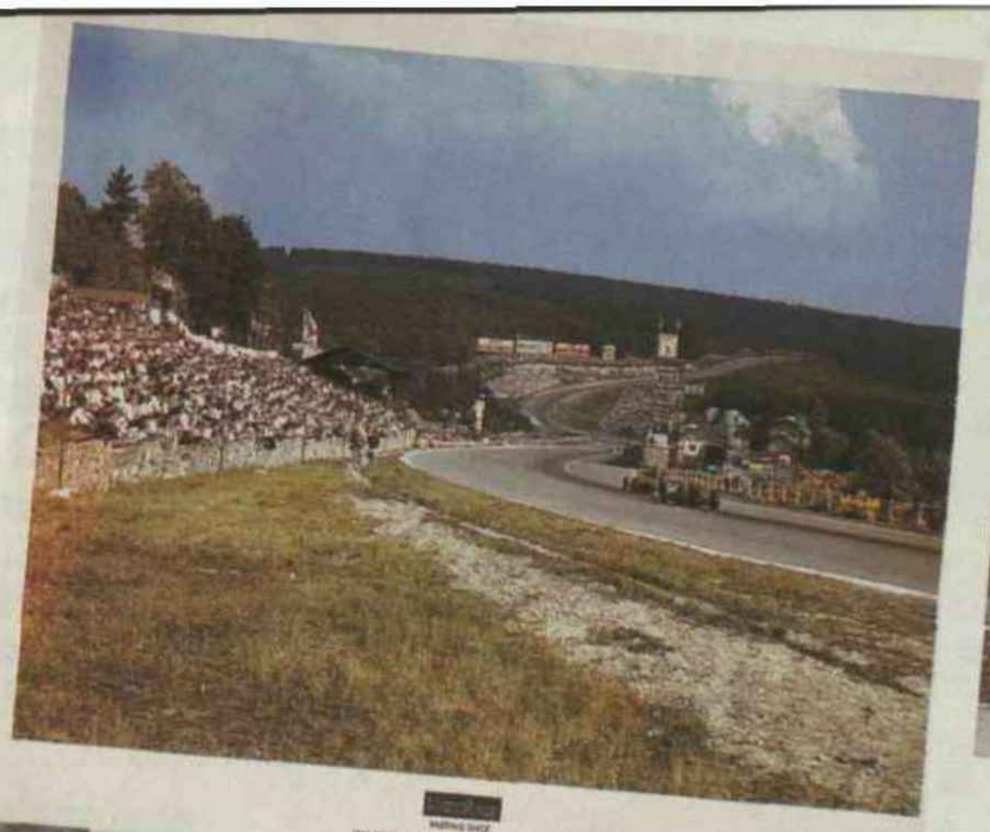


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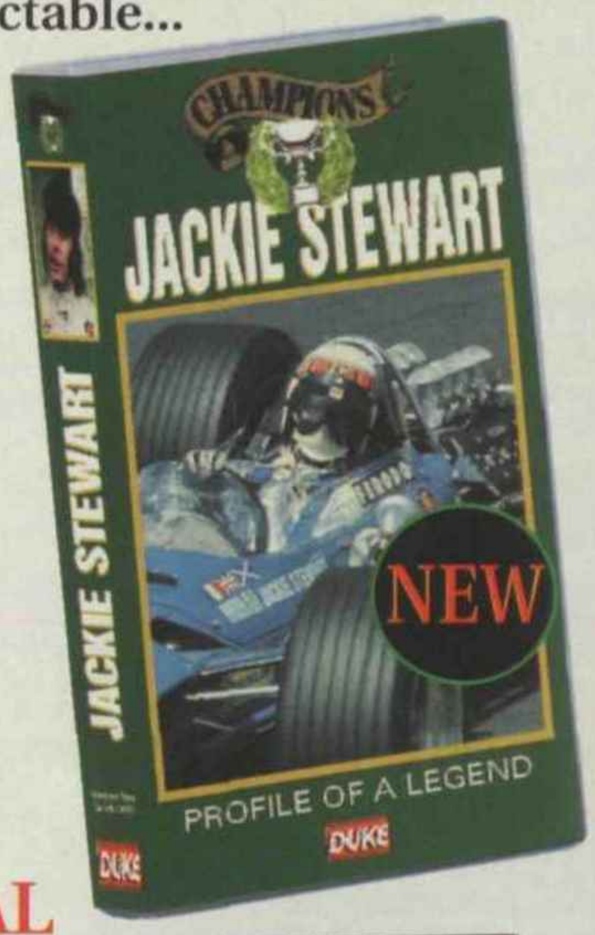
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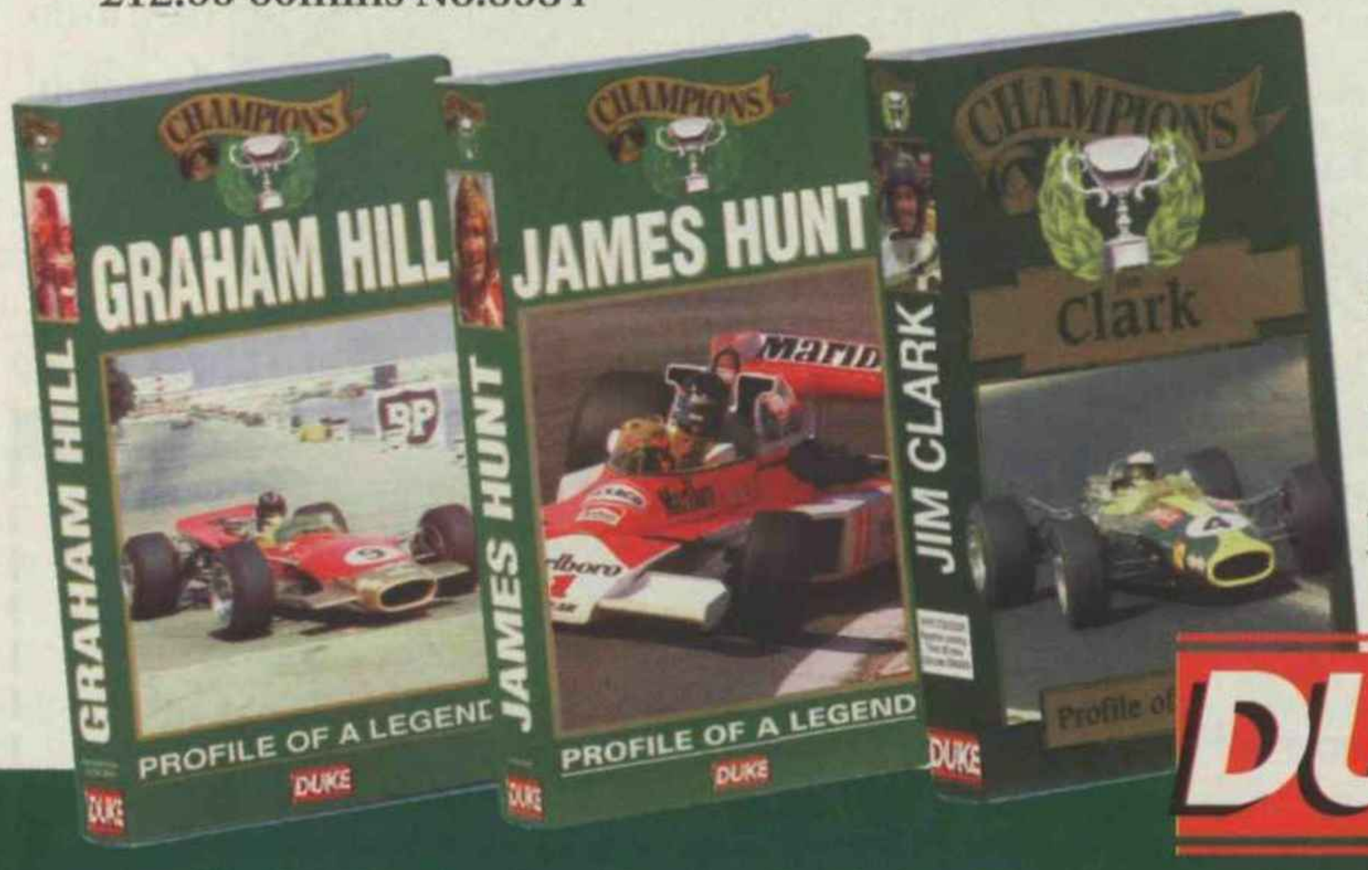
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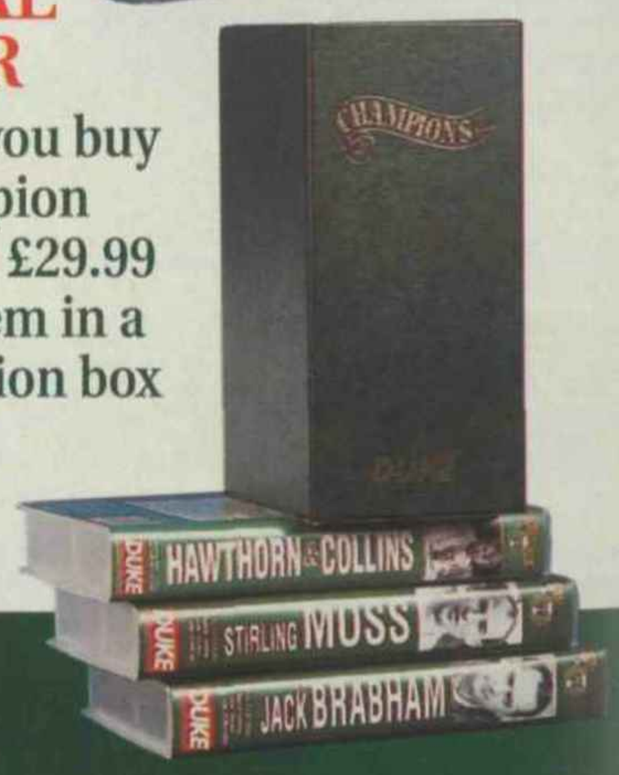
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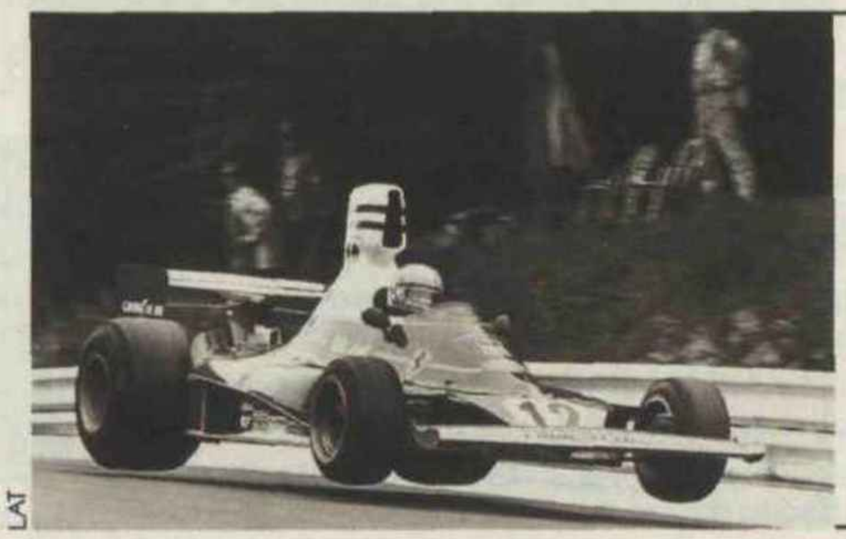
NIGEL MANSELL

His enormous natural speed and boundless competitive spirit were intensified by a lack of recognition by the racing establishment. He was from the wrong side of the tracks, with the wrong accent and didn't look the part. All of which was a red rag to him. He steamrollered any reservations, and success emboldened him to the point where his combativeness made him electrifying. With respect coming from the crowds rather than the establishment, he began performing for them with searing commitment and bravery.



LAT

19



LAT

NIKI LAUDA



LAT

Even among the sport's greatest, Niki stands as an embodiment of what can be achieved by reserves of human spirit usually untapped. His accomplishments were of a previously unimaginable scale – whipping Ferrari's long-squandered potential into world-beating shape, coming back from near death. At the track he was quick and unflappable, but he won many of his Ferrari races well before race weekend. By the time of his third title, much of the speed was gone but that simply laid bare the colossal scale of his other resources.

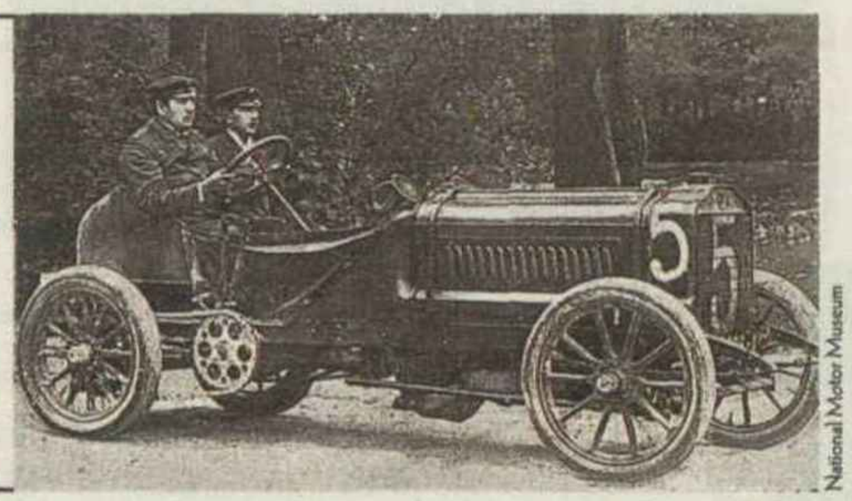
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Malcolm Jeal

LEON THERY

There was nothing ostentatious about Théry. His style in the Gordon Bennett events, forerunners of Grands Prix, went unnoticed among the flamboyance of Lancia or Jenatzy. Likewise his car, a Richard-Brasier, was nothing special. Yet every time he ran the race, against the best in the sport, no-one could touch him. Neatness and accuracy disguised relentless pace, errors were unheard of and in his devotion to preparation and testing he was an early Lauda or Prost.



National Motor Museum

17



National Motor Museum

FELICE NAZZARO



National Motor Museum

A master at reading a race, Felice would habitually sit back in the early stages, watch events unfold and only when the time was right reveal his blistering speed, turned on like a switch, his Fiat still healthy while the less gentle dropped like flies. He gained the tag of 'Lucky Nazzaro' but it had nothing to do with luck, everything to do with an unforced style and the rare ability to direct his passion. In 1907 he won all three major events and as late as the 1922 French Grand Prix was still in winning form, his the only Fiat that didn't break.



LAT

ALBERTO ASCARI

Like his father Antonio, he was fast, so fast. Some even reckoned him quicker than Fangio. He'd carry the speed into the corner smooth as cream, the car not seeming to recognise its speed and giving him an easy ride all the way through. With a good Ferrari beneath him in the early '50s he converted this ability into one of the longest race-winning sequences in Grand Prix history, always leading from the front, sometimes over a lap ahead by the flag. Like his father, he pushed to his limits even when this was was not required.



LAT

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LAT

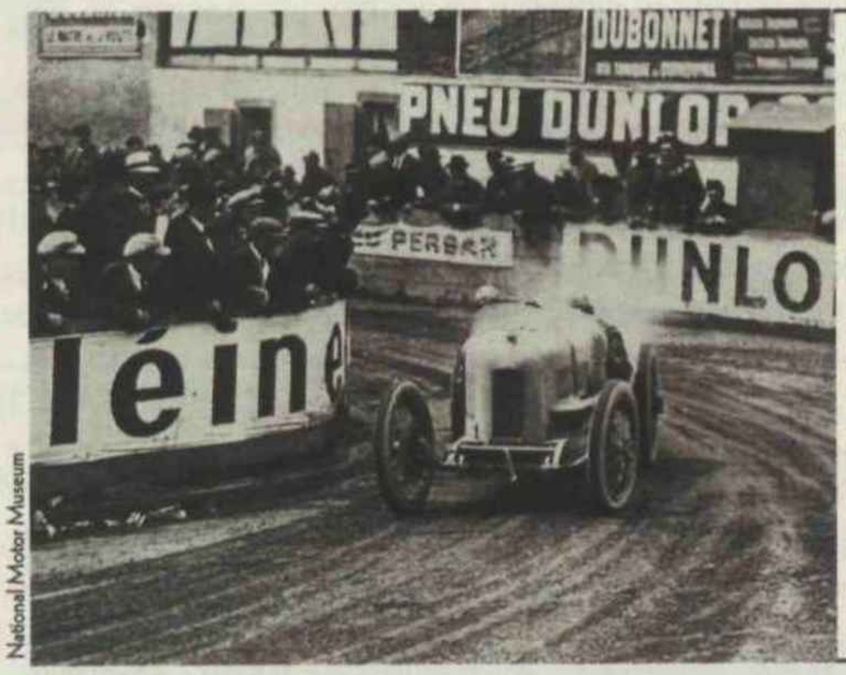
JACKIE STEWART

Motor racing history thrust upon him a seminal stature – he was The Man who accepted the responsibility of ridding the sport of its gladiatorial excesses. It was dirty and unpleasant but he did it. And the reason he held the formidable authority he did was his towering driving ability. The cerebral dexterity which allowed him to compartmentalise the conflicting pulls of safety crusader and racing driver showed too in a cool analysis that could instantly nail what was needed from car or self. The qualities ranged from the steely courage of a four minute victory in the '68 Nürburgring rain and fog to the precision and flair of Monaco '71 – with a best race lap a second under the pole despite having front brakes only.



LAT

14



National Motor Museum

PIETRO BORDINO

Having started out as a riding mechanic to Lancia and Nazzaro, when the time came to take the wheel himself he welded the flat-out attack of the former to a skill that outstripped even the latter. He was one of those drivers – like the Ascaris – who stamped themselves on the race from the start and simply broke the opposition. Even driving one-armed – the other one was in a sling while the riding mechanic moved the gear lever at Monza 1923 – he made the rest look pedestrian. His career effectively ended when Fiat pulled out of racing. He reappeared after a three year lay-off, now 38, at a wet Monza in '27 and took the crowd's collective breath away with one last victorious display of supernatural car control.



Malcolm Jeal

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LAT

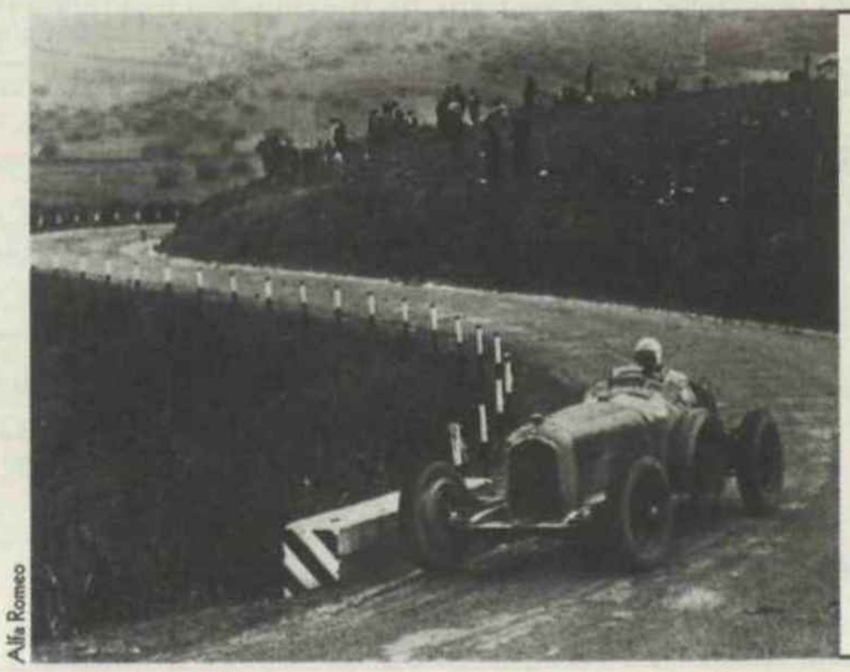
ALAIN PROST

The hand is faster than the eye. Alain could conjure a lap time without any outward manifestation of speed. There are those at McLaren who swear that with a perfect car he was faster than Senna, but that more often there wasn't time for perfection, and that was when Ayrton's improvisation held sway. But speed was only one element of Prost's skill. His awareness of what was needed covered all frequencies, and often, like Lauda, the depth of his intellect ensured that his best work was done before the race weekend. Once there, he could read a race like a book, and if ever there's been a racer kinder on tyres his name can only be Clark. An all-time record of Grand Prix wins was the reward of it all.



LAT

12



Alfa Romeo

ACHILLE VARZI

His competitive desire burned so hot yet was executed with icy chill. A lone warrior, he narrowed his eyes, assessed what was necessary and ruthlessly homed in. His style behind the wheel was clinical and cool, laser-precise and fortified in battle by a relentless will. His nemesis was Nuvolari, and it speaks volumes that Varzi was not overwhelmed by such an irresistible force. Montenero '29 and Monaco '33 showed he was not to be overawed by the great man. Keen to avoid direct comparison, though, he moved on whenever Tazio joined his team and later had it as a condition of employment that he would not countenance him as a team-mate. Was that a natural winner's strength or the betrayal of an inner fear?



LAT

11



Ludvigsen Library



RUDOLF CARACCIOLA

We're only talking of small margins, but by the time of Rudi's biggest successes – the Silver Arrows Mercedes years – he'd actually lost some of his edge. That extraordinary sparkle was more visible before his wounding shunt at Monaco in '33. He beat the Alfas and Bugattis at Nurburgring '31 with a ludicrously unsuitable SSK – aided by the rain which always accentuated his caressing feel – and led at Monaco in '29 with the same car. Then came his sensational impact with the Alfa team, instantly operating at Nuvolari level. When he made his comeback, his cars were so formidable he was vastly successful, and his miraculous wet weather skills never left him. But the Caracciola of old would not have needed to work so hard.



LAT

STIRLING MOSS

As a virtuoso who could pull a performance from any machine in any conditions, he stood comparison with Nuvolari. A competitive spirit that knew no bounds made that skill its servant and saw Stirling devastate the opposition as long as his car held up – once Fangio had retired at least. In the latter stages of his career, with a lack of depth among the competition, he had perhaps a bigger margin of superiority over his rivals than any Grand Prix driver ever. His skill wasn't quite all-encompassing – he was seen to better effect stalking or dominating his prey than when handling pressure from behind – but was such that he could easily have relaxed his desire to search for the mechanical advantage.

10



LAT

9



LAT



National Motor Museum

JEAN-PIERRE WIMILLE

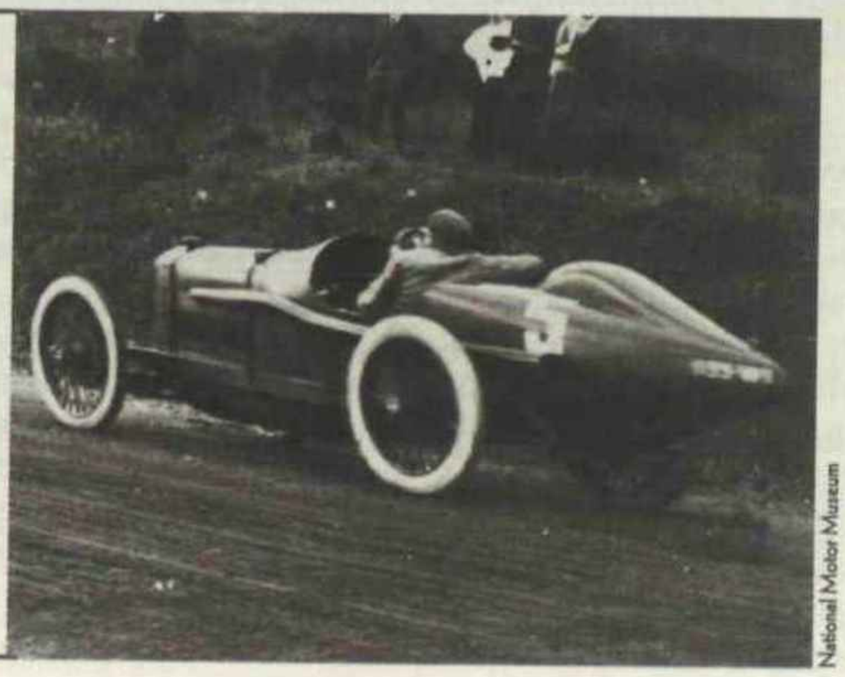
The slightly wild privateer of the early '30s was only so as he established himself. There was a strong hint of how formidable he'd become when he completely shaded Benoist in their spell together as works Bugatti drivers and began producing the drives that bordered on miraculous – he kept Caracciola's Mercedes in sight with just a Bugatti Type 59 at Spain '34, for instance. But it wasn't until his post-war spell in the dominant Alfettas that the all-encompassing magnificence of his skill became apparent. The way he could hypnotise a car to produce a stunning lap time while taking little out of it was almost mystical, and a major inspiration to Fangio – leaving such formidable team-mates as Varzi and Farina uneasy.



National Motor Museum

GEORGES BOILLOT

It's doubtful whether there has ever been a driver more sure of himself, whose strategy and tactics were so audacious, yet who possessed the speed and resolve to justify it all. His shooting-star status – he won on his GP debut in 1912, and was only around for another two seasons – meant we saw just a flare of a phenomenon that should have bridged the eras of Nazzaro and Nuvolari. Ironically, his greatest days, Lyons 1914, went unrewarded. There, in a Peugeot so unbalanced and wilful that a team-mate as great as Goux could make no sense of it, he took the lone fight to the armada of the Mercedes team. And gave it a fright like it wouldn't know again until Tazio's day of days in 1935.



National Motor Museum

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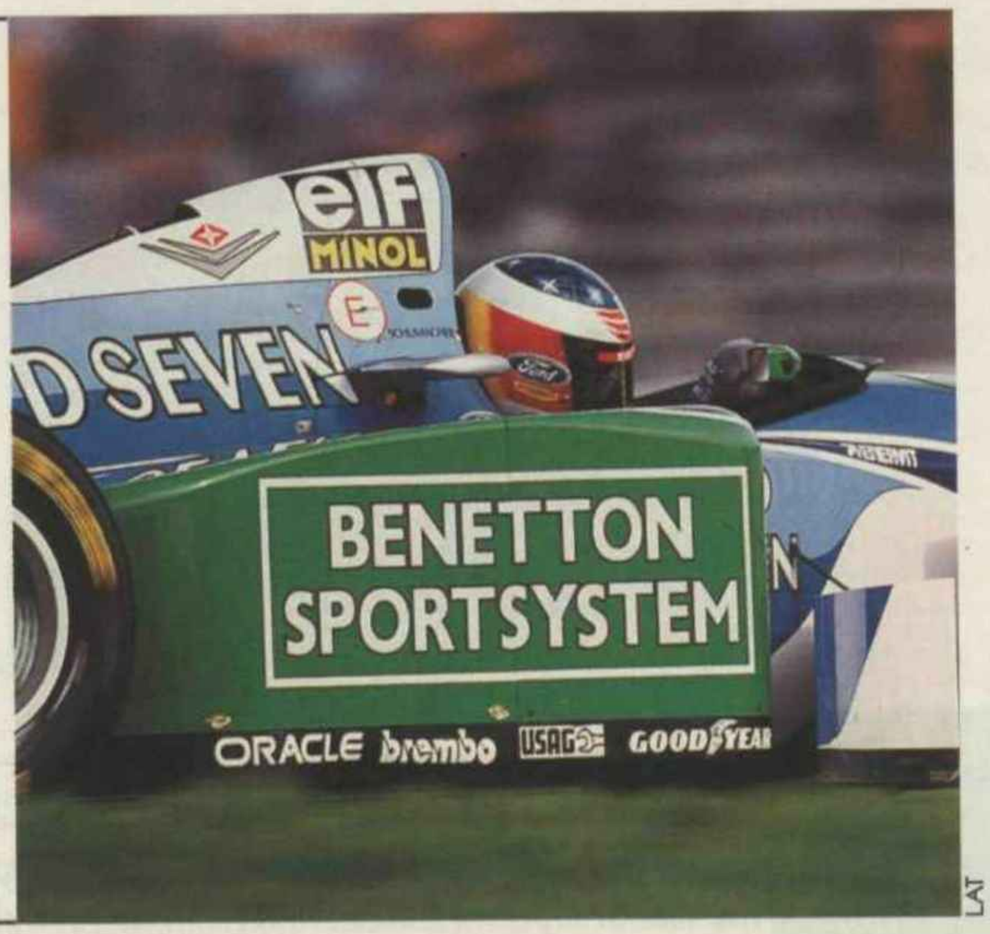
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LAT

MICHAEL SCHUMACHER

In an era of Formula One more than ever orientated towards sprints, and with a car that's usually not quite the best, Schumacher pushes – and sometimes crosses – the physical boundaries more frequently than anyone since Gilles Villeneuve. It's an ability supremely adaptable and as multi-faceted as Stewart's. His wet weather virtuosity recalls Caracciola, his opportunism in battle is Jones-like and his work rate away from the track, applying himself to the details, may even surpass that of Prost.

All this has given him many wins that should not have been possible. Or, more specifically, that his opposition should not have allowed. Great though he is, where is the Prost to his Senna, the Varzi to his Nuvolari? Hakkinen is the only one arguably as quick, but as yet he lacks the depth of supporting qualities. Michael, then, has not had his genius as fully stretched as, say, Senna: he has yet to dig as deep. But one thing he shares with the Brazilian is the resort to foul-play in split-seconds of desperation, as though he can't believe his own super-human ability could go unrewarded.



LAT

6


LAT

JUAN MANUEL FANGIO


Ludvigsen Library

Fangio's was an old soul – so wise yet humble, that the depths of his will could be overlooked. He would do only what was necessary, so when not pushed his wins looked almost routine, coming so easy they seemed to place few demands on his spirit. But that would be to dangerously under-estimate him, because he could reveal more layers than an archaeologist. When he summoned his reserves, like that day at the Nürburgring in '57, the opposition reeled, open-mouthed that such ferocity could reside in such an ostensibly gentle frame.

There was no vanity clouding his judgement, but his belief in himself was absolute, a delicate balance that no-one else has ever so completely mastered. It gave him giant stature and the mystery of a sorcerer, and the best cars inevitably came his way. This was at a time when it was rare for more than a couple of teams to field potential race-winning machinery. Consequently, his success ratio remains unsurpassed.

5


LAT

JIM CLARK

He operated at a different speed to the others, at more frames per second. Clark's era did not lack depth of opposition – Gurney, Surtees, Stewart, Hill and Brabham formed a formidable group. That was a reflection of the scale of his talent, phenomenal even by the highest of standards. Colin Chapman used to reckon you only ever got a ghost of an insight into this on odd occasions – his recovery from a spin when the car broke or setting an identical time immediately on two fundamentally different set-ups – and that usually he didn't need to use it all. Especially when Chapman habitually designed in a car advantage.

More than any other driver, Clark had to be considered as half of a partnership; he and Chapman inspired each other in a joint quest to dominate, not merely win. This made the markers of his competitive striving different to others. You tended not to see evidence of an aggressive will in traffic, for instance, because if he was in the pack it meant something was wrong; he was supposed to be out front immune from it all. Invariably, he was.



LAT

4



LAT

AYRTON SENNA



LAT

Ayrton probably gave of himself more than any other driver has ever done. No-one has stared as intently into the abyss. The intensity of his performances was often scary, particularly if his nemesis Prost was around. His resolution was absolute and at times his actions suggested he was prepared to die rather than yield. Literally. Perhaps he really did assume that God would look after him. Whatever, for some this marked his wonderful talent as the ultimate. For others it was a betrayal of that talent, a video-game mentality that didn't belong in the sport.

He knew he was the best of his time and it was his apparent conviction that this should translate into results that sometimes led him, as a last resort, to on-track thuggery. If he did have a covenant with The Almighty, this surely broke its terms. Usually it was Prost – the only one who could approach his level of performance – who was on the receiving end. But we saw it too at Hungary when Nannini, clearly an inferior, was pitched onto two wheels for having the temerity to defend his place from the great Ayrton.



Chris Nixon Photos

BERND ROSEMEYER

Having never raced a car before, motorbike racer Bernd landed the job of piloting a V16-engined Auto Union, a monstrous handful that scared many an old hand. In his second event Rosemeyer was battling with Caracciola's Mercedes for victory. In 1936, his first full season, he took the championship.

But they are just the bare bones of his meteoric career. The spectacular successes of '36 demonstrated his flowing talent, fearlessness and relentless spirit when given a competitive car. His performance in the Eifelrennen at Nürburgring was among the most astounding ever; thick fog blanketed the track part-way through, but Rosemeyer alone barely slowed and won by over two minutes. In '37, though, his Auto Union was outclassed and then Bernd's approach landed him in trouble. The parallels with Villeneuve are uncanny. The miraculous victories that season at the 'Ring, Long Island and Donington came amid spins and crashes, but could not have happened without the very qualities responsible for the incidents.



LAT

3

2



LAT

GILLES VILLENEUVE



LAT

Never have statistics misled so radically. The brevity of his career, too much uncompetitive machinery and his absolute refusal to accept defeat have seared in many minds a memory of a brilliantly gifted but uncontrolled driver. Wrongly so. The qualities so often cited as reasons for a lack of ultimate track record would under different circumstances have been the corner stones of fabulous success.

His natural speed – 9sec faster than anyone in the wet of Watkins Glen in 1979, putting a tractor of a 126C Ferrari on Monaco's front row when the next fastest man of the time, Pironi, was 17th in a sister car – allied to searing competitive intensity, saw him often pull off the impossible. Deprive such a man of an equal playing field and for each feat there will be corresponding drama. Had his career gone its full course and he found himself in better cars, days like Jarama '81 and Watkins Glen '79, where his restraint and control were sublime, would have become the norm. Don't judge him on snapshots of tightrope drama; marvel instead that sometimes – more than anyone but Nuvolari – he pulled off the miracle.



1 TAZIO NUVOLARI



Nürburgring 1935, when a 43 year-old Tazio, armed with an Alfa P3 that even then should have been in a museum, beat the cutting-edge technology of the German teams, has rightly been hailed as a miracle drive.

It had everything. Intelligence – he paced the early laps carefully, staying behind but still in touch, waiting for any problems in the German machines, ensuring he didn't get into any unnecessary fights. Mechanical sympathy – the P3, especially in overpowered 3.8-litre trim, was notorious for lunching its transmission (which indeed happened to Chiron's sister car in this very race), but Tazio nursed and cajoled it throughout. Tenacity – his relentless comeback after a botched pit stop was fuelled by an intense will to win that was perhaps his greatest asset of all, and it did for von Brauchitsch and his tyres. Speed – when the gloves came off he overtook in quick succession Stuck, Rosemeyer, Fagioli and Caracciola, all in Mercs or Auto Unions. It was as great a drive as has ever been seen, so unlikely a win it called for a re-checking of the equations holding up the laws of physics.

But that was just the most famous of his exploits. In 1936 alone he produced another four like it. With an Alfa that was yet further behind the Germans than in '35, he beat Rosemeyer to win in Hungary, Caracciola to take Barcelona, Varzi for victory at Milan and single-handedly thrashed the entire Auto Union team at Livorno. All these were the inevitable product of the same impossible cocktail of control, improvisation, audacity and balance, as seen at the Nürburgring the year before, and there were more examples before and after. It is this overwhelming quantity of virtuosity which places him at the very top.



"The perfect racing mentality..." An out-dated car never daunted the battling Nuvolari

It was said that he must surely have done a deal with the devil to not have ended his days on the track, in battle. And, certainly, there was much about his approach to suggest personal welfare was way down his list of priorities, perhaps even more so after his sons succumbed to illnesses. But it was only himself he exposed to such risk, never his rivals, and his honour in the heat of battle was absolute.

It was the mindset of a warrior, one who faced fears, acknowledged them, but refused them house room in his head. From that perspective, inferior equipment, impossible odds and formidable rivals all were irrelevant to him. They were the concerns of lesser men. It is the perfect racing mentality, which he embraced more fully than anyone.

Though he died in bed, it was through a racing-related illness, and it was while racked with pain and coughing up blood in his post-war races that the sorry extent of his dependency on the racing drug became clear. Never did the sport seem crueller. Yet still his brilliance would not be contained.

There have been suggestions that he was past it by this time, his skills dimmed. If so, they still out-shone anyone else's. He was 53 years old, and looked older, at the 1946 Marseilles Grand Prix when he stormed through from the back, lapping 3sec quicker even than Sommer to take the lead before his car broke. He won at Albi, then collapsed at the victory ceremony. With his privateer Maserati, he hounded the vastly superior Alfettas mercilessly at Geneva. At the Milan Grand Prix, he'd again been a thorn in Alfa's side when his illness forced to him to withdraw, his vision impaired. And, though outside the scope of Grand Prix events, his staggering run in the 1947 Mille Miglia stands comparison with any of his earlier victories.

But what of the accidents, some might say. What of them? They came, like Villeneuve's and Rosemeyer's, as he attempted the impossible when that was his only hope. When someone proves, as they did, that the impossible can be achieved, even once, then surely any failed attempts can be excused. Only those who attempt it without ever pulling it off, or try it when it isn't necessary, can legitimately be criticised as lacking in judgement.

No, there can only ever be one really meaningful measure of a driver's greatness: what he achieved with what was at his disposal. In this Nuvolari stands as the greatest yet seen, indeed the perfect racing driver. A few others may have a more impressive tally of victories, or a superior start-to-win ratio. It means nothing unless you look at the peculiar contexts for these cold statistics. Then look at the qualities of spirit, speed, judgement and temperament in the performances. Only then does a true picture emerge, a picture of a bronzed little man, with hollow cheeks and yellow jersey, laughing at the devil on his tail, knowing he can outrun him – just like he can all the rest.

"A bronzed little man with hollow cheeks and yellow jersey, laughing at the devil on his tail"

LAT

GOODWOOD REVIVAL 1999

HIGH WINDS AND TORRENTIAL RAIN PROVED UNABLE TO STOP THE SECOND GOODWOOD REVIVAL MEETING MORE THAN MATCHING THE INCREDIBLE STANDARDS SET LAST YEAR. MARCUS PYE REPORTS

Ben Rackgrove

ERAs and Maseratis battle through the rain for the Goodwood Trophy

James Mann



Project Aston 214 leaves the line in the TT race

Jeff Bloxham/LAT



Ludovic Lindsay won the Woodcote Cup in Remus

Chauffeured in an open Cadillac by fellow birthday boy Damon Hill, and with an alleged Marilyn Monroe on his arm, Stirling Moss hit 70 in style on September 17, the opening day of Goodwood Motor Circuit's second revival meeting. Two days later, urged on by legions of fans, he provided the drive of the meeting in his 1956 Monaco Grand Prix-winning Maserati 250F. Straight-armed as ever, the maestro powerslid through from 16th on the Richmond & Gordon Trophies grid to a magnificent fourth at the flag. During a stirring battle, he traded fastest laps with 73-year-old Sir Jack Brabham's lowline Cooper-Climax T53. "Not exactly relaxing, but tremendous fun," said Stirling.

Brabham's day went rapidly downhill thereafter. Having wrestled Grahame Bryant's AC Cobra to a halt when a rear wheel came off under acceleration past the pits in the RAC TT Celebration, he had a huge accident in Bruce McCaw's McLaren-BRM M5A in the Glover Trophy Formula One race after clipping Jackie Oliver's Lotus 49. Having whacked the bank before Lavant backwards, the sight of 'Black Jack' slumped in the wreck was chilling, but he was cut free with broken ribs and a damaged vertebra.

Superlative racing, though, will be the abiding memory of the event for the 80,000 spectators wowed by the sheer mastery of top drivers in often diabolical conditions. Interwoven with Stirling ➤

GOODWOOD REVIVAL 1999



James Mann

"Happy birthday, Mr Moss..." Stirling receives a special delivery from Damon Hill during celebrations for the maestro's 70th at Goodwood on the Friday



Jeff Bloxham/LAT

Brabham would crash the McLaren M5A heavily



Jeff Bloxham/LAT

Barry Sheene was unbeatable on the Manx Norton

Moss' party, major Aston Martin and MG anniversaries, a fine Rob Walker tribute, pomp and ceremony and the throb of Warbirds overhead, this was sporting theatre at its greatest.

The hour-long Tourist Trophy retro was conducted at sprint pace, alas without poleman Martin Brundle in Aston Martin Project 212, crashed heavily in final qualifying by Gary Pearson. As the Union Jack fell, Steve Hitchins (Shelby Cobra), Derek Bell (Ferrari 330LMB), defending champion Nigel Corner (lightweight Jaguar E) and Jochen Mass (Chevrolet Corvette) became embroiled in a huge dust-up for the lead. And Danny Sullivan had a grandstand view from 4WPD, the E-type in which Jack Sears finished fourth in '62.

Mass elbowed his way to the front, and remained there until car owner Ulli Berberich Martini took over at half way. Meanwhile, Derek Hill was on a charge , having taken over the other Shelby Daytona coupé from father Phil, the '61 World Champion, after only five laps. Hill Jr's blast back right into contention, with staggeringly fast lappery, earned him the Spirit of the Meeting award.

The turning point came when Corner stopped. He and Mark Hales were the best-matched team and when the latter rejoined in second to Hitchins (yet to stop), all he had to do was stay out of trouble. Peter Hardman (in for Bell) was out of brakes in the Ferrari, so was easy prey to Hill, whose blue coupé growled to within 10sec of the conservative Hales at the flag.

"That lived up to the TT's reputation as a great race," said the jubilant Corner. Hardman clung onto third between the Shelby Cobras, Jochen Neerpasch (who relieved Hitchins) having passed the Corvette four laps from home. Gregor Fisken's bid for a podium place evaporated when the E-type started by Sullivan spun to a halt with a flailing halfshaft.

The controversial inclusion of 3-litre Formula One cars – which did not race at Goodwood – introduced the power and the glory of the '66-'69 period on a grid embellished by Tasman Championship F2 machines, with original drivers Richard Attwood and Derek Bell joining Brabham in the fray. Fresh from a remarkable seven-week rebuild, Geoff Farmer's '68 British GP-winning Lotus 49 R7 sat on pole, with Paul Ingram's BRM P126 and John Beasley's Brabham-Climax BT4 alongside on the three-two-three grid.

Split initially by the fast-starting Simon Hadfield in Ecurie Brisk's ex-Graham Hill/Jim Clark F2 Lotus 48, Farmer and Ingram scrapped furiously. Ingram's ex-Pedro Rodriguez V12 was spraying water from a breather, but he forged ahead. Farmer's dream of emulating Jo Siffert's debut win looked over when he spun, chasing Ingram through backmarkers. "I

"For sheer character, spirit and enjoyment, Goodwood has got to be number one in the World"

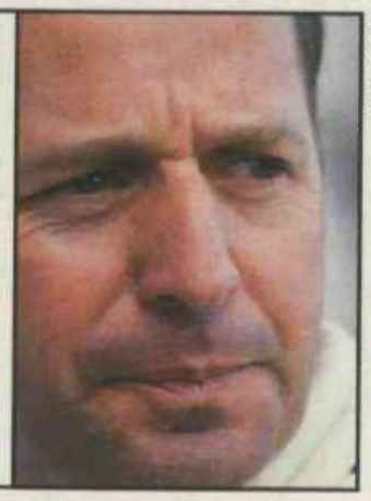
JOCHEN MASS
FORMER
GRAND PRIX DRIVER



Darren Heath

"I'm getting a lot of pleasure driving these cars. The circuit is bloody fast, hairy in places, and must be treated with respect."

MARTIN BRUNDLE
F1 COMMENTATOR



M.J.Curtis

was lucky not to hit anything, so I hooked second, and gently drove through the gravel. Then my dander was up," said Farmer. He raced on, reducing the outright lap record – left by Jim Clark and Jackie Stewart in 1965 – to 1m20.096s (107.87mph).

Despite a wild ride, Ingram looked secure until the BRM's rear wheels locked and it snapped away from him at Fordwater. "I got third gear instead of fifth," he rued later. Farmer could not believe his luck as he swept past and, when the race was red-flagged for Brabham's accident a lap later, collected the trophy with car restorer Hadfield completing a team one-two. With Brabham still being extricated and news sketchy, Bell (in the Ferrari he raced twice in '68), joined the subdued celebration.

Moss, Tony Brooks, Carroll Shelby and Roy Salvadori lapped in a brace of DBR1s to commemorate Aston Martin's 1959 World Sportscar Championship, then Peter Hardman clambered aboard chassis 2 – in which the first pair won the decisive TT at Goodwood and Le Mans – and did the business again in the Lavant Cup race.

Hardman's glorious broadsides out of the chicane took him clear of the Jaguar Ds of triple British Touring Car Champion Win Percy (which won a Goodwood Handicap in '57) and Ian Donaldson, while Gary Pearson (in Paul Pappalardo's Ferrari Testa Rossa) howled away from Willie Green's D-type for fourth. The anticipated Maserati Birdcage challenge petered out when Tony Smith – flying having grabbed the wrong cog off the line – lost his gears and Nick Mason's broke its final drive.

The Saloon car thrash was one of the weekend's best as, in quite atrocious conditions, Gerry Marshall and John Rhodes recalled the great Lotus Cortina versus Mini Cooper S battles of the mid-'60s. Initially they were led by Grant Williams, who fishtailed his ex-Salvadori Jaguar Mk1 spectacularly from row three to lead by Fordwater. The Welshman was seven seconds clear when his enthusiasm and standing water got the better of him and the car nosedived into the bank at Madgwick. Undeterred he resumed, but another off at Woodcote blunted his efforts.

Once Max Beaverbrook had pitted his 7-litre Galaxie, all eyes were focused on Marshall and Rhodes, their absorbing scrap thrilling those dry souls in the packed stands. Rhodes clung to a tenuous advantage with the track at its wettest, but Big Gerry moved ahead on the penultimate lap as the rain eased off and won by less than 0.4sec. "I was driving blind," said Marshall. "The first I saw of John was when he went by me."

Behind them, Norman Grimshaw's Mini just held off Lionel Dodkins's similar car for third. ➤



Jeff Bloxham/LAT

Walker tribute from Brabham, Moss and Cooper



Ben Redgrove

Gerry Marshall's Cortina squats down under power



Derren Heath

In simply appalling conditions on Sunday morning Sir Jack Brabham displayed the sort of car control in the Cooper T53 that brought him three world titles



James Mann

Peter Hardman's Aston won the Lavant Cup



Jeff Bloxham/LAT

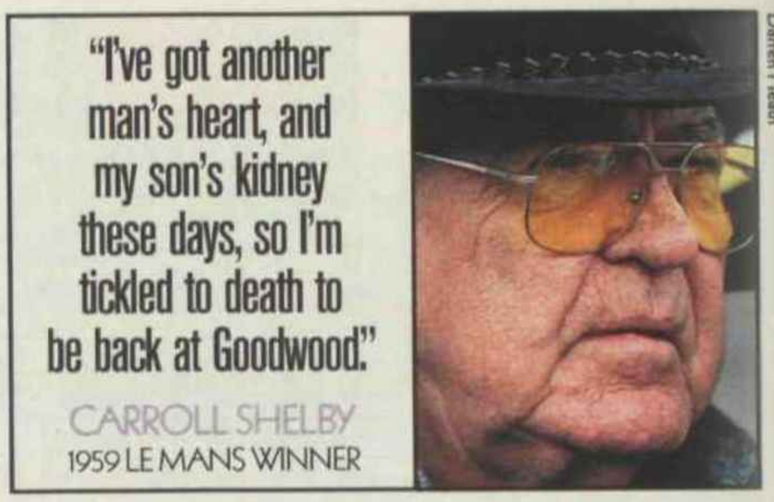
TT victory went to the Corner/Hales E-type Jaguar

"I was swamped by the Yank Tanks at the start and picked up a misfire which took five laps to clear," said Grimshaw, who clawed his way past the Cortinas and Jim Utting's Mustang. Further back, the sight of Peter Mockler's Renault Dauphine leading David Clark's Falcon Sprint was extraordinary, as was the bow wave as Lord March's Galaxie (captained by Bill Shepherd) lurched like an aircraft carrier through the chicane.

Ludovic Lindsay and ERA R5B 'Remus' repeated their feat of last September by winning the Woodcote Cup race, in the face of even stiffer opposition. With poleman Martin Stretton sidelined when ERA R4D ran its bearings in practice (replicating John Bolster's fate with 'Remus' at the inaugural Goodwood meeting in 1948), Germany's Christian Glasel, stepped up to challenge in his Maserati 250F.

The two blue ex-Bira cars dominated on a treacherous track, but Lindsay never made the slightest mistake despite intense early pressure, the perpendicular pre-war voiturette slithering home clear of the lower-slung Maserati, with which the Siamese prince won the 1954 GP des Frontières at Chimay in Belgium and the '55 New Zealand GP. Barrie Williams held the tail of Wenman's Equipe National Belge Connaught A4 at all angles en route to third.

Conditions were worse for Sunday's Goodwood Trophy race, which became an ERA whitewash. Williams hustled Skipworth's ERA R3A to victory over Frank Sytner in R1A, with Duncan Ricketts third after a lurid spin into Madgwick with GP1. Jost Wildbolz chased hard in the ex-Pat Fairfield R4A, but all eyes were on the progress of Chris Ward



Darren Heath

in the BMW-based Veritas Meteor Streamliner. Original works drivers Karl Kling and Hans Klenk would have liked to have known his rain dance...

The 500cc brigade put on a wonderful show, cars from 11 marques – including Effyh and Swebe from Sweden – and four types of engine flavouring the colourful swarm. Coopers were predominant, Julian Majzub claiming the Earl of March Trophy for the second year despite a spin in his Manx Norton-engined Mk8. This let John Turner's torquier JAP-powered Mk8 through, but he too had a moment on the slick surface, and Majzub hounded him down.

Nick Leston (whose father Les won the 1952 Luxembourg GP in a Cooper Mk6) piloted Pete Wright's Norton-engined Mk8 into third, after a tussle with David Woodhouse's Mk9.

Although outqualified by the nimble Lotus 15s of Robert Brooks and Martin Brundle, Gary Pearson's Lister-Jaguar was soon in control of the Sussex Trophy race for Production Sports Racing Cars. Brooks fell back with lack of traction and



Jeff Bloxham/LAT

In a effort to stay ahead of the hard-charging Frank Sytner, Duncan Ricketts uses all the road and more as his ERA E-type clears the water-logged chicane



Ben Redgrove

Geoff Farmer's rebuilt Lotus 49 heads the field away as the flag drops on the Glover Trophy. Despite spinning away the lead, he would fight back to win

Brundle had a grassy excursion in his bid to keep up, which promoted a thrilling tussle between John Harper (Cooper Monaco) and a hard-charging Tiff Needell (Lister-Jaguar). Among the tiddlers Mark Hales drove Dick Berger's Lola Mk1 prototype superbly to beat Duncan Dayton's Cooper Bobtail.

Pearson scored again in Adrian Hamilton's 1953 Le Mans-winning Jaguar C-type, taking Freddie March Memorial Trophy honours for the second successive year as focus switched to Goodwood Nine Hours-type cars. He was chased all the way though, by Jochen Mass in Evert Louman's Ferrari 750 Monza which had Julian Bronson's ex-Tony Gaze HWM-Jaguar on its tail for most of the distance.

Willie Green (Jaguar C) and Christian Glasel (Ferrari 340MM) had a good old tussle too, pursued by Simon Draper in the Aston Martin DB3S in which Peter Walker/Dennis Poore won the last Nine Hours race in '55.

John Harper bravely bravely staved off an early challenge from Derek Bell's Cooper-Maserati T51 to win the Richmond Trophy by half a minute in his front-engined BRM Type 25. Harper's drive drew admiration from the five-time Le Mans victor, whose debut win at Goodwood was in the wet with a Lotus 7 in '63. Bell earned the Gordon Trophy as the first rear-engined finisher, pursued by Willie Green in Fangio's '57 German GP-winning Maserati 250F.

The Formula Junior race was exclusively for rear-engined cars this year. Duncan Dayton put his tiny Cooper T67 on pole for with a scintillating 97.98mph lap, but grenaded its motor in the process. Undeterred, the American bought another engine on site and duelled frantically with the fast-starting Martin Walford until it started to blow a smokescreen.

In the absence of triple FIA Lurani Trophy champion Tony Thompson and Joaquin Folch (whose Lotus 27s collided in practice), Walford took up the cudgels to win the Chichester Cup in the ex-Peter Arundell Lotus 22 – the combo which dominated in '62, winning 18 races from 25 starts, including two victories at Goodwood.

Simon Ham (Brabham BT2) shook off Malcolm Ricketts (Lotus 22) for second, while Simon Diffey's adventurous race in William Taylor's Lotus 20 ended with Stephan Jocher's Brabham BT6 closing fast after a spin into the rhododendrons.

Unbelievably, a Lotus 49 lurked behind Roy Hunt's 500cc Martin-Norton on the Scott Gaze Handicap grid, and spectators cheered the underdog to victory, three credit laps too tall an order for pacesetter Hadfield's F2 Lotus 48 to negate. The ERAs of Williams and Ricketts ran Hunt closest. "I had no idea I'd won until I saw everyone waving," said Hunt. M

"It's a step back in time for motorsport. Everywhere you look people are smiling. And the smell in the air is quite unique."

DAVID COULTHARD
GRAND PRIX DRIVER



Jeff Bloxham/LAT



Ben Redgrove

Derek Bell at the helm of the 1968 Ferrari 312

THE PLAN WAS TO GO TO GOODWOOD NOT JUST TO SPECTATE BUT TO RACE AGAINST FOUR F1 CHAMPIONS AND SOME OF THE FINEST DRIVERS IN THE WORLD. AND IT ALL WENT PERFECTLY TO THE MOMENT THE FLAG DROPPED. BY ANDREW FRANKEL

photography by Ben Redgrove



It was, I think, the drivers' briefing that was the best moment of all. There we sat, all of us in a portable box listening attentively to the words of an evidently extremely official person standing at the front. When I was sent to an exam factory in a scarcely successful attempt to add a few A-levels to my name, we used to learn History in an identical room.

My classmates, however, had changed. Gone were the distracted faces, eager to learn about anything not called the Petition of Right, the smell of spent Marlboros and the scrape of chalk on blackboard; now we were attentive, bright-eyed and ready to learn. The uniform had changed too: torn jeans and T-shirts offensive to sight and smell were now triple layer Nomex. I can't remember many with whom I failed to learn history but I'm unlikely to forget any time soon those who sat with me at the driver's briefing for the Goodwood TT celebration race on Sunday 19th September. The Formula One World Champions were Sir Jack Brabham, John Surtees, Damon and Phil Hill while names no less auspicious dotted the room: Derek Bell, Jackie Oliver, Bobby Rahal, Patrick Tambay, Jochen Mass, Richard Attwood, David Piper and Danny Sullivan were just some of them. And, *of course, some bloke called Stirling Moss.*

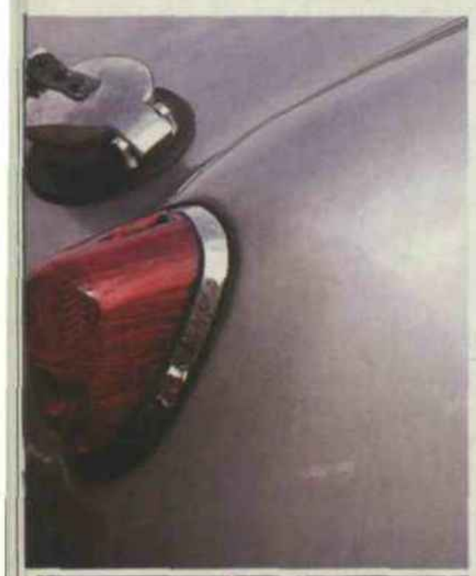
I was there with Chris Clegg, owner of the Austin-Healey Sebring Sprite which we had recently qualified a defiant last on the grid. Looking at the engine sizes listed down the final column of entries in the programme, our's was the sole cubic capacity to fail to stretch to the usual four digits. And if it seems ridiculous to be racing such a car against Ferrari GTOs, Aston Project cars, Shelby Cobras and Jaguar E-types this is only because perspectives have changed. Back in the early '60s when John Sprinzel created the Sebring Sprite, racers drove all types of cars and the list of those who could regularly be found behind the wheel of Sprites is as long as it is impressive. Stirling himself, Bruce McLaren, Pedro Rodriguez, Innes Ireland, Steve McQueen were all Sprite racers, while our car's most regular occupants were Stirling's sister, Pat and the prodigiously talented Paul Hawkins.

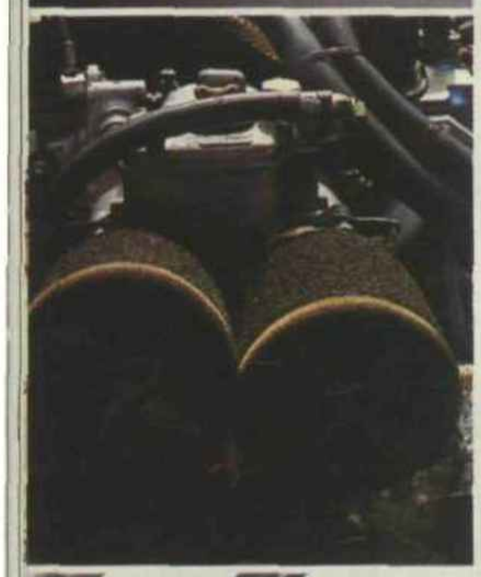
And even we were not slow. Compare the times of our Sprite not to those in the TT but, instead, to some more representative machinery found elsewhere on the bill and you would find ➳

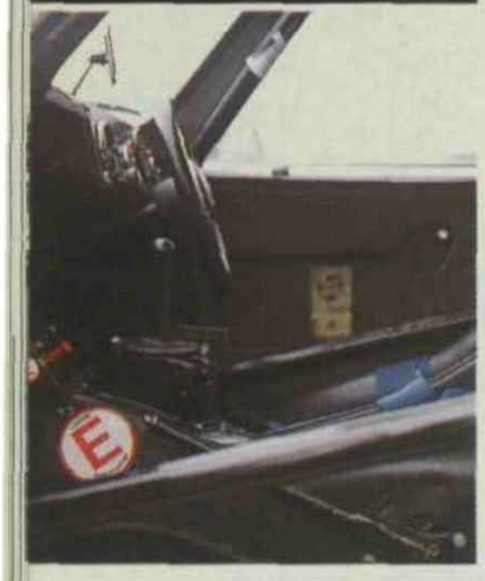
Goodwood Revival 1999: Some of the greatest drivers in history gather for the pre-race briefing. Editor was to drive Healey Sebring Sprite but all went far from according to plan

Sprites and

Gremlins







our Sprite would have outpaced every Mini Cooper at the meeting, some of the Lotus Cortinas and even a 4.7-litre Ford Falcon.

Even so, that was not what Goodwood was about. We were going to come last and knew it. A Corvette that looked within reach had been inconsiderate enough to blow up and looked unlikely to start, the Lotus Elites were just out of reach and while one Ferrari 250SWB looked likely in one session, when we compared the times of both its drivers to ours, we were nowhere near.

Happily, Chris and I had long ago decided that this did not matter. There was no championship to be contested, no points to be fought over. We just wanted to race and if there were others against whom we could race, so much the better.

Until this moment, the weekend had had a charmed quality, something which neither the often terrible weather nor the Sprite's unlikely addiction to oversteer ever seemed likely to spoil. Historic racing has a magical quality wherever you watch it and whatever the cars but, from the moment Ray Hanna's Spitfire came skimming over the bails at the annual cricket match on the Thursday night, none there doubted for a moment that the greatest event on the calendar was underway.

"In the rain Lindsay drove his ERA, Remus, to the perfect victory"

The very first race of the meeting, the Woodcote Cup, set a standard from which the programme rarely, if ever, faltered. In the rain Ludovic Lindsay drove Remus, the pale blue ERA made famous by Prince Bira, to a perfect victory. Every inch of it, even when the angle of car and direction of travel bore precious little relation, looked so assured that the heroically charging Gregor Fisken in his Cooper-Bristol never looked likely to challenge him. Best of all was Barrie Williams, back in third, driving a bright yellow A-type Connaught. I'd see him streaking down the straight and, instead of turning into the corner as usual, the car would appear to spin, only to be stopped halfway through its seemingly inevitable rotation by some invisible force. It would stay in this semi-spun state until the corner opened out whence it would snap straight, and charge up to the chicane, driver banging encouragement on the side of the body. Barrie, for those who do not know of him, is now in his sixties.

The race to remember, however, was the Richmond and Gordon Trophies race for F1 cars from 1957-61, held in conditions so appalling it would have been stopped at many other circuits. But this is Goodwood and the show went on. The winner was rarely in doubt as John Harper's BRM P25 steered fluently to victory through the puddles but behind, how the battle raged. The eye of the storm was Nigel Corner's Ferrari Dino which was being driven with something approaching wilful abandon in its pursuit of Harper and then Derek Bell's Cooper-Maserati. If having a engine of rather less than 2-litres was supposed to handicap Bell in a race for 2.5-litre cars, no-one had told Derek. He hadn't even sat in the car for a year but drove as if it were his everyday transport, exploiting the mid-engined advantage to the full.

But the real story was further back. Willie Green driving the ex-Fangio Maserati 250F was driving with his usual guts, sawing the wheel from lock to lock in a straight line, just to keep the car on the road. Most eyes, however were yet further down the grid as Jack Brabham's Cooper T53 slowly caught, and passed, the Moss 250F. By now the weather was so foul you only needed to look at these soaked septuagenarians to know that, now as then, they are different. Others were peeling off the track and into the pits as the water got to either the driver or the machinery but not these two. By the flag, the battle had been resolved in Stirling's favour, the Great Man coming home fourth behind Harper, Bell and Green. He had qualified in 16th place. Those around me in the grandstand were awestruck, one leaning over and whispering, "they don't lose it, do they..."

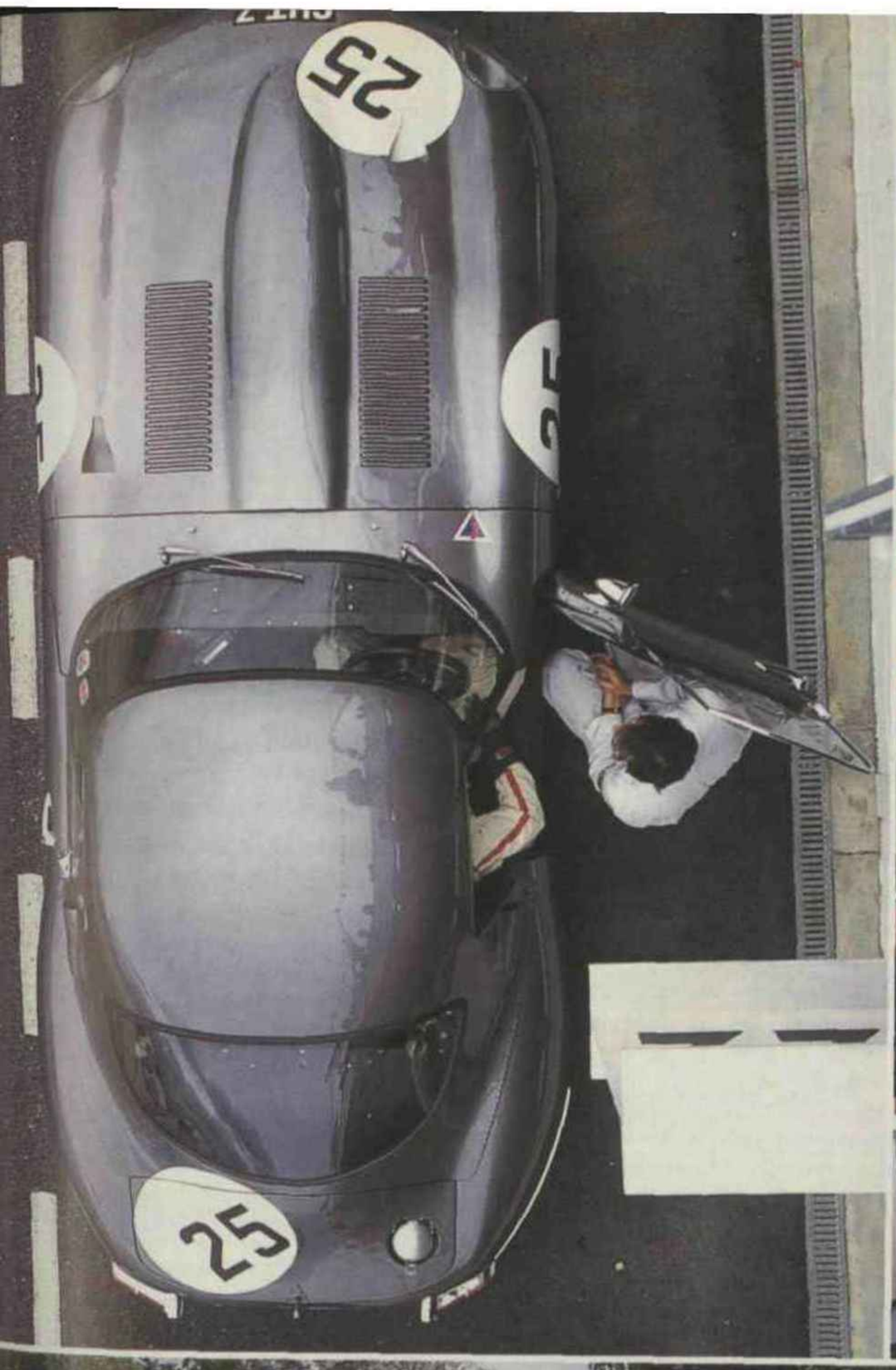
And when the cars returned to the pits, the applause for those on the podium was as nothing compared to the spontaneous ovation afforded the man in the white helmet who'd come fourth.

Chris Clegg and I were unlikely to be receiving ovations anytime soon. Not only did we have substantially less power than anyone else, we also represented that rare beast, an entirely amateur team in the TT. By the time Chris pointed its pretty little nose up the pitlane for the first laps of untimed practice, he had done barely half a dozen laps of Goodwood in his life and I had done even fewer in the Sprite. I knew only the track, Chris knew only the car; and we were about to race four World Champions.

The prognosis upon Chris' return from practice was less ➠

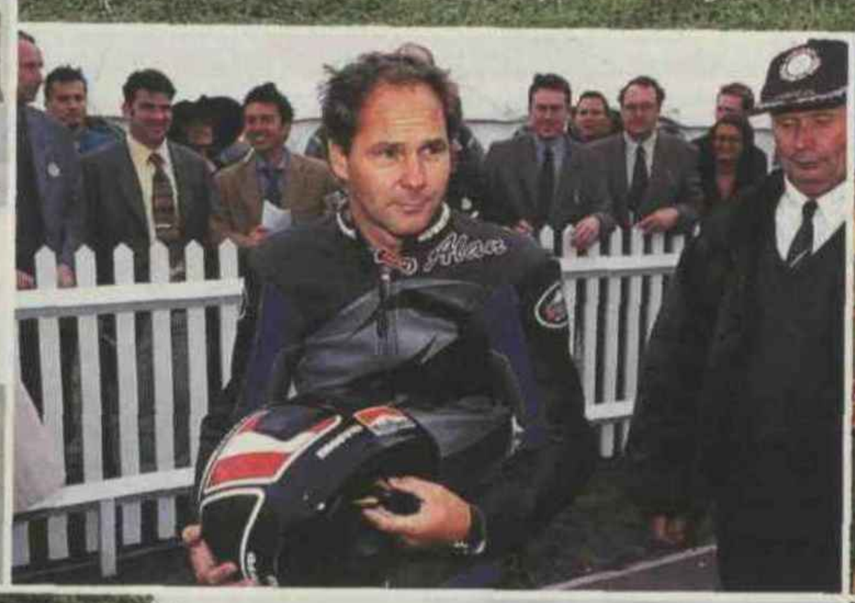
Ben Redgrove, James Mann, LAT

From top: Racing fuel filler for Sebring holds ten gallons, barely enough to last for a one hour race where refuelling was banned; engine breathes through colossal single Weber rather than more familiar twin SUs; cockpit is surprisingly roomy as car was built for a 6ft 7in driver. Driving position is excellent

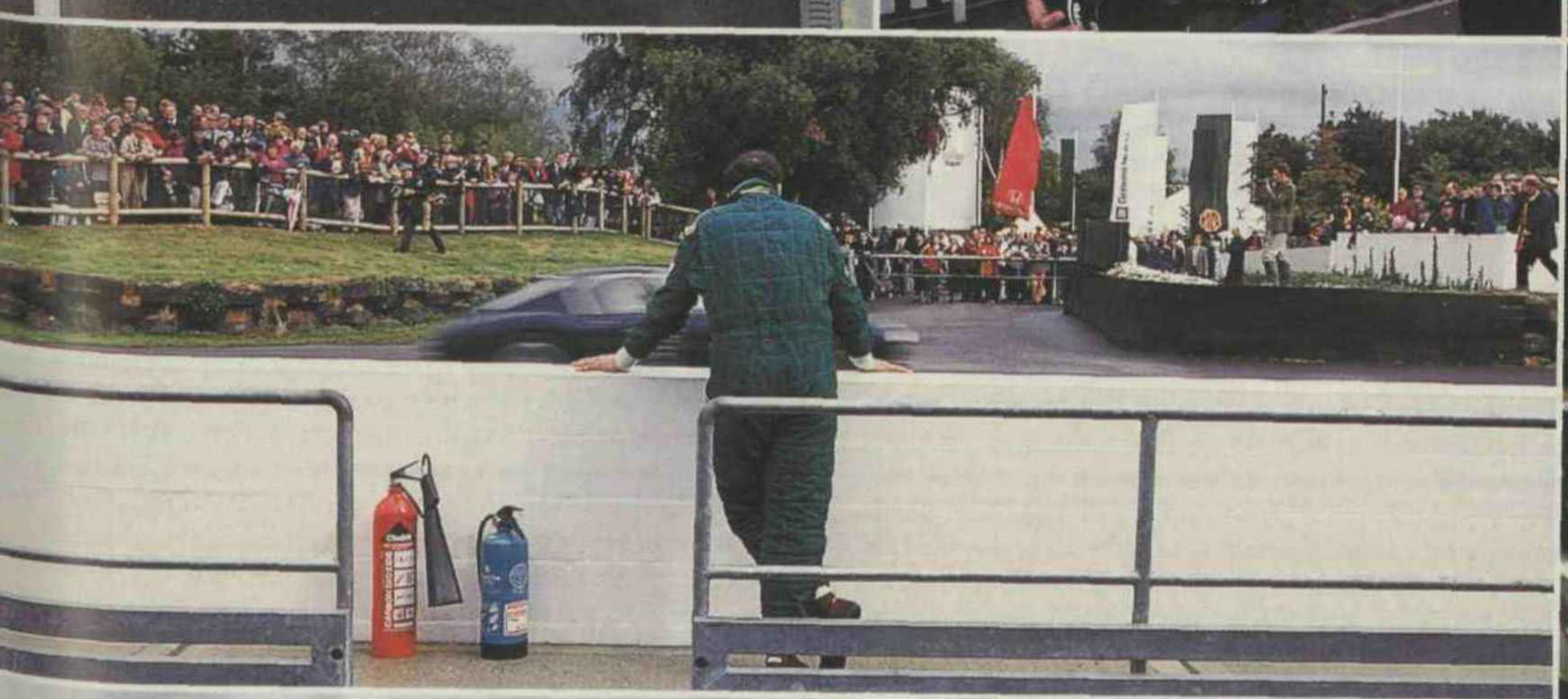




Images of Goodwood: Period dress for all, stars turning up to race, Spitfires beating up the airfield all brought together by the Earl of March and his tireless team of helpers















good still. The session was conducted in heavy rain and Chris described his laps as "just about the most unpleasant motoring experience of my life." The Sprite may not have had much power but it was not without spirit. In all respects bar one it was a terrific car to drive. It steered well, stopped brilliantly and performed better than any car with so small an engine had a right. The only problem was it wanted to spin. Everywhere. Tales of it going sideways just where you really did not want it, at the flat-out Fordwater kink for instance, did little to make me want to climb aboard.

Fortunately for me, the track was merely damp during my first practice but from the first kick into oversteer at Madgwick on the opening lap to the final exit of the chicane, the Sprite was guaranteed my undivided attention. In fact, it's handling was schizophrenic: the undulations would start it sliding and you learned there was no need even to catch it; just keeping up with the tail with the steering made it drift beautifully. It was the bumps you had to watch, as the Sprite changed direction over these with the speed and certainty of a bullet ricocheting off a building.

"Tales of it sideways at Fordwater did little to make me want to climb aboard"

Qualifying, however, was dry and Chris and I set about hacking our times down, using more revs, track, brakes and less imagination. Soon the little A-series engine was flicking round to 7000rpm on every change of its sweet, straight-cut 'box, whisking Chris round in a fraction over 1min 48sec and me in just under 1min 50sec, my session being stopped short by Aston Martins, including the beautiful Project 212, flying off the track. We were where we expected: last but not by so much as we'd feared.

For the race we gambled on dry settings. Chris would drive first so that if something happened at least he would have had something of a race and I'd bring it home. His start was superb, muscling inside one of the Elites as the field streaked through Madgwick. But as they thundered through at the end of the lap, of the Sprite there was no sign. Eventually it appeared, misfiring, and pulled into the pits. The engine was cutting out, though putting the fan on seemed to cure it. Chris roared back out into the race but never even made the first corner. The engine died and the car pulled over onto the grass, its race run almost before it started.

It was not a good moment for me so God knows how Chris felt. The chance to race here is rare enough and the opportunity to do so with those mentioned earlier is unique. Once traced, the fault that was our undoing was so piffling the thought of it still makes my stomach tighten; but we were not to know that at the time.

The race itself was, perhaps, less memorable than others that day, the E-type of Nigel Corner retaining its title, though with Mark Hales sharing the drive in place of Barrie Williams. Nevertheless, the sight of seeing what is probably the most beautiful collection of cars ever to take part in a single race, with the cream of racing history at their wheels is one that will live with me, as it will with all other who were there, for years to come.

And as for the Glover Trophy, the race for F1 cars of the late '60s, I hope it is remembered for more than the accident from which Sir Jack Brabham was fortunate to emerge. There were those who said this race should not have happened; after all 3-litre F1 cars never raced here, precisely because they were deemed too dangerous. The track is safer now but as those now facing repair bills will attest, it remains exceptionally unforgiving by modern standards.

I will choose to remember it for Geoff Farmer, in the miraculously restored Rob Walker-liveried ex-Jo Siffert Lotus 49B, howling around the track to victory, for Derek Bell behind the wheel of a screaming Ferrari 312 and for seeing an Eagle Weslake race for the first time in over 30 years.

At its wheel was Ben Liebert, a man I have known for over half my life. When we were young and very stupid, we'd borrow his grandmother's MGB and my father's Citroën 2CV and race each other through the lanes, the power of the former usually but not always telling over the handling and brakes of the latter. I wonder whether what we did then was any less dangerous than anything that went on at Goodwood last weekend. To be honest, I rather doubt it.

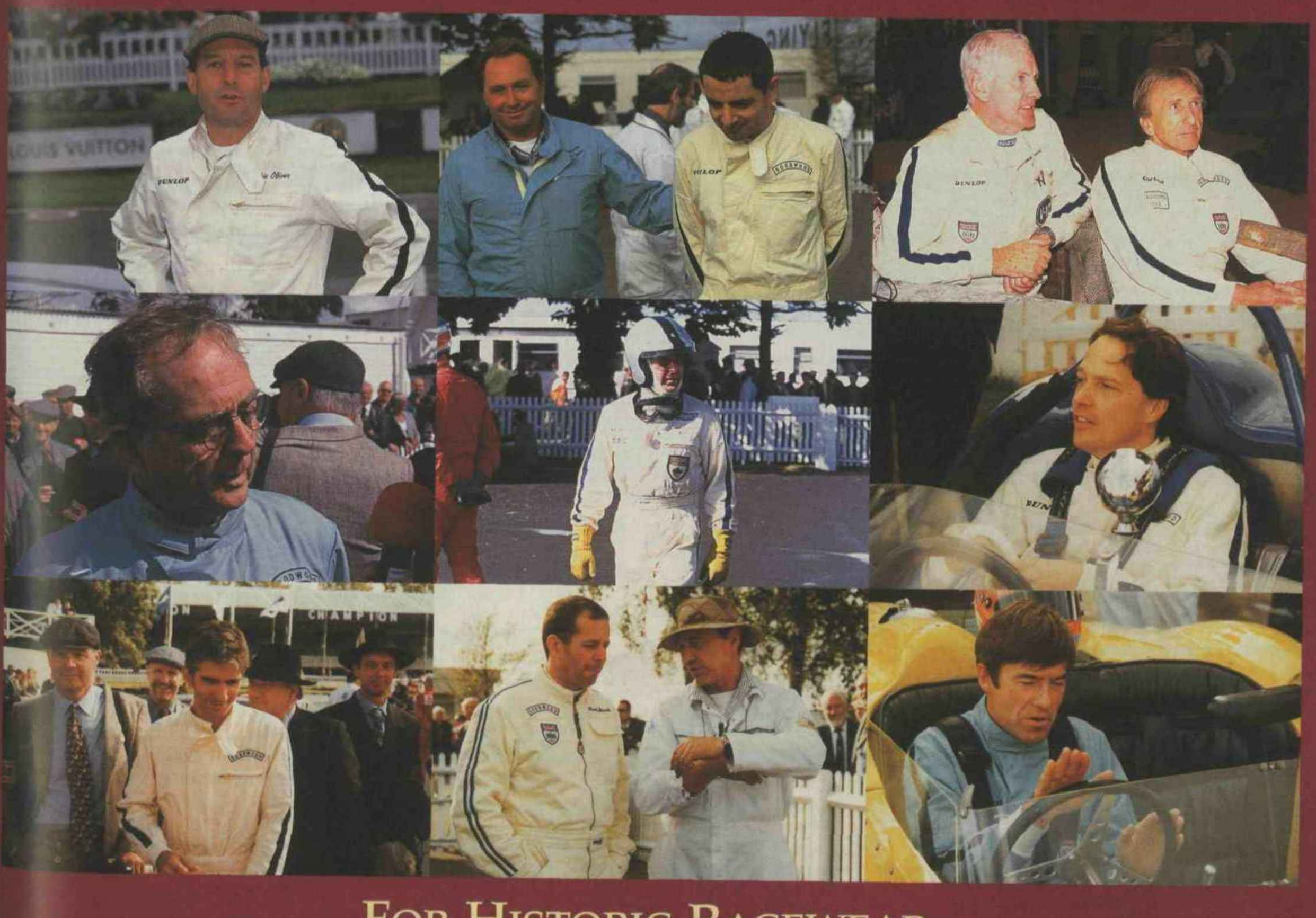
So Goodwood is over for another year and Chris and I will have to wait and see if we make the cut next time around to complete the Sprite's unfinished business. In the meantime, race or no race, I, alongside the 85,000 others who were there will have the memories of what remains, for me, the greatest motoring event on earth. And for the next year, at least, that will have to suffice. M

From top: Sebring all numbered up for its race in the TT Celebration; all major switches are concentrated in a central panel within easy reach of the driver; S221 registration is original to the car and was the number under which Pat Moss and Paul Hawkins raced it. Sebring badge unique to John Sprinzel Sprites

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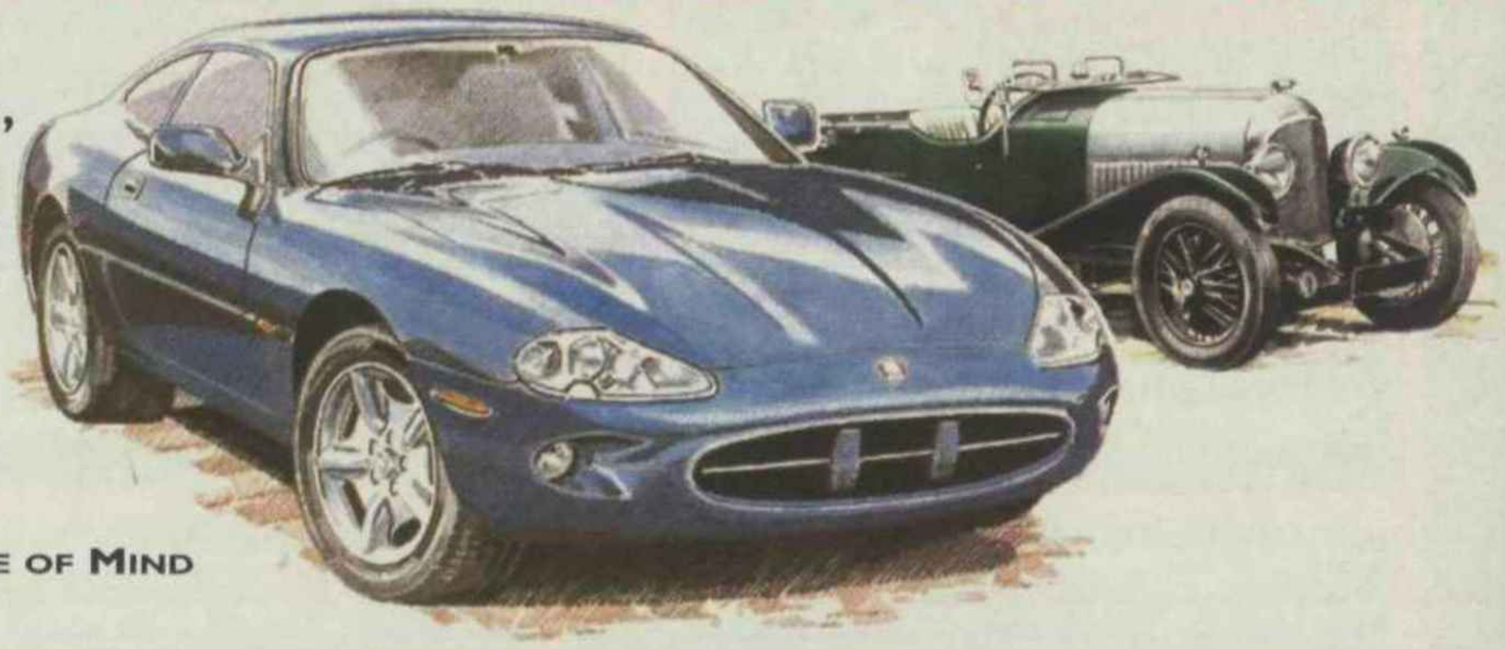
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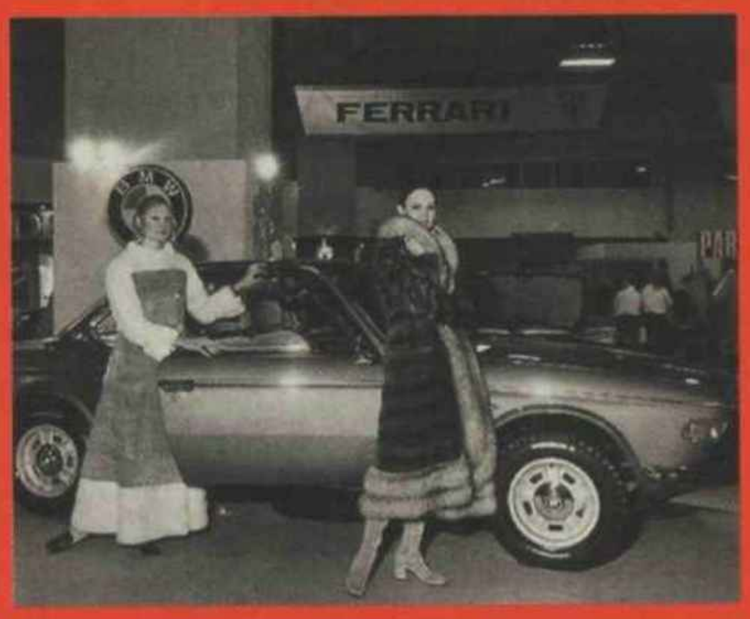
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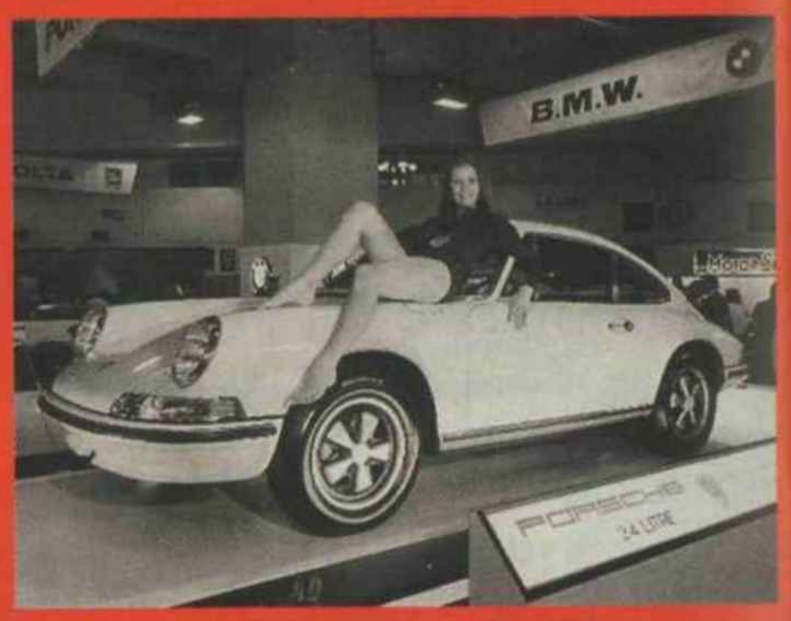


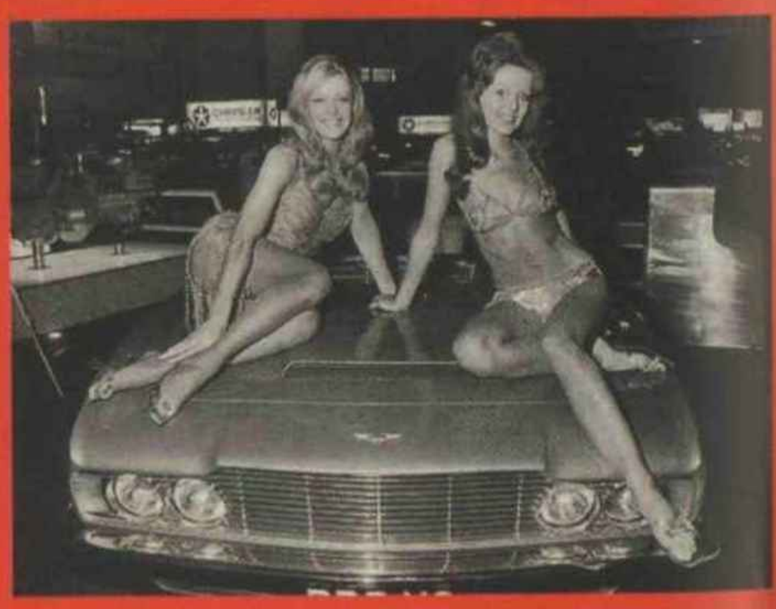
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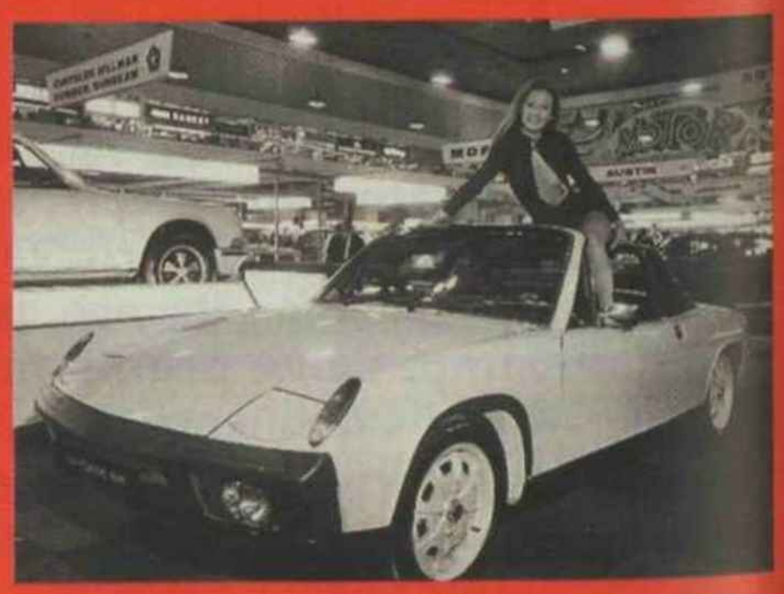
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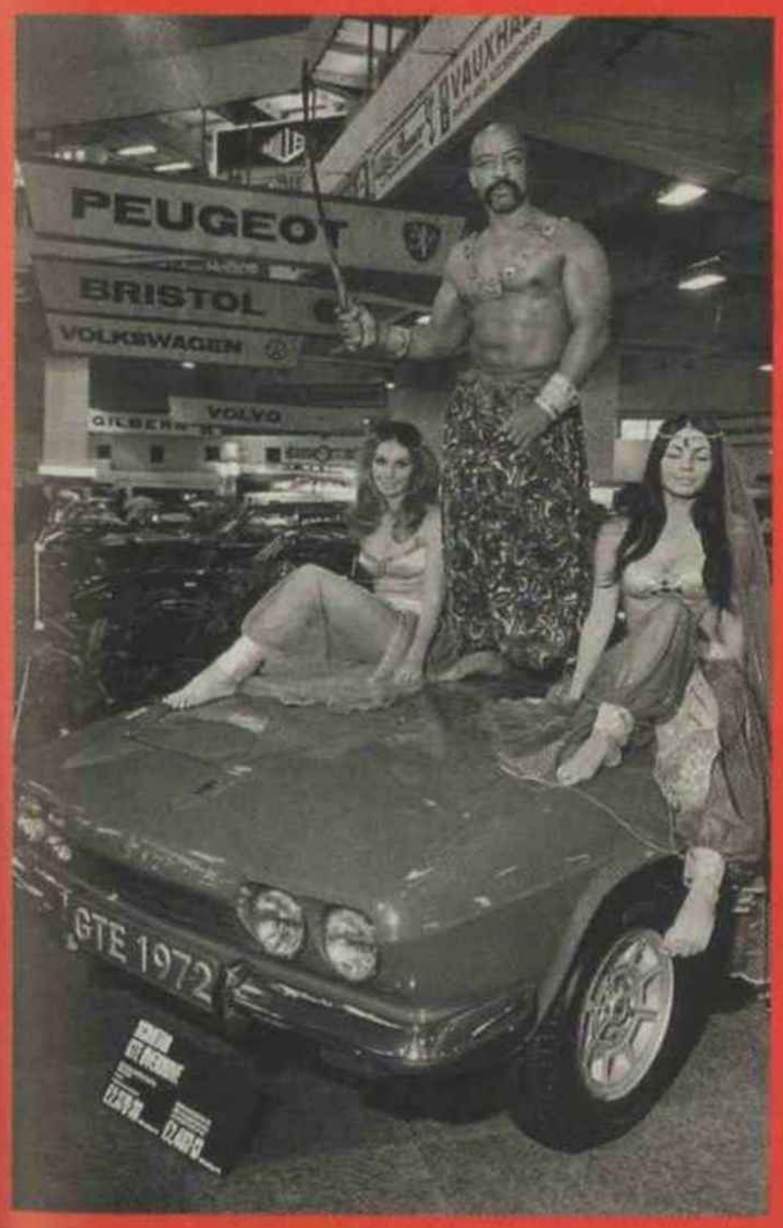


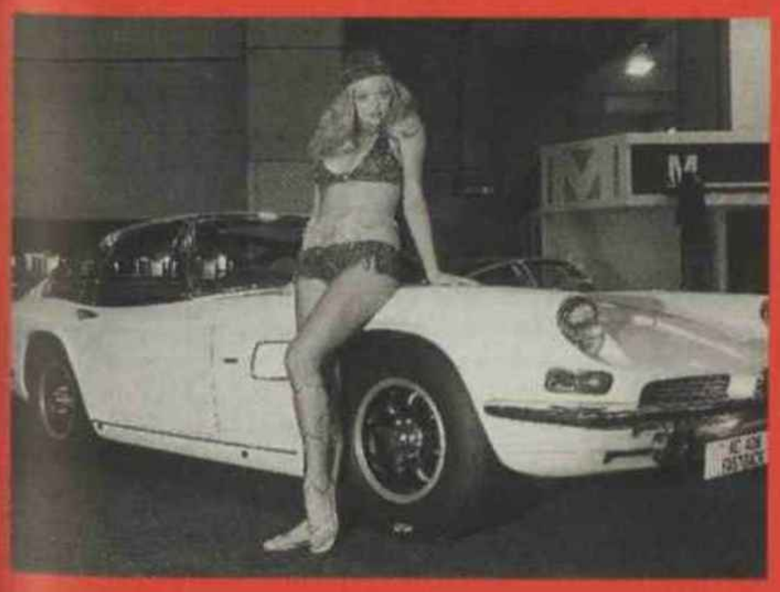
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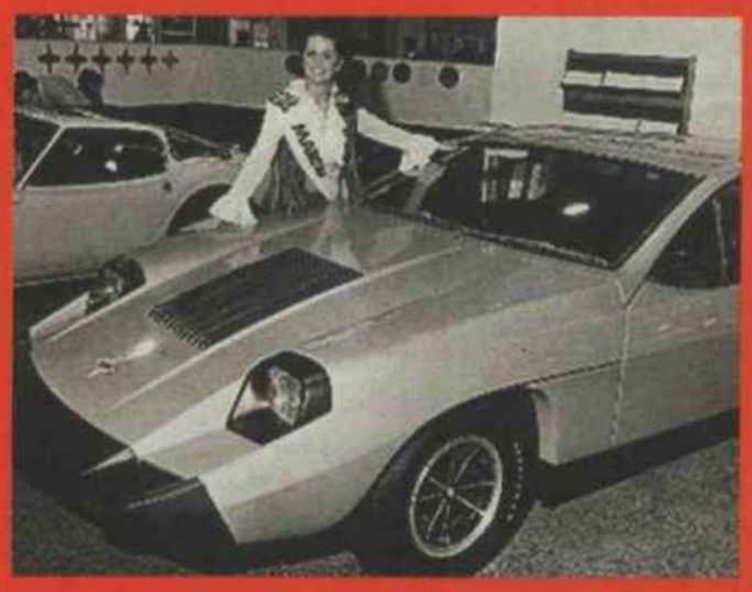
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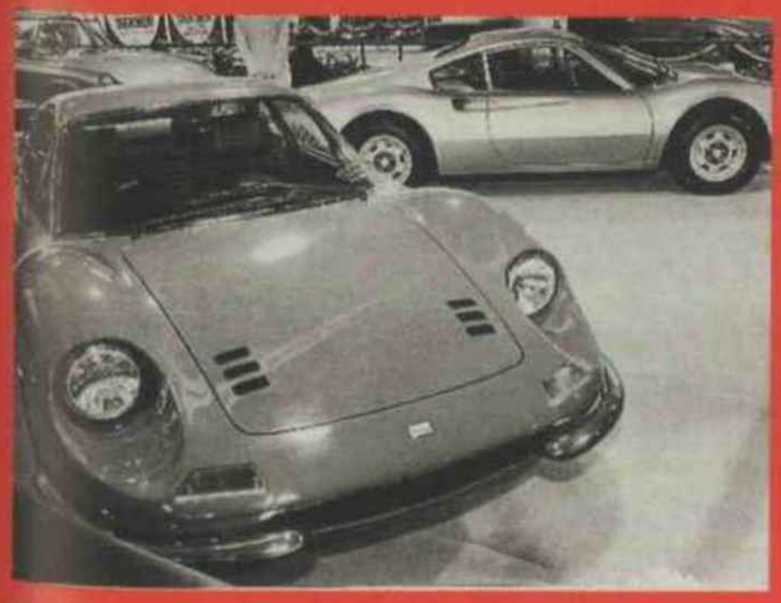
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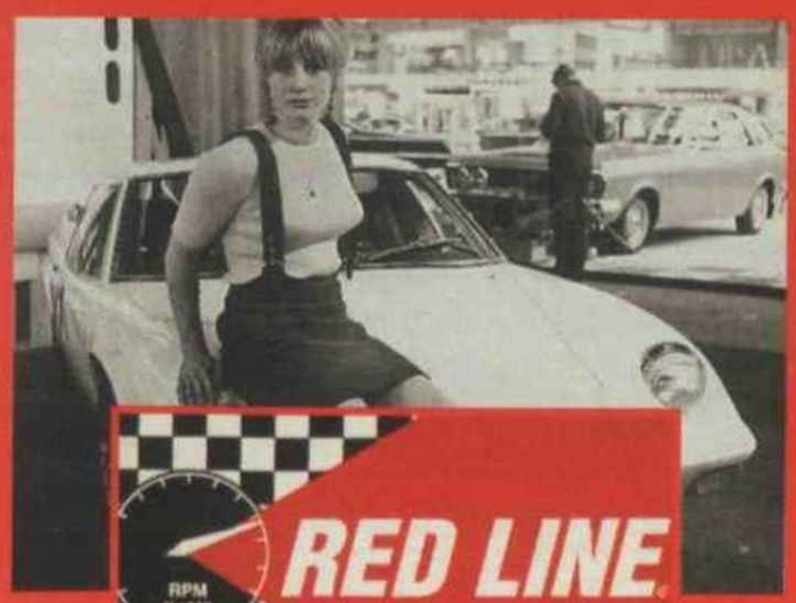


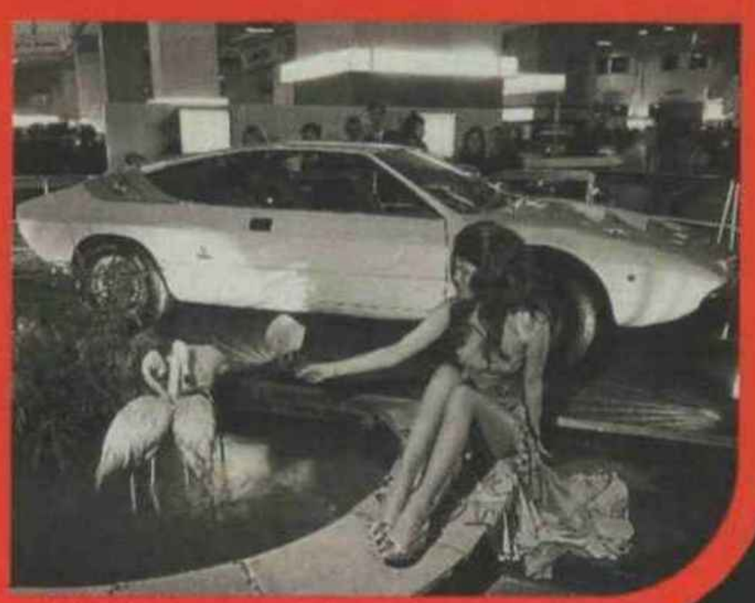












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ALTHOUGH HE CAME TO MOTOR RACING RELATIVELY LATE IN LIFE, PHILIPPE ETANCELIN WAS RENOWNED FOR HIS COMBATIVE STYLE AND PASSION. BILL BODDY RECALLS ONE OF FRANCE'S MOST TALENTED DRIVERS

GREAT RACING DRIVERS HAVE COME FROM MANY PARTS of the world, a blinding glimpse of the obvious as readers of *Punch* once used to say of similar wide-open assertions. I am not going to be drawn, should anyone expect it, on whether France or Italy has, along the years, produced the greater number of ace racing drivers.

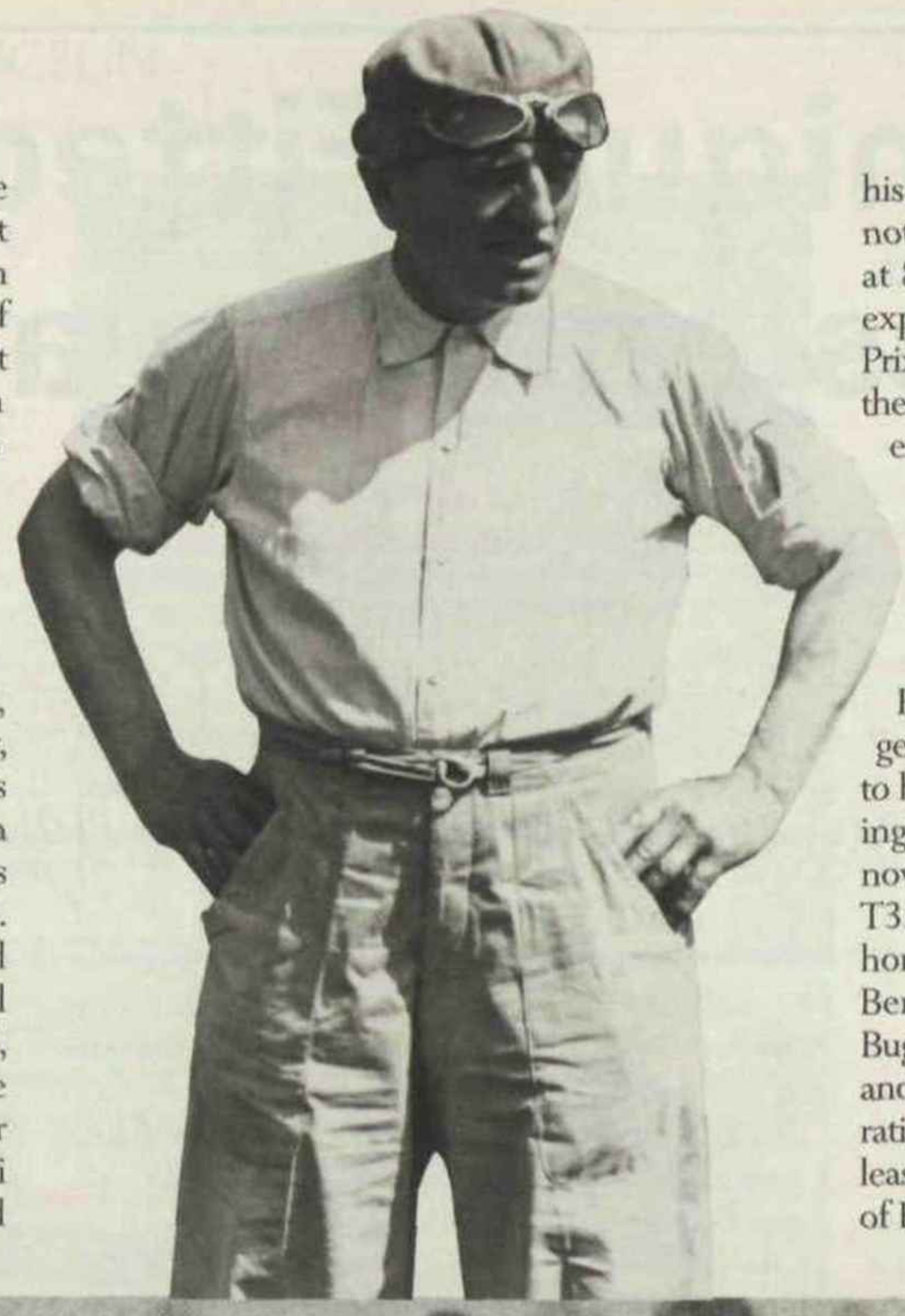
My brief is to write about Philippe Etancelin, the popular and very successful French top driver, the inimitable 'Phi-Phi'. Jenks used to sit in a Press box and as the Grand Prix contestants flew past, usually recognise them by their helmets (less distinctive than they are now) or cockpit-stance, while others gaped for race-numbers. But it was no problem to pick out 'Phi-Phi', who continued to wear a big cloth cap back to front right into the 1950s when linen helmets or crash hats were the norm. Less expensive, of course, but not so safe in a prang.

However, the Frenchman, born in Rouen in 1896, had many more claims to fame and respect. He began when 30 years of age with Bugattis in



more or less local speed trials and hill-climbs. He very quickly learnt the art of driving such a car at speeds that would win races. A year later he won the 1927 Grand Prix de la Marne, at the centre of motor racing, Reims. Not perhaps a very difficult feat you may say, for his Bugatti only had to finish ahead of Dore's La Licorne and the little-known driver of another Bugatti. However, Etancelin had had to race over 248 miles, rather further than even Continental hill-climbs would have demanded, and his average speed was a respectable 71.31mph. This he had preceded with a third place in the 1926 Coppa Florio contest, which took the still inexperienced driver to Brittany, where he had been beaten only by Laly in an Aries and the great veteran exponent Louis Wagner in a Peugeot, in a race at St Brieue of 253 miles. Thus did the newcomer to serious racing learn his trade.

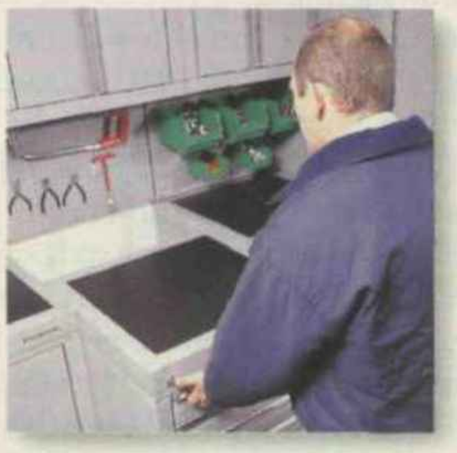
The year after this 1927 GP victory Etancelin did not race; I am too poor a historian to be able to tell you why, but so far as racing at Reims was involved, maybe he knew he was not quite ready to compete against Louis Chiron, who won the Marne GP, over the same distance as before, at 82.49 mph in a Bugatti grand slam. Be that as it may, in 1929 'Phi-Phi' spread his wings, or really exercised his Type 35 Bugatti, not only winning the Marne GP again, this time at 85.5 mph from Zanelli and the experienced exponent Lehoux. He also cleaned up the Grand Prix de Conseil General at fashionable Antibes, and the La Baule Grand Prix on the sands against another Bugatti and Scaron's Amilcar.



Now well established, Etancelin went to Algeria at the beginning of the 1930 season where in the three-hour handicap race he showed his mastery by coming in ahead of Lehoux and Dreyfus, in a 1,2,3 Bugatti finish. He had established his customary racing style of getting into the lead as soon as possible. Returning to his native France, Etancelin proved his increasing confidence and ability in the French GP itself, now reduced to a 247-mile Formule Libre race, his T35C Bugatti not seriously challenged, as second home was Sir Henry Birkin in a stripped 4½-litre Bentley, Zanelli's Bugatti only third. The works Bugattis had too-low axle ratios for the long straights and blew up, but apparently Etancelin had a higher ratio put in, although refused this by Ettore! But at least Etancelin had his name engraved as a winner of France's one-time most prestigious race. To ➤

Well into his 50s, Etancelin continued to show the style which brought him pre-war success. Here he heads for eighth place in the 1950 British GP

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prove this was no flash in the pan, that year, 1930, he was third in the Lyons Grand Prix, which Chiron won, and first at the Circuit de Dauphine at Grenoble, his Bugatti averaging 73.92mph, followed home by two examples of the same illustrious make.

Well on his way to becoming one of the great French drivers, in 1931 Etancelin nevertheless decided not to follow many other participants by buying one of Ettore Bugatti's new twin overhead camshaft Type 51 Grand Prix cars. He was, instead, content to wait until Alfa Romeo released their new Monza car. Racing his ageing Bugatti in the 1931 Tunis Grand Prix he retired, but at St Raphael he took first place in the Circuit of Esterel Plage race and gained a second place in the Casablanca Grand Prix.

The important contests of 1931 were run over a ten-hour period. At Monza and Montlhéry for the Italian and French Grands Prix, 'Phi-Phi' teamed up with Lehoux, using the latter's Type 51 Bugatti. At Monza it ran exceedingly well until Etancelin lost it at Lesmo corner, hitting some of the spectators.

Patience paid off, however; in the French GP at Reims in his new Alfa Romeo, he was fourth while getting accustomed to his faster and more powerful car, having to give what these days would be a podium place to Chiron and Varzi, the former bitter rivals, driving Type 51 Bugattis, opera singer Campari and Borzacchini in another Alfa Romeo, and Biondetti sharing a Maserati with Parenti – a nice multi-make result. But possession of the car from Milan was rewarded that year (1931) with victories at the Circuit de Dauphine, where Etancelin



Sportscar success at Le Mans with an Alfa in 1934

beat his ex-partner Lehoux in his Bugatti, winning at 72.72mph over the 148-mile Grenoble course, and with two more wins, in the Grand Prix of Dieppe, after competing for four hours against Count Czaykowski in his Type 51 Bugatti and Earl Howe in one of his 1927-type 1½-litre GP Delage cars, and at Comminges, where the new 2.3 Alfa Romeo averaged 87.07mph, again beating the Count and Lehoux.

This description of Etancelin's early racing shows him by 1932 to be one of France's notable exponents, over a wide-ranging variety of circuits. His wealth from the wool business made the purchase of the Monza Alfa Romeo possible, though he took some time to exploit its full potential. He ran the Alfa at Casablanca again in 1932, as well as at Nimes and Tunis. It came good at Picardy, when he won from a couple of Bugattis, admittedly driven by not all that well-known drivers.

In the round-the-houses Nimes GP 'Phi-Phi' was involved in a mild collision at the start, as so often in F1 these days, and lost a lap changing a wheel, but was fourth behind Fulchetto, Dreyfus and Czaykowski. He was fourth in the GP of Lorraine but over four minutes behind winner Wimille in another 2.3 Alfa Romeo and he retired at Comminges. At Tunis he was outclassed by the Bugattis of Varzi and Lehoux but he was second to Lehoux at Casablanca.

The 1933 season opened well, with a third at Pau, but Lehoux's Bugatti won and Moll's Alfa Romeo beat Etancelin's. He reversed things at Peronne, winning the Picardy GP from Raymond Sommer's Alfa and the Bugatti. This was maintained at Reims when he led the Alfa 1,2,3, winning the Marne GP from Wimille and Sommer by 0.2sec and there were second places at Nimes and in the French GP at Montlhéry, where Campari dominated and George Eyston's Alfa Romeo was third.

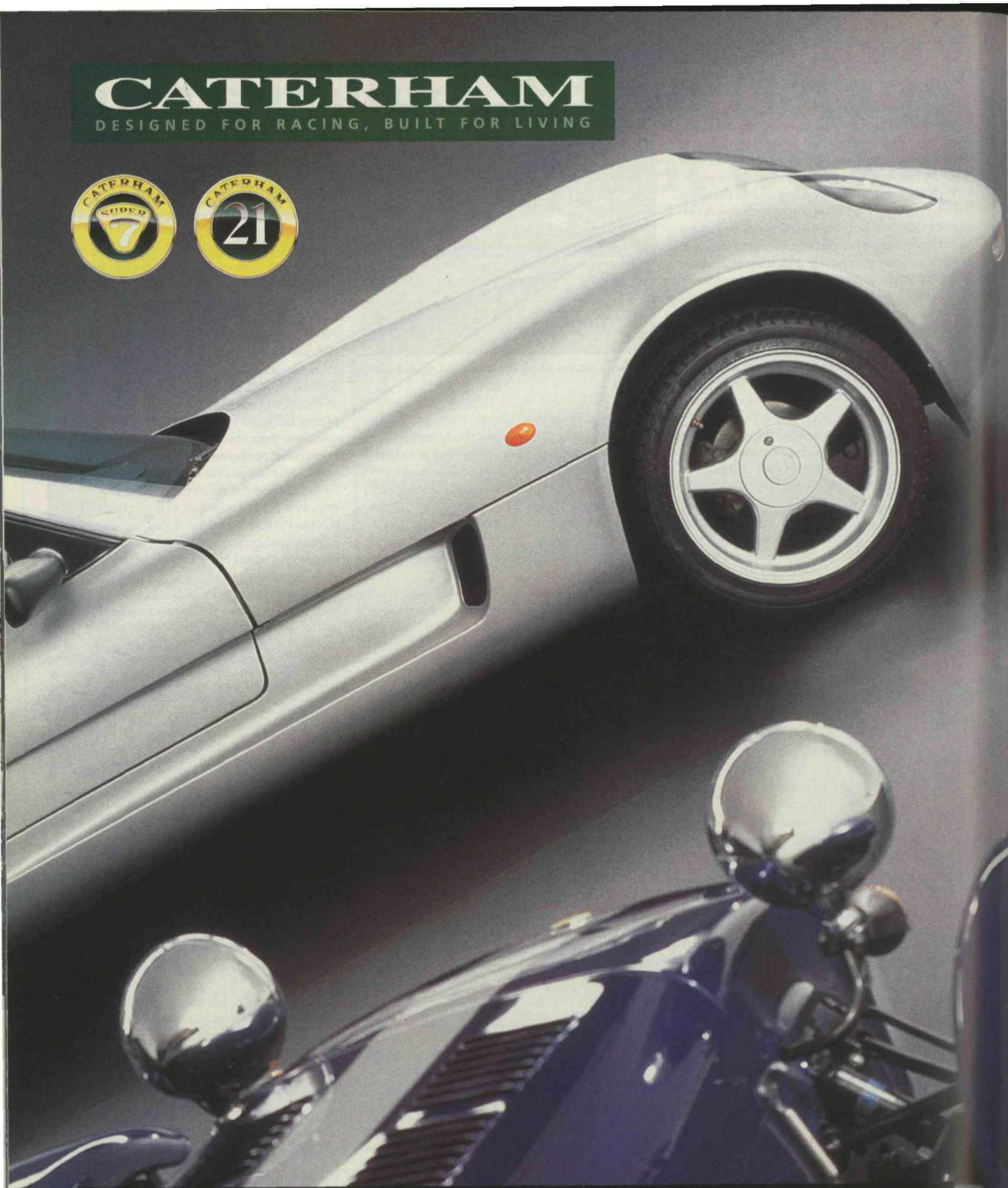
At Monaco the Alfa's differential broke after a spin, as it did at Tunis, and in the French GP gearbox trouble had caused it to stop at one corner before a gear could be engaged, while at Nimes, where Etancelin chased Nuvolari, his rear brakes were giving out. Yet the wealthy amateur never gave up, even against faster cars and drivers, as in his Campari and Nuvolari battles at Nimes when he was only a few lengths behind the great Tazio for most of the race and at Picardy, where he so easily beat ➤➤



Etancelin (2) dives his Maserati inside a Bugatti on his way to victory in the 1934 Dieppe GP

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Sommer. At Nice Etancelin was on pole and he fought another terrific battle with Nuvolari before having his brakes lock; on the parade lap and when he walked in, the crowd cheered him. At Comminges he was a second down on Wimille on the grid, then clung as furiously as ever to Fagioli's faster *monoposto* Alfa until his older one lost five minutes failing to start after the pit stop, but still came in fifth. His attacking form continued at Marseilles, until he wisely stayed in third place from the faster cars, until his leg was so chafed by the 2.3's seat that he needed first aid. At the Mont Ventoux hill-climb he was fourth.

So the career of this fine and enthusiastic driver continued. For 1934 he acquired a 2.9-litre Maserati, with which he won the Dieppe Grand Prix and scored second-place finishes at Nice and Montreaux and a third at Vichy, after using his old 2.3 Alfa Romeo at Casablanca, where he also netted third place. Having a turn at sportscar racing, 'Phi-Phi' shared a 2.3 Alfa Romeo at Le Mans with Chinetti and they won this endurance race, averaging 74.74 mph for the 24 hours, during which they covered almost 1794 miles and were decently ahead of the others. The following year the might of Nazi Germany was about to engulf the opposition and Etancelin did well to drive a difficult 4.4-litre V8 Maserati to third place at Tunis, challenged by Varzi in an Auto-Union and Wimille armed with a Type 49 Bugatti. But the big Maserati was unreliable and retired at Monaco, Tripoli and Tunis that season. However, his 3.7 Maserati, delivered late, gave its owner victory in the 1936 Pau Grand Prix but was



Trintignant, Fangio, Farina, Etancelin; Monaco '50

too slow in the German GP and at Eifel. It was time for most drivers to seek different cars, and like Chiron and the others, Etancelin took on one of Lago's heavy but reliable Talbots, the engines of which had been likened to lorry power units, although Tony Lago was the one who contrived to use inclined overhead valves without the complication of 'upstairs' camshafts, single or twin.

Before war came again this proved a sensible move for the experienced Frenchman. He took well to this new kind of racing car, and Lago made Etancelin his No1 driver in the two-car team. We had the pleasure of seeing him at Donington for the 1938 TT, when his 4.4-litre Darracq, although hampered by gearbox maladies and spinning more than once in the wet coming down to Melbourne Corner, was third overall, winning its class and setting fastest speed for the race, at 67.93mph. This was after another go at Le Mans with Chinetti in a 4.4-litre Talbot had come to an end when a valve broke, following an opening duel with Sommer's 2.9-litre Alfa Romeo until it suffered a tyre blowout. In 1939 there was a third at Pau and a fourth in the French GP.

The ageing 'Phi-Phi' was as game as ever after the war; his Maserati broke in the first post-Armistice event in the Bois de Boulogne but with one of the *monoposto* Lago Talbots, the old man won the Prix de Paris and was second three times, including in the Euopean GP at Monza. He never won after that, but he notched up some impressive places in six events, and in 1952 he came to Boreham and was fifth in the Ulster Trophy race. In his final season he took third at Rouen and was third again with Levegh in the 12-hour Casablanca race.

Then, aged 54, he retired; he had to the end lost little of his determination, seldom sparing cars or gearbox. How to assess him? When William Court was listing drivers in merit order (looking at different racing periods, because overall comparisons mean little) he put Nuvolari top of the 1922-1933 era, with 14 wins; Etancelin had three wins, against Chiron's 13, Varzi's 12, Benoist's 5 and Divo's four. But these were top racers, and you cannot compare amateurs with professionals, who mostly drove in more races than Etancelin, while Nuvolari began earlier. Philippe Etancelin was, by anyone's standards, one of the great racing drivers of his time. ■



'Phi-Phi' could not convert a front-row start into a top six finish at Reims in 1952 in his Alfa Monza



THE HEWLAND GEARBOX

THE RISE OF THE REAR-ENGINED RACER WAS THE CATALYST FOR A WORLD RENOWNED OFF-THE-SHELF GEARBOX. KEITH HOWARD CHARTS THE BIRTH OF HEWLAND'S TRANSAXLE

photography by Charles Best

One of the biggest problems facing the new breed of small racing car constructors who blossomed in Britain after World War II was sourcing a suitable transmission. For the big-budget BRM and Vanwall teams, as well as the established continental equipes, there were resources aplenty for designing and manufacturing powertrains from scratch, but Cooper, Lotus, Lola and their ilk lived in a different world where funds and facilities were much scarcer. Engines could be bought off the shelf from Coventry Climax and later Cosworth, but the ready-made racing transmission didn't yet exist. Modification of road car gearboxes was therefore rife.

When the Cooper-inspired move to the rear mid-engined layout took hold in the late '50s and early '60s, the number of suitable donor transmissions effectively dwindled to three. For a rear mid-engined configuration a transaxle was required, lifted from a rear-engined road car and turned through 180 degrees. Although Cooper achieved its F1 championship successes in 1959 and 1960 using a modified Citroën 'box, others turned to the Renault Dauphine, Volkswagen Beetle or (less so) Hillman Imp units, particularly in the lower formulae where budget and regulatory restrictions were at their tightest.



VW-cased Hewland 'box makes first ever appearance on Lola Mk3 FJunior

Take as an example the cars contesting the 1962 British Formula Junior series, which required that the gearbox casing be from a production car. Cooper used its Citroën unit; Ausper and Gemini used the Renault; Brabham, Elva and Lola used the VW; and Lotus hedged its bets by offering either Renault or VW. Of the two, the VW unit was undoubtedly the better. As well as being stronger it was also a relative lightweight because of Volkswagen's use of a magnesium diecasting for the Beetle's gearbox casing as well as its crankcase.

Although the move to rear mid-engined layout was occasioned principally by the superior traction afforded by its rear-biased weight distribution and the reduced variation in weight distribution as fuel was consumed, there were other spin-off benefits. Simplification of the transmission was an obvious one: it was no longer necessary to have a propshaft and somehow route it around the driver, which in turn facilitated improved aerodynamics through a reduction in frontal area. Meanwhile a transaxle transmission offered unprecedented access to the gearbox, the contents of which – because they hung off the back of the engine and final drive – could be got at without major disassembly of the powertrain.

Colin Chapman, although not best remembered as a transmission innovator, had seen the potential back in 1956 when conceiving the Twelve. Although the Twelve was a front-engined car, Chapman nonetheless equipped it with a purpose-designed transaxle which both improved the car's weight distribution and allowed easy access to the internals of the gearbox, permitting gear ratios to be quickly and easily optimised for each circuit.

It was the following year, 1957, that the man whose name would become synonymous with the off-the-shelf racing transaxle first set up in business, initially from a 20 x 30 foot shed, complete with leaking roof, beside railway arches near Maidenhead station.

Mike Hewland had been working for local company ML Aviation when he took the decision to go it alone, but the move into motorsport transmissions occurred by invitation when in 1960 Eric Broadley commissioned Hewland Engineering to design a VW-based transaxle for the first rear mid-engined Lola, the Mark 3 Formula Junior. Eleven cars were built in total and 12 transmissions. Although the little Lola was not a success, Hewland's gearbox – subsequently named the Mk1 – had made its mark and other commissions followed. A more extensively modified Mk2 version was used by Elva in 1961, followed in 1962 by the five-speed Mk3 – the first version to use a complete set of Hewland gears. But the Mk4 of 1963 was to be the gearbox that really established the company. Again based on the VW casing it incorporated first a Ford and then a GKN differential together with Hewland sideplates. In MH's own words: "We hit the jackpot with the Mk4: we sold up to 500 a year of them. In total we must have made over 10,000 of the VW-based 'boxes."

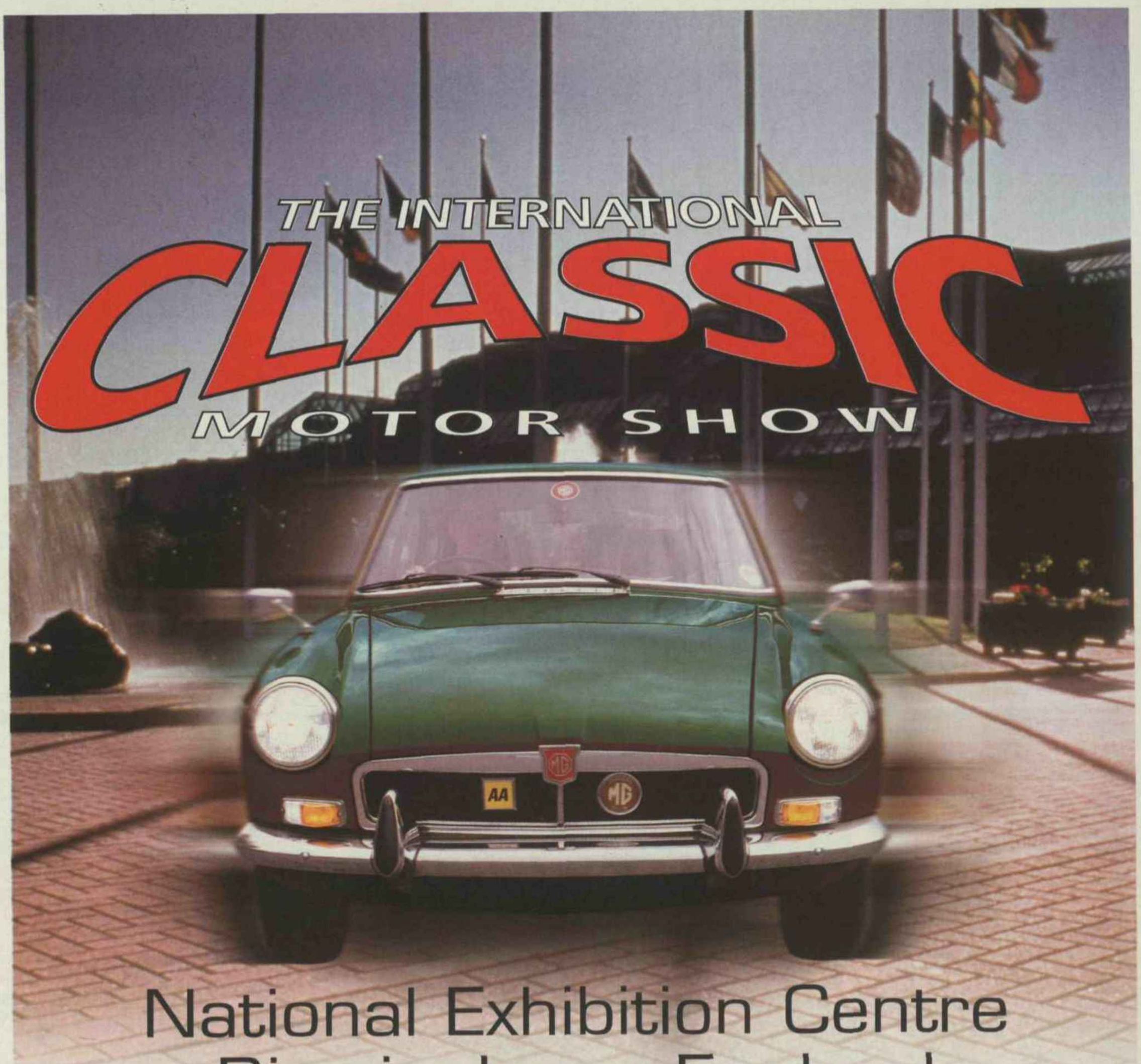
From the outset Mike Hewland had designed his gearboxes for easy disassembly, in recognition of the fact that racing engines were becoming more highly tuned and hence more peaky in their torque delivery, requiring not only a much closer set of gear ratios than any road car 'box but the requirement to fine tune the gearing. It was all part of the trend towards increased adjustability within racing cars.

In 1973 the VW-based transaxle would reach its zenith in the Mk9, a transmission which remains on the price list today. Long before that, though, the company began making 'clean sheet' transmissions, designed entirely in-house, beginning with the HD (Heavy Duty) of 1963 which debuted on the 2.7-litre Brabham. For the first time a Hewland transmission now incorporated a limited slip diff to improve traction. Three years later unexpected success at Indianapolis with Graham Hill's Lola T90 – which was fitted with a hastily created two-speed version of Hewland's mighty LG500 Can-Am 'box – got the company noticed across the Atlantic. It was Lola's first victory at the Brickyard but not, by a long chalk, its or Hewland's last.

Success in Formula One came via the FT200 – Formula Two, 200bhp – gearbox of 1966, which proved to work well on an F1 car but for the final drive being too weak to take the increased torque. So the FT200's gear train was mated to the final drive of the tougher DG300, creating the FG400 of 1968. It rapidly became the standard accompaniment to the Cosworth DFV and "must have been on the back of about 200 winning cars at one time or another."

Today Hewland finds itself increasingly involved in creating bespoke transmission systems. To mark its 40th anniversary it moved, for the third time, to new, purpose-built premises in White Waltham – a far cry from that original leaky shed and constructed, symbolically, on the site previously occupied by Mike Hewland's erstwhile employer ML Aviation. M

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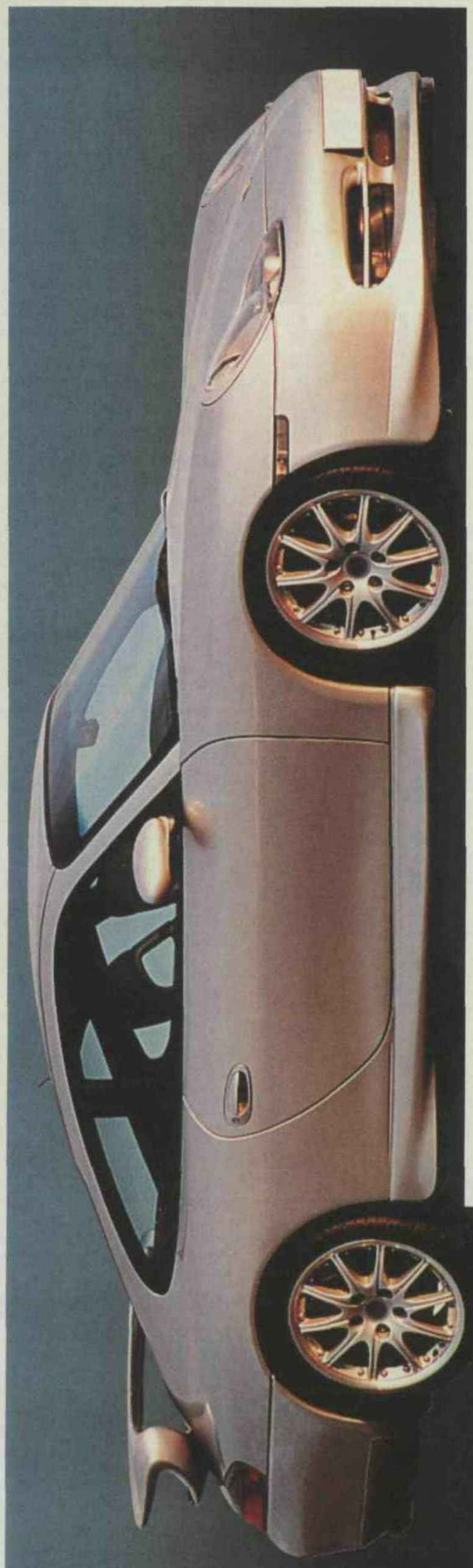
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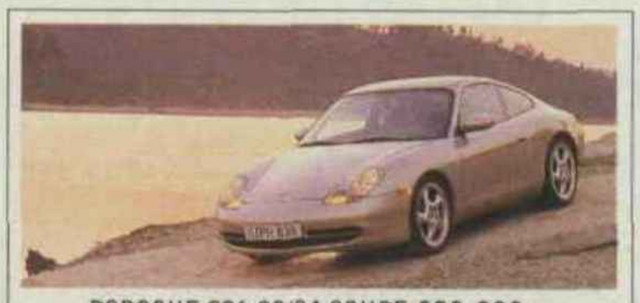


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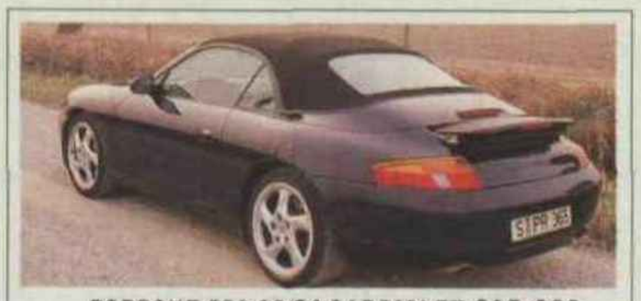
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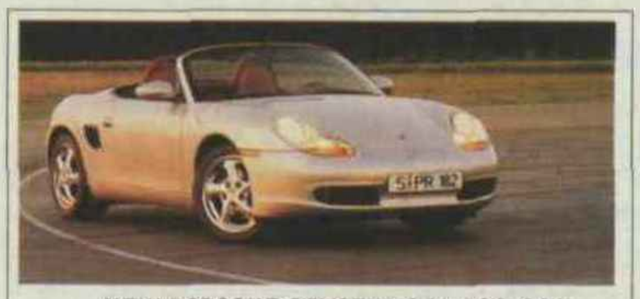
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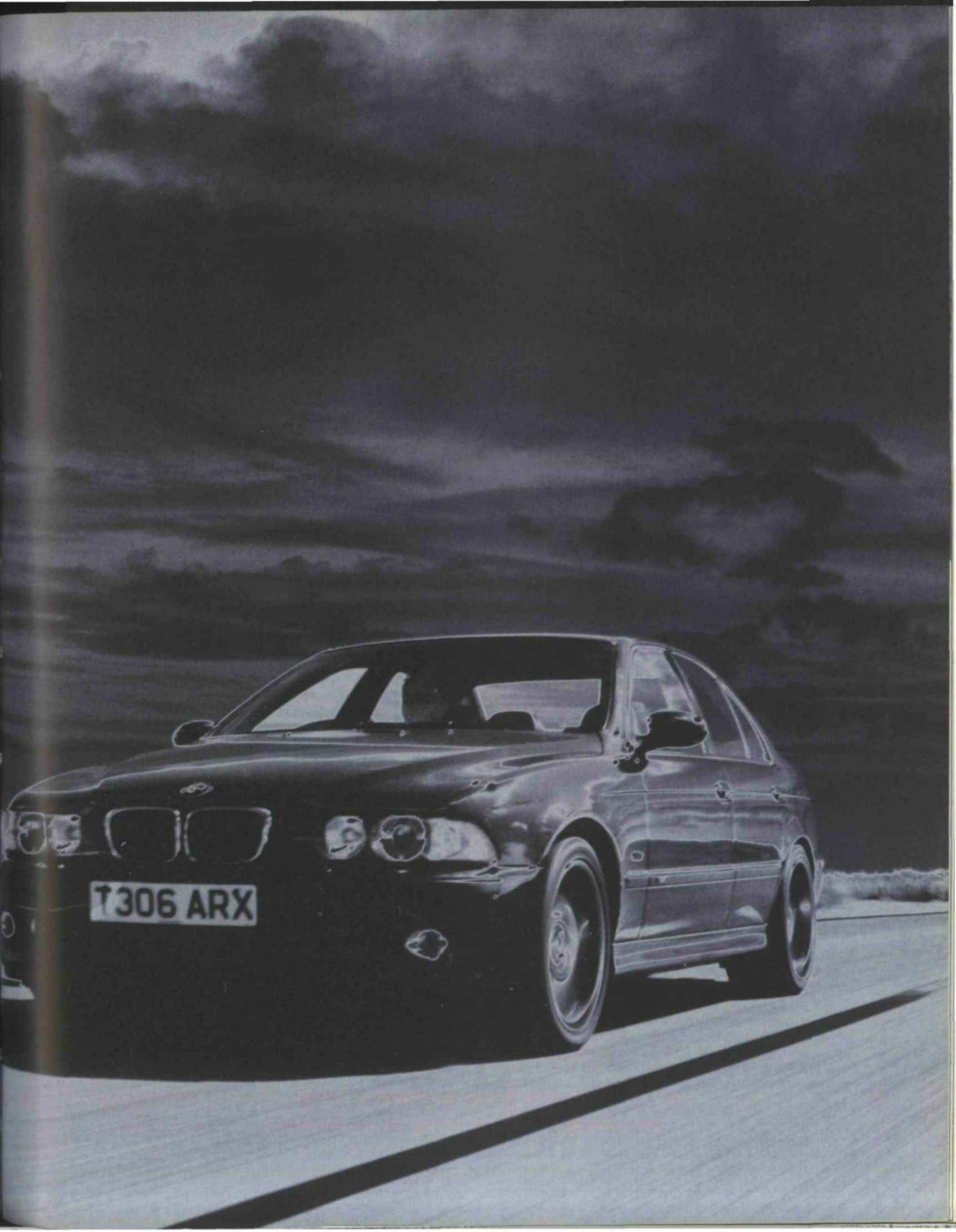
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photography by David Burgess


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A WHILE AGO I WAS STUPID ENOUGH TO SPEND SOME TIME LEARNING about a curious philosophical theory. My recollection of this odd and abstract phenomenon is more than a little hazy so, please, if you happen to be an authority on the subject, please don't be offended by the Philistinian explanation to come. It does not affect the point I am trying to make. The basis of the theory is that no principle is indefinitely extendible; they all have in-built and invisible parameters within which they work. Pursue one beyond any one of these points and something untoward will happen, the least of which will be it will gradually start to change course and, consequently, no longer hold true. Under some circumstances and if the breach of protocol is severe enough, a principle can actually do a complete about turn. The upshot of all this is simply that the results of anyone trying to outstay a principle's welcome are rarely pretty. And this, I feared, would be the undoing of the new BMW M5.

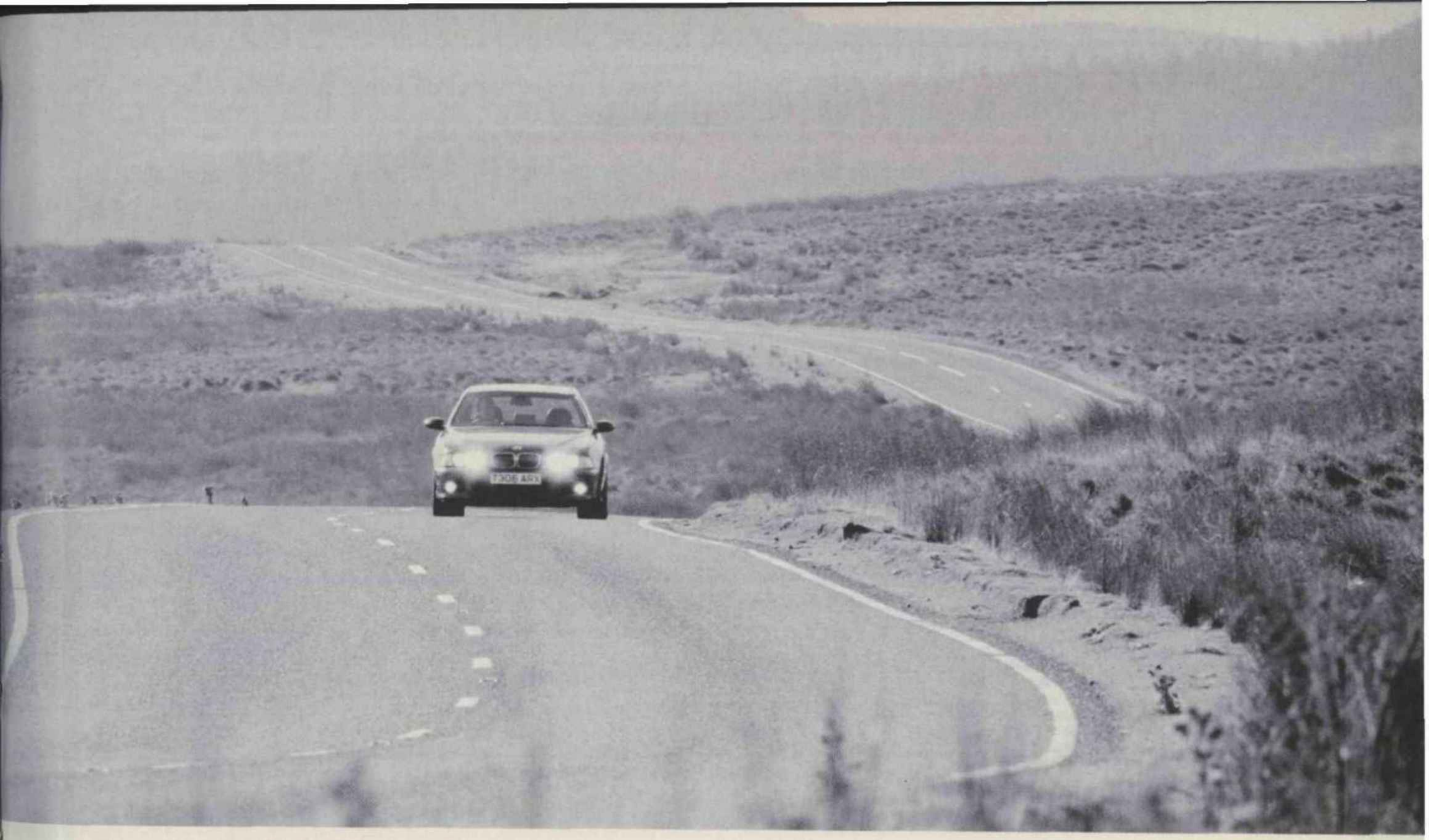
The M5 principle is as well known as it had been blindingly effective for nearly 15 years. You dress down the car, pump up the power and tune the chassis to suit. The results have been not only fantastically and uniformly effective, they are also responsible for a greater number of motoring journalist's cliches than almost any other car. If it's not a wolf in sheep's clothing, it's the ultimate Q-car and, failing the above, it can always be the good old iron fist in the velvet glove.

My fears were founded from experience gained in the last M5, a 340bhp, six speed family saloon looking like butter wouldn't melt in its mouth (to lean on yet another M5-friendly cliché) yet went so fast and handled so well it made you wonder why any one would want to spend money on a cramped sports coupe when you could have one of these instead. I drove one quite recently and was captivated not simply by any one aspect of its ability but, rather, the entire, extraordinary envelope of excellence within which it worked. Which has always been the key to the M5's magic. Conceptually, I think it's still probably the best balanced car I've driven.

My first few miles in the new M5 were not like this. This third generation M5 is a world away from all the others which were, in fact, related by the same engine and, save the very first, the same body shell too. Not only has the engine now gone, but the principle which drove it has gone too. Old M5s had small capacity, chiffon-smooth straight six motors, highly tuned and with an addiction to revs. The new M5 has, without wishing to sound uncharitable about it, a big banger under the bonnet. It's a 5-litre V8 with 400bhp and a much sunnier disposition at low to medium revs than it does near its 6750rpm red-line. And it doesn't even sound that great.

But it is terrifyingly fast and I use the adjective advisedly as I spent more time being frightened during my first serious drive of the M5 than in any car in recent memory. I'll explain. Usually I have very little time for those who are unable to relate a car's perceived performance to the readout on the speedometer. If you think you're doing 70mph when in fact you're doing 100mph, you are a menace. Yet the M5 had me duped a number of times on roads I know backwards. Come out of a corner at no great

"The new M5 has, without wishing to sound uncharitable, a big banger under the bonnet"



THE ROADS THE BMW M5 WAS BORN FOR: OPEN, FAST AND DESERTED. IF YOU HAVE TROUBLE BELIEVING A CAR WEIGHING NEARLY 1.8 TONNES CAN HANDLE LIKE A SPORTSCAR, BMW IS HERE TO PROVE YOU WRONG. GRIP, BODY CONTROL AND POISE ARE ALL FIRST RATE, BEYOND THAT ACHIEVED BY ANY OTHER SALOON TO DATE. ONLY UNCOMMUNICATIVE STEERING AND A LACK OF AGILITY SUGGEST ITS SIZE

effort in fourth gear and squirt up the short, uphill straight beyond. Because it's a road I drive along every week I know to expect the speedo of a conventionally fast car to read about 75mph at the end. In the M5, it said 94mph.

In itself, this is fine as the car's chassis is more than capable of reining in the excesses of its engine. The fear comes from the law. On a motorway it is horrendous if you are someone who, like me, enjoys harmless little squirts of acceleration either to dispatch some traffic or to alleviate the tedium of a long journey. The M5 doesn't do harmless little squirts; it just chucks you at the horizon and God help you if one of Her Majesty's finest just happens to be pointing an electronic hair-dryer at you.

The result of this is I returned to the office and announced that the world had got this car wrong and that the 328Ci coupe you will be seeing with increasing frequency on these pages in the months to come did, in fact, possess 90 per cent of the usable performance of the M5 and cost just half the price. It seemed utterly clear that the M5 principle was starting to turn.

As it turns out, however, the M5 is one of those rare beasts that you cannot simply take for a short blast and return confident in having discovered its secret. Do that and you will believe the principle of principle reversion is alive, well and living in BMW Motorsport, the wing of the Munich marque responsible for all the M-series cars. It was as if each successive M5 until this one had been a slighter larger, more tasty bar of chocolate. But this was like being handed the keys to the factory and being told to help yourself. Eventually you'll throw up.

How pleased I was to have had the M5 for a few days rather than a few hours for I discovered that beneath its mildly pumped up Five Series lines is a car whose ways really need extended learning, understanding and research. It won't just show you. Drive a brand new Ferrari and you expect this; but a four door BMW saloon? You'd better believe it.

Believe too that, once you have wormed your way under the M5's skin, the car will have a profound effect on you. What you learn first is that you adapt quickly to its ludicrous performance. It's like the driver who drives his first F1 car and is overwhelmed by the power who, within a month, suggests he's ridden mopeds with more guts; so you get used to M5 power and, when it's taken away, you miss it.

You miss a deal more besides and, here, we are back into more familiar M-territory. You miss the sheer facility of the thing: the fact you could collect your most puritan relatives in it, take them on a tour of their top ten war graves and return them home without it once occurring to them that this car's dynamic abilities were in the tiniest bit overspecified. You miss the space, the nuclear fall-out shelter construction, the ergonomics of the dashboard, the perfect driving position and the fact that not one single luxury has been sacrificed in the pursuit of performance. Leather, climate and cruise-control, electric everything... the M5 has it all.

Perhaps this should be less important than it is but then the times when such cars can be enjoyed to the full should be more frequent than they are. What the M5 does as capably as anything else is fill in the gaps between the open roads. ➳

"The result was I returned to the office and announced the world had got this car wrong"

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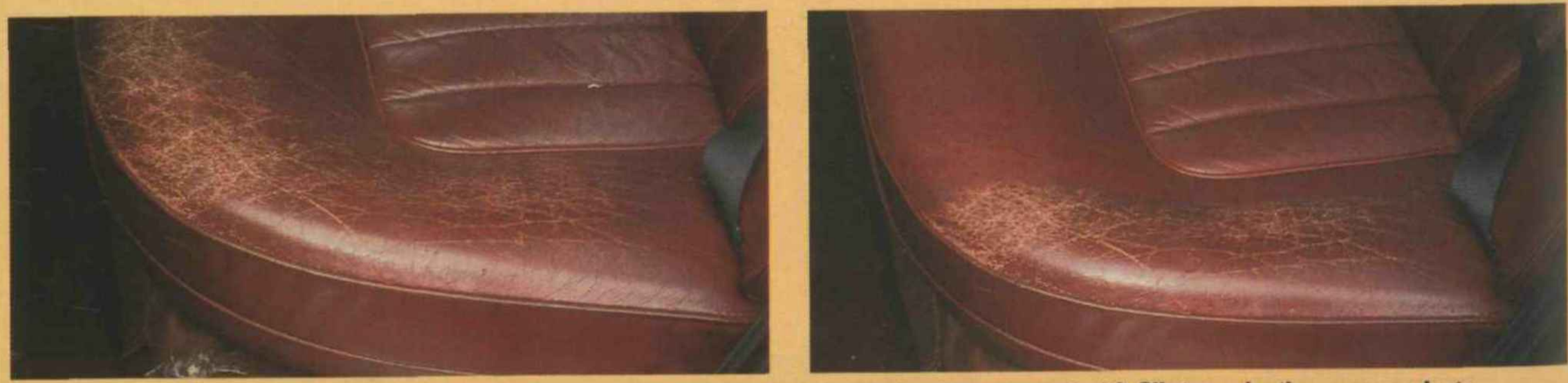
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A typical case of neglected leather upholstery. Half of the above right seat has been treated with Gliptones leather care products while the other half has been left alone. The difference is plain to see.



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VISUAL SUBTLETY IS THE KEY TO ANY M-CAR AND THE M5 IS NO DIFFERENT. YOU WILL NOTE FAMED M-LOGO ON SPEEDOMETER. ALSO ALL INSTRUMENTS IN M-CARS CARRY OIL TEMPERATURE GAUGES (INSTEAD OF ECONOMY READOUT) AND SPORT RED NEEDLES. COLOSSAL 18IN WHEELS HAVE DIFFERENT WIDTH RUBBER AT EITHER END AND ARE ONE OF FEW VISUAL CLUES TO THE M5'S TRUE IDENTITY AND POWER

So what is its secret? If you could ask the M5, it would point the finger at its parents, the not-so-humble standard Five series. You couldn't make a car this much better than anything else in its exclusive class without your start point being a car with a similar margin of excellence over its rivals. Nearly five years on and I have still to read a credible test of a Five Series with a conclusion other than that it is the best car in its class. And that is an astonishing achievement, particularly when you consider how tiny is BMW compared, in particular, to DaimlerChrysler owned Mercedes, and Ford-financed Jaguar.

Drive the M5 as most will, in towns and on motorways and all of this holds true. There is no other saloon at any price, let alone under £60,000, which is better suited to resolving the conflict that perpetually exists between the mundanity of every-day driving and the enthusiast driver. But this is not really the point, as drivers of other M5s will confirm.

The M5 is about what happens when motorways run out of junctions, when the country turns primitive and the roads no longer run straight. I do not know, but my guess is that the tough-est task tackled by the M5 engineers wasn't that mighty engine (which, after all, has a lowest specific output in the history of the M5) but persuading the chassis to cope with its torque and the car's weight in such a way that the driver was both kept safe and convinced he or she is aboard one of the great driver's cars.

In my view, given the size of the task, I found it staggering that they came so very close to pulling it off. Evidence of how hard the engineers thought about this can be found on the dashboard. Next to the predictable (though gratifyingly effective) traction control switch, is another simply labelled 'Sport'. Press it and not only will the dampers tighten up (a fairly routine trick these days) but a chunk of the power assistance to the steering is cut and, most radical of all, the throttle response time is cut from pleasantly responsive to electrifying. Left in this mode on the motorway it feels nervous, every toe-twitch being in danger of being translated into forward motion but, on the good roads, where an immediate response to any instruction is imperative, the throttle possesses Porsche 911-like reactions.

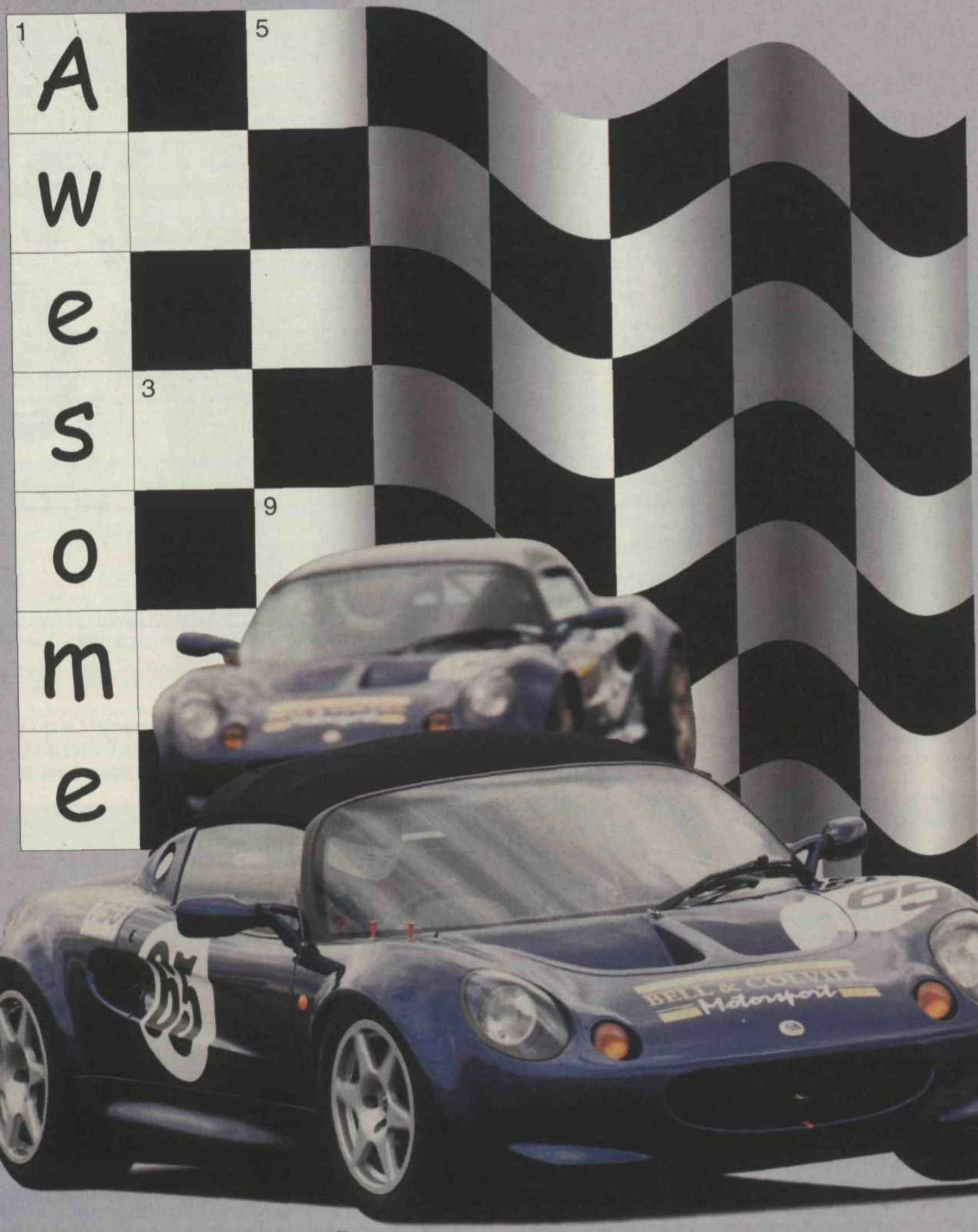
So good is it, you could be fooled into thinking it's going to handle as well as a 911, a preposterous notion for a 1756kg saloon. But the truth is, it gives very little away. On its stiff dampers and riding on 275/35 ZR 18 tyres, grip is never a problem and body control over camber changes is unrivalled among four door cars. Turn the traction control off and it will oversteer at the twitch of your foot and snap cleanly back into line with an equal and opposite reaction from your wrists. Take it to a test track and you could drive it on the opposite lock-stops until you ran out of tyres if such behaviour equates with your idea of having fun.

What, then, stands between it and the supercars? Simple agility and necessarily dulled steering, that's all. It is unable to change direction like a mid-engined car, nor does it communicate with the driver like some cars which do not carry their powerplant on top of their steered wheels. Then again, to hope for more from a car this big, this heavy is, frankly, unrealistic.

So, despite the different approach, has this BMW M5 stuck ➳

"What stands between it and the supercars? Simple agility and its steering, that's all"

1 DOWN (7) Reverential wonder and some.



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M5 IS AN ATTRACTIVE CAR AND HAS REAL PRESENCE THOUGH EVEN ITS LOWERED STANCE, FAT TYRES AND NEW FRONT AIRDAM SPEAK LITTLE OF THE POWER UNDER THE BONNET. THERE LURKS A V8-ENGINE, THE FIRST TO POWER AN M-CAR, DISPLACING FIVE LITRES AND PUSHING OUT A NICE ROUND 400BHP OR, IN OTHER WORDS, MORE THAN A FERRARI F355, JAGUAR XKR, PORSCHE 911 OR ASTON MARTIN DB7

to the same brief as its predecessors, did it see the principle approaching the outside of its envelope and adopt a fresh route of its own before circumstance forced it into compromise? Or is it simply an over-engineered, over-the-top bruiser trying without success to disguise its lack of charm with a flood of power?

Certainly not the latter. Once used to it, and I'll say again that the process takes more time than you would imagine, the M5 has charm in abundance. It doesn't sound as good as its forebears and while its handling is technically better, it lacks more than a shade of the delicacy of earlier M5s; but this is replaced by an overall capability which, while less easy to enthuse about in print, is easier still to first recognise and then swiftly fall for in reality.

More than anything, it is a car with an almost eerie ability to have an answer for your every mood. Steve Cropley told me "When they built that car, they were thinking of me" and I could spend the rest of my life failing to express more succinctly how at one you feel with it. You are with your mates, having the most fun of your life because you just hired the Nürburgring for a day and the M5 will do just fine. Then it's dark and raining, you're tired, the traffic is backed up for miles and home is 400miles away; I'll have an M5 please. You're taking the family for a fortnight in Tuscany to instil some culture into them? Same again.

Best of all, such words have been the battlecry of the M5 since it first appeared and in them, therefore, we find confirmation that, though the execution may have changed, the spirit of the M5 lives on in a way that that of the M3 never did. Here, at least, is proof that the principle still has a fair distance to go. M

SPECIFICATIONS

	BMW M5
ENGINE	
Type	Longitudinally mounted, V8
Specification ...	4961cc, dohc, 4 per cylinder
Max power ...	400bhp @ 6600rpm
Max torque ...	368lb ft @ 3800rpm
Power to weight	228bhp per tonne
Specific output	80bhp per litre
Transmission ...	Six-speed manual
CHASSIS	
Suspension (f)	MacPherson struts,coil springs, anti-roll bar
Suspension (r)	Multi-link rear, coil springs, anti-roll bar
Brakes (f/r) ...	345mm vent discs, 328mm vent discs
Steering... ...	Recirculating ball, power assisted
Wheels ...	8J x 18in
Tyres (f/r) ...	245/40 ZR18 (f), 275/35 ZR18 (r)
DIMENSIONS	
Length	188.3in
Width	78.3in
Kerb weight ...	1756kg/3868lb
Top speed ...	155mph (limited)
0-60mph ...	5secs

"Is it simply an over-engineered bruiser trying to disguise its lack of charm?"

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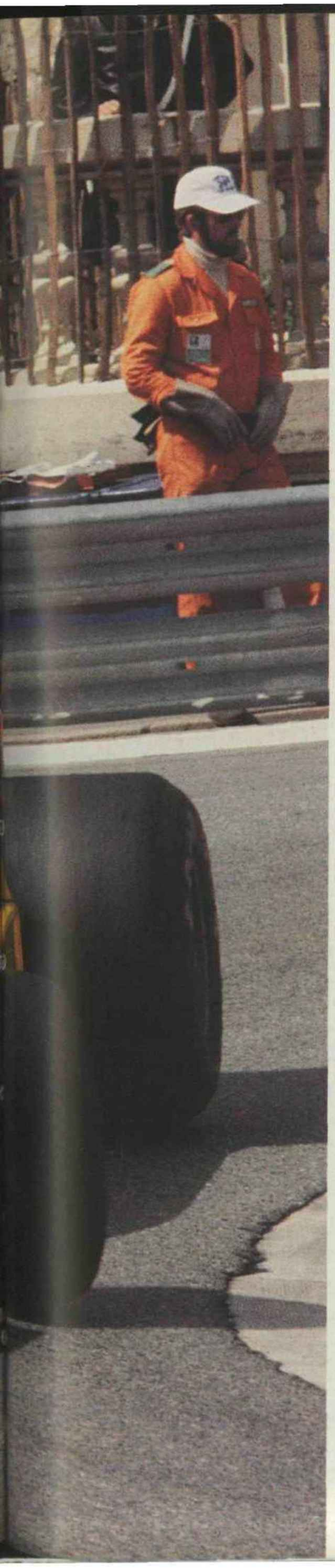
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Roll with it... The ATS's reluctance to go round corners was the least of Jochen Mass's problems. A huge crash at Silverstone nearly killed him



THE WORST CAR I EVER DROVE

CRITICAL MASS

JOCHEN MASS 1978 ATS HS1

HIS F1 STOCK WAS STILL RISING WHEN THE CHANCE CAME FOR JOCHEN MASS TO DRIVE FOR A GERMAN TEAM. IT WAS NOT, HE TELLS ADAM COOPER, A WISE CHOICE

AT THE END OF THE 1977 SEASON JOCHEN MASS FOUND himself edged out of McLaren, who replaced him with Patrick Tambay. After three and a bit seasons with the British team the German had won only one GP – or half to be precise, since Barcelona '75 was stopped prematurely. He'd had to play second fiddle to Emerson Fittipaldi, and then James Hunt. In the circumstances it was hard for him to shine, but he had been consistent, and finished sixth in the '77 title race. At 31, his stock was still high.

However, few decent opportunities presented themselves for the following year, and when countryman Gunther Schmid offered him a drive at ATS, he was intrigued. The team had previously run second-hand Penske chassis for Jean-Pierre Jarier, but had a new link with Robin Herd. The March boss had stopped his own works F1 programme, sold his FOCA rights to Schmid, and agreed to stay and help out on the technical side. With Herd on board, the team seemed to have a chance to make good progress, so Mass agreed to join fellow veteran Jarier in a two-car line-up.



ATS was so bad that Mass convinced others not to join

"It was a year where I didn't have much of a choice," he recalls. "I made a mistake by not looking and negotiating early enough. I should have got a better car, but I made an unfortunate decision to join this unknown ATS set-up. There was no other team open, apart from Shadow, and that was also an unknown quantity, because of the split with what became Arrows.

"I knew Schmid, and I knew Robin Herd, and I knew basically what it was supposed to be. And that gave me enough confidence to do it. I thought, well it's German, so perhaps I'll be better off. And I had a lot of faith in Robin, because of my early F3 and F2 days. And later I had sporadic F2 races with March, which we won. He and I got along quite well, and I really enjoyed working with him."

Herd duly oversaw modifications to the original Penske design, and the cars were subsequently entered under the name ATS HS1. Back in 1976 the Penske had been a front-runner in John Watson's hands, but two years on, the reality was different...

"It was definitely the worst race car I ever drove. There was nothing right – I don't remember all the details because you try to forget that sort of thing as quickly as possible! But the car was horrible, and we always ran at the back."

At the first race in Argentina Jochen qualified a respectable 13th, but that turned out to be the high point of the season. He slipped to 20th in Brazil, where he at least managed to finish seventh in the race, but he already knew he was in for a tough year.

"As it turned out Schmid and Robin fell out very quickly, and after the first couple of races Robin didn't turn up again, and didn't do anything on the car. So we had a very unfortunate season."

Other ex-March people quickly baled out and returned to their roots, and it proved hard to get anybody to stay for very long. Schmid was not an easy man to work for.

"Eventually I persuaded people *not* to join," admits Mass, "because they'd only put themselves in a silly situation! Schmid had good intentions, but he was the wrong guy personality-wise. He was too impatient and there was a lot of friction in the team."

Schmid insisted on taking over the engineering side, and the car got worse and worse. Jochen failed to make the cut in Monaco, where only 20 cars started, and only just scraped onto the grid in 25th in France and 26th in Britain. He was embarrassed to be back in 22nd for his home race at Hockenheim, but his misery didn't last long; the suspension broke on the first lap, and in the ensuing accident he took local star Hans Stuck out with him...

"The car was a pig. It was not stiff, it rolled a lot, and there was nothing right on it – not the engine, the aerodynamics or anything else. Just looking at it, with the radiators mounted at a peculiar angle in the back of the sidepods... it was ridiculous. When you get into the car like that, you can try and go two or three tenths quicker, but it's not fun trying. The whole year was a write-off, a total pain."

At the Dutch GP Schmid showed signs of wanting to move forward. ATS was one of the first teams to jump on the Lotus ground effect bandwagon, and a hurriedly built 'wing car', the D1, appeared for the first time at Zandvoort. Outwardly a much sleeker machine, it was barely finished, and Jochen didn't get to drive it until Saturday. When the engine blew, he lost any chance of hauling the new car onto the grid.

Mass had one other outing in the D1, during testing at Silverstone. When he stood on the brakes for Stowe, the car slewed sharp left and destroyed itself in the barrier. "It was a radius rod failure; an overstretched uniball, where they had tightened it up too often. I think Schmid was on one of his cost-saving trips, and probably put it back in the stores, which some guys tended to do.

"I was extremely lucky to survive, quite honestly. It could have killed me. I broke the whole left side – the tibia, the femur, the knee, ribs and shoulder. Alistair Caldwell, the McLaren team manager, helped a lot. He insisted on getting me the best doctor available."

At least that was the end of Jochen's ATS nightmare. The season was over before he recovered, and for 1979 he joined Arrows. "Schmid never really apologised," says Mass. "But what could he say?"

Service Int



Victory for an youthful Rolt in the 1939 British Empire as Raymond Mays (hands in trousers) looks on

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erval

BEFORE THE WAR HE WAS AN UP-AND-COMING RACER BUT HOSTILITIES DREW TONY ROLT FROM DONINGTON TO COLDITZ. HE RETURNED A WAR HERO ON THE VERGE OF STARDOM. PHIL LLEWELLIN PROFILES HIS REMARKABLE CAREER

May 1940 was a month of immense drama as General Heinz Guderian's tanks crossed the River Meuse near Sedan and brought blitzkrieg to northern France, thrusting a spear-head between the French army and the bulk of the British Expeditionary Force. Aware that evacuating through Dunkirk was the only hope, Prime Minister Winston Churchill decreed that the nearby port of Calais must be 'fought to the death' to protect his army. As the noose tightened, a 21-year-old Rifle Brigade lieutenant risked his life to rescue a wounded soldier. Brave and cool enough to administer first-aid while keeping the Germans at bay with bursts from a Bren gun, Tony Rolt received the Military Cross. Thirteen years later that brave soldier would receive further accolades – a winner's garland at Le Mans.

Events moved too fast for the subaltern to be hailed as a hero by a wider audience, but a year earlier the Old Etonian and his ERA had attracted acres of newspaper coverage, at home and as far afield as India. 'Boy driver wins 200-mile race' was how the *Sunday Mercury* headlined his British Empire Trophy triumph at Donington. According to *The Times*, victory at 75.91mph "established Rolt as the most promising of the younger school of drivers". The *Daily Express* applauded "the tall, boyish, fresh-faced" infantry officer while MOTOR SPORT commented, "We have long considered that Rolt, given a car in really good trim, would reveal himself to be in the very front rank of British drivers, and at Donington this belief was justified up to the hilt."

The 20-year-old's achievement becomes all the more remarkable when you realise that he was competing in the Southern Command Motor Cycle Reliability Trial while experienced campaigners practised for the race. But the British Empire Trophy was his last big win for several years, because the 'brilliant future' predicted by *The Times* boiled down to being captured at Calais. The next five years were spent escaping or attempting to escape often enough to be sent to Colditz Castle. The theoretically escape-proof fortress was liberated before Rolt and his comrades completed the Heath Robinson glider they planned to launch from the roof. Being such a thorn in the enemy's flesh while a prisoner-of-war earned him a second Military Cross.



Lawrence Baker

Today, a disarming smile and an infectious chuckle complement the unquenchable courage and touching modesty of a quintessentially British hero. The only son of a distinguished soldier, he was born in October 1918 and grew up in St Asaph, Denbighshire. Brigadier-General Rolt's boy was inspired by Tim Birkin, dreamed of winning Le Mans, entered his JAP-engined Morgan three-wheeler for the Schoolboys' Trial in 1935 and was 'mentioned in dispatches' for being the only three-wheeler driver to negotiate an exceptionally difficult corner. He soon acquired a Triumph Southern Cross and jumped in at the deep end by tackling the 24-hour race at Spa in 1936, a year after flying there in a chartered aircraft to watch Rudolf Caracciola and his W25B Mercedes-Benz winning the Belgian Grand Prix.

The 24-hour race represented good value for money, he explained when I tried to imagine a more daunting debut. "The one snag was that I didn't have a driver's licence, because the moment I was 17 I was stopped for allegedly speeding in Denbigh High Street. It cost ➳

me a suspension, but the rules were such that 'a reasonable explanation' enabled me to keep my competition licence. At Spa we averaged almost 60mph and finished fourth in class. The pillars for our headlights fatigued at the bottom, but the Belgians next to us had a very large tent that was secured with miles of rope. For some reason or other," he chuckles, "it was less secure after we fixed our headlights."

Rolt graduated to a supercharged Triumph Dolomite, started attracting 'Ace from Eton' headlines and hoisted the Leinster Trophy's lap record to 75.53mph during the first of several enjoyable events in Ireland. Increasingly confident, and determined to prove his mettle in a real racing car, he bought Remus from the Siamese prince who raced as 'B Bira'. Prepared by Freddie Dixon, whose ability to make cars go faster was even greater than his legendary capacity for alcohol, the ERA established Rolt as a rising star when he bagged two firsts, two seconds and a fourth during 1938's Coronation Trophy meeting at Donington. Back in County Dublin for the Leinster Trophy, he was 'the hero of the day' after breaking the lap record seven times.

He campaigned the ERA as far afield as Switzerland before his start-to-finish victory in the British Empire Trophy. Nothing if not a gracious gentleman, Rolt told the *Daily Express*, "I've been three years at the racing game and this is my first big win. But give Freddie Dixon the credit – he was grand."

"The war cost him seven seasons but he kept his hand in by thrashing round the Nürburgring"

The war cost him seven seasons of racing, but he jokes about keeping his hand in by thrashing Jeeps around the Nürburgring while based in Germany. Back in the cockpit, he ran what had been the twin-engined Alfa Romeo, but was now a conventional, 2.9-litre single-seater. Major Rolt finished eighth in his first post-war race, the Grand Prix des Frontières at Chimay, Belgium, where the "rather light-hearted organisation" evoked memories of dodging sheep and pigs in Ireland.

Most of his post-war racing involved Rob Walker and Jaguar. He is vague about the start of his friendship with Walker – "I think we first met in a London nightclub, just before the war" – but by 1949 knew him well enough to drive his old Delahaye 135S at Le Mans. It was running fifth when main bearings that had completed the race in 1939 gave up the ghost. This was the first of Rolt's seven runs in the 24-hour race that had enthralled him since childhood. The final tally included a first and a second with Jaguar, and a fourth and a sixth with Healey.

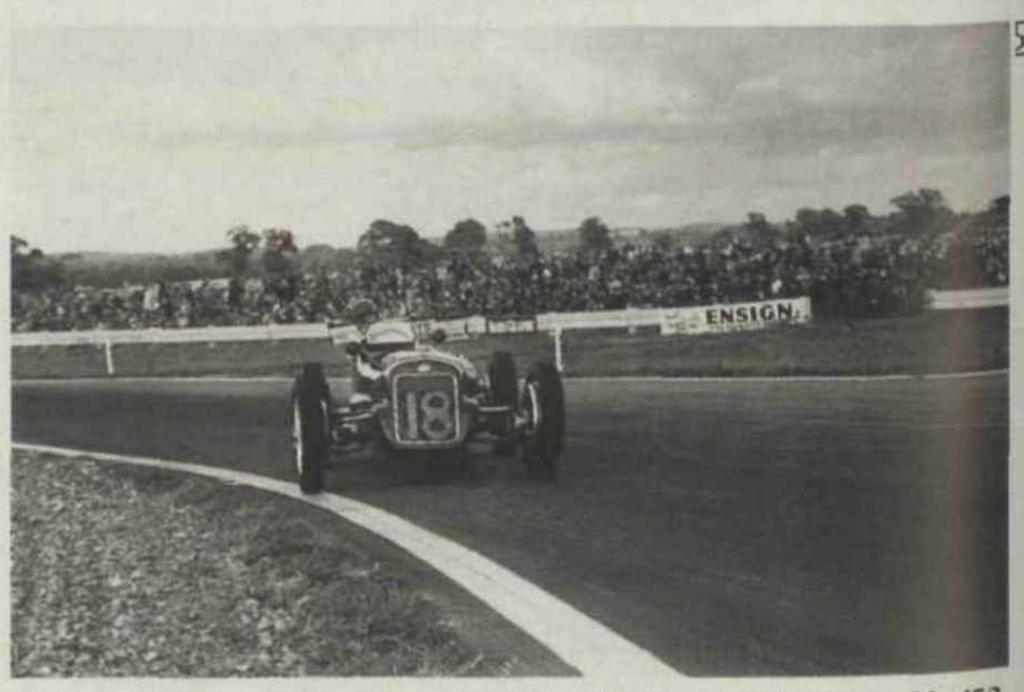
Rolt's copy of Rob Walker's biography is inscribed "To Tony and Lois who started all this and without whom I would never have entered F1." According to Michael Cooper-Evans's book, Walker's decision to contest F1 was made after meeting Rolt at a party that lasted "until about five o'clock in the morning" during the weekend of the 1951 Tourist Trophy race in Ulster. They hoped to acquire a pre-war W165 Mercedes which had languished in Switzerland since 1939, but ran the unsuccessful ERA-Delage before switching to an A-type Connaught in which Rolt notched-up the Walker team's first international victory, winning the 1953 Coronation Trophy at Crystal Palace. He remembers the Connaught with affection – "The Lea-Francis engine wasn't very powerful, but super handling went with excellent reliability" – and the record reveals 16 wins, seven seconds and five thirds in 1953. He was unfortunate not to finish fourth in the British Grand Prix and lucky to emerge unscathed from a bizarre accident at Goodwood, where he was confronted by Ken Wharton's spinning BRM. "Taking to the grass was better than ramming him, but wood from the wattle fence that reared-up in front of me jammed the throttle and the steering. I couldn't stop or steer, so kept going until I hit a wall. I don't know if Rob believed me, but that's what happened."

He disliked Dundrod for reasons that included "a lot of hoping for the best" while hurtling over blind brows, but this did not deter him from pulling out all the stops in 1951. He went to Ulster at his own expense and was offered a Jaguar XK120 when it became obvious ➤



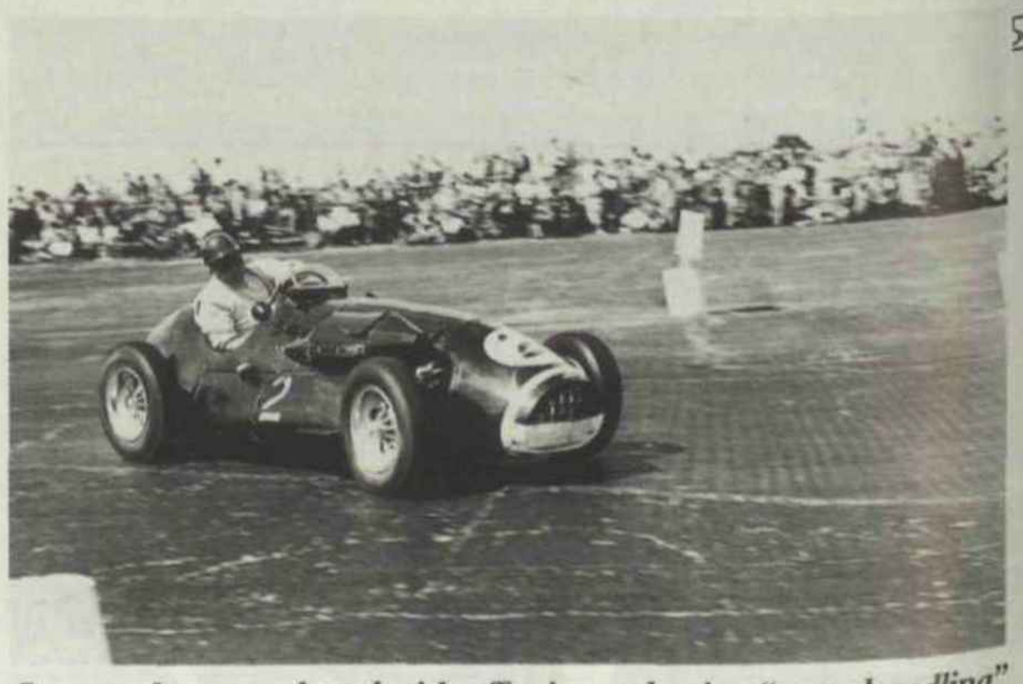
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Last minute discussions with master engineer Freddy Dixon in '39



LAT

Rolt demonstrates his dramatic style in Delage at Goodwood in '52



LAT

Connaught remembered with affection as having "super handling"



LAT

Post-war competition began in earnest in 1949 when Rolt raced the beautiful ex-Bimotore Alfa, by then reduced to a single 2.9-litre blown engine



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Stirling Moss holds court as Hamilton, Rolt, Ian Stewart and Peter Whitehead listen in before the start of the 1952 Goodwood Nine Hour race

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LAT

Rolt considered Lofty England (right) an unparalleled manager



LAT

Hasty change during '53 Le Mans, the race he dreamed of winning



LAT

Number 18 C-type eventually roared home for epic Jaguar one-two



Ludvigsen Library

All smiles with larger-than-life team-mate Duncan Hamilton

that Leslie Johnson was unwell. "Realising that a works' drive was at stake, I rushed off and set a new lap record – faster than Stirling. I finished fourth in the race and accepted Bill Lyons' offer to join the team, which was very well organised under Lofty England. He was always there, from start to finish, and knew exactly what was happening."

Tony Rolt's name is invariably associated with Duncan Hamilton, but his colourful co-driver's version of the run-up to their 1953 Le Mans victory is pure fiction, according to Rolt and other reliable witnesses. The legend tells how Rolt and Hamilton spent the night before the race drinking enough to float a battleship after their C-type was disqualified for a relatively minor infringement during Friday's practice. According to Hamilton, they had to sober up after Jaguar paid an enormous fine. "There was a moment on the Thursday when we thought we might be disqualified," said Rolt, "but by Friday morning we knew we would be allowed to race. Duncan's talk of Bill Lyons finding us sitting outside a café at ten o'clock on the Saturday morning after being up all night is nonsense, but the story is revived year after year."

Rivals included Alberto Ascari in a brutally fast Ferrari 375 MM, but Rolt and Hamilton won at a record-breaking 105.84mph.

Living close to Coventry made Rolt an obvious choice for testing Jaguar's D-type, which clocked 170mph on RAF Gaydon's runway. At rain-lashed Le Mans, the Rolt/Hamilton newcomer came second, less than two miles behind the Ferrari 375-Plus of Gonzalez and Trintignant. A month later, Rolt and Hamilton were second to another D-type at Reims. According to Andrew Whyte's book on Jaguar's competition history, the two races earned Rolt a total of £1737:5:0d – slightly more than the price of a new XK140 drophead coupé.

He loved racing, but the need to concentrate on a different challenge convinced Rolt to retire soon after 1955's horrific accident at Le Mans. An interest in four-wheel drive that went back to his pre-war association with Freddie Dixon gave rise to Dixon-Rolt Developments. Backed by Harry Ferguson, the Ulsterman who made a fortune in the tractor business, the company became Harry Ferguson Research in 1950 and lured Claude Hill from Aston Martin to design an advanced road car whose features included four-wheel drive. They failed to sell the concept to any of Britain's major car manufacturers, but all-wheel-drive proved its worth at Oulton Park in 1961, when Stirling Moss won the F1 Gold Cup race in the Ferguson P99. Six years later, a car with a gas-turbine engine and Ferguson transmission would have won the Indy 500 had a six-dollar bearing not failed with three laps to go.

"A works drive was at stake... I rushed off and set a new lap record – faster than Stirling"

"My father and his colleagues were voices crying in the wilderness," says Stuart Rolt, who served with the Rifle Brigade before joining what had become FF Developments. "The world wasn't ready for what they were trying to sell, although there were times when the future looked bright. Ford, for instance, came very close to producing an all-wheel-drive version of the Capri."

The tide turned in 1980 when Audi launched the Quattro. Never again would 4WD be associated with nothing more exciting than Land Rovers in axle-deep mud. The ingenious viscous coupling, patented by Tony Rolt and Derek Gardner, became essential equipment for road and rally cars. By 1990, clients for FF Developments included Audi, BMW, Chrysler, Fiat, Ford, General Motors, Lancia, Land Rover, Mazda, Peugeot, Renault, Rolls-Royce, Toyota and Volkswagen. How was this achieved by someone with no formal engineering training whatsoever? Tony Rolt smiled. "Well, I certainly had the interest and inclination, but whether or not I had the ability is another matter."

Dismissive modesty is delightfully typical of the man whose initial reaction to being profiled in MOTOR SPORT was to doubt if there was sufficient material for a 2000-word magazine article. The truth, of course, is that thick, glossy books have been devoted to people who are not fit to lick the boots of Anthony Peter Roylance Rolt. ■

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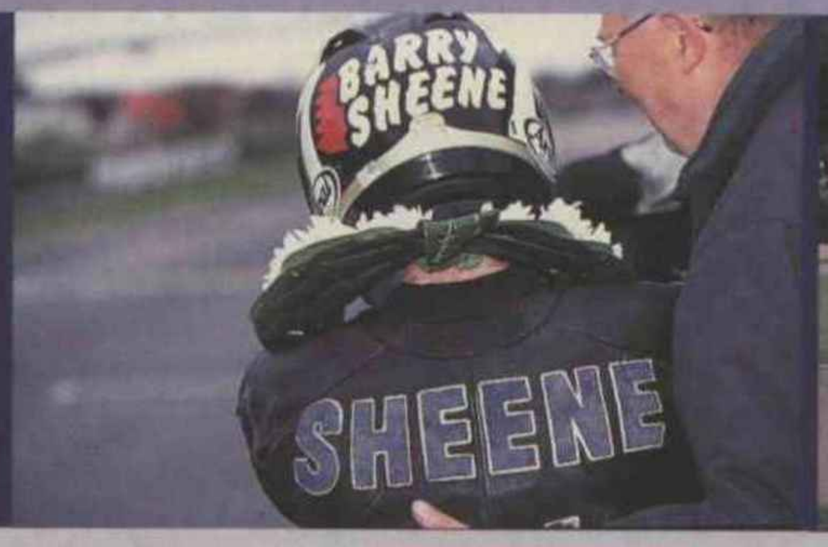
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MAKE THE BEST TIMES LAST A LIFETIME WITH OLYMPUS

Right: Still crazy after all these years, Barry Sheene with Manx Norton won the Lennox Cup with ease

Far right: John Surtees and Willie Green shared this rebodied Ferrari 250GTO which won the TT in 1963 driven by Graham Hill









Far left: Stirling Moss celebrating three score years and ten, shares the Ford V8 Pilot of the constabulary with Lord March

Left: Damon Hill drove Nick Mason's Ferrari 250GTO with considerable gusto until he discovered a gravel trap

Right: Steve O'Rourke in his 'knobbly' Lister Jaguar, one of several that raced in the Sussex Trophy

Far right: The 1968 British GP winning Rob Walker Lotus 49B of Geoff Farmer on the grid for the Glover Trophy









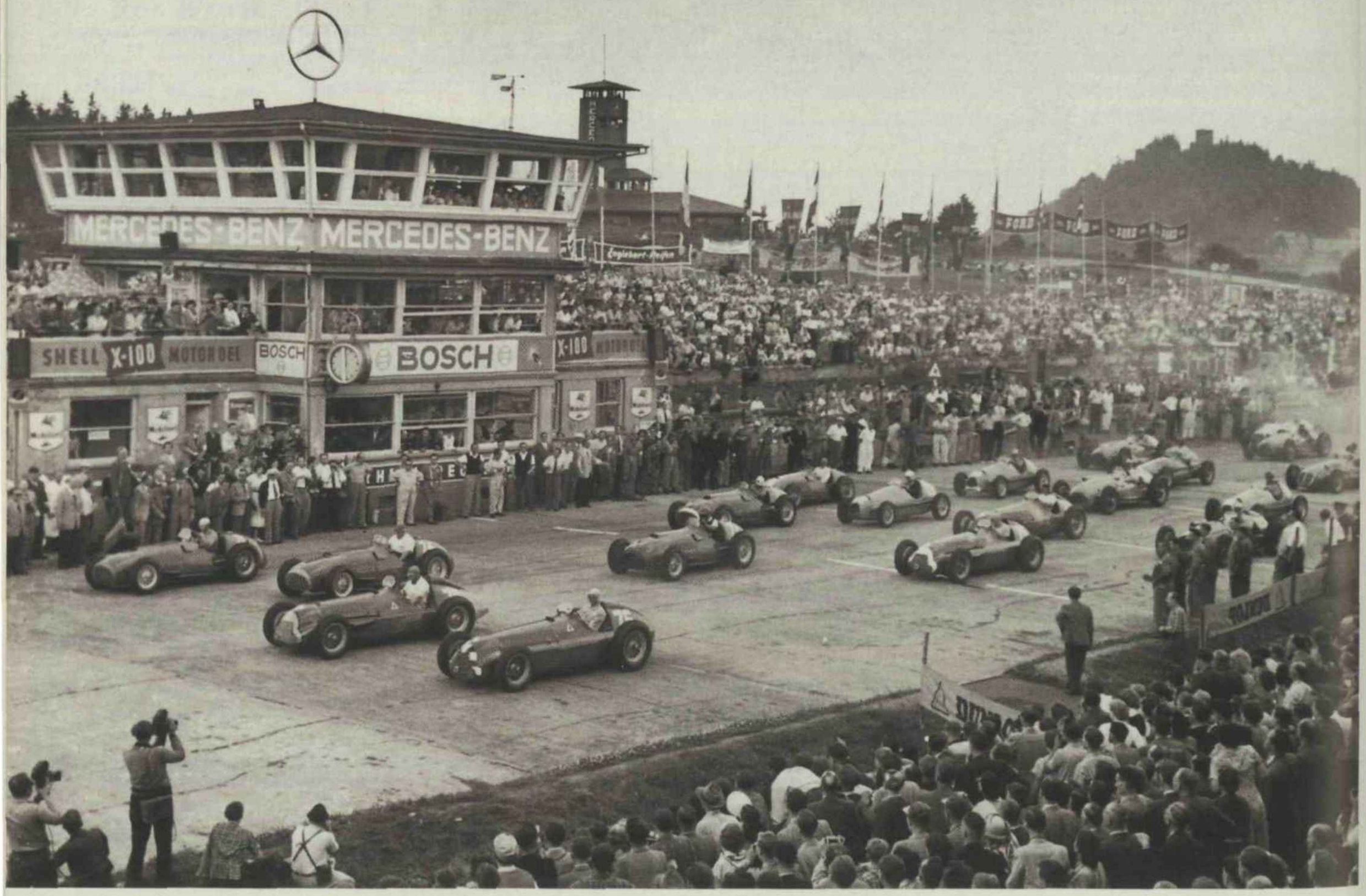
Far left: Ludovic Lindsay and 'Remus' in the 'Woodcote Cup', a well matched pair

Left: All at sea, but Gerry Marshall won the St.Mary's Trophy in the Lotus Cortina despite the weather

OLYMPUS

FANGIO

IMAGES OF THE MASTER AT WORK



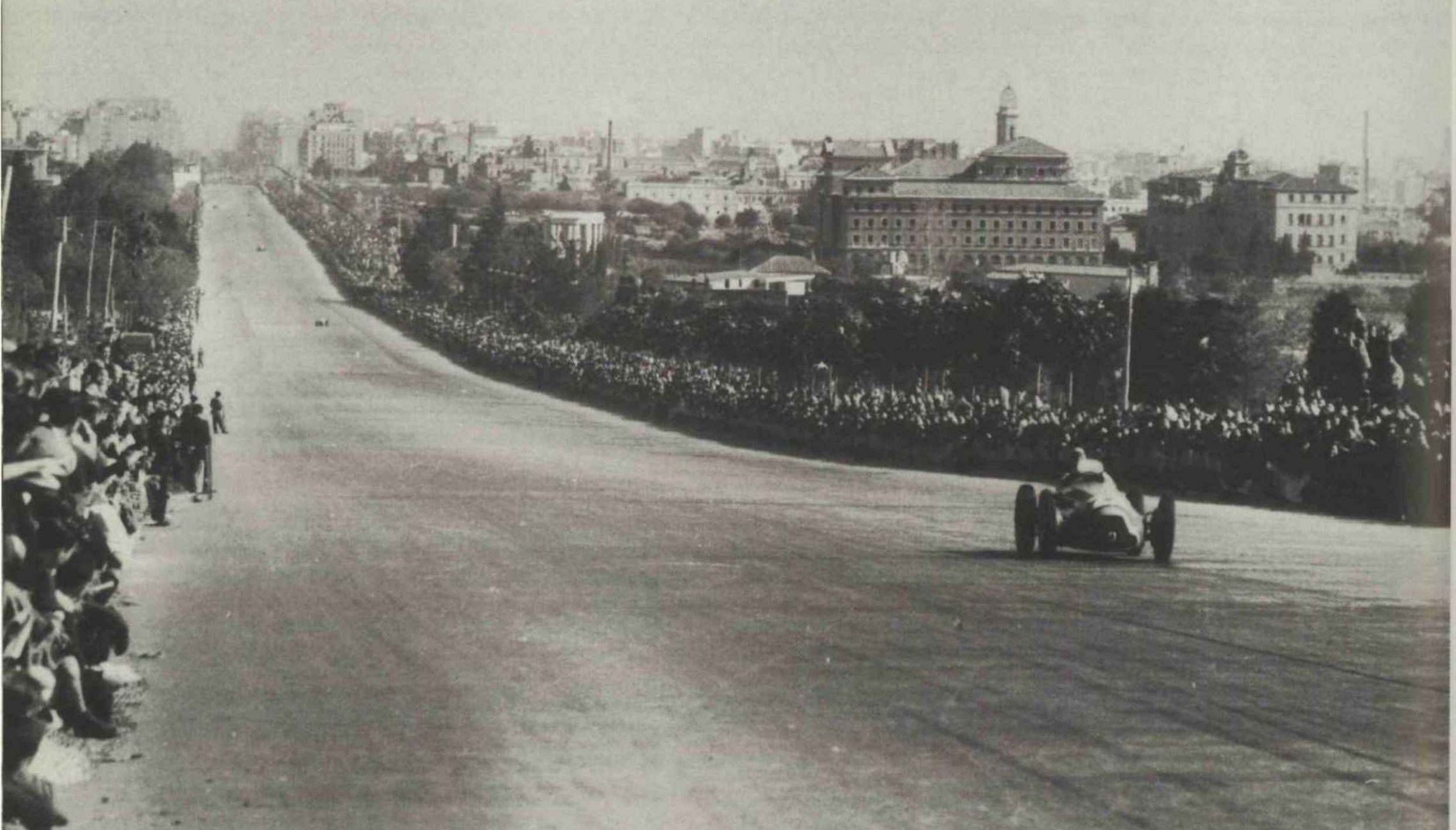
NO OTHER RACING DRIVER HAS EVER DOMINATED FOR AS LONG AS JUAN MANUEL FANGIO NOR WON AS MANY WORLD CHAMPIONSHIPS. BUT THE MOST OUTSTANDING fact about this man is that of the 41 races he finished, just seven were outside the top two. He won 24 times, claimed pole position 29 times and bagged 23 fastest laps. He was an old man by racing driver standards but, statistically speaking, if Fangio was in a reliable car, second was the best anyone else could expect. The pictures on the pages that follow are a selection from *Juan Manuel Fangio - Motor Racing's Grand Master*, a new biography of the man by renowned industry historian Karl Ludvigsen and follows his successful works on Stirling Moss and Jackie Stewart. It features photography from the likes of Rodolfo Mailander, Peter Keen, Louis Klemantaski, Bernard Cahier and Guy Griffiths. Published by Haynes, it is available in all good bookshops now, priced £24.99.



LEFT: The 1951 German Grand Prix. The increasingly dominant Ferraris of Ascari and Gonzalez race the Alfas of Fangio and Farina. Ascari would win. RIGHT: Monaco, the only GP in '55 not won by a Mercedes with both retiring

F·A·N·G·I·O

IMAGES OF THE MASTER AT WORK



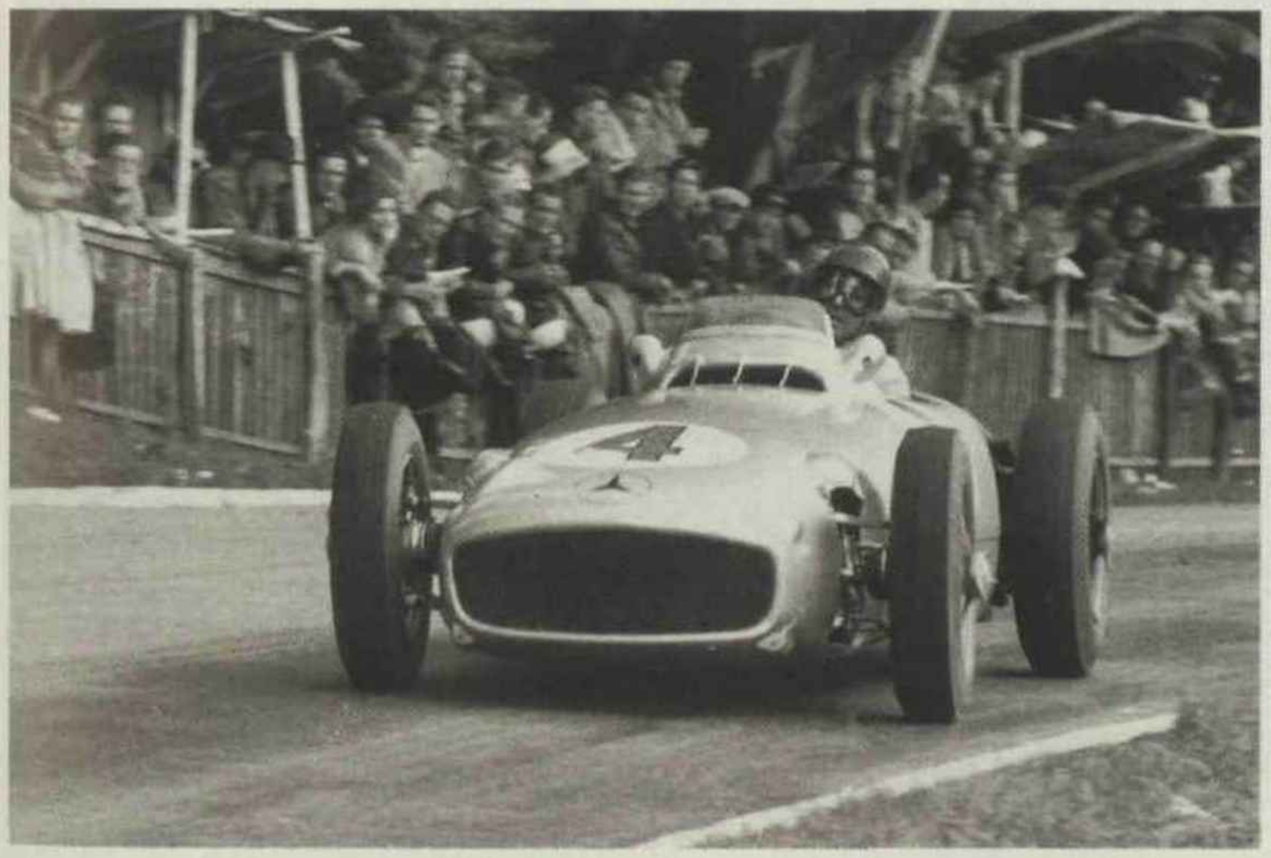
ABOVE: Fangio's first Championship win and Alfa's last ever GP victory coincided here, at Pedralbes for the 1951 Spanish GP. Fangio led for all bar the first three laps, set fastest lap and finished nearly a minute ahead of the rest of the field



ABOVE: 1950 Monaco Grand Prix. Fangio's Alfa 158 picks its way through the wreckage of Trintignant, de Graffenried, Rol and Harrison's cars on his way to his first ever World Championship Grand Prix victory



ABOVE: Monaco 1955 and Fangio leads the Lancia D50 of 55-year old veteran Louis Chiron and the sister Mercedes W196 of team-mate Stirling Moss through the Station hairpin and past the Maserati 250F of Perdisa.









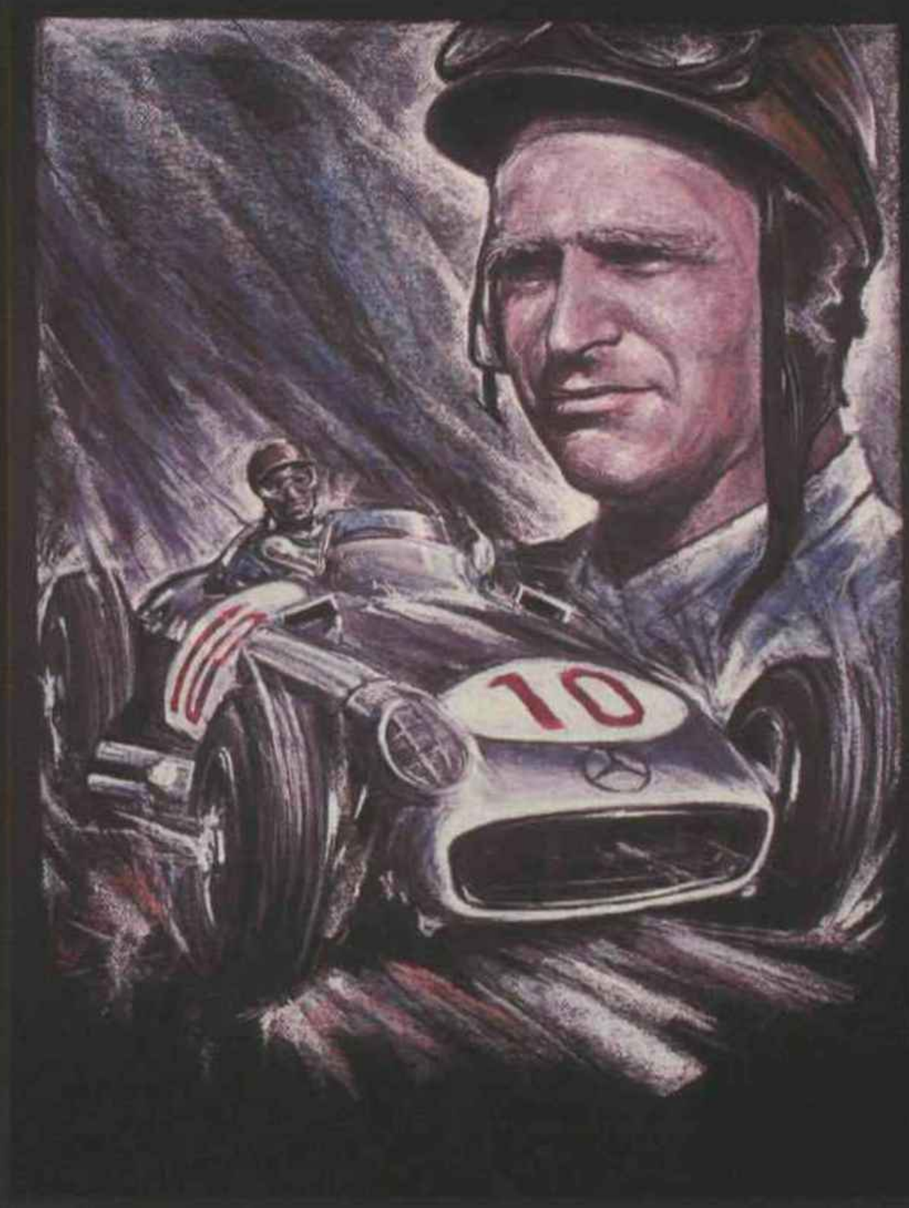
CLOCKWISE FROM TOP LEFT: On limit in Mercedes W196 while winning '54 Swiss GP; chasing Hawthorn and Castellotti during tragic '55 Le Mans; practice in Maserati 300S at Sebring in '57; with winner Ascari after '51 German GP

JUAN MANUEL FANGIO
Painting in pastel chalk on Canson paper,
size 20"x 26"
by Jorge Ferreyra-Basso



The artist with Juan Manuel Fangio - Germany 1991

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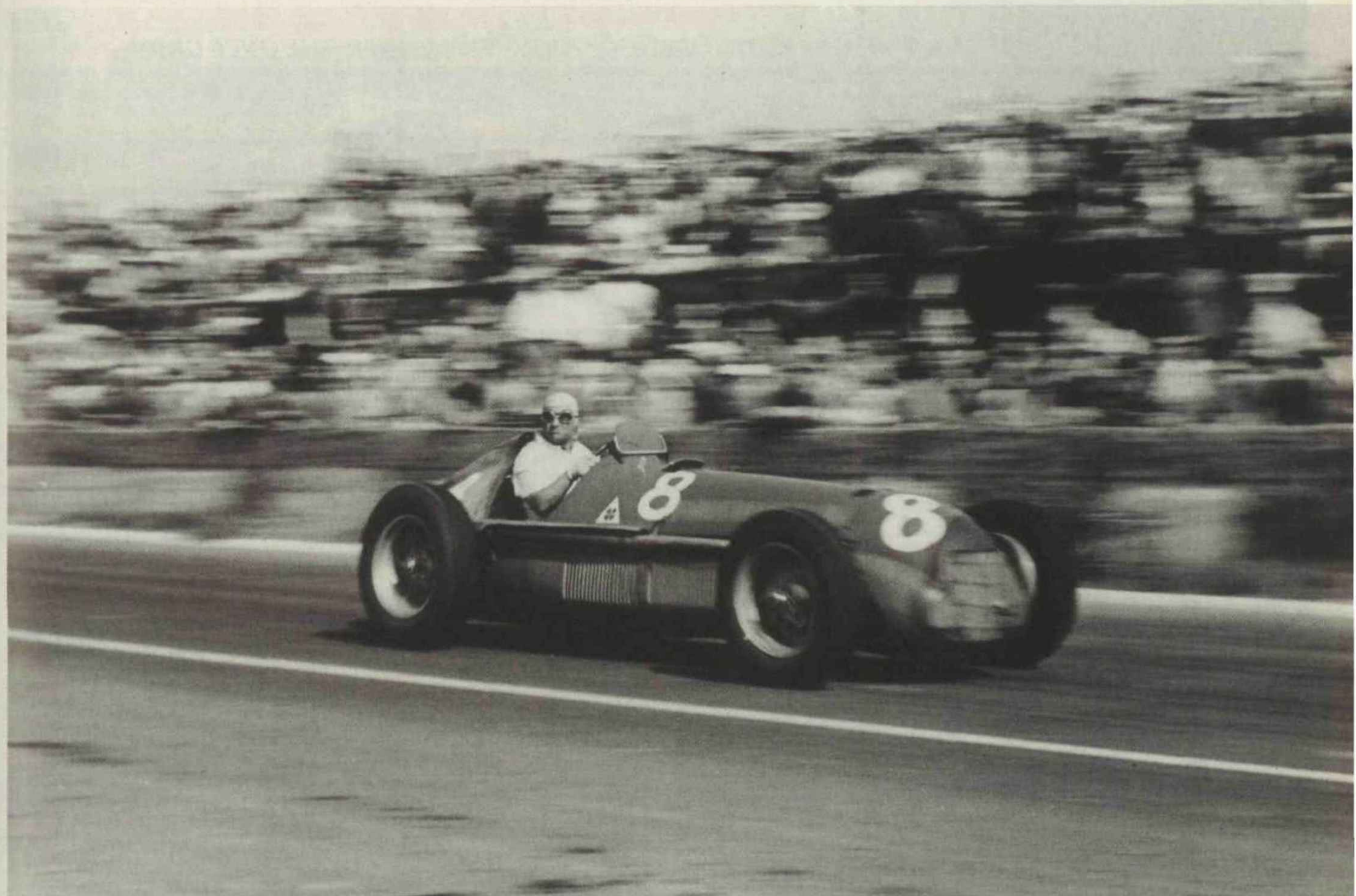
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LEFT: Where's the opposition? Fangio at Reims in 1951 driving at his imperious best. He qualified in pole position, set fastest lap and, when his Alfa Romeo 159 retired, took over the car of Luigi Fagioli and calmly steered it to victory

Bruno Giacomelli

USA East GP 1980

LURED BY THE HISTORY OF ALFA ROMEO, BRUNO GIACOMELLI JOINED THE ONCE GREAT ITALIAN TEAM. IT WAS THE SOURCE OF HIS GREATEST RACE AND BIGGEST DISAPPOINTMENT

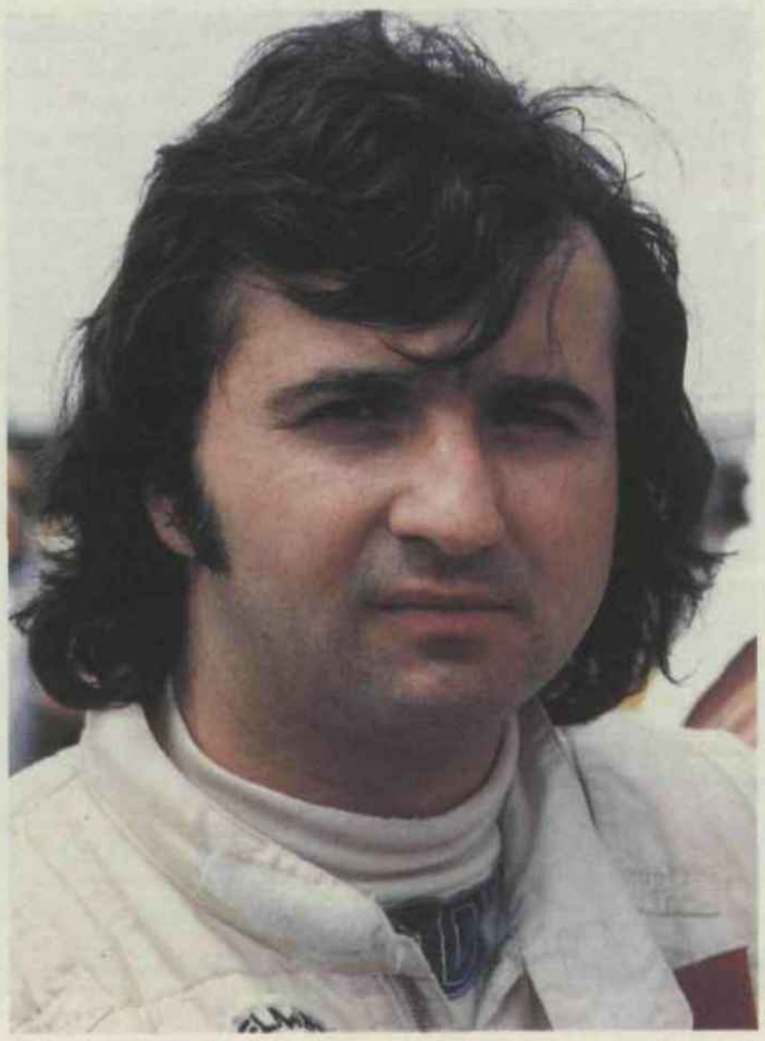
WATKINS GLEN 1980 WAS IN SOME WAYS A FANTASTIC RACE FOR ME, certainly the best race I ever did in F1. Until an electrical fault cut the engine, I'd dominated all the way from first practice. But in another way I think it caused me to take a bad wrong turn in my career. Although I'd won the Formula Italia championship in 1975, I came to Britain after that and I always felt that, in racing terms, I was more British than Italian. I drove in the British F3 championship, then won the F2 championship with March and my first F1 races were with McLaren. In terms of culture and my approach to racing I was British.

But I will admit I was overwhelmed by the whole legend of Alfa Romeo when I joined them. They'd been away from F1 for 28 years, and it was seen as the return of this racing giant. When I first went to the Alfa test track at Balocco to try the car, it was sitting in the garage and they had on the wall a huge black and white poster of Farina in the Alfetta from the 50s. It was a very emotional moment for me, as an Italian. One which I think coloured my judgement throughout that time. We did a few races in '79 but 1980 was our first full season. At the beginning of the year we were around four seconds slower than the top guys round Interlagos. But we made great progress, spectacular really, if you consider that we were on pole by nearly a second at Watkins Glen, the final race.

My team-mate Patrick Depailler had been killed in the middle of the season but he'd already helped to improve the car. We'd lightened it a lot and made big advances with the chassis – particularly the skirts. But the biggest single improvement came when Goodyear went from a 13-inch front tyre to 15-inch. That allowed us to run a softer compound which suited the car very well. We just got stronger and stronger from that point. In Italy I'd qualified on the second row but was just behind Gilles Villeneuve when he had a big off. I ran over some of his debris, the tyre blew and I went off. Then at Canada I tried to take third from Didier Pironi, we tangled and I damaged the skirts. It seemed only a matter of time before we scored a big result. Then came Watkins Glen.

The weather was cool – which really suited us because our V12 engine gained considerably more in these conditions than the Cosworth V8s – and the grip from a sliding skirt, ground effect car when it was working well like this was just unbelievable. Added to all that, the balance was neutral – I could do anything with the car, it was just fantastic.

Right from the moment practice began on Friday we were quickest. I set pole by 0.8s – on race tyres! In the race everything was going perfectly. I took the lead at the start and built it up to about 12-15s over Alan Jones. I was already controlling the race – I was using 500 revs less, the water was perfect, everything was under control, I had a big reserve – I could have gone a lot faster if I'd needed to. Then suddenly it just stopped – at the end of the long straight at the entry to the fast right-hander, it just cut-out. I was going crazy with the switches but there was no way. I parked it at the side of the track. But I didn't cry!



Giacomelli: "Joining Alfa was emotional for me" LAT

After the race they took the car back to the pits, changed the coil and the engine screamed into life. We had trouble with coils about three times that year. Obviously it was disappointing but at the same time I felt very good about it. It promised so much for the next year. Because of the strong races I'd been having, there was some interest in me from British teams for '81. I was hot property. There was even talk of me going to Williams and if I'd pushed maybe it could have happened. But I didn't want to. As well as the emotional pull of being an Italian racing for the great Alfa Romeo, it seemed like we were on the verge of great things.

Besides, I'd already driven a development of the car – which we never raced – at Balocco. It had the engine mounted further forward and aerodynamically was better. Within five laps I'd broken the lap record. It felt even better than the Watkins Glen car and I was sure we'd be chasing the world championship in 1981. So I stayed. But then skirts were banned, Goodyear pulled out of racing and we were in deep trouble – we never caught up. Alfa had been away from racing for a long time and it just couldn't adapt to sudden changes like this in the way the British teams could. Considering my racing background, it's ironic that I over-estimated Alfa and under-estimated the British teams. It was the biggest mistake of my life. But you can't go back. M



From the very first session at Watkins Glen, Giacomelli was on top. Only cruel luck robbed him of victory for his beloved Alfa Romeo

LAT

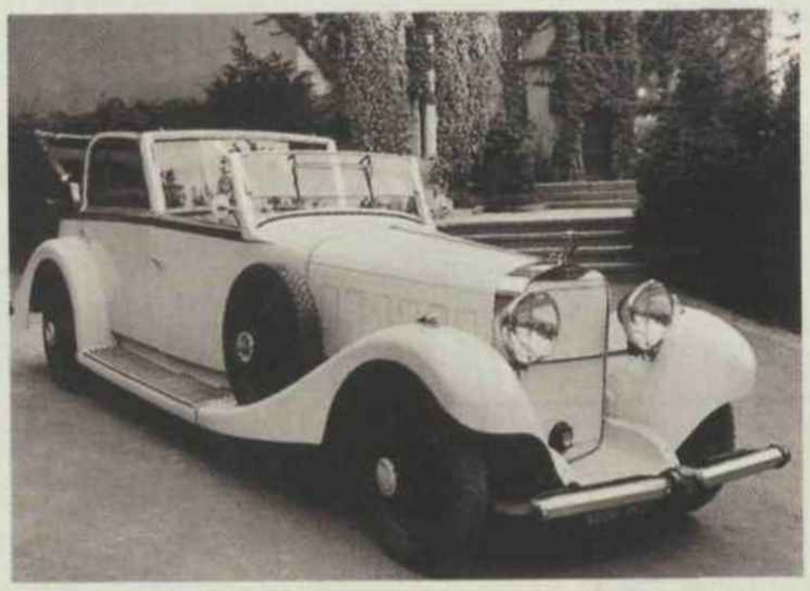


Millionaire's choice

CONTINUING THE STORY OF THE MILLIONAIRE WHO COULD buy any car he fancied and was influenced by race results, as portrayed by the highly talented motoring historian and writer E K H Karslake, in MOTOR SPORT, how did the fortunate if fictitious enthusiast fare after WWI?

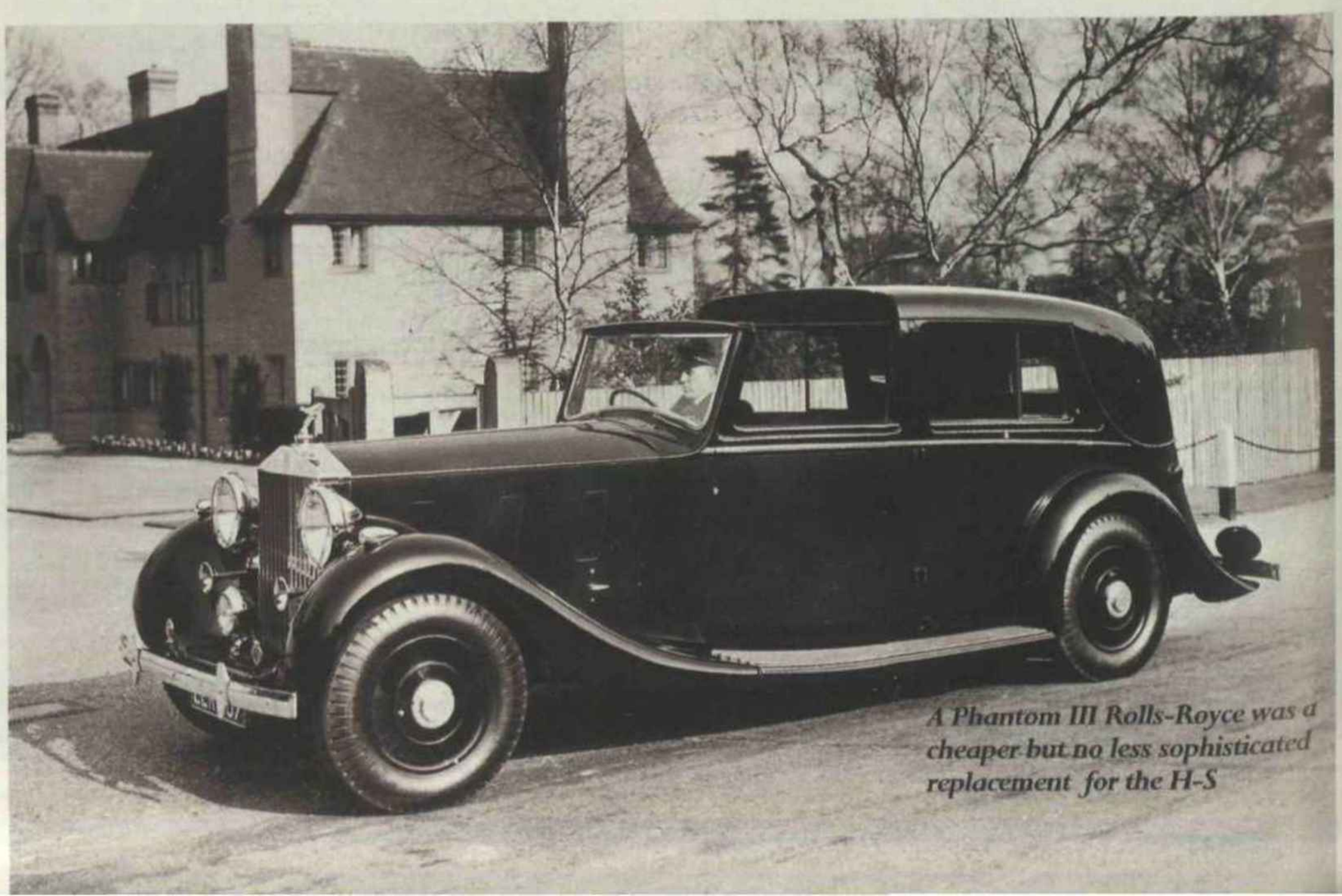
He was still in possession of his Alpine Eagle Rolls Royce but went to 1920 Motor Show, which had overflowed from Olympia to the White City to accommodate the 510 car exhibits. He would no doubt have gone to watch the 1914 Lyons GP, where he would have noted that Peugeot and Delage had four-wheel brakes but that the winning Mercedes did not. So his choice of a replacement for his ageing R-R did not have to be so braked. Prior to this our millionaire, now aged nearly 50, had attended the 1919 Paris Salon. There the new 37.2hp Hispano-Suiza would have attracted his attention, and on the strength of the good showing in the 1910 Coupe de *L'Auto*, the acclaim the subsequent Alfonso model had had and the use of Hispano aero-engines in the war, an order would have placed and the arrival of the fine six-cylinder oh-camshaft, servo-4WB car awaited with impatience until the spring of 1920.

If the OHC gear seemed somewhat noisy after the quietness of the R-R, the liveliness and stopping power of the French car would have been more than adequate compensation. Anyway, the Hispano was the most elegant possession you could have wished for at the time, but a visit to the 1921 French GP at Le Mans had made our man aware of the straight-eight engine in the winning Duesenberg and the Ballot and Talbot-Darracq entries, and this prompted him to buy a Leyland Eight at the 1922 show, convinced after seeing its creator, Parry Thomas, lapping Brooklands in one at over 110mph. He now had a very advanced car, with single oh-camshaft prodding inclined valves closed by leaf springs. Its triple eccentric drive ensured quiet functioning, the electric starter only operable by putting the gear lever into the neutral gear-slot for safety, and the coil ignition being cut off by suction as the engine was stopped, to obviate an owner not used to battery sparks running it down. With its torsion-bar suspension and other clever technicalities, and headlamps shaped like Thomas' watch-case, it was wonderful indeed, but our chap was only just in time, as manufacture of Britain's first production straight-eight had practically ceased.



In the early Thirties our millionaire's choice might have fallen on a smooth 9½-litre V12 Hispano-Suiza

Nevertheless, the Leyland, even if a reminder that it was a luxury car sold by a lorry maker, was a make the successes of which its owner could enjoy seeing almost every time he went to Brooklands. But the big car, fast as it was, was not exactly handy on the road. It was kept for 2½ years. But in 1924 Hispano-Suizas won at Boulogne and Monza, and a journey to Sicily in the Leyland



A Phantom III Rolls-Royce was a cheaper but no less sophisticated replacement for the H-S

produced a profound impression when Andre Dubonnet had kept up with the proper racing cars in his 8-litre Hispano in the Targa Florio, coming home fifth. So as soon as the new 45hp model was available, the Leyland was exchanged for one.

Our millionaire had now forsaken his habit of going to the South of France for the English winter and instead was enjoying magnificent runs in early spring in the big Hispano to Sicily, to see the Targa Florio. Costantini's Bugatti performance impressed, and when the Royale was announced our man motored to Molsheim to see it. He did not admire the Packard body on the prototype



Our man would have to have been quick to buy the advanced Leyland Eight before production ceased

chassis, which fitted where it touched, but was inspired by the Stock Market of 1926 to have one of this "golden product"; he may have gritted his teeth when presented with the bill, although hoping the 12,763cc of the eight huge cylinders would loosen his jaded palate.

When the grandeur had palled a bit and something smaller seemed a good idea, the rise of supercharging in racing prompted the purchase of 36/220 Mercedes-Benz in the autumn of 1928. A year later our car-keen millionaire could have had a 38/250, but the *lebensraum* of such motoring was sufficient, after the giant Bugatti. However, stopwatch figures had been a trifle disappointing, regardless of the thrill the Mercedes-Benz gave. So the Le Mans successes of the Bentleys year after year made our man 'Buy British', influenced by the defeat of the Mercedes there and the Speed Sixes' showing in 1930. That autumn the 8-litre was announced, and WO got an order.

The new possession would have had an engine the same size as that of the 45hp Hispano-Suiza of a dozen years ago but would probably have been quieter, and it had a four-speed gearbox. Only the memory of the lighter gear change of the HS from that of Mercedes and Bentley prompted our friend to invest in a 9½-litre V12 Hispano-Suiza at the 1931 Show, the gear lever on the right in the early ones. This great car, feeling much smaller to drive, sufficed for four years before it was changed in Autumn 1935 for a Rolls-Royce Phantom III. The chassis cost almost £1000 less than that of the HS, but the engine was over two litres smaller. But with a millionaire's foresight it was a car that would hold its value, and with trouble already on the horizon, this would apply when peace returned. If you had been in this happy situation I wonder what you would have bought? *Vintage Postbag* is no more but given sufficient answers we could summarise them.

A GN Affair

THE MEO SPECIAL AFFAIR AROSE OUT OF MY YOUTHFUL fanaticism for any link with motor racing. I had written to SCH Davis of *The Autocar* in 1933, asking if anyone would employ me as an unpaid, spare-time labourer, doing any kind of work on a racing car? He kindly put me in touch with a Mr Meo who lived in Hampstead, and had built a GN Special for racing at Brooklands. I was allowed to emery the front axle of a long lean all-black car. Although basically GN, it was disguised by body cowl to look much later.

The engine was a GN Vitesse with the chain-driven overhead camshafts, one above each 'pot', but Meo had refined the cylinder heads. A single Sunbeam motorcycle hairpin spring closed each valve. Ignition was by a Bosch magneto; lubrication from a small dash mounted tank and a Pilgrim pump. A large motorcycle-type Amal semi-downdraught carburettor supplied fuel via polished bell-mouthed ports. The fuel tank was in the tail.

The usual GN chain transmission used a 1922 bevel four-speed box with no reverse. To lower this 1922 chassis the springs had been raised on steel blocks, and this very low GN Special was slightly crab-tracked. The body was of wood, and a plywood floor alone protected the occupants from being savaged by a broken driving chain.

That was the car I found at a garage in Oppidans Road and later at another in Erskine Road, Hampstead. Being a 'spanner-fool', I was just given lots of emery cloth, so I spent my time writing a nine-page description of this racing GN. I was then towed to the Track behind Meo's Salmson and had one practice run. We did about 90mph down the Railway straight, and I saw 4500rpm on the tachometer, which was driven by Meccano pinions.. Alas, the Meo was highly temperamental and difficult to start, due to oiled-up plugs and flooding carbs, calling for squirts of benzole before it would fire, and missed its races at the 1932 and 1933 Inter Club Meetings. I don't think a photograph of the car was ever taken but if one exists, I would like to see it. Michael Meo, who died not long ago also, also had the rare Laystall Special engine in his garage.

VINTAGE TAILPIECE



Contrasting American rear-ends snapped at the eighth VSCC Verzons Summer Serendipity meeting

miscellany

NOTHING SEEMS TO HAVE BEEN heard of the Aero-Engine CC and its magazine *Torque* since about 1995. However, perhaps it has completed its mission, for the VSCC's 'Aerocar' section is well established and active. The concept emerged in the 1920s when such engines were abundant and inexpensive, led by Chitty-Bang-Bang at Brooklands, and was rekindled some five years ago by Roger Collings' Mercedes-Maybach. Not all such monsters were for racing. In 1922 the Streatham Engineering Co advertised such cars, having built one with a Rolls-Royce Hawk engine from an airship in a Metallurgique chassis, a two-seater body by JH Platers & Co, and an R-R radiator. Does anyone know more of these cars?

* * *

ALVIS OWNERS OF ALL MODELS from 12/50 to TF21 who require maintenance or spares are well provided for by Red Triangle of Kenilworth (01926 864867), who have a 96-page catalogue, with masses of colour pictures of components, exploded engine drawings, body styles, etc, surely the most magnificent thing of its kind available. Apart from its value to preserving fine cars, it could become a collectors item.

* * *

THE SUMMER EDITION OF THE Rolls-Royce EC's top-class *Bulletin* contains splendid pictures of Rolls of all ages and types, including an armoured R-R, another of Michael Forrest's technical discourses, this time on the P1's intimate internals, a piece by David Hurrell on the P2's prop shaft and how Lady Knott's R-R toured extensively. There are also some magnificent colour-portraits by Peter Miller, and a piece on Ghosts in Australia and New Zealand, etc. R-REC Membership continues to rise, and the fixture list is very full.

A sportscar great

ONE OF THE GREAT CARS OF THE PRE WW2 PERIOD must be the 2.9-litre Alfa Romeo which won the 1938 Mille Miglia driven by Biondetti. It came to England later that year, when the late Hugh Hunter bought it and had it registered 'JML 1'. The axle ratio and compression ratio used for the race had been lowered but the performance was still impressive.

On the road, this Alfa Romeo was still capable of 65mph in second gear, 90 in third and it could reach 110mph. The only other short-chassis 2.9 Alfa Romeo of this kind imported into this country was that owned by Anthony Crook, acquired after war had broken out in 1939; it differed from Hunter's in that it had a 'crash' instead of a synchromesh box.

The reason why the Mille Miglia winner was sent to the London Motor Show was for it to entice people into buying the standard 2.9 model. In fact, this Superleggera two-seater was not for sale – until, that is, Hugh Hunter persuaded Thomson and Taylor otherwise, with his charm and chequebook. He then took delivery of a car of which the only others were those which had finished second and third in the Mille Miglia, driven by Pintacuda and Dusio.

What Hunter had acquired was a competition car with a box-section 9ft 2in wheelbase chassis, all-round independent suspension and that shapely lightweight body by Carrozzeria Touring. It had aero-screens, but Hunter had a full-width screen made by Ranalagh, plus a hood and tonneau.

A Burgess silencer subdued the former open exhaust, and blower pressure and water heat gauges were added. The tail held just a 38-gallon fuel tank and a five-gallon oil tank, for the P3-type twin-cam straight-eight dry-sump, supercharged engine; luggage space was entirely nil. With some 10lb boost the power output was estimated at 180bhp or more. But in the race at Brooklands to find the fastest road-going sportscar, Hunter just beat the unblown, but 3½-litre Delahaye of Arthur Dobson on the Campbell circuit, before retiring with gearbox trouble in the heat on the Mountain Course.

Hunter then sold the car to Tony Crook, before he in turn sold it to someone in Scotland who cut down the elegant body and fitted skimpy mud-guards. Today it has been returned to its proper form and resides in America. As a well-sprung, comfortable, very fast and useable car, Alfa Romeo JML 1 must be one of the memorable 'greats'.



In the Fifties Hunter's handsome Alfa was cut-down to reduce weight; note the huge fuel tank

obituary

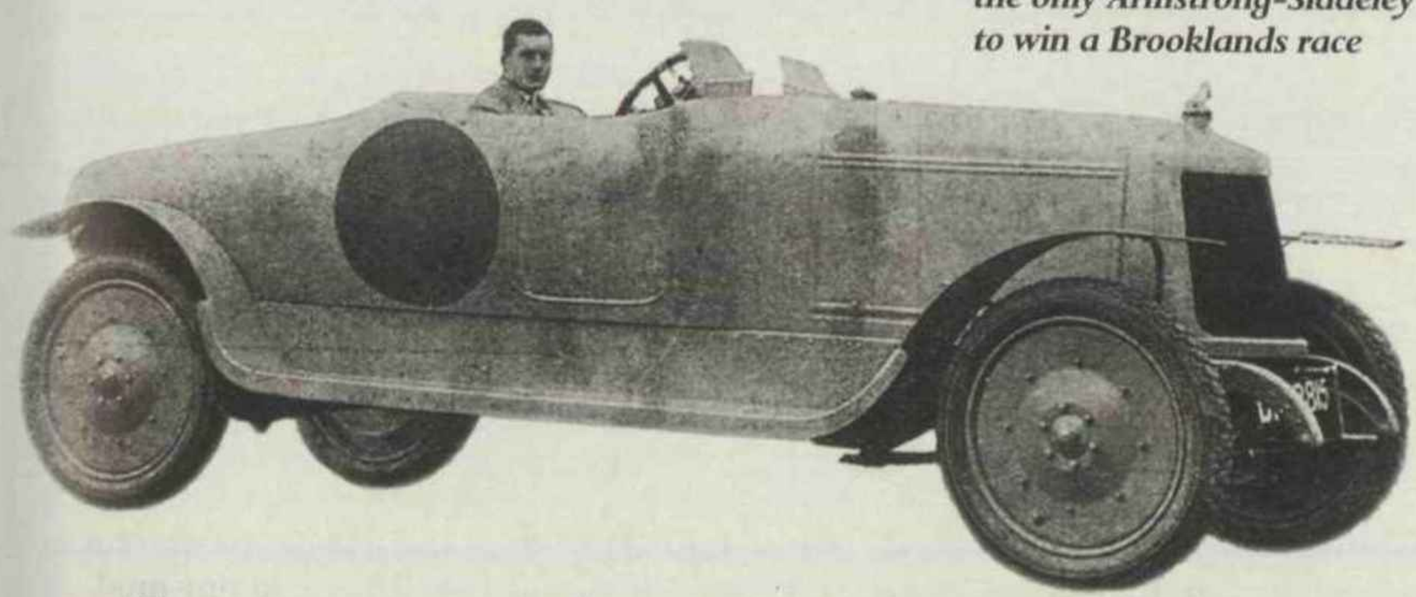
Alan Clark MP

The controversial author, Conservative MP and highly entertaining personality Alan Clark, who cared so much for Britain, has passed away. He was truly a motoring enthusiast, as anyone reading his much discussed Diaries will know. His cars ranged from a sporting Rolls-Royce Ghost to C-type, R-type Bentley Continental special and fast moderns, all giving pleasure to a rapid driver who was a MOTOR SPORT reader and sometime correspondent. To Alan's wife Jane our deep sympathy.

obituary

Joan Richmond

We are sad to hear that Joan Richmond, the brave girl who arrived here before the war to compete in a Monte Carlo Rally and who then stayed to drive Triumph and other cars, including Robert Waddy's fierce 'Fuzzi' in rallies and races, has died in her native Australia. One of her most memorable races was that 1932 JCC 1000 miles two-day Brooklands contest in which she shared a Riley with Mrs Elsie Wisdom – they beat all the men.



Capt Denis Shipwright in the only Armstrong-Siddeley to win a Brooklands race

Shipwright's Special

IN THE VINTAGE YEARS THE QUICKEST-EVER Armstrong-Siddeley, and the only one to race at Brooklands, was that of Capt Denis E B K Shipwright. He was later to come back to the Track in 1936, heading his notepaper "Brooklands Expert – 15 years", to be associated with the 'water-fuel' demonstration of Baron Coreth zu Coredo, and form a drivers' instructional school with little flags stuck in a map of Brooklands, to indicate the rough bits.

But in 1928 he was busy with a 30hp Armstrong Siddeley two-seater, one of those massive cars with a 5-litre six-cylinder push-rod engine at £775 for the chassis which competed, pricewise, with the Austin 20, Daimler Light 30, Vauxhall 25 and Wolseley 20. Its mascot was a Sphinx, to suggest the silence and power of this legendary figure. To prepare his for racing, Shipwright removed the heavy mudguards, fitted two Claudel-Hobson carburettors, put in larger valves, changed the back-axle ratio, and used 880mm instead of 820mm tyres. It was entered for five races at the BARC Autumn Meeting and dubbed the 'Baby Tank', but the handicappers were unkind to it, although it lapped at 72mph, when a standard car was good for only just over 60mph.

Before competing at the May 1921 Meeting, Shipwright had driven from Hyde Park Corner in London to St Ives in Cornwall at a running average of 33.7mph and at 34¾mph for the return, a distance each way of 275 miles, good on the roads of those times. At the Track the car was unplaced but at the Summer 1921 Meeting, in spite of a sober standing-start lap at 66.85mph, it built up to lap at 77.69mph and, flagged away four seconds before Birkin's DFP, it *won* – from a TT Vauxhall and the DFP – the 100mph Long Handicap. It was never as quick again, and after many abortive attempts it faded away. For 1922 Shipwright ran a 3-litre SPA, with a smart polished aluminium Hawker body said to have cost £500. He drove it in 12 events, its best lap speed 77.81mph, but with no results, in spite of kind handicaps. But this was part of the attraction of Brooklands, all those years ago.

VSCC at The Verzons

THE MORE FREQUENTLY THE OLDER CARS ARE seen in use, the better the arguments which may be needed to retain their freedom in this respect.

So an event like Mark Garfitt's annual summer meet at The Verzons near Ledbury has a value beyond the pleasure it gave to all of those who drove to this sunny Serendipity. Among the vintage cars, the rarer ones included a wood-burning Model T Ford imported from France, and four rather large American automobiles were of interest. Rodney Felton's Testa Rossa Ferrari had as its companion the 2900B Alfa driven by Carole Felton.

The Distance Award was won by Gwyn Stephens from Neath in a Lagonda M45, and the period-dress-cum-car prize went to the Sima-Violet crew.



miscellany

THE RILEY REGISTER'S admirable *Bulletin* serves the inclined valves/high camshafts fraternity well. The September number had an article by David Styles on this valve-gear's application to Triumph motorcycle engines. Another article tells what happened to Rileys raced in America and about cars like the Barnard Special and the prototype MPH etc, when they were raced here.

* * *

PROGRESS IS BEING MADE with the replica of the 1922 racing 11.9 Lagonda, using as many correct-type parts as possible; pictures of the work done appear in the Lagonda CC's magazine, which has just the right approach to enthusiasm for these cars.

* * *

THE DONINGTON Collection has won the prestigious special award of the Leicestershire and Rutland Museum Forum.

* * *

DID YOU KNOW THAT *The Car* - no, not that one - was being published during WWI? Its 1917 Summer issue, price sixpence, had a fine colour cover depicting an Army Crossley, as the current issue of the Crossley Register's Newsletter reminds us? Inside are reports on recent Register events at Brooklands and elsewhere, and on Crossleys of all kinds. The Register's Millennium Rally will be based on Llandrindod Wells on July 8/9 2000. Membership Secretary: Tony Courtney, 19 Morpeth, Dosthill, Tamworth Staffs B77 1JF.

I SEE THAT STEVE CROPLEY, whose page I read first when the weekly *Autocar* arrives says "Aircraft and motorbikes should not be the stuff of car mags", but then goes on about a flight to a race in a paper Aztec. I am jealous because I have been wanting to write about how, in vintage times, a Comper Swift or a Percival Mew Gull were often companions to fast sportscars. MOTOR SPORT's slogan used to be 'Land, Air, Water' but I am not sure the editor will let me burn-up space, banging on about aeroplanes I remember.

* * *

HEARING JACKIE STEWART, before Johnny Herbert's fine win in the European GP in a Stewart-Ford, remark on Ford's support for the new Jaguar F1 team for next year reminded me of how, when Ford backed Lotus, I used to try to get Jenks to describe the F1 cars as Lotus-Fords, mindful of the part Ford played in financing things. But he would describe them as Ford-Cosworths, to give credit to their splendid engines. I expect he would have written McLaren-Ilmor, rather than call their engines Mercedes-Benz, much as we both admired Mercedes cars.

* * *

THE PROMOTERS OF *The Guinness Book of Records* are to stage a contest based on the longest procession of cars of a single make. This will happen at Chester Racecourse on May 28th 2000. As donations to charities are involved, this can be forgiven!


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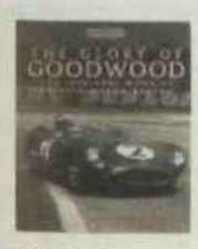
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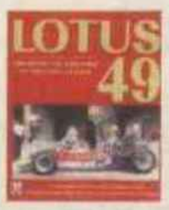
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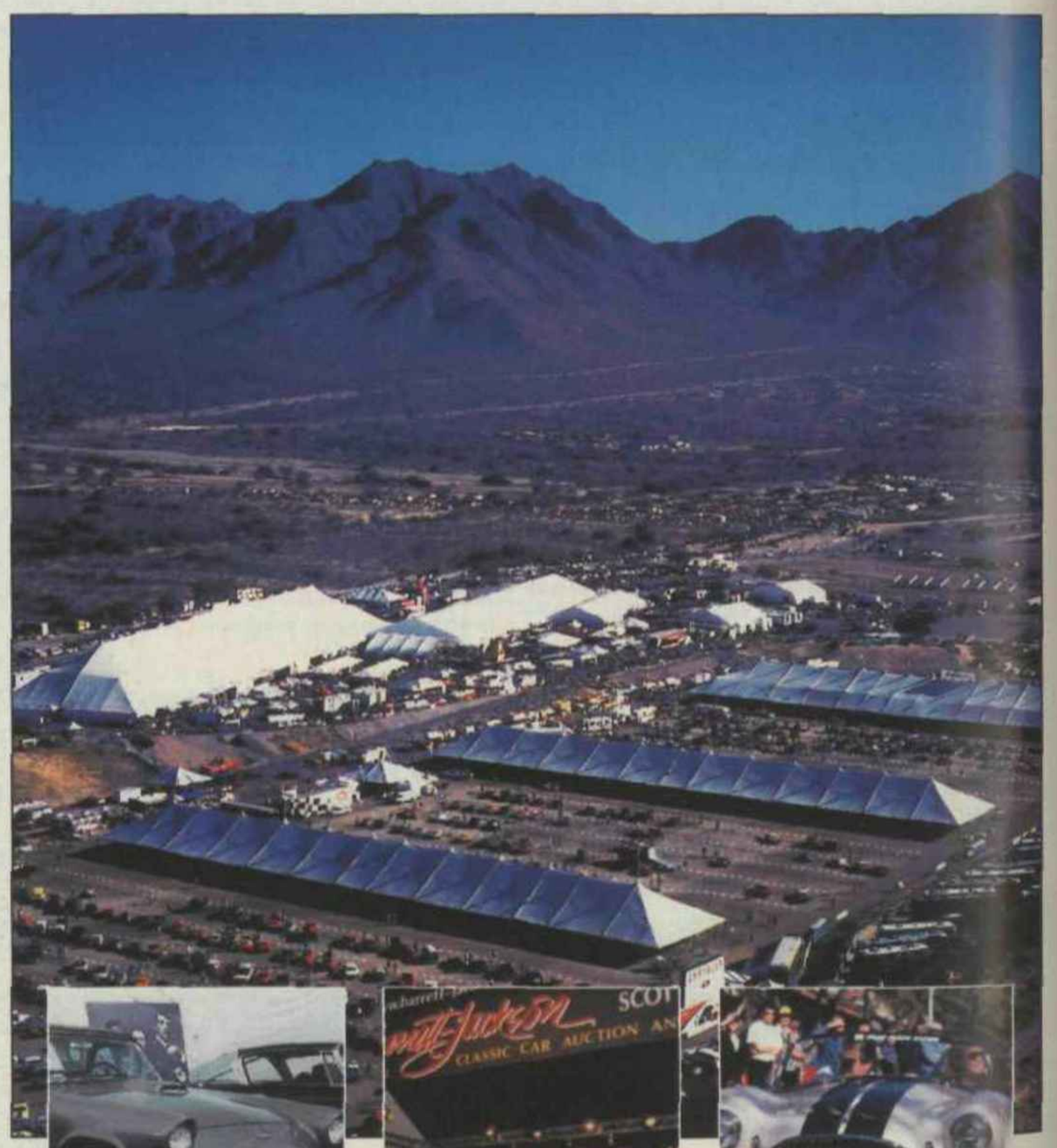
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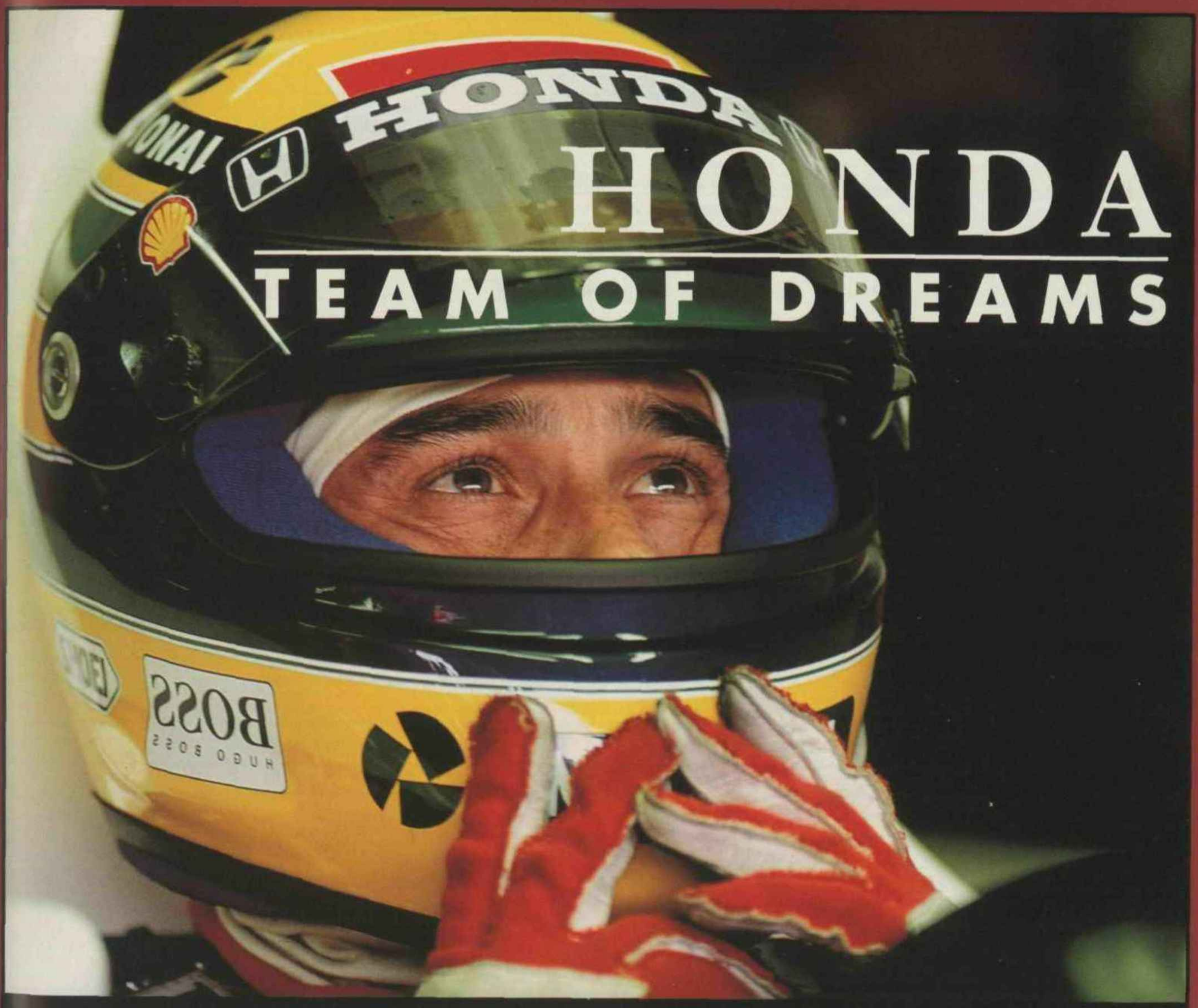
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Arguably the greatest Honda driver of all, the late Ayrton Senna

The year is 1948. In Maranello, Italy, Enzo Ferrari is preparing for the debut of his first Grand Prix cars. Ferdinand Porsche is putting the finishing touches to the prototype of his new sports car, and in England Colin Chapman has just started work on his second trials machine. Thousands of miles away, another motoring visionary is beginning his own remarkable story.

Soichiro Honda was born in November 17, 1906, the eldest son of a village blacksmith. At the age of eight, a chance sighting of a Model T Ford on a dusty country road near his home fired Soichiro's imagination. He was determined to work with cars when he left school.

An apprenticeship at a Tokyo garage followed, where an understanding boss encouraged the young man's interest in racing cars. Soichiro built his own car using an old 8-litre Curtiss aircraft engine, and he raced with considerable success until almost losing his life in an accident in the All-Japan Speed Rally of 1936.

His passion for speed and remarkable engineering ability went hand in hand with a sharp business acumen. In 1937 he founded Tokai Seiki Heavy Industry, supplying Toyota and the Nakajima Aircraft company until an earthquake all but destroyed the factory in January 1945.

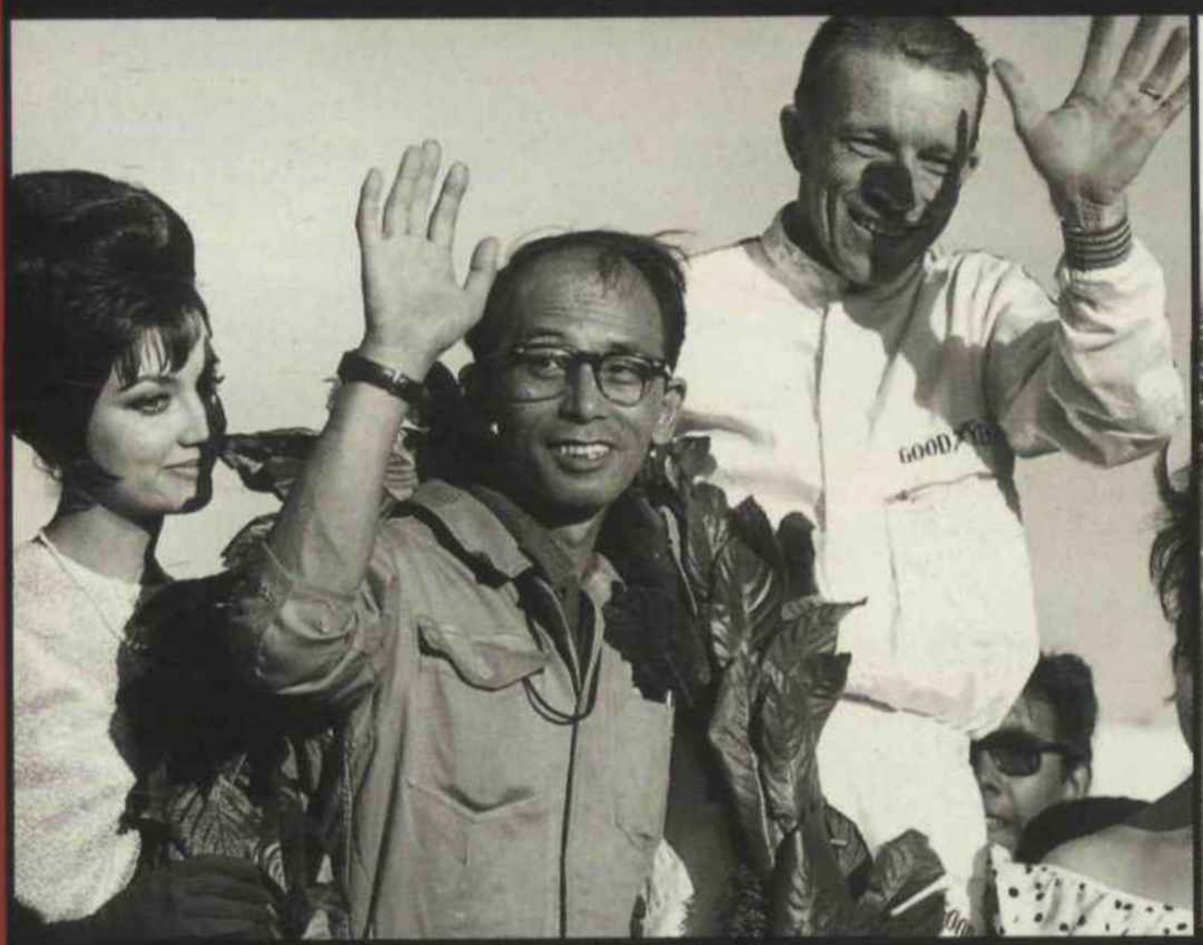
Defeat in the Second World War brought about a profound crisis in Japan. In a time of grave economic difficulty and social upheaval, the country needed hard-working and dynamic men of vision. Soichiro Honda had his part to play in the process of recovery: he would put Japan back on wheels.

The Honda Motor Company was set up in September ▶

50 YEARS OF HONDA



Honda plucked Ronnie Bucknum from sportscar racing for its low profile F1 debut with the RA271, seen here in the ex-Marine's hands at the German GP 1964



Richie Ginther and engineer Yoshio Nakamura celebrate Mexico City, 1965



Honda's innovative RA272 proved unbeatable in the last race of the 1.5 litre F1

1948. While Ferrari, Porsche and Chapman pursued their own destinies on the roads and tracks of Europe, Soichiro Honda set out to make his country mobile again. Early Honda's were little more than bicycles with crude engines attached, but post-war Japan was hungry for any form of transport, no matter how unsophisticated. The Model D of 1949 was the company's first real motorcycle, but it was the 'Dream E-type' of 1951 which cemented Honda's reputation for durability and technical excellence. The new four-stroke machine set records for speed and for levels of production. Within ten years, Honda's production efficiency and advanced technology had put all but four of its domestic rivals out of business.

Fast forward to1964. In Japan, Hondas continue to reign supreme on two wheels, and since 1954 Soichiro's machines have been winning bike races the world over. But memories of that Model T all those years ago and the races behind the wheel of his own aero-engined monster still linger in Soichiro's memory. The love of cars, and of racing cars in particular, burns undimmed. Honda's first road car, the S360/500 convertible, is rolling of the production lines, and the first Honda Formula 1 car is lining up on the starting grid.

The fearsome Nurburgring in Germany was no place for team and driver to make their Grand Prix debut. The inexperienced American racer, Ronnie Bucknum, hustled the underdeveloped RA271 round the 'Ring in eleventh place until crashing out four laps from the finish. The next race, the Italian Grand Prix at Monza, offered some encouragement. Bucknum ran as high as fifth before

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The S2000's spiritual ancestor, the legendary S800



Ayrton Senna's last Honda powered victory: McLaren-Honda MP4/7A, Hungarian GP 1992

the Honda's engine overheated. The American lasted 50 laps before retirement beckoned again at the US Grand Prix at Watkins Glen.

Three starts, three retirements. Not the stuff of which racing legends are made. But Honda's experience in motorcycle racing showed that success could not be expected over night. After all, this was the very pinnacle of motor racing. To break into the sport's elite would take time, money and determination.

What was the Grand Prix world to make of this upstart moped-maker and its little V12 racer? Certainly, the early outings in Formula 1 did not suggest that one day, Honda-engined racers would humble Ferrari. The potential, however, was there to be seen. Honda's reputation on two wheels showed the established European teams that the Japanese company could make engines to match or beat the best in the world. The 60 degree V-12, with its four valves per cylinder, roller-bearing crank and 12,000rpm rev ceiling, was a radical design, pushing out some 220bhp. With better reliability, and a more experienced driver, RA271 could really have given the racing establishment something to think about.

Undeterred, Honda were back in 1965. The luckless Bucknum was joined by new number one driver, Richie Ginther. As test driver for Ferrari and BRM, Ginther knew how to develop and set-up a race winning car. His sensitivity and ability to describe the minutiae of a car's behaviour were precisely the kind of qualities Honda's race engineers needed from a driver. Consistent and capable, Ginther would help them to develop a truly ►



Honda's return to F1 with Spirit at the 1983 British GP was low-key, but provided valuable lessons for a more aggressive programme with Williams in 1984



Honda's latest sports car, the stunning S2000



So near... A puncture in the Adelaide finale denied Nigel Mansell the 1986 world title

competitive machine.

The RA272 was not a radical departure from the '64 car. Rather, it built upon its strengths while seeking to iron out its weaknesses. Power increased still further, with 240bhp developed at 11,000rpm, making Honda's compact V-12 the most powerful engine of the 1.5-litre era. If RA 271 had failed to achieve much, here was a car with the potential to show the world the way home.

The season began in disappointing fashion. Ginther qualified poorly in Monaco and retired on the first lap. Matters improved at the Belgian Grand Prix at Spa, where Ginther finished sixth. The French Grand Prix brought more disappointment, both Hondas retiring short of the chequered flag. Better times were just around the corner.

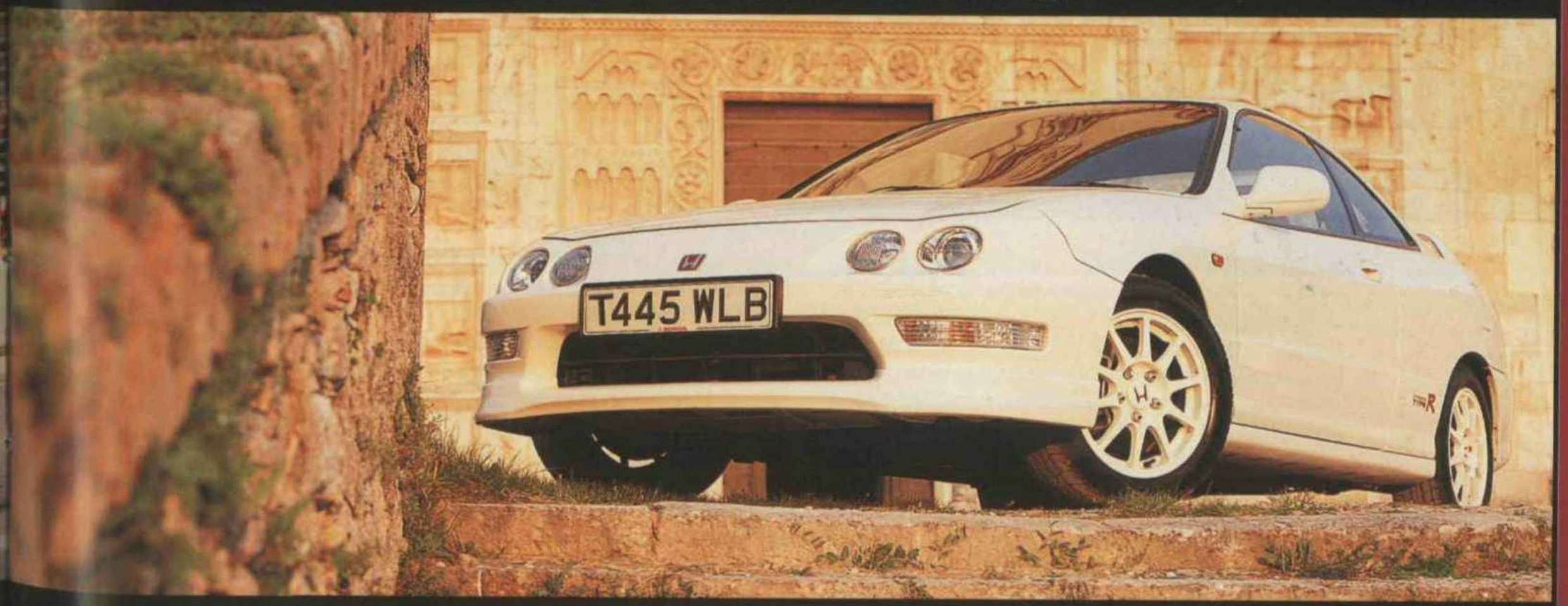
Ginther started from the front row at Silverstone, and briefly held the lead before being sidelined with engine problems. The supremely powerful Honda was ideally suited to Silverstone's long straights. Ginther led again at the Dutch Grand Prix among the dunes of Zandvoort, before dropping back to finish sixth.

The team lost form over the next few races, missing the German Grand Prix altogether before retiring at Monza and finishing seventh and two laps down at Watkins Glen. After the highs of the British and Dutch Grands Prix, it seemed that the momentum of RA272's development had been lost.

The teams assembled for the last Grand Prix of the 1.5 litre era in Mexico City. The 7,000ft altitude starved engines of oxygen, but the super-efficient Honda V-12 coped admirably.



A touring car for the road: Honda's exhilarating Accord Type-R



The stunning — and stunningly quick — Honda Integra Type-R

Ginther took the lead from the second row and was never headed. In spite of constant pressure from fellow American Dan Gurney in a Brabham-Climax, Ginther crossed the line to win by three seconds. History had been made. This was not only Honda's first Grand Prix win, it was the first ever victory by a Japanese marque. Ferrari, Porsche and Lotus had all been left trailing in the Honda's wake. Soichiro Honda had achieved a dream.

Victory at Mexico City should have been the springboard for great things, but RA272's greatest race was also its last. Honda would need a completely new engine and chassis for the new 3-litre Formula 1 of 1966.

The next three seasons were to prove frustrating. The new 3-litre engine was potent but overweight, and RA273 rarely looked competitive. The RA300 of 1967 was as beautiful as it was powerful but suffered from the same weight problem as its predecessor. Matching the mighty Honda engine to a Lola chassis brought some success, with 1964 World Champion John Surtees taking victory at Monza in one of the most thrilling races of the decade. Beating Ferrari on home ground was satisfying, but fundamental problems remained.

The RA302 of 1968 failed to turn around Honda's fortunes, and when Frenchman Louis Schlesser was killed at Rouen, the team lost heart. Honda withdrew from F1 at the end of 1968.

In a short space of time, Honda had achieved much. The company had won races, and created the most powerful and technically advanced engines of the day. But the final step, from race winner to champion, had ▶



The infamous end to the 1989 championship at Suzuka, Japan: Alain Prost and Ayrton Senna collide, making Prost World Champion for the third time

proven difficult. For Honda, Grand Prix racing was to remain unfinished business for nearly two decades.

Dominance on the track would have to wait. Building up the road car business came first. The S360/500 sports car had evolved into the S800, with an engine that revved to 8,000rpm and put out 70bhp from just 791cc. Technologically, the S800 was light years ahead of its antiquated British opposition.

But it was the Civic of 1972 that really established Honda as a big motor industry player. Its neat front-engined, front-wheel drive packaging gave fine road manners and a roomy interior, while Honda's pioneering of Compound Vortex Controlled Combustion gave exceptionally low emissions. In Europe and the USA, the Civic sold by the shipload.

The Accord saloon and Prelude coupé continued Honda's remarkable expansion. Sales continued to rise as the company teamed up with British Leyland in Britain and opened a new factory in Marysville, Ohio.

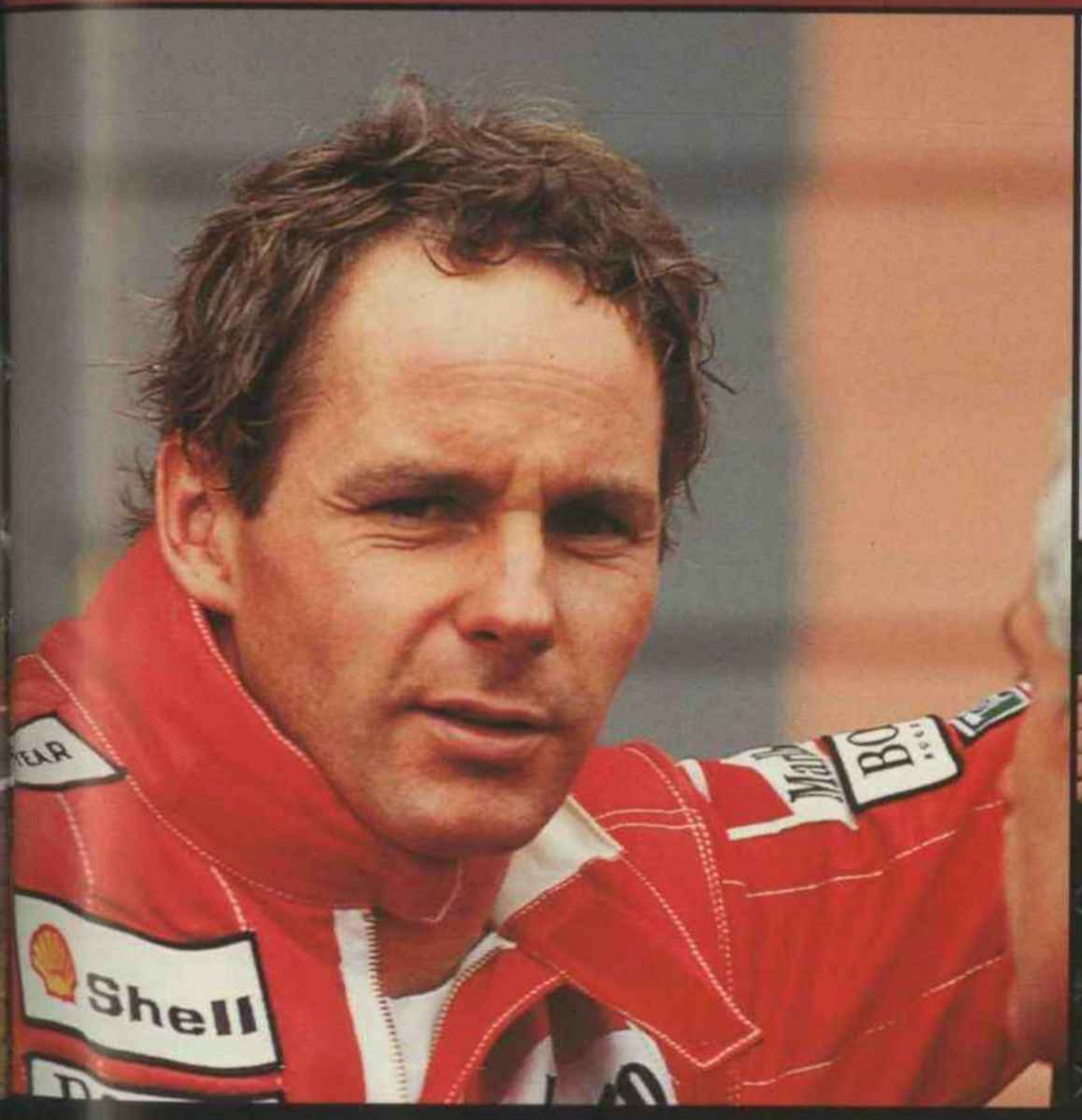
The race for commercial success was being won. But the urge to race for real was still strong. Soichiro had stepped down from the company presidency in 1973, but his successors recognised the tremendous value of Grand Prix racing, both as an image builder and as a proving ground for Honda's technical brilliance. The return to Formula 1 was inevitable.

Honda was back on track for the British Grand Prix of 1983. In truth, the Honda Spirit car, driven by Stefan Johansson, was a toe in the water in preparation for a more serious effort the following year. The car competed in six Grands Prix that year without conspicuous success, but the experience gained was invaluable.

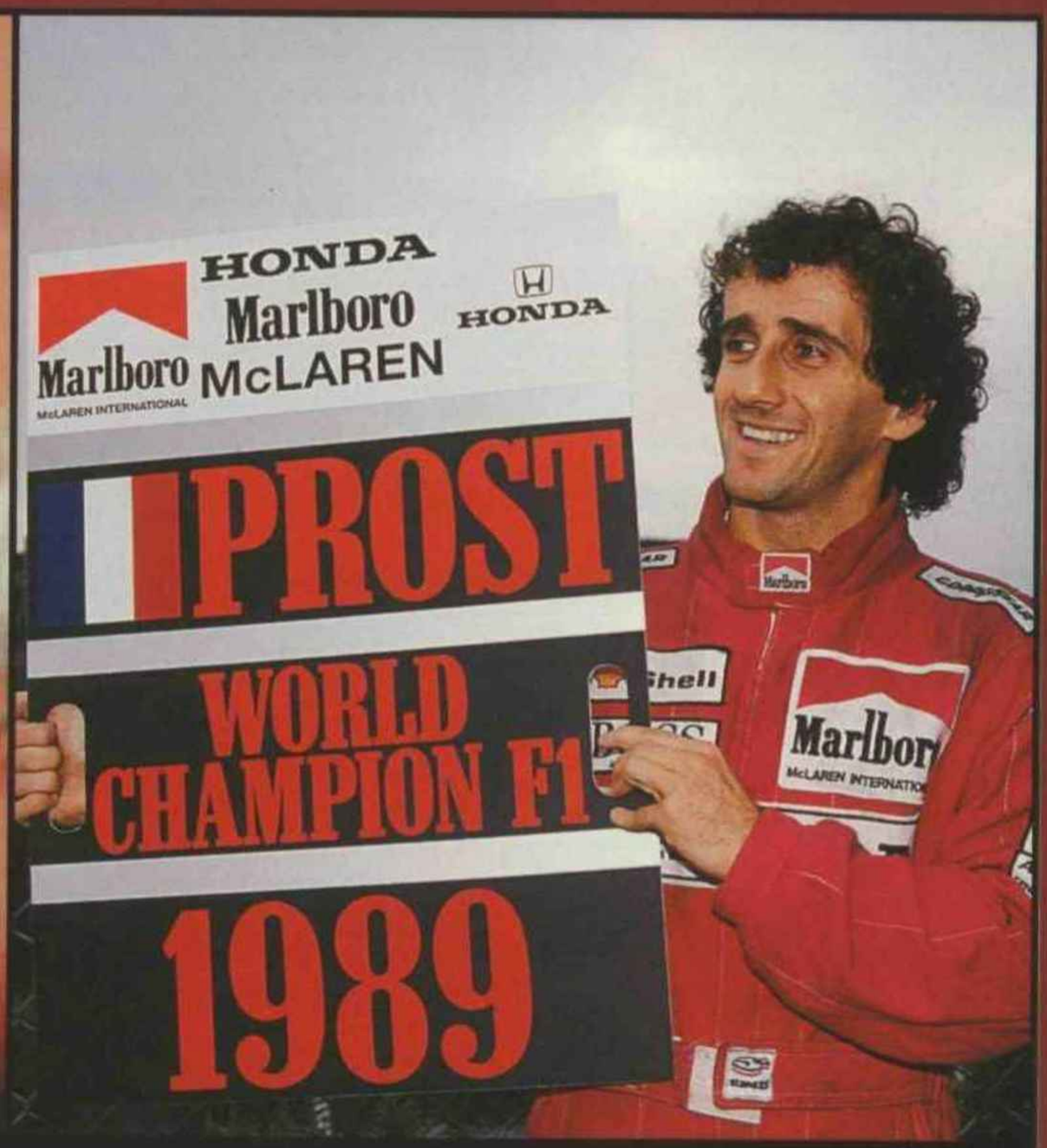
From 1984 to 1987 Honda competed in partnership with the Williams team. The first season was not an easy one. Formula 1 had altered beyond all recognition from the sport of the '60s. Sponsorship, ground effect, downforce and turbo engines had all changed the face of Grand Prix racing, and Honda's early efforts with its 1.5-litre turbocharged V-6 demonstrated the difficulty of combining competitive power with reliability. In spite of the problems, it was not long before Honda was winning again, with Keke Rosberg taking victory in the ninth race of the season, the US Grand Prix in Dallas.

For 1985, both Williams and Honda made great progress. Nigel Mansell now partnered Rosberg, and the pair enjoyed a tremendous run of late season success. The V-6 turbo unit had been thoroughly redesigned, and although problems persisted in the first half of the season, when the Williams-Honda hit form the results were spectacular. Rosberg and Mansell won two races apiece and ended the year on a high. The achievements of the '60s had already been eclipsed. Could Honda go one step further, and challenge for the championship?

The Williams-Honda was the class of the field in each of the following two seasons. Mansell was now partnered by Brazilian Nelson Piquet, and if their off-track relationship was spiky at best, it certainly produced some spectacular racing. Mansell won five races and Piquet four, comfortably winning the 1986 constructor's championship. The driver's crown eluded Mansell by just two points after a spectacular tyre blow-out in the final race of the season.



Austrian great Gerhard Berger made a key contribution to Honda's success



Alain Prost was acrucial asset in Honda's 1989 World Championship

In 1987 Honda was even more dominant, now supplying both Williams and Lotus. With the Honda's turbo V-6 now providing a balance of power and reliability which was the envy of the field, Honda-powered cars took 11 victories from 16 races, two for Ayrton Senna, three for Nelson Piquet, and six for Nigel Mansell. The driver's championhip for Piquet was the icing on the cake, with Honda powering its way to a second consecutive constructor's championship.

Already, Honda had little more to prove. In four years, the company had won 25 Grands Prix, and comprehensively beaten the world's finest teams. Just as at Mexico City in 1965, the great European marques had been left trailing. Incredibly, better still was to come.

In 1988 Williams was replaced with a new partner: McLaren. The season that followed was unprecedented, and its like will probably never be seen again. With the best car, the best engine, and the best drivers, McLaren-Hondas won 15 of 16 races. Senna won eight times and took the first of his three drivers' titles, with team-mate Prost finishing second with seven wins. With a scarcely believable 199 points, the constructors' cup went to a Honda-powered team yet again.

Honda had proven itself undisputed master of the turbo era. If rivals hoped the change to the 3.5-litre naturally-aspirated formula in 1989 would slow the company down, they were to be bitterly disappointed. Ferrari, Renault and Lamborghini had all fallen behind schedule in the development of their non-turbo powerplants, and struggled to be ready for the first race of ►

BRINGING RACE TECHNOLOGY TO THE ROAD

'Racing improves the breed' may be the oldest cliché in the book, but it's a basic rule of thumb for Honda. The same passionate commitment to quality and high-tech performance shown on the racetrack applies to every Honda car.

Throughout the great Grand Prix successes of the '80s and early '90s, Honda regularly moved its engineers between the racing campaign and the production line in order to infuse the whole company with racing know-how.

The fabulous NSX is the obvious example. Ayrton Senna had a hand in the development of the only supercar that was as easy to drive as a super-mini.

But you don't need the thick end of £70,000 to enjoy the benefits of Honda's racing experience. The Civic, Prelude and Accord ranges are powered by engines as advanced and efficient as those of any track car. The company's VTEC powerplants combine the best of all worlds: tractable and economical at low speeds, yet lively and powerful at high revs.

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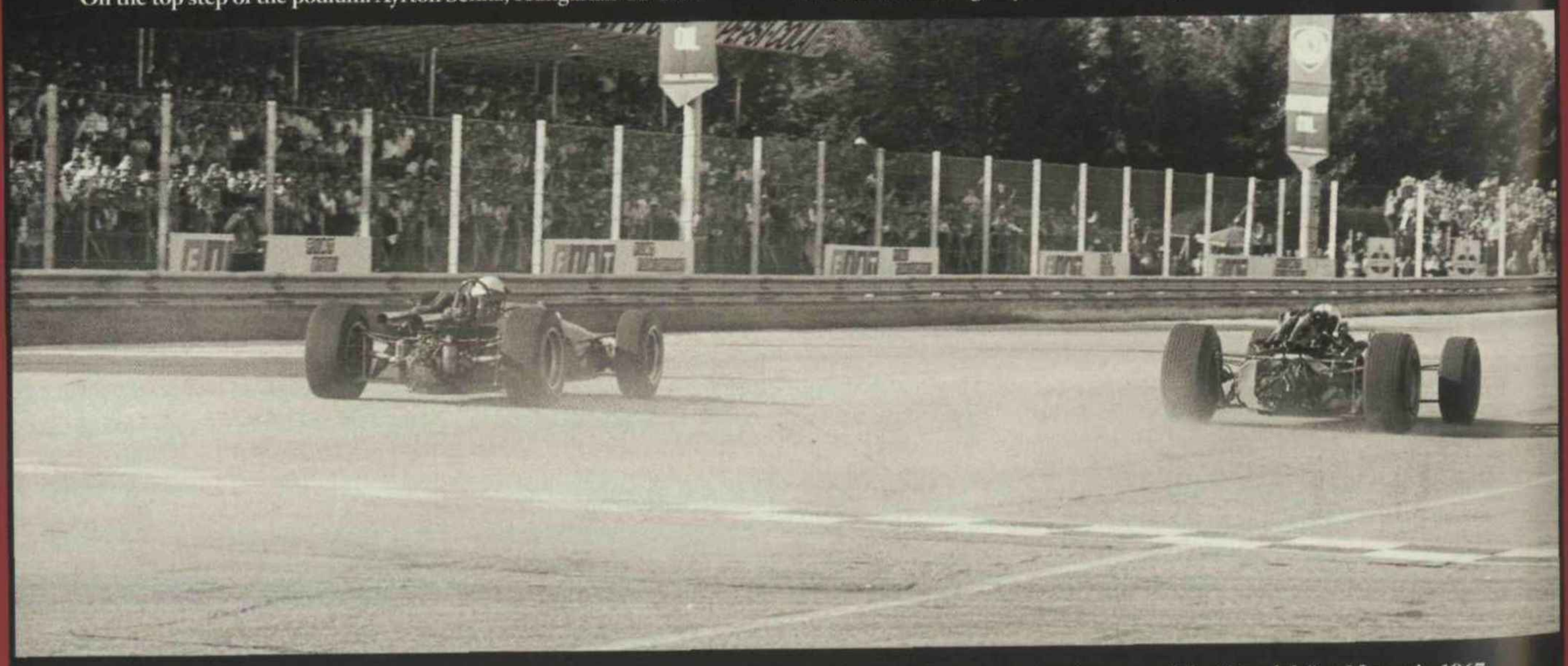
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On the top step of the podium: Ayrton Senna, Hungarian GP 1992



A return to winning ways: Keke Rosberg, Williams - Honda FW09, US GP 1984



Mating Honda's engine to a modified Lola T90 Indianapolis chassis produced a dramatic victory for John Surtees and the 'Hondola" at Monza in 1967

the new season. It is a testimony to the depth of Honda's commitment to Grand Prix racing that their V-10 was race-ready as early as October 1988.

The superiority of the McLaren-Honda was almost as crushing as it had been the year before, ten victories giving Honda its fourth consecutive constructors' championship. It was Prost's turn to take the title, after a controversial collision with Senna in the Japanese Grand Prix at Suzuka. Honda's V-10 powered Senna to the title once again in 1990, while a new V-12 unit brought another championship in 1991.

At the end of 1992, Honda withdrew from F1 racing, job done. From the dreams of a young blacksmith's son had grown a world-beater. The company which once attached two-stroke engines to bicycles had become manufacturer of some of the best engineered and technologically advanced cars on the road, and an undisputed Grand Prix great. The achievements in Formula 1 speak for themselves. From 1984 to 1992, Honda-powered cars entered 144 Grands Prix, and won 69 of them. In the same period, Ferrari won just 15 times.

But Honda is not resting on its laurels. Mugen, 40% owned by Honda, prepares Formula 1 engines for the Jordan team for whom Heinz-Harald Frentzen won the recent French GP at Magny-Cours. The new British American Racing team will receive full factory power plants in 2000.

Watch out, Formula 1. Honda hasn't finished yet. ■



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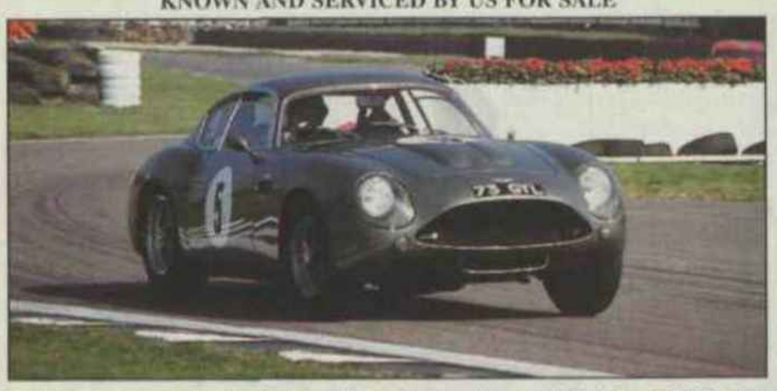




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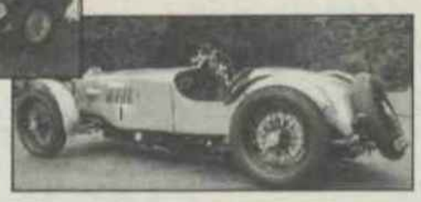
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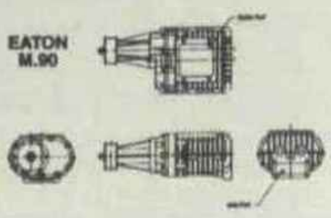
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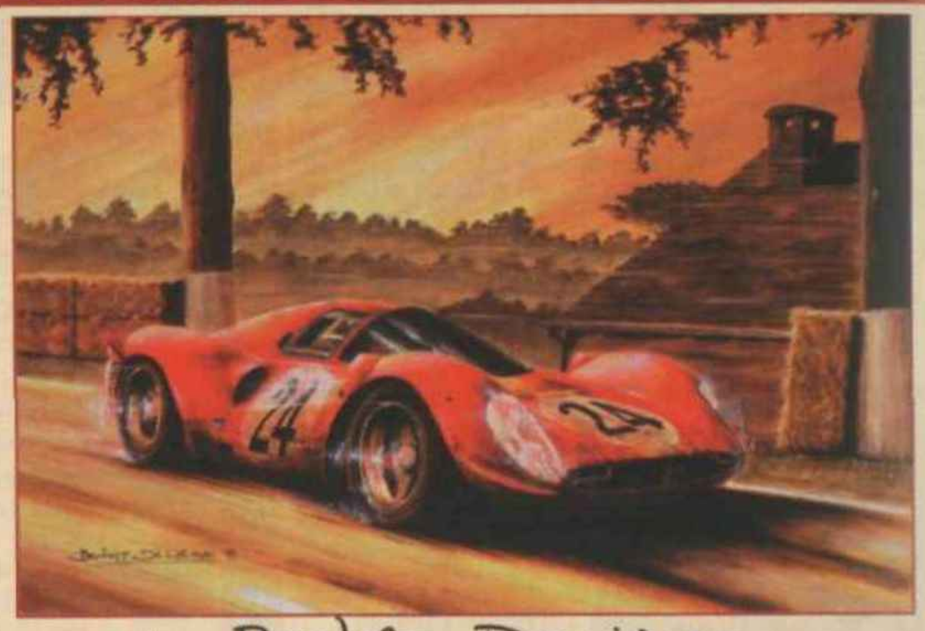
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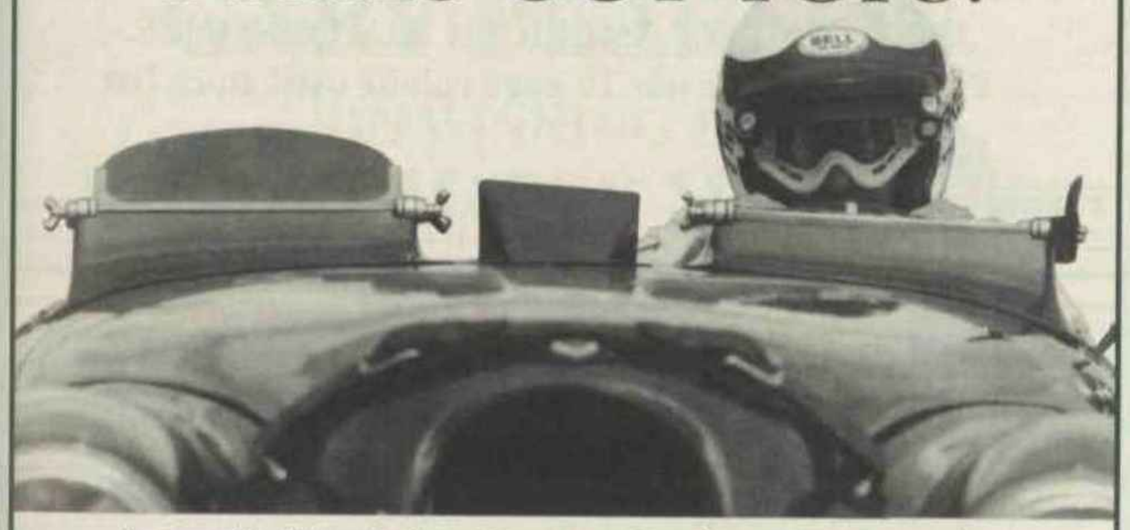
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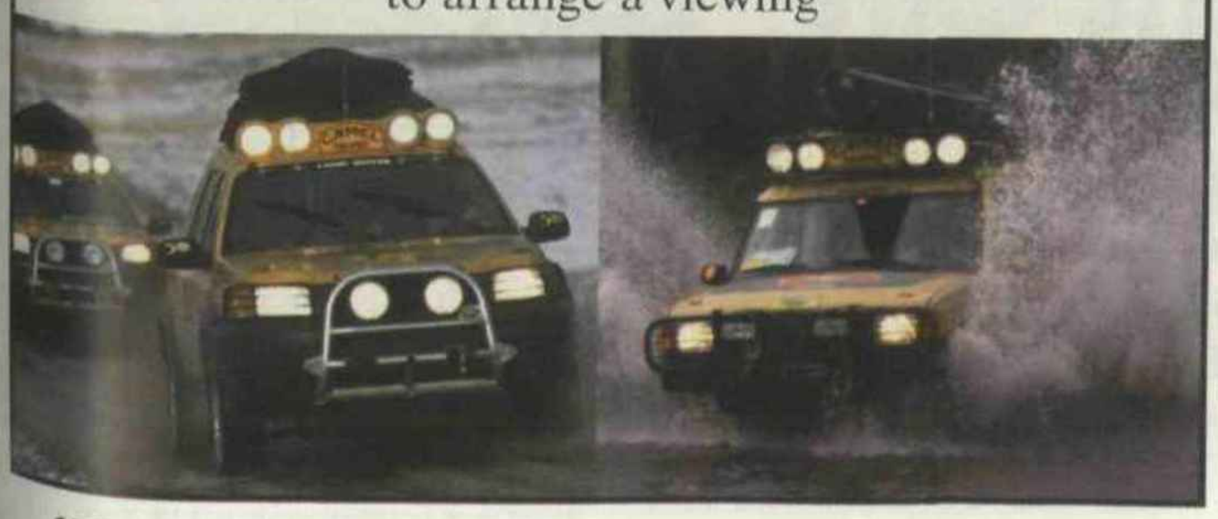
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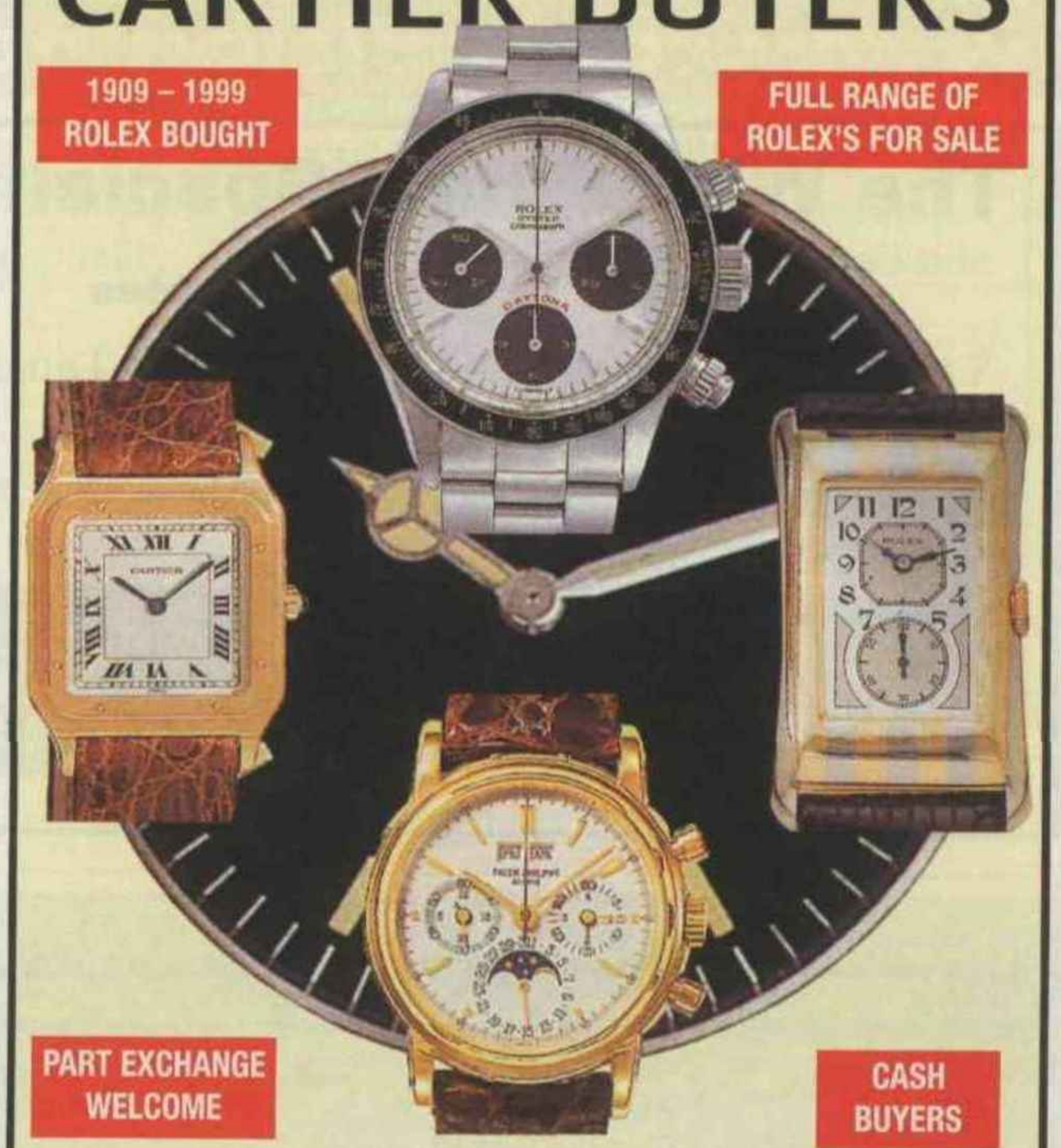
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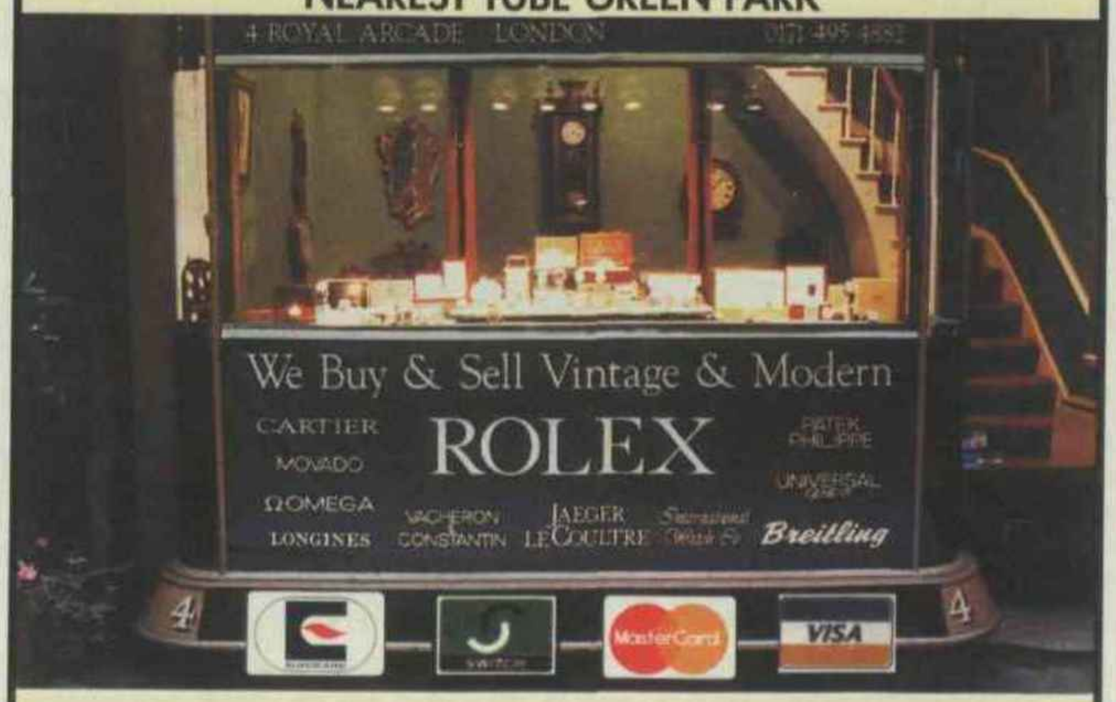


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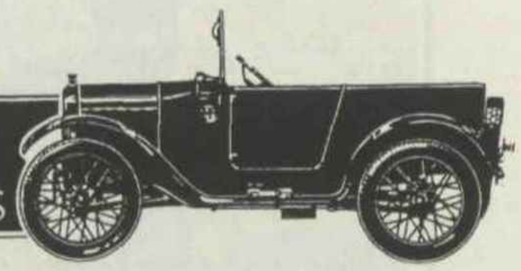
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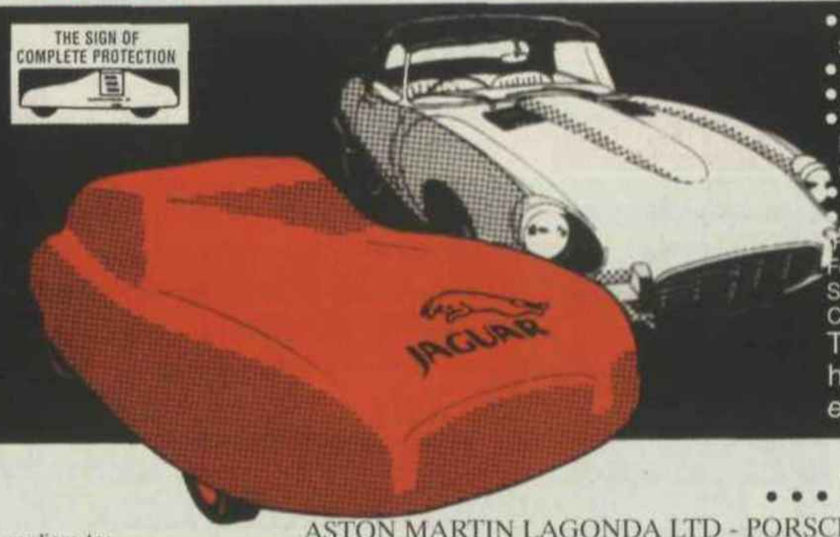
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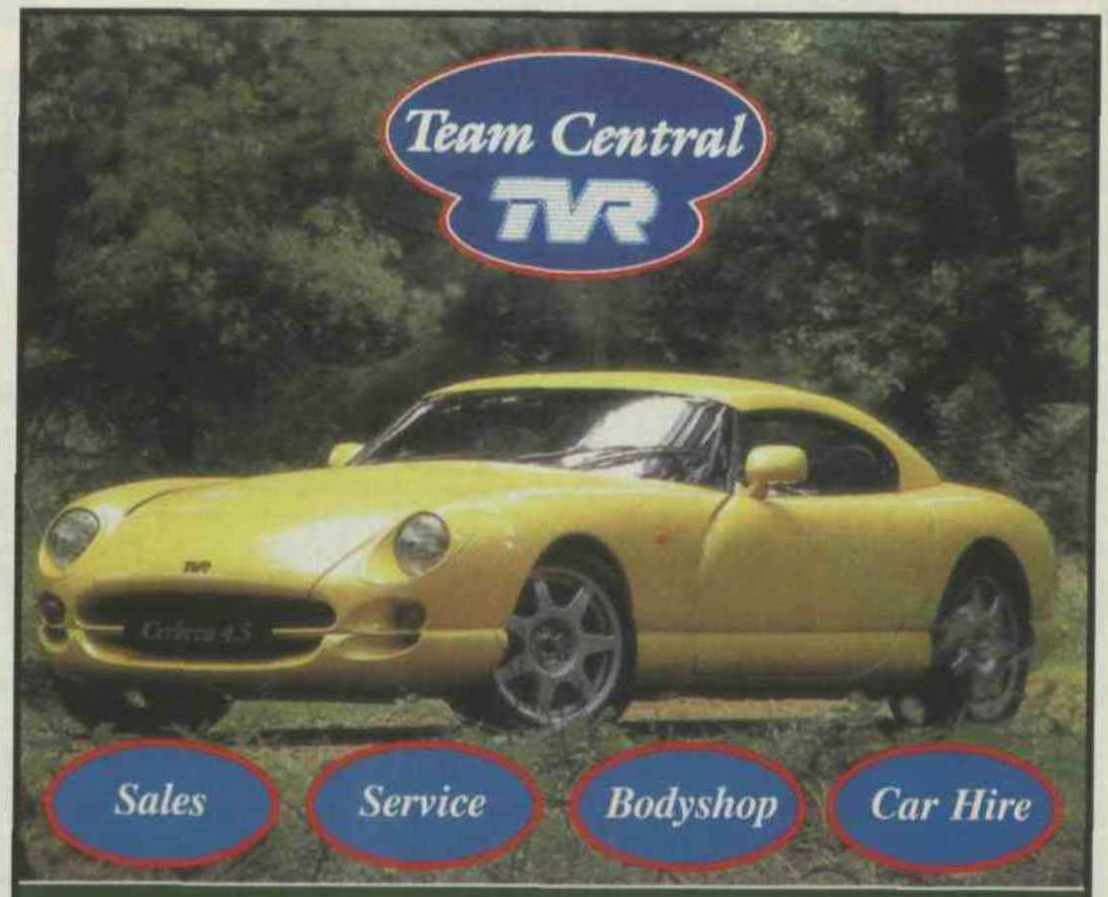
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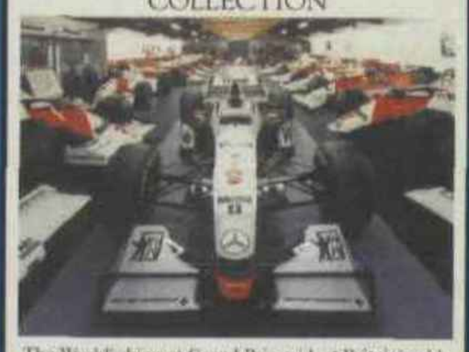
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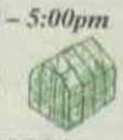
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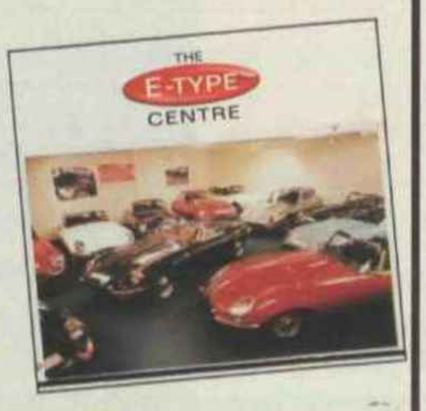
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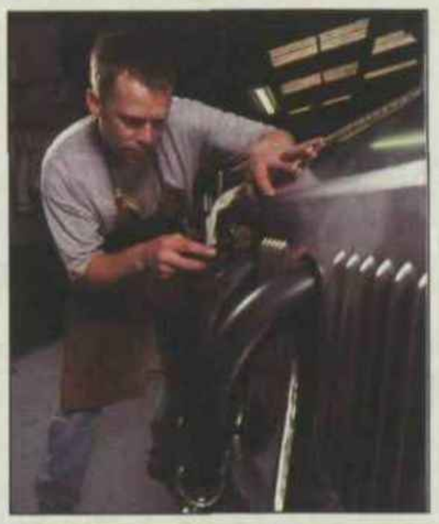
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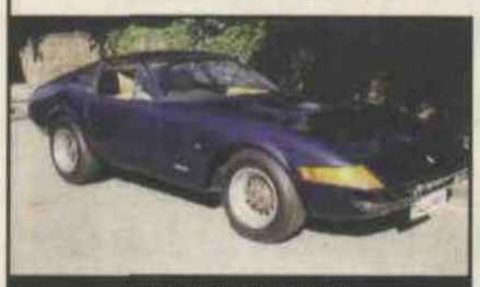
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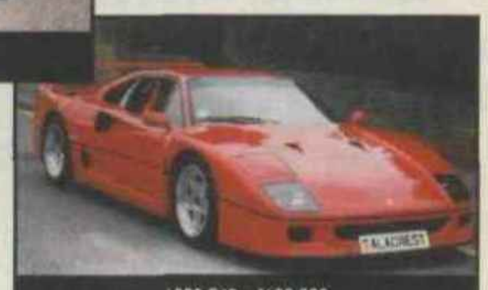
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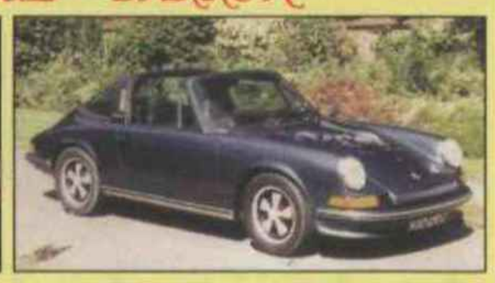
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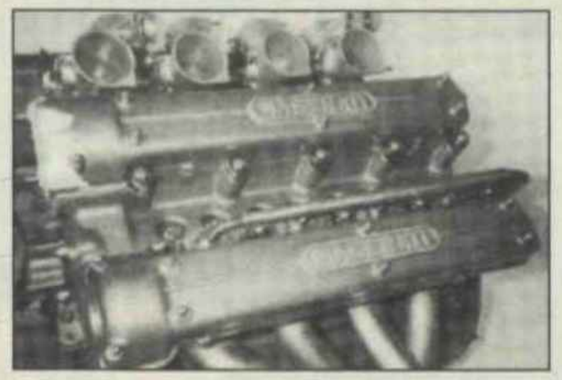
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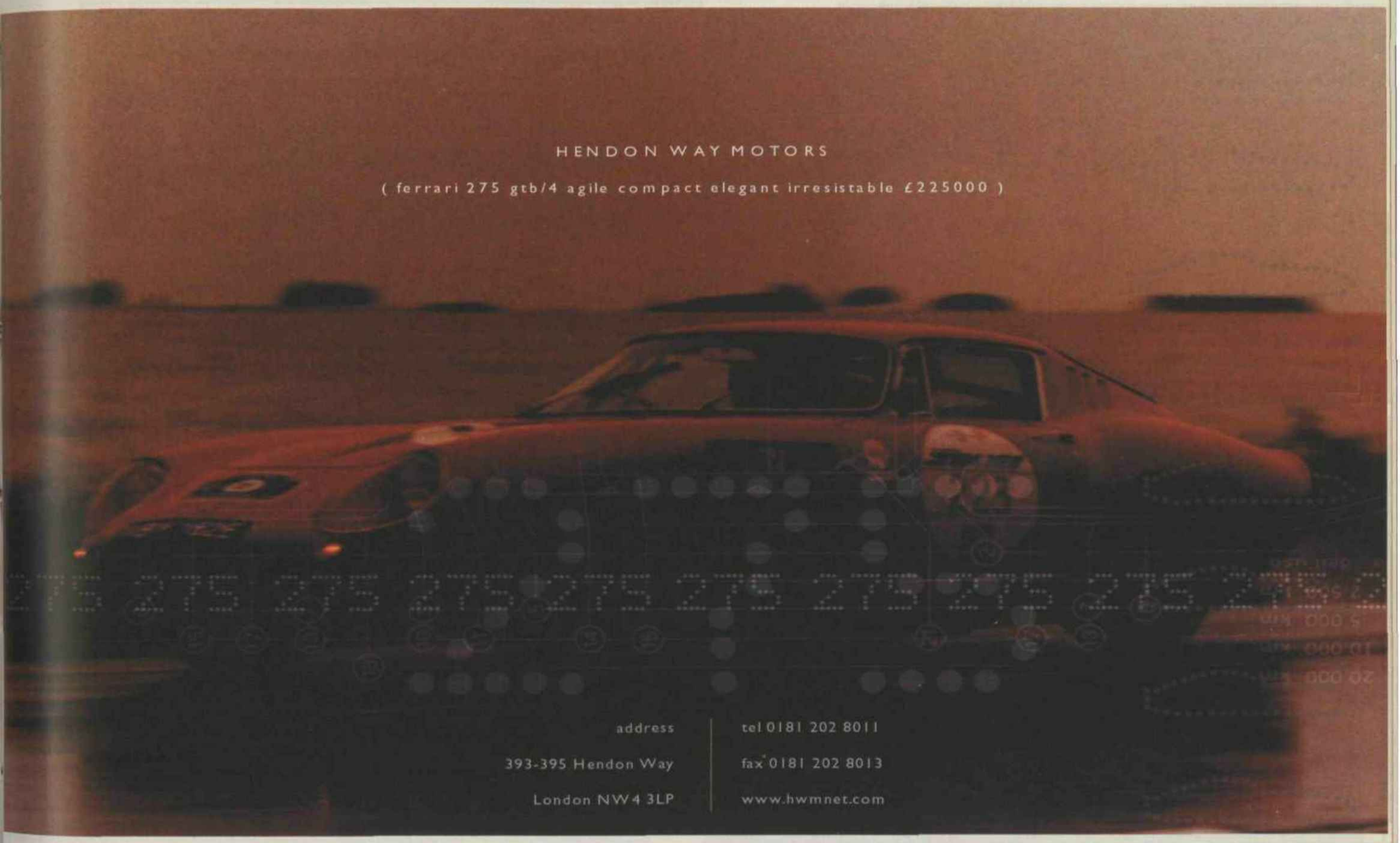
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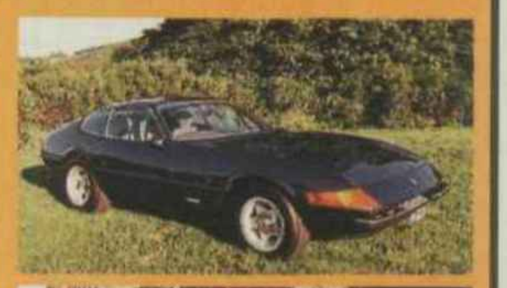
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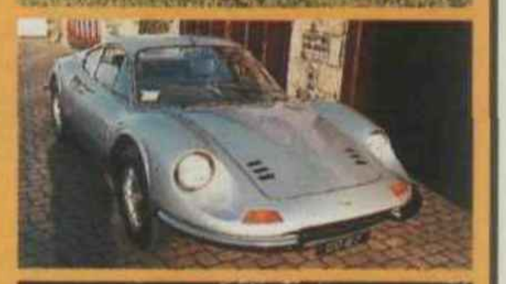
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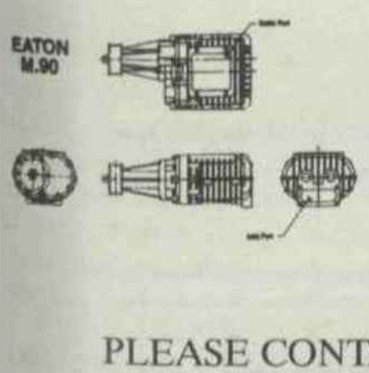
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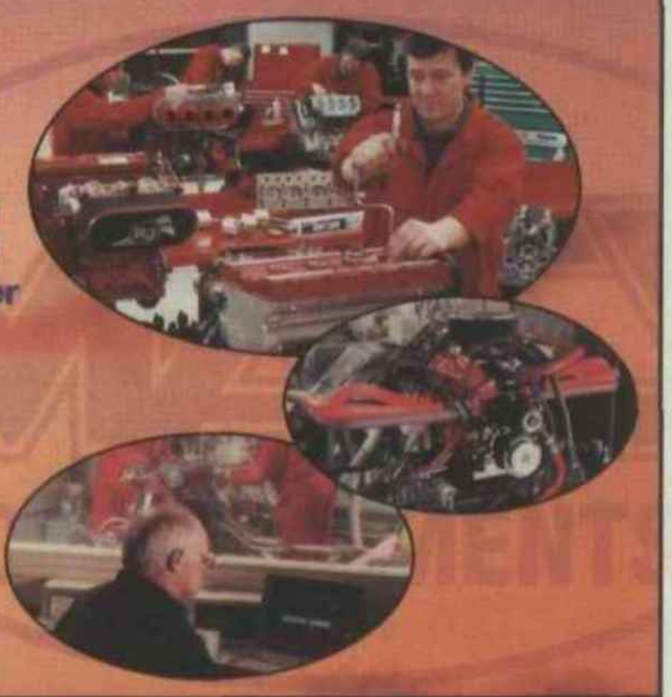
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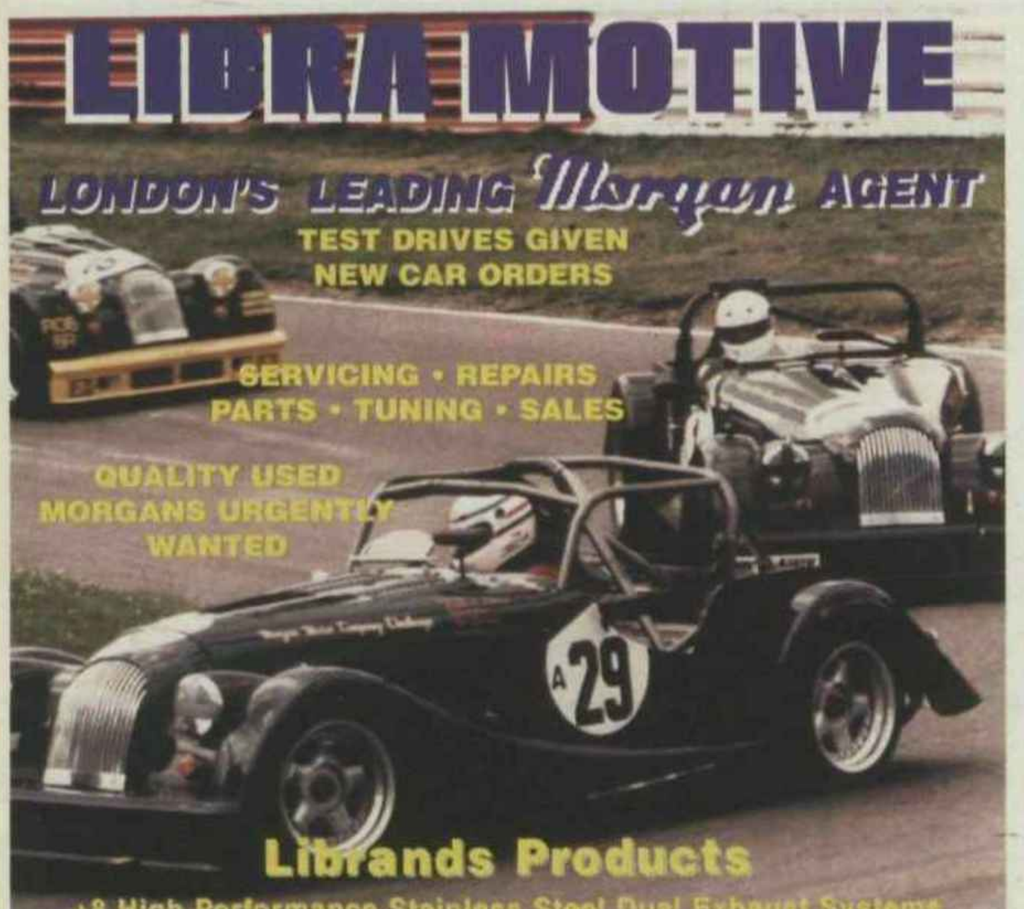
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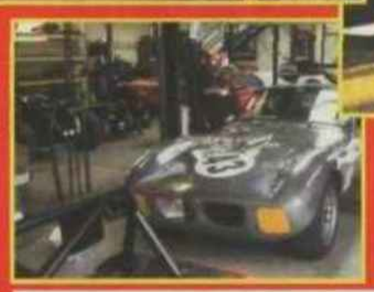
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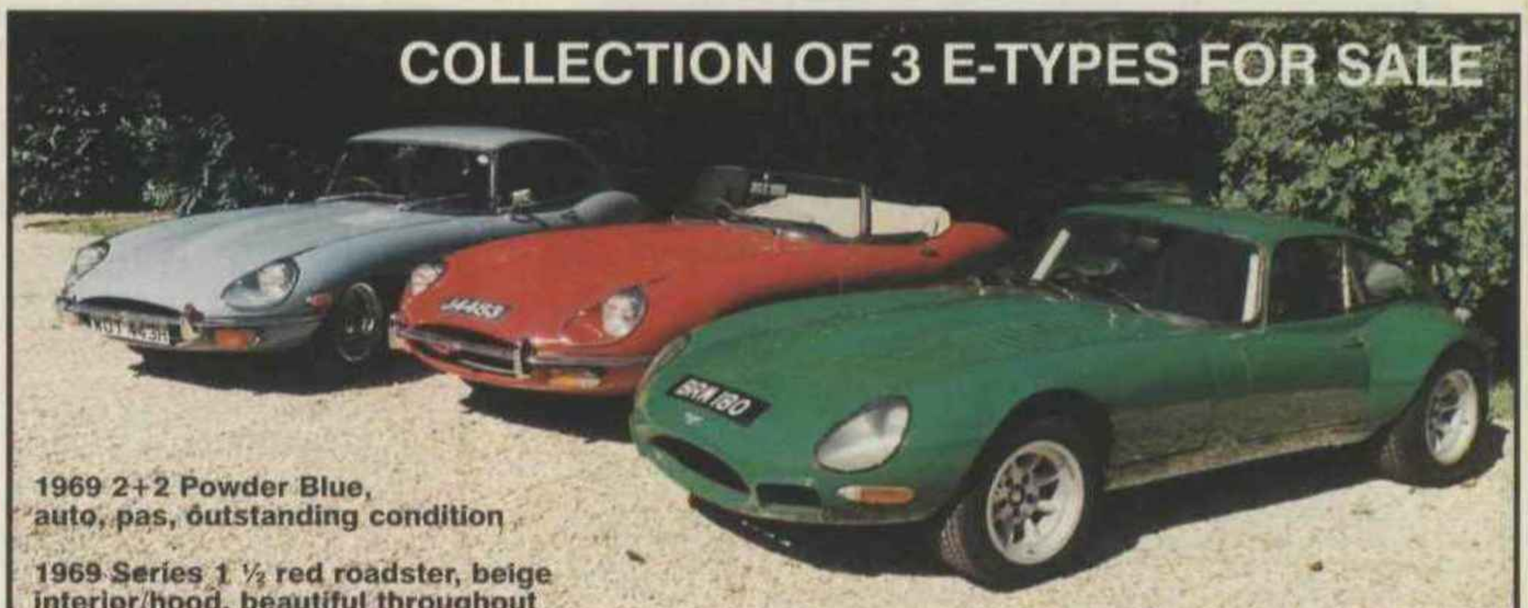
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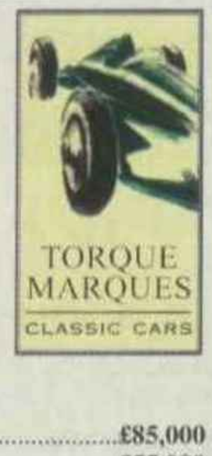


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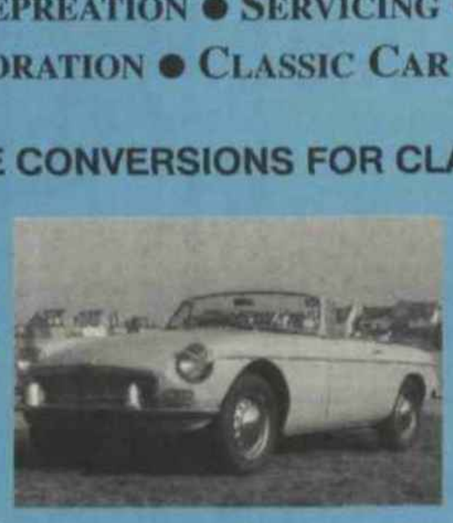
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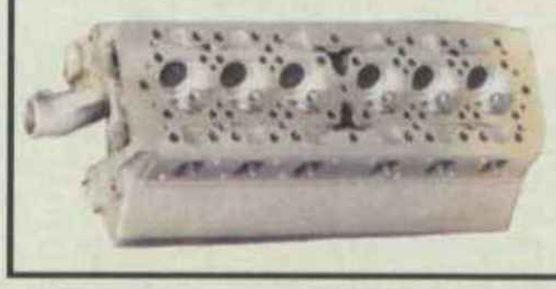
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Bentley Brooklands 'R' Mulliner. 1998. Ltd. Edition.
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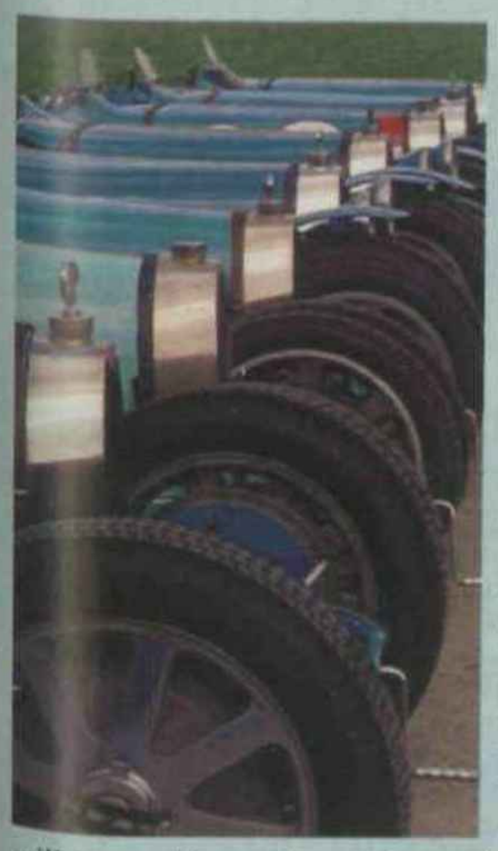
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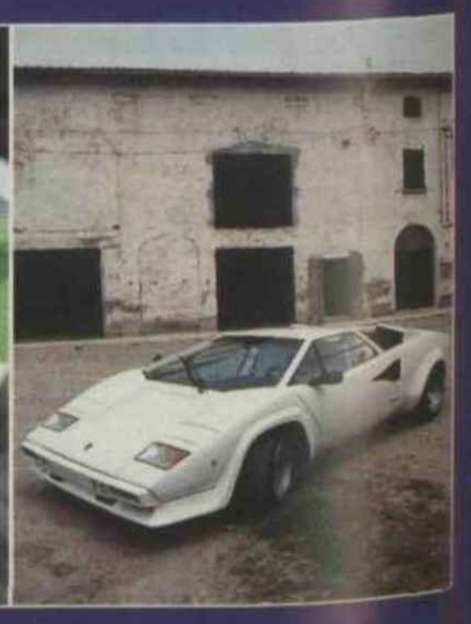
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JAGUAR E-TYPE S1 4.2 LITRE ROADSTER, RHD – Primrose Yellow/Black hide and carpets, subject of a total concours rebuild by ourselves on behalf of a client, specification includes body taken back to bare monocoque and bead blasted, new bonnet and doors etc. Completely rebuilt and detailed suspension, modifications include J.D. Sport brakes including unique handbrake system, J.D. Sport handling package, high performance engine including knife edge and polished crankshaft etc. Competition chromed wire wheels, the best S1 4.2 Roadster available, six figure sum spent in restoration, our brief was to produce the best. Full specification available on request.

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JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Green/Green hide and carpets, matching numbers, competition chromed wire wheels, J.D. Sport stage 1 fast road engine, all syncromesh gearbox, J.D. Sport handmade stainless steel exhaust manifold and system, uprated brakes, fully retrimmed. An excellent usable example.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Dark Blue/Grey hide and carpets, chromed wire wheels, all matching numbers, recommisioned 2 years ago after being stored for over 20 years, a very sound usable example.

JAGUAR XJ6 4.2 LITRE COUPÉ AUTOMATIC – Red/black hide and carpets, chrome pressed wheels, 16,000 miles and two owners from new, recently fitted with new stainless steel exhaust and Harvey Bailey suspension. Wonderful original example.

JAGUAR E-TYPE S1 4.2 LITRE ROADSTER, RHD – Grey/Blue hide and carpets, subject of a total rebuild 5 years ago, recent modifications include J.D. Sport suspension package, J.D. Sport brakes, solid rack mounts, competition chromed wire wheels, modern stereo etc. A superb usable example.

JAGUAR E-TYPE S1 3.8 LITRE FIXED HEAD COUPE, RHD – Opalescent Silver/Red hide and carpets, chromed wire wheels, matching numbers. Virtually a one owner car that has undergone total restoration to a superb standard, original factory specification includes 'D' type camshafts and lightened flywheel. A very early production car in stunning condition, ready to drive now.

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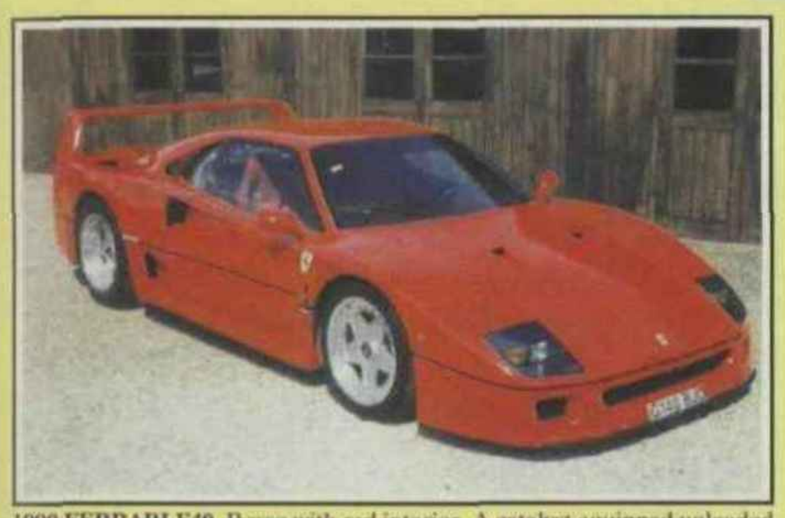
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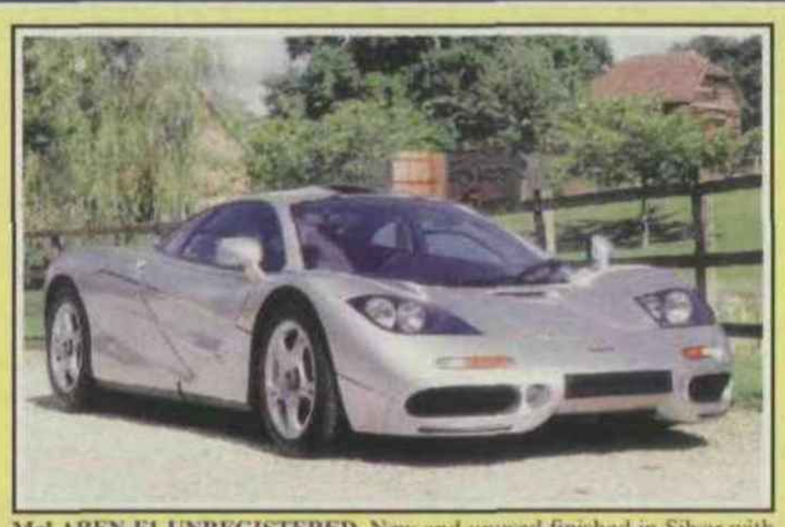
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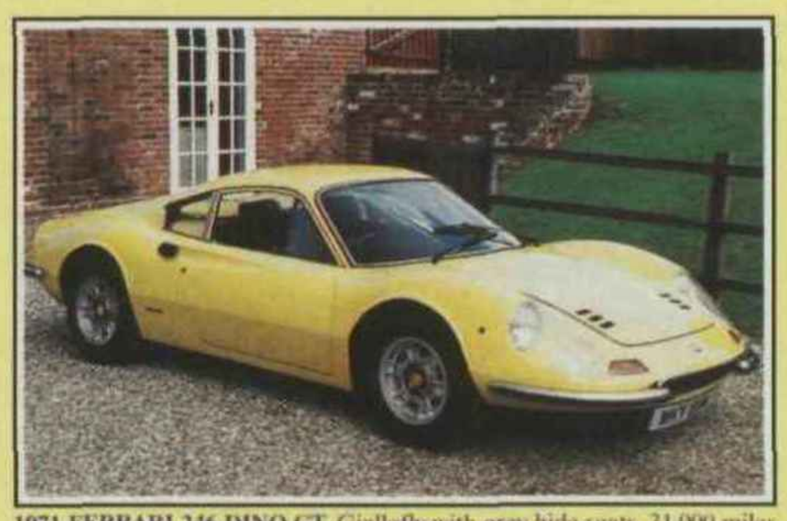
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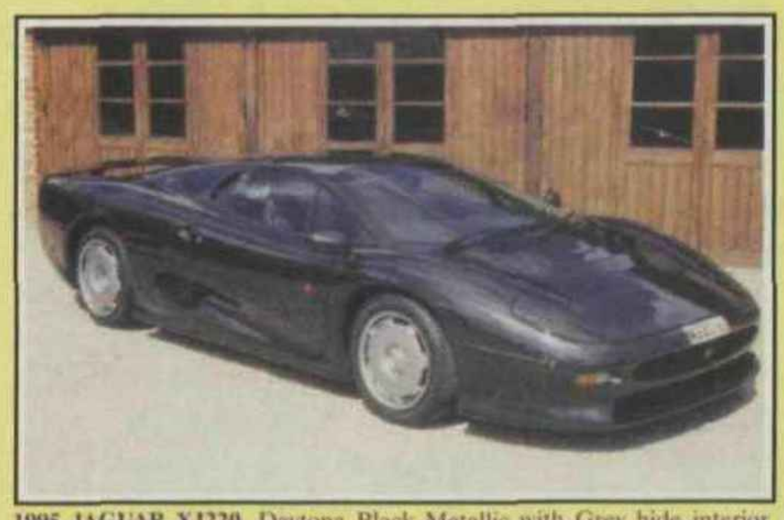
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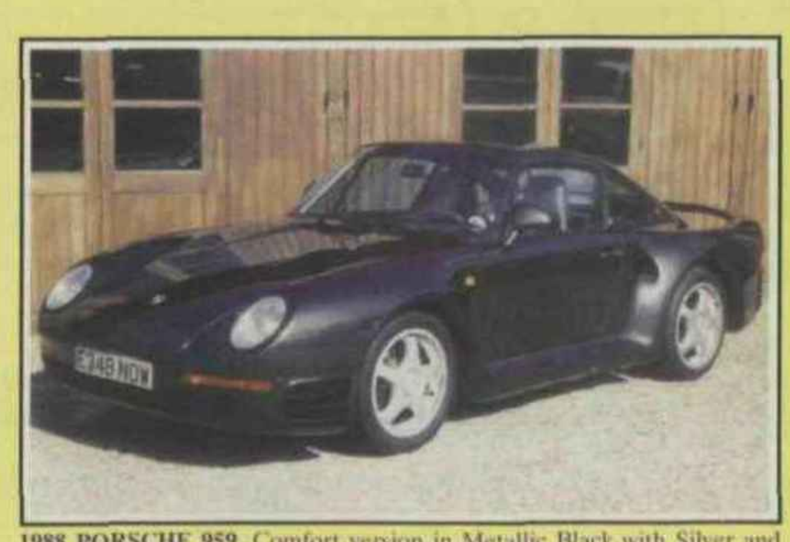
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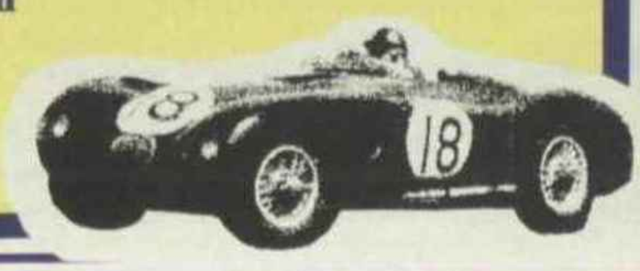
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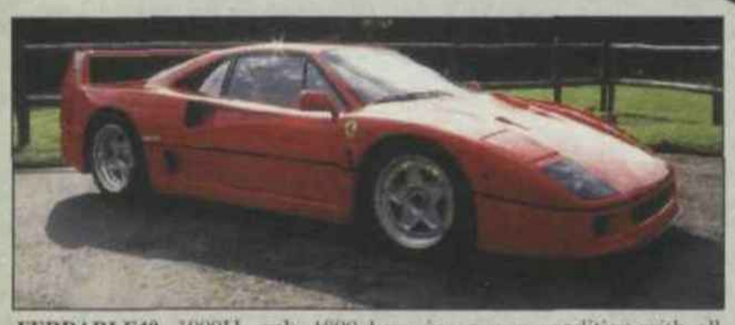
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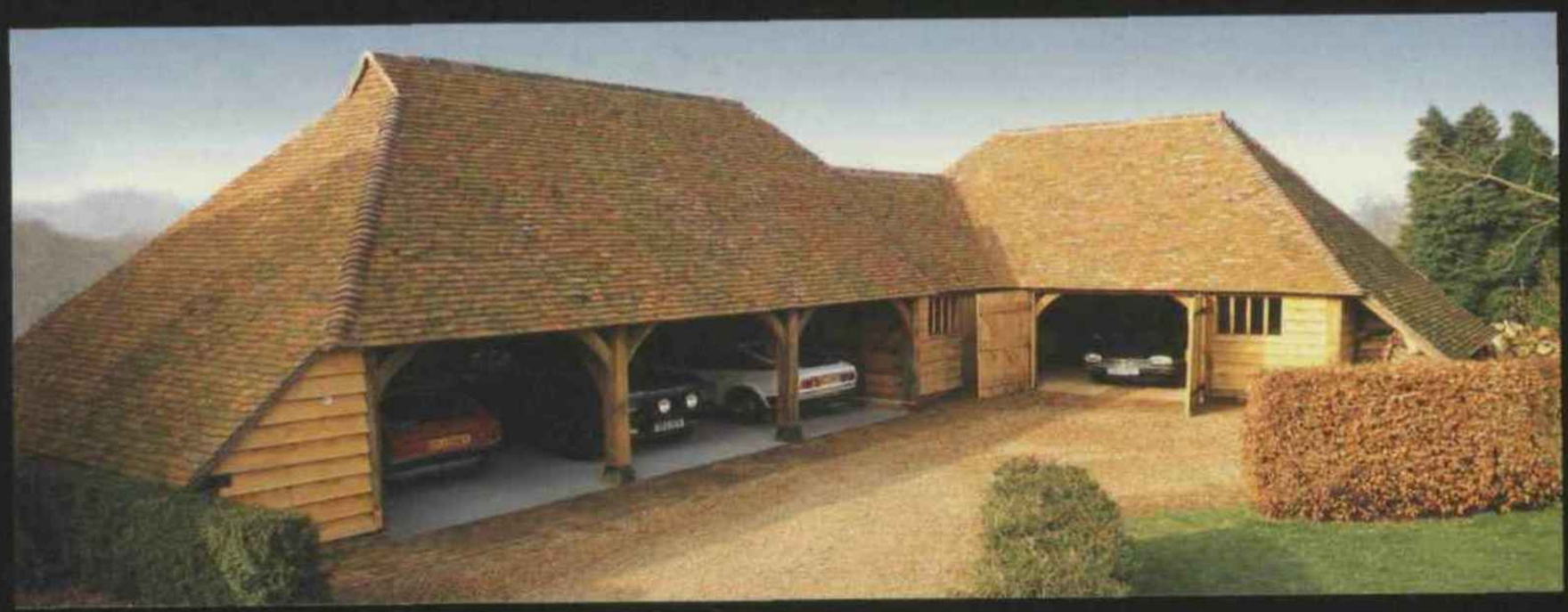
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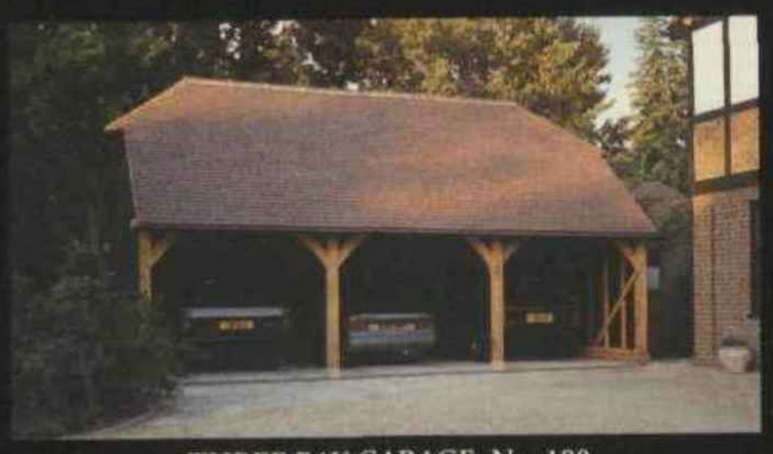
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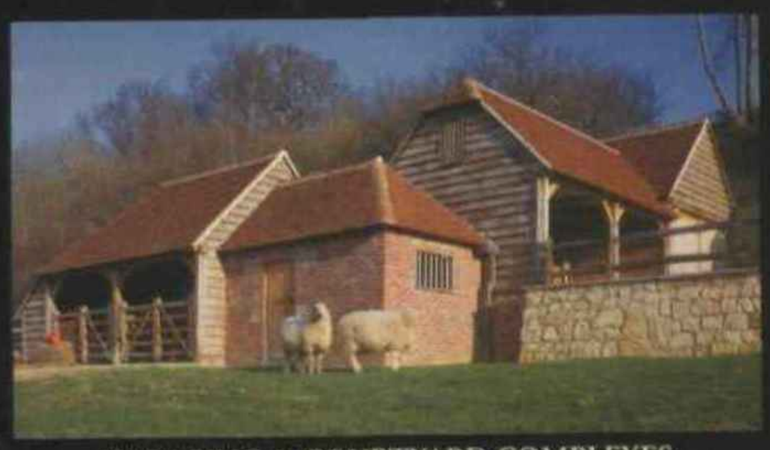
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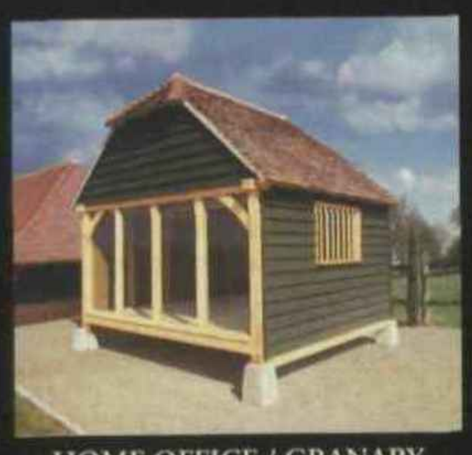
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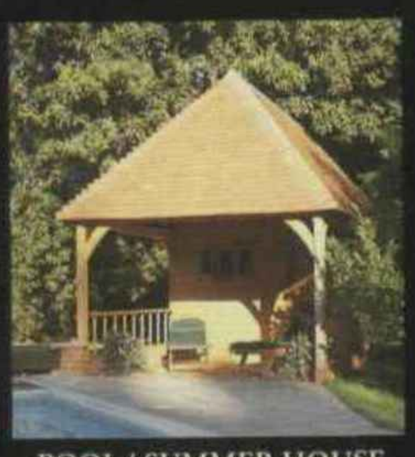
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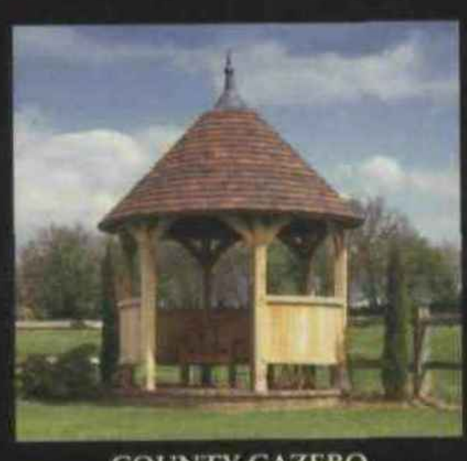
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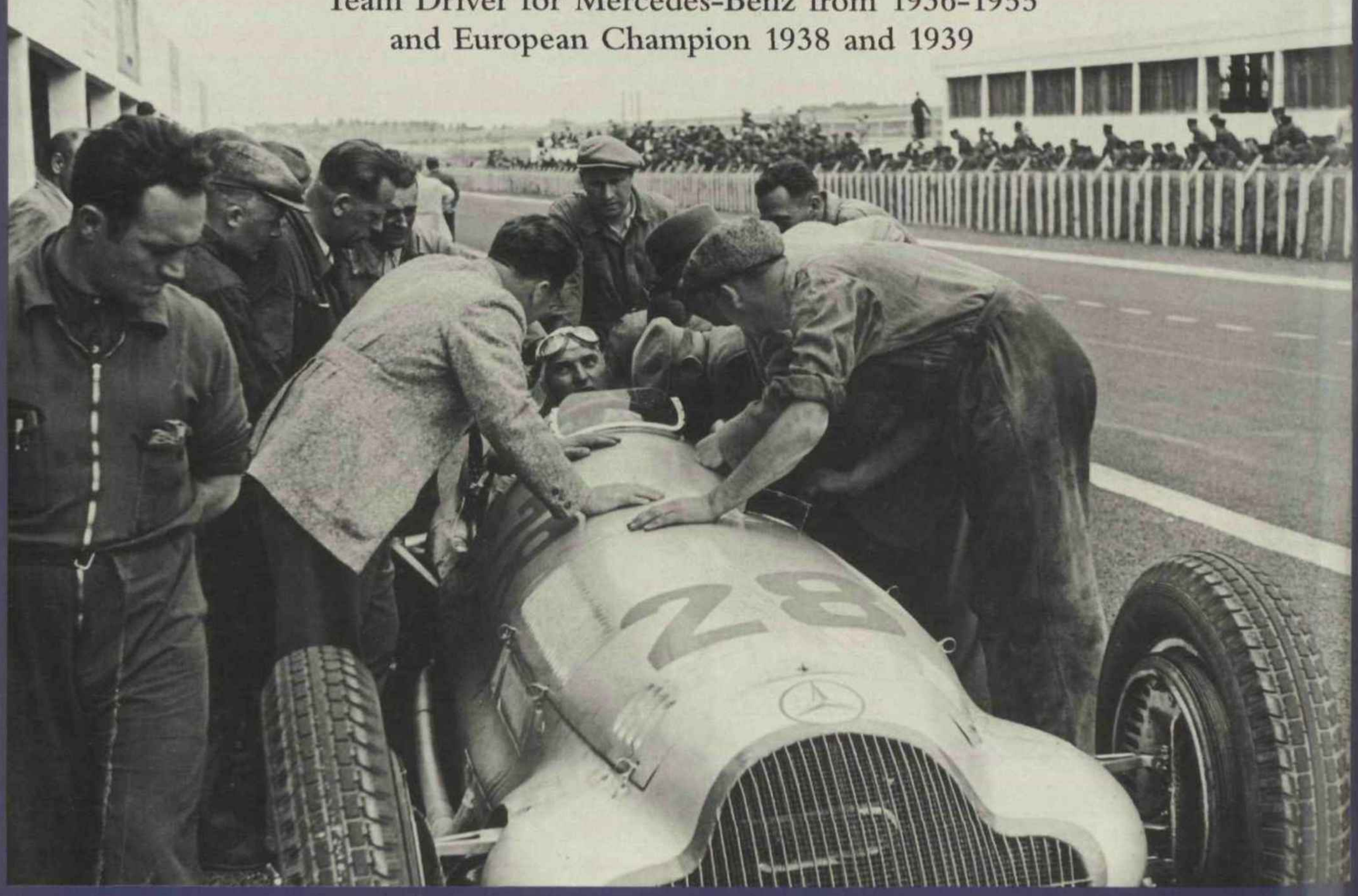
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