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1938 Italian Sports Car Championship winning Alfa Romeo 6C 2500 Supersports Spyder
1934 Alvis Speed 20, dhc
1935 Aston Martin 1½ Litre Mkll Short Chassis
1961 Aston Martin DB4 GT, Rhd
1930 Bentley 6½ Litre VdP-style Tourer
1935 Bentley 4¼ Litre Sedanca by Van Vooren
1936 Bentley 4¼ Litre Malcolm Campbell design Sports Tourer
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1939 B.M.W. 327/80 dhc Original Rhd
1957 B.M.W. 507 Original factory hardtop
1953 Connaught A-Type Grand Prix, Ex-works
1955 Cooper-Bristol Sports Racer Ex-Salvadori, FIA Papers
1957 Cooper T51 Ex-J. Surtees
1960 Ferrari 250 SWB Competition
1965 Ferrari 275 GTB/2 Rosso Corsa, Rhd
1965 Ferrari 275 GTB/2 Giallo Fly, Lhd
1973 Ferrari Dino 246 GT
1965 Ford GT40
1925 Hispano Suiza H6 32CV 7-Seater Dual Cowl Tourer by Million-Guiet
1935 Jaguar SS100, Ex-Jacob Rally History
1955 Jaguar D-Type XKD 527, exceptional car
1955 Lotus Mark X, Ex Cliff Davis, FIA papers
1955 Maserati 200SI
1955 Maserati 250F Ex-works, Ex-Scuderia Centro Sud, FIA papers
1926 Mercedes-Benz 630K Torpedo Tourer by Parker
1955 Mercedes-Benz 300 SL Gullwing
1958 Mercedes-Benz 300 SL Roadster
1933 MG K-Type Magna Supercharged, FIA papers
1957 MG TF 1250
1959 Porsche 356 Speedster, 1600, Lhd
1912 Rolls-Royce Silver Ghost 'Roi des Belges' Tourer
1933 Rolls-Royce Phantom II Continental Sedanca Coupe by Barker
1933 Rolls-Royce Phantom II Continental Sportsman's Coupe by J. Gurney Nutting
1912 Vauxhall Prince Henry 'Coupe de l'Auto'
1956 Willment Sports racer, full FIA Papers

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editorial



Andrew Frankel
EDITOR

I SEE THAT BRANDS HATCH IS TO be butchered to realise Nicola Foulston's ambition to hold the British Grand Prix. Graham Hill bend, that once glorious and not quite flat sweeping curve has already been hacked into a tedious turn, and now new plans show a worse fate for both Hawthorns and Dingle Dell which, shortly, will cease to exist in any form at all.

Of course, we must not be too swift to judge or write off the new track before it has even been built. For a start there are those who say not only will it never be built but, significantly, that it is not intended to be built and is simply a scare tactic by Miss Foulston to bounce the BRDC into selling her its track. We shall see. My guess is that Foulston is serious. Read what you will into her insistence that she is a commercial person through and through, believe if you like that she does not have a sentimental bone in her body and ask yourself whether, in her shoes, you would rather hold the race on enemy soil or on your late father's beloved track. I only hope that, by the time the bulldozers leave, what remains is still worth racing on.

◆ ◆ ◆

I'M NOT SURE ANYONE HAS EVER ATTEMPTED TO RANK, IN order, the top 100 Grand Prix drivers of all time and the reason why is obvious. I spoke to Murray Walker not long after he'd attempted his top ten on the television and asked if he'd had many calls disputing his choices; the roll of his eyes said more than words ever could.

Even so, turn to page 66 and you will discover the first of a five-part article which does exactly that: 100 drivers from 100 years of racing. In order. I expect, hope even, that the results will provoke you into letting us know by how far our man, the clearly fearless Mark Hughes, has missed the mark. And, in case you feel inclined to give him the benefit of your doubt this month, let me provide you with some the highlights to come. They include Prost missing the top ten, Graham Hill being outranked by Damon and a triple world champion coming in over 30 places below a contemporary who never won a points-scoring GP. Appalled? The address is on page 21.

◆ ◆ ◆

FORGIVE THIS BRIEF SWERVE OFF THE USUAL AGENDA BUT I am staggered by the Government's reduction in road tax for cars possessing engines of under 1100cc.

Leaving aside the fact that capacity is a laughable guide to emissions, by drawing the line at just 1100cc these boneheads have ensured the only people to benefit from this cut are those who have cars used in towns while leaving those outside still with no choice but drive everywhere. The effect of this truly ludicrous legislation will be to reduce emissions not at all and put still more traffic onto already overloaded urban roads. Brilliant. Just brilliant.



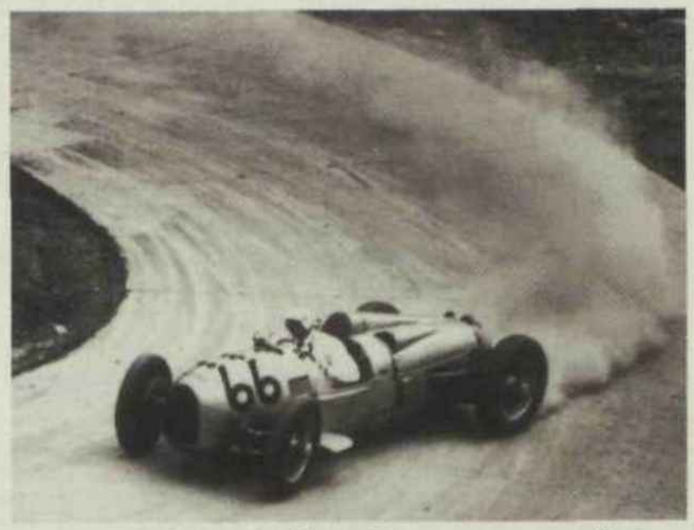
Cover: Michael Schumacher driving the Ferrari F399 in the '99 San Marino GP

Vol LXXV No 7 JULY 1999

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The British Grand Prix *Simon Taylor recalls the greatest and previews this year's event. Page 26*



Honda S2000 *The 9000rpm screamer put to the test at Prescott's hillclimb school. Page 44*



Top 100 drivers part one *Gigi Villoresi (above) comes in at number 85. Page 66*

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BRM P160 *Monza and Monaco winner stars at the Coys Festival. Preview and exclusive track test start on Page 72*



MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



LAT

The view from Silverstone: Foulston-Ecclestone deal a spoiler to tempt BRDC members to sell out, rather than a real plan to move GP to the Kent track

SILVERSTONE CHIEF – BRITISH GP DEAL JUST "TOO RISKY"

SILVERSTONE BELIEVES BRANDS HATCH WILL ALMOST CERTAINLY END UP MAKING a loss over its deal to stage the British Grand Prix from 2002 until 2006.

Talking exclusively to MOTOR SPORT, Silverstone chief executive Denys Rohan explained that his circuit turned down a similar offer from Formula One boss Bernie Ecclestone because it was "too risky". "A contract is about risk and reward," he added, "and what this contract represents from our perspective is too much risk and not enough reward."

The stakes rose after an offer to Ecclestone from Rohan's opposite number at Brands Hatch, Nicola Foulston, to move the Grand Prix back to the Kent track for the first time since 1986. Silverstone's refusal to match that offer led to the recent announcement that the British GP will move to Brands in three years' time.

Rohan said: "On the proposed terms I don't know whether anybody could make a profit out of it. You're certainly talking about very small profits relative to the risks involved.

"You have to bear in mind that this is very long term, up until 2006. Promoting that relies on all sorts of assumptions you have to make about the future."

According to Rohan the doubts include: tobacco advertising on billboards being banned by 2001, thereby eliminating a rich source of circuit revenue; the favouritism of Ecclestone towards pay-per-view TV, which is worsening the quality of terrestrial coverage and could mean those with only a casual interest in motorsport lose interest, and the uncertainty as to whether a new British hero can draw crowds in the same way as Nigel Mansell and Damon Hill. Two other concerns are the flotation of F1 and whether Ecclestone will still be on the scene in 2006.

Rohan believes Foulston is attempting to manoeuvre Brands owner Brands Hatch Leisure into a position where it can buy Silverstone from the British Racing Drivers' Club: "What Nicola is doing, I am sure, is trying to destabilise the membership so she can get the circuit cheap, and what she drops on the Grand Prix contract she can save by underpaying for Silverstone. It's a straightforward commercial issue."



Rohan: 'we're no fools'

He also claims that Silverstone can continue to make a profit without the Grand Prix, and hit back at criticism that the BRDC is run by "a bunch of old duffers". "It's got six millionaires," Rohan said. "Lord Hesketh was a leader of the Conservative party in the House of Lords. You don't get to do that without having some intellect. Frank Sytner has a big public company while Martin Brundle knows as much about Formula One as anybody. Those are not a bunch of fools."

Foulston, according to Rohan, is being "fantastically brave", and Silverstone is showing sharp business sense in not taking the deal: "We're in the business of being aware of risks. After all, we are the guys who've done this for a very long time. It's not the absolute amount of money – it's a question of the rights that go with it too. I mustn't get to the situation where the company can't continue in a strong and healthy way. With or without the Grand Prix, we'll have a strong, healthy business come 2002."

Rohan also claims the BRDC will put up a stiff fight against any takeover, particularly from a publicly-owned company such as BHL, which is accountable to profit-motivated shareholders. Rohan also revealed that the BRDC itself holds shares in BHL.

He said: "She'd much rather buy Silverstone and hold the Grand Prix here than go through the aggravation of recreating Silverstone at Brands. She doesn't realise the BRDC member is not like a public company investor. He's much more concerned about the future of motorsport, and the future of motorsport is not safe in any public company's hands. End of story." **Marcus Simmons**



LAT

Lord of the 'Ring... Ferrari star heads for festival

SCHUMACHER TAKES PART IN FERRARI FESTIVAL

MICHAEL SCHUMACHER IS TAKING TIME OUT FROM his F1 programme to run his F399 at Ferrari's annual celebration at the Nürburgring next month. Schumacher may also drive an older F1 Ferrari, despite having described a 1983 156 turbocar as "fantastically dangerous," during a drive at Fiorano. The festival, on July 3/4, includes a regularity event on the full 14-mile Nordschleife circuit for competitors in the Shell Historical Ferrari Maserati Challenge. Entries include Klaus Werner's Maserati 300S, in which Stirling Moss won the Nürburgring 1000 Kms in 1956, and the Ferrari 250 GTO, which won the GT class Le Mans in 1962. Chris Rea's replica Sharknose will also attend. **MP**

The largest gathering of Auto Union Grand Prix cars on track this year is the central feature of Steve Earle's 25th Monterey Historic Automobile Races spectacular – the top US vintage car event – at Laguna Seca, California, on August 27-29.

It is 62 years since the rear-engined machines made their only race start in the USA (in the 1937 Vanderbilt Cup event), so their return is eagerly awaited. V12 and V16 circuit racers and mountain climbers will take centre stage among 400 machines taking part.



Chris Nixon Photos



Ben Redgrove

VSCC DONINGTON

Mercedes-Benz's tribute to Dick Seaman, in which John Surtees demonstrated a W154 Grand Prix car and John Watson and Mario Haberfeld drove the 1994 Indy 500-winning Penske PC23 and F1 McLaren MP4/13 respectively, brought record crowds to the VSCC's event at Donington on May 23.

Spectators were enraptured by the crackle of the W154, like that in which Seaman finished third in the Donington Grand Prix 60 years ago. Then they sat back to enjoy a splendid racing programme headlined by the Pre-War Seaman Trophy feature.

Dominated by ERAs, as so often the case, it was won by David Morris in R11B. John Ure (R9B), Tony Stephens in David R12B and Julian Bronson in R14B chased Morris home.

Tim Llewellyn's Bentley took Vintage Seaman honours, while Spencer Flack won the Ron Flockhart Memorial race for post-War cars in his pacy Lotus 16.



Ben Redgrove

Merc and 'Nash shine for VSCC



LAT

The last privateer... Victorious Rob Walker Lotus 49 is going under the hammer at the end of July

SIFFERT'S BRITISH GP-WINNING LOTUS FOR SALE

ROB WALKER RACING'S EX-JO SIFFERT 1968 BRITISH Grand Prix-winning Lotus 49B is the most significant early 3-litre Formula One car to be offered for sale for many moons, and is the last privateer entry to win a World Championship round. Its consignment to Derbyshire-based H&H Auctions is a remarkable coup for the company, which puts it under the hammer in Buxton on July 28.

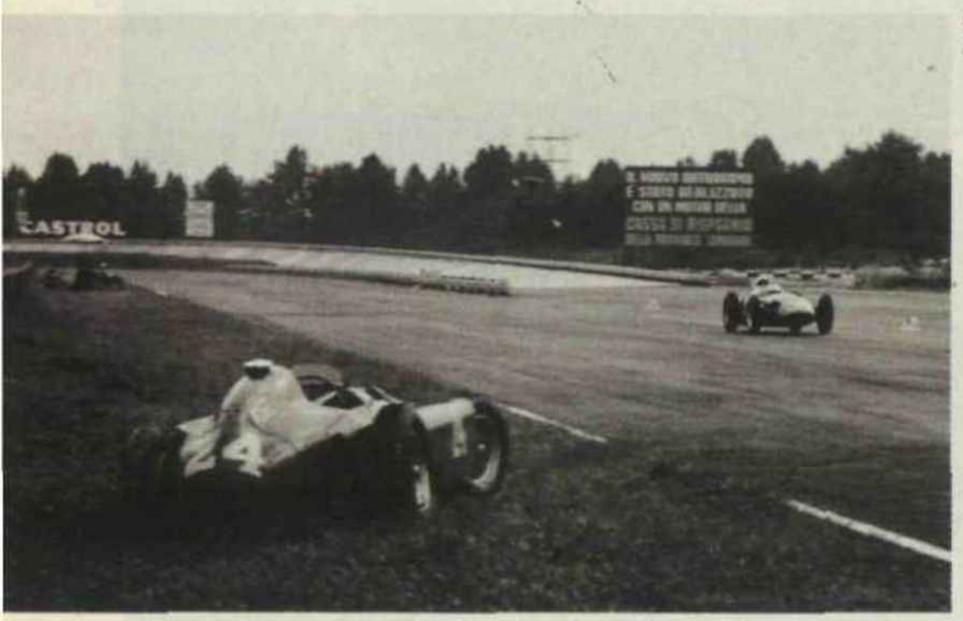
The opportunity to acquire a 'one owner, always raced' Grand Prix car in unspoiled original condition is rare indeed, and the Lotus – direct from the Walker family in familiar dark blue racing colours with white noseband – is certain to evoke enormous interest among marque enthusiasts the world over.

Chassis 49B R7 was delivered new for the Brands Hatch race, Lotus having previously loaned Rob Walker 49B R2 for the Race of Champions. But R2 was destroyed by fire in Walker's Dorking garage while being repaired after Siffert crashed in practice for the race, which was led initially by the works 49s of Graham Hill and Jackie Oliver.

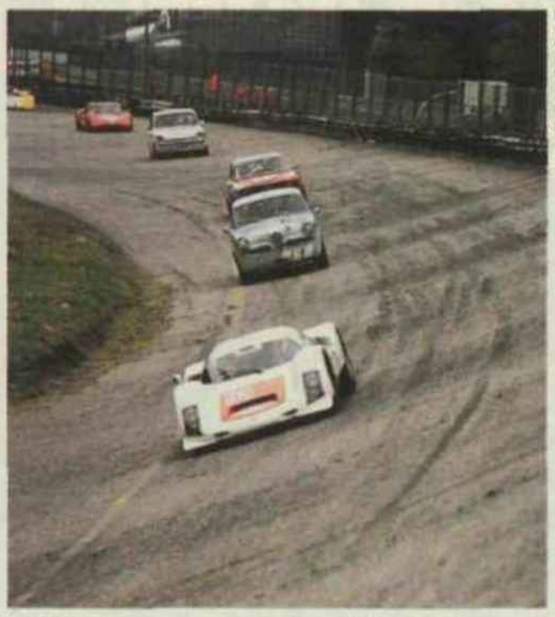
Fifth in the USA and sixth in Mexico rounded off the season, and strong results kept coming in 1969. It came fourth in South Africa, third in Monaco and was second in Holland and fifth in Germany. Recovering from leg injuries sustained at Watkins Glen the previous autumn, Hill raced R7 (by now updated to C spec) to sixth place in the 1970 South African GP at Kyalami, fifth in the Race of Champions and fourth in the Spanish GP.

Having spent the last 15 years on loan to Tom Wheatcroft's Donington Collection of Grand Prix cars (during which time it was returned to its original 49B spec) this famous slice of motor racing history could still have a big future in historic racing, where Classic Team Lotus and American former works driver Pete Lovely are already running Lotus 49s in Gold Leaf livery.

An estimate of some £375,000 has been suggested for the unique Lotus 49 R7 by H&H's spokesman Simon Hope. **MP**



LAT



MAW/P + SPORT



Monza's famous banking may soon be history itself; ACM's Historic event offered final demo before demolition; Bob Berridge remains unbeaten in TGP

MONZA BANKING SWANSONG

IT SEEMS UNTHINKABLE, BUT MONZA'S fabled banking, not used for racing since 1961 and under threat of demolition, may have been used for the last time during last month's 50th Coppa Intereuropa race meeting.

Competitors in the AC di Milano's big Historic event jumped at the opportunity of driving the 'anello di velocita' (ring of speed), and despite grey weather, enthusiasts cheered them on as they pounded the twin 180-degree banks beneath the trees.

Briton Chris Balfe is campaigning to preserve the banking, with support from Stirling Moss, John Surtees and Jody Scheckter among over 3000 people who feel that history should not be destroyed. He can be e-mailed at C_Balfe@bigfoot.com.

First out was the V8-engined Maserati Eldorado Special, built for the 1958 Race of Two Worlds, but cars ranged from a Stanguellini sportscar and Formula Junior single-seaters to two BMW CSL 'Batmobiles'.

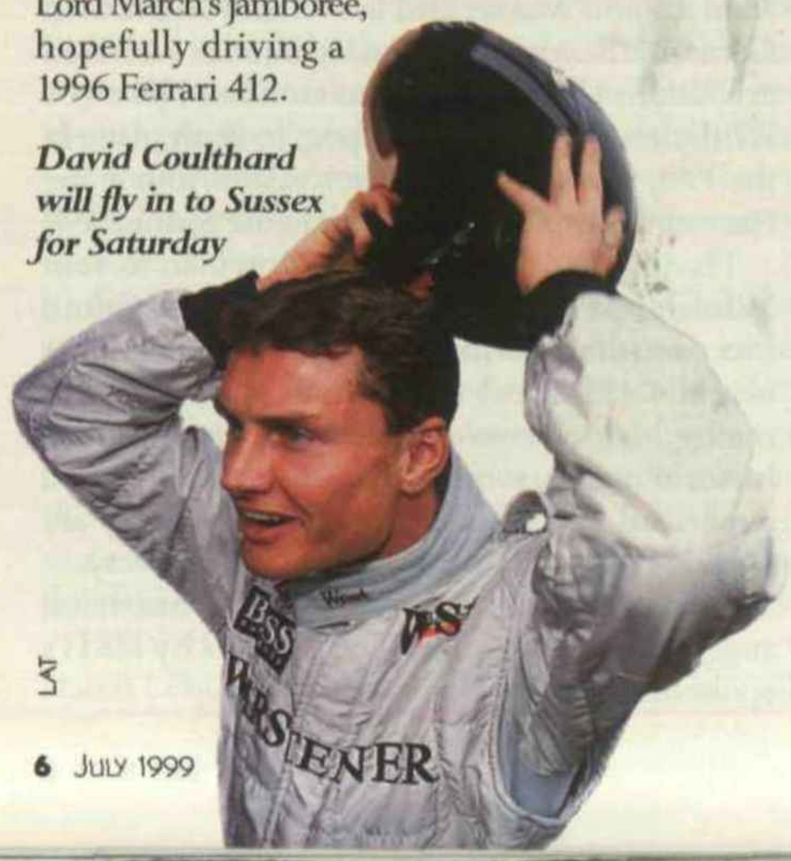
Racing was fast and spectacular. Bob Berridge extended his unbeaten record in the FIA Thoroughbred Grand Prix Car Championship to a year, with Lotus 91 drivers Joaquin Folch and Steve Hitchins giving chase once second qualifier Martin Stretton's six-wheel Tyrrell P34 broke its gear linkage. Dice of the event saw Duncan Dayton (Brabham BT33) pip Michael Schryver (Lotus 72) for Pre-71 honours and eighth overall.

A sensational field of 1600cc Formula Two cars entertained the *tifosi* with a magnificent display of slipstreaming, Peter Stobinski scoring a superb double over Briton Bob Juggins (Lola T240) and Dayton in a Brabham BT36. Nick Amey took Group 4 honours in his Lola T70 after Joe Nastase's musical Alfa Romeo T33/3 had engine problems. **MP**

COULTHARD FOR FESTIVAL

MCLAREN-MERCEDES FORMULA ONE STAR DAVID Coulthard is to take part in Goodwood's Festival of Speed for the first time, although he is unlikely to drive the MP4/13 in which test driver Nick Heidfeld set quickest time on the course last June.

Coulthard is to pay a flying visit Saturday, June 19, between the Canadian and French GPs, and is expected to drive one of the Mercedes-Benz Museum's historic Grand Prix cars, two of which are entered. As we closed for press, it seemed likely that Sauber Grand Prix driver Jean Alesi would also be coming to Lord March's jamboree, hopefully driving a 1996 Ferrari 412.



LAT

David Coulthard will fly in to Sussex for Saturday



MAW/P + SPORT

O.A.P. GOES APE

Vittorio Brambilla drove a racing car for the first time since 1981 when he demonstrated former Formula Atlantic team boss Doug Shierson and James King's Beta Utensili March 761 at Monza last month. The 61-year-old – winner of the 1975 Austrian Grand Prix in a March – enjoyed the FIA Thoroughbred Grand Prix Championship round later in the day. "The cars are in better condition now than when I raced them," said the 'Monza Gorilla'.

The 3-litre V12 Tasman Ferrari Dino of Nigel Corner emerged triumphant from the Pre-61 pack when the Historic Grand Prix Cars Association visited Spa-Francorchamps last month. Paul Alexander's BRM P261 hit trouble in the Pre-66 event, thus victory fell to Rod Jolley's superbly-driven Cooper T45/51. Richard Dodkins (9.3-litre McLaren M8C) won both Supersports races; John Burton's Chevron B26 was quickest 2-litre machine.



John Brooks



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Once again this summer the picturesque Eifel mountains will reverberate to the sound of historic machinery as Europe's oldest classic car race meeting takes place in one of the motoring world's most evocative settings: the Nürburgring in Germany.

In the midst of this exciting international event, Brooks Europe's auction of Historic Sports and Competition Motor Cars attracts a wide audience of collectors and enthusiasts from around the world: last year's auction saw the sale of the ex-Stirling Moss 1958 Vanwall 'VW10' Grand Prix car for DM2,314,500 (£801,000), whilst a 1965 Alfa Romeo TZ2 set an all-time auction record at DM1,654,500 (£572,500).

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If you are considering the sale of an historic car and would like to know more about this exceptional sale, please contact Simon Kidston or Max Girardo in Geneva on +41-22-300 3160.

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EVENTS OF NOTE

JUNE

18-20 GOODWOOD FESTIVAL OF SPEED
Coulthard, Colin McRae and Jacky Ickx headline at the garden party of the season.
☎01243 755000

18-20 MONTLHERY (F)
Shell Historic Challenge joins GP de l'Age d'Or thriller, while Lola T70s take on Alfa Romeos as the Prototypes hit the Parisian banking.
☎0171 440 8721

makes welcome return.
☎ 01353 777353

23-24 SPA-FRANCORCHAMPS (B)
Two days of unadulterated fun in your own car on the world's greatest Grand Prix circuit with Wheeltorque.
☎01429 881812

25/26 TOUR OF YPRES (B)
Historic rallyists gather in Belgium for exciting tarmac thrash.
☎0121 378 2828.



Goodwood Festival of Speed is back for the seventh time

HSCC Superprix features Thoroughbred GP Cars, HGPCA Pre-'66, BRDC Historic Sports and Motor Classic 3 Hours.
☎01327 858400

3-4 KNUTSDORP (S)
FIA Historic Touring Car, GT and Lurani Trophy Formula Junior Championships go north.
☎00 41 2254 44400

3-4 NURBURGRING (D)
Michael Schumacher takes time out from his F1 title quest to take part in the Ferrari Racing Days, which takes Shell Historic Ferrari Maserati Challengers onto the mighty 14-mile Nordschleife.
☎00 33 1 42 59 73 40

3-4 SHELSLEY WALSH
The ascent of man and machine on unspoiled Worcestershire hill has fascinated fans since 1905. VSCC event is special.
☎01608 644777

10 GOODWOOD
Aston Martin Owners Club sprint on the famous circuit.
☎01353 777353.

9-11 BRITISH GP (GB)
FIA Formula One World Championship, round 8. Silverstone beckons.
☎01753 681736

16-18 RALLY OF NEW ZEALAND (NZ)
FIA World Rally Championship, round 9.
☎00 41 2254 44400

16-18 OSCHERSLEBEN (D)
German single-seaters and sportscar six hour race in former East Germany
☎00 41 22 348 3286.

17-18 NURBURGRING (D)
FIA Thoroughbred Grand Prix cars entertain 275,000 fans at German Truck meeting.
☎01451 810855.

17-18 MONDELLO PARK (IRL)
International Supersports Cup joins HSCC bill for Irish debut at Martin Birrane's circuit.
☎01327 858400

18 MALLORY PARK
Local ace 'Mr Bob' Gerard remembered by the VSCC in blasts round the lake.
☎01608 644777.

24-25 PEMBREY
Classic and Historic Saloons invade South Wales.
☎01264 772607

25 AUSTRIAN GP (F)
FIA Formula One World Championship, round 9.
☎00 41 2254 44400



June 27th: F1 returns to Magny-Cours, perhaps for last time?

18-20 MOST (CR)
Rivals are closing on Bob Berridge as Thoroughbred Grand Prix Car brigade returns to the scene of one of last year's best events.
☎01451 810855

19-20 CROIX-EN-TERNOIS (F)
Classic Sportscars and Historic FF1600s head the cast for HSCC's sojourn to the splendid little circuit at Arras, an hour from Calais.
☎01327 858400

19-24 LIEGE-ROME-LIEGE (B/I)
Motor Classic's team recreates the flavour of the rally marathon of the '50s and '60s, for Historic cars.
☎00 32 4254 1950

20 SNETTERTON
Aston Martin speed fiends take to the Norfolk track while Formula Junior also

26 PEMBREY
With Oulton Park unavailable, the VSCC returns to Wales with race meeting named for local speed king Parry Thomas, killed at Pendine in 1927.
☎01608 644777

27 FRENCH GP (F)
FIA Formula One World Championship, round 7, Magny-Cours.
☎00 41 2254 44400

JULY

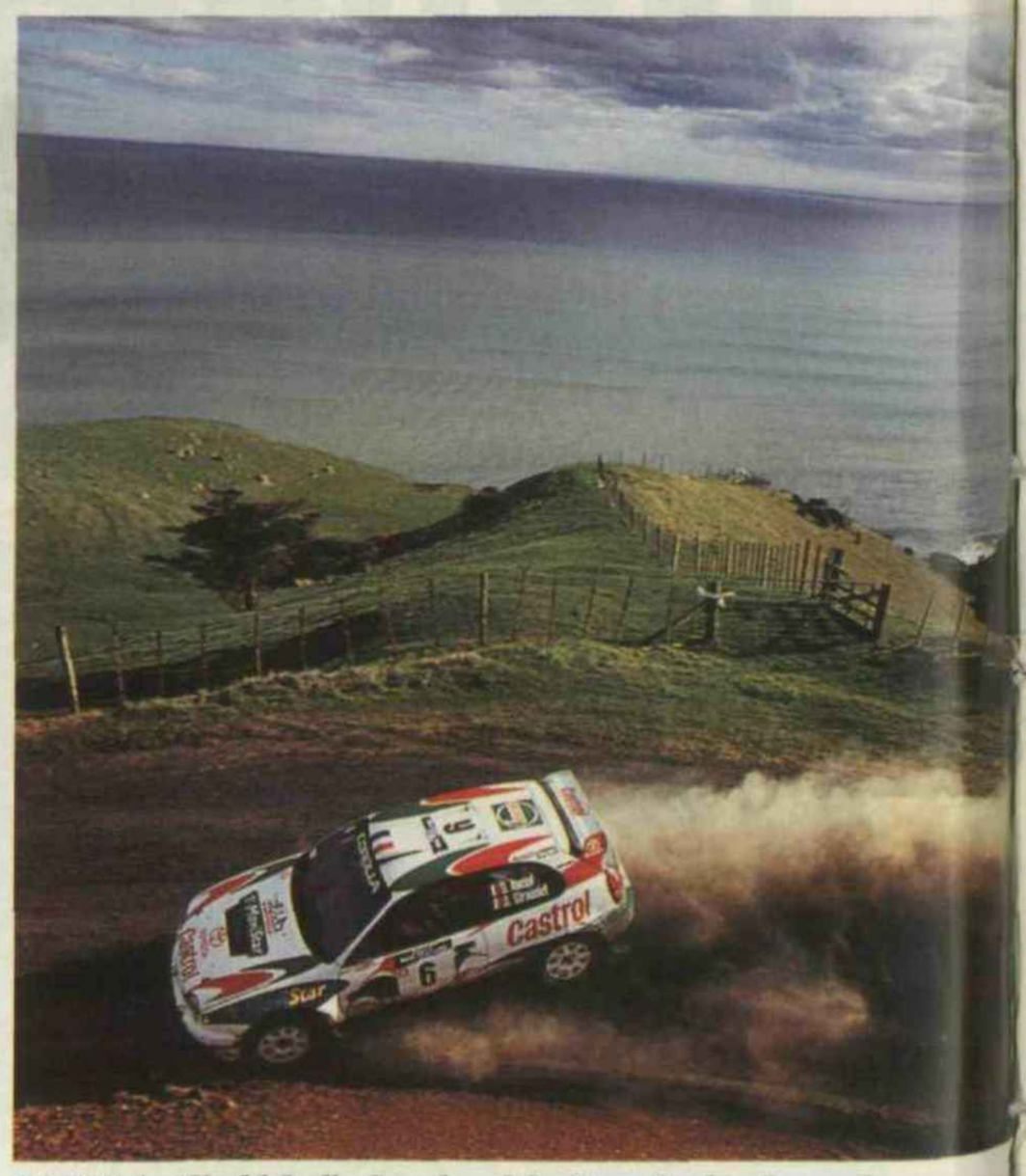
2-3 SEAT JIM CLARK MEMORIAL RALLY
The World Champion rallied and raced Lotus Cortinas. This one's named for him.
☎0121 378 2828

3-4 BRANDS HATCH (GB)
Now one of the Historic race meetings of the season, the

3-8 RALLYE DES ALPES (F)
The Historic Rally Car Register ventures overseas.
☎01935 424873.

4 MALLORY PARK
Superb new FPD Savills Aston Martin Championship tops action on AMOC bill.
☎01353 777353.

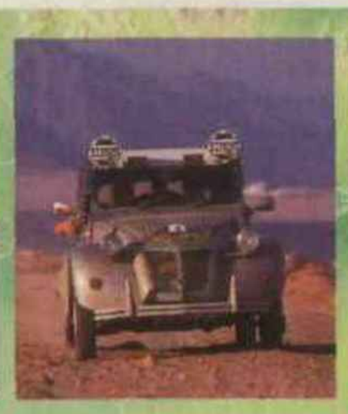
8 MALVERN
VSCC-held sprint on Whitfield Drive.
☎01608 644777



16-18 July, World Rally Cars head for New Zealand round

THE INCA TRAIL







CLASSIC RELIABILITY TRIAL AND 4x4 ADVENTURE DRIVE

7 October - 24 November 2001

At the finish of HERO's recent London - Cape Town rally, a 'Declaration of Intent' was presented to John Brown, the Rally Director: 'The undersigned hereby declare their intention to participate in a classic/4x4 car rally through South America organised by HERO under the leadership of John Brown'. It was signed by 105 people.

As a result of that vote of confidence, HERO have announced the provisional route and other details of their next long distance event for classic cars: the Inca Trail, in October-November 2001.

The 22,000 km route starts and finishes at Rio de Janeiro, and goes via La Paz, Lima and Ushuaia - the southernmost city in the world. Along the way, it crosses the Andes three times, and takes in many of the continent's great sights - with time off to explore places like the lost Inca city of Machu Picchu.

A unique feature is the three-day cruise by ferry through Chile's uninhabited southern wilderness of fjords and narrow channels - one of the world's great inshore vogages.

The Inca Trail will be two events in one: a Classic Reliability Trial, for vintage, historic and classic cars of any age up to 1975; and a separate Adventure Drive for modern 4x4s. The Classic Reliability Trial will be a proper competition, with regularity and timed medal sections most days, on interesting roads. Pre-1950 cars will have a shorter route at lower set speeds.

Accommodation will mainly be in hotels, ranging from the simple to the ultra-luxurious. In some places, safari camps may be set up.

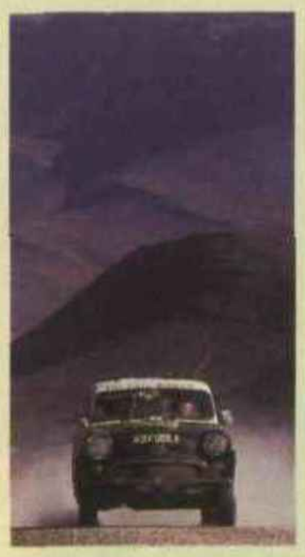
Here's a summary of the route:

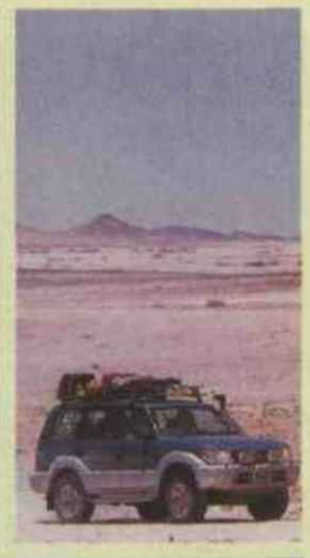
Days 1-4 (7-10 October): **Rio de Janeiro - Iguazu Falls** Wonderful roads through the fertile mountains of Minas Gerais state, visiting unspoiled colonial towns once rich from mining; then quickly to the Iguazu Falls - on a par with Niagara or Victoria Falls - with half a day to marvel.

Days 5-10 (11-16 October): **Iguazu Falls - La Paz** A visit to one of Arrgentina's finest mission villages; then, a long run across the Chaco to the Andes; then high altitude motoring on gravel roads to Bolivia's old capital of Sucre, a World Heritage Site. On to La Paz, the world's highest capital, with a rest day to explore and fettle vehicles.

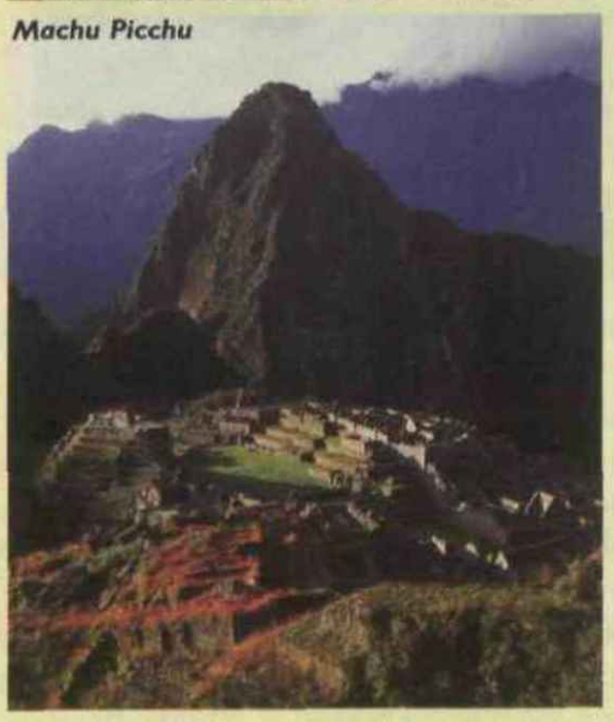
Days 11-14 (17-20 October): **La Paz - Cusco** Over the Altiplano plateau, seldom dropping below 10,000 ft:: crystal-clear sunlit air, high pastures, llamas, vividly-dressed people, a backdrop of snow-covered peaks. Across brilliantly blue Lake Titicaca by ferry. At Cusco, capital of the Incas, a rest day to explore the city, and another for the train trip to breathtaking Machu Picchu.


Rio de Janeiro





Machu Picchu



Days 15-17 (21-23 October): **Cusco - Lima** Remote mountain roads, hairpinning down hundreds of feet into deep river gorges, through a succession of small Andes towns - one town can be seen 35km ahead as you wind down towards it, and for 65km afterwards. Over the highest main road pass in the world, Ticlio (15,890ft), before dropping down to Lima, and a rest day.

Days 18-21(24-27 October): **Lima - Arica** Down the Pacific coastal plain. Stop at Nasca to see the mysterious lines. A day's loop from Arequipa to the Colca Canyon, said to be the world's deepest. On into Chile.

Days 22-27 (28 October - 2 November): **Arica - Viña del Mar** The Atacama Desert, driest place on earth: down the stark coast, then past vast salt flats and hot geysers. Across the high Andes to Argentina's beautiful wine-growing western provinces where some of the world's best wine is grown. Back into Chile close to Aconcagua, highest mountain of the Americas. Rest day by the Pacific at Viña del Mar.

Days 28-30 (3-5 November): **Viña del Mar - Puerto Montt** South along Chile's fruitful and beautiful Central Valley, stopping at a vineyard. Next day, the magical Lake Districts of Chile and Argentina, with a night at a luxurious hot springs resort.



Days 30-33 (5-8 November): **Puerto Montt - Puerto Natales** One of the world's great coastal sea voyages, 1,000 miles through the fjords and channels of southern Chile.

Days 33-35 (8-10 November): **Puerto Natales - Ushuaia** Through Chile's wild Patagonia, then the ferry to Tierra del Fuego. On to the world's southernmost city, Ushuaia; optional flight over Cape Horn.

Days 36-40 (11-15 November): **Ushuaia - Trelew** Back on the mainland, Argentina's Glaciers National Park, and a boat trip to see a giant glacier flowing into a lake; then across empty Patagonia to see half a million penguins.



Days 41-44 (16-19 November): **Gaiman - Buenos Aires** Restart from a Welsh Patagonian town, before a day touring the Valdés Peninsula, to see whales and elephant seals. North to Bahía Blanca, then visit the Juan Manuel Fangio museum at Balcarce, his home town. Across the Pampas to Buenos Aires, and a day off.

Days 45-49 (20-24 November): **Buenos Aires - Rio de Janeiro** Ferry to Uruguay, for a night at the smart resort of Punta del Este. On to Brazil's Porto Alegre, then a superb drive through rolling uplands to the characterful German city of Blumenau. The final run to Rio is one of the world's great coast roads, culminating in a finish to remember at Copacabana Beach - and a party to remember afterwards. You'll deserve it!

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Photos Mike Johnson/South American Pictures/Ford



Vol XLV No 2 February 1969

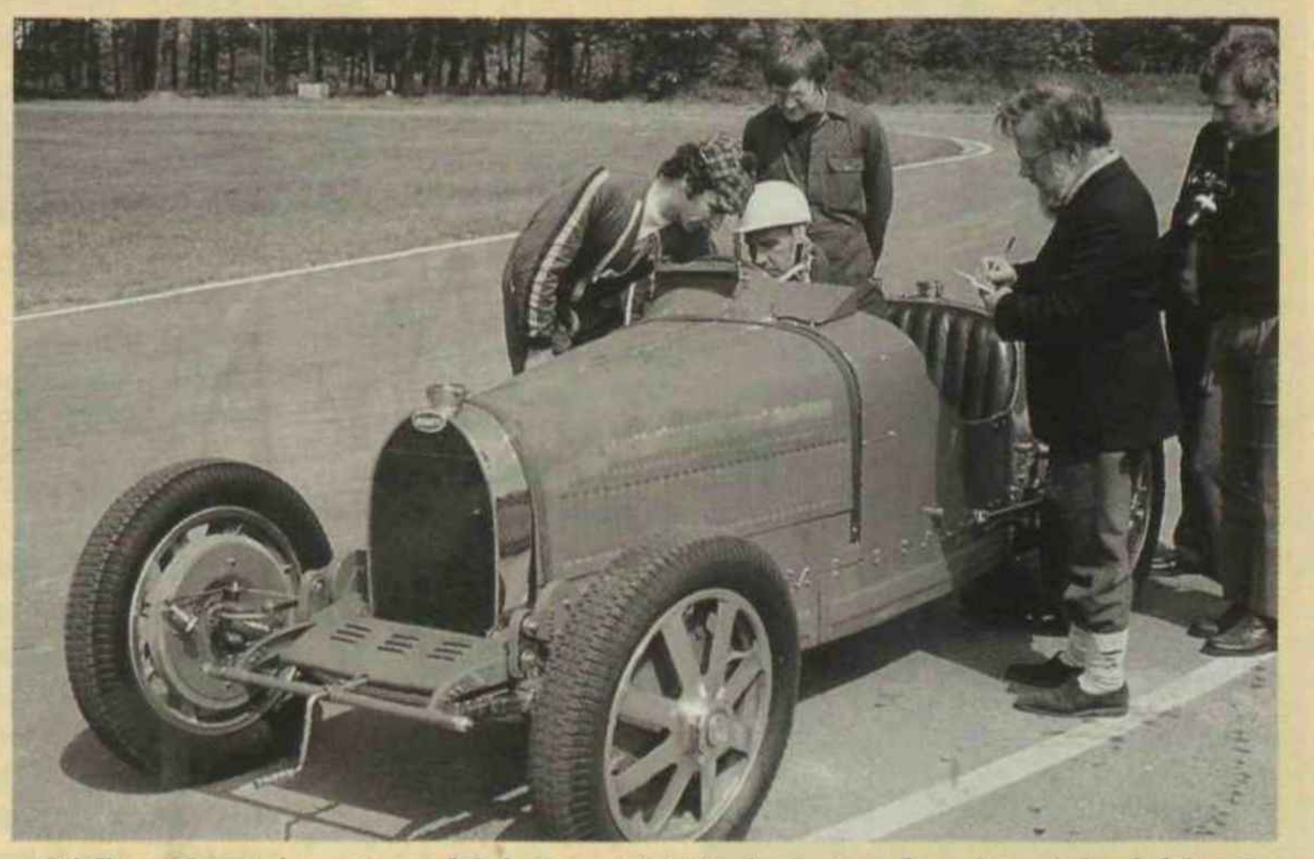
THE DRIVER'S JOB – it has changed

During a discussion we spoke of drivers, past and present, and the inevitable Fangio, Moss, Clark, Stewart battle raged. We agreed that as Stewart never raced a front-engined GP car, and Fangio never raced a rear-engined car, they could not be compared. However, one faction thought that no matter what the car the ability of the top driver did not differ greatly. Taking extremes, it did not seem reasonable to compare Jenatzy or Nazzaro of 1907 with Clark and Stewart of 1967, and when we discussed why we decided it was because the things the drivers had to do were so different. While analysing what the driver of today has to do we realised that many things have changed, not only since 1907 but since1957, when Fangio reigned. This became so interesting that we forgot our idea of comparing drivers and started comparing the work of the driver today and just a few years ago.

With the introduction of the Cosworth V8 engine the Lucas technicians produced a device in the ignition system that could be pre-set to any desired rpm.When the engine reached this figure the power of the spark was weakened so the engine could not exceed this figure. Set at 9200rpm, the driver could forget his tachometer, from the point of view of bursting the engine, though it was still useful for keeping on the peak of the power curve. Anyone without this device, still has to keep an eye on the rev-counter for fear of over-revving and breaking valve gear or connecting rods. Today, racing engines will stand quite a lot of over-revving, unlike a few years back when peak rpm were only reached briefly on the test-bed and drivers drove their races on the rev-counter, not for fear of losing ground, as in F2 or F3 today, but to be sure of keeping the engine in one piece.

And today's driver can virtually forget his gearbox. With the modern Hewland, BRM, Ferrari or ZF grand prix gearbox, you just flick the small lever this way and that; there is no need to grasp a large knob at the end of a long lever and time your changes, and certainly not like Jenatzy or Nazzaro had to change gear.

Perhaps the biggest advance has been with brakes. The driver of today can use his brakes as hard on the last lap of a Grand Prix as on the first, there is no need to calculate whether his brakes are going to last the whole race, he just bangs his foot as hard as he can on the brake and the car stops in the minimum distance. It was not so long since it was usual to see a driver doing all his braking on the gearbox by the end of a race, his brake shoes having worn right away.



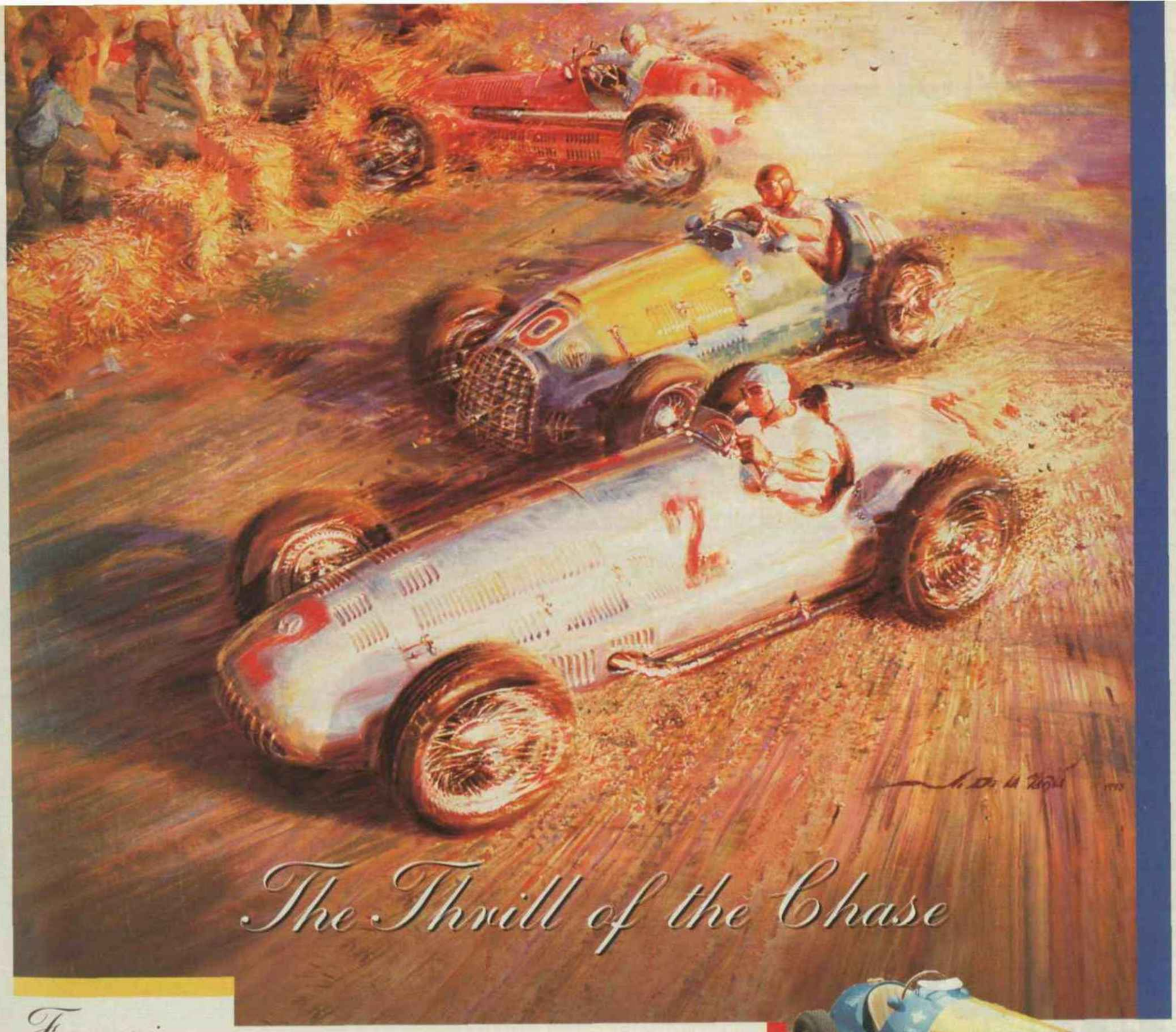
Stirling Moss tries a Grand Prix Bugatti. Was he better than its original driver?

Other changes have come in the realm of suspension, not only from the point of view of road-holding, but also the ride. Today many drivers are content to recline in a shaped aluminium or glass-fibre seat with no padding whatsoever, whereas a few years ago racing car seats were padded with sorbo-rubber and covered in leather. In the same province, steering wheel rims used to be bound with cord, because there was so much shake to the steering the driver needed something to grip. Today, steering is so smooth and sensitive the driver has a delicate leather-bound wheel rim that he can hold between finger and thumb. The advance made by people like Borg & Beck with clutches means the modern racing car can have a light pedal pressure and no driver of today is going to suffer leg pains from operating the clutch.

Apart from punctures our driver can forget tyres as far as wear is concerned. There is no need to adjust speed to conserve tyres, or stop for new ones. For a long time in Grand Prix racing, wear was the limiting factor to performance, and many drivers arrived at the pits with rear tyres in ribbons due to too much acceleration. Today's tyres and rear suspension allow as much acceleration as the car will generate. Added to all this, Grand Prix races today only last two hours or so, instead of many hours, so he does not need to be built like an all-in wrestler.

After all that we wondered what our driver actually had to do. He could barely break his engine, muff a gear-change, wear out his brakes or tyres or suffer physical fatigue; he just had to lie there and drive. Then we began to analyse what there was to do, and it was still a great deal. He still has to judge pedal movements at the start to millisecond accuracy. He still has to judge braking distances for a corner. He cannot afford to be a few feet out on his braking point, nor can he afford to over-estimate his approach speed into a corner. Because of higher reliability he can race for the whole two hours, and often has to, whereas the last phase in many of the longer Grand Prix of old was one of nursing the car without with no opponents to worry you. The driver of today has to put much more effort into the actual driving than his counterpart of yesterday ever did, driving at the limit of performance, braking and road-holding if need be for the whole race. This calls for more concentration and a keener sense of judgement, even though it calls for less mechanical ability. Because maximum speeds and lap speeds are higher the driver today suffers more mental strain, though less physical strain.

All things considered, the Grand Prix driver still does an outstanding job; it is different in many respects, but he still needs good eyesight, superb judgement, reflexes and a sharp brain; it is simply that today he applies them to different things. — **DSJ** M



The Thrill of the Chase



Ferrari

1949 166 FL, #011F, Blue/Yellow, Ex-Fangio, Gonzalez, Factory Team Supercharged Monoposto.

1951 212 Export, #0136 E, Red/Black, Carrozzeria Touring Barchetta.

1952 340 America, #0174 A, Red/Tan Vignale Competition Berlinetta, Ex Phil Hill.

1953 166 MM/53, #0272 M, Red/Tan, One-off, Ferrari Special Bodied Competition Spyder.

1953 375 Mille Miglia, # 0320 AM, Red/Tan, Ex-Scuderia Ferrari Factory Team Pinin Farina Coupe.

1954 250 Monza, #0432 M, White/Black, Scaglietti "Pontoon Fender" Competition Spyder.

1966 206 SP, #018, Red/Black, Ex-SEFAC/NART Team Spyder. Completely original!

1970 512 S, #1006, Red/Red, Ex-NART Team Car.

1984 126 C4, #074, Red/Tan, Ex-Alboreto Formula One, 1st Place Winner!

Additionally

1931 Alfa Romeo 6C 1750, #10814318, Red/Black, Grand Sport Zagato Spyder 5th Series.

1931 Bentley, #YX 5125, Black/Black, 8 Liter Dottridge Brothers of London Roadster.

1953 Cunningham, #C53-8-1086, Blue/White, C-3 Vignale Competition Continental Coupe.

1954 Porsche, #550-10, Silver/Red, 550/1500RS Factory Team "Le Mans Prototype."

1959 Maserati, #2465, Red/Black, Tipo 61 "Birdcage."

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SIMON TAYLOR



MODERN TIMES



LAT

Schumacher's Ferrari was 1.7 sec a lap faster than Villeneuve's BAR in Barcelona, but was unable to overtake it

JUST BEFORE THE SPANISH GRAND PRIX, word went round that FIA President Max Mosley and F1 czar Bernie Ecclestone had summoned team bosses to a secret 24-hour brain-storming session. The plan was to lock themselves away in a luxury hotel and debate in private where modern F1 is going wrong, and how it should be re-shaped for the future.

In modern business-speak this sort of thing is known as a "blue-sky" meeting, where company executives take a metaphorical clean sheet of paper and say: If we weren't where we are now, where would we like to be? It's a very healthy exercise for any organisation to indulge in, not least when things are going really well. The old adage "If it ain't broke, don't fix it" can sometimes lead to dangerous complacency.

And in any case, despite soaring TV revenues, burgeoning budgets, new sponsors still queuing to come in and the little matter of a $1.4 billion bond issue, there are those who believe that Formula One *is*, in some respects, broke – although absolutely not in the monetary sense, you understand.

Over the past few seasons F1's technical regulations have progressively followed a path which, in the name of safety, has made overtaking almost impossible. Even the most enthusiastic F1 fan, like me, has to admit that races are now rarely battles of talent and courage on the track – apart from qualifying, which more or less decides the result of most races, and getting off the line and into the first corner. Instead they are battles of pitstop strategy, in which the weapons are computers rather than cars, and the heroes are not drivers but team technicians.

A telling example of exactly this came in the Spanish Grand Prix. After the scramble at the start, Michael Schumacher found himself in fourth place behind Jacques Villeneuve's BAR, which had made a brilliantly opportunist start and driven round the outside of both Ferraris going into Turn One. Schumacher told us afterwards that he made one attempt to pass Villeneuve a few corners later, which was easily blocked by the Canadian, and after that he decided it "wasn't worth the risk" to try to overtake him. This from perhaps the fastest, the most aggressive, the most determined racer in the world, defending his World Championship lead on a circuit with a 190mph straight and a wonderful mix of 14 slow, medium and fast corners. And on a day when his car's best race lap when he had a clear track proved to be 1.7 seconds faster than that of the car he was trying to pass...

Schumacher is clever, clear-thinking, and a realist. He knew that his best, perhaps his only, chance of passing Villeneuve was by waiting for the first pitstops. So the 80,000 Spanish spectators and the billions of TV viewers watched him tail the BAR for 22 laps, and then follow it into the pits. The Ferrari crew did their job a bit quicker than the BAR boys, and as they came back down the pitlane Schumacher was ahead. The best driver in the world had needed the help of his pitcrew to pass a slower car.

Now perhaps, on that particular track at that particular time, the mix of the fast-improving BAR and Jacques Villeneuve – still for me one of the half-dozen best drivers in F1 – was indeed more than a match for Schumacher. But we'll never know because he decided not to risk trying to pass.

It was the same for almost everyone else. There was the odd scrabbly manoeuvre lower down the field, and Damon Hill notably got past Rubens Barrichello two laps from the end; but as is now usual, from the first corner on, the order among the top six throughout the race was only changed by pitstops and retirements. And this wasn't round the houses at Monaco: this was a typical F1 circuit which has witnessed some great battles in the past.

The reasons for this dearth of overtaking have oft been recited, on these pages and elsewhere. They are complex, but let's look at them in simple terms. Max Mosley wants to pursue safety by reducing cornering speeds. It's a laudable aim, but he has done it by reducing the effectiveness of the tyres, so that more and more grip comes from the wings. The preponderance of aerodynamic grip over mechanical grip means that a car's potential is greatly reduced when it's running in dirty air behind another car. You catch up a slower car with ease and then, once you're behind it, you lose so much grip you can't overtake it.

Circumstances have conspired to alter tyre compounds, too. Now Goodyear have withdrawn and Bridgestone are in a monopoly, they no longer have to develop tyres to the maximum within the regulations to find more grip in order to beat their rivals and win races. And, according to Williams technical boss Patrick Head, Bridgestone are being encouraged to make tyres to a specification that will give less grip rather than more.

Many of the drivers have been voicing their concern at the way F1 has gone for some time. One or two have been publicly outspoken, and have been slapped down by the FIA in consequence, for the FIA's term for criticism is "bringing the sport into disrepute." There is also the view that the drivers are paid huge sums of money to drive, and not to have opinions: it's the same for everybody on the grid, and they should get on with the job and not try to deflect attention from their own shortcomings in the cockpit. But Damon Hill, former World Champion, the winner of 22 out of his 104 Grands Prix and now the old man of the grid, is surely qualified to say what he thinks is wrong. "We are going down a blind alley," he said in Spain. "I am happy to talk to Max Mosley about it. It is no fun any more, and we cannot continue like this." The paying public, and TV audiences around the world with a channel changer beckoning, will agree.

Apparently the drivers will not be represented in this meeting, but no doubt several of the team bosses will be outspoken. There is always resistance to any change of regulations, of course, because of the enormous cost of redesigning whole cars or parts of cars while still remaining competitive. But, according to Patrick Head of Williams, "Max's view is that it is obvious to a 15-year-old student that what he says is correct. Well, there are a lot of people well above that level of education who don't agree with him." (Patrick is a racing car designer. Max Mosley's background is in the law.)

F1 has gone down blind alleys in the past, and has usually managed to extricate itself in the end. Regulations have changed greatly down the years, and the comparative stability of the basic rules over the past decade has been a major ingredient in the strength of Formula One. But, quite rightly, the FIA has historically not been shy of executing U-turns when the rules turned out not to work well.

Looking back, it is curious to remember an era when F1 cars were reduced to 1500cc and were far from being the fastest, or even the most technically advanced, cars racing (1961-1965). Or a year when normally aspirated cars were banned (1986), or a period when ground-effects cars had to be virtually devoid of springing in order to work properly. Then there were fuel consumption regulations, which gave us cars cruising gently late in a race to try to get to the end without running out. For so many years refuelling was banned, on understandable safety grounds: we've all become used to it now, and it does function wonderfully efficiently. But there's always a still small fear that a terrible pits accident could occur, and make worse headlines for Formula One even than Imola did in 1994.

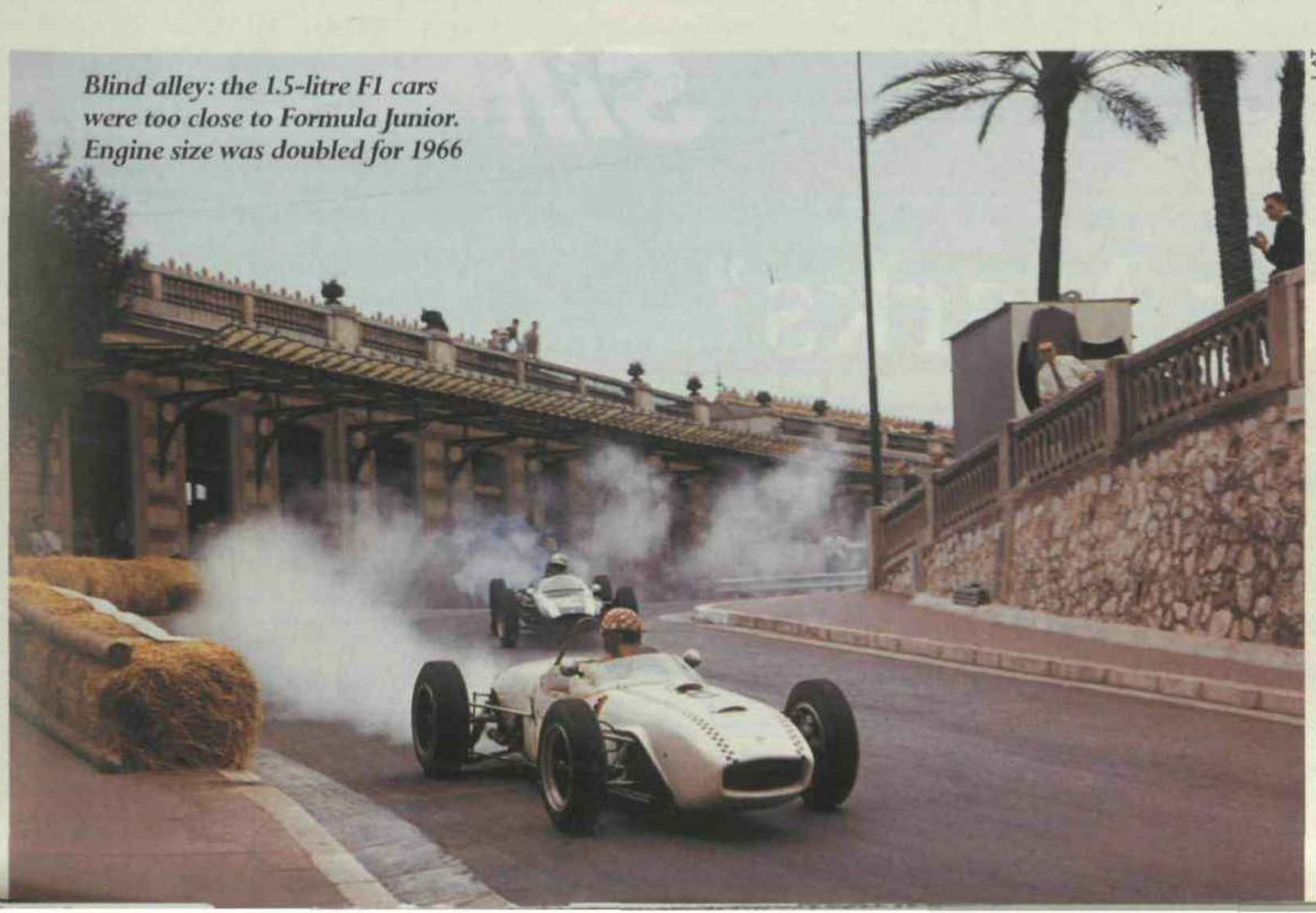
Nobody's going to ask me: I'm just a humble enthusiast. What do I know about the complex business of ensuring F1 remains a major draw on TV screens across the globe?

But, if I *were* asked, my homespun recipe for better F1 racing would be (a) drastically reduce the size of the wings; (b) return to slicks, and let them get slightly, but not a lot, wider; (c) ban refuelling, so the races have to be won and lost on the track; (d) try – it may be impossible, but try – to find ways of reducing costs, and thus reduce the technological and budgetary gulf between the front of the grid and the back and ensure that two teams don't do all the winning.

How easy that all sounds – far too simplistic, no doubt. And the sponsors like big wings for their logos: so much easier to read on TV.

As this page went to press it was revealed that F1's blue-sky meeting had been postponed. No reason was given. But we should take some comfort from the fact that it was mooted at all. And we must go on clamouring for it to happen: perhaps there is, after all, concern in high places for the state of F1's health.

I'm an optimist. I believe that in a few years we will look back on the end of the 1990s as just a passing black spot in Formula One's still more or less glittering history. For that to be the case, the problems need to be faced today. Some brave initiatives need to be taken, and fast. M



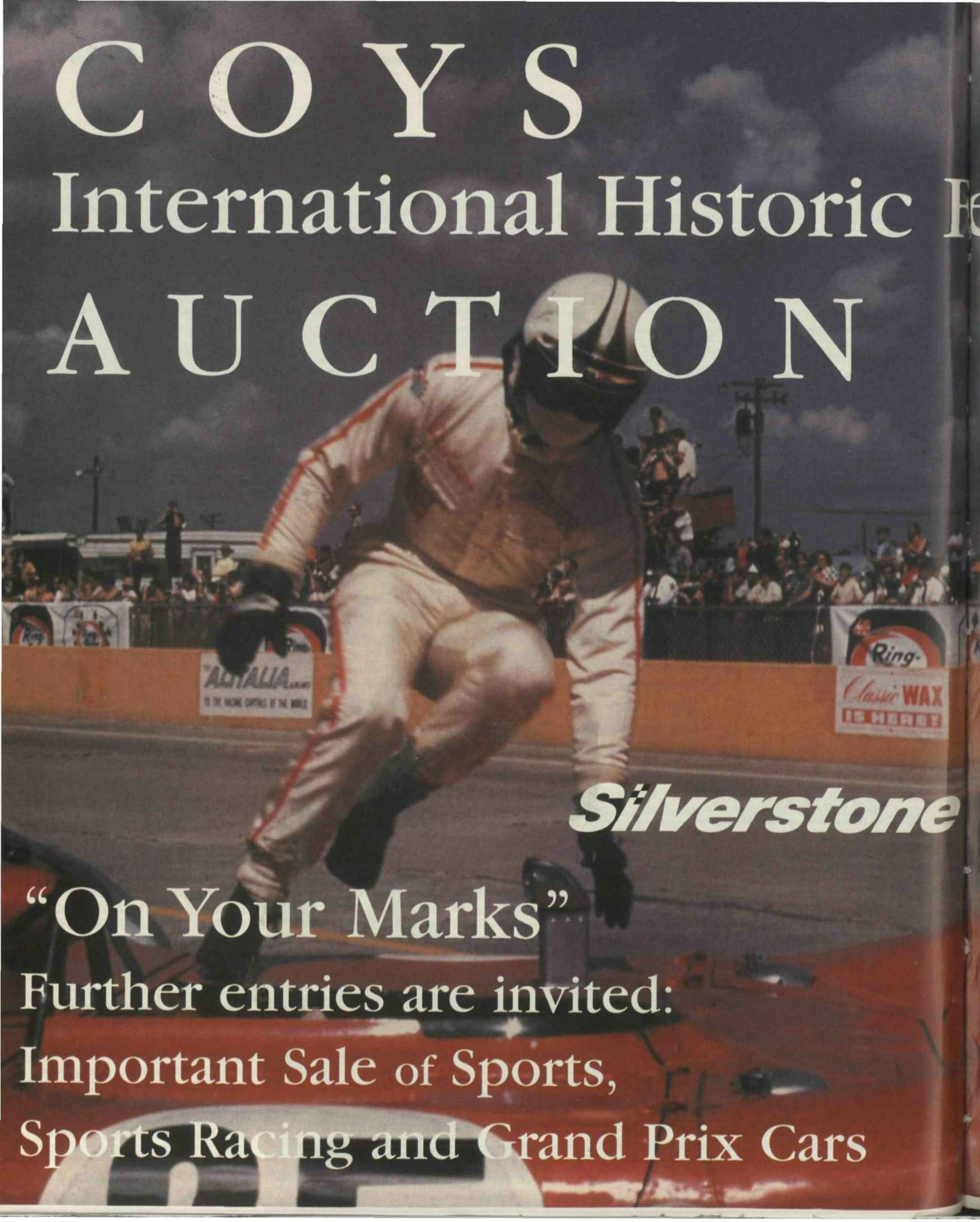
LAT

Blind alley: the 1.5-litre F1 cars were too close to Formula Junior. Engine size was doubled for 1966

COYS

International Historic F

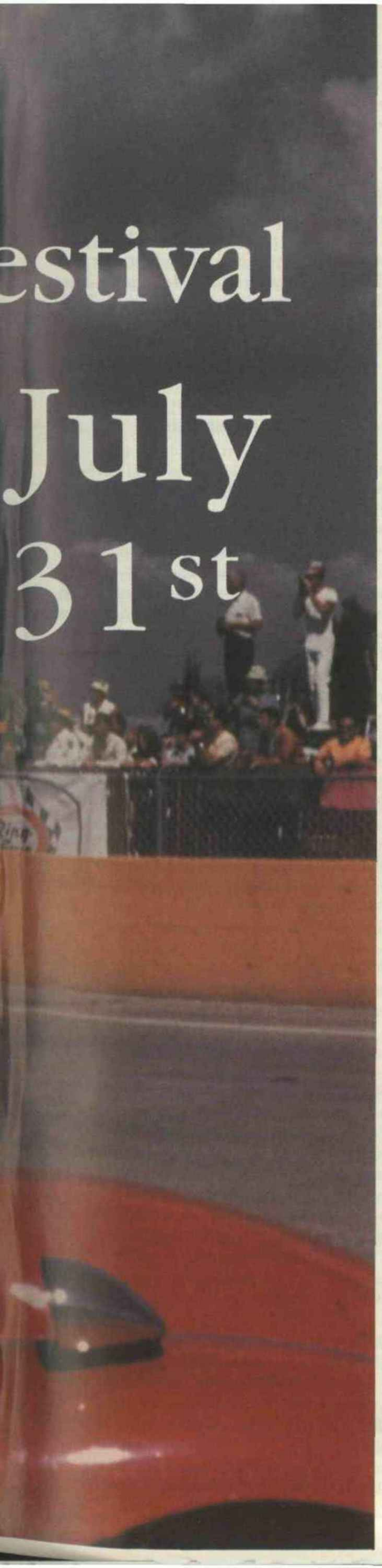
AUCTION



Silverstone

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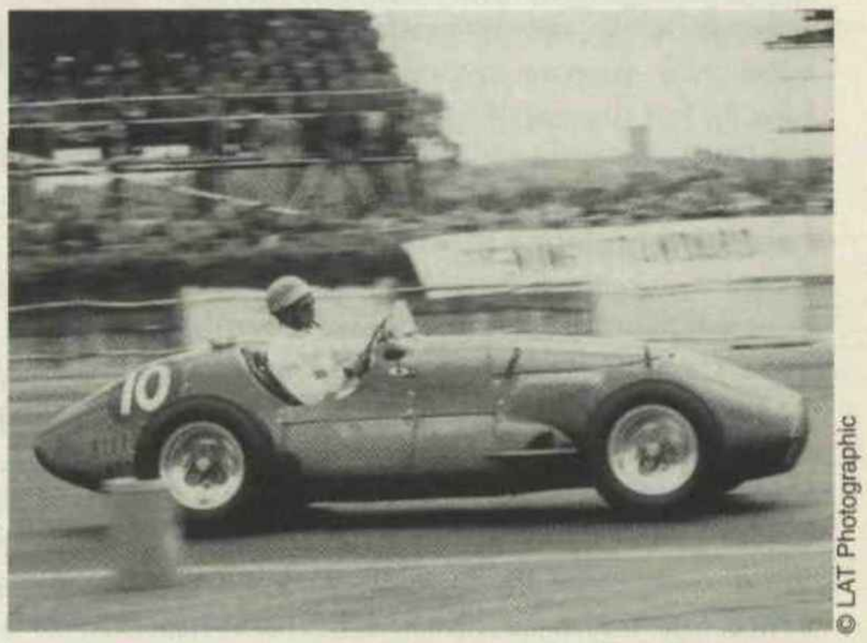
Further entries are invited:
Important Sale of Sports,
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1999

An Important Sale of Sports, Sports Racing and Grand Prix Cars. Once again, Coys will return to the famous Silverstone Circuit to host their annual sale of competition and sporting motor cars. Amongst the 100 entries expected for this important sale we are pleased to include the famous ex-Prince Bira Connaught A-Type Grand Prix Chassis Number A8, the regular works entry of Bira and Moss during the 1953 Grand Prix season.

Also entered is the famous ex-Jack Lambert Competition E-Type Jaguar 'RL26' campaigned throughout the 1960s in International GT races, with many victories. It is now race prepared for today's historic GT racing in which it has already excelled.



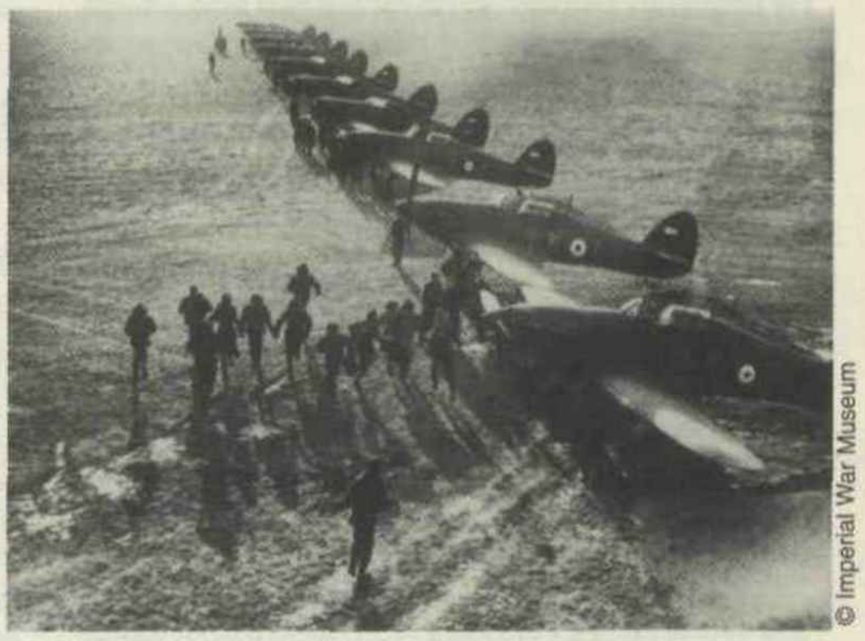
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1953 Ex-Prince Bira Connaught A-TypeGrand Prix

"Chocks Away"

This year, Coys are delighted to announce that they will be extending this auction to include the sale of collectors' aeroplanes and related aeronautica. Already entered - the ex-R.C.A.F 1941 Hawker Sea Hurricane BW853 Serial R30019, C.A.A. Reg G-BRKE, originally used for North Atlantic patrols and convoy support.

"Squadron Scramble!"



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The Editor reserves the right to edit all letters

JACK BRABHAM IS MY HERO...

SIR,

First, apologies for the late response to the excellent articles regarding Sir Jack Brabham and the Brabham team in the May issue of MOTOR SPORT.

Sir Jack was my boyhood hero, pictures of him adoring my bedroom at school and at home. Every week I wrote to him and once in a while I received a reply and signed photograph.

In 1963 my parents moved to West Byfleet, near to where Sir Jack had his team. The first day of my summer holiday saw me perched outside the workshop until someone invited me in, and the rest is history. For the rest of my holiday I worked with the team cars and in Motor Racing Development with the Formula cars. Persuading my parents that becoming Sir Jack's mechanic held a far better future than being Prime Minister, they reluctantly conceded, and I left school on December 18th 1963, starting as an apprentice on December 19th.

Tough but wonderful days. Many of the great drivers spent their early careers at Brabhams and I was able to accompany them to a whole variety of race weekends with F1, F2, Formula Libre and Sports Cars. From 1968 until Sir Jack retired I was a mechanic on his car; his chief mechanic has since become an important and successful F1 team owner.

Travelling everywhere with the cars, the small Brabham team became a fraternity, but during that period one never actually got to know Sir Jack. He frequently worked on his car but said little, except to Ron Tauranac who was always seeking improvements. We could spend hours in each other's company without so much as a conversation, but this simply didn't matter because Sir Jack was quiet, unassuming and totally committed to his team.

The 1970 season was a swan-song year. Sir Jack loved the BT33 and he showed many young lions of the day a thing or two. I regret to admit it was probably me who failed to put enough fuel in his car at the British Grand Prix, but as on other occasions when I, or other mechanics, made stupid mistakes he never admonished us, either publicly or privately. Neither did we say anything that would criticise him when he made a mistake such as that last Monaco. The respect we had for each other was mutual, silent and sufficient.

I left Brabhams in 1974 to join Penske. They were wonderful days for a young man, and I was so fortunate to be given an opportunity. I did not see Sir Jack again until Surfers Paradise in 1993, but since then we have become firm friends, frequently reliving those 'silent' days. His 1959/60 Championship helmet lives in my office, one of my proudest possessions, as is the photograph of us both at the 1998 Festival of Speed.

A very great man, a perfect role model and now a friend. Thank you for helping me to relive a golden age.

I AM, YOURS, ETC.

NICK GOOZEE, PENSKE CARS, POOLE, DORSET.

...AND MINE

SIR,

Having just read your article on Sir Jack and enjoyed it thoroughly, I thought I would let you know it was Sir Jack that started my love of motor sport, his was the first autobiography that I read.

I have only met the great man at the Coys and Goodwood Festivals but have always managed to track him down for a quick chat. He has never ignored me or been too busy. I am just a racing fan but I would just like to say thank you for all those meetings and memories.

I AM, YOURS, ETC.

ANDREW NEWNES, WOODSTON, PETERBOROUGH.

* * * *

ME TOO

SIR,

Gavin Ross (Letters, January) expressed exactly my thoughts regarding the 'new look' MOTOR SPORT. I miss comment on the contemporary racing scenes – please don't make me buy *Autocar*! How about a photo-montage centre spread, as was published 30 years ago?

The brilliant portrait of Sir Jack Brabham was well worth the cover charge alone.

I AM, YOURS, ETC.

RICHARD OWEN, LLANDAFF, CARDIFF

* * * *

AND FINALLY...

SIR,

I first saw Sir Jack at Snetterton when he stayed in front of Moss in the wet, despite being in a bob-tailed Cooper Sports and Moss in a 250F Maserati.

On the way home we came upon Sir Jack standing beside his beat-up boiling Buick (or some such pre war US make). It was in a pub car park so we took him for a drink.

Some time later, I went with my friend, the late Chris Summers, who hoped for a Cooper drive, to the French GP at Rouen. On race day friends took us to the Café de Sport. Despite the noise of the cars hurtling past flat-out, Madam informed us 'M Coopair et M Braam dorment'. We sank a few calvados and waited for them. When they did we had one of the most amusing breakfasts imaginable. John Cooper is brilliantly funny and Brabham played the straight man. Their tales of 'economy racing' round Europe were hilarious. In order to save the racer they'd convince the local car hire bod that having a racing driver use their cars was a good advert – so they gained a car free.

At about this time there were suggestions that Fangio was an 'old man'. But Jack told us: "My engine was too small for speed but the car was fast through corners. I passed the pits and braked for the downhill swerves, and this red car shot past me flat out and semi-broadside. I thought 'Christ he's bought it' but it was just Fangio in his 250F and he did the same thing lap after lap!"

I AM, YOURS, ETC.

IAIN H F MACKINNON, HALL GREEN, BIRMINGHAM



Jakob Ebrey

Mercedes W154: you can smell it without the aid of a respirator

* * * *

A CALCOTT ENQUIRY

SIR,

I am currently restoring a 1914 Calcott 10.5 Light Car and have created a Register of the remaining examples of the marque.

From the information I have it appears that 25 cars may have survived, with 14 complete and either restored or in original condition.

In attempting to complete my own restoration I have gathered all the literature I can find, and am always interested in any information on Calcotts.

The article in your May 1997 edition entitled "Henry Royce and the Light Car" has been drawn to my attention and I write to enquire if you can throw any light on the origin of the print used in the article. The car shown in the print is of particular interest as it shows some features which do not appear to have been included in the production models, suggesting that this may have been a pre-production example.

I would greatly appreciate if you could throw any light on the origin and current location of the print used and whether anything is known about the particular car shown.

I AM, YOURS, ETC.

ANTHONY WILSON, NEW PLYMOUTH, NEW ZEALAND.

(You should try the National Motor Museum: telephone 0044 1590 612345 - Ed)

* * * *

WHERE F1 WENT WRONG

SIR,

We do not have to look far to see what is wrong with Formula One motor racing, do we?

Money and the Mickey Mouse Circuits! In the latest report from Imola, we have the unbelievable remark from Ron Dennis, "David should not have to be aggressive to overtake. It was a lack of sportsmanship that applies to both the drivers and their teams". Do not have to be aggressive? Tell that to racers like Schumacher, Mansell and Villeneuve. They would soon have got by. What did Coulthard want the other drivers to do? Pull into a lay-by and wave him past? He just hasn't got what it takes.

Sportsmanship? What room is there for that when Grand Prix racing is dominated by big business and big money? We just have to realise that it is no longer a sport but just a business.

I AM, YOURS, ETC.

G PARMINTER, HECKINGTON, LINCOLNSHIRE

LETTERS FROM READERS

DSJ: OBJECTIVE OBSERVER?

SIR,

I refer to recent correspondence concerning the late Denis Jenkinson. I, like many other readers seem to have taken to reading MOTOR SPORT at the age of 12. At that time any article with the letters DSJ at the bottom was always the first to be read.

Forty years on I think his appeal lay in his 'enthusiastic uncle' style of writing. However on reflection I don't think this style was always as objective as it might have been. On too many occasions he let heart rule head, and some of what he wrote was in no way impartial, particularly during the days when Jackie Stewart campaigned for better safety measures at circuits.

I believe it is too easy to look through rose tinted spectacles and raise the standard of his articles, forgetting the content was penned by an enthusiast as opposed to a consummate professional.

I AM, YOURS, ETC.

PHILIP T CRACKNELL, RIPLEY, DERBYSHIRE.

* * * *

EDITORIAL INCONSISTENCIES

SIR,

The new MOTOR SPORT has changed me from an infrequent reader into a regular subscriber. However it becomes increasingly obvious that there are many different editorial policies/agenda.

Your explanation in the frontpiece of April's issue for the use of Gilles/Ferrari was laudable – so how do you justify the use of a pay driver in the BT49 on the cover of the May issue? With free access to the LAT archive surely you could have found a more evocative shot; after all there are over 20 years of Brabhams to choose from.

You made a similarly strange choice choosing a contemporary shot of a clone 917 on the Porsche issue – then you were probably in the driving seat!

On the subject of seats or lack of them – instead of spending so much time writing about how you didn't fit the BT49 in the track test, couldn't you have selected a smaller driver? Then more could have been said about the behaviour and performance of the car.

I AM, YOURS, ETC.

MIKE FAIRHOLME, GRANTHAM, LINCOLNSHIRE.

(It was me in the 917 and, yes, I could have let someone else drive the BT49; could you have turned them down? -Ed)

* * * *

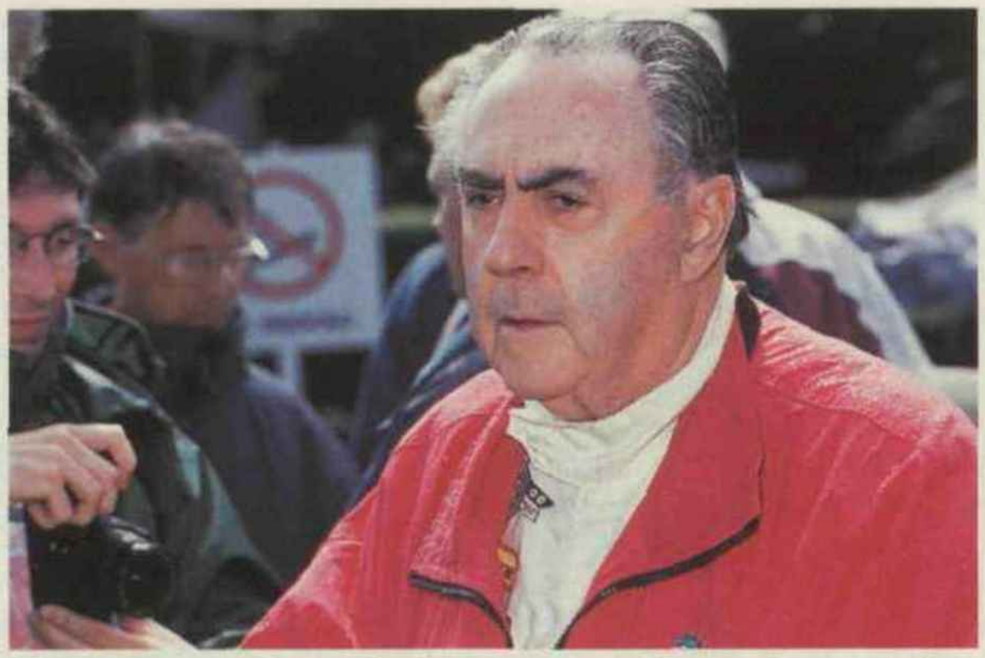
HILL CLIMBER

SIR,

I am compiling a competition history of three Sussex and one Kent hill climb courses, Bodiam, Ditcham, Firle, and Valence. If any reader can supply copies of reports on meetings at these venues, I will be grateful, and reimburse all expenses.

I AM, YOURS, ETC.

ALAN WOOD, 8 AMBLESIDE COURT, AMBLESIDE AVENUE, TELSCOMBE CLIFFS, E SUSSEX BN10 7LT.



Sir Jack: a man who inspired a generation of MOTOR SPORT readers

WE NEED JENKS' VIEW

SIR,

In the last two issues of MOTOR SPORT, Denis Jenkinson has been remembered and held in reverence, by readers and those who knew him well.

I wonder what he would say about the present situation regarding the BRDC, Silverstone, Bernie and his circus and Miss Foulston?

It would certainly be very readable and very probably the basis of an expensive libel case!

I am pleased that the only comment in print on my one-time involvement in the sport from DSJ was a compliment, and as Mike Cotton said at the time, "you will not get better than that".

I AM, YOURS, ETC.

STUART DAVEY, GREAT ORMSIDE, CUMBRIA

* * * *

FERRARI'S SECOND BEST RACING DRIVER

SIR,

After a superb victory in Monaco, much has been made of Schumacher becoming Ferrari's most successful driver. I dispute this. He may have the most Ferrari Grand Prix wins (16 to date) but Niki Lauda's 15 victories brought two world championships and a hat trick of manufacturer's championships, all in just four seasons. By these criteria, Lauda surely, is still the more successful.

I AM, YOURS, ETC.

C.J HARDY, SEER GREEN, BUCKINGHAMSHIRE.

* * * *

NOISY, SMELLY DONINGTON

SIR,

I had the pleasure to attend the VSCC meeting at Donington Park and relished the opportunity to see, hear and smell real motor racing.

However I was bemused to notice several spectators wearing ear plugs. As the distances and durations of exposure to this glorious music are at best modest this cannot be a health concern among so many.

Numerous individuals visiting the Silver Arrow garage probably risked loss of licence if they drove home after inhaling the hooch it runs on, and none wore respirators. So why short- change yourself? Perhaps someone can enlighten me.

I AM, YOURS, ETC.

STEVE WILLIAMSON, HIGH PEAK, DERBYSHIRE

* * * *

REBAQUE'S BACK

SIR,

I have two particular memories of Hector Rebaque, both forgotten by most. First, he is one of the few ex-F1 drivers to win a CART race, and one of few he entered too. Secondly, was it not Hector who campaigned a privately-entered Lotus, beautiful in brown with gold accents and nary a bit of advertising? Maybe this was the last time such a sight appeared on an F1 grid.

Anyway, keep up the good work and I regret not writing sooner to comment on the astonishing and welcome makeover of MOTOR SPORT.

I AM, YOURS, ETC.

KURT BORMAN, VIA E-MAIL

* * * *

JAGUAR'S LE MANS LUCK

SIR,

Congratulations on the June issue of MOTOR SPORT, particularly the glossy Jaguar supplement. With reference to the article on the XJR-9, I too was at Le Mans in 1988. What I remember most, however, was the cheer that went up when the Bell/Stuck/Ludwig Porsche ran out of petrol.

Of course, once refuelled, it roared off after the Jaguar and no one thought more about it as such a minor delay was unlikely to affect the outcome of such a race. It was only when the Jag won by less than a lap that we saw how fortuitous this blunder had been.

I AM, YOURS, ETC.

GILES NEWTON, LLANISHEN, MONMOUTHSHIRE

* * * *

BRANDS FAN

SIR,

When choosing the right venue for a Grand Prix, only one factor should be considered: does it provide ample viewing for the spectator?

All other factors are a moot point, as no circuit should be considered if it isn't safe enough, capable of providing parking facilities, and so on.

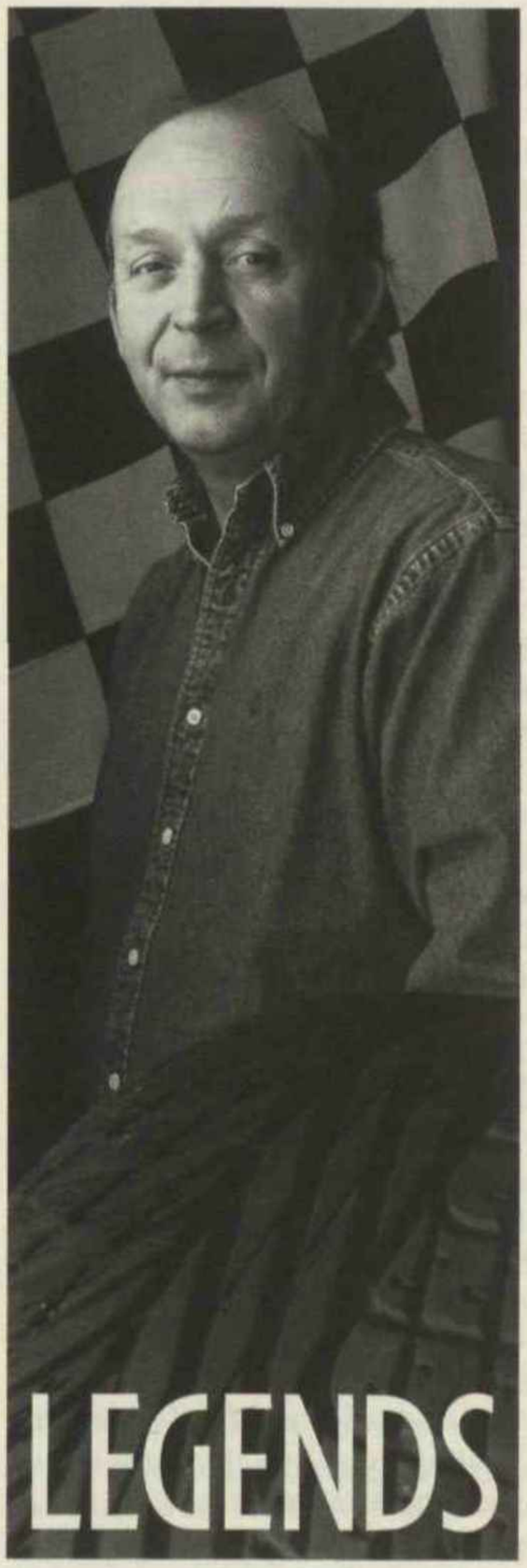
If Nicola Foulston can provide the above, it comes down to a straight fight between Brands Hatch and Silverstone as to where the race should be held. At that point we have an undisputed winner.

Silverstone is a circuit without atmosphere or spectator viewing points. Brands Hatch's natural amphitheatre is a racing fan's paradise.

I will be first in line for tickets to the Grand Prix when it is next held in Kent. Keep a space clear for me at Paddock Hill Bend...

I AM, YOURS, ETC.

JOHN WHITEMAN, ALRESFORD, HANTS





Bondurant's best F1 placing and only points-scoring result was fourth driving a BRM P261 at Monaco GP in 1966

BOB BONDURANT

LUNCH WITH BOB BONDURANT AT Monaco. I don't know what it is about American drivers of the '50s and '60s, but all have great powers of recall, and spice their anecdotes with easy humour. Phil Hill and Dan Gurney I can listen to for hours.

Bondurant was not in their class as a driver but that's not to say he didn't build a substantial reputation in GT and sportscars, particularly those associated with Carroll Shelby. His name always says 'Cobra' to me, and in 1965, in one of the beautiful Daytona coupés, he was instrumental in winning the GT Manufacturers' Championship for Shelby.

If he remembers one event above all from that era, however, it is the Tour de France of the year before. On the face of it, a Daytona Cobra was less than ideal for this event, then effectively a rally at racing speeds.

"There were eight races and nine hillclimbs," Bondurant recalled, "and the road sections between were like a long race on their own! You had checkpoints along the way, and if you didn't make one of them on time, you were out.

"We had to average, like, 67mph on the road – and to do that, you had to be going pretty hard a lot of the time, because obviously you had to slow down for the villages. The Cobra was a wild thing in those conditions, but we didn't know any better..."

He drove with Jochen Neerpasch, and did a thorough reconnaissance of the route. Bob reckons that really paid off, but still there were surprises.

"We did all that in the daytime, of course – but the first hillclimb was at night. The smallest cars started first, and by the time we got to go up, there were boulders everywhere, because so many guys were flying off the road. I said to Jochen – who never wore a seat belt – 'Hang on, here we go...' "

After fighting up the rock-strewn road, Bondurant expected to be in midfield; in fact he had won. And the Cobra was to lead until the race at Le Mans, where the clutch disintegrated.

There were many adventures in the interim. "In ten days we had four nights where you slept; otherwise, we were on the road the whole time. We ran at Rouen, and on the way I felt the throttle cable was trying to pull out. At the stop I told the mechanic, but he and said it looked fine.

"About ten laps in, I was leading, and the pedal went dead. I jumped out, used a franc piece to turn the throttles wide open, and then drove it on the ignition switch after that!"

Fitting a new cable took nearly an hour and there was a control at Caen to be reached, somehow, on time.

"I'll never forget that," Bondurant smiled. "This was in normal traffic,

and it was a holiday – everyone was coming back from the beach, and we were doing 160mph! David Piper was behind, in a GTO, doing the same.

"Remember I said Neerpasch never wore a seat belt? Well, halfway there, I look over at him, and he's putting on the shoulder harness! We made that checkpoint by 17 seconds..."

It was always Bondurant's hope to get into F1, and a chance came late in 1964. The recalcitrant ATS cars had been taken over by Alf Francis, and when Bob went to Monza to test Ford GT40s for John Wyer, Francis asked if he'd care for a run in an ATS.

"They'd redesigned the rear suspension, but not put in new half- shafts. I went out, got used to it, and that night got talking about the *Curva Grande*, about guys like Clark taking it flat out.

"We went back next morning and I'm thinking, 'Well, maybe it *is* flat out.' I figured the ATS didn't have that strong a motor, so I wouldn't be going *that* fast, and after a few laps I got through it flat out. And on the way to the Lesmos I'd picked up 500rpm. Quite a difference.

"By the end of an hour, I'd done it several times, and got the 'In' signal. I thought, 'Well, who knows when I'll be back here? I'm going to do it one more time'. As I went through a half-shaft broke. I was doing about 150mph, and then the axle broke at the left rear. I went through the hedge backwards, and remember thinking, 'Bondurant, you just wrote yourself off...'

"I went down a ravine, and got thrown out. I was wearing one of those bubble shield visors we had at the time and it got shredded, but it saved my face. I landed on my back, on a pile of leaves! Just lucked out, I guess. When I came to I was gasping for air, and it felt like I'd a punctured lung, so I rolled over on my stomach, crawled to a hedge, and pulled myself up with the branches.

"I couldn't find the car, though. I thought, 'Well, I know I came down here in a car – where the hell is it?' Then, in the middle of the *Curva Grande* I found the hole in the hedge – and then I found the car. At that time the bodywork was all one piece, and the front had come back, so the windscreen and the roll-over bar were sheared off. If I'd been strapped in, I'd have been decapitated. I thought, 'Wow, if this is Formula One...'

"The middle of my back was sore as hell, and back in London I saw an English doctor. He said, 'Where did you crash?' I said, 'Monza', but he looked at me meaningfully, and said, 'No, you crashed at Goodwood, I'm sure you crashed at Goodwood'. I got the message, and said, 'Yeah, OK, Goodwood.' I got a doctor for free!"



Bondurant never made top grade in F1 but was formidable in Shelby Cobra

A year later, Bob won the F3 supporting race at the Italian GP, and was afterwards invited to Maranello. "John Surtees told me the Old Man wanted to see me, but when I got there, he wasn't around. I met Mauro Forghieri, and he showed me the factory – showed me *everything*, in fact.

"I waited and waited, and the Old Man still hadn't shown up. Then I met up with David Piper, and we went off for dinner. Surtees called after we'd ordered, and said, 'You must come now – the Old Man is here.' I said, 'John, I've been waiting all day. I'm going to finish dinner first.' He said, 'You can't do that.' 'Yes, I can,' I said. Mind you, I ate very quickly...

"Back at the factory, we passed the windows of Ferrari's office – there he was, sitting at the desk, six floodlights on him. We walked in, and the only other thing in that room was a picture of Dino Ferrari, lit by a candle which burned 24 hours a day.

"We talked for an hour, with John interpreting. Would I like to work here in Italy? I said, 'Yes. Formule Uno?' 'Possibile, Bondurant, possibile...' Mainly, though, he was talking sportscars. Then we walked through the factory – but he only showed me what he wanted me to see!

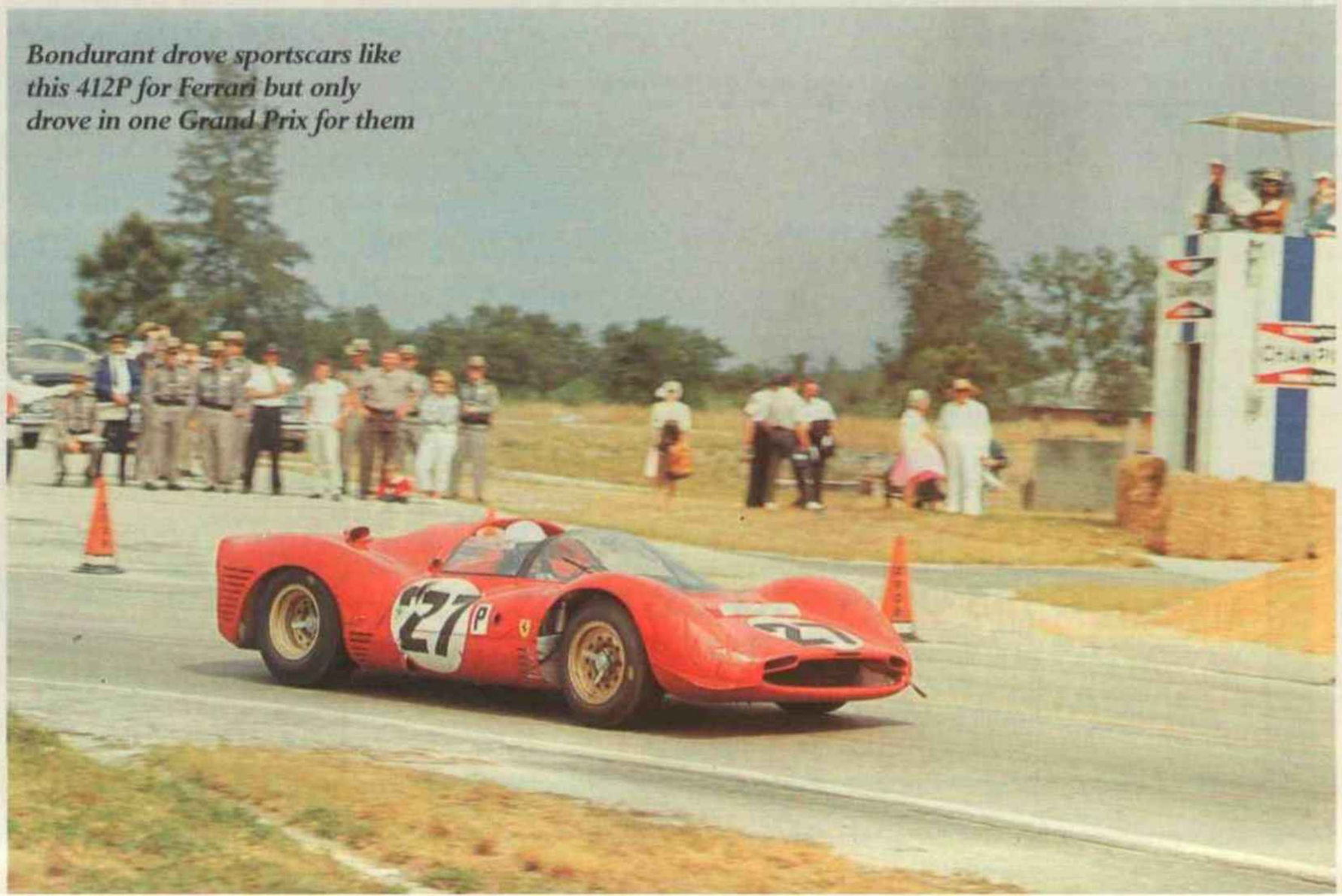
"He said he would contact me later. I was waiting and waiting, and he didn't call. Then finally I was told to go back for a seat fitting, that they wanted me to do the US Grand Prix."

Surtees had by this time seriously injured himself in a CanAm car, so for Watkins Glen Ferrari entered cars for regular team member Lorenzo Bandini, and for Pedro Rodriguez and Bondurant.

After qualifying a good 14th (ahead of Rodriguez), Bob got as high as sixth in the race. "Then the weather changed. It started raining, and blowing like crazy, and my goggles blew down – the elastic had stretched, believe it or not. I didn't have a spare pair with me, and I figured if I came in, tried to get to where my bag was, it would take for ever. So I stuck my head high out of the cockpit, so the wind would keep the goggles against my face, and when I came to a corner, I'd stick my knee against the wheel, use my left hand to hold my goggles on, and my right to change gear!

"I ended up ninth, but if that hadn't happened I'd have been in the points, for sure. I drove sportscars for Ferrari in '66, but that race at Glen was the only time I drove an F1 car for them. Sad, but even so I'll never forget it..."

Bondurant drove sportscars like this 412P for Ferrari but only drove in one Grand Prix for them



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

EDITORIAL DIRECTOR Mel Nichols
MANAGING DIRECTOR Eric Verdon-Roe
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SUBSCRIPTION RATES – 12 ISSUES
UK £39.00; Europe & Eire £49.00; Airmail: Middle East, Africa, India £74.00; Rest of the world £84.00. Postage is free. Payment may be made by VISA, Mastercard or Amex to: Motor Sport Subscriptions, PO Box 280, Sittingbourne, Kent ME9 8FB. Tel: 01795 414819, Fax: 01795 414555
USA (airfreight) per annum $59.40. Second class postage paid at Berkeley Heights, NJ, and additional mailing offices. USPS 698570 POSTMASTER: Send address corrections to EWA, 205 Highway 22 East, Green Brook, NJ 08812. Tel 732 424 7811; Fax 732 424 7814

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

Colour Origination by: Colour Systems Limited. Printed by St Ives plc
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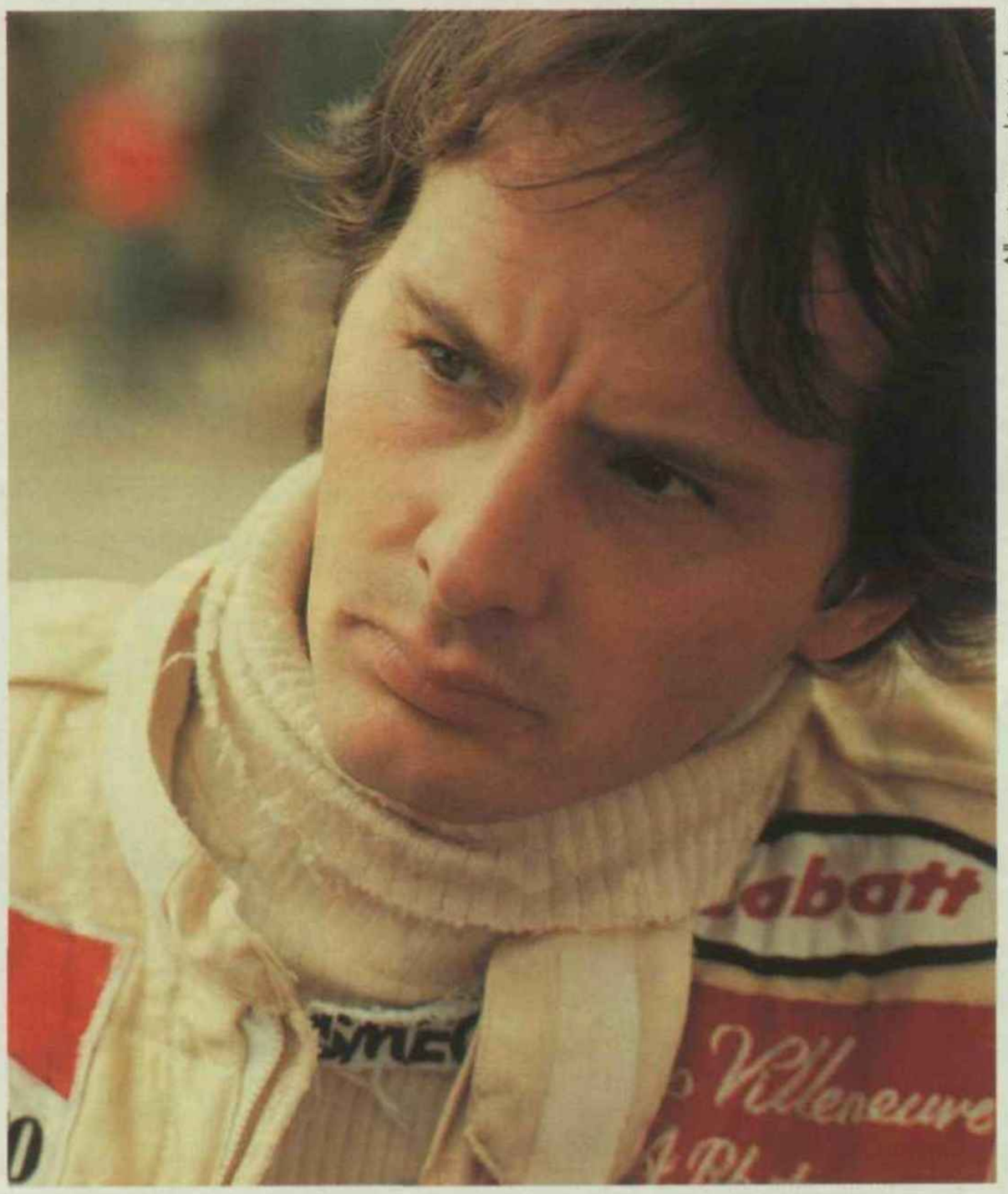
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In the August edition...

GILLES VILLENEUVE

by Jody Scheckter



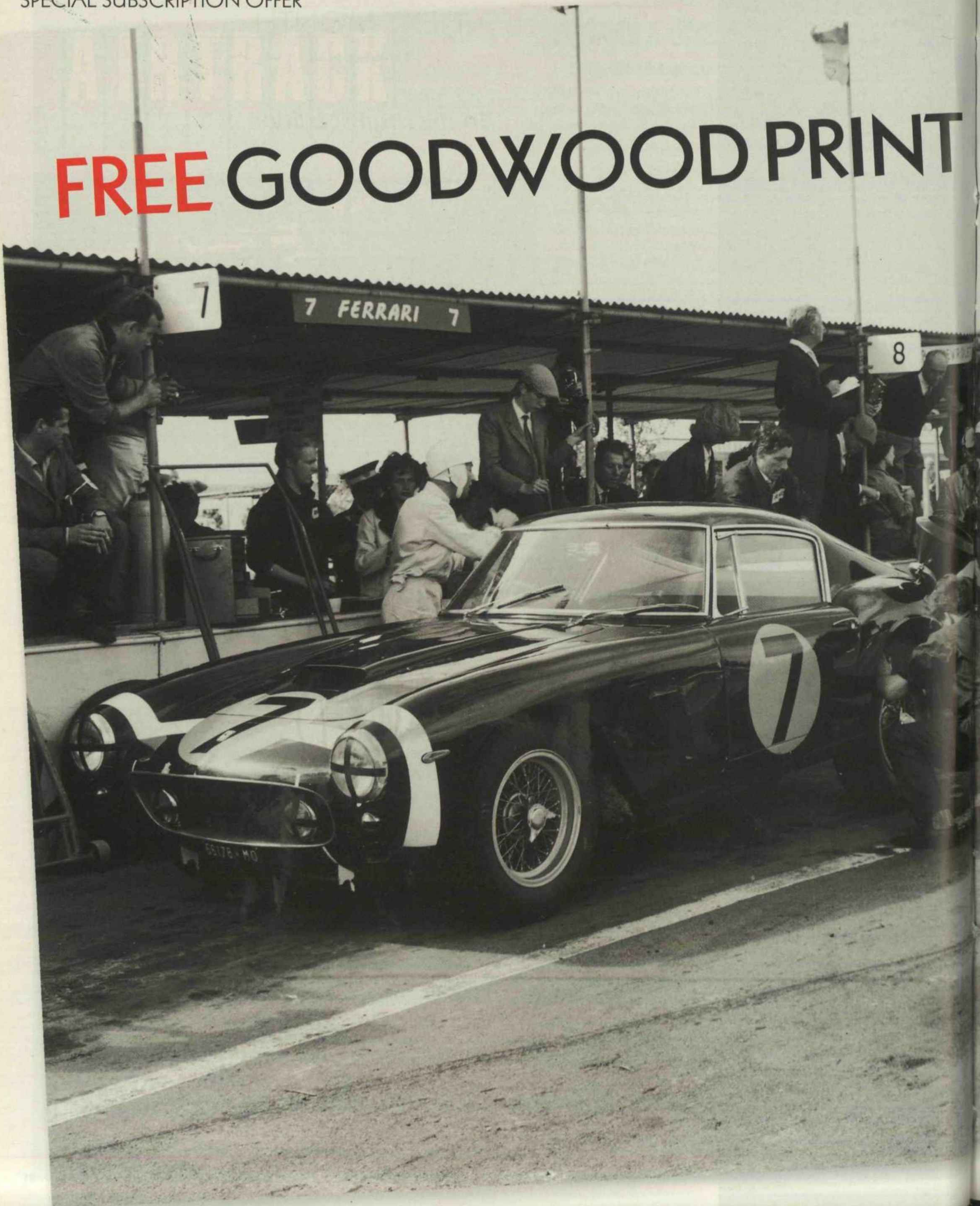
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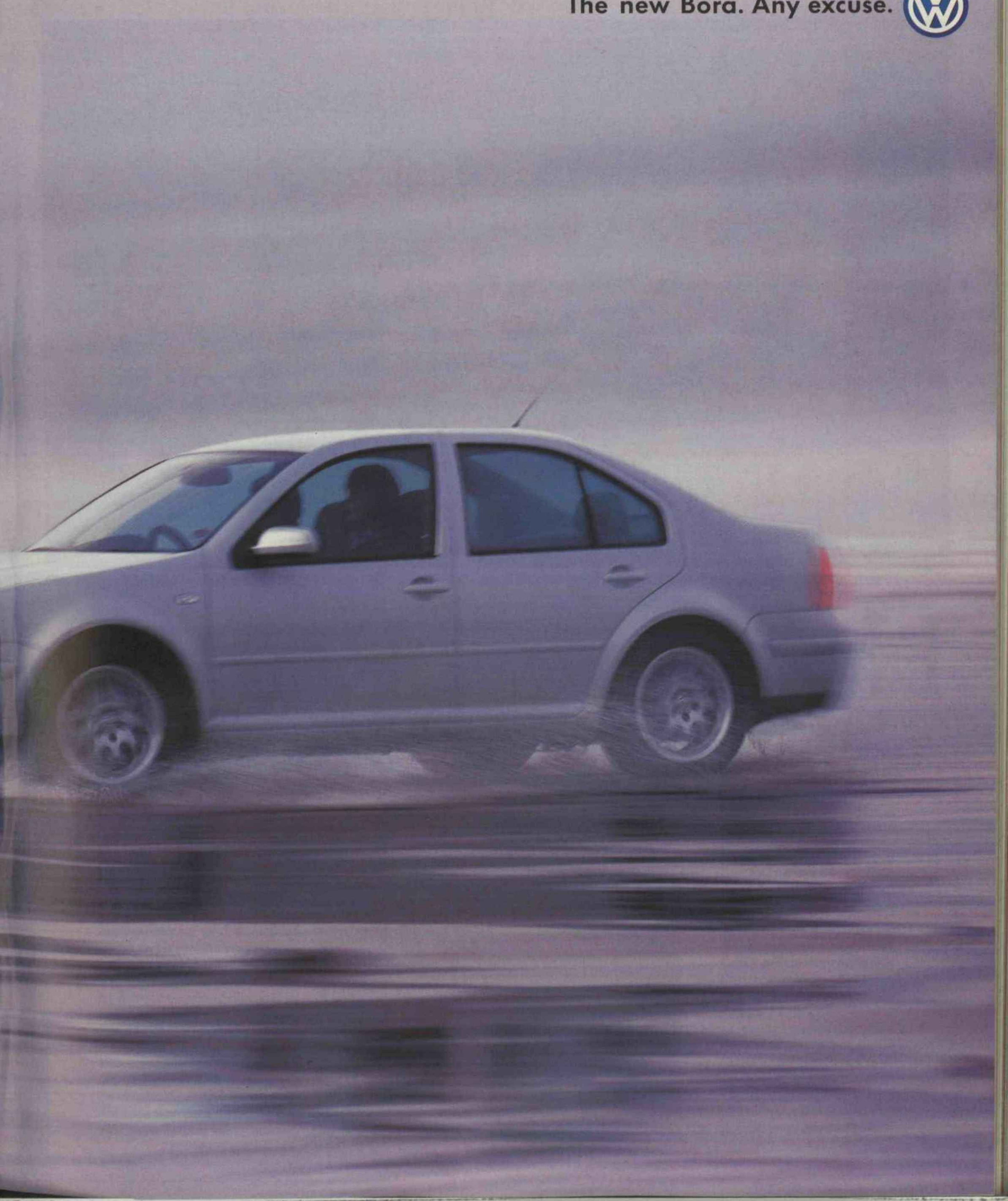
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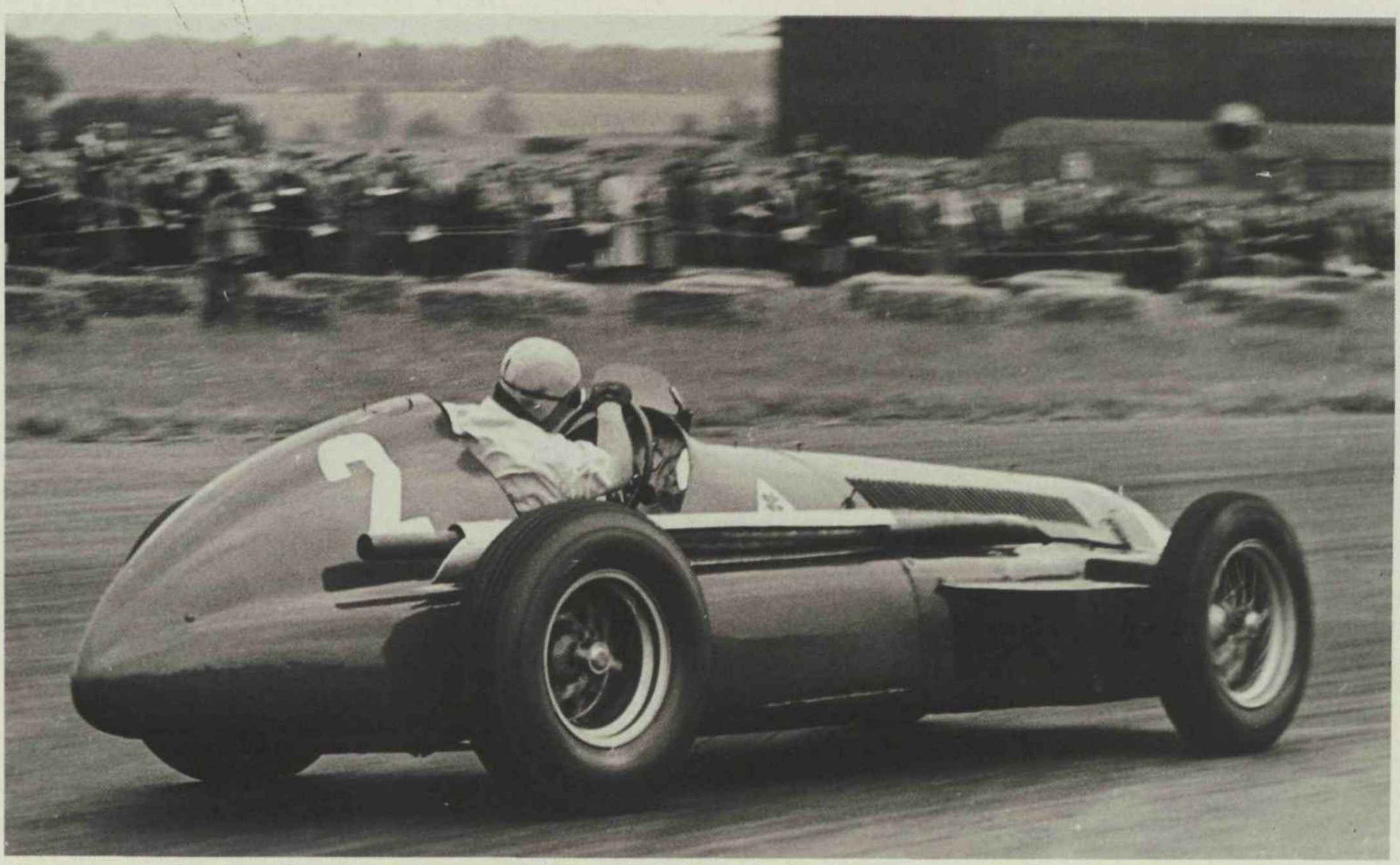
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Maestro at work... Juan Manuel Fangio at maximum attack during his futile chase of Froilán Gonzalez's Ferrari in 1951. It was the beginning of the end for Alfa

Home Runs

FROM FANGIO TO SCHUMACHER, SOME OF THE WORLD'S FINEST RACERS HAVE GIVEN THEIR ALL AT THE BRITISH GRAND PRIX. SIMON TAYLOR LOOKS BACK AT SILVERSTONE'S GREATEST RACES AND PREVIEWS THE 1999 EVENT

AS YOU'LL BE TIRED OF HEARING, THE BRITISH Grand Prix is meant to be moving to Brands Hatch in 2002. In itself, this is nothing new: of the 52 championship rounds that have taken place on British soil, 14 have been at Brands Hatch, five at Aintree and one at Donington. But for half a century the traditional home of the British Grand Prix has been Silverstone, ever since the first round of the first World Championship season happened there on May 13th 1950.

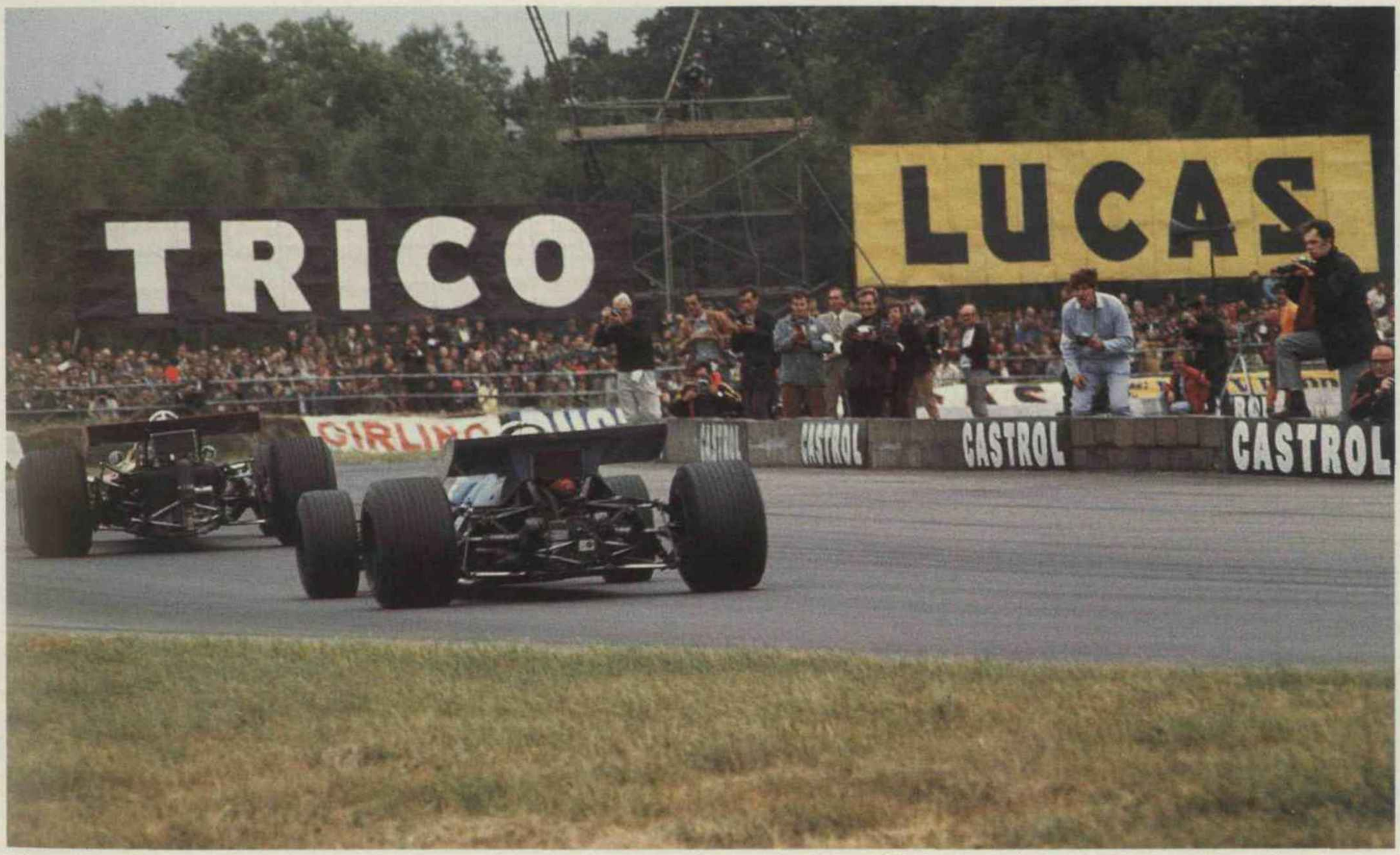
Anyone transported by time machine from that day 49 years ago to this year's World Championship round would have difficulty recognising the place. In contrast to today's multiple-circuit layout with permanent grandstands and huge modern pits, photographs of those early meetings show a naked airfield marked out with straw bales and oil drums – although by the time Farina's shrieking Alfa won that first Championship race the track layout had abandoned the runways and was using the 2.92-mile perimeter. With few changes, this continued to form the circuit for over three decades, apart from the inevitable appearance in 1975 of a chicane at Woodcote – which spelt the end of sights like Ronnie Peterson taking Woodcote flat on his way to pole in 1973, sawing away at the wheel and steering on the throttle at the same time.



Gonzalez (left) used fuel advantage to hold on to historic '51 win

Speeds and grip levels continued to rise, and Stowe went from a corner that needed heavy braking to a mere confidence lift at the end of the Hangar Straight. Further changes altered the sections at Becketts, from Stowe to Club and between Abbey and Woodcote. But, despite the unavoidable pressures of modern Formula One, Silverstone has remained surprisingly true to its original format: a fast, wide, open circuit that has played host down the years to some truly titanic struggles.

And some historic turning points. In 1951 the hitherto invincible 1.5-litre supercharged Alfa Romeo 159s



Chase of my life... Jochen Rindt and Jackie Stewart (lying second here) traded places for 63 incredible laps in '69 before Rindt's Lotus 49 was forced to pit

of Farina and Fangio were beaten at last by the normally-aspirated 4.5-litre Ferrari of Froilán Gonzalez. The thirsty Alfas had to carry a heavy fuel load if they were to make only one pitstop, and the Ferraris clearly handled better. The bulky Argentinian wrested the lead from Fangio after a battle which had the crowd roaring in a decidedly un-British manner, pulling away to win by 51 seconds after almost three hours' racing.

For Ferrari it was the first of what are now over 120 Grand Prix victories: for Alfa it was the beginning of the end. They only ever won one more Grand Prix, and withdrew at the end of the season. There was something else that day that proved, sadly, not to be a turning point: a V16 BRM, driven by Reg Parnell, finished fifth, five laps behind. He'd earned the only two championship points ever scored by a BRM V16.

Although BRM finally found greatness, and were champions in 1962, they were destined never to win their home Grand Prix. They came closest in 1960, when Graham Hill turned in one of the most inspired drives of his career. He'd qualified on the front row, but when the flag fell he stalled. He finished the first lap in 22nd place but, chin jutting and moustache bristling, had passed 15 cars by lap 10. He then progressively battled past Bonnier, McLaren, Clark, Surtees and Ireland to take second place by half-distance.

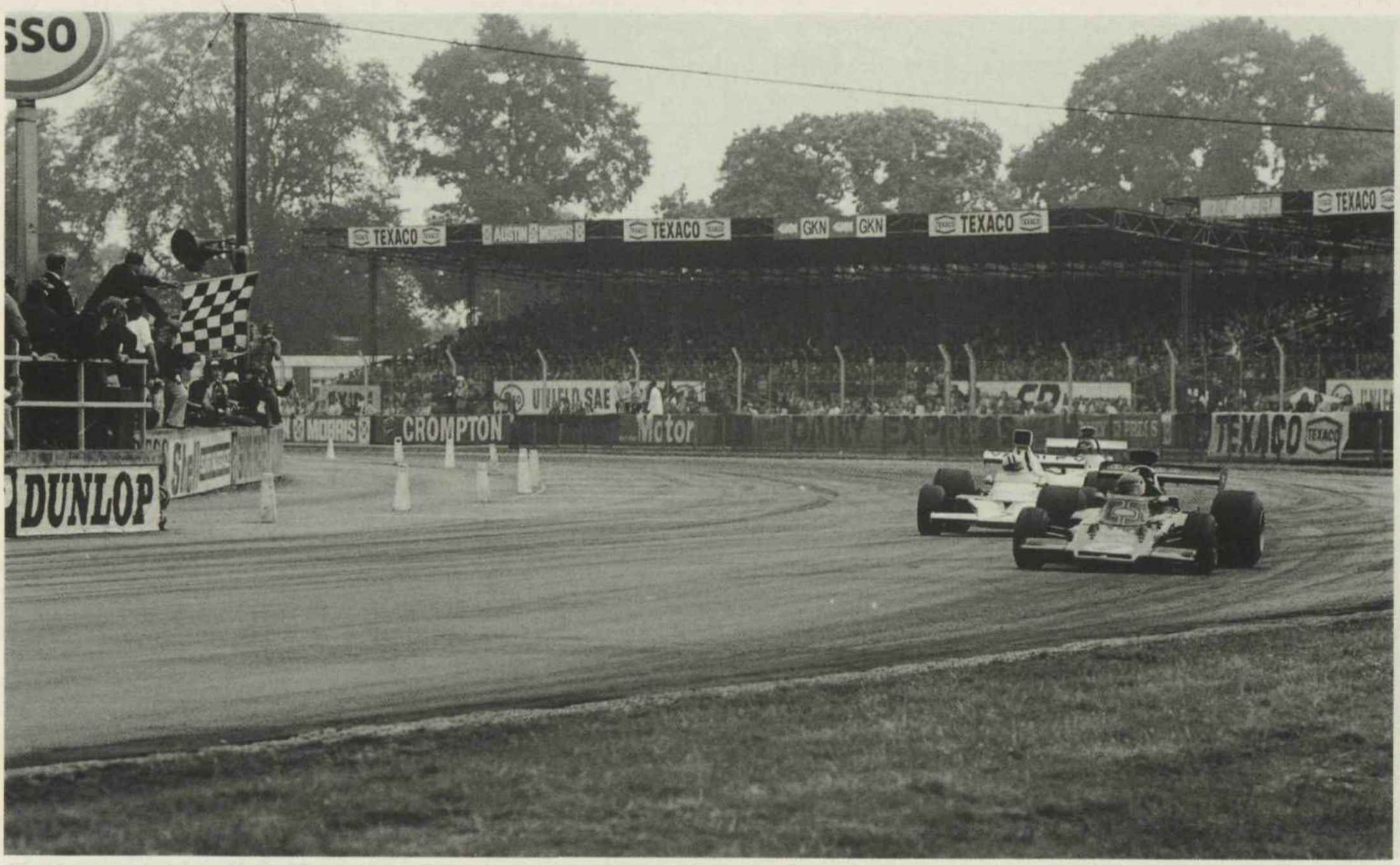
The leader all this time had been reigning champion Jack Brabham. Hill wound him in, and it became a battle of the hard men as these two tough nuts fought it out. Finally Hill forced past at Club to take the lead. For the remainder of the race Brabham tried everything to retake the lead, but Hill was imperturbable. And then, with five laps to go, he lost it at Copse, spinning off onto the grass and stalling the car. Almost in tears he trudged back to the pits, while Brabham went on to win.



Graham Hill held off Jack Brabham in 1960 before spinning out

Nine years later there was an even more titanic battle for the lead which lasted for 63 laps – more than the length of a current Grand Prix – between the era's two fastest men in Formula One. Jochen Rindt and Jackie Stewart were perfectly matched, having started with the Lotus 49 on pole and the Matra alongside. Rindt led from the start, Stewart passed him six laps later into Stowe, then Rindt went ahead again, and so it went on. Finally, after well over an hour of this, the endplate on Rindt's rear wing came adrift and started to rub against his wheel. He rushed into the pits to have it torn off; then he needed another stop for a splash of fuel because the Lotus consumption calculations were wrong. Stewart won by a lap, and Jochen was a furious fourth.

I'll always remember the aftermath of that race. I'd got to know Jochen well that year, and when it was over he waved me into the Lotus truck while he changed. With the adrenaline still pumping, he was in a towering rage, railing against Colin Chapman: that season the Lotus had repeatedly let him down – fuel pump, rear wing failure, drive shaft – and as I listened he decided then and there to leave Lotus at the end of the season. (It later took all Chapman's powers of persuasion, ➤➤



Ronnie Peterson charges for the line and second place in the 1973 British GP. He was shadowed throughout the dying laps by Denny Hulme and James Hunt

and drawings of the forthcoming Lotus 72, to change his mind. The 72 did bring him the World Championship he so coveted, but he never tasted the title, for it also killed him when a front brake shaft broke at Monza.)

The battle for second place in 1973 was one of the all-time greats, but most people remember this, the last race without a Woodcote chicane, for the accident at the end of Lap 1 that took out a third of the field. Lying fourth in only his fourth Grand Prix, Jody Scheckter spun his McLaren into the pit wall and bounced back into the howling pack. Nine cars crashed into him. As Woodcote was a 150mph corner in those pre-chicane days, it was a miracle that the only injury was to De Adamich, who was trapped in his car with a broken ankle.

The restarted race was superbly won by the McLaren of Peter Revson, and an unbelievable battle for second place ensued between Ronnie Peterson's Lotus 72, Denny Hulme's McLaren and young James Hunt, having only his third Grand Prix in Lord Hesketh's private March. Hunt passed Denny and got his nose inside the Lotus at Becketts: then Denny passed him again. On the last lap through Woodcote it was like an F3 race, with Ronnie on the ragged limit, oversteering wide, Denny trying for the inside, and James trying to force between the two. Over the line they were covered by 0.6 sec – and Hunt demonstrated he was a future champion by posting fastest lap.

Two years later Woodcote had its chicane, but there was another multiple pile-up. This time it came late in the race, and not before seven different drivers had held the lead nine times. It was a race that started dry, suffered a brief shower and dried out again. Several cars had slid off already: then with 11 laps to go, with Emerson Fittipaldi's McLaren leading, a cloudburst swept over the south of the circuit. Suddenly finding themselves confronted by a wall of rain, a dozen drivers went off between Stowe and Club. Tony Brise was first in the Hill: a wooden catch fencing stake tore his helmet off his head, knocking him out. Scheckter, Pace, Morgan, Hunt, Wilson Fittipaldi, Henton, Nicholson, Donohue, Mass, Watson and Depailler slithered helplessly after him. A marshal who'd gone to Brise's aid was bowled over, breaking bones.

Through it all sailed Emerson Fittipaldi. He and five stragglers were still running when the red flag flew. At that point Vittorio Brambilla's March was second, but the stewards correctly decreed that the finish order had to be taken at the end of the lap before the accident, giving Scheckter and Pace second and third. But the March team boss protested vociferously, so the result was only ratified some days later. The protester was one Max Mosley...



Winner in 1981, John Watson (right) scythes through the field

In 1981 came one of the most heart-warming British Grands Prix of all. John Watson qualified his McLaren fifth, but in avoiding Villeneuve's Lap 4 accident at Woodcote dropped to 10th. He then began a rugged drive up the field which took him successively past the Ligiers of Lafitte and Tambay, Andretti's Alfa Romeo, Reutemann's Williams and finally Arnoux's



Mayhem reigns after a mid-race deluge wiped out most of the field in the 1975 race. Emerson Fittipaldi somehow avoided this carnage to scrape to victory

Renault to take the lead with eight laps to go. Well before Mansell-mania, this was the first time we'd seen a spontaneous display of affectionate celebration from a British race crowd, and as dusk fell on Silverstone that evening Wattie, blinking in disbelief at it all, was still signing autographs.

But Silverstone memories inevitably involve N Mansell, and none more so than the 1987 race. His team-mate at Williams was double World Champion Nelson Piquet, who went on to win his third title that year. In qualifying he beat Mansell to pole by 0.07s, and Mansell spun off trying to better him. But come the race, on his home soil and in front of his home crowd, Our Noige was irresistible.

From the start he shadowed Piquet, saving his charge for late in the race; but it all went wrong when a wheel balance weight came off. In those pre-refuelling days a tyre stop should not have been necessary, but with the vibration getting worse Mansell dived into the pits with 30 laps to go. When he rejoined he was half a minute behind. Cheered on by the crowd, Mansell rose magnificently to the occasion. With 10 laps to go, the gap was 7.6s; with six to go it was 1.4; with three the Williams-Hondas were nose to tail. By now Mansell's fuel reading was minus zero, but it was win or nothing and he stayed on the limit.

On the Hangar Straight and down to Stowe Piquet covered the left, Mansell went to the outside, Piquet moved across to block him, and bought the dummy. Realising his mistake the Brazilian jinked right again, but Mansell was already there. Wheels almost touching, Red Five was through on the inside and the crowd shrieked and sobbed in ecstasy. At Copse on the final lap Mansell's engine coughed, but there was just enough fuel to carry him to the flag to win by 1.8s, with World Championship leader Ayrton Senna a lapped third. It was film script stuff.



Mansell mania... Nigel chases down Nelson Piquet in '87 classic

All that was 12 years ago. But last year's rain-swept drama, with Hakkinen performing a 140mph spin which started at Bridge and finished at Luffield, and Schumacher winning the race while serving a stop-go penalty in the pits, was stranger than fiction too. The next bout of Ferrari versus McLaren will be re-enacted on July 11, and the fast, flat corners of Silverstone promise excitement again. If it's dry it should be a perfect race for Mika: if it's wet – or if, as so often at Silverstone in July, the weather alternates between threatening gloom and squally rain – I'd put my money on Michael.

And then there are the Brits. So often in the past Silverstone has rewarded its partisan crowds with a good home story – remember Johnny Herbert's win in 1995? We might see David Coulthard as top McLaren dog, or Eddie Irvine repeating his Melbourne win.

But the script that would really please the crowd would be for their still-beloved Damon Hill to put Jordan, the team that lives just outside the gates of Silverstone, on the top step of the podium. You'd get long odds on that, because it would require a few problems for others. But look back at Silverstone's Grand Prix history, and you'll see that stranger things have happened. M



BRANDS HATCH

WHERE SHOULD THE GRAND PRIX GO?

THE BATTLE FOR BRITAIN'S ROUND OF THE FORMULA ONE WORLD CHAMPIONSHIP INTENSIFIES BY THE WEEK. MARCUS SIMMONS STEPS BACK FROM THE HYPE TO FIND OUT WHICH TRACK STAKES A BETTER CLAIM

"THE ONLY THING THAT WOULD MAKE BRANDS HATCH COMPATIBLE with the Grand Prix cars of today would be to put the coordinates for NATO aircraft right in the centre of it, bomb it and start all over again."

Derek Warwick is a motor racing romantic, but there are limits to his love affair with the sport. Okay, two of the most memorable moments of his Grand Prix career came at Brands Hatch, first when he soared the 1982 Toleman-Hart 'Belgrano' into a temporary second place, then two years later when he finished runner-up with Renault. That still doesn't change his view that, as a venue for Formula One cars, the book should have closed on the Kentish circuit when the teams packed up after the 1986 British Grand Prix.

"It's a non-starter," he continues, "on safety, environmental and boundary issues. On everything I know about Brands Hatch."

Looking at the plans to radically re-develop this historic site to host the British GP from 2002, maybe it wouldn't be such a bad idea to bring in the NATO planes. On the Grand Prix loop, only Westfield, which was re-profiled a decade ago, escapes the axe. Hawthorns has been sharpened, with Dingle Dell and Stirlings changed respectively into right and left-handed sweepers. And there's the new pits and paddock along the old Pilgrim's Drop. That's despite Brands Hatch Leisure chief executive Nicola Foulston's pledge that the changes are "a refinement instead of a rebuild."

She might well say that, though. After all, the whole question of the substantial redevelopment required to bring Brands Hatch into line with modern Grand Prix racing takes motorsport into the tangled world of planning permission and public inquiries – something even Bernie Ecclestone could have no control over.

Ask any of the 'old guard' of British motorsport about the proposed move from Silverstone to Brands Hatch, and you'll get a pretty negative response. Hardly surprising, seeing that as members of the British Racing Drivers' Club, which owns Silverstone, they all have a vested interest in the event remaining at the self-proclaimed 'Home of British Motor Racing'.

Talk to the teams and they'll tell you that moving the race from Silverstone will make life considerably harder from a testing point of view. After all, with a housing estate backing



VS SILVERSTONE

directly onto Brand Hatch's Grand Prix loop, the residents are unlikely to put up with Formula One cars pounding around day after day.

Jordan chief designer Mike Gascoyne is the only man in the Grand Prix paddock to have raced an F1 car at Brands Hatch this year (he drove a 1994 Tyrrell 022 – a car he designed – in a club race on the short Indy circuit on Easter Monday). "I can't see Brands Hatch having 50 days of testing a year," he asserts. "From that point of view it's disappointing. Silverstone is a challenging track and good to set your car up on, with quick corners and slow-speed ones. Presumably Silverstone will still be available to go testing on, but it's nice for the British teams to be able to test where we'll have the British GP.

"Silverstone's a good track and it would be a great shame [not to race there], but there's a lot of water to pass under the bridge before it all gets sorted out. These are probably the opening shots in the battle. I can't see how all the planning permission is going to happen – I'm not saying it won't, but there are a lot of 'ifs and buts' about it."

John Watson, winner of the 1981 British Grand Prix at Silverstone, concurs. "I don't know whether Nicola Foulston has been given permission to cut those trees down," he points out. "It's one thing having a four-day Grand Prix, but I just wonder what's going to go down in the community."

"I preferred Brands when we raced at both... It was demanding. A great circuit"

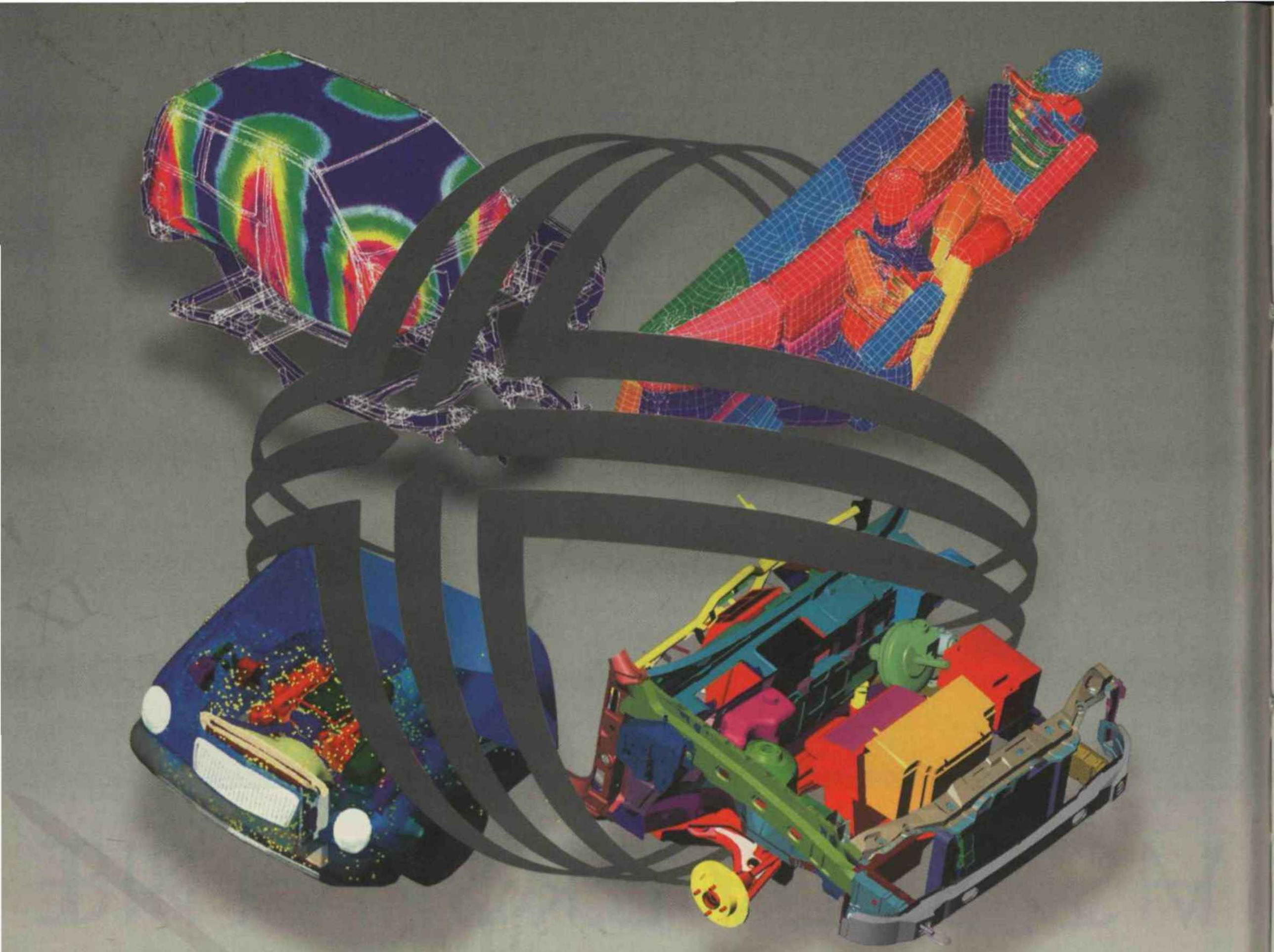
Derek Warwick



Foulston claims that planning permission for all the changes required – chopping down the wood, building the new pits complex and paddock and altering the track lay-out – will happen. She points out that planning permission at Brands goes back 75 years to its inception in 1924 as a bicycle racing track, and that its rights cannot be superceded by any changes in the law. For that reason, altering the profile of Graham Hill Bend last winter did not require planning permission.

What's being discussed here, however, are 'existing use' land rights, which do not cover buildings. On top of that, an environmental impact assessment – a detailed study into the effects of any development on the local environment – will almost certainly have to be made. That takes months. Any environmental effect, or any departure from a site's development plan (and many residents could say that re-construction of Brands' circuit is exactly that) would mean a public inquiry. That could take years.

Brands points out that 3000 temporary jobs will be created by the Grand Prix. That, however, will possibly be of little importance to the residents. Kent is hardly renowned for runaway unemployment figures, and the extra ➤



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labour which would have to be brought into the area would need accommodation.

But put that aside for a moment. Does Brands have, for want of a better word, more "fever" as a Grand Prix venue than Silverstone? The answer is probably yes.

"When I used to race at both circuits," reminisces Warwick, "I preferred Brands any day. It was more demanding, there was more atmosphere. A great circuit. Silverstone at that time was quite plain and bland and open, and very fast."

Watson adds: "The thing that Brands Hatch was always liked for was its topography and the natural amphitheatre of the Indy circuit. Until it lost the Grand Prix it was considered a great GP circuit. But the emphasis has changed now – we've lost great tracks like the old Interlagos and Buenos Aires, and Watkins Glen."

The teams loved the atmosphere at the Kent circuit too. Ian Harrison, team manager of the Williams Formula One team in 1994, remembers: "We organised a test at Brands Hatch with Nigel Mansell when he returned (from Indycar racing), and about 10,000 people turned up. On the little (Indy) circuit the atmosphere is the business, there's no doubt about that. It's in your face – even for touring cars."

But that "in your face" element illustrates just why Brands has to be changed. "The paddock's not big enough where it is," continues Harrison, "and there's not enough room to manoeuvre. Sometimes you have got to do radical things. Purists might say, 'We like the old Brands Hatch', but if that's what they've got to do to get the race, that's what they'll do, I guess."

Silverstone has had to make a lot of changes too, and these have been mainly positive, as least for the drivers. Watson points out: "Silverstone is one of the best circuits around. Copse is massive, Becketts is also massive, Stowe is a hell of a corner, Abbey, believe it or not, is a lot of fun, Bridge is a great corner and Priory is a bloody good one. We've done a good job.

"I'll tell you what, Brands Hatch in its entirety would fit into some of the run-offs we have at Silverstone!"

That, though, while wholly admirable from a safety point of view, is part of the problem for the spectator. Silverstone is not a great place to watch racing cars. It's flat and you're miles away. It's difficult to get in and out of (then again, so is Brands).

"Brands Hatch would fit into the run-offs we have at Silverstone"

John Watson





"The changes at Brands Hatch are a refinement instead of a rebuild"

Nicola Foulston

At the same time, however, it's more of a purists' venue – less hype, less air displays and more racing than Brands ever had.

Don't forget, the BRDC isn't responsible to shareholders. It ploughs its profits back into the sport, trying to improve Silverstone and supporting young drivers and the motorsport industry. That ethic extends to the experience of the Grand Prix weekend. It's not just F1, is it? It's the whole package of support races too. Series such as the British Formula Three Championship – not a money-spinner, but still vital for UK motorsport's infrastructure and overseas credibility – probably wouldn't get a look-in at a Brands Grand Prix.

Jeremy Lord, secretary of FOTA, which coordinates F3 for the BRDC and the British Automobile Racing Club, expands: "The BRDC do really well to get their own British championship races on. I think Brands would fall into line with the general European concept, which would be to have F1 and Formula 3000 and the paid-for races like the Porsche Supercup." Which could leave us without British GTs, National Saloons and the MGF Cup – not exactly the be-all and end-all of motorsport, but all entertaining distractions over the Grand Prix weekend.

At Brands, we'd also have an F1 track with a lap time of only just over one minute, meaning a short race. Back in 1986, Piquet took pole position in 1m06.961s. The new track will have a slower Graham Hill Bend, Hawthorns and Clearways. But, on the other hand, it will be shorter and faster through Westfield, Dingle Dell and Stirlings, and there'll have been 16 years of development. F1 has often had a problem with sub-minute lap times. There are no rules about it, but Kyalami and Dijon both came under pressure during the 1980s to do something about it.

Standing back and looking at the Brands vs Silverstone debate in everyday terms, so that you *can* see the wood for the pits complexes, the whole thing could be seen as a tremendous waste. To put it simply, why go to the expense – both financially and environmentally – of constructing a Grand Prix circuit when we already have one? "What's the point," asks Warwick, "in going out and spending all that money trying to develop a second circuit which will only end up destroying Silverstone? That's of no benefit to anybody.

"It's a bit like all these countries going out and fighting each other. All that will happen is that one will die, and that's not good for motorsport." M

THE BATTLES OF BRITAIN

Brands Hatch, in its initial 22-year lifespan as a Grand Prix venue, played host to a number of thrilling Grands Prix.

The first British GP at Brands, in 1964, went to Jim Clark after relentless pressure from Graham Hill. In '68, Jo Siffert became the last privateer to win a Grand Prix when he triumphed in Rob Walker's Lotus. In 1970 Jack Brabham lost the race when he ran out of fuel two laps from home.

It goes on: people power in '76 when the crowd demanded James Hunt be allowed to take the re-start; a thrilling battle between Niki Lauda and ex-Ferrari team mate Carlos Reutemann in '78, which went the Argentinian's way when the Austrian's Brabham was baulked by backmarker Giacomelli; the European Grand Prix of '85, when Keke Rosberg spun his Williams while trying to pass Ayrton Senna for the lead, then pitted and deliberately held up Senna, a move which allowed team-mate Nigel Mansell to take the lead and his first F1 win; the '86 British GP – another Mansell triumph.

And do you know another thing? It's never, ever rained for a GP at Brands.

Even so, there have been some great races at Silverstone too. Everyone remembers Jody Scheckter wiping out nine cars in 1973, but fewer recall that an epic race resulted in the top four being covered by just 3.4 seconds at the flag, with Peter Revson's McLaren out front. There was a thrilling duel in 1969 between Jackie Stewart and Jochen Rindt. And, of course, the mother of all great races, the 1987 war between Williams team-mates Mansell and Nelson Piquet, which went the Briton's way after one of the most daring passes of all time.

Silverstone has also played host to *two* races won by a driver sitting in the pits (Emerson Fittipaldi in 1975 and Michael Schumacher in '98), and the mystery of the missing lap in '85, when the chequered flag came down one tour early because someone had omitted a number on their lap chart. It was a good job that Alain Prost's McLaren was over a lap to the good after one of the dullest Grands Prix in history.



IMAGES

FROM THE AUTO UNION ALBUM

SO RARE IS IT TODAY THAT GENUINELY UNSEEN PHOTOGRAPHS from our sport are unearthed, such events need celebration. But when those shots are not only of awesome quality but illuminate one of the greatest eras of racing – that requires official record. That was the idea behind MOTOR SPORT contributor Chris Nixon's *Auto Union Album* which was compiled from three collections of unseen shots, including those uncovered by Auto Union themselves. Combined with a small number of already published shots, the Album makes compelling reading or, rather, viewing.

On the pages that follow is just a taste of what the book contains, a personal selection of some of the shots that amused, enthralled and, in one case, appalled me most. But for every one we have used, many more can be found only in the book. The *Auto Union Album* is published by Chater's Bookshop (0181 568 9750) and can also be bought in all good specialist motoring bookshops. **AF**





ABOVE LEFT: the hill-climb master, Hans Stuck flinging his Auto Union around during the Klausenpass Mountainclimb in August 1934. For once, however, he did not win, giving best to the W25 Mercedes of Caracciola

LEFT: the right hand sweep after the pits at Reims in 1939. Nuvolari's D-type leads Hermann Lang's Mercedes W163 in synchronised oversteer at 130mph. Both retired but not before defining the art of car control

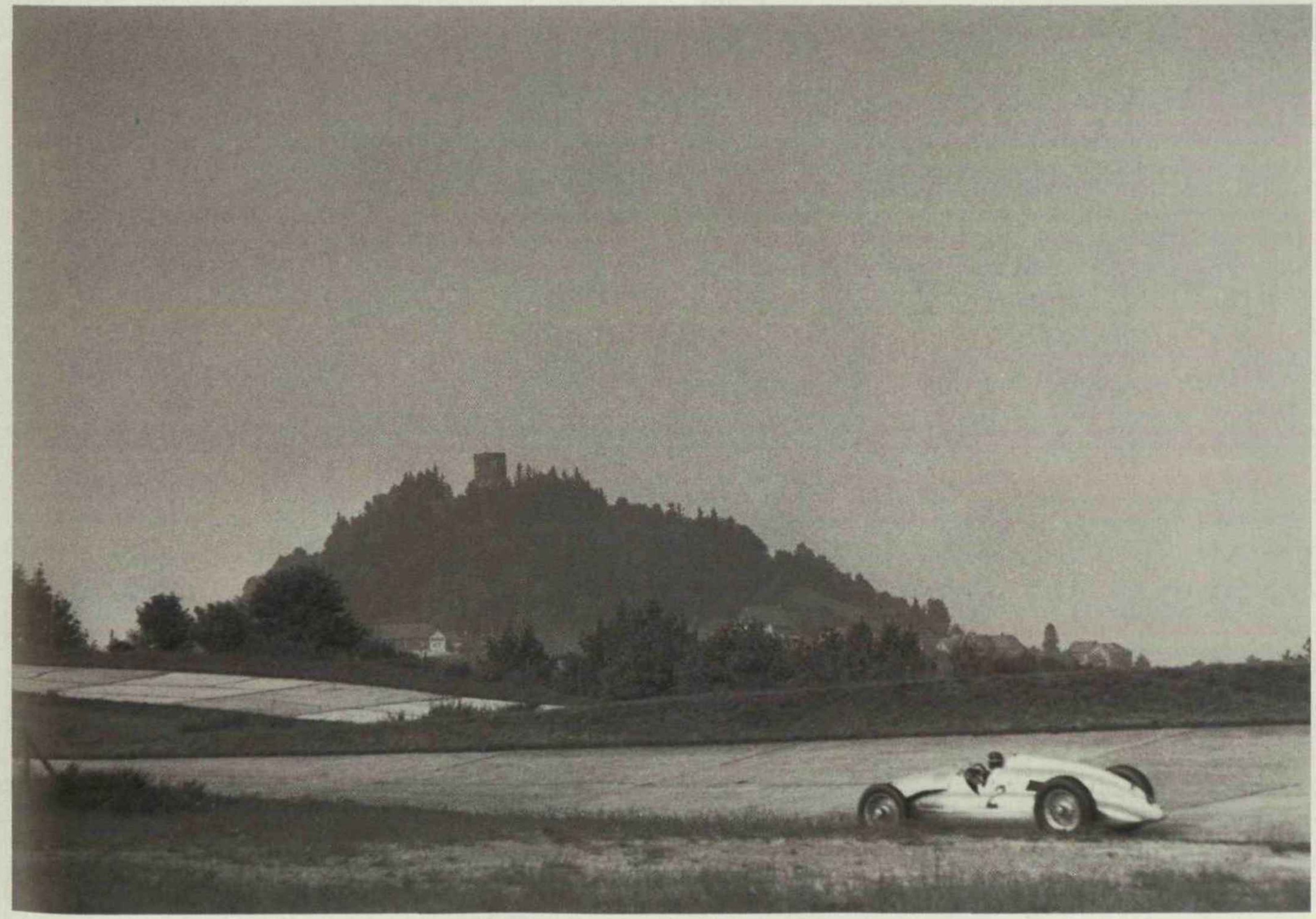
ABOVE: Rudi Caracciola grins from behind the wheel of the tyre truck at the 1934 Avusrennen. It was meant to be the debut of the new Mercedes W25 but neither car nor driver, recovering from a crash and the death of his wife, was ready

IMAGES FROM THE AUTO UNION ALBUM

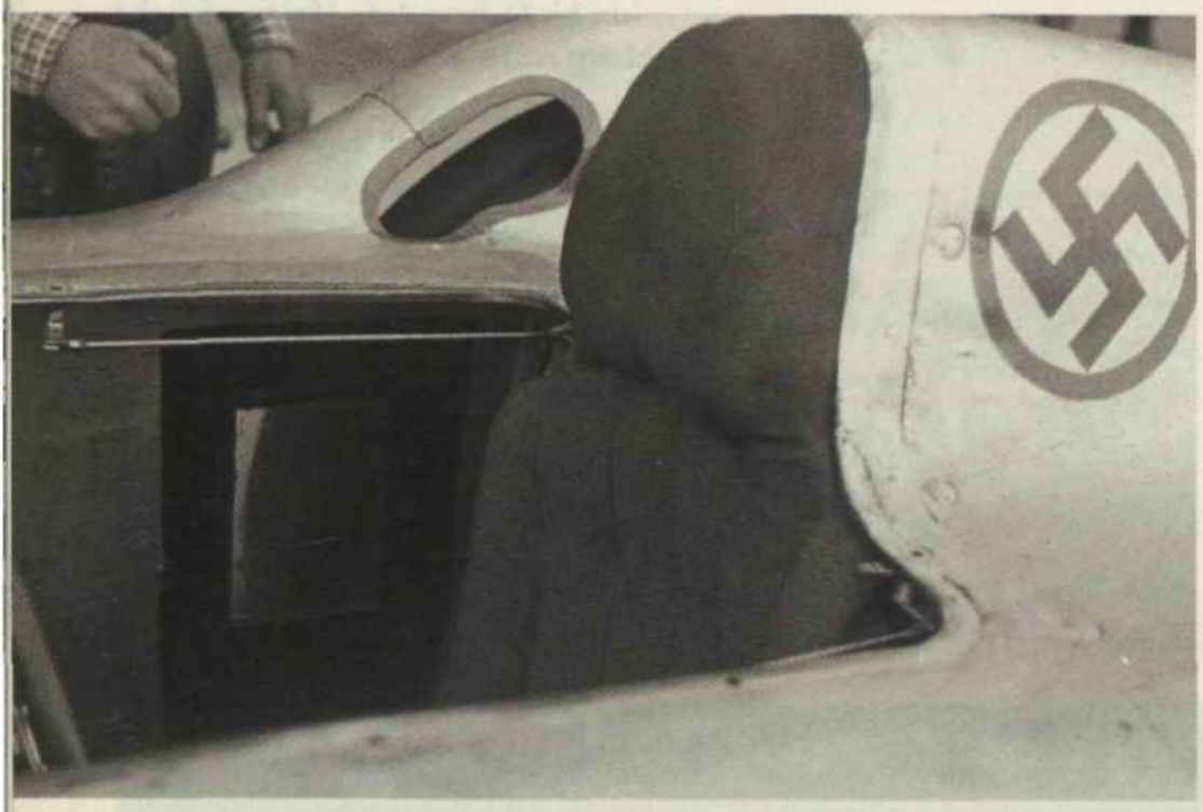


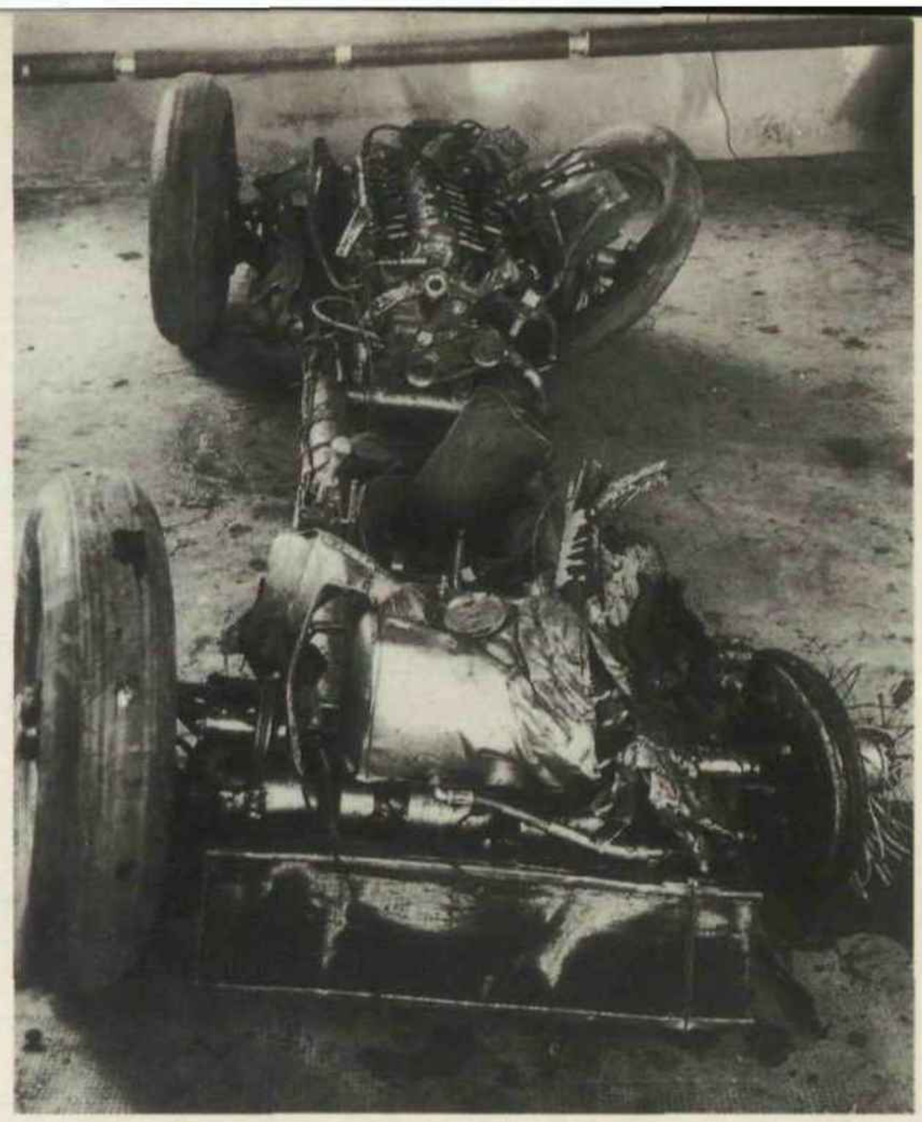
LEFT: Rosemeyer at the 1937 Avusrennen, an event designed by the Nazis to showcase German racing superiority. Ferrari's Alfa Romeo team didn't even bother to turn up and get trounced. Note Bernd's informal attire in the streamliner's cockpit

RIGHT: Nuvolari tackles the old Nordkehre at the Nürburgring in 1938 in his D-type Auto Union with the Nürburg castle in the background. This was the race won famously and unexpectedly by Dick Seaman for Mercedes. Nuvolari came home fourth



IMAGES FROM THE AUTO UNION ALBUM



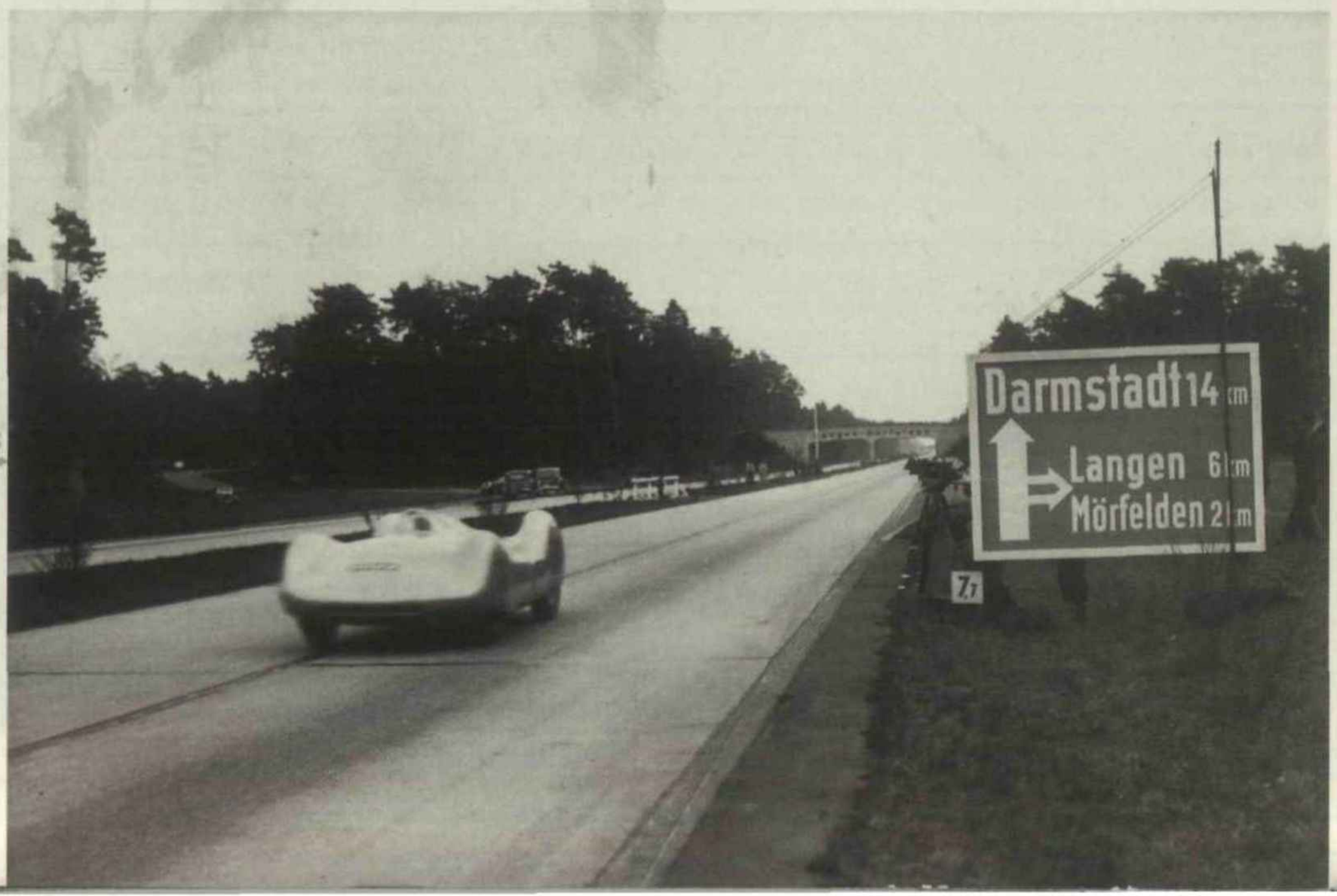


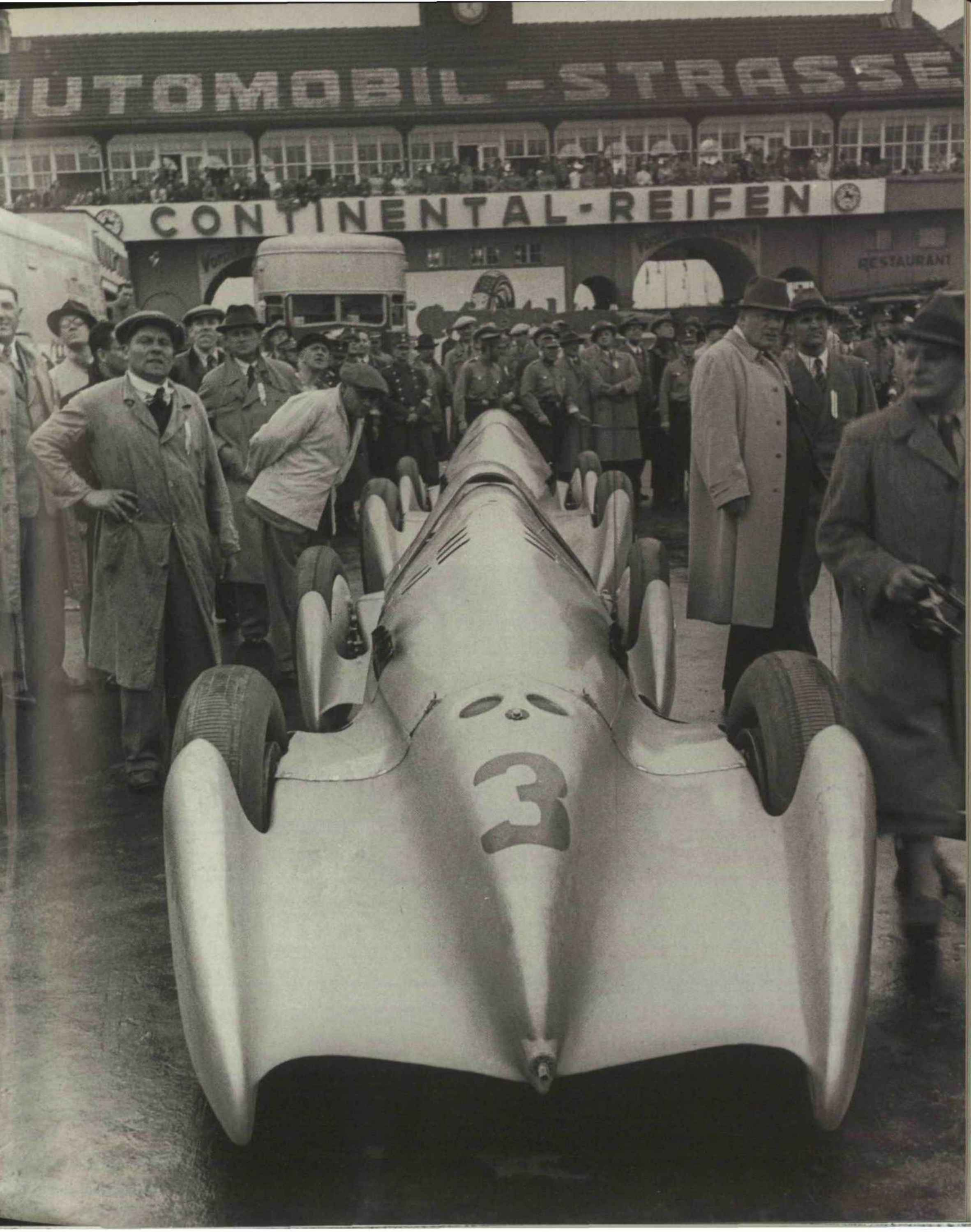
ABOVE RIGHT: the tragic evidence of the folly of driving on an autobahn at 270mph. The wreckage of Bernd Rosemeyer's Auto Union record breaker lies on the Frankfurt-Darmstadt autobahn. The driver did not survive

ABOVE: want to see how your tyres are wearing at 220mph? Mercedes had this answer, a window cut into the rear wheel arch of the 1937 Mercedes streamliner with which it contested and won the Avusrennen

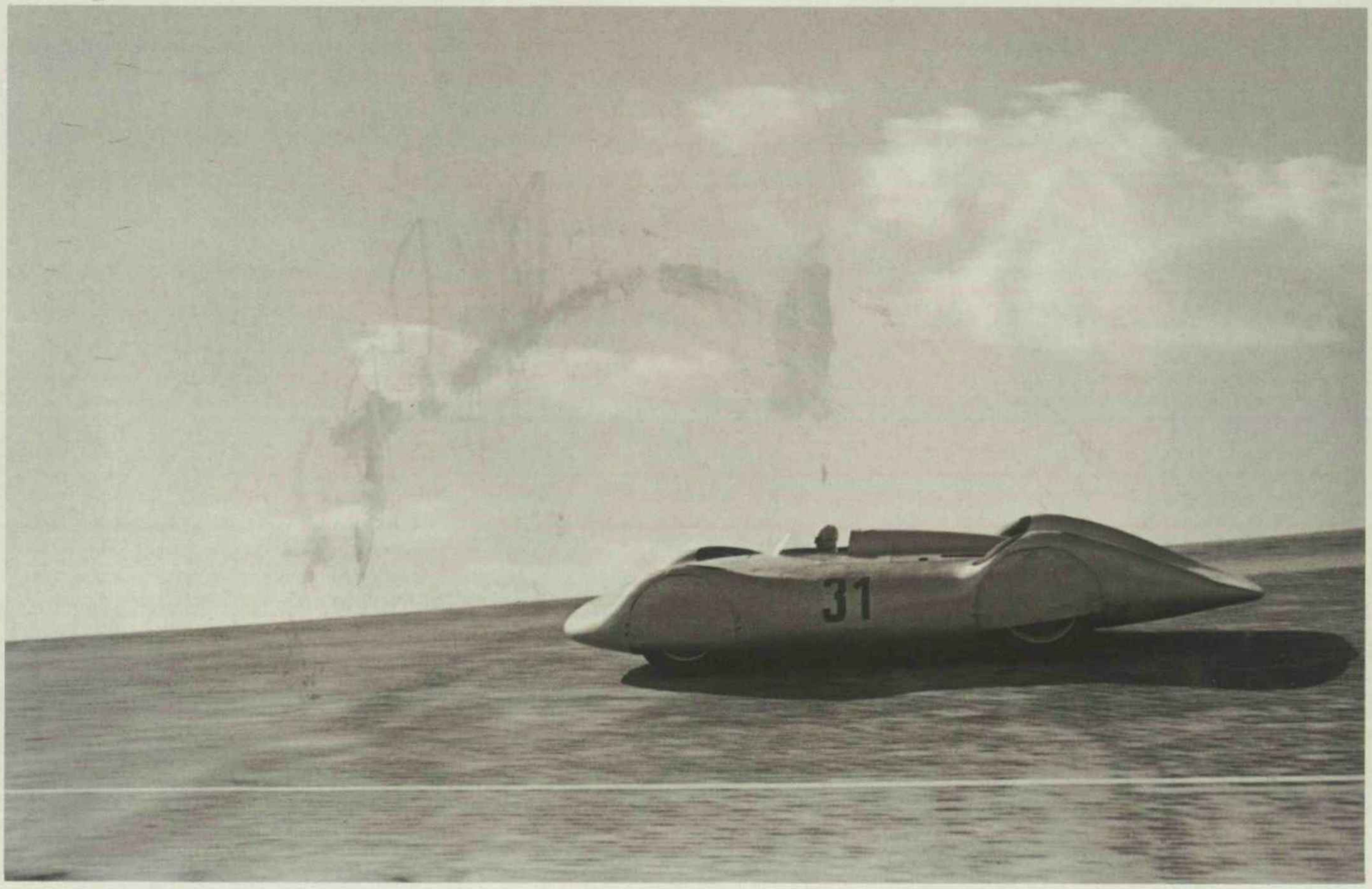
BELOW: October 1937 Bernd Rosemeyer at over 250mph on the Frankfurt-Darmstadt autobahn, having just passed under the Langen/Mörfelden bridge where he would crash to his death the following January

OPPOSITE PAGE: Auto Union entered two semi-streamlined cars for the 1935 Avusrennen. Note drive for electric starter, and valves for compressed air to operate the on-board jacking system – a high-tech solution seen on modern day racers




AUTOMOBIL-STRASSE
CONTINENTAL-REIFEN
RESTAURANT
3

IMAGES FROM THE AUTO UNION ALBUM



LEFT: Bernd Rosemeyer high on the new banking at the Avus during the 1937 Avusrennen. He is probably only (!) travelling at 125mph on the banking, but will reach speeds of over 220mph on the straights between the curves

RIGHT: For all those who thought doughnuts were a product of modern motor-racing... Our man is, inevitably, Herr Rosemeyer, seen with his back to the camera looking as if butter wouldn't melt as he talks to Ernst von Delius



mds COLLECTIBLES

COSWORTH DFV V8 - FORMULA 1

1/8TH SCALE CAST PEWTER

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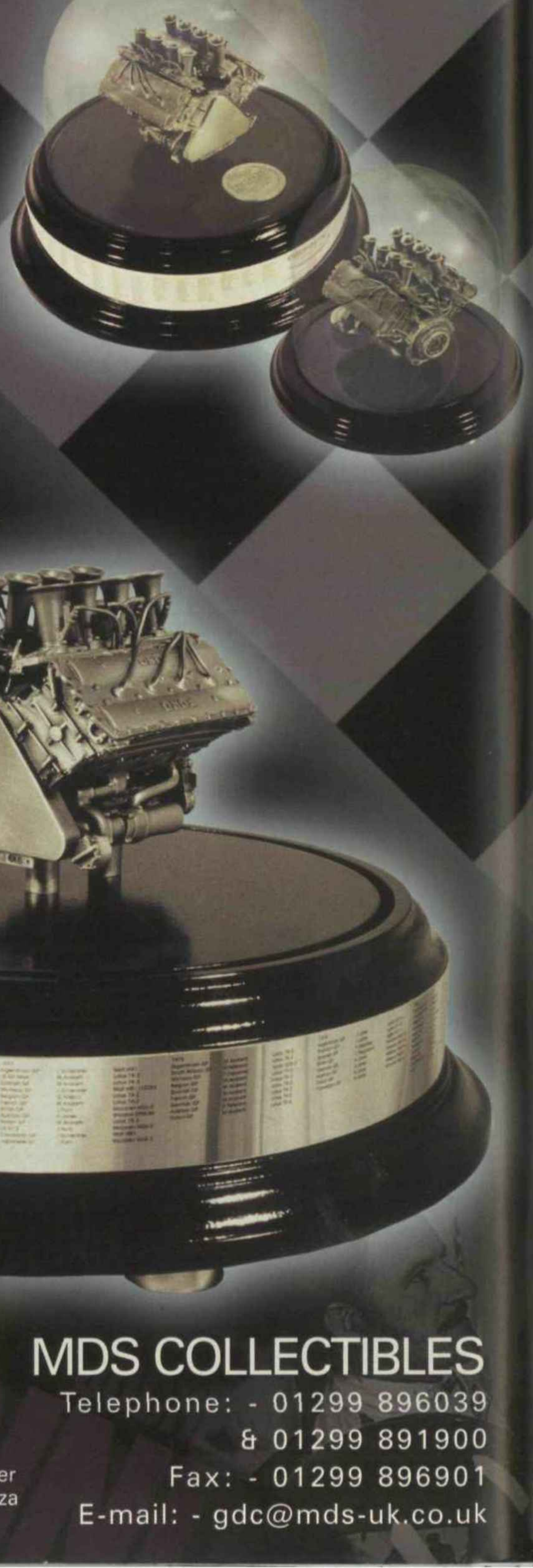
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photography by Andrew Yeadon

Scream Test

HONDA'S HIGHLY STRUNG NEW SPORTSCAR, THE S2000, IS NO ORDINARY MACHINE. MATTHEW FRANEY HEADS TO PRESCOTT HILLCLIMB SCHOOL TO FIND OUT WHY

THE PURPOSE OF THIS STORY IS TWO-FOLD. FIRSTLY WE WANTED TO TELL you about Honda's new, much-hyped two-seater sportscar, the S2000. Secondly, and no less importantly in this era of Gatsos, speed humps and "traffic calming", we felt that it was important that the cars we test are driven as their designers intended. For reasons you are shortly to find out, Honda has positioned the S2000 firmly at the extreme end of the sportscar market which makes an every day road car test somewhat irrelevant. Nine out of ten will probably never make it further than the Kings Road, but for the one that does venture forth the pleasures are to be found at the far end of the rev-counter.

Hence the journey to Prescott Hillclimb School in Gloucestershire. The two are not intrinsically linked – nowhere is it said that you have to drive your sportscar anywhere near this picturesque venue – but the tight hairpins and esses at Prescott are perfectly suited to the Honda's screaming two-litre engine and close-ratio, six-speed gearbox.

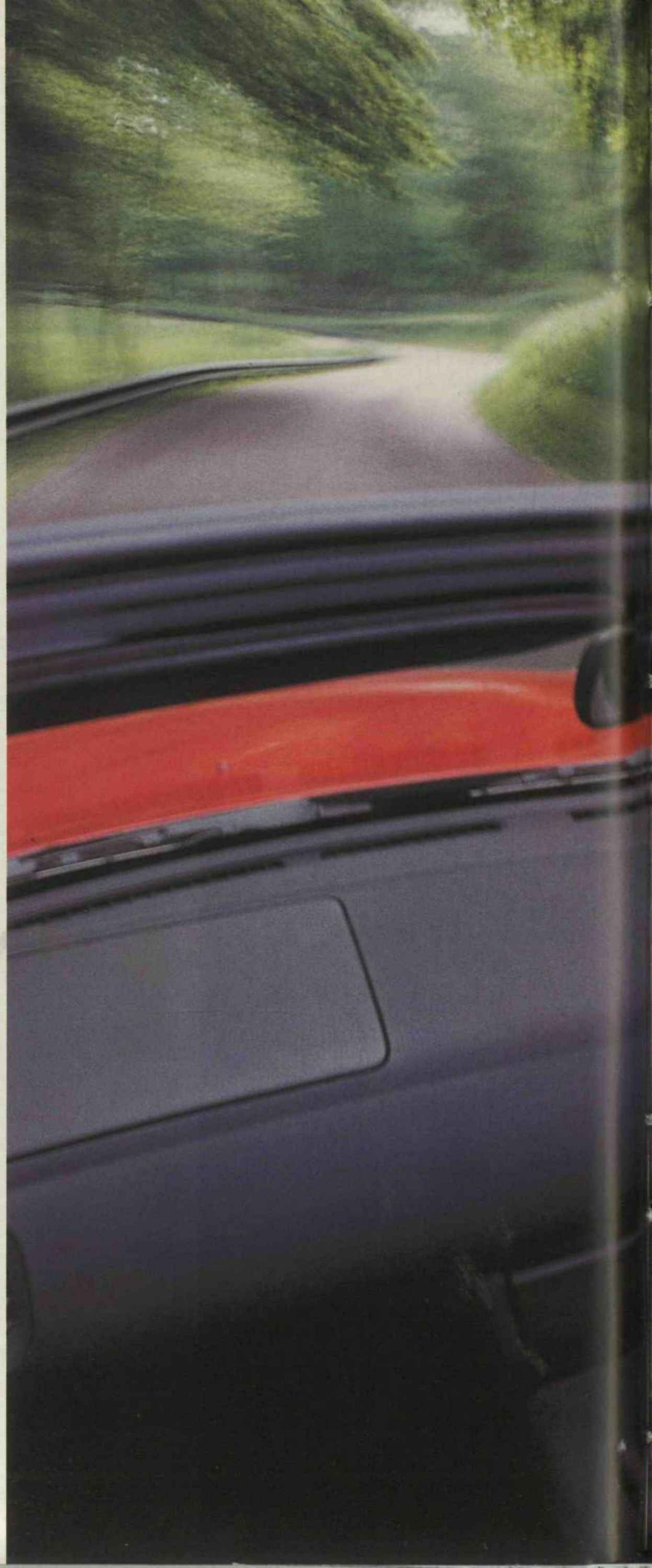
Every aspect of this car has been engineered to within a micron

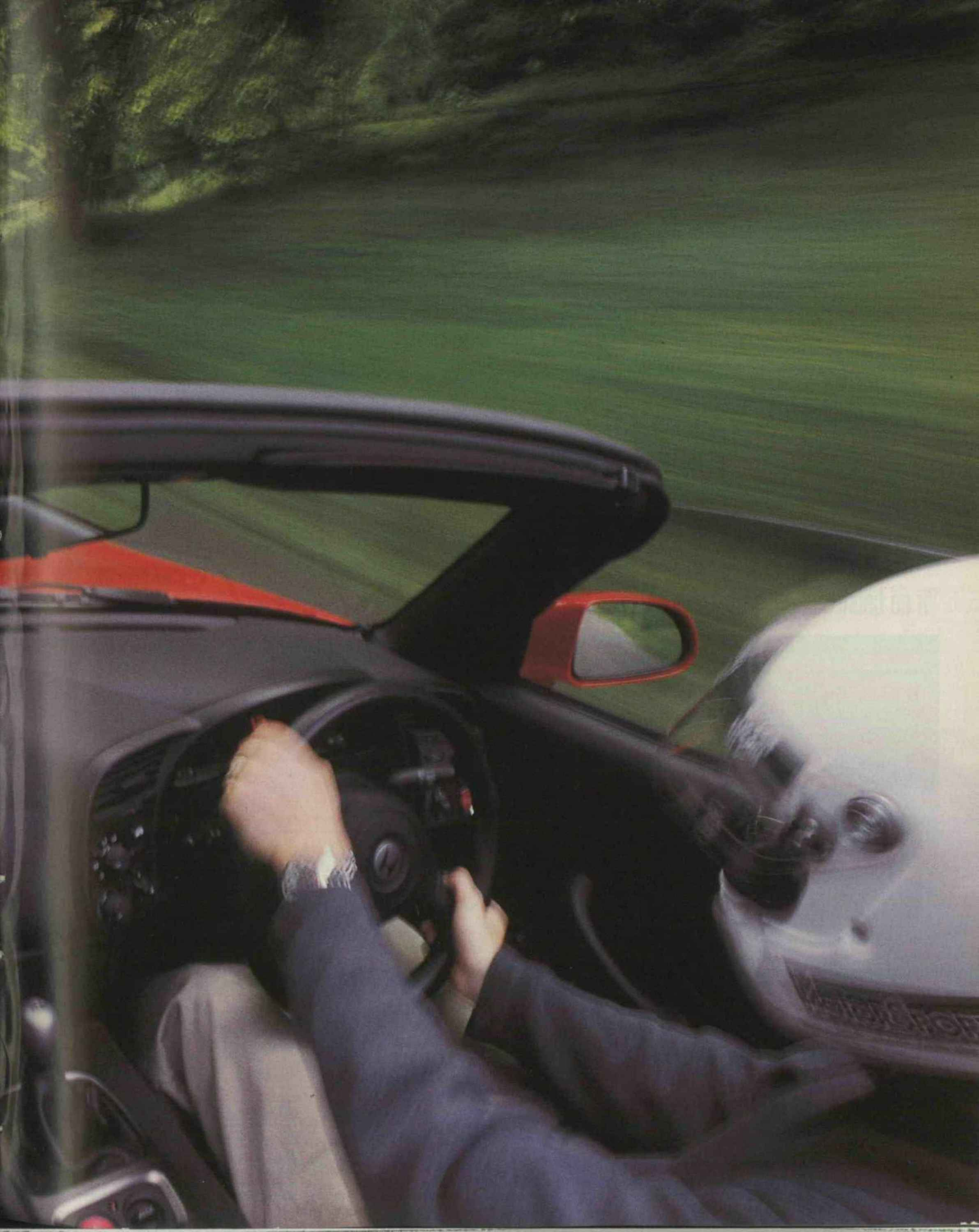


Can't see the road for the trees at picturesque Prescott hillclimb

of its life. Under the bonnet and beneath the lightweight body everything is new and some of it is scarcely believable. Its normally aspirated engine – this Japanese firm doesn't meddle in the murky world of turbochargers – breaks every imaginable record, with 237bhp being eked out of the two litre capacity. It also possesses an ability to rev above and beyond the call of duty. All of Honda's VTEC-equipped cars boast redlines comfortably the far side of 7000, but in the S2000 things are just getting exciting at such conservative levels. Keep your eyes on the race car-style electronic rev counter and by the time it hits the limiter it will be spinning the crankshaft 9000 times every minute.

While peak power figures are to be greeted with a sage nod, there is little to be said for the car's levels of torque which register a rather paltry 153lb ft at 7500rpm. Below that figure the torque does not fall away alarmingly, but it is an early indication that to make progress in an S2000 requires considerable powers of concentration and early ➳





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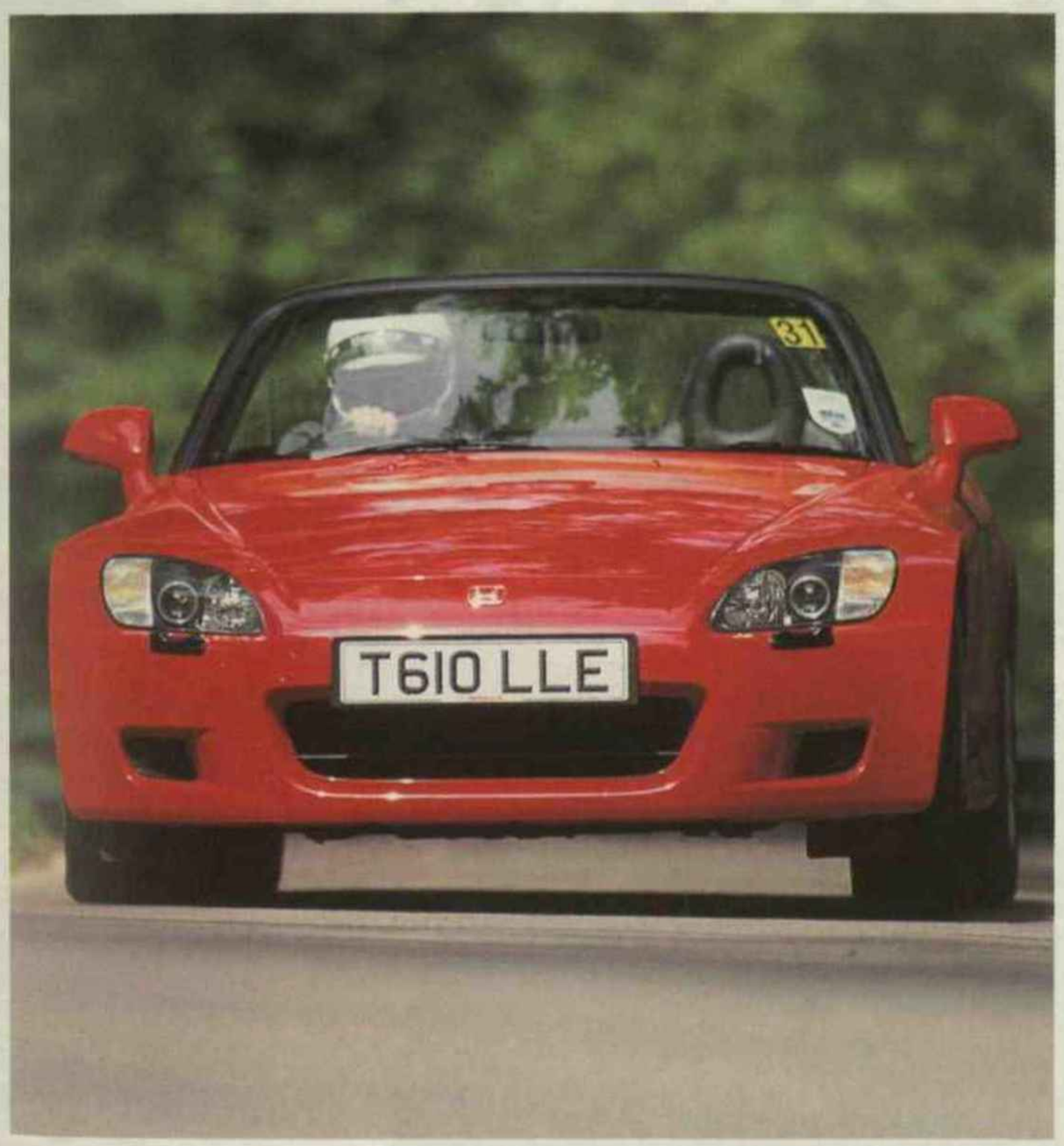
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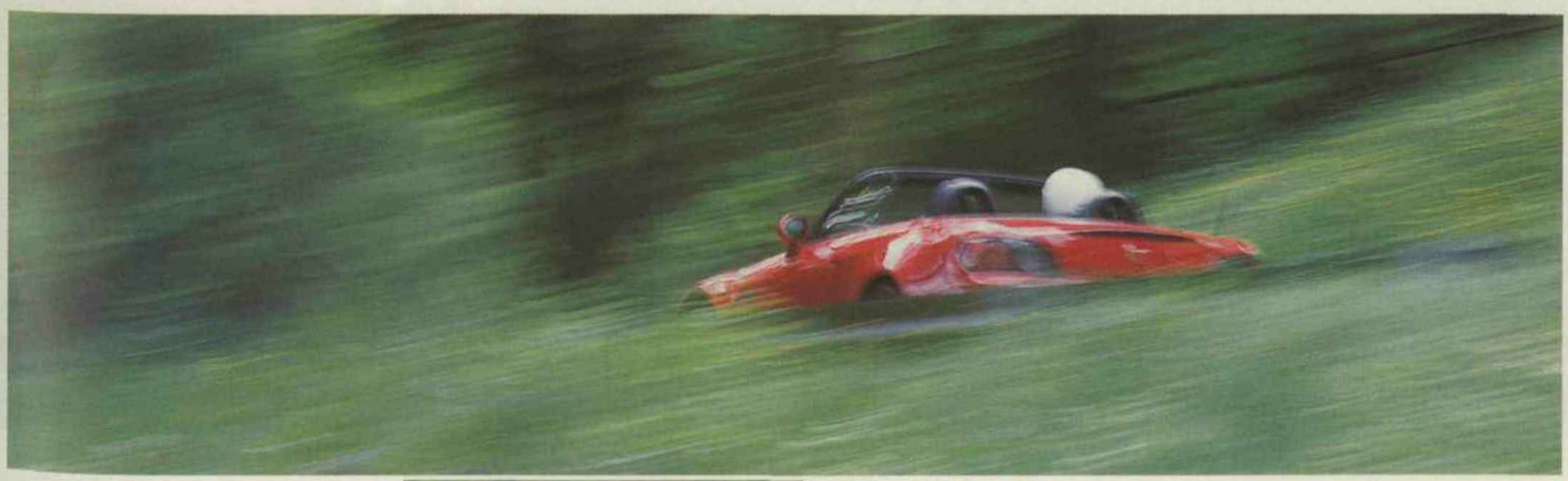
planning. Below 5800rpm, where most car's would be running out of steam, but where the S2000's VTEC camshaft is just switching in, the impression is more family saloon than out-and-out sportscar.

It's almost a question of mindset. Those of you who ride a modern, high-revving motorbike might understand more readily the demands that an S2000 places on its driver. If you are driving hard, as we are about to do at Prescott, then you have to use every gear available and thrash the engine as if your life depended on it.

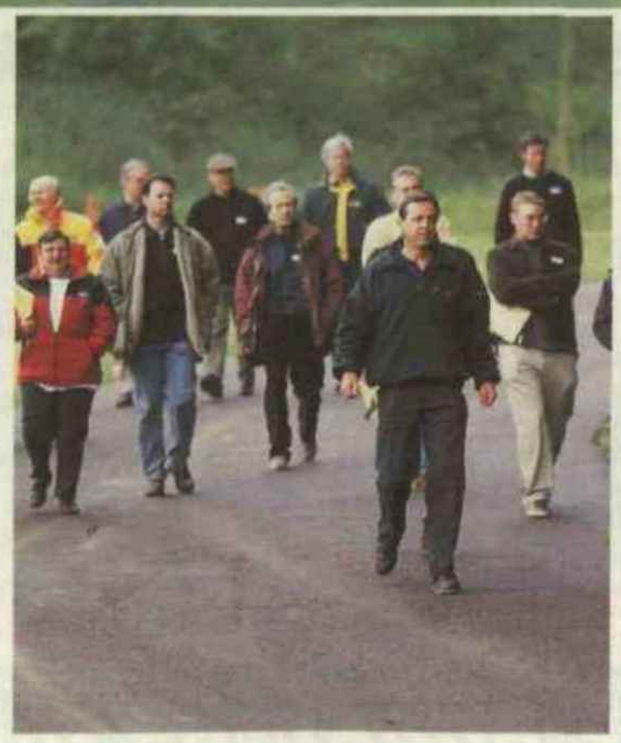
Before we tackle the course in anger, we have to walk it single-file. At Prescott the emphasis is far from setting the fastest time of the day. Students of hillclimbing are expected to participate in their own car with the intention of learning how to drive it safely and progressively but most importantly to conquer the technical aspects of the hill. Power and performance are an irrelevance as the mix of Caterhams, MGs old and new, and even the odd Bristol go to show.

At 1200 yards the walk is not too taxing on the feet but involves considerable exercising of the grey matter. There are only five genuine corners during the ascent yet not one of them could be described as easy. Head first through the flat-out left-hand sweep at Orchard into the endless Ettore's hairpin before climbing steeply into the unimaginably tight second hairpin Pardon, so named, according to legend, after Prince Bira's foreign expletives when he crashed out of Prescott's inaugural event. Overhead the tree canopy thickens as you endeavour to pick your line through the shadows into the Esses. This is the course at its most picturesque, the small barriers that line the route funnel into the distance, while natural reference points help you keep the racing line – turn in at the tall tree here, brake at the end of the grass bank there. Finally burst out into the sunshine at Semi-circle – an eye-opener of a corner to finish the run. Overshoot here and you are destined for a long, tumbling exit into the paddock below.

"Driving S2000 hard you use every gear available and thrash the engine as if your life depended on it"



Top: Honda visually strongest from head-on. Small bonnet provides clean lines and also aids driver in picking racing line. Centre: Tight confines of Prescott mean top speed 65mph, but Honda stands up well to hard driving. Right: Walking the ascent a vital part of hillclimb course. Only at these speeds can you pick out reference points and camber changes.

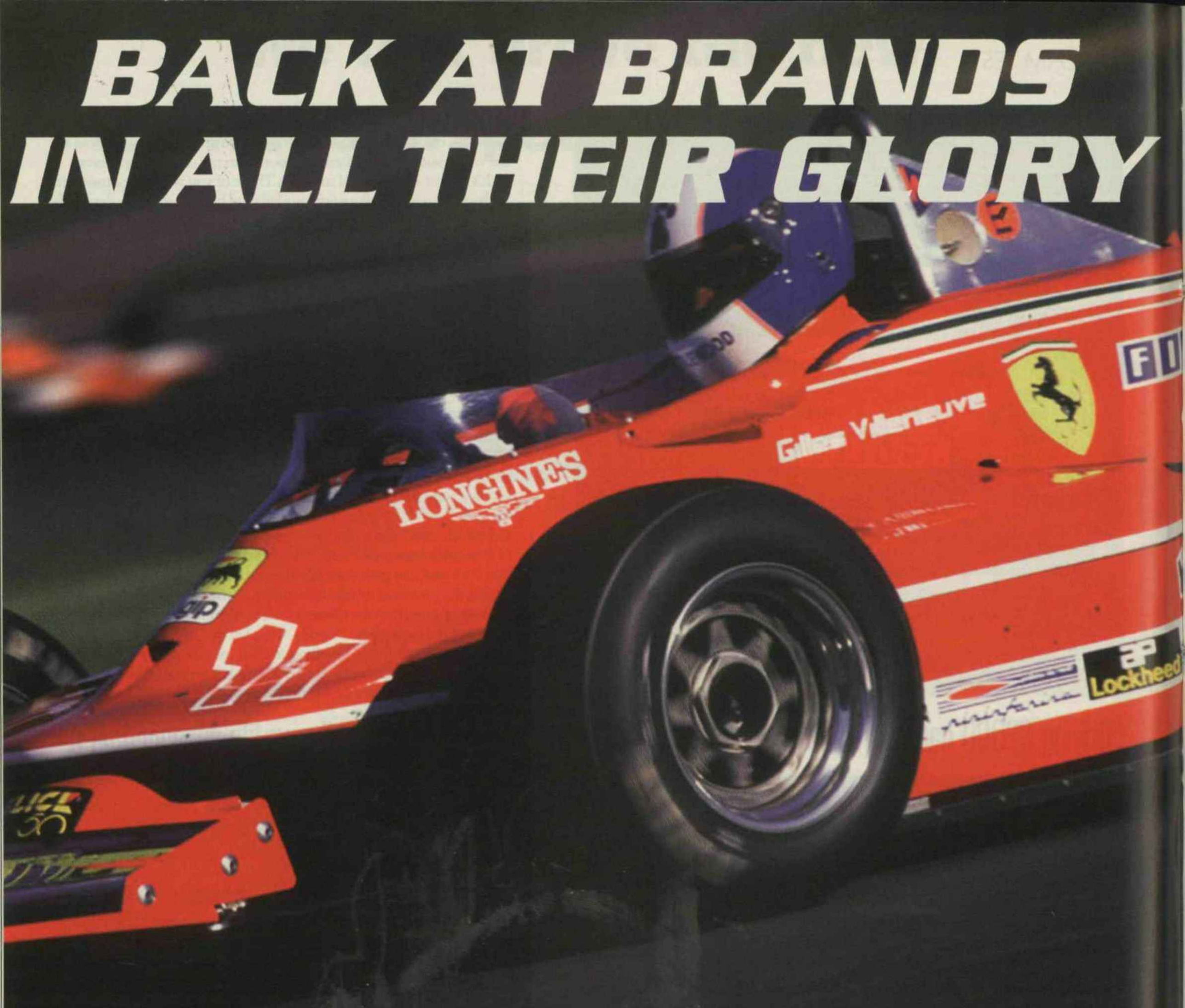


The trick it seems is to look at the sky ahead of you and avoid it...

Classroom lecture and leisurely walk over, it's time for a convoy. Snaking up the hill, instructor leading the way, the students drive Prescott for the first time. Progress is slow but the wise ones here take their time, trying to spot the line from a radically different perspective. Then and only then will the school allow its pupils a solo run.

Waved away by the startline marshal the S2000 requires severe provocation to leave the line at speed. New owners will learn quickly that it takes many thousands of revs to generate anything near to a full-blooded start. Grip under full acceleration is impressive, the driven rear wheels shod with Bridgestone Potenza 225/50 VR16 tyres, but you soon forget what is going on at the back when you hear what is coming from the front. Over the last 2000 revs of the range the S2000 surges forward and the noise, an intense, pervasive scream, is pure racing car. At the peak of the howls and reverberations comes the limiter and here the Honda is at its best. The short travel between ➤➤

BACK AT BRANDS IN ALL THEIR GLORY



LAT PHOTOGRAPHIC

2 DECADES OF MOTOR RACING HISTORY WILL FLASH BY. 3rd/4th JULY.

Here's a weekend to really look forward to. Formula One cars return to the Grand Prix circuit at Brands. See famous cars in their original 1970 - 83 livery, lined up for the FIA Thoroughbred Grand Prix Cup. Entrants include Ronnie Peterson's six wheeled '74 Tyrrell-Ford P34-6 which came 5th in the 1977 Austrian GP, Nigel Mansell's Lotus-Ford 91-7, Emerson Fittipaldi's Fittipaldi-Ford F5A-2, Gilles Villeneuve's Ferrari 312T5-048 and many other cars from a golden age of motorsport. This series is regarded as Europe's top historic championship. With other fantastic racing including the 3 Hour Sports Car Endurance and Derek Bell Trophy, this is an event that really shouldn't be missed. Advance tickets are just £17 for the week-end, £12 for Sunday (£16 on the gate). Programme and stand seats are included in the price. Children 15 and under go free.

EST BRANDS HATCH 1926

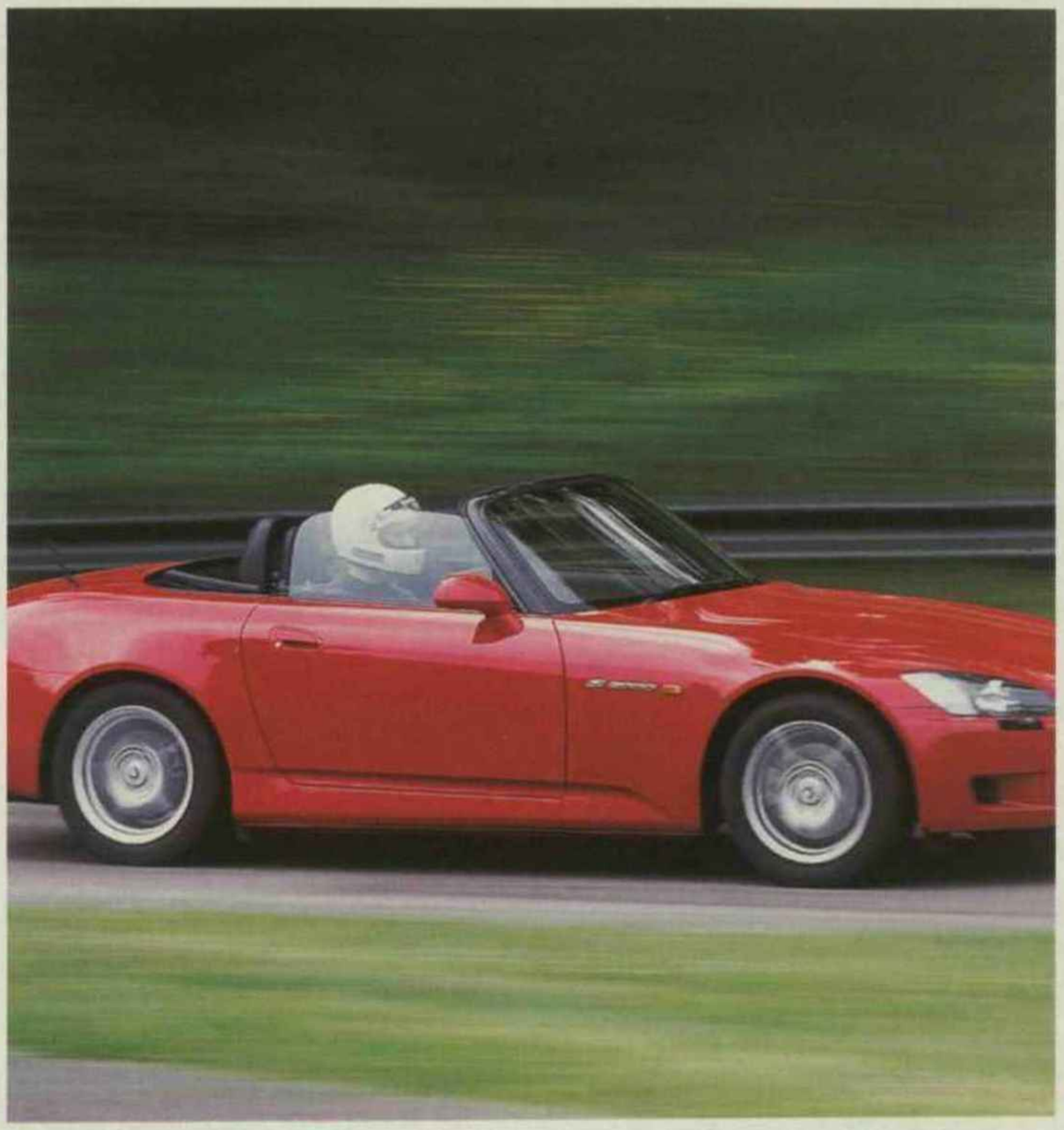
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the close ratios is critical in keeping the changes as swift as humanly possible and preventing the revs from dropping below that critical fall off point. It takes just a quick snick of the lever for the next ratio to engage and the efficiency with which that change is made is close to perfect. Working the gearbox is a necessity in an S2000 travelling at speed, thank Honda that it is such an enjoyable experience.

Through the first corner balanced on the throttle in second gear, the car is almost flat out. Poise at these speeds – about 65mph – is excellent, the Honda adopting neutral handling while grip levels remain high. It is an excellent representation of how the S2000 will react on twistier public roads, for despite Prescott's role as a speed hillclimb the S2000 hardly ever gets higher than second gear.

The brakes – which utilise anti-lock and electronic distribution systems – are called into action at Ettore's. Velocity is shed from motorway levels to almost nothing as you negotiate the hairpin and the Honda remains stable under the severest provocation. Exiting the corner under power allows you to loosen the car's rear end for the first time and here through the middle section of the course – the S2000 reveals its weak link. The steering, while quick and accurate, is lacking in feel. Indeed, the entire car fails to communicate fully with the driver. Just when you need to know exactly what the Honda is doing you begin to wonder exactly where it is heading. Compared to other sportscars at the extreme end of the market – Caterhams and Elises sprint to mind – it is disappointingly sterile. Up against more expensive rivals – the Porsche Boxster and BMW Z3 – it holds its own.

Less than a minute after you have left the startline your run is over. After four attempts and a chance to discuss progress with the instructors it is time for the moment of truth. Every pupil's progress is filmed and played back to the class during lunch. No time here for excuses. If you took the wrong line, everyone will know it.



"Every pupil's progress is filmed and played back... If you took the wrong line, everyone will know it"



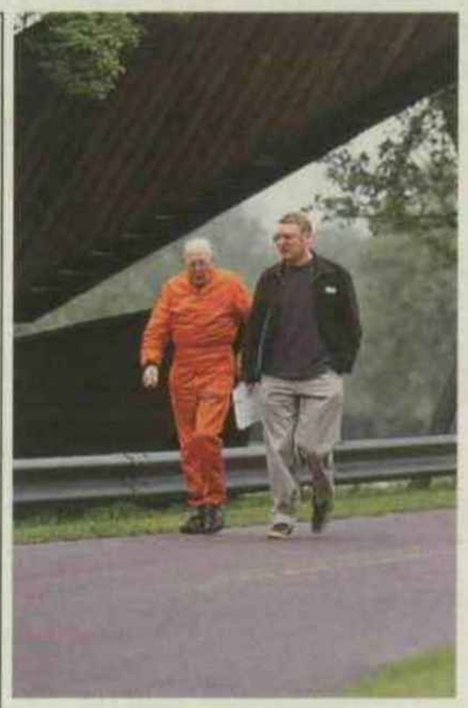
The afternoon is a time to refine those skills and learn more about the Honda. With knowledge of the hill improving after every run the S2000's failings can be driven around. From the wailing engine to the sublime gearbox there is enough here to keep all but the harshest critics happy. If it is pure driving experience you are after then a Caterham Seven is still the route to take, but if you want Caterham-like performance with such added luxuries as a radio, heater and electric windows then don't knock the S2000 off your list without a test drive. At £27,000 it weighs in between a low cost kit car and a high price Porsche. It is up to you to decide whether that makes it over-priced or a budget supercar.

One thing, however is for sure, if you have already forked out for an S2000, or you are keen to make better use of whatever you drive, book a day out at Prescott. You will come away a better driver than when you arrived and that, by any definition, is money well spent. M

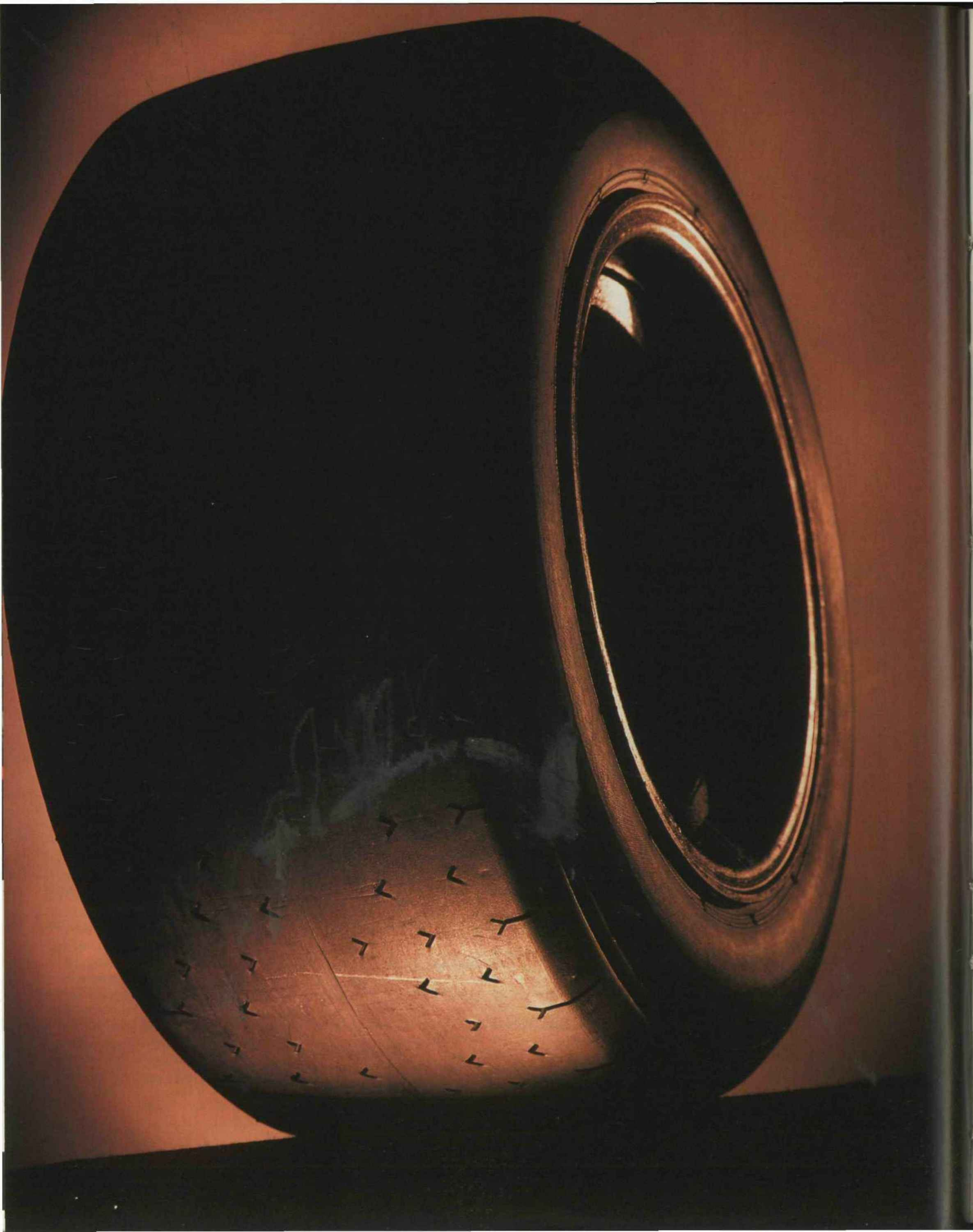
For further information on the Prescott Hilldimb School call 01242 673136.

SPECIFICATIONS

		Honda S2000
ENGINE		
Type	...	4 cyl, dohc, 4 valves per cyl
Capacity	...	1997cc
Construction	...	all aluminium
Bore/stroke	...	87 x 84mm
Comp ratio	...	11.0:1
Fuelling	...	Honda PGM-F1 electronic fuel injection
Max power	...	237bhp at 8300rpm
Max torque	...	153lb ft at 7500rpm
Specific output	...	118.5bhp/litre
Transmission	...	6-speed manual
CHASSIS		
Construction	...	Steel monocoque
Brakes	...	300mm vented discs (f), 279mm discs (r)
Suspension (f/r)		Double wishbones, coil springs with gas dampers, anti-roll bar
Tyres	...	Bridgestone 205/55 ZR16 (f); 225/50 ZR16 (r)
DIMENSIONS		
Length	...	162.8in
Width	...	68.9in
Wheelbase	...	94.5in
Kerb weight	...	2772lb (1260kg)
PERFORMANCE		
0-60mph	...	5.6sec
Top speed	...	147mph



Top: Fast pace let down by ultimately unsatisfying handling qualities. Left: No hiding from your mistakes when the video replay picks out your run. Above: Relaxed tuition and friendly atmosphere make a great day's driving



THE SLICK TYRE

THE SLICK TYRE WAS ONE OF THE GREATEST REVOLUTIONS IN RACING CAR HISTORY, YET IT CREPT INTO FORMULA ONE ALMOST UNNOTICED. KEITH HOWARD DISCOVERS ITS ORIGINS

photography by Charles Best

If you know your maths you'll know what an asymptote is: a value that is approached but never actually reached, like the hapless frog whose every jump across the pond is half the distance remaining to the other side. The slick racing tyre was an asymptote of sorts. Although it was, of course, a destination eventually reached, it took many years of painstakingdevelopment to do so. Moreover, as the treadless tyre era approached it was heralded by semi-slicks with very little – and to the casual observer, vestigial – tread pattern. So obvious, so infinitesimal seemed the final step to no tread at all that the slick eventually made its entrance without great fanfare, or even much comment.

When I began researching this piece I felt certain I'd quickly discover a potted history of the slick in my modest library of technical and motor racing tomes and cuttings, on the Internet or, surely, in back numbers of MOTOR SPORT. But no. Only careful reading of the magazine's Grand Prix reports from 1971 finally turned up this tantalising snippet from the Monaco GP: "...Peterson using some new Firestone tyres on his March, as were the two Lotus drivers [Wisell and Fittipaldi]. These were a new compound smooth tyre, reckoned to give increased cornering power...". Although it's an equivocal remark, I take it to mean this was the first occasion a true slick was used in Formula One. But for the fine-toothed comb I was wielding that day, I might easily have missed it.

In itself the treadless tyre was nothing novel, of course. It had been used on Land Speed Record cars and in drag racing years earlier, but those applications were significantly less challenging. Removal of tread on high-speed tyres was simply a logical step to counter heat build-up; in drag racing the slick was used because of the superior grip it offered, but under conditions of traction and braking only. For the racing slick it was cornering that was to prove the really big problem.

Why want a slick at all? It's a reasonable question because what you learn about friction in school physics suggests it's a senseless exercise. You may recall having it drummed into you that the frictional force developed between two sliding surfaces is dependent only on the clamping load between them, not on the contact area, and that the maximum possible coefficient of friction (friction divided by load) is One. If that rings a bell then cast such notions aside. Although this classic view of friction holds good where both materials are hard and unyielding, it means nothing in the world of tyres.

Frictional interaction between a flexible material (rubber) and a hard material (road) is fundamentally different, as a consequence of which two of the three statements above become untrue. Frictional force remains dependent on load, as before, but the area of contact is now a significant factor too and Unity no longer represents a theoretical maximum for friction coefficient. In fact a modern slick typically has a coefficient of friction around 1.8.

Contact area being a factor makes the attraction of a treadless tyre immediately obvious. Any form of tread pattern results in a reduced area of contact between rubber and road. Remove it and, provided you allow yourself the luxury of reverting to a treaded tyre when it rains, you have a tyre capable of generating more grip.



Quiet revolution: Peterson on first slicks in 1971

The story of the F1 slick is often reckoned to begin with the arrival of the two American tyre giants Firestone and Goodyear in F1 during the mid-1960s, and the Indycar tyre know-how they brought with them. Certainly the renewed competition acted as a wake-up call to incumbent Dunlop. But two technical developments were crucial to the slick tyre's development, one of which – the introduction of synthetic (particularly styrene-butadiene) rubbers – took place earlier, beginning with the DunlopR6 (CR48) tyre of 1962. Synthetic rubbers, because they were created in the lab rather than bequeathed by nature, really kick-started the art of modern tyre compounding, opening the way to the development of a new breed of soft tread materials that were to prove vital to the slick. Racing tyres of the time were notoriously hard, Jim Clark once remarking that he was certain they grew rather than wore during a race as they picked up detritus from the track.

As tyre widths rapidly increased in F1 during the latter half of the '60s,a second crucial development occurred. Up until this point the crossply casings of the tyre had been formed in a circular cross-section, necessitating the shoulders of the tread to be created by increased rubber thickness. As tyre widths and cornering forces grew, this caused overheating. The solution lay in what Dunlop called a'reverse crown' or 'depressed crown' casing in which the tread area was formed in concave section, the tyre assuming its correct shape only when inflated. This allowed the thickness of shoulder rubber to be reduced from up to 20mm to 6-8mm. The Americans used something similar, derived from their Indycar experience.

From this point, you could say the slick became an inevitability, although a deal of development was still required, particularly in the compounding area, before it became a practical reality. You might suppose that removing the tread pattern should make a racing tyre more predictable in its responses, by banishing undesirable tread squirm, but early attempts at the slick defied such expectations.

Jackie Stewart, for example, tried a treadless Dunlop in private testingwith the new March team in 1969/70. The tyre's 970 wet compound – soft for the time but hard by today's standards – conferred excellent braking and traction performance, but cornering grip lacked the necessary progression. Sudden breakaway made the tyre too difficult to drive at the limit. Only by adding small tread features, like the so-called crows' or sparrows' feet in the pictured 1970 CR92, could the tyre be made driveable.

Dunlop quit F1 at the end of the 1970 season, of course, so the final step of removing all vestiges of tread was left to its American competitors.Not, as I've noted, that putting the final piece of the jigsaw in place exactly made the headlines. It must seem ironic to those from all three F1tyre suppliers of the period, who strove to make the slick work, that the FIA in its wisdom should now have banished it from Formula One altogether. M

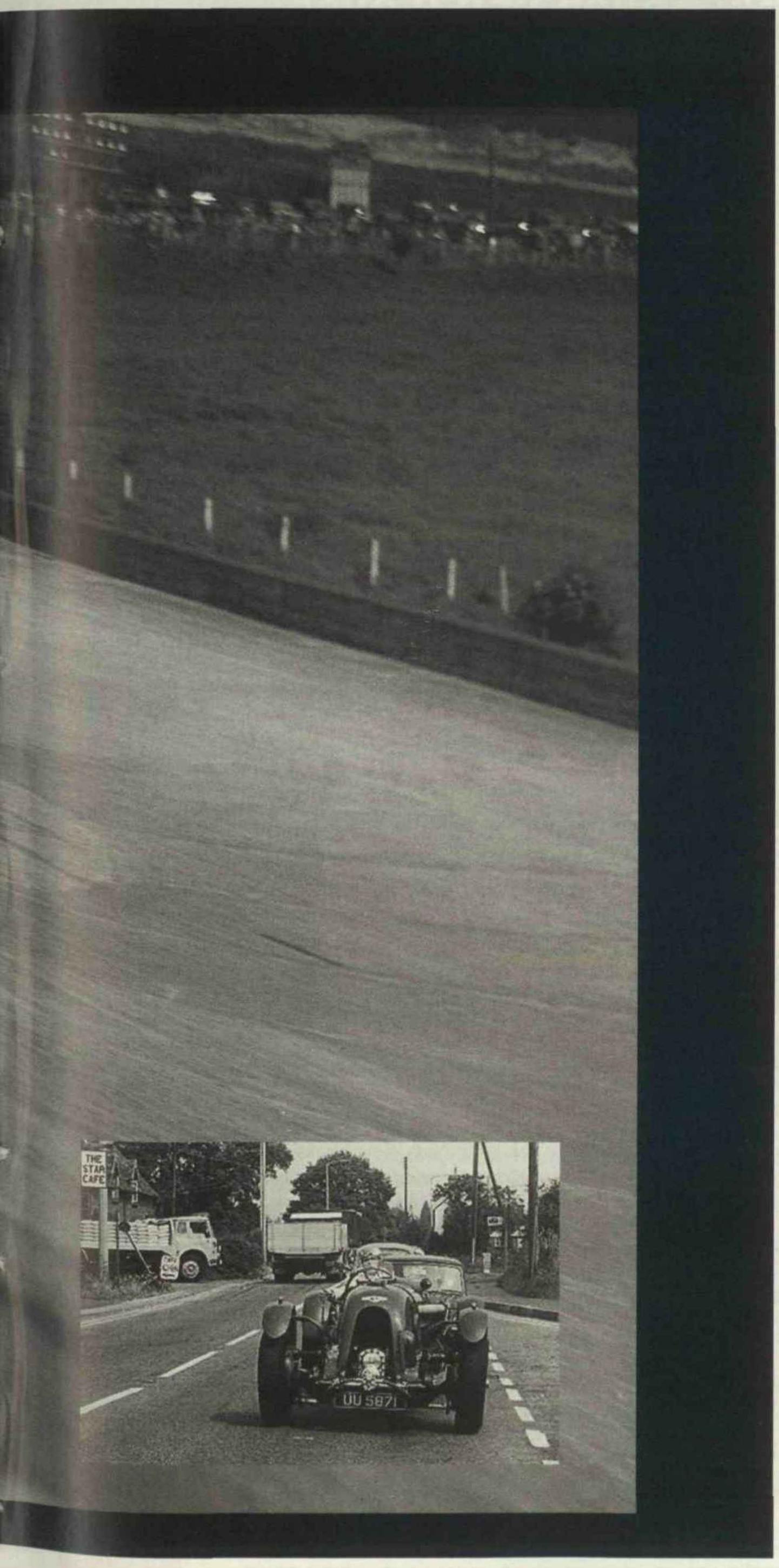
Our thanks to Alec Meskell, ex-Dunlop International Racing and RallyService, for sharing his recollections



Monoposto!

THE TALE OF THE BIRKIN BLOWER

THE BLOWER BENTLEY MAY BE REGARDED AS A RACING FAILURE BUT ONE VERY SPECIAL SINGLE-SEATER DID ACHIEVE SUCCESS, LAPPING BROOKLANDS FASTER THAN ANYTHING ELSE BEFORE. BY BILL BODDY



It was Tim Birkin's private determination which brought about this most enduring image of Brooklands. Though using supercharging to prolong the competition life of the four-cylinder Bentley was in the main fruitless, his own single-seater became one of the mechanical stars of the Track

It would be invidious to debate which Brooklands outer circuit racing car was regarded as the most exciting to watch. It must lie mostly between the big and surprisingly fast Benz, Fiat and Napiers of the pre-1915 period, the post-war 350hp Sunbeam single-seater, the sensational Chitty-Bang-Bang Mercedes-Maybach and the stars of a later era, such as the Birkin Bentley, the Barnato-Hassan, and quickest of all, Cobb's 24-litre Napier-Railton.

I saw much of it, and must say Birkin, in the 4½ single-seater, was my favourite from 1930-32, probably because his wins were an extension of Bentley's Le Mans victories.

But lap-record holder though he was, Birkin did not like the Locke-King track. He wrote such criticism of it in his book *Full Throttle* that the BARC took action to get it withdrawn.

In 1929 Birkin shared the winning Le Mans Bentley with Woolf Barnato and persuaded WO that the 4½-litre Bentley was too slow and outdated and should be replaced with a supercharged version. WO was against this, preferring to develop the Speed Six and the later 8-litre cars. But Sir Henry charmed him into allowing him to make the 50 supercharged 4½-litres, possibly encouraged by the prospect of the Hon Dorothy Paget financing the resultant racing team.

But the supercharged cars hardly distinguished themselves, apart from a third in the 1929 Irish GP and Birkin's second at Pau, beaten only by Etancelin's GP Bugatti. Otherwise, from 1929 to 1933 the type chalked up 11 race retirements, and only another second in a 500-mile race driven by Dr Benjafield and Eddie Hall.

The 50 production blowers were constructed and ➤➤

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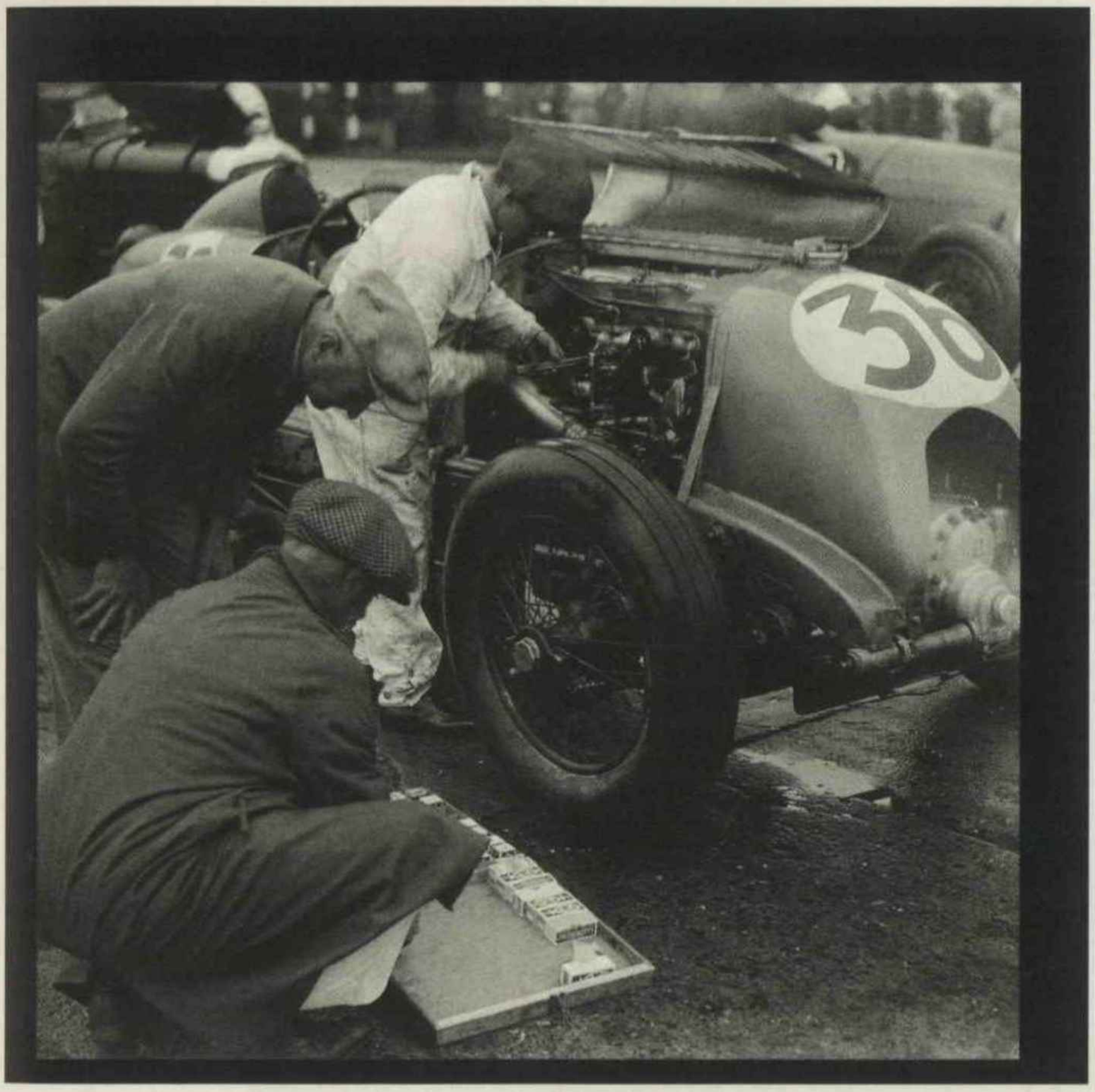
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Birkin's faithful mechanic Billy Rockell changes plugs on the single-seater before the 1931 '500'. The cowelled nose contained a cut-down radiator to clear the Villiers supercharger. When two 62mm downdraught SUs were fitted, fuel flow increased to a gallon every 59 seconds

delivered between April 1930 and September 1931, fitted mostly with Vanden Plas open bodies.

Apart from these, there were four Birkin cars with Le Mans-type bodies, prepared at Birkin and Couper Ltd in Welwyn Garden City. Birkin's partner was W M Couper, well versed in competition motoring and remembered for racing the famous Talbot 105 BGH23. Couper, who has been described as the sort of city gentleman for whom commissionaires called a taxi as soon as he appeared in the foyer, did not get on well with Sir Henry. Having got an unwilling agreement from W O over the blower 4½ project, Birkin took on, to revise the engine, Raymond Mays' friend Amherst Villiers and Col Clive Gallop who had been with Peugeot and on war-time aero-engines in France and then with Zborowski on the Chitty-Bang-Bang adventure.

Villiers produced a heavier crank and stronger con-rods, and his Rootes-type blower was mounted ahead of the cut-down radiator. Production s/c 4½s did not have the balanced crank, which resulted in bearing wear. But the new car was shown at Olympia in 1929, £425 being added to the chassis price of the non-s/c 4½, and the open blower car good for 98 to 103 mph for £1720. It is said that Amherst Villiers designed a badge to go on his supercharger and left Olympia in a rage when he saw that it had been removed!

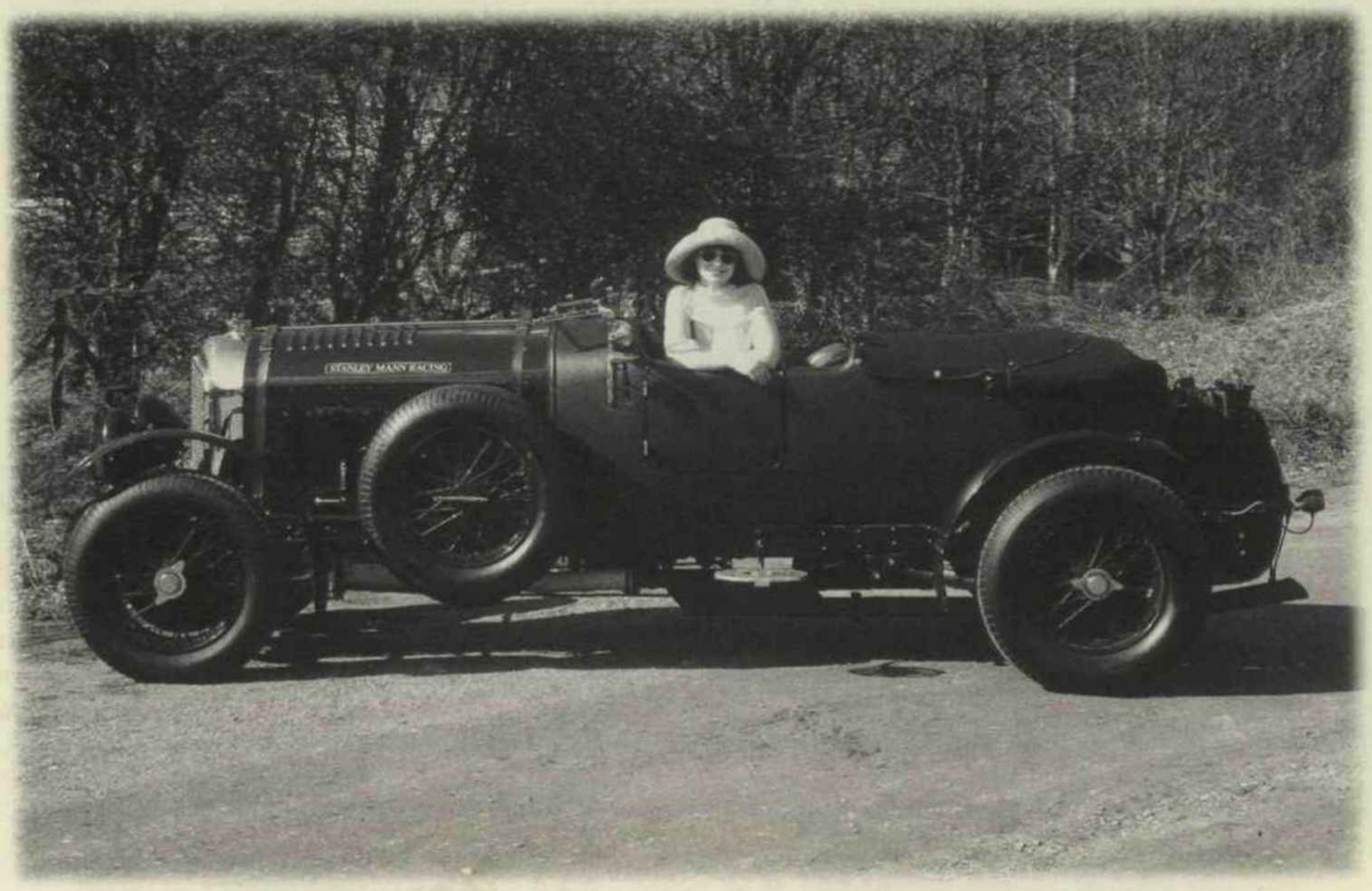
The first of the Birkin blower 4½s was given a four-seater body. Tim drove it in the 1929 BARC Six-Hour race but retired, was third in the Irish GP, 11th in the TT, W O, whatever he thought of the car, bravely riding with Birkin at Ulster. Tim could be wild, but only once did he crash, in the 1930 TT. For the 1929 BRDC '500' a short-tailed two-seater body was used. It caught fire and Birkin retired.

For 1930 HB3902, engine SM3903, was provided with the blue single-seater body made by Compton's. The engine now gave about 240bhp, and the axle ratio was raised to 2.56:1, with 3.50x32 tyres. The car in this form made its debut at the March Brooklands races. Tim was second from the first and won the third handicap from scratch, lapping at 126.73mph before the supercharger casing cracked.

After this start Tim and this blower were a centre of interest at Easter. Birkin did not disappoint his followers. Starting with a win and a lap at 134.24mph, a rehandicap of 'owes 7sec' was too much even for him, but on a clear run he broke the lap record held by Kaye Don, taking it to 135.33mph. That earned him an 'owes 20sec' handicap, and two race laps at the new record speed failed to give him a place. At the time, aged 17, I was on holiday with friends in the New Forest, in a vintage Renault, and had an agonising and abortive time trying to get a paper to see if the lap record had again fallen.

After slow lappery at the Clubs Meeting, the crowd-pulling Birkin/Bentley combination was fast on the August Bank Holiday Monday, the car snaking alarmingly at the Fork and leaping high from the bump on the Members' banking, to roar flat-out down the Railway straight and round the long Byfleet banking – a stirring sight. Tim lapped at 137.38mph to third place, but a split fuel tank stopped him in the Gold Star race. At Whitsun Don had broken Tim's lap record by 2.25mph in the V12 Sunbeam but Birkin and the single-seater had caught the public imagination, especially as ➤➤

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Sir Henry Birkin, the determined baronet from Norfolk. Sleeves rolled up, neckerchief flying behind his helmet, BRDC badge on his jersey, he was the archetypal Brooklands hero, in a car which was so typical of the Weybridge venue in its later days

after his lap record, he had flown back that evening to Le Touquet for the promised celebration dinner with Barnato. Dramatic stuff! In the '500' Tim, now in a crash helmet, drove with George Duller, but misfiring spoiled their race.

In mid-1930 Barnato's Bentley Company withdrew from racing, and at the end of the year Dorothy Paget withdrew her sponsorship of Birkin's team; but she bought the single-seater which she continued to enter for races for some time. Clive Gallop told me he'd drive it from Welwyn to Brooklands, stopping outside the KLG works on Kingston Hill if a plug needed changing, in order to get a rolling re-start.

Yearning for 'proper' racing, Tim, lacking a suitable British car, bought an 8C Alfa Romeo and a 2½-litre GP Maserati, but he continued to use the Bentley at Brooklands. With the standard 10ft 10½in wheelbase, the weight was mostly forward, so it used triple Hartfords and twin B&D hydraulic dampers at the back, but it was still tricky at speed. Birkin was awarded the 1930 BRDC Track Star.

At Whitsun 1931 he was third, and again in August, but the lap record eluded him. For the '500' Eyston supplied a Powerplus supercharger, water-heated from the radiator, but Tim was unimpressed and it was soon changed. In practice vapour from the Ki-gass tank ignited and Tim had to stand on the seat to avoid the flames but still burnt his hands.

For 1932 the Bentley was painted red (to frighten the Sunbeam?) and in March won the 'Lightning Long' from Cobb's old 10½-litre Delage, which had been faster in 1931. The block had been bored out half a millimetre, taking it to 4442cc, but in the 100-mile Empire Trophy race this blew up when Birkin was leading the Delage.

At Whitsun there was another third, but retirement from the Gold Star handicap. I doubt if Tim much cared. He had at last broken the Sunbeam's 137.96mph lap record, by 0.58mph, and in the August 100 Sovereign Match Race against John Cobb and the Delage, the Bentley won by 0.2sec.

During the season dry-sump lubrication was used with a scavenge pump on the nose of the supercharger. A further battle with the Delage had been at the JCC Guys Hospital Gala Day. The Bentley swept round to win the fastest race of 1932 (124.33mph) and equal its lap record. With 12lbs boost and 6:1compression it was now capable of 145mph.

After Birkin's sad death in 1933, the car remained in the hands of Dorothy Paget, unused until 1939, when Peter Robertson-Rodger acquired it with a lorry-load of spares. He later fitted a Northovers two-seater body to it,

It was at Bill Shortt's London garage during the war, and John Morley took it over in 1946. By 1964 'Rusty' Russ-Turner acquired it, and replaced the original single-seat body. I was asked to try it at Silverstone, but as I went off to a borrow a daughter's crash helmet (used by her for delayed-drop parachuting), Rusty decided to do another lap, and the block cracked as he went out.

In 1973 I drove the car on the road, and was told I did 100mph but can't believe it. Rusty continued with the car until his dying day in 1982, literally, for while racing it at Silverstone he suffered a fatal heart attack. The car coasted into the catch-fencing with barely a scratch. Today this famous car is owned and raced by horological ace George Daniels. ◼

100 YEARS of the TOUR DE FRANCE

THE AUTOMOTIVE MARATHON HAS A STOP-GO PAST, BUT HAS SETTLED INTO A NEW HISTORIC FORMAT. JOHN DAVENPORT HITCHED A CENTENARY LIFT

When all the celebrations have died down and the years of the new Millennium start to tick by, the world of motoring will be inundated with centenaries of one kind or another. But one historic event, at least, has managed to observe its centenary before the Millennium even commences. This is the Tour Auto, the current event that treads in the footsteps of events dating back to the first Tour de France Automobile in 1899.

The Tour has always been an event on a large scale. That is as true today as it was for the first challenge, though the entry in those days was somewhat more modest than the 240 cars which congregated in Paris this April to run in the Centenary Tour Auto. Incidentally, in a manner symptomatic of the latter part of the 20th century, the name of the event has been shortened to Tour Auto as a result of a court action to prevent confusion with a similar event for men on bicycles.

The first Tour de France in July 1899 had just 19 cars at the start, with four voiturettes and 25 motorcycles in addition. The regulations had been published in April and a contemporary pundit said that this gave the competitors plenty of time in which to acquaint themselves with the new rules. Current administrators of our sport seem to follow the same line, especially in GT and touring car racing. The most important new feature of the regulations was that each night the cars were to be shut up in a closed paddock after arrival. Then the driver would be given one hour in which to assess what repairs were needed but not to effect them. In the morning, the park would be opened one hour before the time of departure of the first car and work could be carried out from that moment. The regulations even covered the eventuality that a competitor might not arrive until after the first car had left. In this case he could claim two hours to work on his car before being required to leave on the next leg.

The route did indeed represent a tour of France. From the start at Champigny just outside Paris, the first leg went to Nancy, the second to Aix-les-Bains and thence on the third leg to Vichy. The route then led through the Massif Central to Perigueux and then the fifth leg went north to Nantes on the Atlantic coast, the sixth to Caborg near Rouen and the seventh back to the finish in Paris. The total distance was 1378 miles, of which 1350 miles were competitive racing miles.

The cars taking part were mainly Panhards, Bollées and Mors with singleton entries from Georges Richard on a car of his own make and Dr Lehwess with a Vallée. Lehwess did not reach Nancy. The Panhards, of which there were eight, looked the most conventional and workmanlike but the most attractive were undoubtedly the Bollées with their long wheelbase, low slung suspension and streamlined torpedo bodies.

From the start, however, it was a Panhard driven by the Chevalier René de Knyff who dominated the event. He was fastest on every stage and came back to Paris having averaged 30.2mph for the 1350 miles. His driving times on the longer sections were round about eight hours a day. When one considers that he was stuck up in a open car driving on unmade roads and that he and his mechanic were often tending to their car at 5am before setting off on their day's work, the feat becomes quite remarkable.

Equally remarkable was the performance of Camille Jenatzy. The Mors that he was driving was not at all well behaved and he did not help matters by smashing a wheel on the approach to Vichy. He regularly finished legs 20 to 40 hours behind the leader. Towards the end, he began to catch up and finally, by driving right through the last night he reached the finish just four hours after the leader. His average speed for the racing distance was a mere 8.1mph. He was the last of the nine finishers.

It would be nice to say that this first event was so well received that it promptly became an annual event. It did not, and the reason is that at that time the motor car and where it could be used were evolving very quickly. Organising an event required a certain amount of financial backing, usually from a newspaper, the only plaything of media barons at the time, and the free use of the public roads. At the turn of the century, road races sprang up like mushrooms but with the fatalities on the Paris to Madrid in 1903, the authorities moved to impose restrictions, and in some cases a total ban. But the sport did survive, and so did the Tour de France.

The Tour de France Automobile was organised another three times before the First World War, in 1912, 1913 and in 1914. After the war, it was revived in 1922 and 10 events were held under that title until the last in 1931. During that time, the Tour was going through growing pains and gradually evolving the mixture of race circuits and hillclimbs linked by road sections that were to become its hallmark in the post-Second World War period. It still had classes for cars of all kinds, motorcycles and, uniquely in 1931, it even had a class for light aeroplanes.

The Tour then lapsed for 20 years until the Automobile Club of Nice revived it in 1951. They kept the format of long events that visited circuits for full-scale race meetings and the rest of the time looked like a rally with road sections and hill climbs. They dropped the motorcycles and aeroplanes but kept the doors open to cars of all types, so that these early post-war events saw Citroën 2CVs competing against Jaguars and Ferraris.

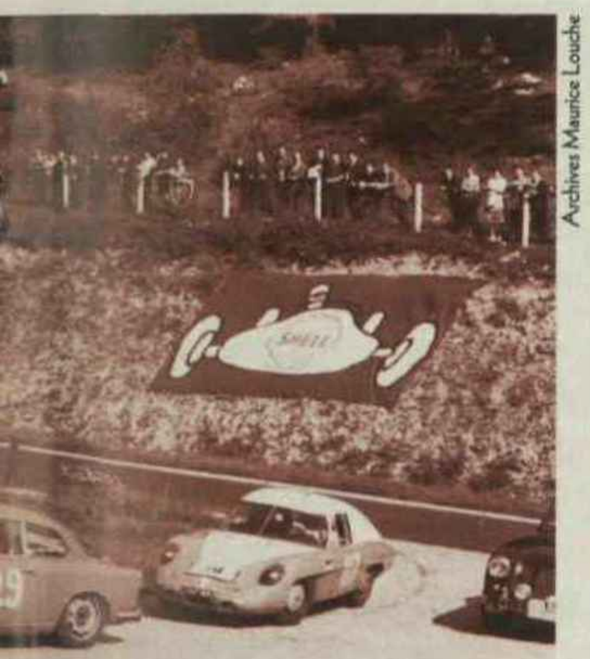
By the early 1960s, the Tour de France was a simply amazing event rivalling the present-day two-wheeled marathon. It lasted for 10 days ➳







Tour blossomed in '50s and '60s, with entry mixing GTs (Alfa and DB-Panhard, top left) and sports-prototypes like Ligier (with De Tomaso, top right)



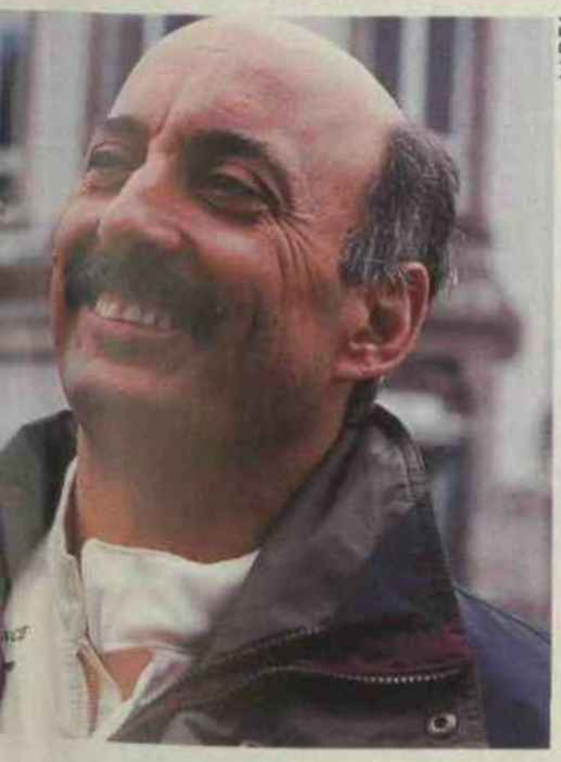
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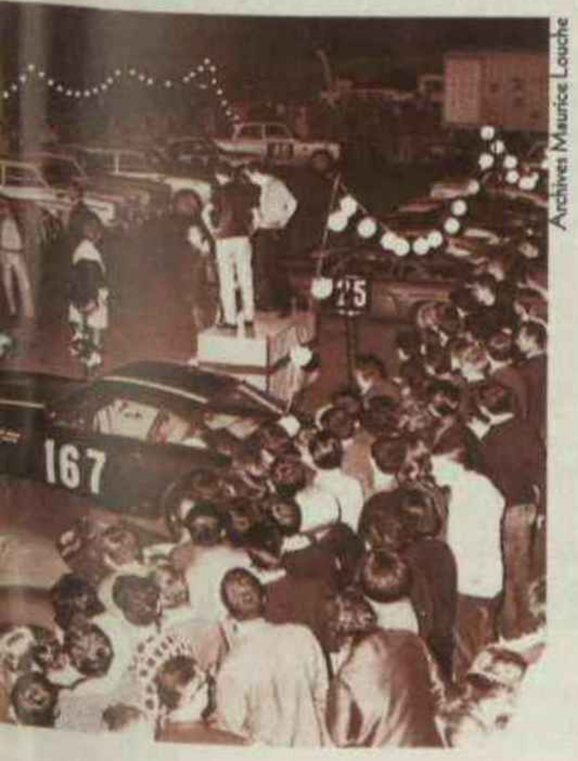
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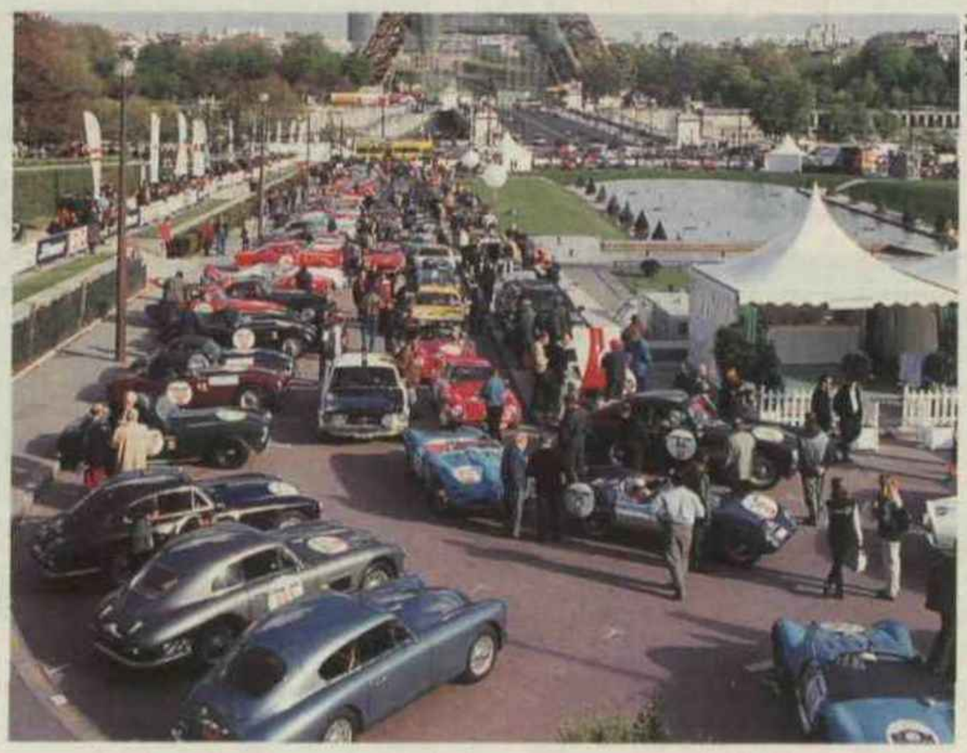
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Revived Tour retains Paris start (above) and circuit sections of past (Rouen top left, Montlhéry centre); '99 drivers included Bobby Rahal (portrait)

TURKISH DELIGHT: London to Istanbul

The first-ever Around The World Motor Challenge - finishing off what was so nearly completed by the 1908 New York to Paris - and running alongside those competing in the London to Peking has attracted a bumper selection of cars. There are nearly 90 in the line-up for the great send-off from London's Tower Bridge on May Ist next year, all driving down the Silk Route.

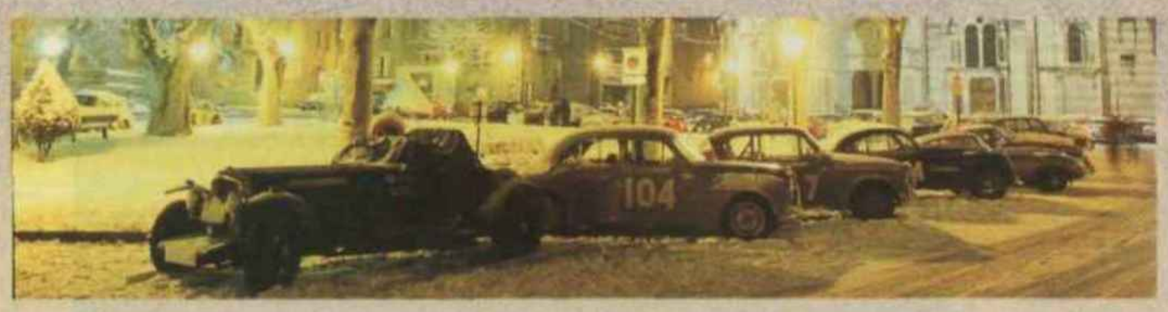
Those who say "I wish I had the time" now have no excuses for not being part of such an exclusive party... the London to Istanbul is for those who want to rally the first 10 days. The rally-route includes some of the best driving roads in France, and once out of the Alps heads for remote trails through Tuscany, and Chianti, for a ferry crossing to northern Greece to pick up some of the classic stages of the old Acropolis. There is a day off at Thessaloniki, before driving into Istanbul and a prizegiving celebration.

The Classic Rally Association are hoping for an additional 20 cars in this Category, with makes and models perhaps not already represented.in the line-up. So far there is everything from a 1912 seven-litre Locomobile, several Rolls and Bentleys, (Ghosts, Phantoms, and even a Speed Six), with more than half the field competing in the Vintageants Catgegory (actually pre-1940 here - but please refrain from whispering this to W.B.).



Philip Young has already been approached by a member of the remarkable gang of Austin Seven Ulster drivers who Marathon'd to Marrakesh last year. There will be additional mechanical-back-up teams on this leg to cope with additional crews.

MONTE Entries Open



Overnight stops for all now on the 'Marathon Route' on the Millennium Monte Challenge.

ENTRIES for next winter's Millennium Monte Challenge have opened with a rush for places. Last time 220 entries were all filled within three weeks of the entry-forms being posted. This time there are a number of changes.

There are to be two routes. A Sporting Route will be a sort of "Master Class" and as competitive as ever. But there is to be a separate route, with separate classes, and its own overall winner, run along Classic Marathon lines with overnight stops - so it will be less tiring and more social.

The Vintageant Category will run over the Marathon Route. Forms have now been posted out (a truly massive mailing to nearly 6,000!).

The Classic Rally Association have six start venues, Brooklands Museum being the UK start which will be restricted for the first time to 100 cars... but Ypres is a short drive from Calais, and becomes the first Belgium starting point, and St. Moritz, Stockholm, Oslo, and Noorwijke in Holland are joining in. Priority for an entry goes to those with an older car. The start date is 9 January 2000.

ROUTE Survey News

THE Classic Rally Association have bought two brand new Peugeot 504s from the Kenya factory where they are still, just, in hand-made production for the Around the World route-surveys. Former Nissan Motor Sport Manager Dave Whittock has now completed the route-notes to Peking.

At Samarkand, he called us to say the central-Asia section was stunningly beautiful, and on a 70 kms gravel section through the mountains north of the World's oldest city, took two hours because he could not resist the temptation to stop to take photographs...

Snow capped mountains, gravel roads that twist and turn across the horizon, surrounded by a sea of poppies. But the 504 was pinking like hell on 75 octane fuel, and had to put up with this - well laced with water - for five days before reaching a pump with 93. (compression ratio 8:1). The Vintagants will of course laugh at this sort of problem, but later cars had better do something about their compression ratios. On the Peking to Paris, two drivers who refused to take note blew holes in their pistons just a few days short of the end.



Dave says the Taklimakan Desert - we are to be the first to drive a new track from south to north right across this remote region - is "something we will all tell our grandchildren about... and those of us without grandchildren will want to come home and do something about getting some."

Tower Bridge Topics



Tower Bridge is to be closed on May Ist next year for the Classic Rally Association's long distance epics... the first time the Bridge has been closed to all traffic since The Pirelli Classic Marathon days... this time Philip Young has had to persuade London Transport to move the Number 9 bus route for a day.

Two drivers are looking for partners for the Around the World or London to Peking. If you can navigate, help fettle a car, as well as drive and contribute to the running costs, drop a persuasive fax to Heidi or Jane at the Rally Office to be forwarded on...

A rare sight: One of the more unusual cars in the Around the World Motor Challenge...a Facel Vega Six (the one with the Healey engine) which has been rallied prepared for Dr. Neil Lawson Baker, who is raising money for a children's hospice.

Crown Prince of Malaysia Idris Shah has switched from the Model B Ford he drove on the Peking to Paris to a 1939 Chevrolet Coupe of the type Fangio raced with success in Argentina's long distance road-races.

John Buffum, seven times American rally-champion, and John Bellefleur are setting out on the route survey from Alaska to New York, taking in the Rocky Mountains out of Yukon and the Klondyke...they have had to wait for the snows to thaw. They have been given official support by Suburu.

Drivers will attend a full briefing at Brooklands on August 30th when maps, film and pictures of the route surveys, and the full organising team will be presented. The paddock will be open to the public - a chance to meet drivers and see the cars.

Three Astons are in the line up, David and Mary Laing have switched from plans to drive their ex-Brooklands winning 1928 O.M. and will now compete in an Aston DB2, and the Hon. Barry Weir is preparing a DB2/4 Mk1...Ralph Jones will drive the Aston DB4, rebuilt from last year's Classic Marathon to Marrakesh.

Big Healeys? Surely not! What, Around the World? Yep...and there is no persuading this bunch otherwise. Richard Dyke-Pryce is in a 1961 Healey 3000, George and Anne Hunt are in a '63 Big Healey, and David Stonely are in a '64...ask them where they intend to pack the sleeping bag, they all say, "if a Morgan can do it... so can we."

According to Jan Giles, Freddie's latest worry is his street-cred. She called the Rally Office to say that the Hillman Hunter might be improved just a touch if the boot lid sported Humber Sceptre badges... Andrew Cowan was not amused...his advice: any driver who thinks people look down at Hunters should get to the front - and win.

Philip Young's Himalayan Rally in the ex-Archbishop of Canterbury's Morris Minor is to be topped with an even greater Minor-Epic. Victor Thomas and Hugh Marriage are down to drive a '58 Morris Minor, currently at Charlie Ware's Bath emporium having a few tweaks to the torsion bars....

Call the Classic Rally Association?

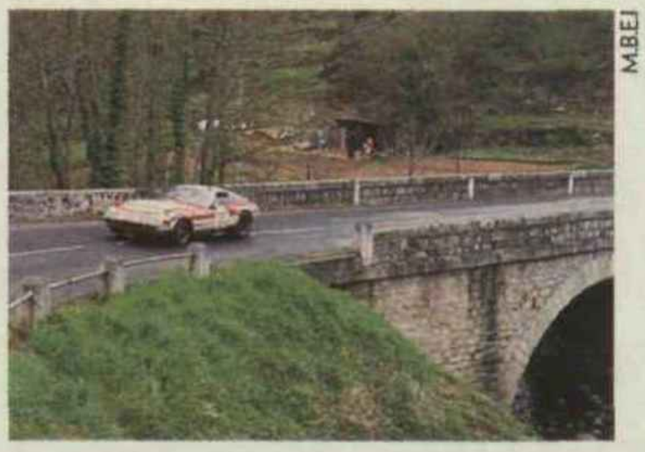
Or why not join the Club and keep in touch with all the latest through the pages of the Members Magazine, The Dynamo?

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and had an entry of several hundred cars. Its route had burst out from France and visited, from time to time, circuits such as Spa, the Nürburgring, and Monza. The grids were full of Ferraris, Cobras, Porsches, Alfas, Mercedes, Jaguars, Lancias, Fords, Renaults, Citroëns, Minis, BMWs, Healeys, Simcas and Oscas. And they were driven by stars like Lucien Bianchi, Willy Mairesse, Bernard Consten, Maurice Trintignant, Bob Bondurant, Harry Schell, the Marquis de Portago, Sir Gawaine Baillie, Timo Makinen, Paddy Hopkirk, Jack Sears, Henri Oreiller, Jo Schlesser, Henry Greder, Vic Elford, Gerard Larrousse, Rauno Aaltonen, Bernard Darniche, Jean-Pierre Beltoise and Patrick Depailler.

These were the heady days of the Tour de France Automobile. It did suffer a setback when it lost a major sponsor after the 1964 event and thus did not run between 1965 and 1968. But thanks largely to the efforts of Bernard Consten, four times winner of the Touring category in his Jaguar 3.8 and once in an Alfa Romeo, the event was revived in 1969 and for six years it flourished in all its former glory. It was won by Porsche, Matra-Simca (twice), Ferrari, Lancia and Ligier. The sight of sports-prototypes mixing in with the touring cars and more normal GTs created enormous public interest.


M.B.E.I


M.B.E.I


Archives Maurice Louche


M.B.E.I

However, by the early 1970s, there were difficulties in running what were in effect pure racing cars on the public road. When this was combined with the oil crisis and the natural inclination of sponsors to gravitate towards easily televised events held solely on racetracks, the Grand Tour once more became diminished. By 1975, it had evolved into an ordinary rally which was welcomed into the European Rally Championship. It survived in this form until 1986 largely thanks to the inclusion of Group B super cars but, when they too were banned, the Tour de France Automobile dropped from the calendar.

Subsequently, starting in 1992, it has been the subject of a very successful revival by a company run by Patrick Peter and his wife, Sylviane. In this incarnation, it runs as an event solely for classic or historic cars built before 1981 but of a model or type that competed in the original Tour de France between 1951 and 1973.

On the face of it, it may not sound as if it would be a particularly attractive proposition, but the contrary is happily true. Peter had to turn down over 200 applicants who wanted to take part in the 1999 Tour Auto. And what was left made a pretty heady mixture. The secret of approaching the Tour Auto is to realise that it requires a complete suspension of normal belief. Walking the paths of the Trocadero Gardens before the start are famous drivers from past Tours – Henry Greder, Henri Pescarolo, Jean Ragnotti, Bernard Darniche – with other rallying and racing names such as Stirling Moss, Clay Reggazoni, Bobby Rahal, and Win Percy. And then there are literally hundreds of drivers whose love affair with the event is the important thing.

The cars on the 1999 Tour were mind-blowing and covered a broad spectrum. Many were the actual machines which competed in their day and had a long and proud history. Nicolaus Springer had the ex-Vic Elford/Claude Ballot-Lena Ferrari 365 GTB/4 while Rupert Beckwith-Smith was at the wheel of the ex-Le Mans Scuderia Filipinetti Chevrolet Corvette. Darniche had a genuine ex-works Group 4 1800cc Alpine A110, Ragnotti drove his ex-factory R5 Maxi Turbo as course car and for the same task Pescarolo had a Matra MS 650. Then there were just ordinary supercars. Six Ford GT40s were entered, of which the most reliable proved to be that of David McErlain who brought his through to finish second on scratch.

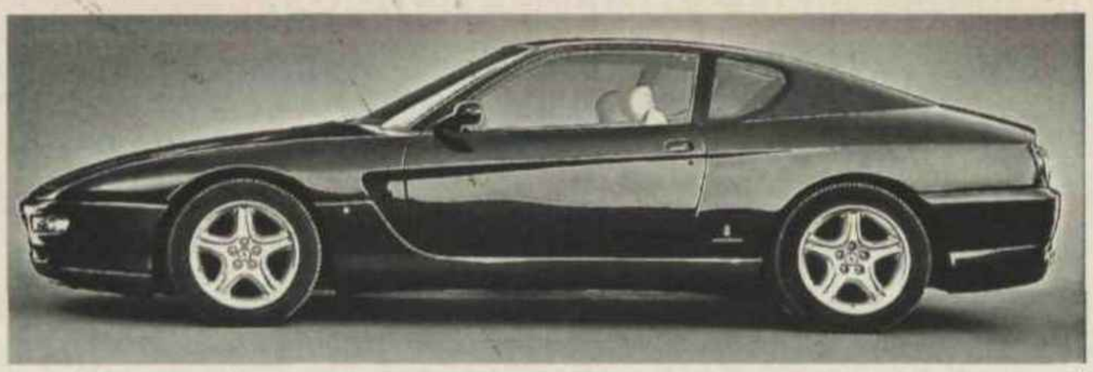
For many the main attraction of the Tour Auto is the competition. Enter the competition section and abide by all the safety and licensing requirements of a normal international event and in return, you participate in real races and speed hillclimbs. On the other hand, if you have a nice car and like driving it, then you do the regularity section which, apart from requiring the crew to wear a crash helmets while attempting the circuit regularities, does not ask for roll cages, fireproof overalls and the rest of the paraphernalia.

The regularity section is also an excellent opportunity for newcomers. Young Max Aitken took his recently acquired Lancia Fulvia Coupé and finished the six-day event yearning to do more. His father, Maxwell Beaverbrook, was less lucky, non-starting his Ford Galaxie when the engine had a cam-follower pick up on the eve of the start. Life was even more cruel to Hartmuth Ibing who got right through to Paul Ricard only to have the clutch on his Ferrari 250 LM disintegrate.

The most remarkable performance of the lot was that of Stephen Curtis and Flavien Marcais driving a Fraser Nash 421 Le Mans Replica. In an exploit reminiscent of the Chevalier de Knyff, they drove this open car with such verve that after four major races and six tests it was just ten minutes behind the winning Ford Shelby Mustang GT 350 of the Hugenholtz brothers, Hans and Laurence. On handicap, however, the Fraser Nash deservedly topped the bill ahead of a Lotus Elite and Morgan Plus 4. They deserved that for their performance at the Nürburgring Nordschliefe test alone where, on a cold morning with sleet on the ground, they were tenth fastest in what was easily the oldest car in the competition section – and their time was only 23 seconds slower than the Hugenholtz Mustang.

The original Tour de France and the Tour Auto revival actually have a lot in common. Both are events conceived on a greater scale than their contemporaries. Both have that element of racing that has always been a part of the Tour ethos. And they have a spirit of the freedom to travel and the enjoyment of driving that you just do not get when you lap a circuit 350 times in 24 hours or cover 236 miles of forest tracks in three days. And the food is better too! ◼

Henri Pescarolo drove Matra MS650 on '99 Tour, recalling two '70s Matra wins; ex-Elford LM Daytona at large; GT40 finished second



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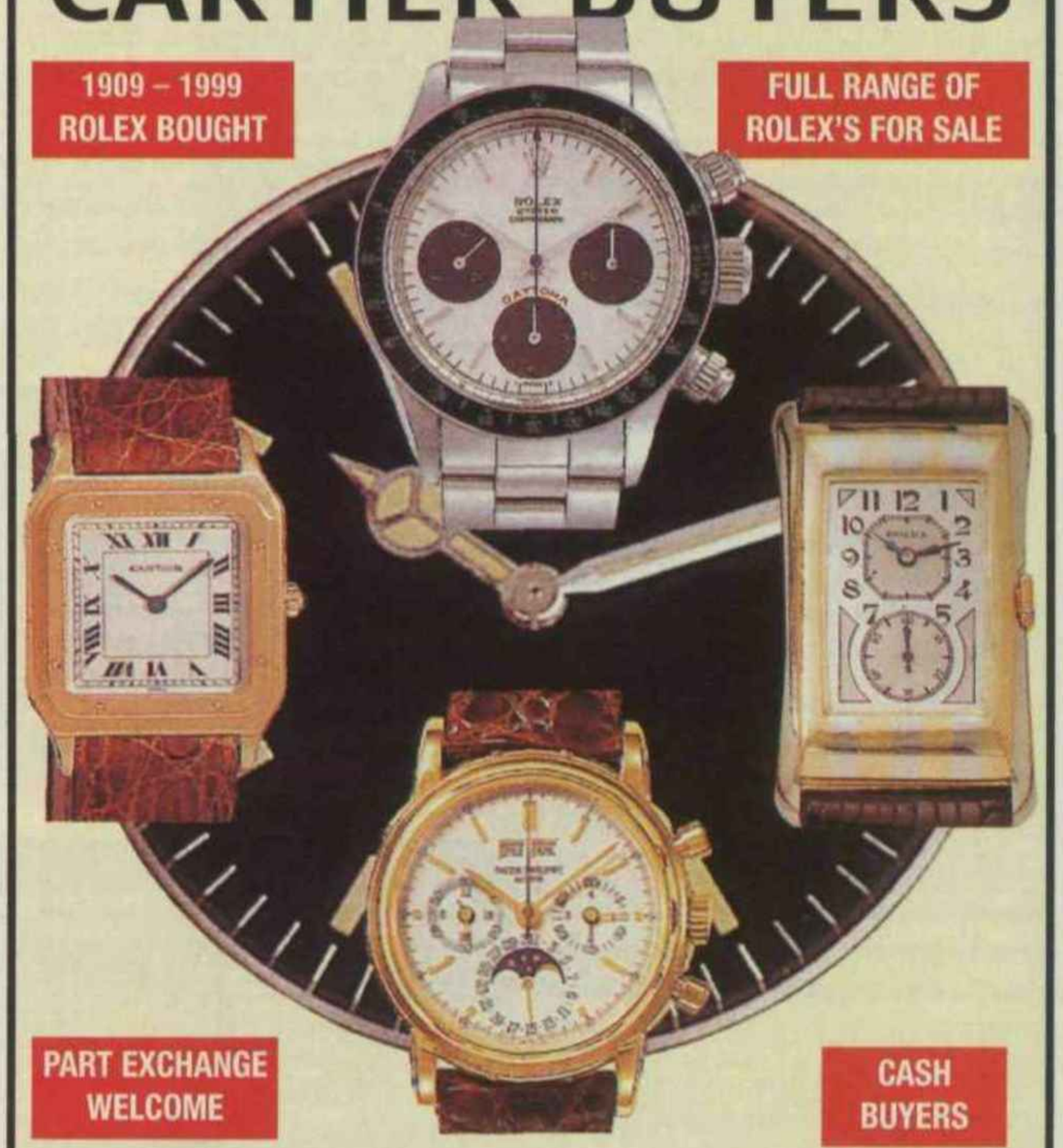


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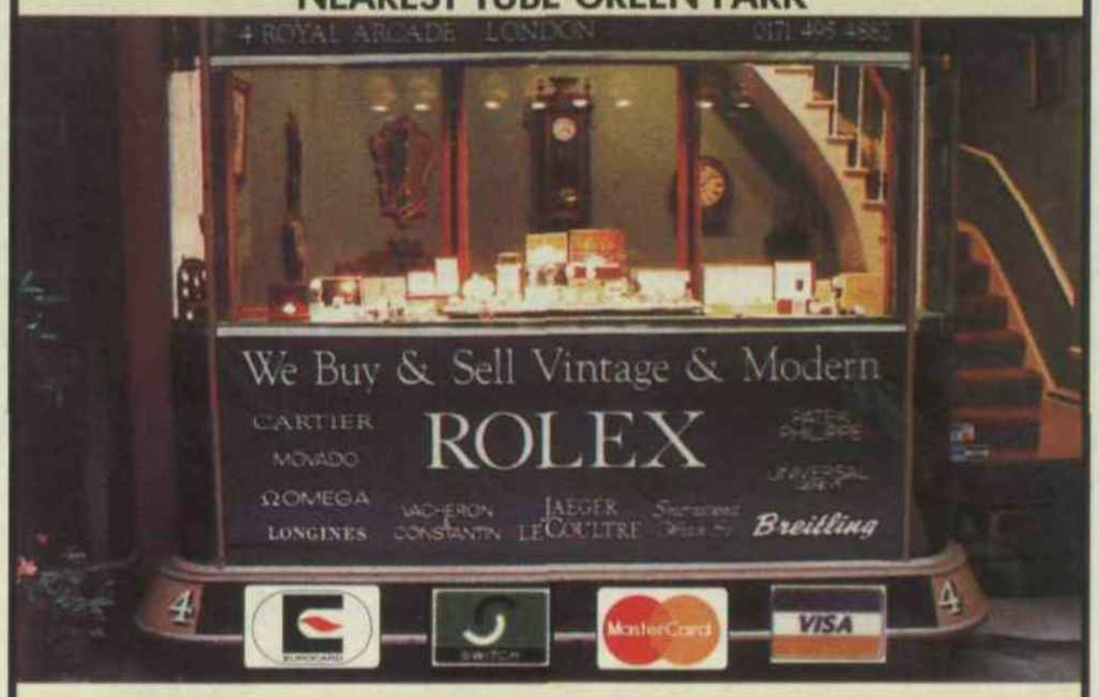
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THE WORST CAR I EVER DROVE

A DREAM IN RUINS...

IVAN CAPELLI 1992 FERRARI F92A

THE CHANCE TO DRIVE FOR FERRARI WAS HIS DREAM JOB. LITTLE WAS HE TO KNOW HOW BADLY IT WOULD TURN OUT. ADAM COOPER REPORTS

MOST OF THE DRIVERS WHO'VE RELATED THE TALE OF their 'Worst Racing Car' can now look back on the experience with a smile. It may have been awful at the time, but at least it gave them an amusing story on which they've been able to dine out over the years.

For Ivan Capelli, the situation is rather different. There's no question that the awful Ferrari F92A effectively ruined his career, and it's taken this pleasant man years to put the disappointment behind him.

At the time he joined Ferrari Capelli was regarded as the brightest Italian prospect in a decade. After success in F3000 he spent four seasons with the upstart Leyton House team, and together they had regularly upset the establishment. In 1988 Ivan finished second in Portugal, and two years later he repeated that result – after leading – in France.

The 1991 season proved less successful as Leyton House hit troubles both financial and technical. However, when Ferrari cast around for a replacement for Alain Prost, Capelli got the nod. The old story about the team not employing Italian drivers had been laid to rest by Michele Alboreto. Ivan was immediately accepted by the *tifosi*, although Jean Alesi had already won a special place in their hearts.

"Obviously for an Italian to become a Ferrari driver is a fantastic experience," he recalls. "You immediately make a big jump forward in the eyes of the media and the public. You realise you are going to be known by nearly everybody in Italy.

"On the morning of the press conference I drove to Maranello. I stopped just before the highway to refuel and it was no problem. In the evening we stopped again to refuel at the same place, and in five seconds my car was surrounded by people, asking for autographs. This was in just eight hours..."

It was to be a short honeymoon. Ivan had the misfortune to arrive during one of the most turbulent periods in the team's history. In '91 the team failed to win a single race for the first time since 1980, and Prost was sacked before the end of the season.

Shortly afterwards Luca de Montezemolo returned to the fold to take charge. He appointed Sante Ghedini as team manager, engaged Niki Lauda as a consultant, and brought Harvey Postlethwaite back from Tyrrell for a second stint as technical director.

Harvey was too late to influence the new car. When he arrived just before the season started, the F92A was ready and waiting. With John Barnard long gone, it had literally been designed by a committee, and just to confuse matters, chassis man Steve Nichols had left in December.

The sparks flew at Ferrari after Capelli dared to criticise the team's 'fighter plane-style' F92A

LAT

With its distinctive oval sidepod intakes, the car certainly looked different. There was more novelty under the skin; aerodynamicist Jean-Claude Migeot had come up with a twin-floor concept. But whatever gains he'd found in the wind tunnel proved elusive when the thing ran on the track.

"I drove the old '91 car first," says Ivan. "When I left the pits with the little black horse in the middle of my steering wheel, I couldn't believe it. On your skin you have a feeling that is fantastic, you can't really find the words to describe it.

"The car was not so bad compared to my Leyton House, especially the engine. And then we went straight into the '92 version...

"You can immediately feel after one lap whether a car is good or not. When I did my first lap with the F92A at Estoril I realised that compared to the '91 car, it wasn't a very good step. It was a strange concept, which didn't work at all.

"I immediately said to Migeot that I had some doubts that the car would work. But as soon as I said that, the engineers started to follow Alesi a little bit more. He was saying, 'This car is the best car that I ever drove...'"

To make matters worse, the latest V12 was both gutless and hopelessly unreliable.

"At the beginning of the year we were revving to 13,500rpm, and during the year we actually had to reduce the revs because the engine couldn't last the race. The technical situation was funny; for example at the start of the season we had just two transverse gearboxes for Alesi. I was running until Barcelona with a longitudinal one. For Ferrari it's incredible not to have enough gearboxes for the two cars..."

On the car's debut in Kyalami, Ivan qualified ninth and retired when the engine expired. In Mexico engines failed like clockwork every four laps through practice, and he started a lowly 20th. For a while things started to look up; in Brazil he finished fifth, and then in Spain he hauled the thing into fifth place in qualifying. Then the problems really started, and Alesi seized the advantage.

"During the season I had the opportunity to test Alesi's car. He drove it with a different style, being more brutal with the steering wheel when turning in. Maybe that suited the car a little bit more. My driving style was a little bit cleaner, and it didn't work at all.

"I wanted to do everything at the maximum, and put a lot of pressure on my driving. But I couldn't. As soon as you started pushing, the car went nowhere."

Inevitably there were accidents as Capelli overstepped the limits. In Monaco he landed atop the tyre wall at Rascasse, but a much-publicised shunt in Montreal wasn't his fault.

"In Canada we had front wishbone failure, but for political reasons they didn't want to say anything. I really worked for the team that year, saying it's my fault instead of being the team's fault. I was completely alone with my engineer and chief mechanic – who are now both working for Minardi! It was hard mentally being an Italian in an Italian team and being treated like that. Obviously it was difficult to accept."

Like his predecessor Prost, Capelli was kicked out with two races of the season to go. He returned with Jordan the following year, but the damage had been done to his confidence, and after the first two GPs he was again replaced. A spell in touring cars followed, and now Capelli works as a commentator for Italian TV. Goatee beard and shades ensure that he passes almost unrecognised in the paddock.

"I was really depressed afterwards, because I realised I had lost my chance. For my career it was the top, and the start of the end..." M

THE GREATEST DRIVERS OF THE CENTURY - A PERSONAL VIEW

OVER THE NEXT FIVE ISSUES WE WILL LIST THE 100 BEST DRIVERS OF ALL TIME. MANY WILL DISAGREE, OTHERS WILL SAY COMPARING PAST AND PRESENT IS MEANINGLESS. MOTOR SPORT REGULAR MARK HUGHES BEGS TO DIFFER. THESE ARE HIS VIEWS AND THEY ARE BOUND TO PROVOKE DEBATE. PLEASE LET US KNOW YOURS

Part 1 (100-81)

The greatest Grand Prix drivers of the century? I need to provide you with some clarification here.

Firstly, that term 'greatest'. You won't necessarily find it in a track record or start-to-win ratio. It's not just what they did, but how they did it. And it must take into account what was at their disposal when they were doing it. There can be just as much glory in failure as mediocrity in victory .

Secondly, how can drivers who never competed against each other – and who raced differing machinery – be compared? They can't – definitively. But then what is definitive? Think of the eras of motor racing at the highest level – and the cars and competitors within them – as the blank canvas. The most vivid pigment on it will have been imposed by the greatest of each era .Regardless of how the canvas is made up, it will provide a roughly uniform surface for the purposes of perspective and so make comparison between the eras, if not an exact science, then at least a decent approximation. Only beyond that point does it become a matter of gut feeling and bias. And, in this case, it's my gut-feeling.

As for the machinery, motor racing has always been a competition to see who can best balance power against grip through the medium of steering and pedals and, from there, what qualities of human spirit can be called upon to exploit those physical skills. Much the same qualities have been evident in the great drivers since the dawn of the sport – and we've included the six years at the beginning of the century before the term 'Grand Prix' was applied – as the pioneers of this era have every bit as much right to be considered here as their descendants.

Finally, consider this more a salute to all these men than a mathematical rating of their worth. It's their efforts that have given the sport we love the majesty to transcend the niggles.



HANS STUCK SNR

Grand Prix cars never came in more demanding form than the mid-engined Auto Unions that challenged the might of Mercedes in the mid-late '30s. They were monsters that tested even the greatest drivers. But Hans Stuck could make them purr, could soothe their willfulness with a rare and polished aplomb. It took nothing less than the genius of Bernd Rosemeyer to show that these machines could give yet more to those brave and skilled enough to dominate rather than placate them.



LAT

100

99



LAT

RUBENS BARRICHELLO

He drives with Fittipaldi-flow – deftness and momentum have permanent homes here. But it's only lately, under Stewart's nurturing, that his natural flow has been allowed to flower. His confidence has been fragile, that of a boy rubbing shoulders with his heroes. Rubbing shoulders but not tyres. It's taken a time for him to feel the lifted burden of realisation that he doesn't, in fact, have a covenant to continue Ayrton's work. As he gives fuller expression to his true self, so he grows. One day, he may even be his own hero.



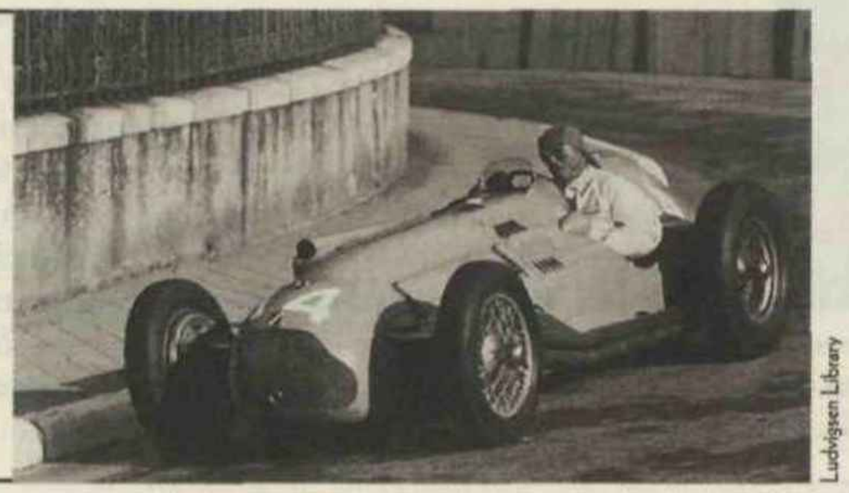
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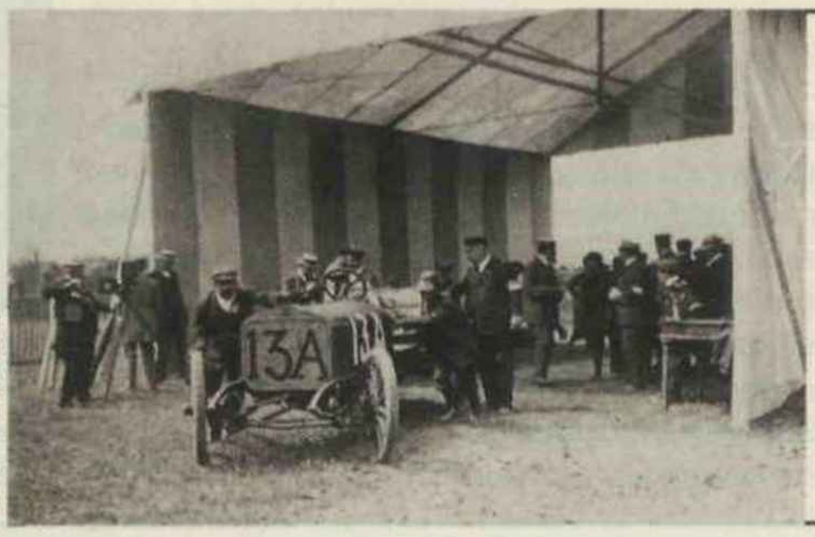
You might have mistaken the extrovert manner and back-to-front cap as the mark of a racing dilettante. But he was a coiled snake of a driver, attacking when least expected. He might pass a few races as just one of the pack but then, like a dust-devil on a calm sunny day, he'd pull a feat like rattling Mercedes at Monaco in '35 armed only with a Maserati. Or, as a 53-year-old in an lumbering Talbot, show such spirit as to give Ferrari a severe fright at Spa in '49.



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98

97



Archives Maurice Louche

ALBERT CLEMENT

The biggest race of the 1904 season, the Vanderbilt Cup at Long Island, brought the elite of American and European racing together. Thundering 12-litre engines, wheels kicking up the dust, precarious chassis. A big blue car just loses out in a late race charge for victory. The driver climbs out and it's only as he rubs the grime and oil from his face that you see he's barely more than a boy. Just 19 years old. He never made it beyond 22, but in his short time, he gave the iron men a few more scares in between.



Archives Maurice Louche



LAT

STUART LEWIS-EVANS

A sunny day at Reims 1957 and the quiet man from Luton was driving for Vanwall as a stand-in for the indisposed regulars Stirling Moss and Tony Brooks. But he did more than just drive – he led, ahead of Fangio, and looked like staying there too. Only an oil leak smearing his goggles prevented a fairytale result, but his substitute days were over. This mate of Bernie Ecclestone's was brimming over with a God-given gift, though it was sometimes betrayed by a stamina shortfall.



LAT

96



LAT

PATRICK DEPAILLER

He was the adventurous little boy with the shield that kept the grown-ups out – they could only watch from the outside as he performed stunts according to his own rules. It made him very straightforward; he'd charge like hell and was unaffected by pressure. Sometimes, though, his other games got in the way of this one, and sometimes this one got difficult, like finding a few tenths that weren't naturally there. Sheer will would eventually find them.



LAT

95

94



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GIUSEPPE CAMPARI

As much Pavarotti as Andretti, the burly Campari was looking to finish his career to a standing ovation as he headed the field into the first corner of the 1933 Monza Grand Prix. The first to find the spilt oil, his accident ensured he never did get to devote himself full-time to opera. It was the final note of a remarkable 19-year career that encompassed Grand Prix wins for Alfa and Maserati. Only when paired with Antonio Ascari or Tazio Nuvolari did he look a little breathless, although he remained able to surprise right to the end.



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RENE DE KNYFF

The big ox of a man with the beard knew his time was up. Motor racing was going in a way he couldn't follow. It was 1903 and racing cars were becoming more sophisticated; the brutal audacity with which he'd piloted his thundering Panhard in the city-to-city races was no longer going to be enough. And he was too old to learn the new tricks required to master the new breed. He retired as the acknowledged master of wayward pioneer machines.



Archives Maurice Louche

93

92



LAT

ELIO DE ANGELIS

If there was a weakness, it was that it came too easily: he didn't have the stuff that let him dig himself out of bad situations. But when all was right what you saw was beautiful, flowing talent as effortless as his charm, while those classical pianist's fingers held a remarkable, mechanically sympathetic touch. He could also tame overboosted, qualifying-tyred turbo cars like few others – to such a degree that team-mate Senna was once or twice left pondering. How many other team-mates ever gave the Brazilian cause for that?



LAT



LAT

WOLFGANG VON TRIPS

He was the man with too much desire. As a Count he was able to buy the best apprenticeship. This done, the wildness of youth was replaced by something just as lethal at the time: an aching desperation for success which stretched his high but fuzzily-defined ability into the realms of chance. His sheer bravado in wheel-to-wheel situations took on even scarier proportions when the 1961 Ferrari offered him the cruelly tantalising prospect of a world title. Desire, finally and fatally, tripped him up on the cusp of taking the prize.



LAT

91

90



LAT

GERHARD BERGER


LAT

Lap four of the 1989 San Marino Grand Prix and the Ferrari went straight on at Tamburello. Inside, Gerhard knew he was about to die. A second after hitting the wall at 160mph, the car was a fireball. Remarkably, he only suffered mild injuries but the old Berger did indeed die in that crash and a new one was born; the speed was still there but the daring only came with a good reward on offer. However, his win in Germany in his final season was as ballsy as any.

89


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KENELM LEE GUINNESS


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He may not have appeared often, this heir to the brewing millions, but when he did, you noticed. The great Antonio Ascari certainly noticed in the '24 French GP as his leading Alfa P2 was hauled in by the Guinness Sunbeam until the green car broke. He had foot-to-the-floor bravery – displayed when he set the Land Speed Record in 1922 – rather than a silken skill, yet suffered few incidents. But the death of his riding mechanic in the '24 San Sebastian GP, caused Kenelm to give up, his potential left clawing at thin air.

88



LAT

DENNY HULME

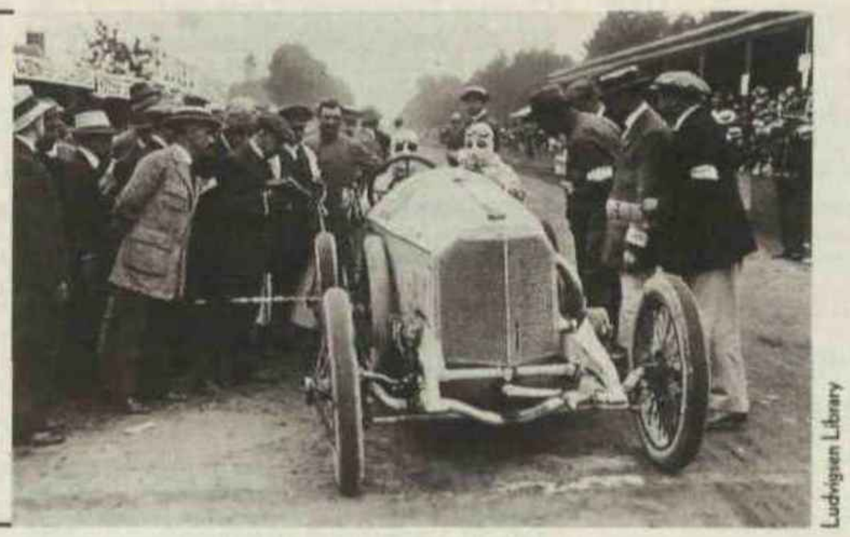

LAT

He used what he had so well. He lacked the pure speed of many contemporaries, but he was tough in the head. Which meant that in an F1 career stretching from '65 to '74, he barely put a wheel wrong. He never transcended the ability of his cars, but never did less than full justice either. Often, as in his '67 championship year, that was exactly what was required. The same toughness allowed him to ignore burnt hands to bring McLaren back after Bruce died.

87


GPL

CHRISTIAN LAUTENSCHLAGER


Ludvigsen Library

Over fast dusty roads, the white car sped for hour after hour. There were a few faster cars on the Dieppe track that day in 1908 but none with the near metronomic consistency of Lautenschlager's Mercedes. A broad, powerful man with a tester's detachment, he was perfect for the task of hauling a13-litre aero-engined monster round for six hours regular as clockwork – and duly won. He did the same in 1914, again through stealth rather than speed. He contested only three Grands Prix and won two of them, a unique feat.

86



LAT

JO SIFFERT


LAT

Fast and dramatic, Jo gave the impression of racing with clenched jaw and tight fists. Often his driving wasn't pretty, though it was invariably effective in coaxing speed from the car. Combine this with one of the toughest combative spirits to have waited for the starting flag and he could be formidable. There were days when this allowed him to beat Jim Clark, win the British Grand Prix in a private car or dominate at Zeltweg for BRM. But there were days when team-mate Pedro Rodriguez made him look ham-fisted.

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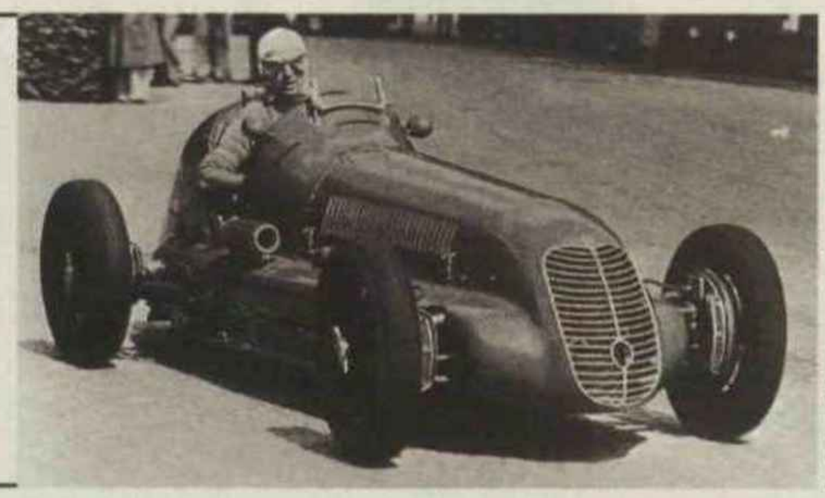
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LAT

LUIGI VILLORESI

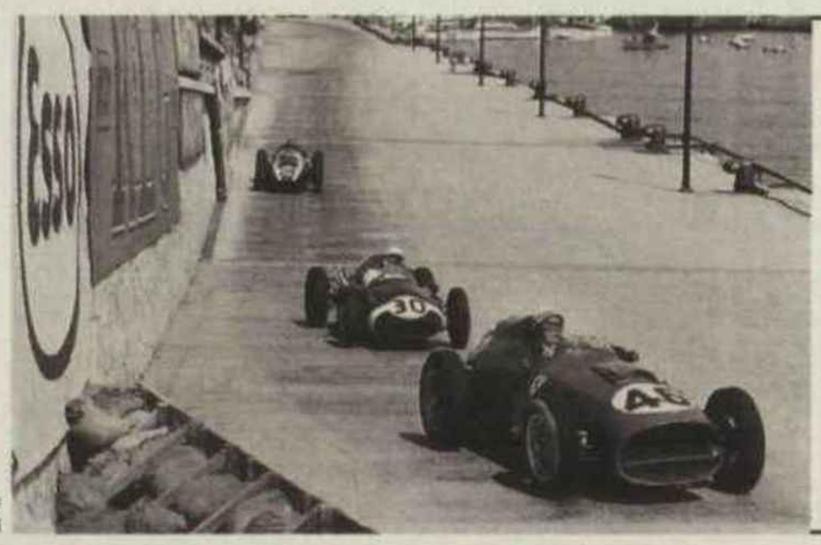
In the late-'40s, as Luigi coached protégé Alberto Ascari from in front, we saw a fleeting, white-haired impression of a greatness lost to the war. Years when he should have been a Grand Prix driver in full bloom were instead withered away in a prisoner-of-war camp. But his captors hadn't dulled the indomitable spirit that fired his charging efforts for the few years that were left to him before time inevitably eventually took the sheen off his skill instead.



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85

84



LAT

JEAN BEHRA

Men of the French Resistance were much like Behra; tough-nuts, resilient, self-sufficient, with a love of taking long odds and hearts as big as frying pans. Like Sommer before him, Behra often swapped winning for the glory of striving for the impossible. When he was good, he was great; like humbling Ascari's Ferrari with a Gordini at Reims in 1952. But over-revving his Ferrari in '59 was part of him too, as was subsequently punching the team manager, and over-committing himself to the south curve at Avus – the final act of his life.



LAT



LAT

JEAN ALESI

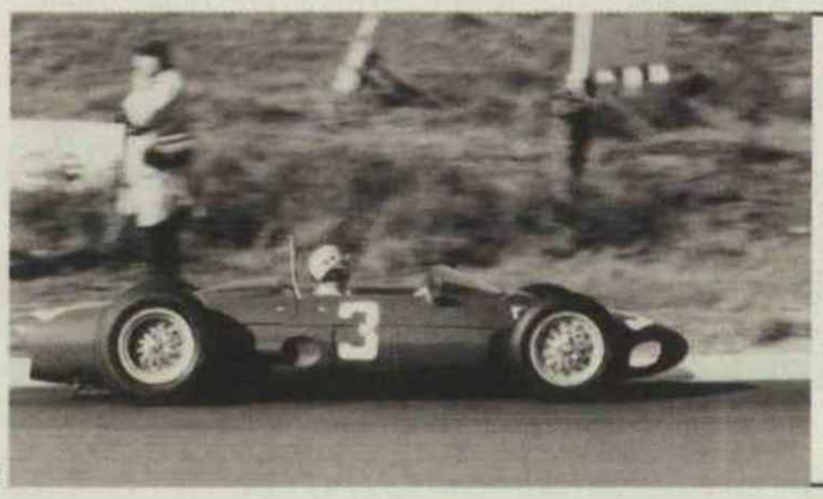
It has begun to rain, the track is greasy, everyone's on slicks. On days like this Jean can perform miracles, can shade even Schumacher. The '95European Grand Prix was one such day. The advantage he established kept him at the front for over 50 mesmerising laps. It looked like he would walk it. Then we saw his downside; his lead evaporated with mediocre laps as the track dried as, inevitably, Schumacher hove into view. Jean co-operated more than he needed and let German to rob him. There's no logic to him, only magic.



LAT

83

82



LAT

RICARDO RODRIGUEZ

The Mexican kid's entourage never tired of telling him how great he was, how he could go faster. One day, in front of his home crowd, he took too much notice of them. What was lost in the subsequent crash was perhaps the fastest driver of the coming generation.His wild streak had been calmed, all he'd needed after that was time for his understanding to catch up with his speed, for the good car to come along. It would have happened. He would have had it all.



LAT



LAT

LOUIS RENAULT

There was a moment of elation at Bordeaux 1903 as the race was stopped and Louis found himself second against far more powerful machines. The racer's spirit within soared but was soon brutally extinguished for good: in the carnage that did for city-to-city racing, his brother Marcel had perished. As the survivors were escorted to a train, crowd shouting abuse, Louis must surely have felt most desolate of all. Henceforth, he would build his empire, and the driving infused with a hint of Marcel's magic would be lost for good.



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81









COYS INTERNATIONAL HISTORIC FESTIVAL PREVIEW

ONLY THE GP PULLS BIGGER CROWDS TO SILVERSTONE. MARCUS PYE EXPLAINS WHY THE BIGGEST EVER BRM GATHERING IS JUST ONE REASON YOU SHOULD ATTEND

FIFTY YEARS OF BRM IS THE CENTRAL THEME OF THE BRITISH RACING DRIVERS CLUB'S Coy's International Historic Festival, presented by Chrysler, from July 30-August 1, and by an extraordinary coincidence the final day of this great celebration would have been BRM co-founder Raymond Mays' 100th birthday. Many of the marque's surviving drivers – including Froilán Gonzalez, Stirling Moss, Peter Gethin and Jean-Pierre Beltoise – will lead the celebrations.

Mays it was who demonstrated British Racing Motors' first car, the rasping V16 prototype, before an expectant and partisan audience, at Silverstone in May 1950. Fifteen years and a World War had passed since his previous brain-child, the perpendicular ERA voiturette, had made its debut. This time, however, the project was simply too ambitious.

Massively complex, the centrifugally supercharged 1.5-litre V16 was designed with a target output of 585bhp at an equally staggering 11,800rpm. It burst into life with shattering ferocity at Folkingham Airfield, near the Lincolnshire town of Bourne, in November 1949. While performance figures were optimistic, it was always a difficult beast to harness, monstrous torque spinning wheels and frying tyres in an instant.

Following the car's ignominious failure on its race debut at Silverstone, with Raymond Sommer at the wheel, the likes of Juan Manuel Fangio, Gonzalez, Reg Parnell and Ken Wharton found little success in the P15s. Their sole World Championship appearance, in the 1951 British Grand Prix at Silverstone, saw ➳







Images from Coys: Among the stars that will thrill the 65,000 people who will flock to Silverstone will be the greatest parade of BRMs ever seen in one place, ferocious racing from early '60s GTs, beautiful Ferrari and Maserati racers fighting it out together for the first time and the extremely popular rallysprint featuring drivers like Tony Pond







BRM DRIVERS

Not only will Coys feature the greatest collection of BRMS ever put together in one place, almost all the marque's top drivers are to be reunited with the models they raced



PETER GETHIN
Starred in single-seaters and Can-Am. Won at Monza for BRM in 1971, and humbled F1 cars to win '73 Race of Champions in a F5000 Chevron.



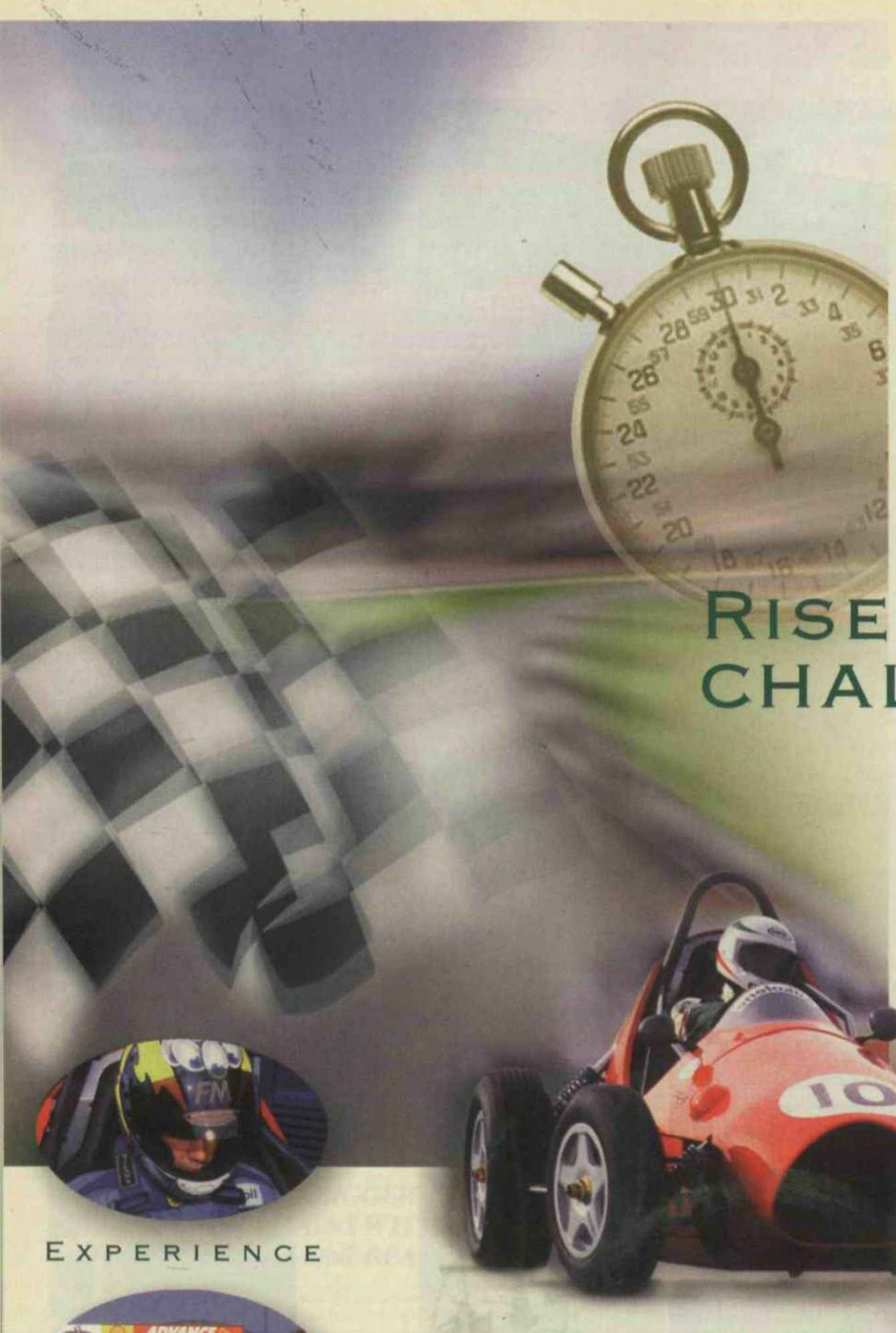
HANS HERMANN
Made GP debut in 1953 and won Porsche's first Le Mans with Richard Attwood in 1970. Famously ejected at 180mph from BRM P25 at Avus in '59.



HENRI PESCAROLO
Raced BRM P160E and P201 in 1974. The hirsute star's heroics were reserved for sportscars, as four Le Mans victories ('72-'74 with Matra, and '84) attest.



TONY BROOKS
Made first GP start in BRM P25 at Silverstone in 1956 and won six over next three years with Vanwall. Runner-up to Brabham in '59 Championship.



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Parnell finish fifth. Two years later, Alfred Owen, then owner of BRM, ordered lighter, smaller, chassis but outings were confined to Formule Libre races where, at last, the V16 actually met with some success.

BRM did not return to front line racing until 1956 when it launched the P25 model, an evolution of which claimed BRMs first Grand Prix victory when Jo Bonnier was first past the flag at Zandvoort in 1959. Three years later, Graham Hill beat Lotus' Jim Clark to the World Championship in a rear-engined P578. The histories of the BRDC and BRM were intertwined until the marque ceased to be a force in Formula One 25 years later, by which time it had claimed a total of 17 Grand Prix victories.

The original V16 car (owned by the National Motor Museum at Beaulieu), the Dutch GP-winning P25 (the only original one left) and the P578 with its distinctive exhaust stacks will be among 30 BRMs on display at Silverstone, together with the Yardley-liveried P160 in which Peter Gethin won the fastest (and closest) Grand Prix of all time at Monza in 1971. This actual car is the subject of an extensive track test in this issue, starting on page 80. Also promised for Coys are P261, P126, P133, P153, P180 and P201 models, and an H16.

Forty-seven years after he contested the 100-mile Formula Libre race at Silverstone in a V16, 76-year-old 'Pampas Bull' Gonzalez will be back at the scene of both his Grand Prix wins – with Ferraris in 1951 and '54 – to head the BRM parade from behind the wheel of a V16. Other chassis will be paraded by their original drivers, and some raced, within the Festival.

Among these will be Paul Alexander's ex-Hill/Jackie Stewart P261 – which was subsequently converted into a V12 car for the 3-litre Formula One – in the Historic Grand Prix Car Association's Autostorica Pre-'66 race. Rivals include Allan McGregor's slim ex-Innes Ireland BRP-BRM, and Alan Baillie's Lotus-BRM P24, the chassis of which which later served as the first Formula Ford Dulon. Robs Lamplough's gorgeous Lotus 33 and talented American Duncan Dayton's Lola-Climax Mk4 will fly among the interlopers.

Nigel Corner's V12 Ferrari Dino will take some catching in the Pre-61 field, while the Ferrari 625s of Alex Boswell and David Vine make their event debuts. A host of ERAs, led by Ludovic Lindsay's R5B 'Remus', provide a timely ➳

"Forty-seven years after contesting the 100-mile Formula Libre race in a V16 BRM, Froilán Gonzalez will head the BRM parade"

BRM DRIVERS



JEAN-PIERRE BELTOISE
Won in sportscars, single-seaters, and saloons, but best remembered for scoring BRM's last GP in Monaco monsoon with a P160B in 1972. For years owned a model shop in Paris.



HOWDEN GANLEY
Kiwi earned Formula One break in 1971 with BRM P153 in multi-car team. Best finishes fourth. Later drove for Frank Williams, and built Tiga cars with Aussie Tim Schenken. Now BRDC principal.



ROY SALVADORI
Took part in inaugural RAC Grand Prix at Silverstone in 1948, and drove in GPs until '62. Drove BRM P25 in '57, but finest day was '59 Le Mans victory for Aston Martin.



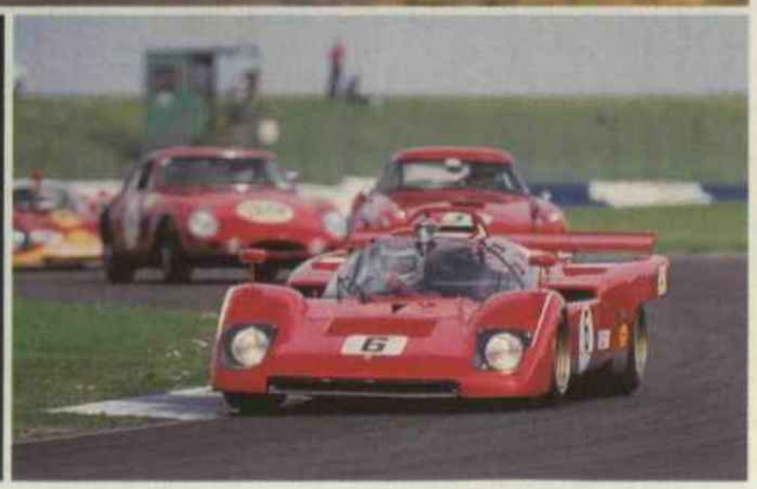
CLAY REGAZZONI
Won European F2 title and maiden F1 GP (for Ferrari) in 1970. BRM teamster in '73, he bagged Williams équipe's first win at Silverstone '79. Paralysed in 1980 crash, the Swiss still competes in rally raids.

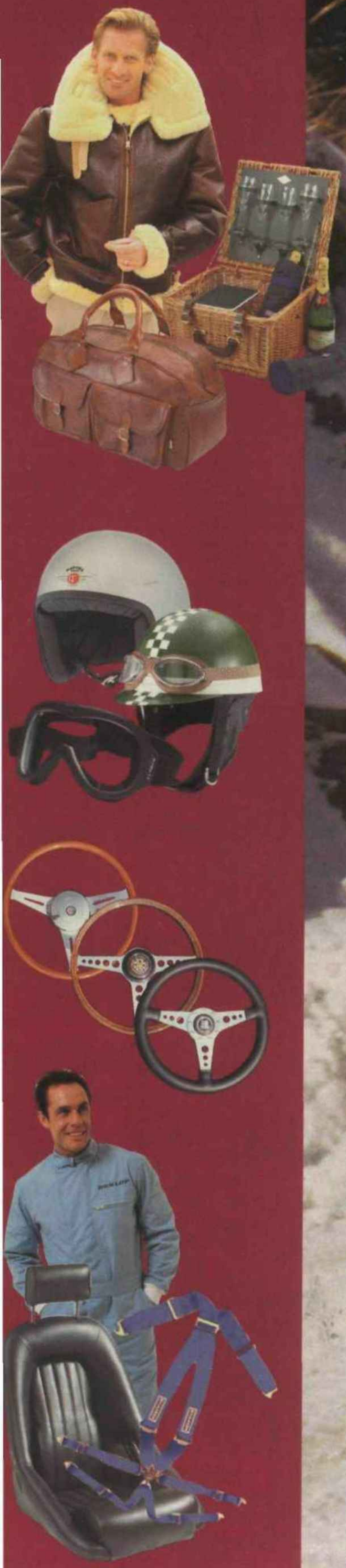






Clockwise from top left: voiturette racing is always close, Pentii Airikkala starred in Ford Escort last year, Shell Ferrari Challenge features awesome machinery; BRM P160E will be there





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reminder of Mays and Peter Berthon's previous endeavours in the Pre-War pack.

Bobby Bell's ex-Jo Siffert BRM P153 and an ex-Siffert P160 will hopefully lend V12 might to The Force's Classic Grand Prix event, alongside the ex-Brian Redman Cooper-BRM of 1968. The unique Brabham BT34 will call to mind Graham Hill's last F1 victory (at Silverstone) in the 1971 International Trophy, and Bob Tabor's magnificently restored ex-Jimmy Clark Lotus 48 will be the talk of the F2 class.

Inter-marque rivalry is the order of the day in Bob Wood's Pre-War sports-car clash, while arguably the greatest age of GT racing is recaptured by Ferrari GTOs and Aston Martin Project cars of the early-1960s. Sports prototype fans can thrill to the Group 4 circus, which includes glorious Alfa Romeo T33s, Lola T70s, Ferrari 512s, a Porsche 917 and straight-six Abarths among the exotica.

Sportscars of the '50s are always highly spectacular at Silverstone, with Cooper Monacos aiming to outhandle the usual Jaguar brigade, and tiny Lotuses darting around among at the big boys. The Ferrari Challenge series has been enhanced this season with the addition of Maseratis.

The Historic Rallysprint – a big success last year – will run again on the Friday evening with Tony Pond aiming to defend his title in the Triumph TR8. The Footman James Retro Run rolls in on Saturday afternoon, with hundreds of cars and drivers touring the track.

Special demonstrations of Jaguar, Lagonda and Porsche cars are scheduled, while – weather permitting – vintage aircraft and masses of hot air balloons will play in the skies overhead. On the ground be sure to visit the Owen Brown exhibition of motoring fine art and myriad trade stalls. And, if the glittering stars of Saturday's Coys auction are beyond your dreams, it's still worth keeping your eyes open for any bargains to be found among the many rare breeds on dozens of car club stands.

Little did the BRDC think, when it ran its inaugural International Historic Festival in 1990, that the event would grow – with the wholehearted support of Coys of Kensington and Chrysler – into Silverstone's second-biggest event of the year. Now attracting 65,000 people over three days, it is eclipsed only by the RAC British Grand Prix, a fortnight earlier. Be there. M

"Little did the BRDC think the Festival would grow into Silverstone's second biggest event of the year, attracting 65,000 people"

BRM DRIVERS



STIRLING MOSS
Tested the V16s and subsequent P25 for BRM factory, and raced the British Racing Partnership's pale green version of the four cylinder car to second place in 1959 British Grand Prix



JACKIE OLIVER
BRM F1 driver 1969-72, came fifth in a P153 in the 1970 Austrian GP. Top sportscar driver, won '69 Le Mans 24 in Ford GT40 and '74 Can-Am title. Founded Arrows GP team.

COME FEEL THE NOISE

Buy tickets in advance – by calling 01327 857237 – and admission to the Festival will cost £10 for Friday practice, and £25 per day to watch on Saturday and Sunday. Each represents a saving of £5 over gate prices. If you want to savour the whole experience, a three-day pass costs £45 – it's £75 if you buy it on the first day. Accompanied children aged 15 and under go free. There is no charge for grandstand seats, paddock access or parking.

Because this meeting runs, uniquely, on the Historic Grand Prix circuit – evolved specifically not to cane the brakes and transmissions of older cars – we recommend Coys first-timers move around to find a good vantage point. The sight of cars four-wheel-drifting through the old Abbey Curve is one of the finest of the season, but make the most of the variety of corners, particularly if you are there for the duration.



Clockwise from left: Rare BRM P126 is promised while wildly driven Ferrari 330LMB is a regular crowd puller. Lotus and Coopers will continue their 40-year-old battle





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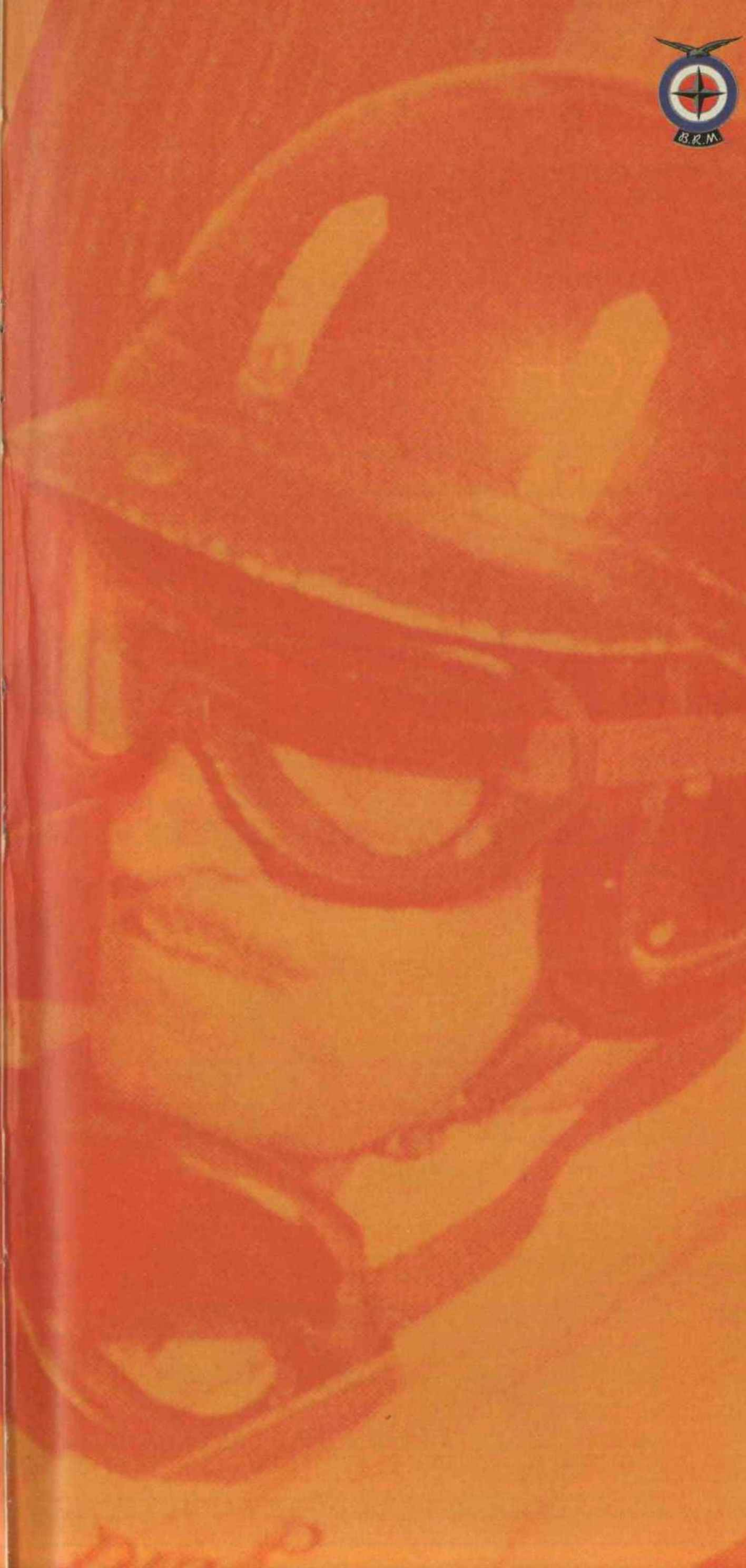
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photography by Andrew Yeadon


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18

Few racing cars can claim to have given its marque its last Grand Prix win and only one can claim the closest GP win of all time. Similarly, just one car can hold the honour of having won the fastest Formula One race in the history of the sport. Thing is, all these accolades are held by just one car; this car: BRM's P160/01.

You'd be forgiven for not realising the car that swept to victory by 0.01sec and at an average of 150.755mph at Monza in 1971 was the same that crawled to the flag at Monaco the next year (adding, incidentally, the third slowest GP win since the World Championship started to its claims to fame). By then the sponsors had changed from Yardley to Marlboro and the bodywork altered but, underneath the car was the same. And, had Jody Scheckter not sparked a pile-up at the start of the '73 British Grand Prix, so it might well have stayed. In the event, P160/01 was badly damaged, returned to the works, stripped down, dismantled and put into storage.

That was that for over 20 years. What remained of BRM shut in 1977 but the premises, parts and drawings were sold to Hall & Fowler who finally got around to examining the remains of P160/01 in the mid-'90s. Expecting little, the staff of Hall & Fowler – many of whom were ex-BRM – were somewhat surprised to find how much of the car had survived. There's an appreciable amount of the monocoque, parts of bodywork, the rear cooling ducts, the roll hoop and the famed shovel nose that, had it been just inches shorter, would have ceded victory at Monza to Ronnie Peterson's March 711.

Painstakingly, Hall & Fowler restored the P160 to its original, 1971 specification discarding only those components too damaged to be salvaged in time for Peter Gethin, the man who drove over the line at Monza, to be reunited with it at last year's Goodwood Festival of Speed. He will drive it again at the Coys Historic Festival in July.

The P160, like most good BRMs, is technically straight-forward. And, in some respects, it is almost backward. It evolved from the P153, designed by Tony Southgate for 1970 and features a 3-litre V12 engine mated to a five-speed gearbox both of which – like most components – were designed by BRM.

But it owed its existence, as much as anything, to the failure of the H16 engine first used by Lotus and BRM in 1966. The principle of the H16, mating two extant 1.5-litre V8s in a common block made sense on paper: the engine would be powerful, compact and cheap to develop. It was also designed to fit into the car as a fully stressed chassis member long before the Cosworth DFV or Lotus 49 were even on the drawing board. Sadly the H16 was also complex, heavy and unreliable.

When the writing appeared on the wall for the H16 at the end of the '67 season, BRM press-ganged a V12, designed to meet new 3-litre sportscar regulations, into its F1 car for 1968. And the same engine saw BRM through to the end when Teddy Pilette failed to qualify his Stanley-BRM for the Italian GP at, of all places, Monza in September 1977.

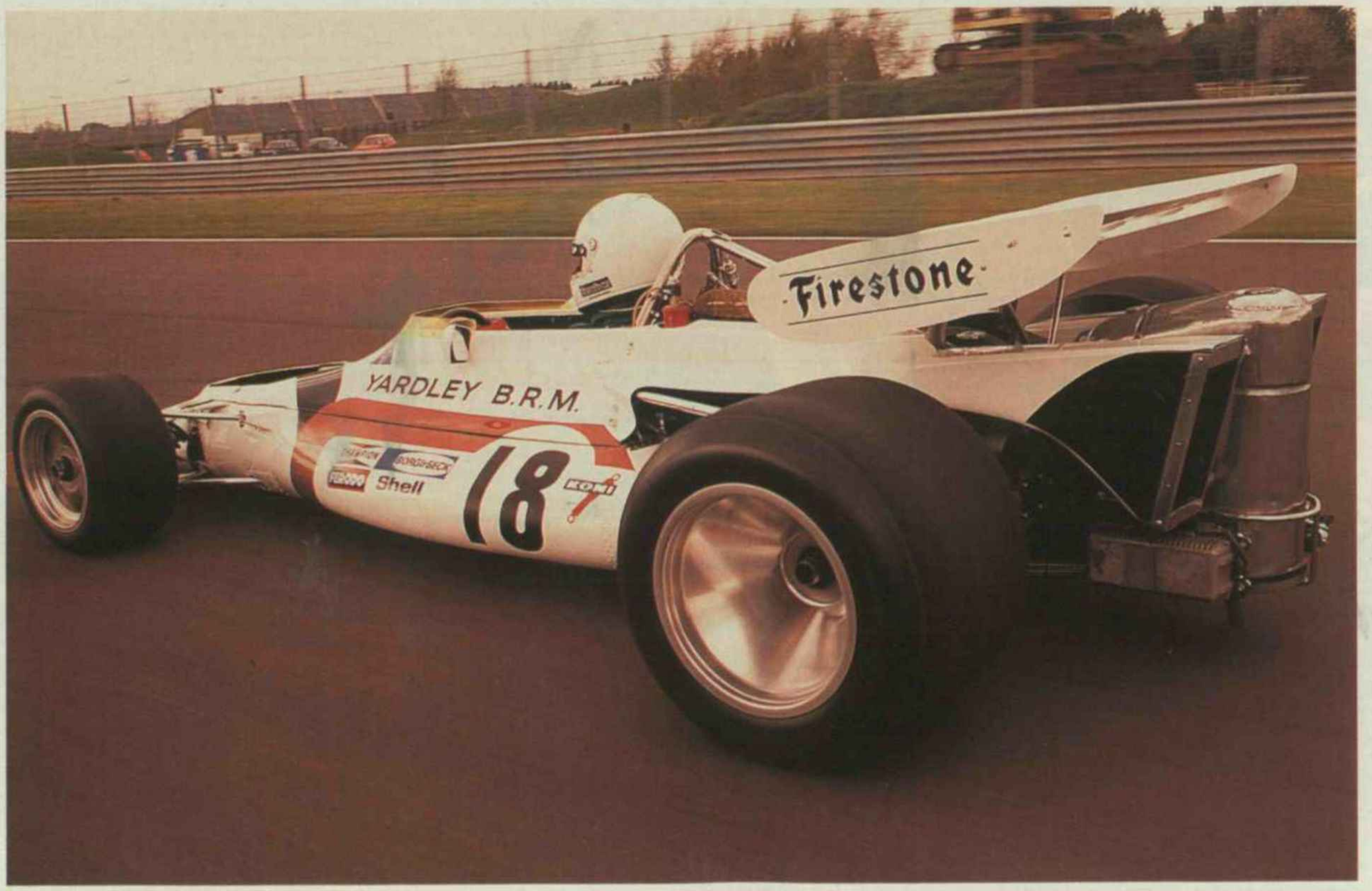
Back in 1971, however, it was a fine engine even if, thanks to its size, it was carried by an A-frame, by then, antediluvian F1 technology. But there was nothing wrong with the power generated by its four cam, 48-valve layout. It peaked at 450bhp at 11,000rpm, figures which then would have required an unusually happy Cosworth DFV to eclipse.

The rest of the car subscribes to the conventional F1 theory of the era: an aluminium monocoque onto which bolts double wishbone front suspension and, at the rear, a lower wishbone, upper link and upper and lower radius arms. Girling brakes and calipers (in board at the rear) provide stopping power.

At the time, it was the right way for BRM to go. With just one win in four seasons and with memories of its 16 cylinder adventures still painful, BRM needed a car whose actions spoke louder than its technical description. Besides, truly radical cars rarely worked. Look at the most successful cars of the decade: The Ferrari 312T-series was conventional save its transverse gearbox, there was nothing that revolutionary under the skin of either the McLaren M23 or Tyrrell 003 while even the Lotus 72 could boast only its side-mounted radiators as truly mould breaking – small beer compared to its predecessor, the entirely unsuccessful four-wheel drive, gas-turbine 56B.

The result, says Peter Gethin today, "is pretty much as good as anything I raced. It was a car which

Rear three-quarter is not P160's best angle. Note, however, huge rear oil tank (moved in later evolutions) and distinctive radiators. Firestone was original tyre supplier but now the BRM runs on Avon slicks



was quite easy to drive unless you were right on the limit when it was a bit tricky, but it had no real vices."

Gethin singles out the engine for special praise. "It was competitive and had good power. It was strong too: at Monza in '71 I lost the tow early on and, for the rest of the race I overrevved it by 500rpm on every single gearchange. And despite that length of time at 11,500rpm, it never missed a beat. Best of all, however, was its torque. It was more flexible than the DFV and on those circuits where low down torque was important it was just brilliant."

This presumably goes a little way to explaining why Beltoise was able to drive away from the field at Monaco in 1972, with only the world's greatest wet-weather driver, Jacky Ickx, able even to stay on the same lap as the BRM. A car capable of producing its best at both the fastest and slowest circuit in the world? The P160 was, indeed, a versatile F1 car.

But, says Gethin, in reality the world overtook it. "By the middle of the '72 season, others teams had eclipsed it but that was really because BRM entered too many cars. It wasn't the car's fault." The history books back this up. Throughout the season at least four and frequently five BRMs contested each round, overstretching the team and offering only rare opposition to the rampant Lotus 72.

Sitting in the pits at Silverstone, watching the P160 being prepared, all this seems a very long time ago and, in the fast forward world of Formula One, it is aeons. Remove the fat slicks, decals and wings and what remains, conceptually, is a child of the '60s, a cigar bodied, bulbous and beautiful racing car.

There's room inside – another sign of its age – for a tall driver, particularly if the plate behind the seat, specifically designed to locate Gethin's body, is removed. Your knees aren't jammed up against the steering wheel nor are your shoulders and elbows so cramped you can't gain sufficient articulation to manoeuvre the gear-lever around its conventional gate. The footwell is small for size 11 boots but this problem is soon solved by the simple expedient of driving in my socks.

The instruments are small, even the rev-counter with a strip of red-tape meeting the circumference at 9000rpm, some 2000rpm below its capability. It sits to the right of the steering column, mirrored on the left by two smaller dials indicating oil pressure and water temperature. Oil temperature and fuel pressure readouts are further to the left.

Sitting inside, even with the engine off is a joy. The car is in immaculate condition – "probably better," Gethin had said only a touch ruefully, "than when I used to drive it". Rob Hall, from Hall & Fowler and an accomplished racer himself, had brought the P160 to Silverstone, carefully fitted me inside and made sure everything was alright. Now he leant in and provided a few last words of advice.

"You'll not have any problems. The engine is very docile and if you keep it above 5000rpm, it will pull without problem. The gearbox is fine too; finding second from the first dogleg can be a little tricky, otherwise it's dead easy."

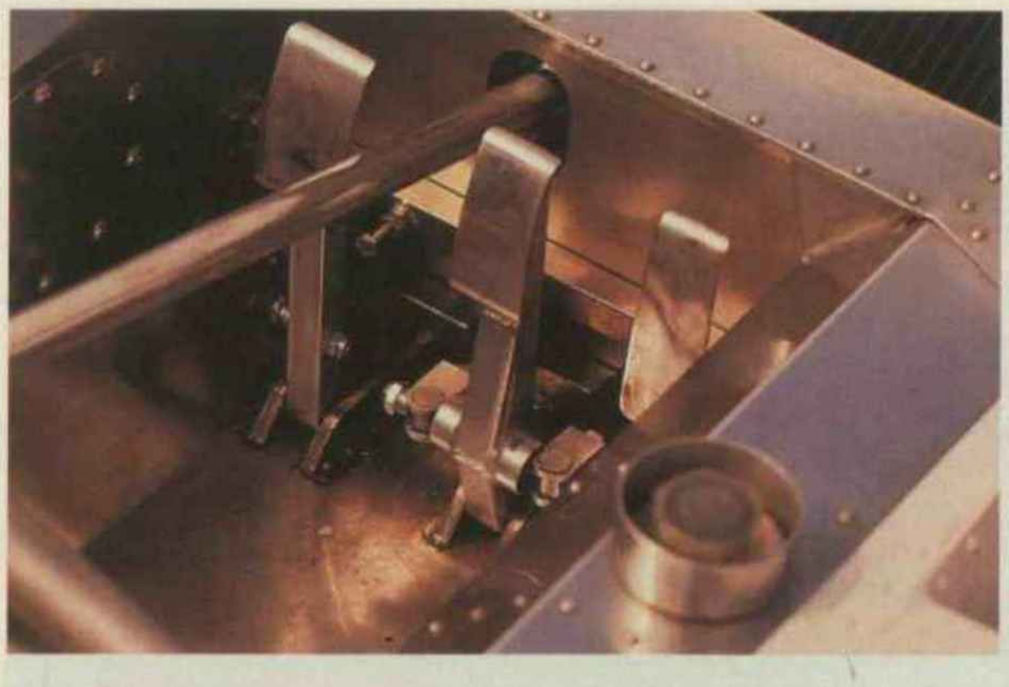
He plugs a starter motor in and spins the V12 over, which catches on the first prod of the throttle. It's seems a little quieter than a DFV and a whole lot sweeter. Gethin remembers it as being "bloody noisy" so it's possible I have mistaken the lack of vibration for a quieter note. Whatever. It's still loud enough to make every person in the pits look up and Silverstone's entire wildlife population run, flap or hop for cover. More importantly, this is a beautiful noise, perhaps lacking the haunting music of Matra and Ferrari's V12s but even more aggressive and hardly any less captivating for it.

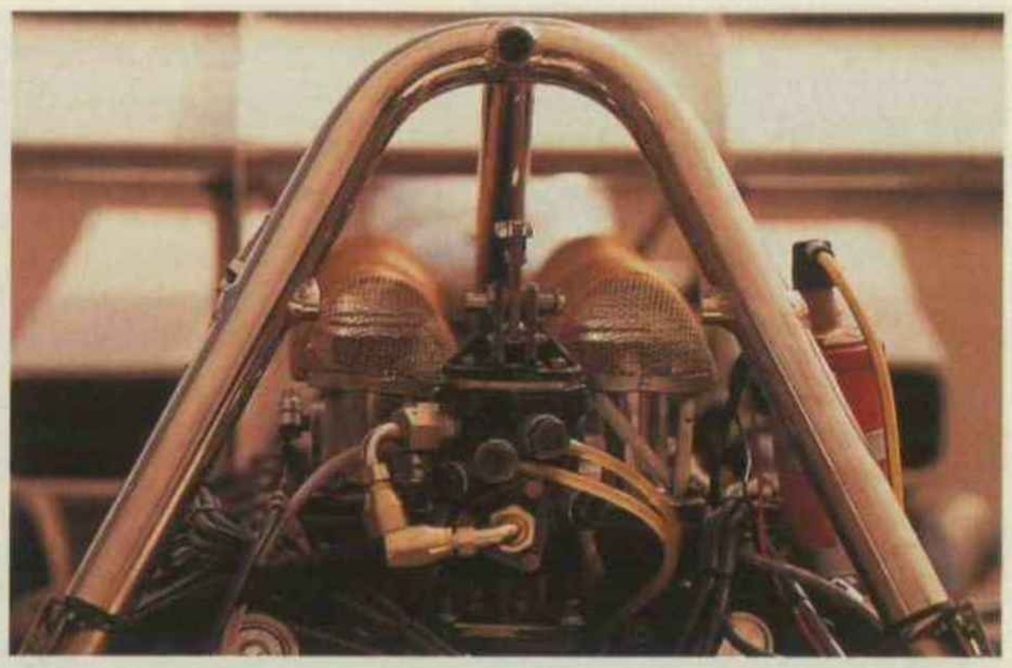
The clutch is as gentle as that fitted to any racing car I've driven, easier even than one or two road cars and the BRM toddles down the pitlane and onto the track at the exit of Copse with a docility you would not credit any purpose-built racer, let alone one of the fastest F1 cars of its era.

We're on the International circuit which is a great track for this sort of test: easy enough not to add to an already full work-load but sufficiently challenging and varied to let a good car shine and a bad one reveal its true colours. In the early laps, few cars of this calibre have offered such reassurance. With the engine batting between 5-8500rpm, gears slipping in and out of mesh as swiftly and more pleasantly than any Hewland gearbox I've used, steering light, keen yet not savage on turn in... There's not even that much buffeting from the wind even when using the full 9000rpm in the short top gear ratio.

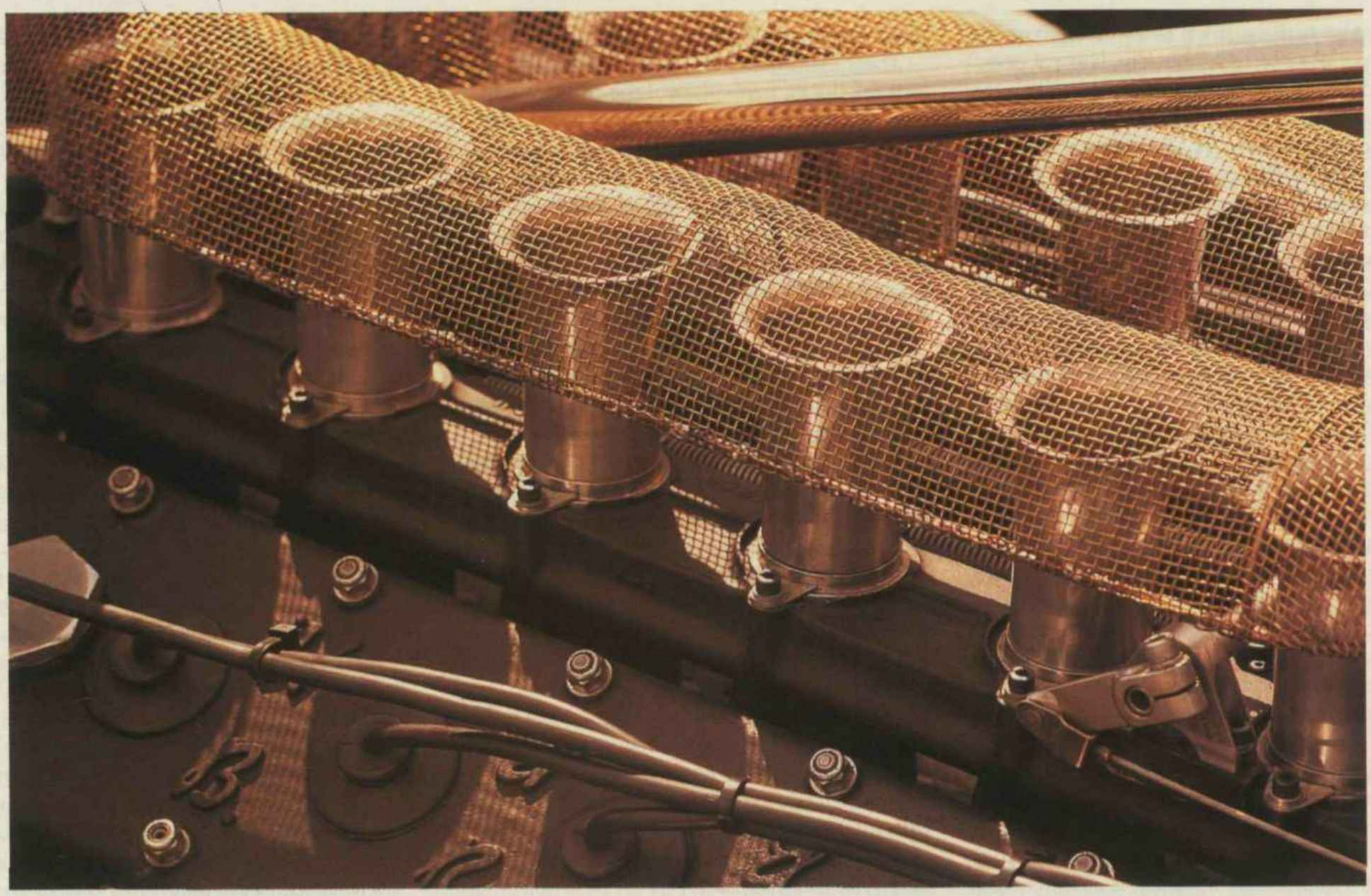
I returned to the pits, more to remove some ➤

Clockwise from top left: pedal box cramped for big feet, Frankel drove in socks; rear roll-hoop survives from original car; BRM is light, good fun and easy to handle and has no real vices but still requires your respect

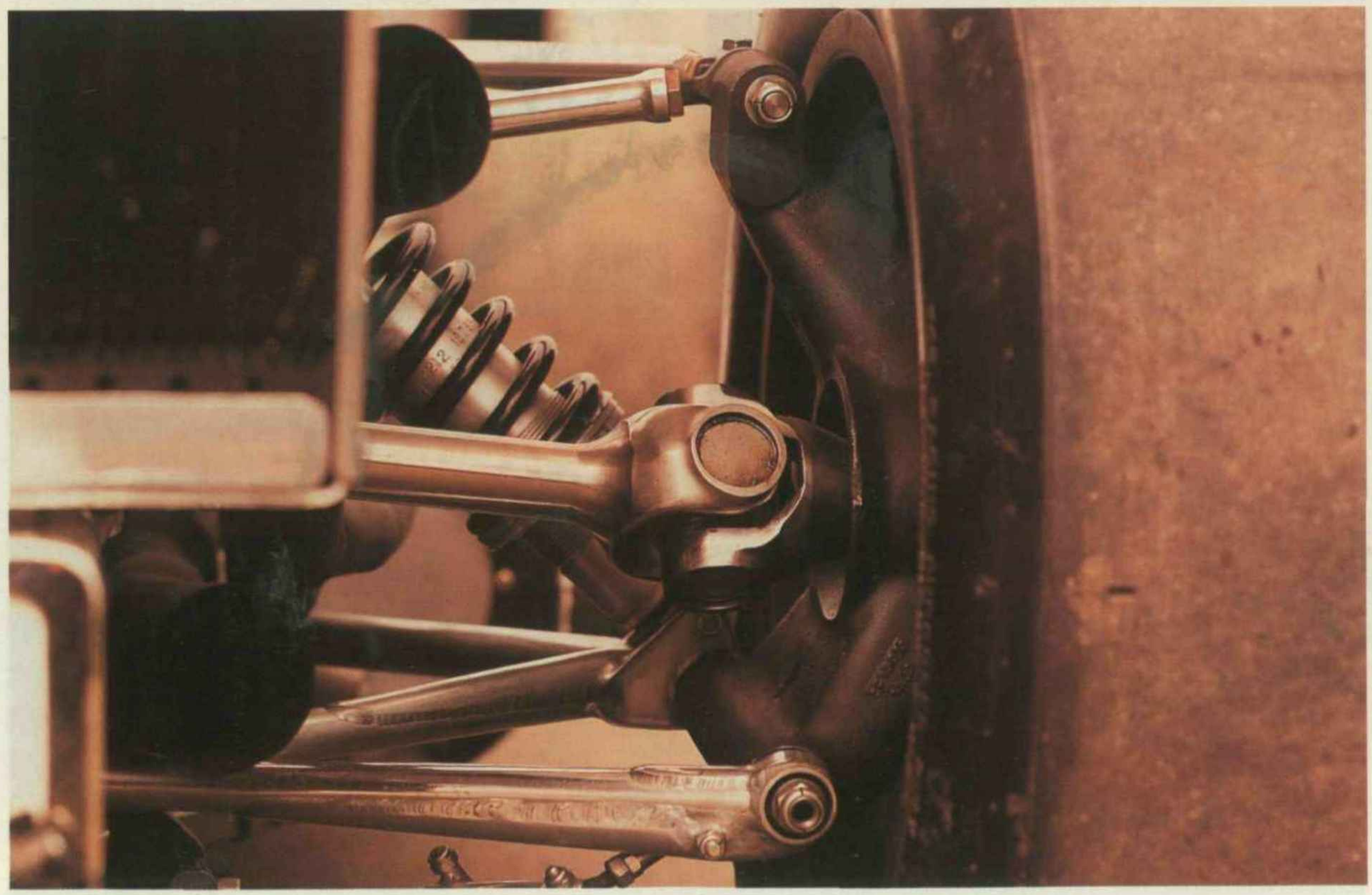






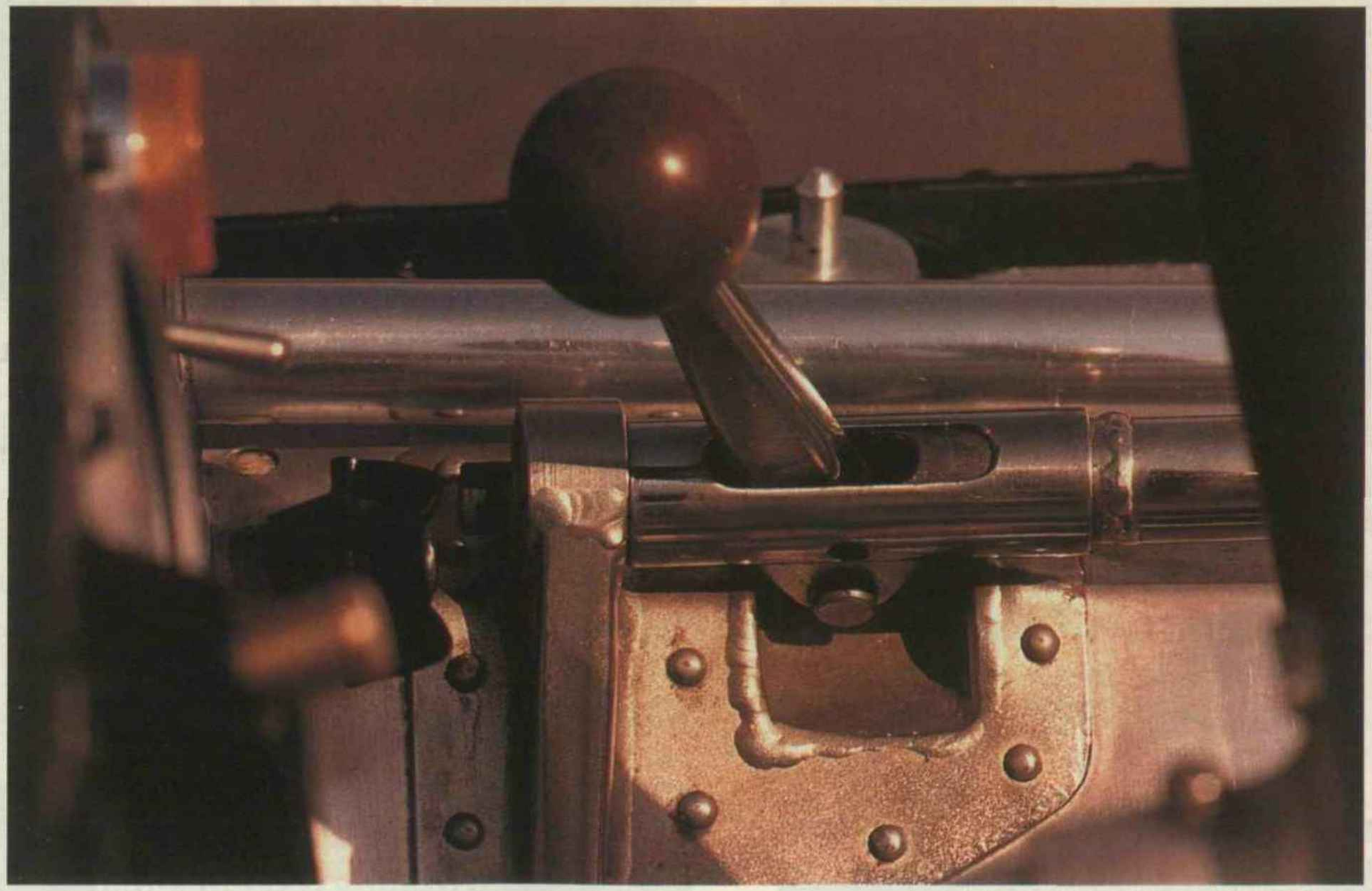


Above: BRM V12 motor was more powerful and flexible than equivalent Cosworth DFV. Sounded better too
Below: rear suspension uses a lower wishbone with an upper link and upper and lower radius arms

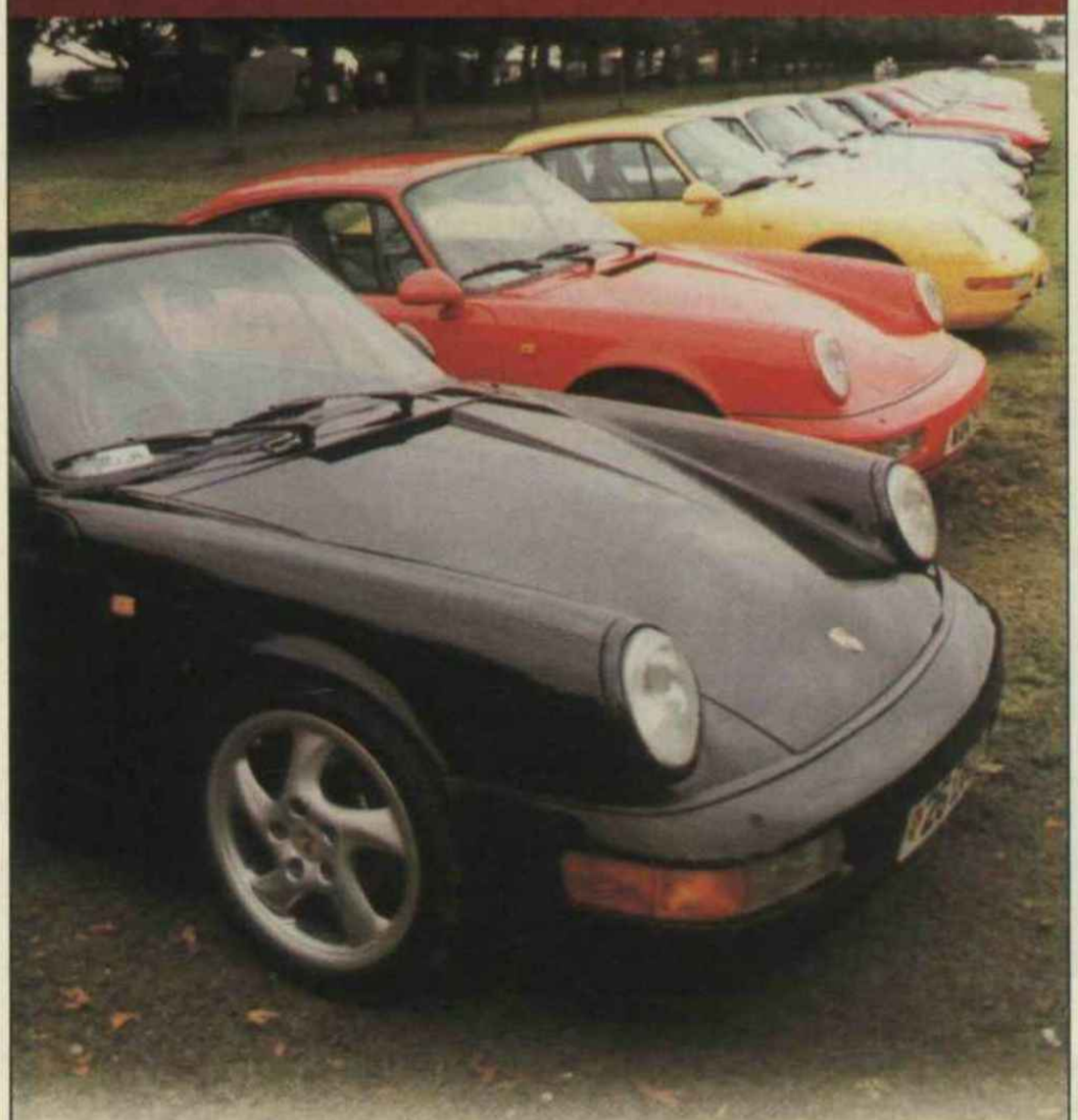




Above: distinctive rear wheel design is both light and strong, made possible by inboard rear brakes
Below: BRM-designed and built gearbox is easy and quick. Current ratios are short and ideal for Silverstone



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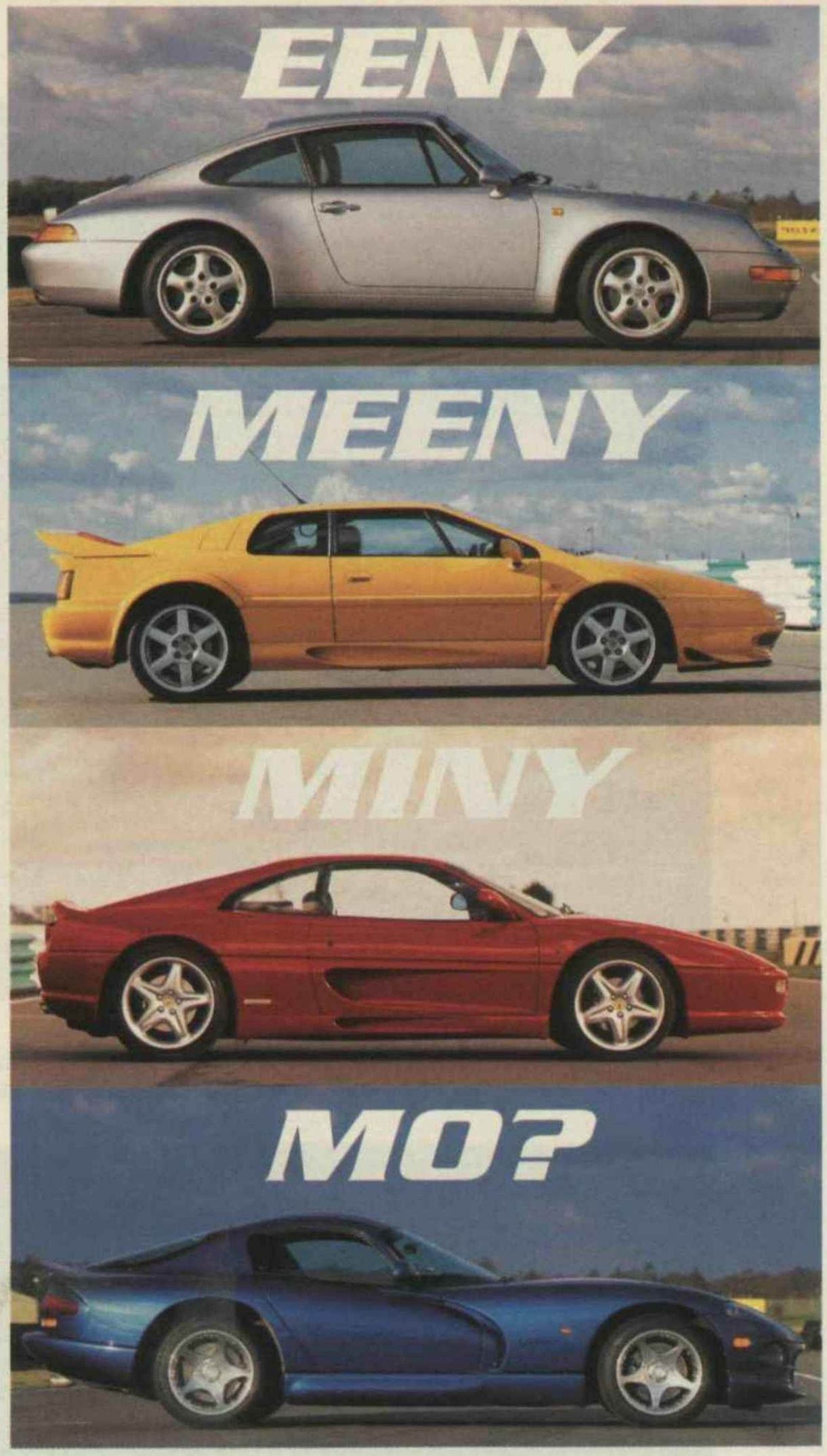
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foam that had been intended to locate my lower back than anything else and rather too aware that, so far, I had only been playing at driving this car. Rob suggested I use more revs and let the engine pull whatever it wanted to on the straights. And there, at a stroke, was the answer. A bit more comfort, a few more revs, a lot more determination and suddenly this amusing play-thing became a serious challenge.

I still never did more than 10,000rpm but so close were the gears it meant the engine would pick up the next ratio at roughly the same revs that, earlier, I had been changing up. Suddenly I was riding the wave again, savouring the kind of acceleration that comes only when you have over 800bhp per tonne of car at your disposal. The melodic yowl of the engine which I had enjoyed until now became a frenzied scream, matched for brutality only by the thrust with which the motor would bowl the P160 down Silverstone's tarmac.

Accelerating out of corners was no longer a matter of waiting for the all-clear and planting your right foot; now at Becketts, Abbey and all through Luffield it was squeeze-wiggle-squeeze-slide-hold-squeeze and go. Under braking you could see the nose dip down confirming how soft the car feels compared to a modern racer but only once or twice did it feel edgy as it issued a mild but unmistakeable reminder as to the nature of the animal within.

If it felt old, it was only because it was more fun than frightening. There was grip aplenty, enough to make me know Bridge and, quite possibly, Copse would be fifth gear corners if it were not someone else's car, yet it was not so far beyond one's ken that driving it quickly was out of the question.

But what pleased most was a passing comment from Gethin when I spoke to him some weeks later. I'd asked him how it had felt when he drove it after 27 years away. "You know," he said, "I'd done one run and found myself sitting in the car thinking, 'well it needs a bit more wing and I'd probably change the front anti-roll bar' but other than that it felt exactly the same as it did the last time I raced it."

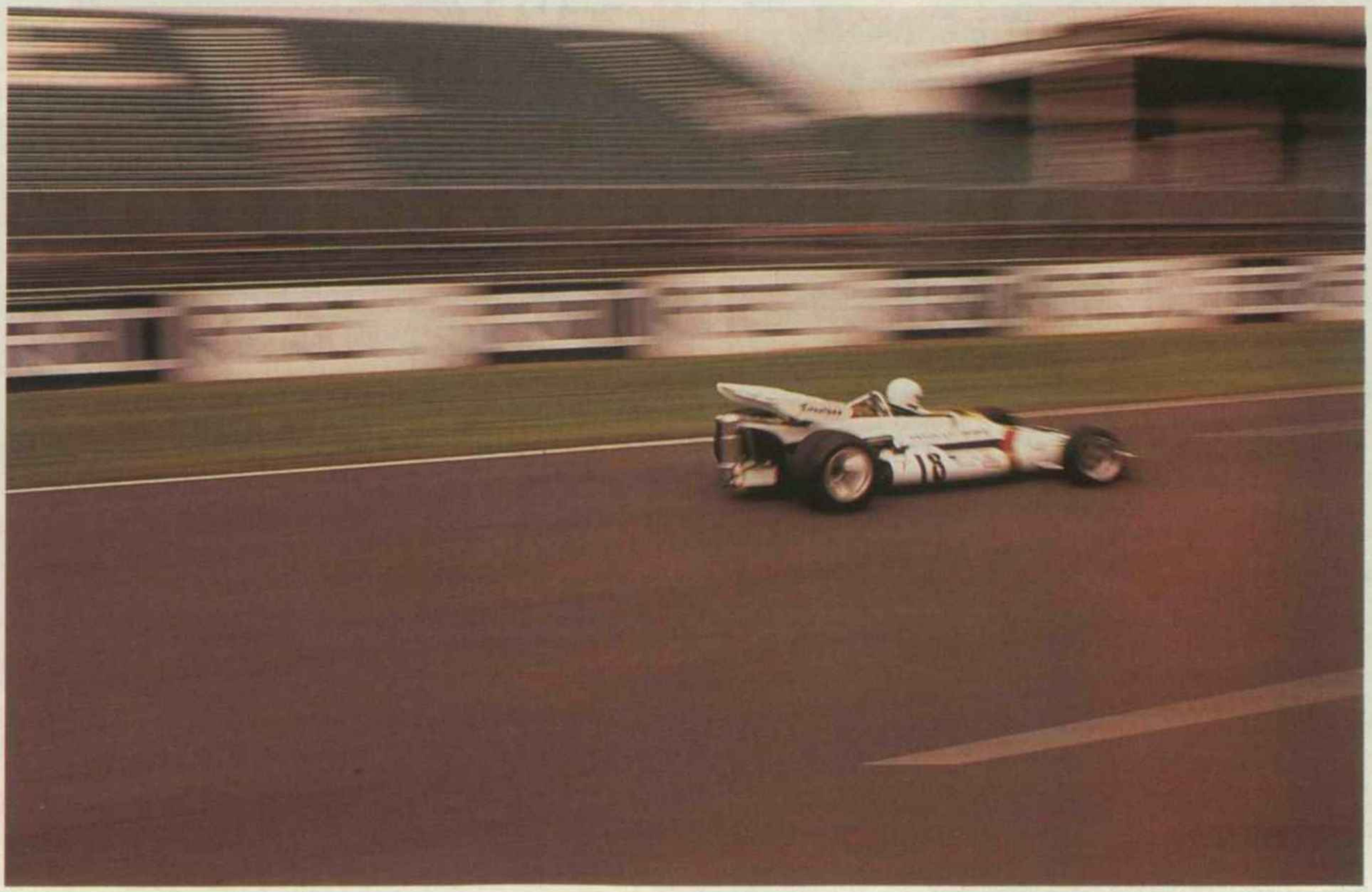
There is always a worry when driving old racing cars, particularly those that have been extensively rebuilt. What you want is to savour the device its race driver enjoyed but it is almost always impossible to judge how far from the original it has veered in the intervening years. Not this time. This P160 has been so faithfully rebuilt that not even the person most likely to know could detect any real difference. Which not only makes this BRM an incredible, thrilling yet vice-free Grand Prix car – I could have told you that after five laps – but more significantly it is also a time capsule, a slice of history preserved from a day an entire generation ago when one car won the fastest, closest Grand Prix there has ever, or is ever likely to be. M

Our sincere thanks to the car's owner, Rob Hall of Hall & Fowler, Sheridan Thynne and the BRDC for providing the track time at Silverstone. This BRM will be taking part in the marque's 50th anniversary celebration at the Coys Historic Festival. See page 72 for further details.

SPECIFICATIONS

	BRM P160/01
ENGINE	
Type	BRM P142, 12 cylinders, dohc, 4 valves per cylinder
Capacity ...	2999cc
Bore/stroke ...	74.6mm x 57.2mm
Comp ratio ...	11.5:1
Fuelling	Lucas mechanical fuel injection
Max power ...	450bhp at 11,000 rpm
Max torque ...	230lb ft at 9000rpm
Specific output	150bhp/litre
Power/weight	833bhp/tonne
Torque/weight	426lb ft/tonne
Transmission	BRM P161 5-speed straight cut
CHASSIS	
Construction	aluminium monocoque, unstressed engine carried on A-frame
Brakes (f)... ...	10.5in ventilated discs
Brakes (r)... ...	10.5in inboard plain discs
Suspension (f)	Double wishbones
Suspension (r)	Lower wishbone, upper link, upper and lower radius arms
Wheel rims (f/r)	13x11in/13x16in magnesium alloy
Tyres (f/r) ...	9.0/20.0-13/15.0/26.0-15 Avon slicks
DIMENSIONS	
Length	159.5in
Width	74.0in
Wheelbase ...	97.0in
Track (f/r) ...	58.0in/57.0in
Kerb weight...	1189lb

BRM P160 at speed around Silverstone. Fast, strong, beautiful and capable of winning on both the fastest and slowest tracks of the day, it remains one of the most underrated Grand Prix cars of its era



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Chris Amon

French Grand Prix, Clermont-Ferrand, 1972

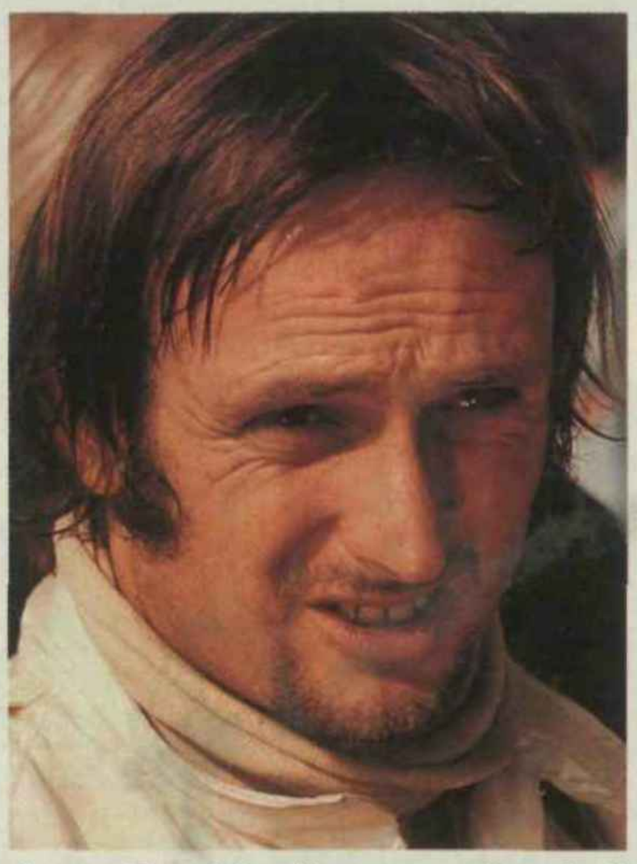
NOT EVEN AN ENGINE FROM A SPORTSCAR COULD STOP AMON CLAIMING POLE AND FASTEST LAP. HAD IT NOT BEEN FOR A PUNCTURE, HE WOULD HAVE WALKED IT

I HAVE PARTICULARLY FOND MEMORIES OF CLERMONT-Ferrand in 1972 – I thought I could walk on water that day.

Clermont stands out as almost a perfect day – I had pole and led from Denny Hulme and Jackie Stewart. It was the race debut of the Matra 120D. One of problems of the Matra chassis was that, though it was basically a good chassis, they weren't really strong enough. I'd found the previous season with the 120C that they started off really good in the first few races, only to get less and less responsive to changes. As they got older, there was more flexing and while the 120D was bloody good, it still suffered the same problem.

There was one other trouble with the Matra: we suffered from this big fuel load at the start. They could get off the line in front, and then you'd to struggle to keep the others at bay. This particular day I thought that once I'd got rid of some fuel I'd be able to pull away, and that's exactly what happened.

I was only just in front for the first few laps; you had to keep your tyres and brakes in order too while you were running these fuel loads because you could easily undo the whole thing in the first few laps. There wasn't the luxury in those days of coming in and changing tyres – at least, not as part of a strategic plan!



Amon: "I could walk on water that day"

The first few laps were a struggle, then I started to pull away and gained a huge lead; Denny had dropped back-so Stewart was running second, and suddenly the thing got all twitchy coming back up the hill towards the pits and I realised I'd got a flat tyre.

We had this pitstop which took a minute and a half. The wheel jammed, and they couldn't get it off. It seemed like an eternity, and when I rejoined I just went for it.

It was one of those days when everything came together. It was a wonderful circuit, though there was a lot of rubble on the track. If everything was working it gave you the opportunity to really express yourself. I think I came out of the pits maybe 10th or 12th – it must have been nearly half-way through the race that I suffered this puncture. I think I was about eight or nine seconds ahead of Jackie when it happened, and Emmo was running third by then, probably 20 or 30 seconds adrift of Jackie.

As the heavy fuel load lightened I drove the Matra quicker and quicker, until I broke the lap record. I know I passed both Ronnie Peterson and François Cevert on the same lap. They were going for fourth and fifth, and at the end of the race I was only four seconds behind Emerson, and Jackie's Tyrrell was just over 30 seconds further up the road. I think I made up a minute or so on Jackie. Mind you, he would have backed off once I had disappeared into the pits.

Funnily enough, the engine we used in that race was actually a spare sportscar engine. They were essentially the same, but the F1 engines used titanium con-rods which suffered a problem from thermal expansion differences with steel, and we'd blown up so many of the F1-specification engines we'd virtually run out.

At Le Mans the previous weekend, Jean-Pierre Beltoise and I were driving together. He drove it in qualifying and said "it doesn't feel as smooth as it should; why don't we change the engine?" Ducarouge said "we're so short we need sportscar engines for F1; let's leave it in." I said to Beltoise "if we're not going to finish let's get this over with early" – and the thing threw a rod on the first lap... When he eventually got back to the pits I said "well, that *was* pretty bloody early..." The engine I used at Clermont was the engine that would have gone into the sportscar at Le Mans.

The interesting thing was that the Matras suffered very badly from oil scavenging problems, so a lot of the horsepower on the bench never actually made it as far as the chassis. But the sportscars had three-ring pistons instead of two, and had less blow-by and less crankcase pressurisation than the F1 engines, so although it would appear to be down on power on the bench it probably gave more power in the chassis.

So I got pole position at Clermont and then set fastest lap using nothing more than a spare sportscar engine. Afterwards we went back to using the F1 engines – and broke some more! M



Amon's Matra chased by Denny Hulme's McLaren early in the race. Amon duly drove out of sight

"It was one of those wonderful days when everything just came together"

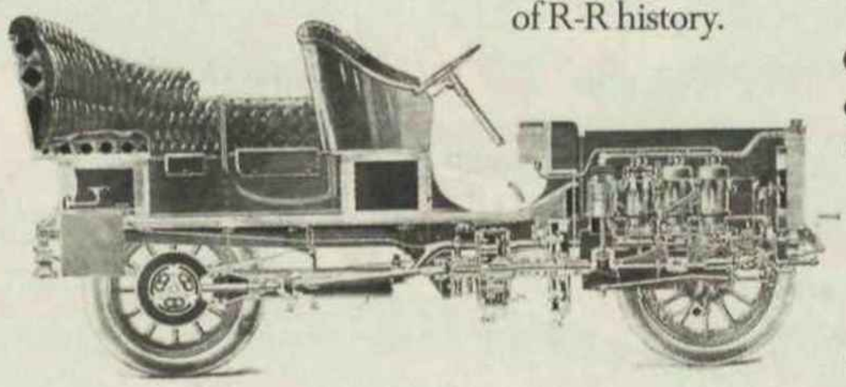




Two Worlds Trade

IN BRITAIN THE ROLLS-ROYCE EARNED THE SLOGAN OF 'BEST Car in the World' from the inception of the famous 40/50hp model, commonly called the 'Silver Ghost', in 1906/7. Cadillac was to become the top car in the USA, with the title of 'The Standard of the World'.

Both cars had started differently. Henry Royce was from the beginning seeking to improve on cars as they existed in 1900, whereas Henry Leland concentrated on inexpensive Cadillacs with standardised components. These single-cylinder Cadillacs made their appearance in 1902 and remained in production until 1914. Henry Royce did not have his far more refined two-cylinder Royce ready until 1904. However Cadillac had come up with a four-cylinder 30hp car in 1906. By this time R-R had the immortal 40/50 ready for production, so quiet it was called the 'Ghost', but whereas by 1914 Cadillac sold 75,000 Thirties, R-R had produced only 7914 cars up to 1925, when the 'Ghost' was discontinued.



Cadillac sold ten 30hp cars for every R-R Ghost

Nick Baldwin

At the first post-Armistice Olympia in 1919 Cadillac's go-ahead Fred Bennett had the 5.4-litre V8 Cadillac on his stand, with sectioned chassis to show its working parts. This imposing V8 chassis cost £1200. R-R had only the virtually pre-war 40/50 to exhibit, chassis price £1575.

The two makes were regularly in evidence at the London Motor Show. By 1930, for instance, Cadillac showed their imposing 6.8-litre V16, backed up by the ageing V8, while R-R had the imposing revised 7.6-litre Phantom and the 20/25, respective chassis prices £1850 and £1500. Five years later Cadillac had two V8 models, of 5.2 litres and 5.6 litres; £1095 was asked for a bigger closed model. Derby countered with the 7.3-litre V12 Phantom III, chassis price £1850, closed car £2529.

In Britain competition with Cadillac was never very pronounced. But what is of much significance is the co-operation the Detroit engineers gave to R-R. Through the courtesy of Peter Baines, Secretary of the R-R EC, and Cadillac references which were made available by Robert Maidment, (a Cadillac nut and RREC and CLC member) and Mr Norm Uhlir of the Cadillac La Salle Club, I am able to divulge, with their permission, this little-known facet of R-R history.

Cadillac helped Rolls-Royce over design problems and a comparison with its cars. In 1919 Royce persuaded Lord Hives to take a Rolls-Royce to Vale's Steel, Iron and Coal Company and see their Cadillac. He was interested in finding out how the R-R chassis compared, saying the R-R was designed for heavy bodywork and high speeds, "although much money has been spent in lightening it without reducing its strength". By 1921 Maurice Olley, then at R-R Springfield, told Hives that an R-R was to be delivered to a Mr Dugdale, who now thought it out of date against his Cadillac. Claude Johnson wanted the latest R-R to be demonstrated to Mr D and for the open 1EX to be ballasted to the weight of the all-weather on order, so it might be used, if at not more than 70-80mph, as from a V12 Caddy CJ had tried.



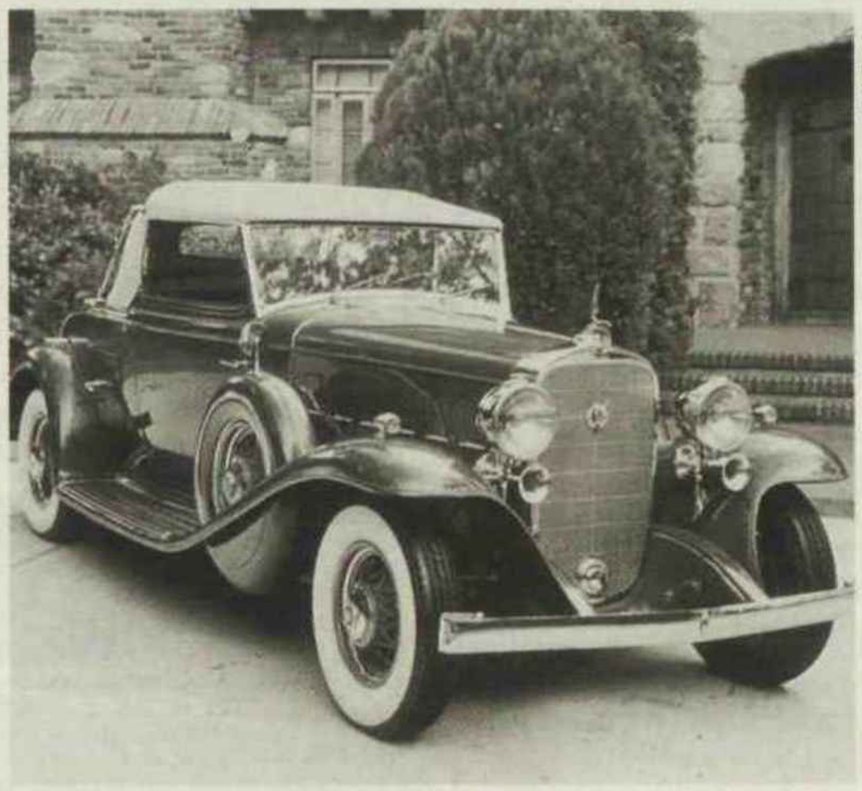
Cadillac had its new V8-engined car ready immediately after WWI, whereas Rolls-Royce relied on the 40/50 for many years

Nick Baldwin



LAT

R-R 40/50 was first to be classed 'Best Car in the World'



Nick Baldwin

V engines closely examined by R-R, with Detroit's help

In fact 1EX, after 15,000 miles, was not good enough and test driver Percy Northy was advised to take to Manchester the trails car. Mr D was to be told that his R-R could be given a tyre pump and thermostat as on his Cadillac, but a water condenser was not necessary here, only in the USA to conserve alcohol used as an anti-freeze.

In 1921 Olley sent to CJ and Royce details of Cadillac's fuel system air-pressure valve. Deciding against buying a car, due to high depreciation, Derby asked to borrow one for the day. This was granted through the London agent.

In 1930 a Mr Hosac of R-R USA ventured to say that if R-R wanted to keep ahead they must have more power. Cadillac had sold 1000 V16s in the first three months. This caused Royce and his engineers to look at reports on the V16, and the co-operation by Cadillac began. Sidgreaves of R-R had an interview with the company President, who told of the years they had spent getting the valve gear of the 32-valve V16 engine to function quietly.

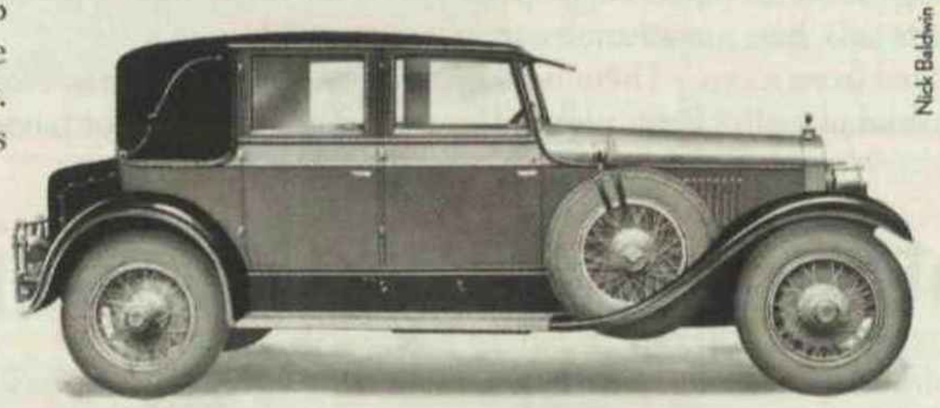
Back here, Rowbotham of R-R had a run in a V16 Cadillac; the Cadillac salesman had a reprimand as the car was not run-in and had a heavy Fleetwood body. However, the MD promised Rowbotham a loan of his sports 100mph V16, after which R reported back to Royce, adding "if we had made a normal-hp V16 everyone would think us very impractical". To out-perfect the Phantom II, 12 cylinders would be needed.

Mr Hartman of Lendrum & Hartman was willing to sell R-R a V16 chassis in exchange for a PII. R suggested Brooklands for a test of V16 and PII, but Hartman knew that R-R's specially prepared 92-100mph PII would beat a V16 Caddy unless he could get a high-ratio axle. These tests never took place, Hartman's excuse being that all his cars had been sold.

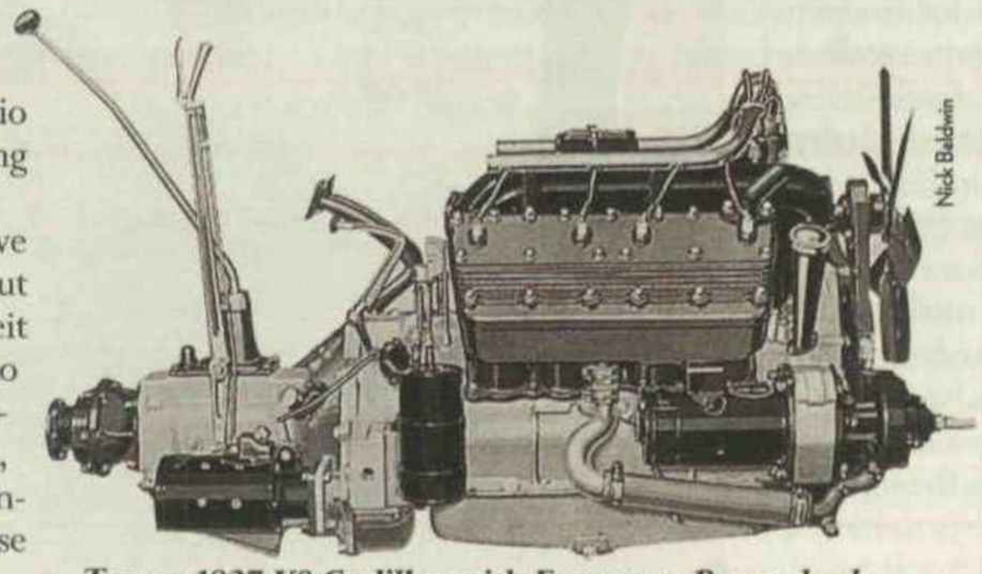
The death of Sir Henry Royce in 1933 seemed to have slowed down the worry over Cadillac competition. But by 1934 Rolls-Royce took delivery of their V16, albeit behind schedule. It came with a hand-written letter to Rowbotham in which Olley confessed that the 'watch-like finish of the small details, which is typical of the R-R, is not found on Cadillac cars, as shown in the minor controls. As you love me, soft pedal on the criticism, otherwise they will be putting me in the sanatorium'.

He warned about Dubonnet IFS, which was giving Chevrolet much trouble; had he made the original one for GM, he joked, they might sack him. R-R got the Cadillac V16 and let Hoopers look at its 'all-metal' body before it went to Derby; they found some wood in it! While quiet and vibrationless, it had low-geared steering. WO Bentley was 'exceedingly enthusiastic'. Sidgreaves saw no point in not using Cadillac steering and IFS for their R-R Spectre.

Noise in the R-R was blamed on the Park Ward body and its makers went over to seek advice from Van Vooren, Binder and Kellners. They learnt nothing, and tried to get R-R to give them a Cadillac chassis to prove their point. Len Cox tried a Model 75 V8 Cadillac in 1936 and found it 'as nice an American car as I have ever handled'. R-R continued with exhaustive tests of the Cadillacs in 1937. Thus the makers of what most Americans regard as the World's Best Car assisted the manufacturers of what so many British proudly saw as the Best Car in the World.



Nick Baldwin



Nick Baldwin

Top: a 1927 V8 Cadillac with European Brunn body. Above, V8 continued to be a Cadillac speciality, in '30s

miscellany

THIS IS THE 90TH ANNIVERSARY of the prototype Morgan three-wheeler, to be celebrated with Morgan's Challenger Contest, involving a VSCC race, three VMCC races, a hill-climb at Oliver's Mount, and a speed trial at Wroughton. That apart, the MTWC has been invited to join the British Festival of Sidecars on October 17 as part of the anniversary year, with TV coverage. Details from John Blower, Windy Ways, Star & Garter Road, Lightwood, Stoke-on-Trent ST3 7HU (01782 311201).

* * *

THE 37TH AUSTIN 7 NATIONAL Rally at Beaulieu is scheduled for July 4, organised by the 750 MC. There will be some 26 classes, catering for all types of Sevens, and a fine number of trophies. The Rally secretary is Neil Carr-Jones, Worth Farm, Little Horsted, Uckfield, E Sussex, TN22 5TT (01825 750760). Entry forms are ready.

* * *

THE NEW CURATOR OF THE National Motor Museum is Andrea Bishop, who has served with the Natural History Museum, Bristol City Museum and the National Museum of Wales. She succeeds Michael Ware, now a director of the Museum. The Prince Henry Trophy was awarded for 1999 to Lord March, the Brooks Trophy to Sammy Miller, and Beaulieu's director of Personnel and Training has been awarded the MBE. The NMM Library, which is open 364 days a year and has been spending £41,100 a year, has at last been forced to charge its customers for using its services.

* * *

THE REMAINS OF THE LONG-LOST ex-works 1934 Le Mans team Singer Nine driven in the race by Norman Black and H Baker, sold at a Brooks auction last December, are being restored.



Brooklands Museum

Driving the 200hp Benz was the most memorable point of 'Cupid' Hornsted's Brooklands career. His mechanic Gibbons just fits in the Benz's tiny cockpit

What became of Cupid?

WHAT DID 'CUPID' HORNSTED DO AT BROOKLANDS, as Captain L G Hornsted, after his mercurial drive there before WW1 in the 200hp Blitzen Benz, as described in May? When the track reopened he was there with a 1914 GP Opel which had remained in this country during hostilities. Hornsted had it made into a single-seater, but after it had lost to a Vauxhall it was bought by Segrave. Hornsted then turned in 1921 to selling pre-war Dodge cars converted into 75mph sports jobs, his 3½-litre Dodge, said to have been rescued from a watery grave in the Rhine, giving him a third place.

A customer having by now been found to race the Dodge, Hornsted drove a four-seater 21½-litre Benz in a 1921 handicap. None of this having been successful, he took on one of the mysterious Summers, a 1½-litre car of Germanic origin, but it never finished any of its races. The Big Benz also fizzled out.

Before 1925 was over Hornsted had been reduced to competing with a sports Mathis in the JCC High Speed Trial at the track, and his last race appearance there was in 1933.

There was, by the way, a slight glitch in May's Benz piece. The two-way LSR rule not having come in until 1910, Hemery was able to take his at Brooklands one-way but found taking the bankings that way at such a speed was difficult. It was Hornsted who had to negotiate them both ways on his 1914 LSR run. And it was the Barlow's Benz which was described before it appeared in 1922 as a brand-new hush-hush car, when in fact it was the pre-war Hornsted car. Zborowski, who drove the old ex-Hemery Benz, was not the sort to make such a false claim. And if I tried to decarbonise the *camshaft* instead of the head of my 1922 ohc Rhode I'm a bigger 'spanner-fool' than I thought...

Britain's other speedway

IN VIEW OF THE INTEREST CAUSED BY THE ADVENT OF the Rockingham speedbowl scheduled to open next year in Northamptonshire, it may be recalled, on a nothing-new basis, that a race-track in the Midlands was mooted 78 years earlier, in Derby. Between the two wars many such projects were announced, only to die before construction began.

This Derby project was more advanced. Before October 1922 construction was well underway of what was called "The New British Speedway". The work was carried out where possible by formerly unemployed labourers, the site only a mile from Derby city. The circuit was banked, the lap distance a third of a mile. Rockingham is to have a track distance of 1½ miles and a shorter bowl of ⅓mile. At Brooklands it was 2¼ miles, with a track area of 3¼ miles, so the news would hardly have disturbed Locke-King, especially as Derbyshire then seemed a long way from Surrey.



Rockingham not earliest Midlands speedway plan

But work on this new venture was well planned, contractors' railway lines laid within the site (as when Brooklands was constructed in 1906-7) and the bankings well formed, a Fordson tractor apparently breaking up the earth. The well-known Prof A M Low calculated the banking angles. It was called "an extensive undertaking", which may well have made Locke-King smile, especially as lap speeds of no more than 70-80mph were mentioned. Then nothing more was heard of the Midlands track. I believe it was used as a bicycle course or athletic ground for a time, but I imagine it has long since been absorbed by subtopia.

Stories of Uhlenhaut

I HOPE THOSE WHO WENT TO DONINGTON ON May 23 will think of Rudi Uhlenhaut, the engineer who was so much a part of the Mercedes-Benz racing organisation. Jenks told me when he was in Stuttgart he would chat with Uhlenhaut and have a fast run with him in the latest model. On one occasion Uhlenhaut thrashed a Mercedes over the mountains but on returning to Stuttgart slowed down to a sober pace. "Speed cops?" queried Jenks. "Well, no" was the reply, "but we have customers among respectable citizens and it would be unseemly if I was seen road-burning through the city".

Jenks introduced us, and I recall him saying he had lived in Walton-on-Thames, but as, according to Chris Nixon, he did not become interested in racing until he went back to Germany, he would not have gone to nearby Brooklands.

Back to Jenks: another Rudi story was that he was at a circuit where the press were being allowed to drive the new disc-braked 300 SLs. Rudi beckoned Jenks to go with him. They had a spell of fast lappery, and came in with brakes smoking. As they did a daily paper correspondent approached Uhlenhaut and told him of the very quick speeds he had been doing in this splendid car. Rudi said how glad he was. "But," said Jenks, "that car's brakes were stone-cold". Rudi just smiled his soft smile…



LAT

One of Uhlenhaut's skills was to be able to drive his products, like the 300SL, at racing speeds

A Zambian Discovery

JOHN PULFORD, CURATOR OF COLLECTIONS at the Brooklands Museum, has pulled off a scoop for the Museum and its magazine *Spirit* by flying to Zambia to visit the home of the late Sir Stewart Gore-Browne, son of Ethel Locke-King's brother, who knew the Track in its early days and raced some of Mrs Locke-King's cars. His beautiful house by 'The Lake of the Royal Crocodiles' at Shira Ng'andu still stands. Sir Stewart, who was knighted in 1945, spoke out against colonial rule, and was a friend of Kenneth Kaunda. He died in 1967, aged 84. Pulford brought back remarkable photographs of the Locke-King family and some of the diaries which should contain references to the race track.

I met Gore-Browne briefly at a club race-meeting in the '50s. He was on holiday from Africa and drove an open 4½-litre Bentley, probably on loan. I wonder whose it was?



Brooklands Museum

Gore-Brown on Gobron-Brillé in 1908

miscellany

BROOKLANDS MUSEUM'S recent rally of Police, Fire-Service, Ambulances and similar vehicles recalls the 3-litre Bentley fire truck used by the BARC, a visitor with "This is NOT a police car" in the rear window of his Ford V8 and the series of BARC ambulances beginning with Model T Ford and sleeve-valve Mors.

* * *

THE SINGER OC CATERS for all Singers, including motorcycles. Its magazine, *Singer Owner*, had many vintage aspects in March and announced 52 new members. Its 32nd National Rally will be in the Kendal district on June 20. A joining pack is available from Martyn Wray on 01780 762740.

* * *

THE NEW SECRETARY OF the Midland AC, following the retirement of Mark Joseland, is Roger Thomas, a well-known competitor with his Westfield and Vision cars. The MAC has plans for a new Club Office nearer to Shelsley Walsh.

* * *

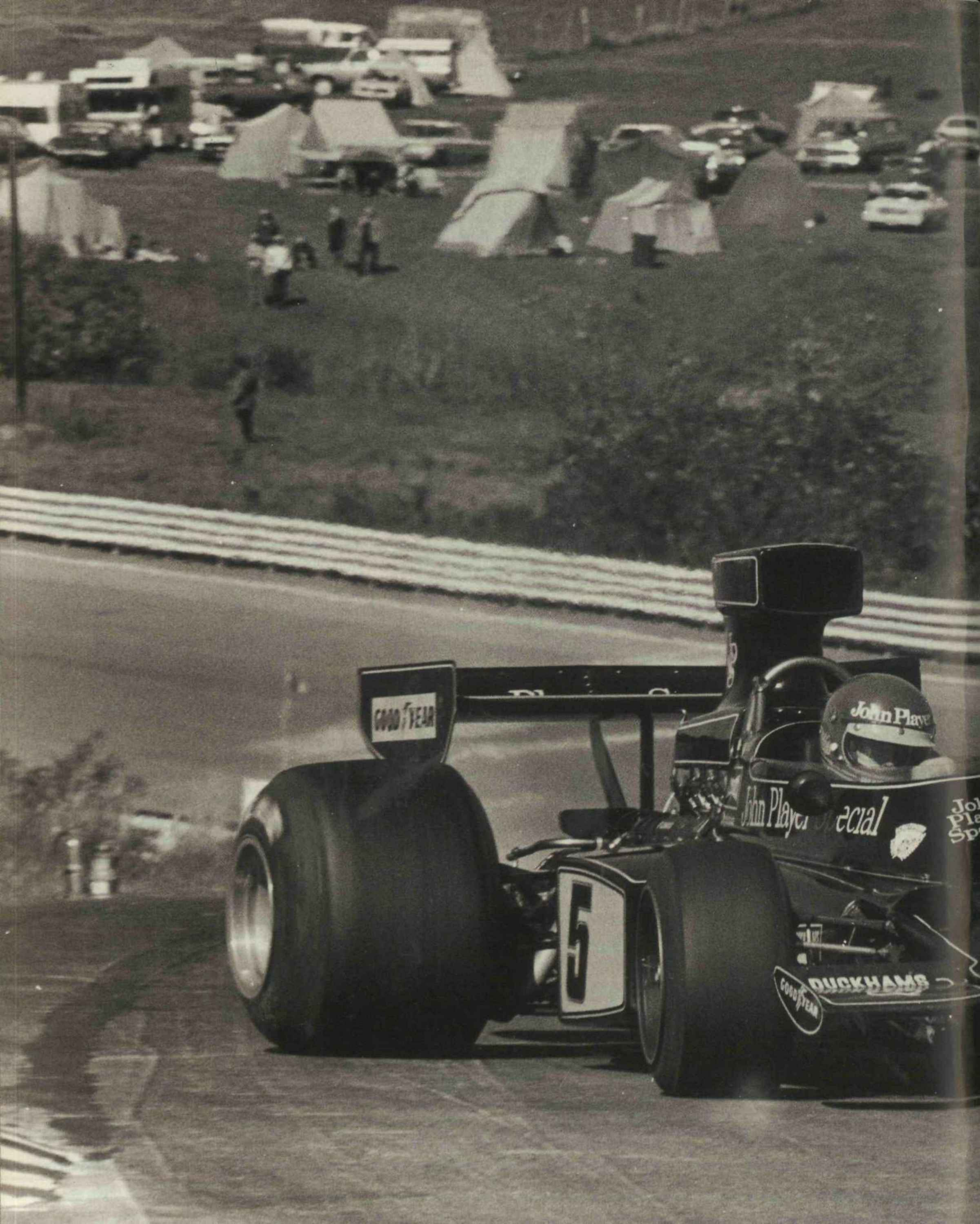
SOMETHING RATHER special is to happen on July 3/4. The council for Princes Risborough has agreed to close Kop Hill, just outside the town, for a re-enactment of the last *official* public road speed hill-climb, in 1925 (two illicit ones were held the following weekend). Pre-1926 cars and motorcycles will make demonstration runs up the famous gradient, where climbs were held from 1910. Segrave's 2-litre GP Sunbeam made FTD at that final climb, at which a mild accident to a foolish onlooker caused the RAC to ban all such events. Although the re-enactment clashes with VSCC Shelsley Walsh, some competitors intend to come to Kop on Sunday. Proper parking and spectator control is promised.

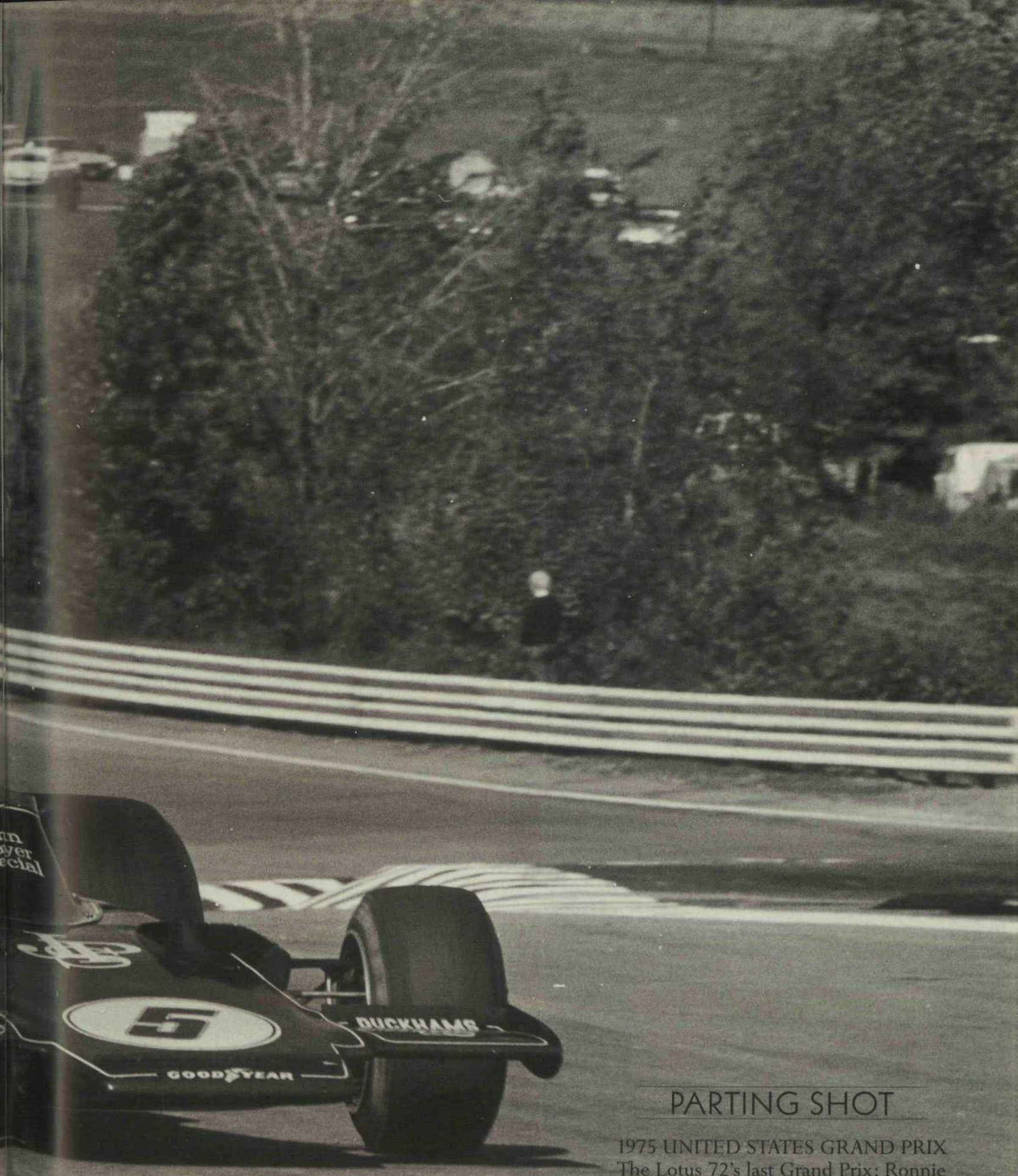
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ON THE SUBJECT OF SPEED on public roads, the *Knutsford Guardian* had a picture recently of Jean Behra in a racing Simca-Gordini which he tested on the A556 one Saturday morning in the 1950s, after a broken piston had been replaced, before it was towed to Oulton Park from Buckley Garage.

* * *

MAY I ADD MY VOICE TO those who were glad that prior to the VSCC Flockhart and Seaman Trophies meeting at Donington Park, a memorial to Dick Seaman was unveiled outside the Donington Collection. So appropriate for a driver who was probably Britain's best, and our best ambassador, before the tragic accident at Spa, and who raced Bugatti, MG Magnette, ERA, Maserati, the Ramponi-revived 1927 GP Delage, 3.8 Alfa Romeo, FN-BMW, and W125 and W154 Mercedes-Benz at the circuit.
When John Eason-Gibson and I went to Croydon Airport to see the Mercedes team arrive for the 1937 Donington GP, Seaman spotted us and came straight over to say a few words, as if glad to be back in England again…


GOODYEAR
John Player
5
BUCKHAMS



PARTING SHOT

1975 UNITED STATES GRAND PRIX
The Lotus 72's last Grand Prix; Ronnie Peterson drives at Watkins Glen

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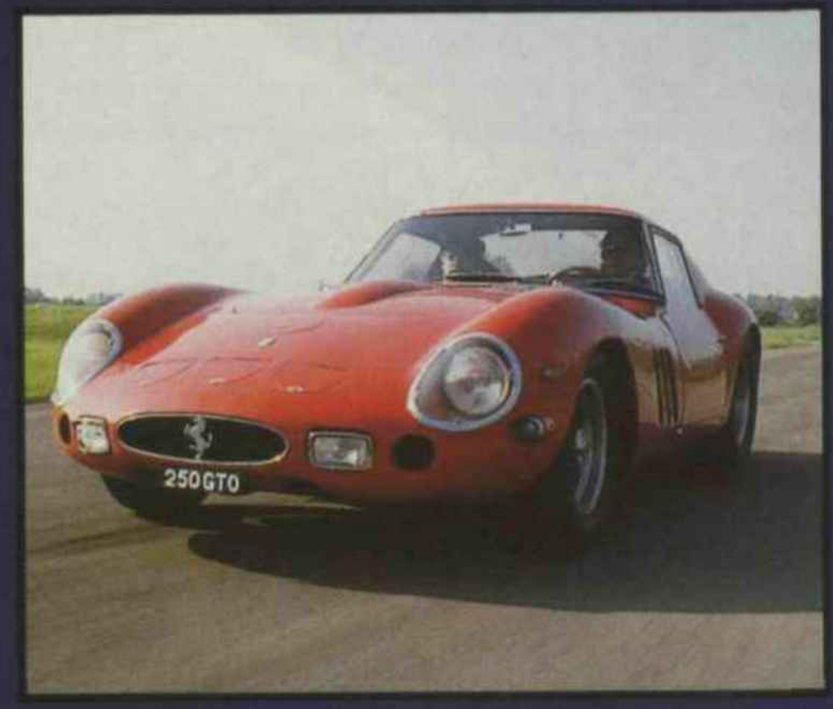
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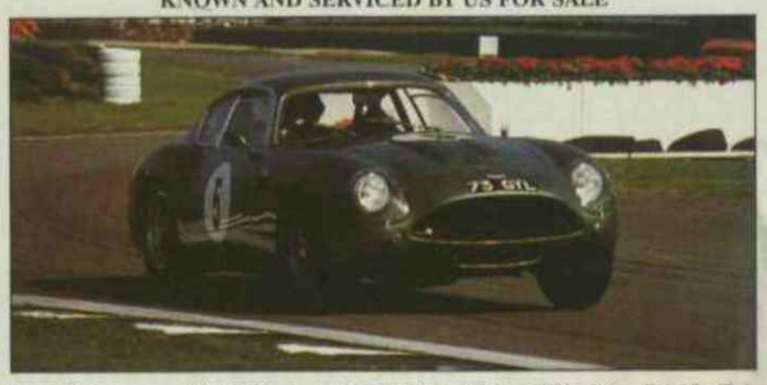
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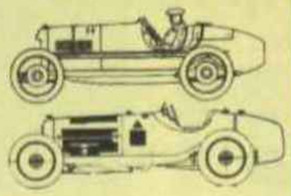
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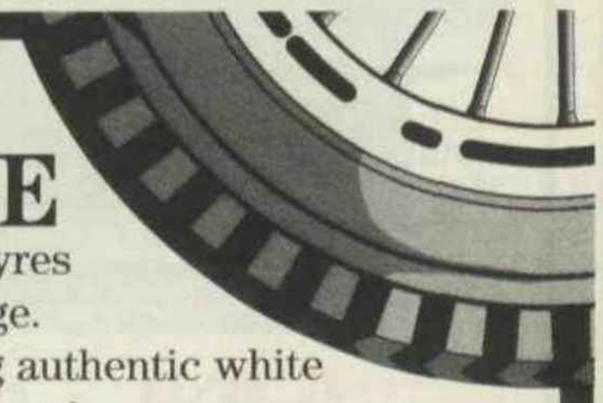
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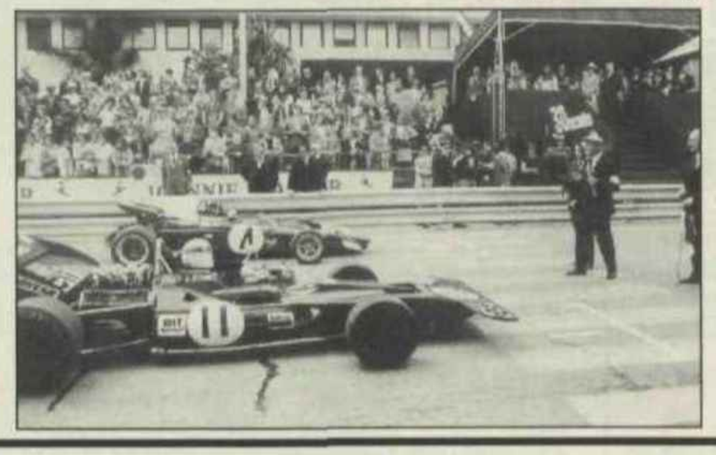
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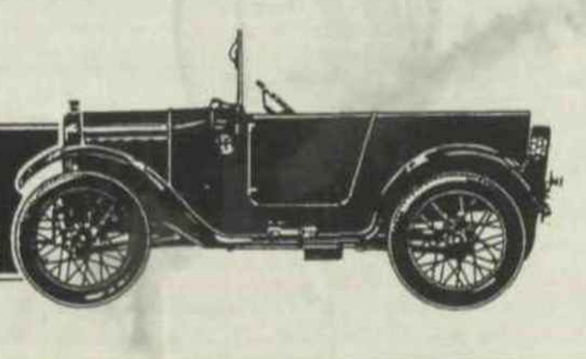
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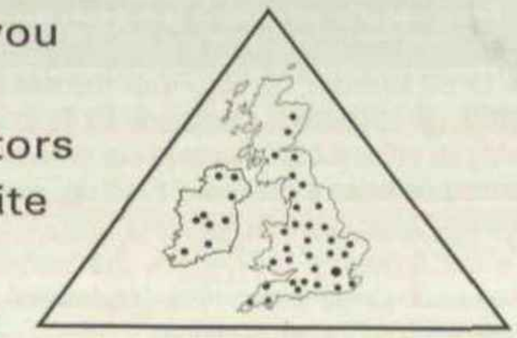
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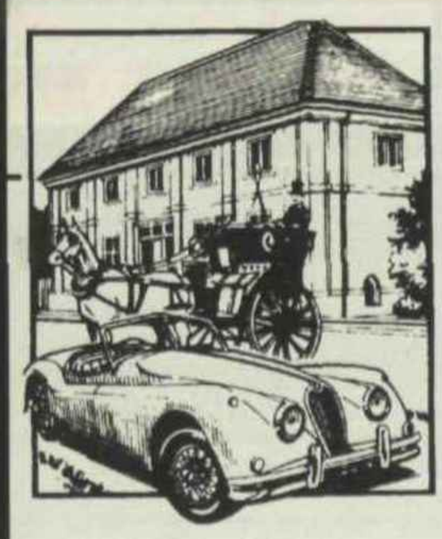
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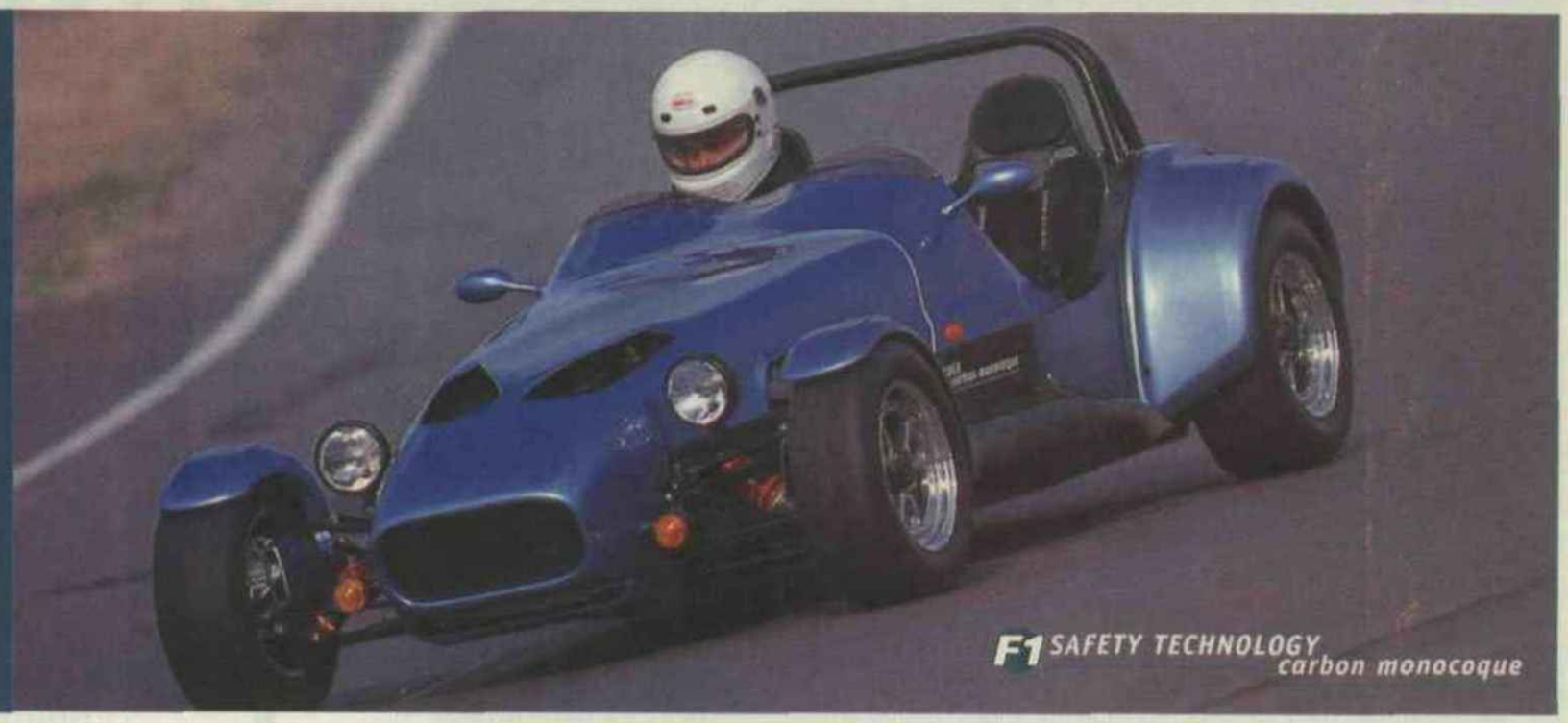
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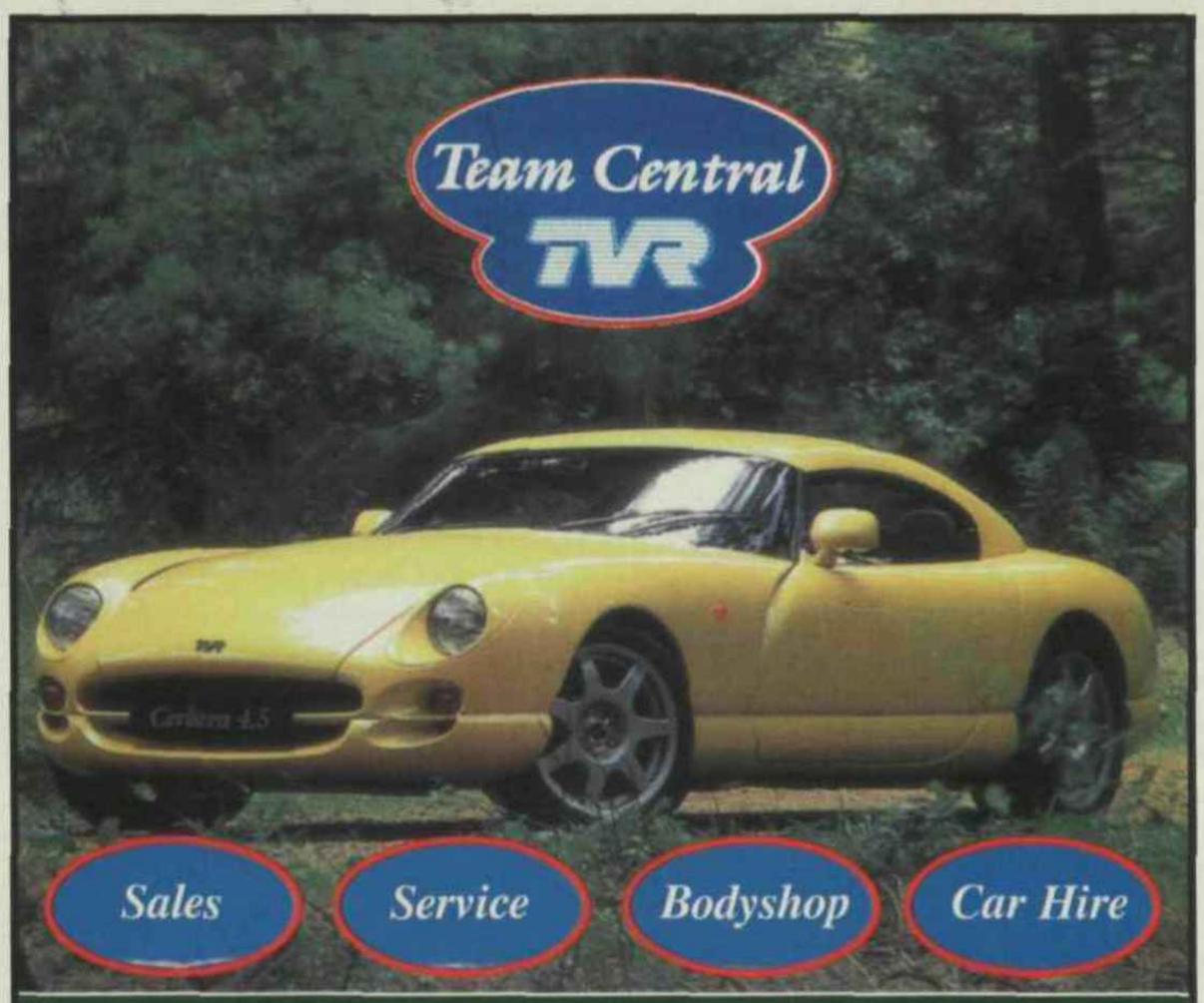
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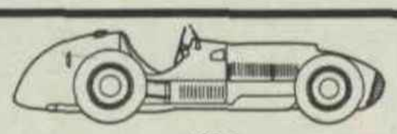
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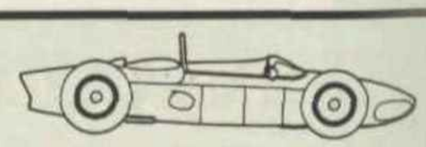
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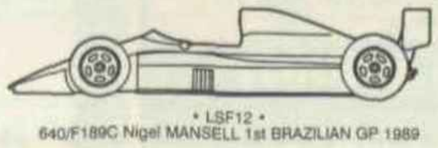
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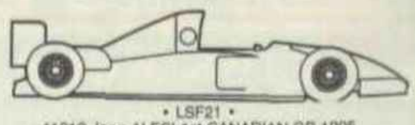
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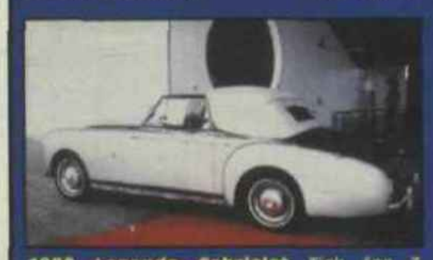
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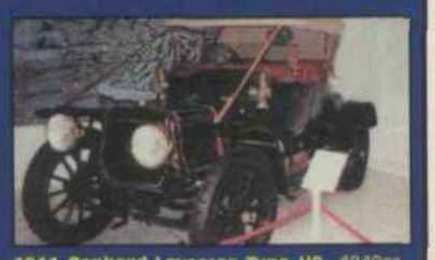
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MGB GT 1973/M, chrome bumper, wires, full sunroof, overdrive, harvest gold, leather and walnut interior, unleaded, many new parts, very reliable, very good condition, £3,750. Tel: 0831 628099 mobile or 01483 560469 (Surrey), private sale.

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MGB ROADSTER 1976, BRG, complete renovation 1996, chrome bumpers and leather seats, excellent condition, £5,750 ono. Tel: 01206 273012, private sale.

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MORGAN 4/4 SPORTS 1981, red with cream leather interior, wire wheels, a lovely car, £13,450. Tel: 01892 870321 anytime (Kent), private sale.

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P

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R

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S

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T

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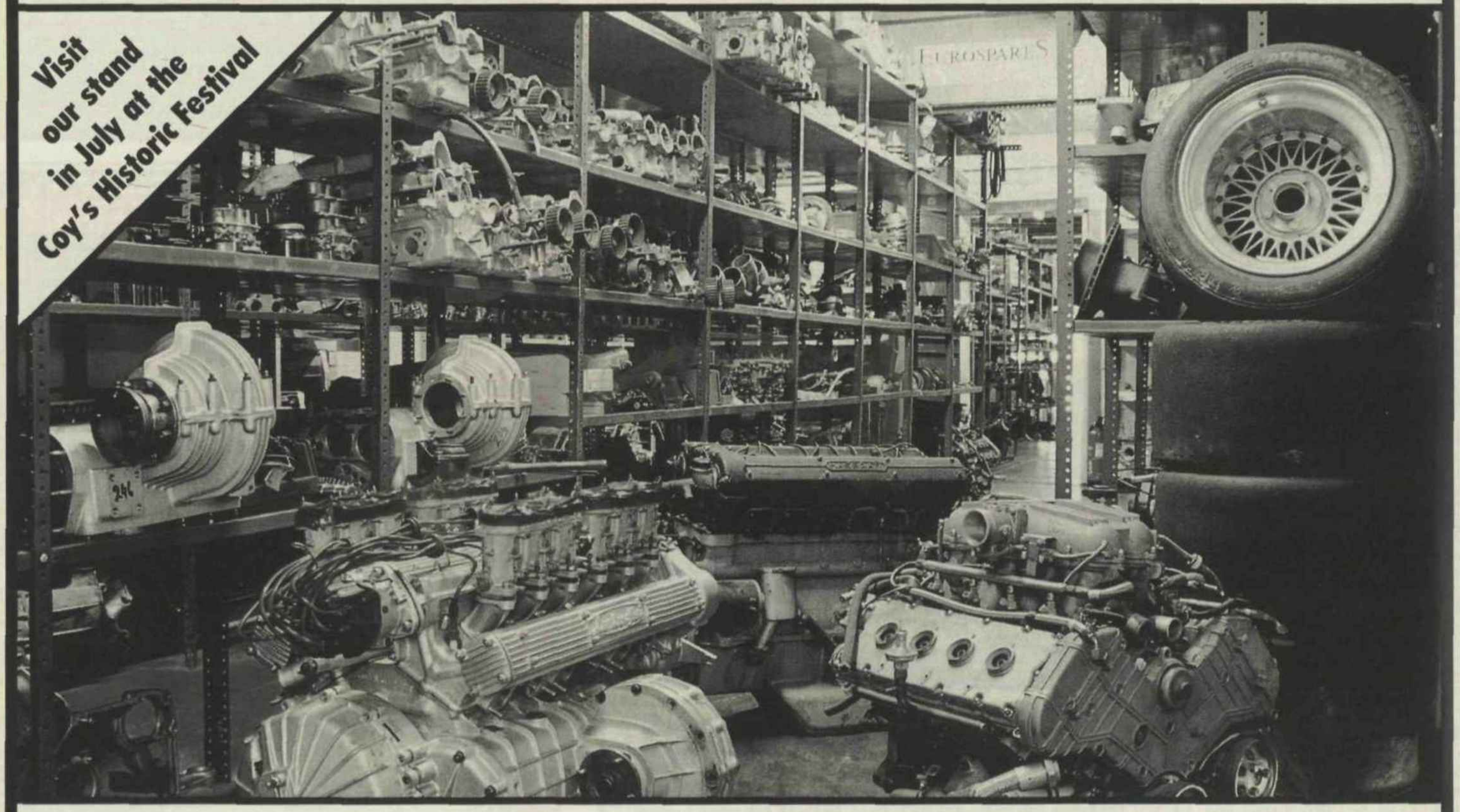
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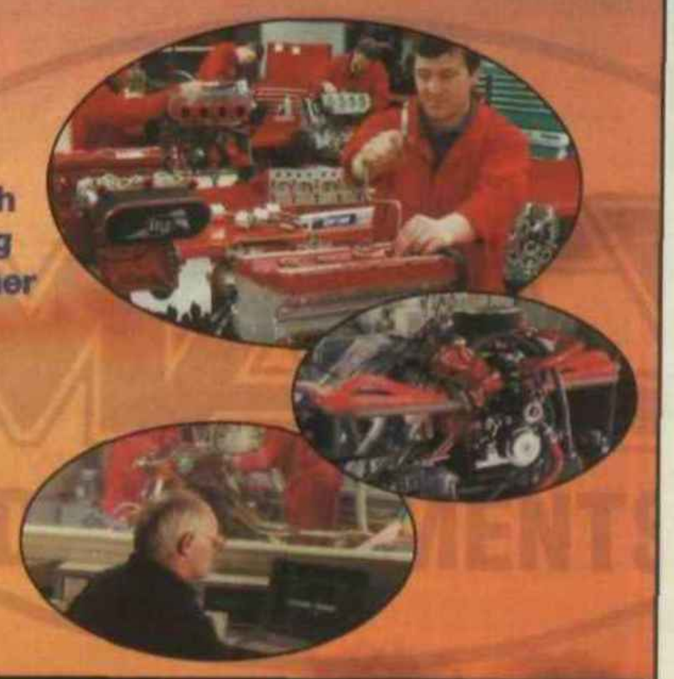
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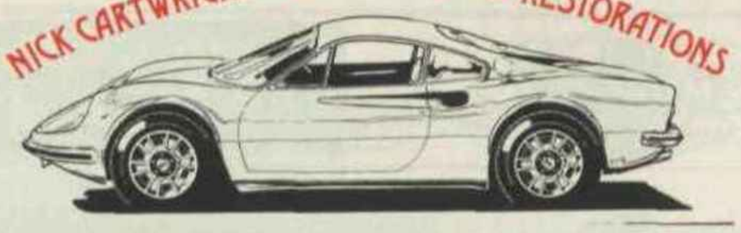
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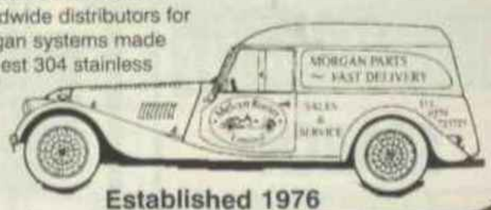
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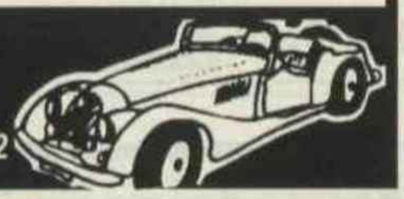
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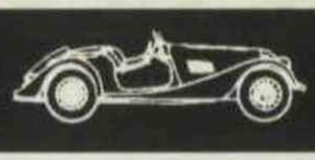
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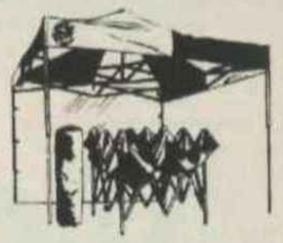
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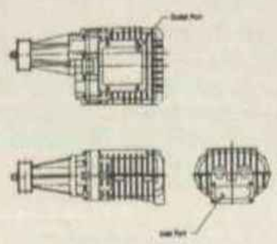
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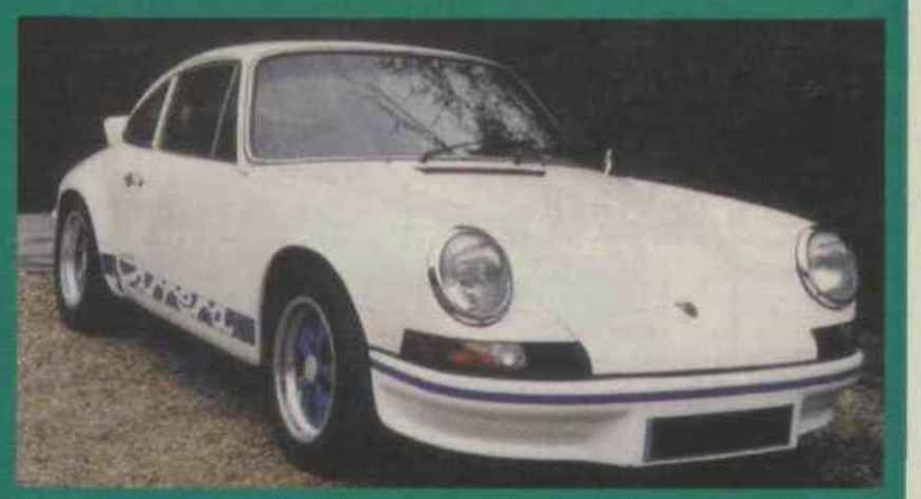
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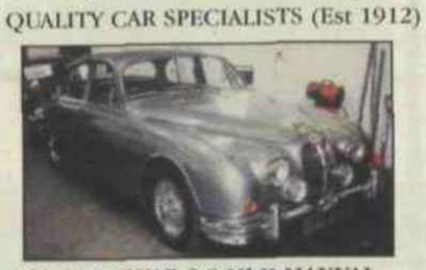
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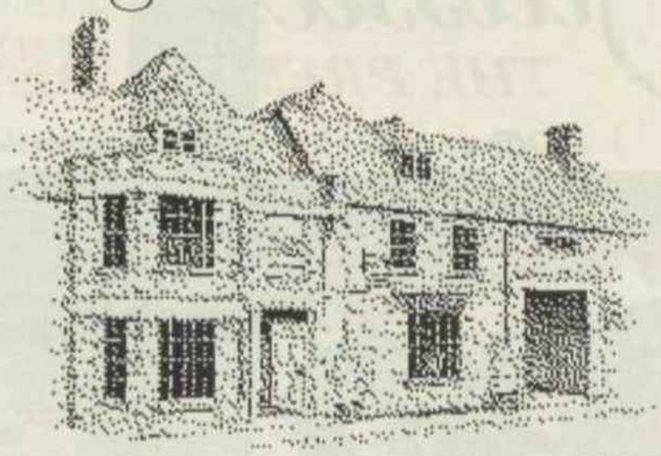
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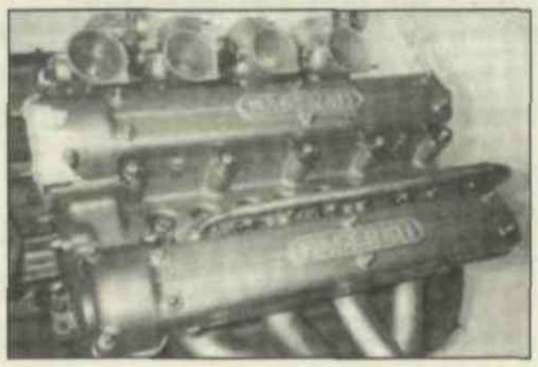
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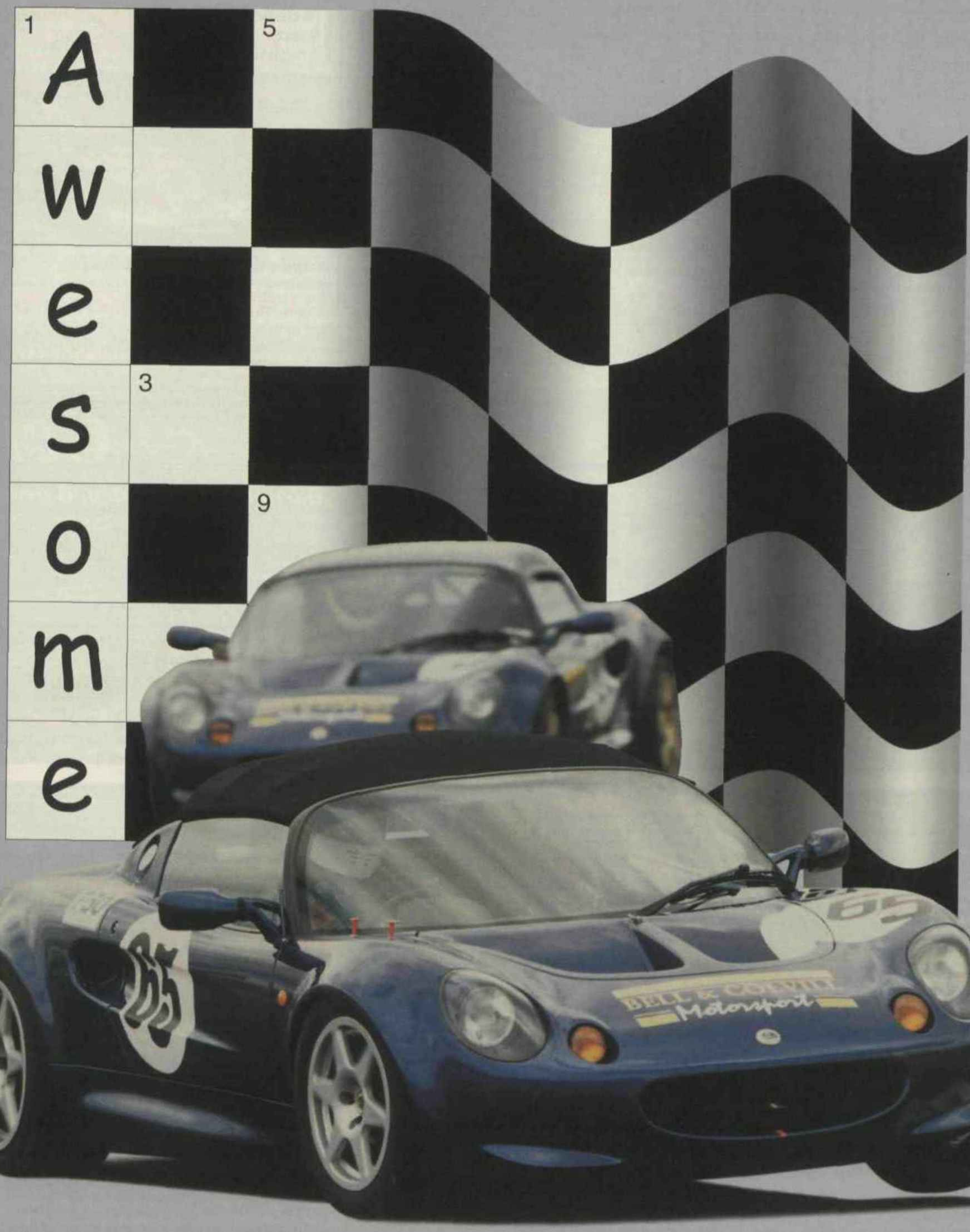
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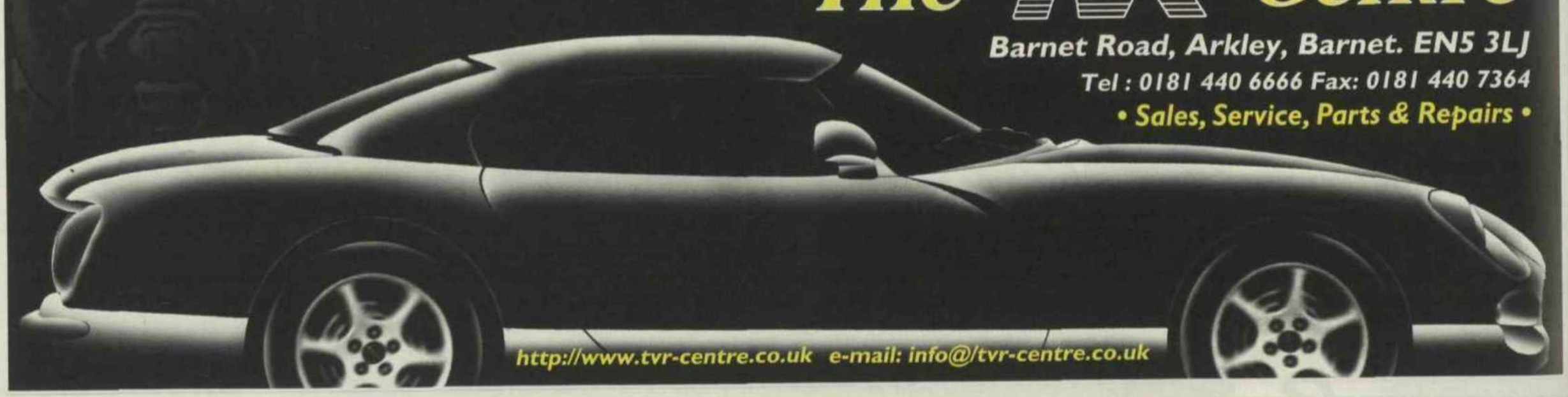
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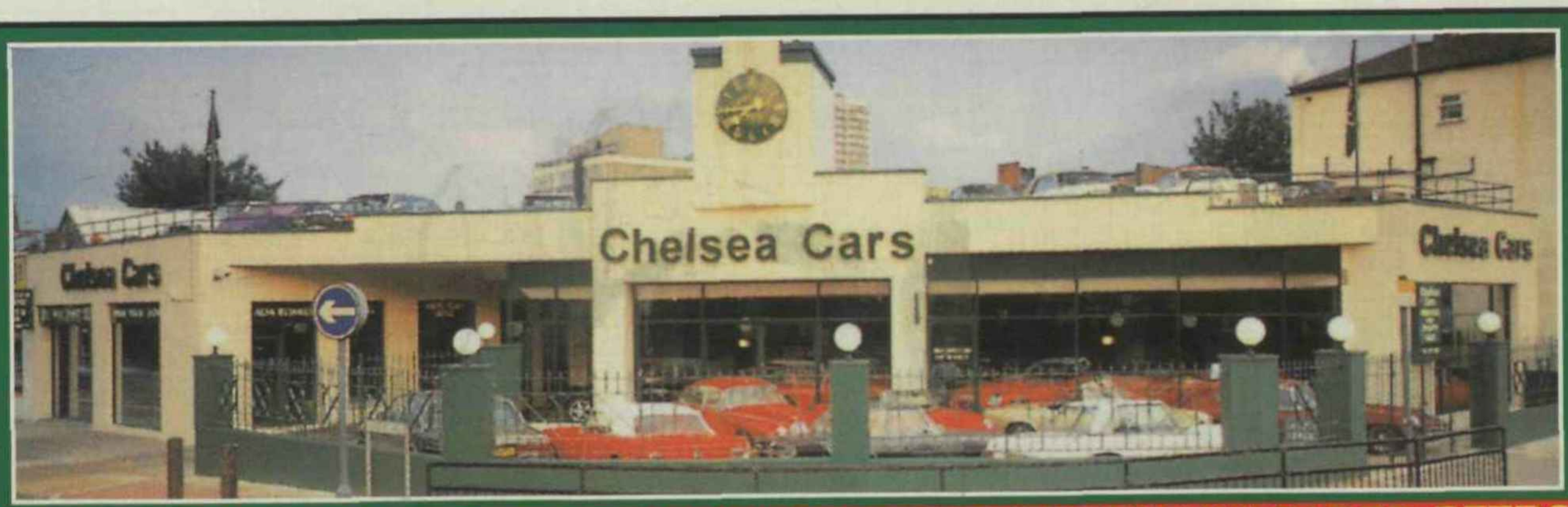
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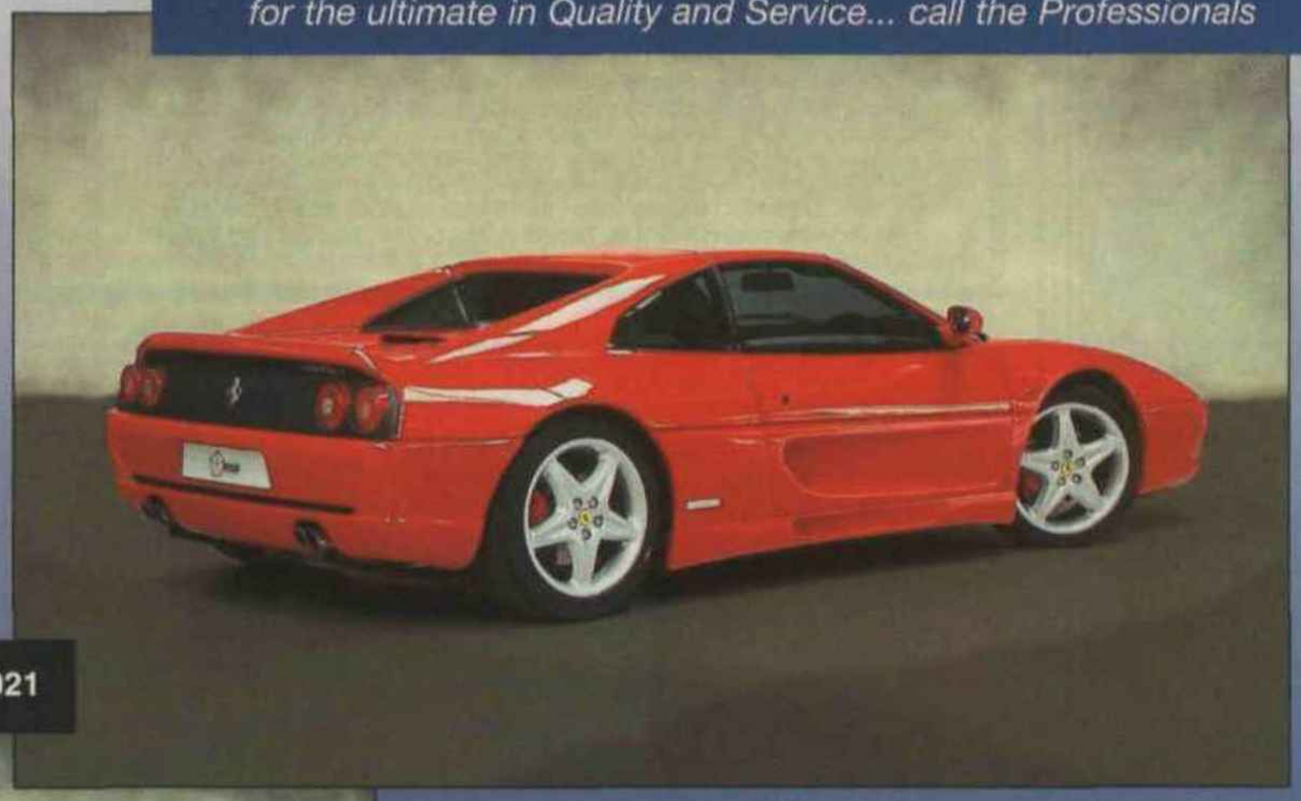
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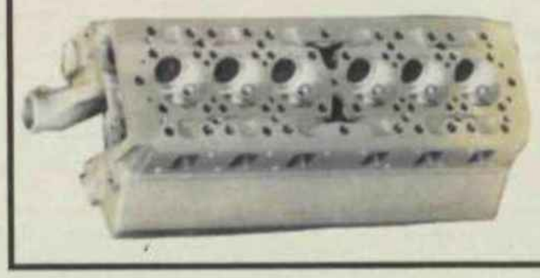
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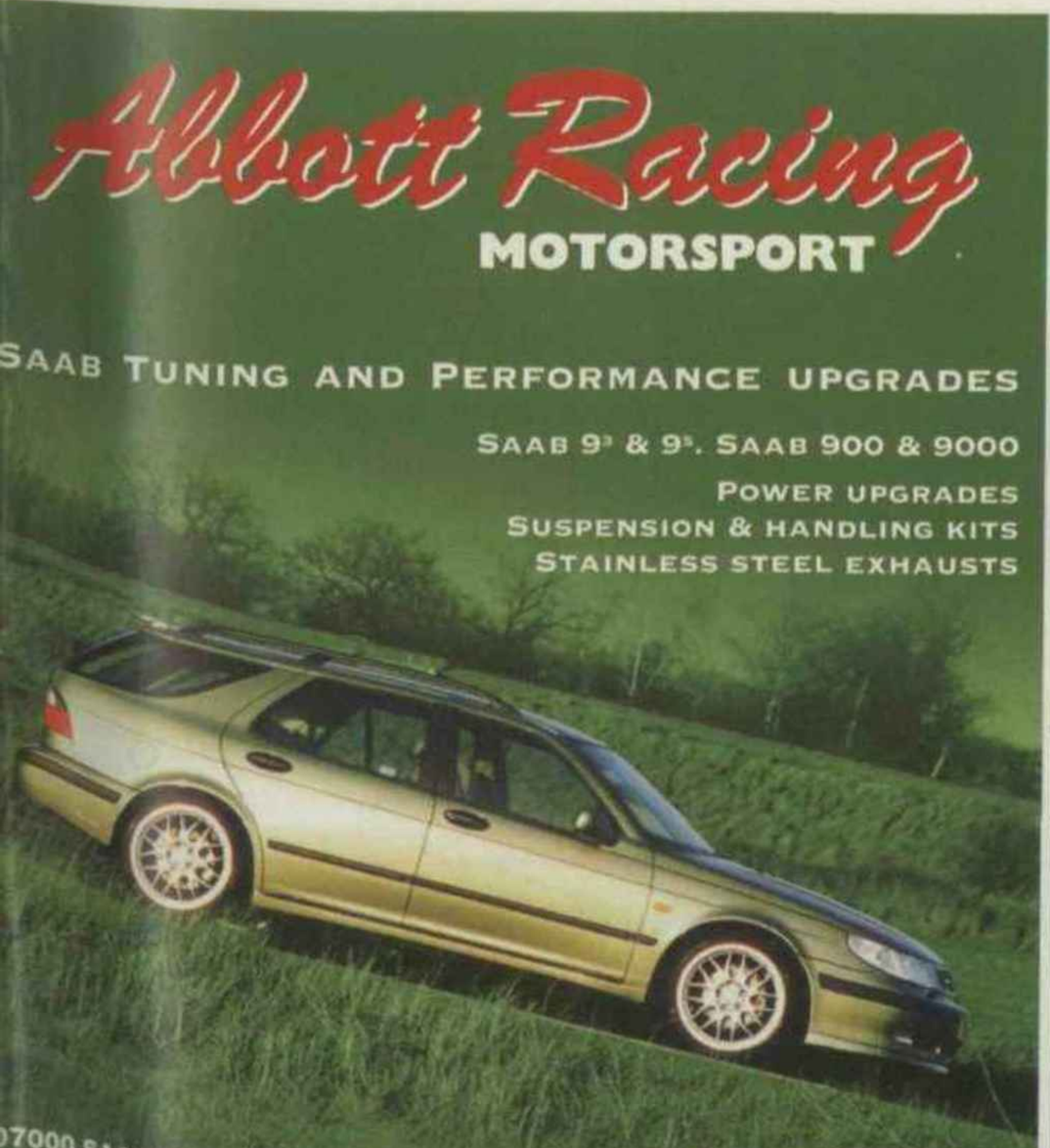
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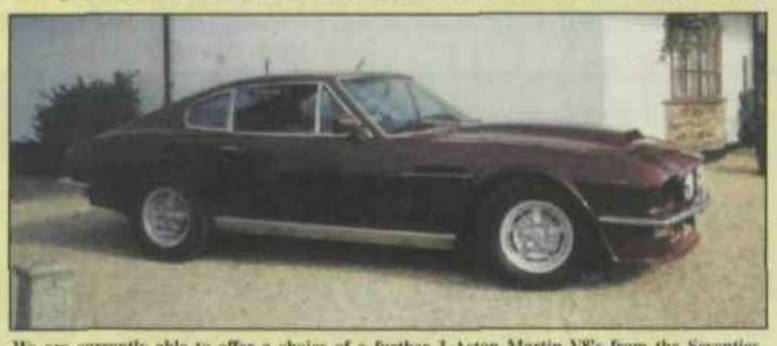
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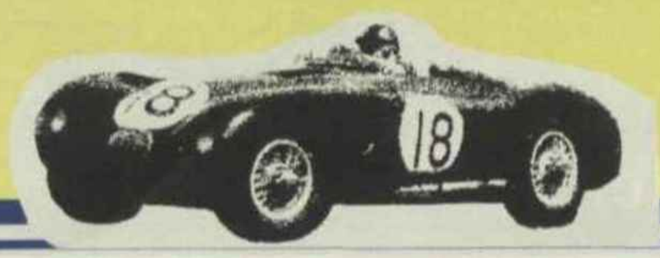
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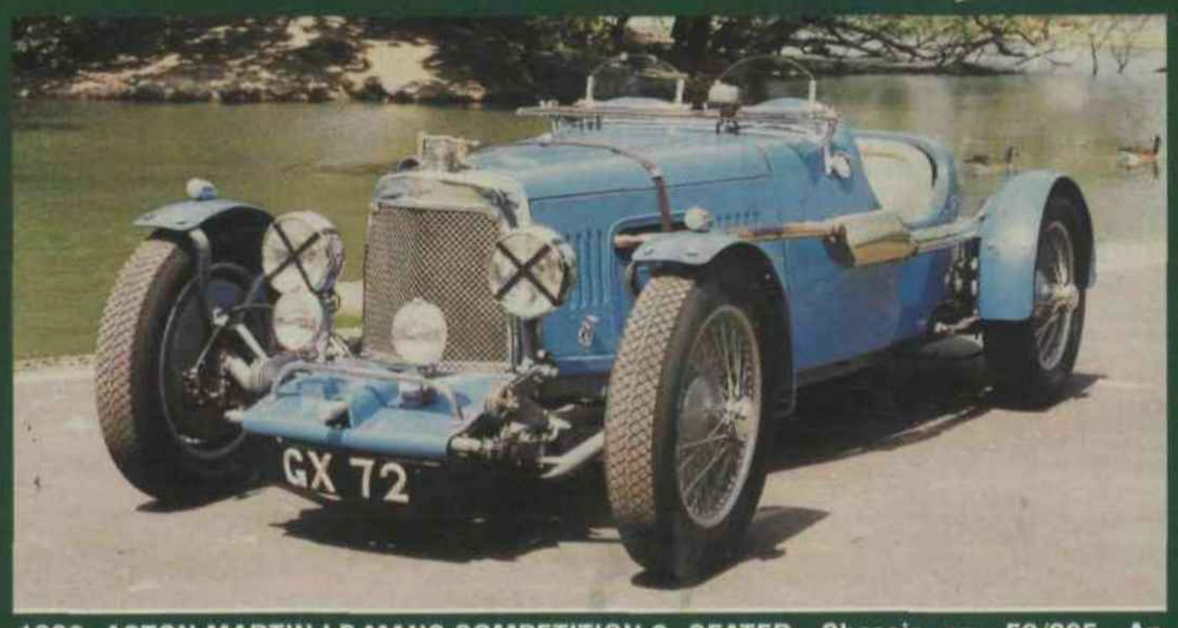
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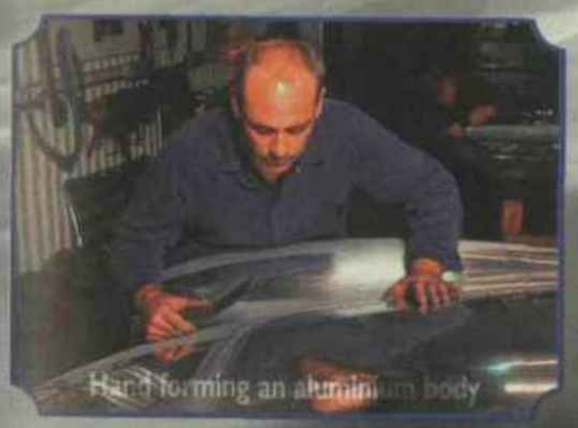

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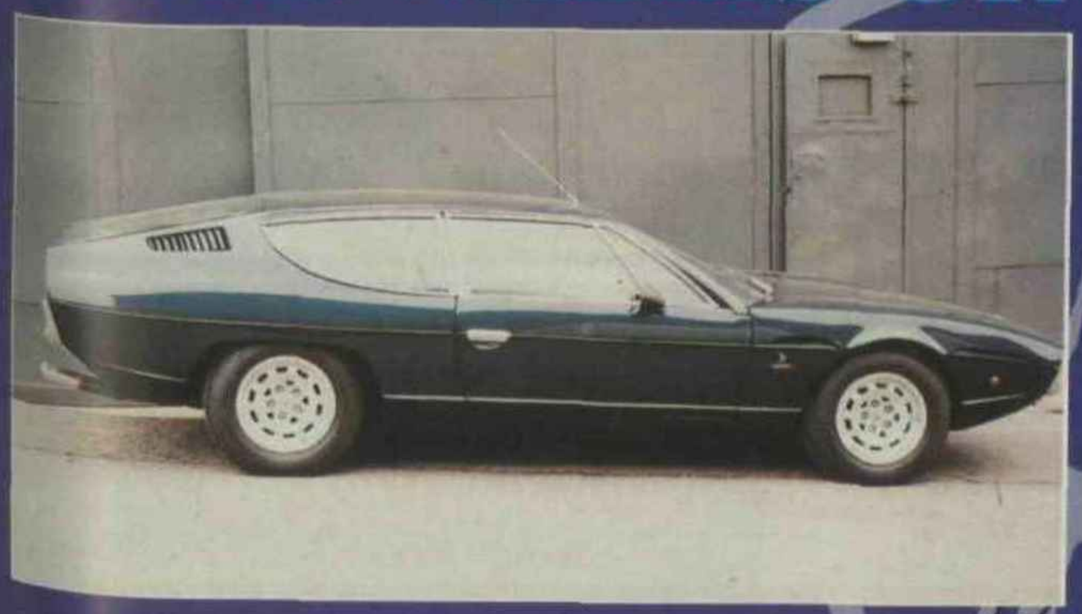
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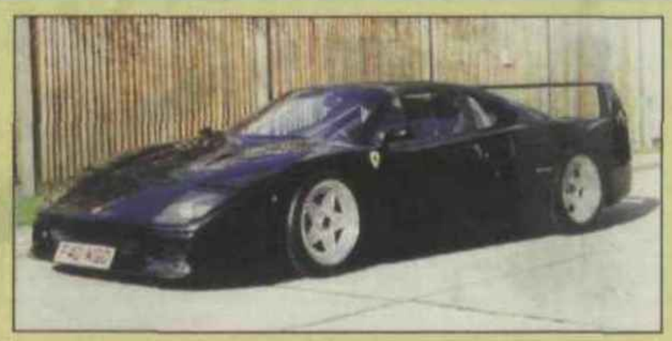
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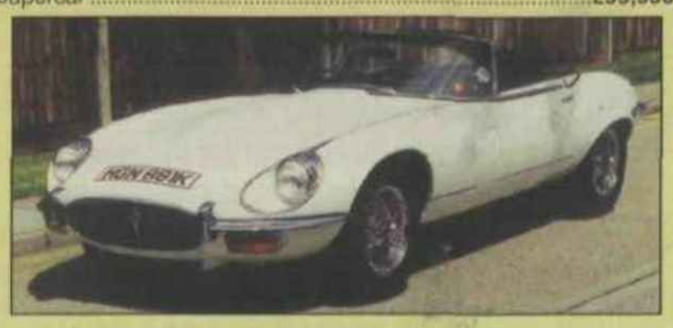
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Contrary to appearance, this is not a Museum. However, between the months of May and October you could certainly believe it had become one. The Historic racing car market almost comes to a standstill during the summer months. The reason is simple - since the recession wiped out the collectors and investors we are only left with the racers. What are they doing in the summer? - they're racing, not buying. The other problem with the racers is that they never have any money because they have spent it all going racing!

My rule of thumb is that if a car hasn't sold by May then it won't sell until October. All this means that right now is the best time to buy a Historic racing car, as I get pretty desperate to move something during the summer season.

Currently in stock I have cars between £5,000 and £50,000; from Formula Ford to Formula One, and among them are some great cars and some real bargains.

In order to make ends meet this year, I have taken a day job instructing would-be racing drivers at the Silverstone Driving Centre. This means that it is sometimes difficult to get hold of me. The best time is between 7-9pm on my mobile; although you can always leave a message on the answerphone or send a fax.

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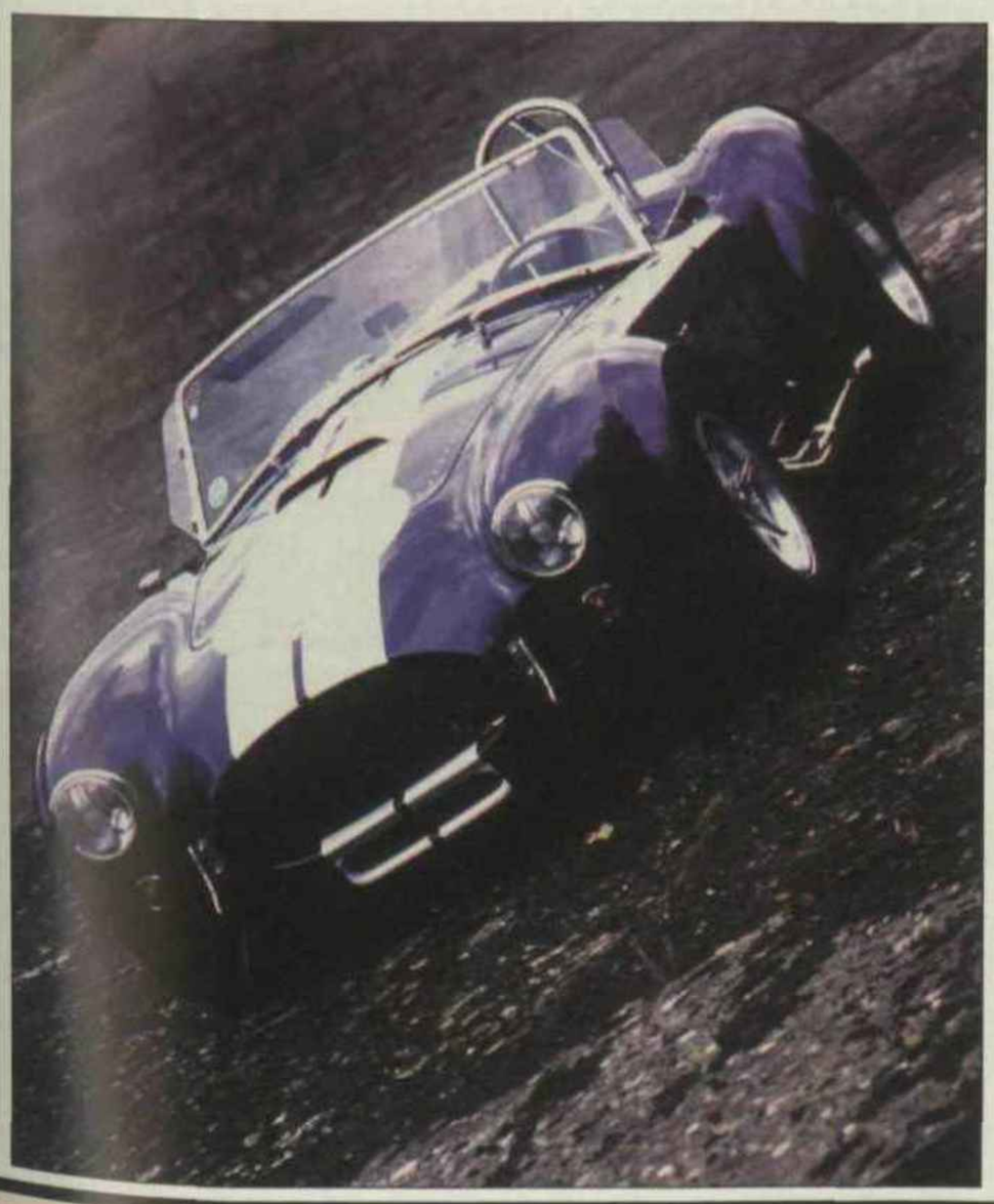
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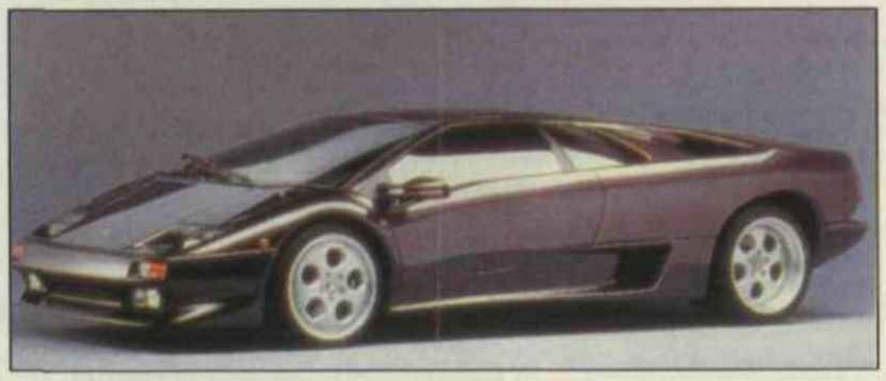
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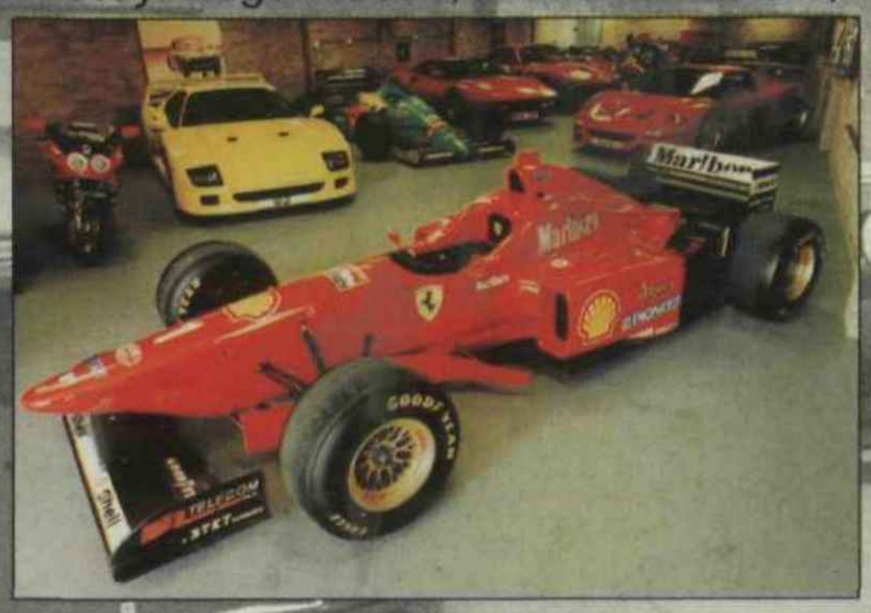
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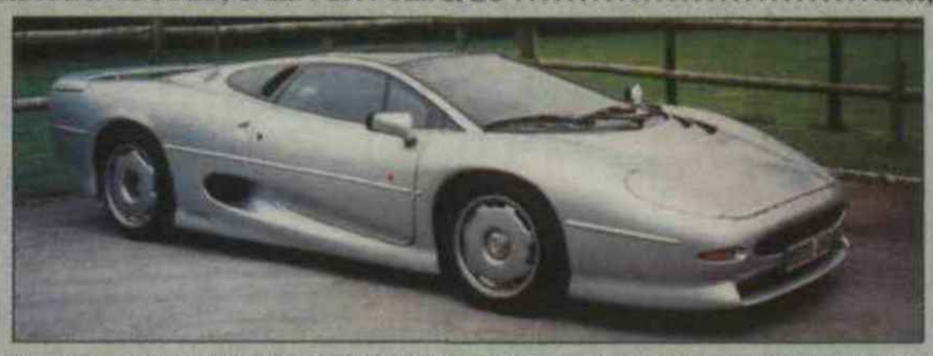
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99 Mercedes CLK 320 Cab	Azurite Blue/Quartz Hide, AMG Wheels	**£LIST**
99 Mercedes CLK 320 Coupe	Silver/Black Hide, CD, S/Roof, Big Spec	**£LIST**
99 Mercedes SLK 230	Silver/Red & Black Hide, CD, Air/Con, Alloys	**£35,950**
99 Mercedes ML430 V8	Azurite/Grey, Delivery Miles	**£47,950**
97 Mercedes S500	Green Black/Grey, P'ktronic, Alloys, S/Roof, Full Spec	**£35,950**
97 Mercedes E36 AMG	Azurite Blue/Grey Hide, S/Roof, CD, Total Spec	**£37,950**
97 Mercedes SLK	Linarite Blue, Black Hide, AC, 3,000 miles	**£32,450**
97 Mercedes SLK	Linarite Blue, Black/Quartz Hide, A/C, CD, 15,000 miles	**£29,950**
97 Mercedes S500L	Ruby, Mushroom Hide, 5,000 Miles, Cost £75,000 New	**£39,950**
90 Mercedes 500SL	Ruby/Mushroom Hide, 18" Split Rim Alloys, 60,000 miles	**£34,950**
99 BMW 840 Ci Sport	Agean Blue, Cream/Piped Blue, Schnitzer Wheels	**£49,950**
99 BMW 523i Auto	Oxford Green/Sand Beige Montana Leather, Alloys	**£LIST**
89 Ferrari F40	Red/Tan Hide, 16,000 kms, Stunning	**£POA**
98 Ferrari 456 GTA	Silver, Black Hide, 1,200 miles	**£144,950**
97 Ferrari 456 GTA	Blue Swaters/Tan, 6,000 miles, CD, Exceptional	**£109,950**
94 Ferrari 348 GT Competitione	Red, 1 of Only 10 Built 6,700 miles,	**£67,950**
85 Ferrari 288 GTO	Red, Red/Black Interior, AC, 16,000 Kms, Outstanding	**£179,950**
95 Ferrari 348 Spider	Metallic Black, Tan Hide, 6,000 miles, FSH	**£64,950**
73 Ferrari Daytona	Blue Chiaro, Tan Hide, 19,000 miles, Original Car	**£89,950**
97 Lamborghini Diablo VT	Metallic Dark Green, Beige Hide, 1 Owner, 5,300 Kms	**£99,950**
99 Porsche 996 Coupe	Zenith Blue/Grey Hide, 18" Wheels, S/Roof, Good Spec	**£67,950**
99 Porsche 996 Convertible	Silver/Black Hide, Alloys, CD, Hard top, 1,500 miles	**£69,950**
98 Porsche 996	Guards Red, Black Hide, Sport Pack, Roof, 5,500 miles	**£59,950**
95 Porsche Carrera 4 Coupe	Arene Red/Grey Hide, S/Roof, 34,000 miles	**£42,950**
98 Porsche Boxster	Guards Red/Black, Alloys, Rad/Cass, 3,000 miles	**£35,950**
98 MORGAN +8	Black/Magnolia Hide, Full Mohair Hood, 1,500 miles, Big Saving	**£35,950**
99 VW Golf 2.0 A/Garde Cabriolet,	Silver/Black Leather, Air Con, BBS Alloys	**£22,950**
92 Mercedes 300SE 24V	Met Green/Beige Hide, S/Roof, Air Con	**£19,950**
92 Mercedes 300CE	Blue/Black, Mushroom, AC, Roof, As New, 29,000 Miles	**£19,950**
98 Jaguar XKR	Phoenix Red, Outmeal Hide, 4,000 miles, Big Spec	**£57,950**
98 Jaguar XJR	Sapphire Blue, Classic Ivory Hide, Roof, 6,000 miles	**£49,950**
90 AM Zagato Volante	Chichester Blue, Grey Hide, Only 900 miles, Unique	**£89,950**
96 Audi A8 4.2 quattro Sport	Tiptronic, Ming Blue, 17,000 miles, 1 Owner	**£31,950**
86 Audi quattro Sport SWB	White, Chassis no. 905206, 22,000 kms	**£39,950**
94 Bentley Turbo 'R',	Red Pearl/Parchment, CD, Chrome Grill, 27,000 Miles	**£49,950**
91 Rolls Corniche Convertible,	Bordeux/Magnolia, Stunning	**£79,950**

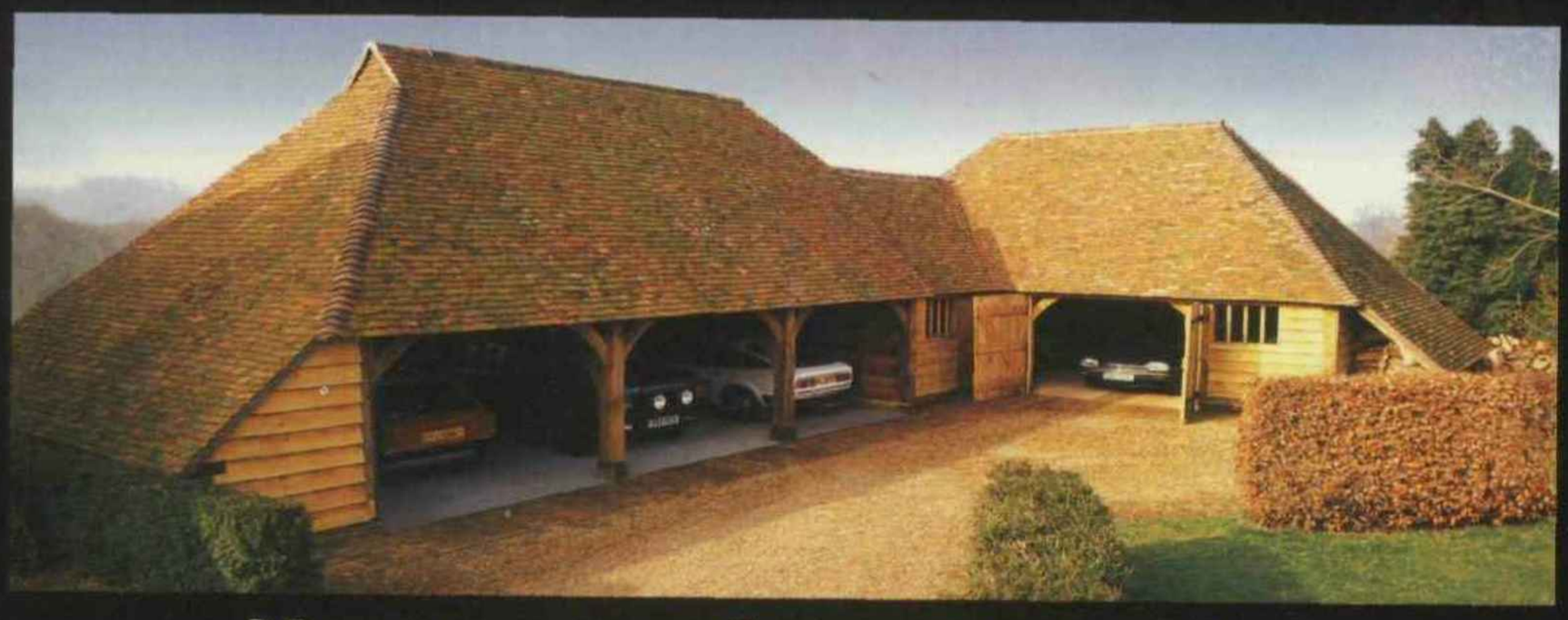
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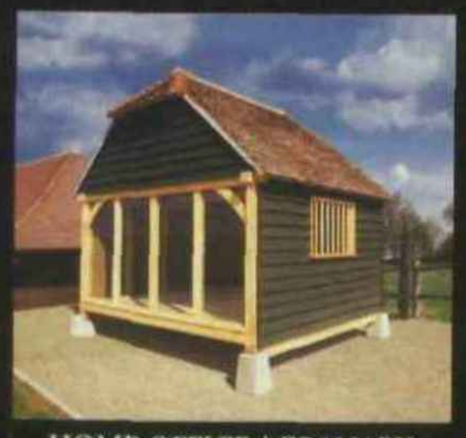
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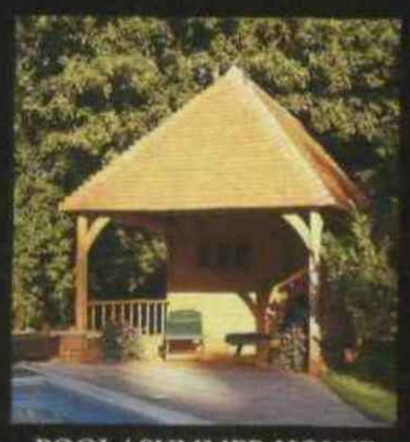
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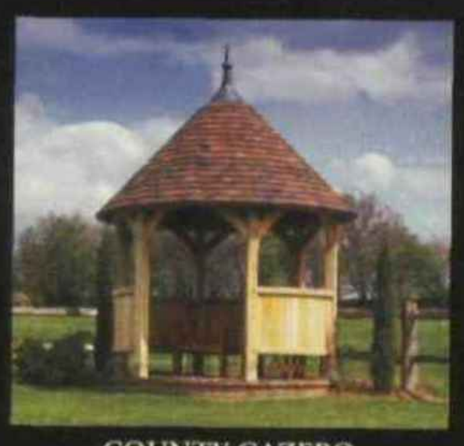
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