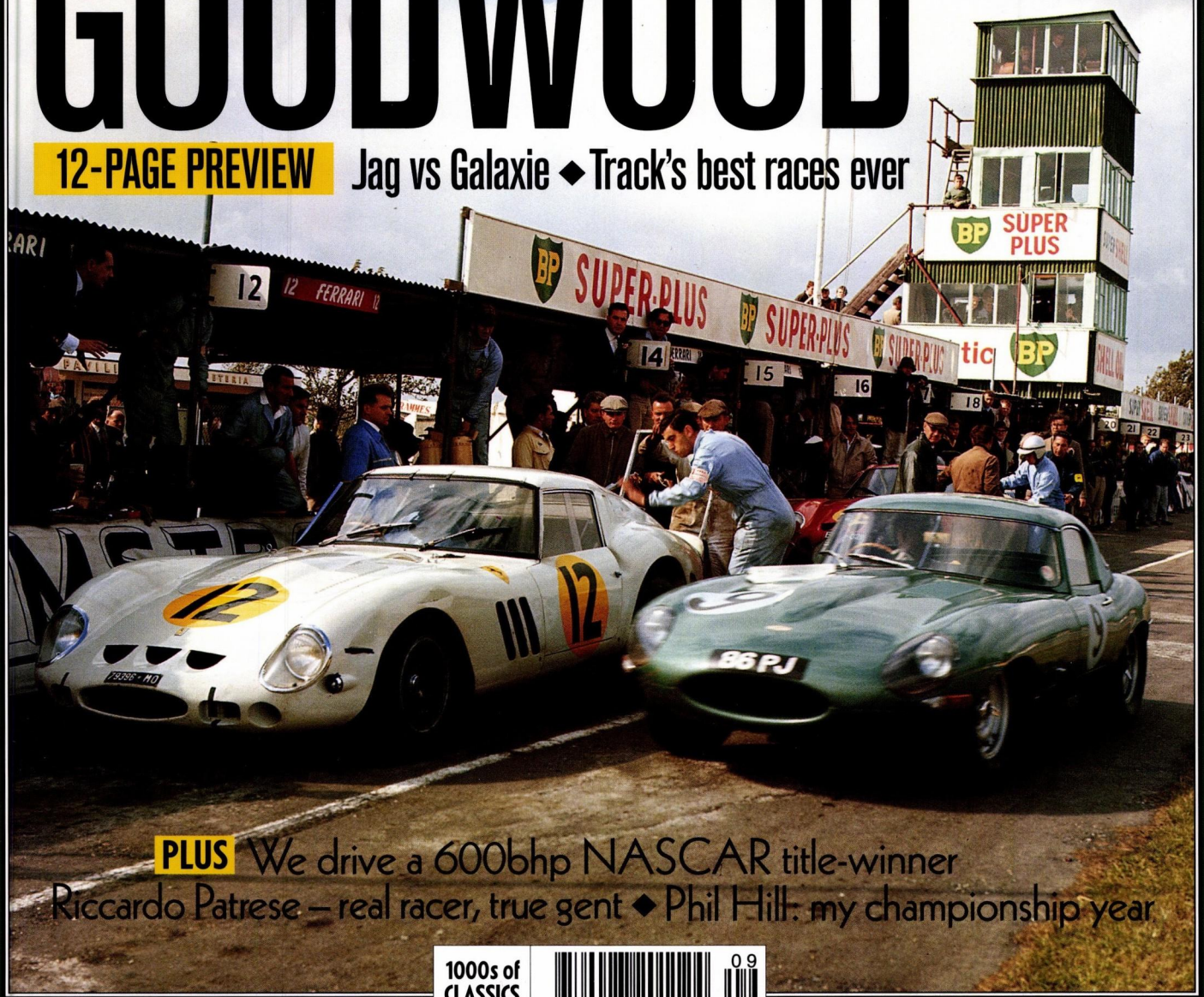
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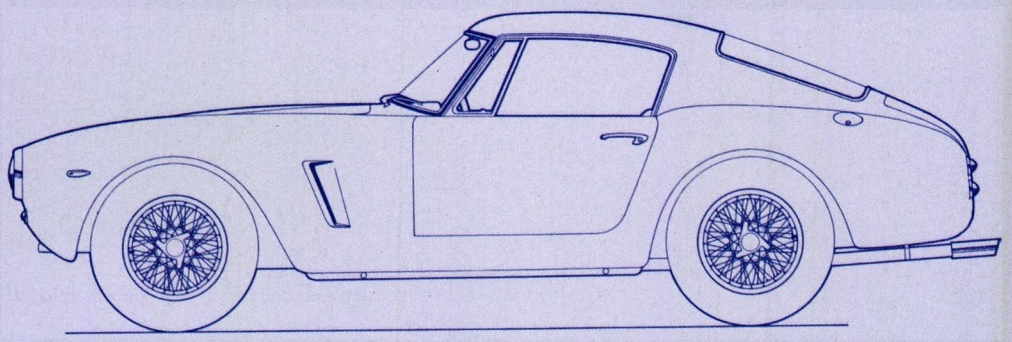

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editorial



EVERYBODY'S EARS PRICKED UP. What a fantastic noise! I, and several others, hastened over the bridge, across the lawn – and gaped. Mercedes had fired up its W154. Waaaap! Rip. Waaap! Rip. A heat haze. A whiff of boot polish. A jet of flame that set said greensward alight. More revs. More revs. Big blip. Off.

Stunned silence. Broken by a very British ripple of applause that said much more than any number of Mexican Waves and American High Fives ever could.

The Goodwood Festival of Speed was, as ever, an amazing show: 120,000 people weren't wrong. Yet here I sit already on the verge of the superb Revival Meeting.

And between now and then there are the VSCC meetings at Prescott (always a delight) and Silverstone, MAC's centenary event at Shelsley and Silverstone's very own revamped three-day Historic Festival. Of course, you could always give VSCC Silverstone a miss and take in Nürburgring's Oldtimer Grand Prix. After the Revival, there is the Manx Classic and a big historic meet at Imola (a track and area well worth a visit).

There seems no end to it. And, having barged – I'm afraid there is no genteel way to describe it – through Goodwood's Formula One paddock (not so sure about the increased looming presence of F1 trucks), it's clear demand for such events is increasing. Without question, historic racing is the boom sector of the sport.

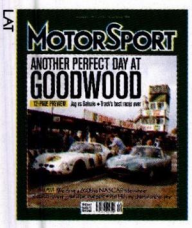
Why? We're back to that show thing again. Access. Sights. Sounds. Slides. Variety. The British Touring Car Championship had all this once – and may yet again. The British GT series is attempting to replace it, but lacks the mass appeal of doorhandling 'I've-got-one-of-those' family saloons. F3, though still crucial to the continued success of the sport, has never had it.

NASCAR has, though. In heaps. Just to see Darrell Waltrip stride through the Goodwood paddock, Evel Knievel stripes on his tailored overalls, silver flashes on his boots glinting in the sun, is to know that you are in the presence of a presence. Quotable, approachable, marketable. And quick.

Just like Juan Pablo Montoya, who was mobbed by expat Colombians at Goodwood, and squirted the latest Williams-BMW up the hill without having checked the course out – not even on foot.

So all is well?

Well, today's racing car will always be tomorrow's historic contender. And history is created every day. But can it keep growing at the same rate? Everybody appears to want a slice of the action, a piece of the pie. Yes, it is great to see Jackie Oliver in a GT40, or René Arnoux in an F1 Renault, but as the smaller clubs and Octagon argue the toss about circuit hire costs for 2002, it's vital there remains an outlet for Austin 7 specials and the like.



Mike Parkes' GTO and Roy Salvadori's E-type, 1963 Tourist Trophy at Goodwood

Vol LXXVII No 9 SEPTEMBER 2001

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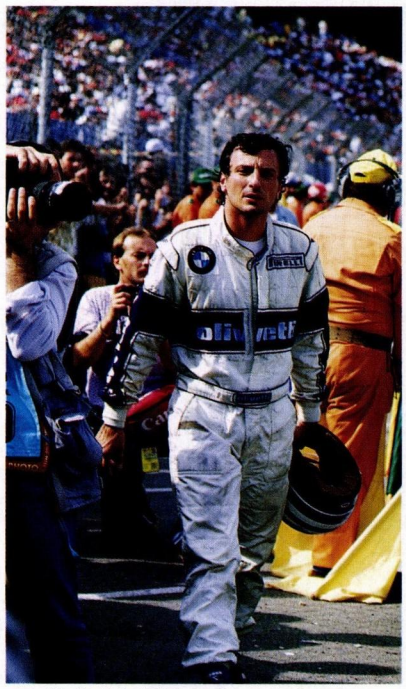
MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



Monte Carlo we bust *Steering failure? In a 1985 NASCAR? Yes, sirree.* *Page 26*



1961 and all that *Phil Hill reflects on a season brimful of triumph and tragedy.* *Page 42*



Twilight highlights *Riccardo Patrese ran a record 256GPs and improved with age.* *Page 66*

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Goodwood saloons *Oversized and over here. Will Galaxie spoil Jag's party – again?* *Page 52*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



David vs Goliath battles in the St Mary's Trophy are one aspect of Revival

all photos: LAT

HERBERT HEADS THE STARS AT GOODWOOD REVIVAL

JOHNNY HERBERT HEADS A STUNNING line-up of famous drivers who will contest the St Mary's Trophy saloon car race during the Goodwood Revival Meeting in September. Each star name will be partnered with an amateur racer, often the owners of the cars, which are all from the 1957-66 era.

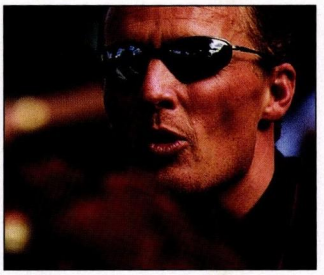
Three-time grand prix winner Herbert will lead the stars in the extended two-driver 20-lap race, racing a Mini Cooper S. Johnny, who retired from Formula One at the end of 2000, will also race a Ferrari 330 LM/B in the RAC TT Celebration Race, sharing with Peter Hardman.

Other Minis will be raced by period aces John Rhodes, Warwick Banks and Richard Longman.

In Jaguar MkVIIs will be Sir Stirling Moss, Sir Jack Brabham and US sports-car veteran Bob Tullius, while Derek Bell, Win Percy and Frank Sytner will all race MkII Jaguars. Scheduled to race Lotus Cortinas are Jackie Oliver, Gerry Marshall and Tony Dron.

Le Mans winner Oliver will also compete in a Lightweight Jaguar E-type in the TT, racing alongside Alfa Romeo TZ1s, Cobras, Corvettes and Lotus Elites. Other TT drivers will include Stefan Johansson, Henri Pescarolo and Richard Attwood.

On two wheels, Barry Sheene will race a Manx Norton against MV Agusta, Gilera and Moto Guzzi.



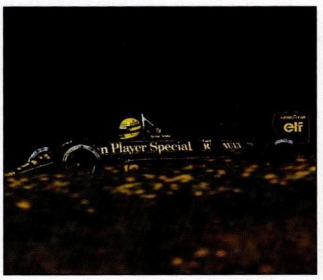
Herbert: racing the humble and exotic

EX-SENNA LOTUS TURBO GOES UNDER THE HAMMER

THE LOTUS 98T, CHASSIS NUMBER 4, raced by Ayrton Senna in the last seven grands prix of the 1986 season will go to auction on August 25 during the Silverstone Historic Festival. The 1.5-litre Renault V6 turbo car, capable of producing more than 1000bhp, was demonstrated by Nigel Mansell during last year's Silverstone event.

Said Bonham & Brooks MD Malcolm Barber: "This stunning car is not only to be offered in highly original condition, it is also the best documented modern-era Formula One car we have ever been privileged to offer." As well as numerous spares, the car will be sold with every possible piece of paper about its history from Lotus and Renault.

After the end of '86, the car was sold to an American collector before returning to Britain to be maintained by Classic Team Lotus. Its best result was second in the Hungarian GP.



Senna's 1986 Lotus could be yours

RETRO RAC

The retro 'Rally of the Tests' has virtually filled its 100-car entry for the event that will commemorate the 50th anniversary of the first fully competitive RAC Rally. Run by Philip Young's organisation, the celebration event runs from November 30 to December 2.

This year's event will start in Blackpool in keeping with the events of the 1950s and will finish in Brighton, where the last rally of this type finished in 1961.

THOROUGHBREDS CAUSE A STIR AT BRITISH GP

THE SILVERSTONE THOROUGHBRED GRAND PRIX CAR RACE during the British Grand Prix weekend in July drew interest from several senior members of the current grand prix paddock.

"This is great. I haven't seen some of these cars for so long," said McLaren's team co-ordinator Jo Ramirez as he stood in the TGP pitlane on Saturday afternoon.

"All these cars are driven hard. I remember the Williams FW07 as being a great car, though I have to say I'm sorry the McLarens aren't quicker," he remarked.

Ramirez wasn't alone in being drawn to the spectacle of the former grand prix cars racing at Silverstone. Other modern-day F1 personnel ventured out of the garages to see the racing cars of yesterday being run by their well-drilled amateur teams.



Old F1 cars pulled modern F1 crowd

Ferrari technical boss Ross Brawn was an interested onlooker. "I expected a procession from rich amateurs, but this is something else," he said.

Sauber designer Sergio Rinland watched the TGP race while current Williams ace Juan Pablo Montoya was there to see a Williams FW07C take pole position in the hands of American Duncan Dayton.

BAD LUCK FOR BILL BINNIE

AMERICAN BILL BINNIE SUFFERED DREADFUL misfortune during the Brands Hatch 75th anniversary meeting. First, his Maserati 6CM was put off line in qualifying when a car emerged from the pits and Binnie hit the barriers at Paddock Hill Bend, breaking its steering arms.

Then on Sunday his ex-Brian Redman/Clay Regazzoni Ferrari 312PB was dragged along barriers by a tow truck. Fortunately, damage was limited to the rear body and smaller ancillaries.

200MPH EXPECTED AT UK OVAL

JOHNNY HERBERT TURNED A LAP OF 198mph at Rockingham, Northants, on August 1, which suggests speeds of over 200mph can be expected once the ChampCar aces start practice for the September 20-22 event.

Spokesman for the Corby venue Steve Slater reported that tickets sales are at the18,000 mark so far – about one-third capacity. He said: "We want this to be seen as an addition and a benefit to UK motor racing, and in no way trying to compete with Formula One or Silverstone."



Herbert prepares for a UK lap record

obituary

Charlie Crichton-Stuart

EX-FORMULA THREE RACER AND Williams F1 leading light Charlie Crichton-Stuart died of a heart attack on July 2, at the age of 62.

Grandson of the fifth Marquess of Bute, Crichton-Stuart flew DH Vampires in the RAF before turning his hand to motorsport, initially with a Formula Junior Cooper in 1962.

He competed under the Anglo-Scottish Racing banner, and when 1-litre F3 was launched in 1964, he drove for the Stirling Moss-run SMART outfit.

As part of a travelling band of financially-strapped racers he became close friends with Frank Williams, Piers Courage and Charlie Lucas, and was proprietor of an infamous Harrow flat whose rolling roster of inmates included Jochen Rindt and Innes Ireland. Charlie's marriage to actress Shirley-Anne Field kept him in the gossip columns, while family commitments led him to retire from driving in 1967.



Charlie Crichton-Stuart: racer, sponsor-finder and adventurer

For several years he worked as a private pilot, most notably for Harrods boss Sir Hugh Fraser, before joining forces with old pal Williams in the late 1970s. Frank's new team was just gathering momentum, and Crichton-Stuart pioneered a role that might now be described as that of commercial director. He was instrumental in securing several crucial sponsorship deals, and helped introduce TAG to F1.

In 1984, he left Williams to work for TAG, and then joined the Beatrice/Haas F1 project. After that folded he organised an F3000 team for protègé Russell Spence, before dropping out of motor racing again.

For the past five years he had been in pursuit of sunken shipwrecks in the Philippines, with support from Spence and other old friends. The recent discovery of a cargo of 15th century Chinese porcelain indicated he was on the right track, but the workload may have contributed to his heart attack.

A second attack claimed him the day before he was due to fly back to Britain for treatment. Crichton-Stuart, who was separated from his second wife Jenny, leaves three children. **Adam Cooper**

news in brief

THE GROUP C REVIVAL RACES at the Silverstone Historic Festival will feature a rare Zakspeed Ford Mustang Probe. The 1985 car was built for the IMSA series with a 2.1-litre turbo engine before this was replaced by a 6-litre Ford. Gary Pearson will race the car for its owner Bryan Wingfield.

* * *

PORSCHE CARS NORTH America and Brian Redman's Intercontinental Events Inc. hosted the Porsche Rennsport Reunion at Connecticut's Lime Rock Park over the last weekend of July. The three-day Reunion featured a significant number of historic racing Porsches, former Porsche factory drivers and 10 of the most significant Porsche race cars from the Porsche Museum in Stuttgart.

* * *

SIR JACKIE STEWART WILL LEAD the circuit-opening ceremony on the last day of the Silverstone Historic Festival, Monday August 27. The ceremony will take place between 1.00 and 1.15pm and will include an air display from the Great War Display Team. Later in the day, the 2001 Bentley EXP Speed 8 which finished third at Le Mans this year, will complete some demonstration laps.

* * *

A MAJOR NEW ENDURANCE rally for classic cars will start from London in September 2003. The Great Silk Road Historic Reliability Trial will be the first event to travel from London to Sydney by the 'most overland route possible'. Around 100 vehicles are expected to take part, half of them vintage and classic cars of 25 to 80 years of age. This three-month, 20,000-mile event will be run by the HERO organisation of 1961 RAC Rally winner John Brown and will cross the Roof of the World via the old Silk Road into China.

BRANDS HATCH 75TH ANNIVERSARY MEETING

FERRARIS AND MASERATIS STAR AT BRANDS BIRTHDAY BASH

THE CELEBRATIONS OF 75 YEARS OF Brands Hatch history and 50 years since Ferrari's first grand prix win were dovetailed superbly at the Kent circuit in July. A crowd of around 25,000 was treated to an entertaining blend of racing, both ancient and modern. Guests included Ferrari F1 technical director Ross Brawn, Sir Stirling Moss and three times world champion Sir Jack Brabham.

Of particular note were the gorgeous cars from the Shell Historic Ferrari/ Maserati Challenge, with no less than six races for the three groups of cars on the only visit of the series to Britain this season.

Irvine Laidlaw and Burkhard von Schenk shared the spoils in the races for single-seaters and older sportscars. Laidlaw took his Maserati 6CM to a commanding win over the similar car of Stefan Schollwoeck before jumping into his 250S to win the second sportscar race. Von Schenk, who had suffered gearbox maladies in his Maserati 250F in the opening single-seater race, was back in form to head Laidlaw in the second.

Von Schenk won the opening sportscar race in his 300S and nearly made it three wins from four in the second sportscar encounter, only to spin at Druids on the final lap when under pressure from Laidlaw, who went through to win.

Driving Carlos Monteverde's mighty Ferrari 712 CanAm car, David Franklin restored Ferrari honour with a brace of easy wins in the races for more recent cars. The ex-hillclimb ace romped to victory, although Bill Binnie gave chase in the opening race in his 312PB. With that car sidelined when it cut out in the second race, Franklin headed the 365GTB/4 of John Bosch by more than a minute.

Paul Ingram took his first-ever FIA Thoroughbred Grand Prix Championship victory, qualifying his ex-Michele Alboreto Tyrrell 011 on pole and leading all the way despite clutch scares after the race needed three attempts to get under way.

Martin Stretton non-started the Tyrrell six-wheeler after gearbox problems in qualifying, and so it was Freddy Kumschick who led the chase of Ingram in his Williams FW07C. Steve Hitchins caused one of the re-starts by stalling the Lotus 88B, but recovered to take third in the race.

Simon Hadfield (Lola T330) was a class above his rivals as Formula 5000 returned to its spiritual home for a double-header in the FORCE-organised series. Peter Gethin was on hand to present a trophy in his name for the second race to the charging Hadfield, as Nick Crossley gave chase in his March 73A. **PL**



Jim Houlgrave

Jim Houlgrave, Gary Hawkins

Top: Blood red and thunder. The brutish Ferrari 712 driven by David Franklin. Above, left to right: Simon Hadfield's Lola T330; Freddy Kumschick with Paul Ingram and Steve Hitchins; what everyone else saw of Ingram's Tyrrell 011

FORCE CLASSIC GRAND PRIX CARS, NÜRBURGRING

BLADON RACES, STOOP CONQUERS

EARLY IN JULY, JOHN BLADON (SURTEES TS9B) AND ADRIAN STOOP (PALLISER) shared the victories as the FORCE Classic Grand Prix Car series raced on the GP circuit at the Nürburgring.

Having won on Saturday, any hopes that Bladon had of completing the double were dashed by transmission failure at the start of Sunday's race. On a drying track, it was Stoop's rare Formula 5000 car that came through to win, although Graham Wilcox (McLaren M14A) was almost level as they raced over the finish line. **PL**

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THOROUGHBRED GRAND PRIX, SILVERSTONE

THAT'S THE WAY TO DO IT, FORMULA ONE



Lotus 88 finally got its chance to race at Silverstone. It finished third in Steve Hitchens' hands

Gary Hawkins

A FULL GRID OF THOROUGHBRED GP Cars thrilled the crowds at Silverstone after this year's British Grand Prix and served as a reminder of how F1 racing used to be.

In a race that no-one seemed to want to win, Bob Berridge (Arrows A3), Duncan Dayton (Williams FW07C) and Martin Stretton (Tyrrell P34) took turns at the front of this high-speed history lesson.

Dayton and Berridge battled until a brush at Club left the Arrows with a dislodged nose. As the car became more difficult to control, Berridge dropped back into the clutches of Stretton, but that soon became the battle for the lead when Dayton became entangled with Tony Smith as he lapped the Williams FW06 and was pitched into the Stowe gravel bed.

That put Berridge back ahead, but Stretton was right with the ill-handling Arrows and moved ahead on lap 13 at Copse. A lap later it was Stretton's turn for trouble. "I'm embarrassed to say we ran out of fuel," he explained.

This time Berridge wouldn't be denied and he won from a last-lap battle between Steve Hitchins (Lotus 88B) and Freddy Kumschick (Williams FW07). They started the final tour side-by-side and Hitchins just took the place as the rare Lotus finally got to race at Silverstone, 20 years after it was prevented from doing so by the FIA. **PL**



Steve Welsh

VSCC, MALLORY PARK

THE WHITE FANTASTIC

COOPER-BRISTOL RACER KENNETH WHITE maintained his excellent recent form by winning the Bob Gerard Memorial Trophy during the VSCC's annual visit to Mallory Park. White outpaced John Ure in ERA R9B as Neil Davies and Spencer Flack made it three Cooper-Bristols in the top four.

Other significant wins went to Tim Llewellyn (Bentley 3/8) in the Patrick Marsh Trophy race and to Michael Hibberd (Lotus 22 – above) in the John Taylor Memorial Race for FJunior.

• In early August, a capacity field of more than 230 cars contested the VSCC Prescott hillclimb. Westie Mitchell (AC/GN) set the fastest time of the day (43sec dead) in front of a packed crowd at the Gloucestershire venue. Mitchell set his time in the morning and just pipped the Cooper MkVI of John Dent and Cooper-Bristol of Spencer Flack. **PL**

SPA HISTORICS

COBRA'S STING IN THE TALE

THE ANNUAL SIX-HOUR CLASSIC RACE at Spa provided rich pickings for British crews, even though the two leading Ford GT40s were excluded after post-race scrutineering.

Jaguar enthusiast Allen Lloyd teamed up with preparation ace Gerry Wainwright to take the chequered flag from the similar car of Chris Chiles and Philip Walker, but both cars were later removed from the results.

That handed victory to the spiritedly driven AC Cobra of John Bendall, who enlisted the driving talents of Peter Hardman and James Shead to ensure a cracking pace.

Willie Green's rare Ligier JS3 proved too strong for the European Historic Group 4 Trophy field, although Bruce van der Merwe's Chevron B19 kept the French car in sight.

Elsewhere on the programme, Peter Stobinski and Freddy Kumschick shared Historic F2 spoils, and HGPCA wins went to John Beasley (Brabham BT4) and Robin Lodge (Ferrari Dino). Chris Sanders shared his Lotus Cortina with tin-top ace Jonathan Buncombe to win the Top Hat Touring Car race. **PL**

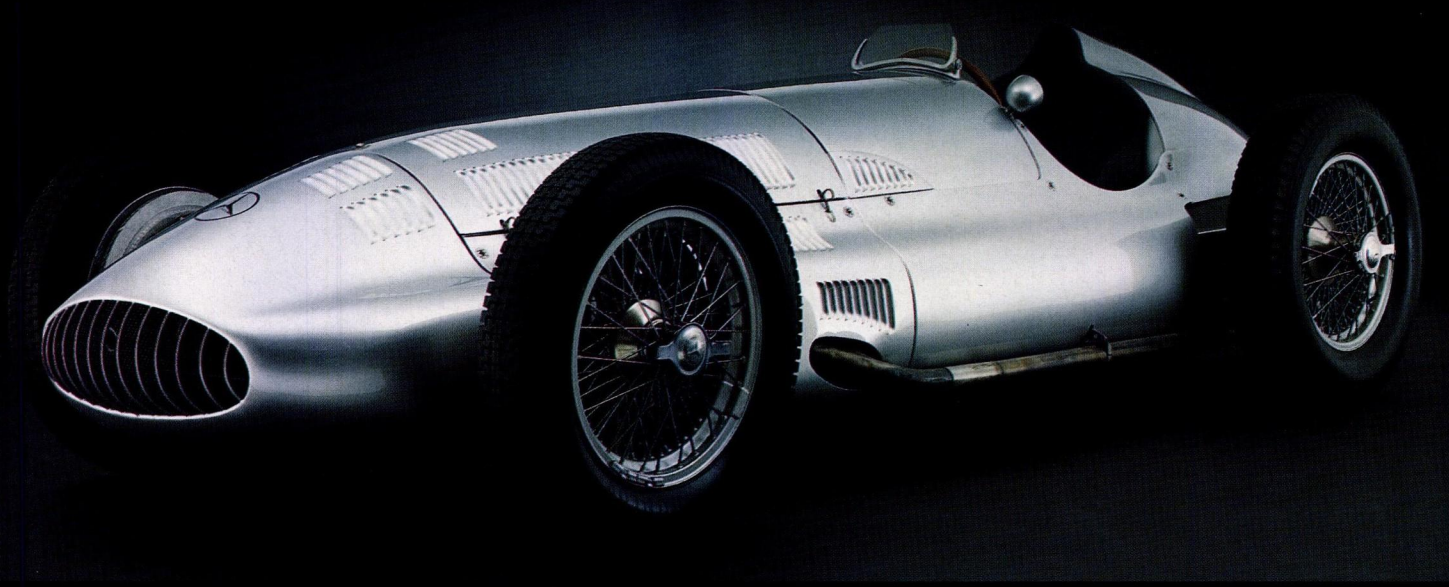


Jim Hodgrave

Robin Lodge's Dino 246 exits the Bus Stop on his way to HGPCA success

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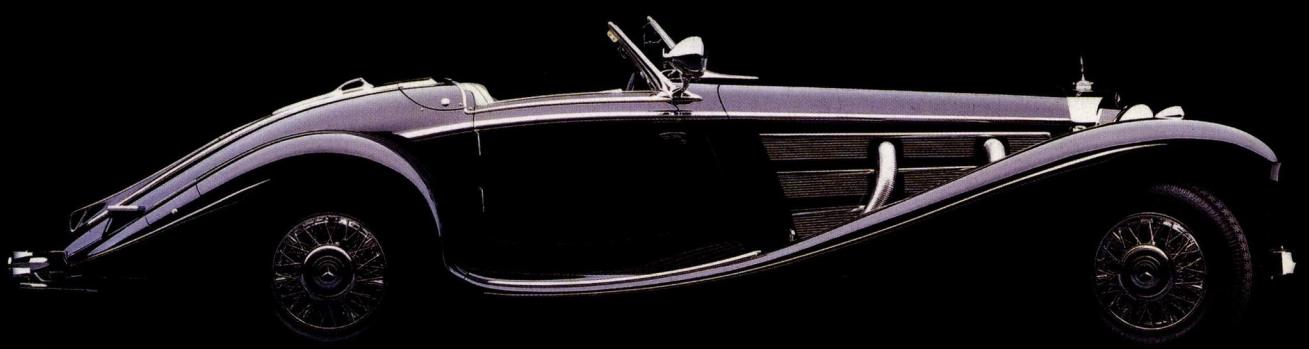
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Michael Furman Photography



Meeting's highlight – and headlights – will be provided by GpC

Both: LAT

SILVERSTONE'S BEST-EVER HISTORIC FESTIVAL

A NEW DATE, A NEW THEME AND A NEW PROGRAMME give the annual Silverstone Historic Festival a very different feel this year. The Festival runs over the August Bank Holiday weekend of August 25-27. A 17-race programme is split across the three days and, for the first time, classic motorcycles feature, contesting the Mike Hailwood Trophy each day.

Headlining will be the two-hour British Empire Trophy Race for GpC endurance cars, which will start at 6.30pm and run into the dusk of Saturday evening. The same cars will have a sprint race on Monday for the Bob Wollek Memorial Trophy.

A magnificent entry of more than 40 cars will feature in this most important race in the short but spectacular history of the Group C Revival movement. Topping the field will be the pace-setting Jaguar XJR-16 of Win Percy, but that will be just one of possibly eight Jaguars in the field – from XJR-5 through to XJR-17. With cars from Porsche, Spice, Nimrod, Nissan, Tiga and Ecosse all due to take part, these races will recapture a classic era of World Endurance Racing.



Rallysprint is on Sunday evening

Each day's racing includes an Italy vs Rest of the World race. On Saturday and Monday, this event will be for 1960s World Endurance Cars, while Sunday's encounter is for Pre-1959 drum-braked sportscars.

Adding to the sportscar flavour will be two races for the BRDC Historic Sports Car Championship, one contesting the Duncan Hamilton Trophy, one the Innes Ireland Trophy.

Saloons make a popular return to the Festival, with two events for a 40-strong field of Pre-65 Touring Cars. On Saturday and Sunday there will be 40-minute two-driver races.

Single-seater races include events for Pre-1961 Grand Prix Cars, Formula Junior, Pre-66 Grand Prix and Tasman Cars, and Pre-78 Grand Prix Cars.

All races will have first-class fields, with more than 450 cars expected to race during the weekend.

The weekend is completed by the Historic Rallysprint on Sunday evening. **PL**

MEETING TIMETABLE

SATURDAY 25 AUGUST (gates open 8am all days)

0900	Qualifying sessions
1330	Classic 750cc & 1000cc motorcycles – race 1
1400	Pre-72 Formula Fords
1430	Pre-65 touring cars (two drivers)
1530	Pre-61 grand prix cars – race 1
1600	Italy vs Rest of the World for 1960s endurance cars – race 1
1830	British Empire Trophy – Group C cars

SUNDAY 26 AUGUST

1330	Classic 750cc & 1000cc motorcycles – race 2
1400	Formula Juniors
1430	BRDC Historic Sports Car Championship – race 1
1500	Pre-66 grand prix & Tasman cars
1530	Italy vs Rest of the World for pre-1959 drum-braked sportscars – race 3
1600	Pre-65 touring cars (two drivers)
1730	Historic Rallysprint

MONDAY 27 AUGUST

1330	Classic 750cc & 1000cc motorcycles – race 3
1400	Italy vs Rest of the World for 1960s endurance cars – race 2
1430	Pre-61 grand prix cars – race 2
1500	BRDC Historic Sports Car Championship – race 2
1530	International Trophy for pre-78 GP cars
1600	Group C cars

AUGUST

25/26 DONINGTON PARK (GB)
Acemai F2 Trophy contenders support the FIA Sportscar Championship. Tel: 01332 810048

25-27 SILVERSTONE (GB)
Silverstone Historic Festival switches date and focus this year. (See preview, left). Tel: 01327 857271

SEPTEMBER

1/2 MONDELLO PARK (IRL)
FIA Cup for Thoroughbred GP Cars makes its debut at Mondello Park, bringing F1 machinery to the Dublin circuit. Tel: 00 353 458 860200

1/2 PEMBREY (GB)
Latest in the programme of BARC Classic Race Meetings takes period club racing categories to the south-west Wales track. Tel: 01264 882200

2 LOTON PARK (GB)
Vintage Sports Car Club's competition season concludes at the excellent hillclimb course in Shropshire. Tel: 01608 644777

8/9 MOST (CZ)
FORCE Formula 5000 Transatlantic Challenge contenders make the long haul to the Most circuit in the Czech Republic.

9 MALLORY PARK (GB)
A low-key Aston Martin Owners' Club meeting at the Leicestershire venue. Tel: 01865 400400

14-16 GOODWOOD (GB)
Circuit Revival Meeting. See elsewhere for a fuller preview of this major event. Tel: 01243 755000

19-23 ISLE OF MAN (GB)
The 13th Manx Classic, hosted by the Manx Motor Racing Club, is the nearest thing to closed-roads motor racing in Britain. Around 100 classic cars will compete against the clock on a road circuit around Willaston. Tel: 01624 670150

21-23 MAGNY-COURS (F)
Shell Historical Ferrari Challenge season reaches its penultimate race at the French GP circuit.

22 SILVERSTONE (GB)
Annual Bentley Drivers' Club Race Meeting will be dominated by races for Bentleys and Morgans. Tel: 01844 208233

22/23 DIJON-PRENOIS (F)
Former GP circuit hosts superb line-up, including Thoroughbred GP Cars, Acemai F2, European Historic F2, European Sports-Prototype Trophy and FIA Historic Touring and Grand Touring cars.

29 OULTON PARK (GB)
Penultimate BARC Classic Race Meeting of the season. Tel: 01264 882200

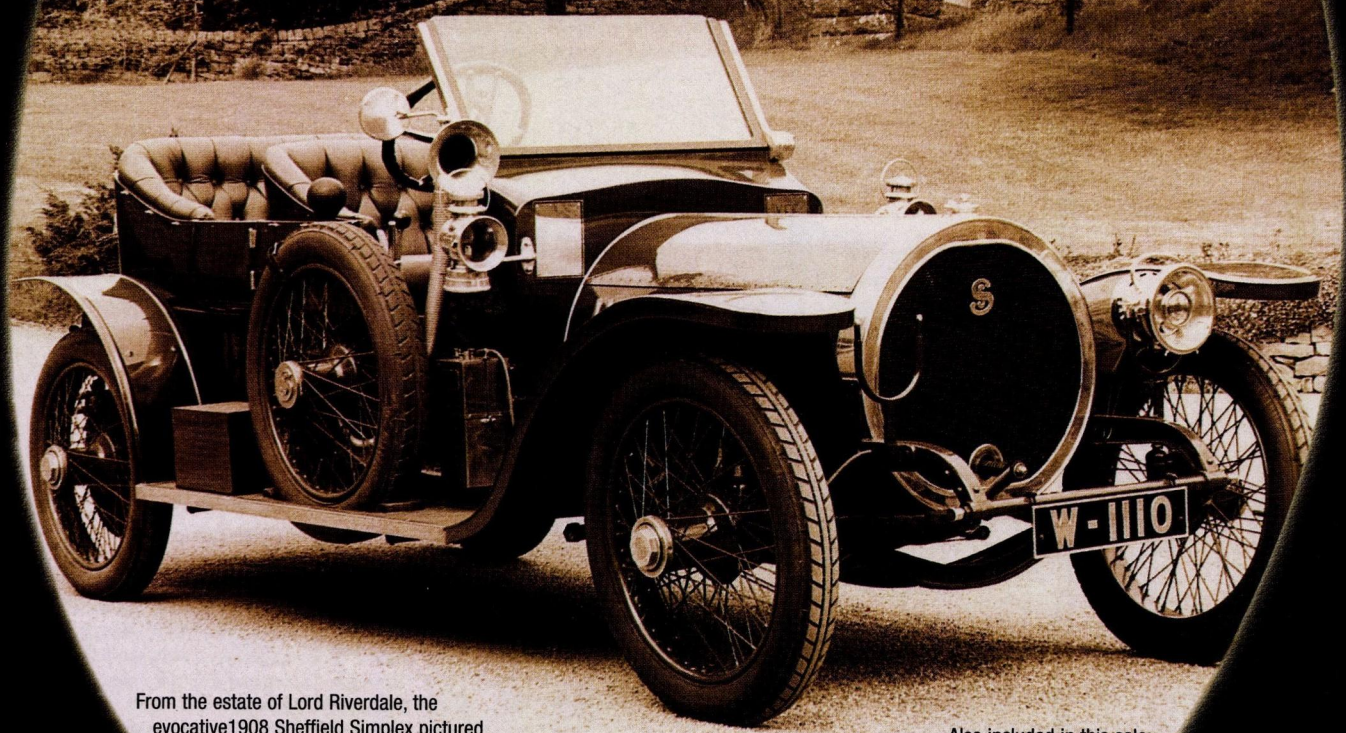
29/30 DIJON-PRENOIS (F)
FORCE Formula 5000 Transatlantic Challenge.

29/30 IMOLA (I)
Double-header final for the BRDC Historic Sportscar Championship. HGPCA races for Pre-61 and Pre-66 grand prix cars top the bill.

30 DONINGTON PARK (GB)
Aston Martin Owners' Club returns to Donington Park for its second meeting of the season at the East Midlands venue. Tel: 01865 400400

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The Editor reserves the right to edit all letters

FRY ON THE BOIL

SIR,

In his article 'Steep Thrills' (August issue), Paul Fearnley failed to mention that Raymond Mays' Shelsley Walsh period of record-holding with ERA R4D was finally broken by Joe Fry driving the 'Freikaiserwagen' – a twin-cylinder special built by his cousin David Fry.

It was a most exciting day. Fry broke the record by 0.04sec with an electrifying run. And then we waited tensely for Mays' attempt. That wonderful ERA was on full song as he managed to lower his own best time by 0.02sec – but not quite fast enough to regain the record.

Joe was a friend of mine, and when I went to the paddock afterwards to congratulate him, I found him alongside Mays in the beer tent happily discussing the event. I remember Mays saying, "Joe, I simply can't go any faster." And he never did.

I AM, YOURS ETC,
ROBERT D HODGSON, CLARKSTON, MICHIGAN, USA

* * * *

COOPER TWINS AND TWIN REARS

SIR,

I greatly enjoyed your interesting feature on Shelsley Walsh. I vividly remember Raymond Mays giving what was termed a 'demonstration run' in ERA R4D at the June '54 meeting. It was some demonstration! He shot up the hill dressed in blazer and flannels and without any headgear, just sunglasses.

It was especially pleasing to see you featured a Cooper. They dominated hillclimbs in the 1950s and it's regrettable that so few are currently campaigned. Dick Henderson was one of the most skilled drivers of these Cooper 'twins' – in the wet, especially. As your article made clear, his car was originally constructed for Bertie Bradnack (the largest driver surely ever to be shoe-horned into the Cooper's confined spaces). It was one of the few Coopers to be supercharged and the only one ever to sport twin rear wheels.

A pioneer in using twin rears on the hills was, of course, Raymond Mays with the Vauxhall Villiers, another of the cars you featured. The extra adhesion they gave played an important part in Mays breaking the record with the Vauxhall in 1929 and most of the quickest hillclimb cars then followed suit in the 1930s.

I AM, YOURS ETC,
TIMOTHY C MAY, ALTRINCHAM, CHESHIRE

* * * *

REUTEMANN REMEMBERED

SIR,

Thank you for your article on Carlos Reutemann. The F2 meeting referred to (Barcelona, May 1970) was my first continental motor race. I was gofer to Barrie Maskell's Chevron Formula Three works team, ferrying out a new Holbay 'screamer' to Monaco, along with parts, bodywork, food and chassis ballast. This latter item took the form of church-roof lead and took some explaining to the 'carnet man' on the border.

That weekend, all around Montjuich Park, Reutemann was stunningly fast, standing out in extremely good company, i.e. Pescarolo, Bell, Watson, Cevert, Peterson, Beltoise, Regazzoni.

He was also gentle on his cars. Don't forget, he brought his Williams home for a record number of consecutive GP finishes (15).

I AM, YOURS ETC,
BRIAN W MARSHALL, LEEDS, YORKSHIRE

* * * *

WOLLEK'S NUMBER ONE

SIR,

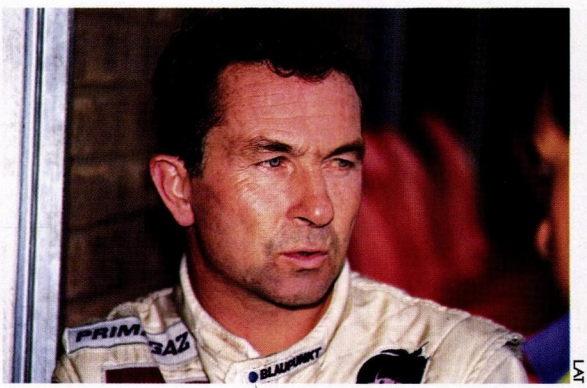
In your interesting article on the Kremer Porsche 917K-81 (June issue) you say the only other minor criticism is that the late Bob Wollek had not, at that stage of his career, yet been a works driver.

I was working on a Porsche 935K3 that year, and we were honoured to have Wollek drive the car in the Nürburgring 1000kms. It wasn't the most professionally-prepared car in the race, but Bob was a delight to work with. His initial inspection comprised a check on spring rates and shock settings, and by poking his toe under the front splitter; he then asked us to raise the ride height by 10mm. Sure enough, ours was one of the few 935s not to destroy its front splitter that weekend.

The race was marred by Herbie Müller's crash, but Wollek starred, driving 90 per cent of the shortened distance and running as high as second. The only downside was having to clean and dry out the seat afterwards, as "to stop for a leak is a waste of time!" A great driver, a great loss.

At Le Mans in 1981, the second, even older, entry in the IMSA class was a late-60s McLaren M6GT-Chevrolet. Reports described the car as 'poorly prepared, if prepared at all', and it inevitably failed to qualify after a succession of problems.

I AM, YOURS ETC,
ADAM GOING, EAST PRESTON, WEST SUSSEX



So was French sportscar legend Bob Wollek 'brilliant'? Mais wee LM

DONOHUE'S ROLE IN THE 'CAGE

SIR,

In your July issue's Technofile, the Safety Devices company and Tom Walkinshaw are credited with pioneering the approach of improving chassis rigidity by using a roll-cage in 1980. They may not have been the first, however, according to Mark Donohue in his book, *The Unfair Advantage.*

He applied this concept to a Chevrolet Camaro in 1967, doing so in typical Donohue fashion, which is to say he designed and welded it himself in a single day. He writes of incorporating the front spring towers, rear subframe, rollbar, and the four rear spring perches, all with a mind for improving handling (and safety).

As a five-year-old boy, I met Donohue in 1973, interrupting his lunch during a race weekend at Kent in Washington. He was gracious and approachable as he tousled my hair and granted me an autograph.

I AM, YOURS ETC,
ANDREW GILCHRIST, MEDFORD, OREGON, USA

* * * *

OLD 78s PUT ME IN A SPIN

SIR,

Thanks to Ron Tauranac for recognising Colin's first bid at a ground-effect car. Most of us know the story of the Lotus 79 (even we Yanks) but I, for one, have a soft spot in my heart for Mario Andretti's 78. One more race win would have given him the 1977 title.

Mario, Gunnar, Ronnie and Colin had me hooked at a young age, so much so that I set out to obtain a degree in automotive engineering and design with aspirations of a career at Lotus. Upon hearing of Colin's unfortunate and untimely death, I changed my college major.

All is not lost though, I have owned two Esprits. But does anyone know what happened to all those Lotus 78s?

I AM, YOURS ETC,
MARK PFEFFER, ST. LOUIS, MISSOURI, USA

* * * *

GRAND PRIX GRIDLOCK

SIR,

In your article concerning Silverstone's Thoroughbred Grand Prix support race at the British Grand Prix (August issue) you state that the 1953 German Grand Prix, with 34 starters, had the highest number of cars to start a Formula One race.

This cannot be true since that race, along with all of the world championship events held in 1952 and '53, was run to Formula Two regulations.

May I suggest that the largest starting field in a Formula One race was the 32 starters at the 1961 Italian Grand Prix?

I AM, YOURS ETC,
AIDAN R HAILE, CHELMSFORD, ESSEX

LETTERS FROM READERS

HALL IN SOUTH AFRICA

SIR,

I enjoyed Bill Boddy's article 'The Fame of Hall' in the July issue of MOTOR SPORT, having been fortunate as a youth to see Eddie Hall racing in South Africa in 1948.

In that year he drove his 4257cc Derby Bentley in the Fairfield Handicap in Durban and in the Coronation 100 over the Easter weekend in Pietermaritzburg. In both events he was beaten by the handicapper, finishing third in the Fairfield and fifth in the Coronation. Had the races been run on a scratch basis, his positions in the events would have been second (to ERA R3A) and first, respectively.

In his article WB referred to Hall as a Yorkshire industrialist. Does anyone know what brought him to South Africa and what industry he was connected with? In the book *50 Years of the Marque* by Johnnie Green, a photograph is captioned '...below is the old original body off Hall's 1934 TT 3.5-litre Bentley, now neatly installed on a 1929 4.5, competing in a South African rally. Owner B P Cantor'.

The 'Hall' body, which had a somewhat stubby rounded tail and faired-in cycle type mudguards was, I understand, bought by the Watson family before Hall returned to the UK, and installed by them on a 4.5 litre chassis, the car later being sold to Barry Cantor. Where is this car now?

I AM, YOURS ETC,

DOUGLAS METCALF, PIETERMARITZBURG, S.AFRICA

* * * *

MIRA-CULOUS ARGYLL

SIR,

I read with interest WB's article regarding the Excelsior and the Argyll cars in your July issue. Here at the Motoring Heritage Centre in Scotland we display Scotland's motoring past and Argyll figures prominently. We exhibit a 'Bob Henderson Argyll' and also have a 1920s and 1919 Argyll.

The Museum is situated in the old Argyll Works at Alexandria, near Loch Lomond. It was at the time, in 1906, the largest motor works in the world. It is a magnificent A-listed building.

At least three 'modern' Argylls are still in existence; ours is the prototype. Produced for racing, it was eventually the model used by MIRA for crash testing; damage was restricted to only a few inches to the front of the body such was the design's strength. This model has a Rover V8 fitted. To bring our cars alive we try to display them with original archive film material. The Argyll is shown on its launch day, as reported by Scottish TV.

The original Argyll Company had themselves a long history of competition successes.

Our Museum is open seven days a week.

I AM, YOURS ETC,

TIM AYMES, MOTORING HERITAGE CENTRE
LOCH LOMOND, SCOTLAND



Another win for Senna in torrential conditions, 1988 British GP

LAT

UNFAIR ON SENNA

SIR,

Your article 'Too Good to be True' stirred, shocked and angered me. I am not joining the Ayrton Senna vs Alain Prost debate, but I felt the article was totally unbalanced, and found it difficult to believe it was written by the editor.

Two points: firstly, you imply that Senna and Prost are still 'not playing by the same rules' because Senna is dead. Given the choice, Ayrton would rather be wrestling with the realities of life at the tail-end of the grid than lying in his grave. 'Realities of life' hardly seems an appropriate phrase for Formula One. Think of the destitute children of Brazil who have so much done for them by the Ayrton Senna Foundation.

Secondly, remember the British GP at Silverstone in 1988 and the European GP at Donington Park in '93 – that's why we loved Ayrton!

A truly remarkable man. May he rest in peace.

I AM, YOURS ETC,

LIZ SANDERS, BALSALL COMMON, COVENTRY

* * * *

REIMS MEANS BROOKS

SIR,

I have just read Chris Nixon's news item in your August edition advising that the old Reims circuit has been closed for roadbuilding works.

If I'm in the Reims area I like to drive past the old grandstand and reflect on 1959 when Tony Brooks won the French Grand Prix driving a works Ferrari Dino.

Being a Brooks fan, I really enjoyed his article in the May edition of MOTOR SPORT recalling his drive at the Nürburgring. I'm sure readers would be interested to see a reprint of Jenks' MOTOR SPORT report on the Syracuse Grand Prix of 1955 when Brooks' Connaught beat the works Maserati team to record the first victory by a British car and British driver in a GP since Segrave and Sunbeam. In that article, Jenkinson manages to convey the enormity of what was achieved that day in Sicily.

I AM, YOURS ETC,

MICHAEL KEMPLEY, LEEDS, YORKSHIRE

CARBON CLUTCH DATING

SIR,

Keith Howard's Technofile article on carbon/carbon clutches (August issue) implies that Tilton invented the lug drive clutch in the 1980s, "an entirely new method of clutch construction was needed. What Tilton came up with was the finger or lug drive." But this type of multi-plate clutch construction will be familiar to anyone who has ever stripped down an old motorcycle.

Then called a peg drive, it originally used cork inserts as the friction material, and ran in oil. Indeed, looking at the photograph of a Tilton clutch, the only mechanical difference between it and the clutch on my 1970 Royal Enfield Interceptor is that the Enfield clutch has its projections (pegs) on the plates and its cut-outs on the 'basket'.

The idea probably dates back to the dawn of motoring – a clutch plate with exactly the same peripheral shape is illustrated in Rankin Kennedy's *Book of the Motor Car* (1914). So, if Tilton's patent applies to the lug drive principle, rather than the new friction material, surely it ought to have been rejected on grounds of prior art?

I AM, YOURS ETC,

DAVID LANDERS, MORPETH, NORTHUMBERLAND

* * * *

COMMER, FULL STOP

SIR,

I read with great interest David Bryant's letter (June issue) on Commer's T35 engine (the T stands for Terrant, the Canadian designer).

It was a unit widely used in Australia because of a fundamental government foul-up whereby the engine was given a 12hp rating. Thus one could license an eight-ton truck at the same rate as an Austin Devon, which the Aussie truck driver thought was marvellous.

I arrived here in 1967 and did a course on these engines with a mining company in the north-west. The trucks were fitted with elongated trays to accommodate drilling rig tubes used in exploration. The engine was also widely used in fishing boats because they were easy to keep cool and relatively cheap to run although very noisy. They were, by the way, called 'Knocker Commers' for obvious reasons

Since I seldom get hold of your highly esteemed publication, I would like to say the standard is still as it was in the 1960s, in those days when Bill Boddy had a passion for the Beetle. I used to be connected with Reg Gabbins, Trevor Taylor and Dave Wyn William when we were running East Anglia club racing. We actually put a V8 Buick lump in a Ford Anglia – making it go round Brands for the first time was a story in itself.

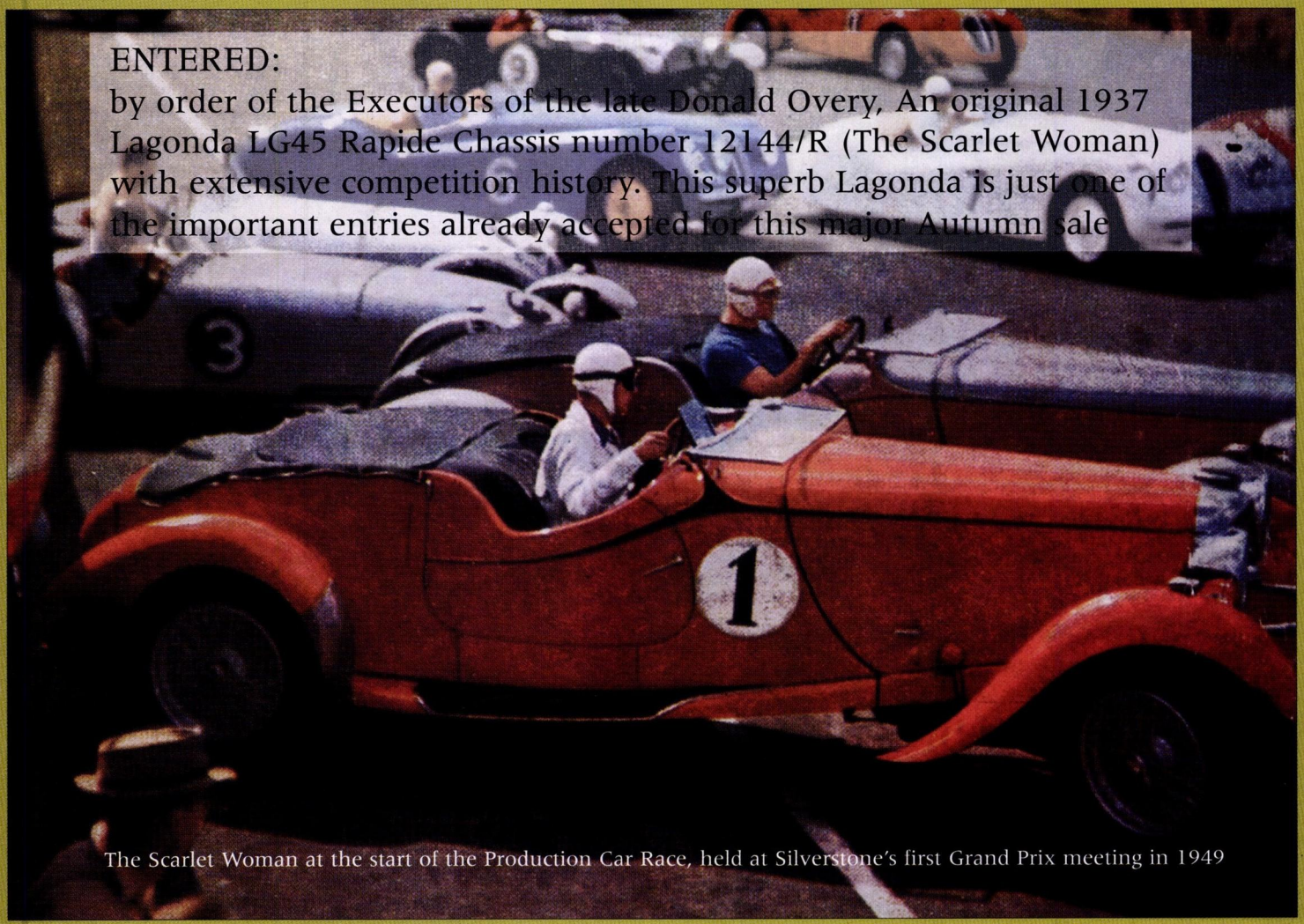
I AM, YOURS ETC,

PAUL NEEDHAM, CARNAMAH, WESTERN AUSTRALIA

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The Scarlet Woman at the start of the Production Car Race, held at Silverstone's first Grand Prix meeting in 1949

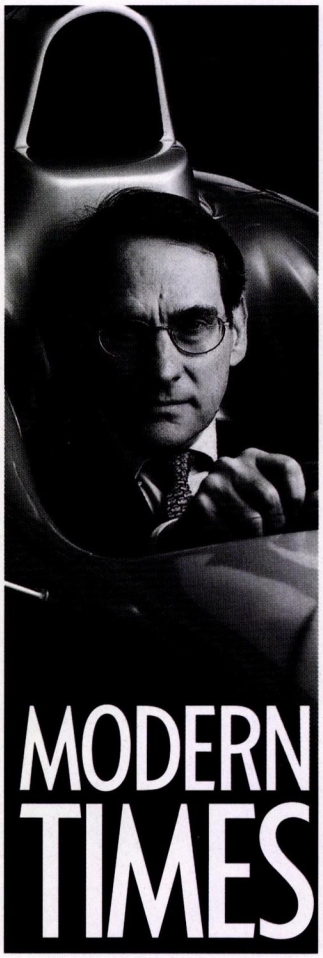
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SIMON TAYLOR



MODERN TIMES



SWELTERING IN 34-DEGREE HOCKENHEIM heat during the German Grand Prix, I was amused to hear expressions of dismay about the plans to shorten F1's second-longest track into something more conventional, bypassing the two flat-out runs to the Ostkurve and back. I remember the hoots of derision in 1977 when the German round came to Hockenheim after Niki Lauda's accident the year before had spelt the end of F1 at the real Nürburgring.

Yet, in the context of recent years, Hockenheim has more often than not produced exciting racing. These days there's more overtaking in one German GP than in half a decade of Monacos. Some of this has to do with long straights ending in slow corners: but most of the passing moves are in fact a by-product of setting cars up for ultimate straight-line speed. That brings out the smallest wings we see all year, and – as we have all frequently but fruitlessly pointed out to the FIA – smaller wings mean more overtaking.

But from 2003, Hockenheim will be shorter. However, to those of us who go there each July to watch rather than to race, it will still feel exactly the same. The external atmosphere of a racing circuit during its grand prix weekend stems from its crowds – how they behave, how they look, how they sound – and Hockenheim is all about the noisy, Schumacher-worshipping hordes, with their firecrackers and their airhorns, crammed into those huge concrete grandstands which will still surround the start-finish area.

For their part, the Italian fans – the word *tifosi* has entered the international lexicon – are responsible for Monza hanging on to its crown as the most charismatic and atmospheric F1 venue of all. The track itself may follow roughly the route it did in the days of Antonio Ascari, but Vialone, Curva Grande and Lesmo are sullied by chicanes, and the bankings are silent and overgrown. Nor, thanks to modern aerodynamics, do we see any longer those magnificent multi-car slipstreaming battles.

Yet from Friday morning, when the first Ferrari accelerates out of the pits and the expectant buzz in the grandstands bursts into an exultant cacophony, the Monza crowd tells you that you are witnessing a gladiatorial weekend. They are knowledgeable, loyal and yet critical. They wear their hearts on the sleeves of their Ferrari shirts. And if on Sunday afternoon Ferrari have won the race, the throng that overflows onto the track in front of the podium, with that immense Ferrari banner spread out for the benefit of the hovering helicopter's TV camera, becomes an act of worship. A Ferrari victory at Monza has a sort of celestial rectitude.



both: LAT

Above: This makes Monza special
Right: Despite big changes, Spa has the character it had in 1968

Le Mans shows the French know how to promote a motor-racing sense of occasion, but ever since their grand prix forsook Reims and Rouen – with a mountainous interlude at Clermont-Ferrand – it's been short on charisma, be it at Paul Ricard, Dijon or Magny-Cours. The latter has a paddock so vast that the motorhomes are released from their Ecclestone-approved rows and become scattered over a wide area, like Portakabins on a building site. More to the point, this state-of-the-art circuit has never been able to shrug off its artificially-contrived feel. It's all down to a lack of history: Monza is a theatre of great motorsport happenings down the years which seem to have seeped into the fabric of the place; Magny-Cours is not.

But tracks don't need decades of heritage to develop an atmosphere. Sepang already has a curious magnificence which is only exacerbated by the intense heat and, this year, the torrential downpour. Hungary has an intriguing other-wordly feel, although the twisty nature of the dusty little track makes processional races inevitable. Canada's demanding little track seems to float down the St Lawrence River, and suffers from no traffic problems: it is accessible by subway from the delightful cultural mix of Montreal, the only city where I have simultaneously eaten bouillabaisse and drunk draught Guinness.

Japan's Suzuka circuit was built in the 1960s, but has only been used for F1 since 1987. Its late-autumn date often provides weather that is dark and brooding, wet and cold. Yet this is a race I love, for it usually teems with drama. Each time I arrive, the jousting matches between Senna and Prost rise before me, as does Damon Hill's wet-weather victory over Schumacher in 1994, the race of his life.

Here, too, the atmosphere rolls off the immense crowd. Japanese spectators are respectful, well-behaved and endlessly patient – they'll queue uncomplainingly from Thursday, in neat lines, to be sure of a place. At least half seem to be girls, who when they catch sight of one of their F1 heroes collapse into a paroxysm of excited giggles, which are concealed demurely behind a hand.

Once the race starts, every grandstand lights up with a thousand camera flashes blinking in the murk. And this, too, is a knowledgeable crowd, who don't only want Jacques Villeneuve's autograph: they want Jock Clear's as well. They even know that the Arrows team manager is called Mick Ainsley-Cowlishaw, although they get into terrible trouble trying to pronounce it.

Although geographically adjacent to the old track, the new Nürburgring should be sued under the Trades Descriptions Act for daring to use the same name. In sharp contrast, Spa is an object lesson. The old road circuit, with speeds approaching 200mph on a narrow (and frequently rain-soaked) ribbon of public road, flicking between private houses and trees, obviously couldn't survive as a modern F1 track.

But the new section, built in 1978, which halved the original length, includes a wonderfully challenging section with fast corners of varying radius and gradient. And its designers were brave enough to retain the most demanding corner of the old track, the plunge and climb of Eau Rouge, which has been sensibly modified as to run-off areas and kerbing but keeps all of its testing character.

All of which brings us to Silverstone. The spectators' mudbath of last year, primarily caused by the FIA unaccountably moving the British GP to an April date, focused renewed attention on the circuit's well-known traffic weaknesses – which are more to do with the location and width of the surrounding public roads than anything else. The Silverstone village bypass is finally being built, but has been delayed by the foot-and-mouth epidemic and may not be completed by July next year. The circuit owners did make many improvements this year, aimed more at coping with the eventuality of heavy rain than volume of traffic, but now the FIA are citing Silverstone's exit delays as a reason for removing the race from the calendar.

It is hard to avoid the view that the FIA has some other agenda hidden within their threats. The Concorde Agreement allows for no more than 17 grands prix each season: there is a Russian round on the horizon, and several more Far Eastern countries are clamouring to be allowed in. Anti-tobacco strictures are minimal or non-existent in some of these places, making grands prix there more commercially attractive.

But there are several circuits during the season where facilities and infrastructure are infinitely less adequate than at Silverstone: Brazil's Interlagos for one, and for another the ridiculous Monaco, the most pretentious and least enjoyable GP of any season. And if the FIA want to plead the crowded calendar, is it not time that Germany and Italy were no longer allowed two grands prix of their own?

As it is, having done its deal with Octagon and thus kept the British Grand Prix at its traditional home, Silverstone is finally able to go ahead with its £40 million development programme (although not, presumably, if it loses the GP after all). Bernie himself is providing part of the funding, and no doubt there will be greatly improved car park exit arrangements.

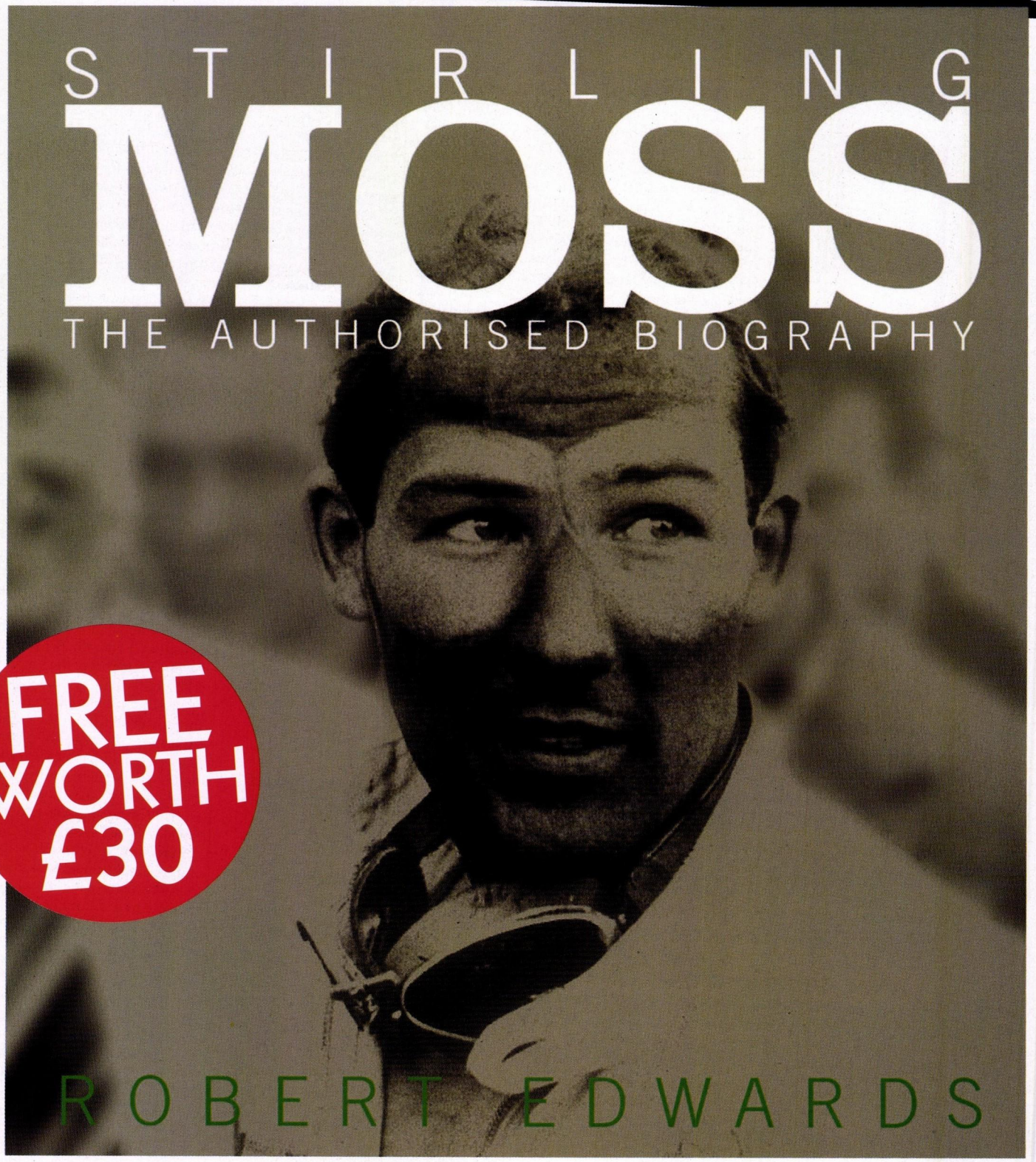
But above all I hope the circuit modifications manage to expand rather than diminish its character, for sadly they will delete the splendid Bridge Corner, which is probably the most challenging since the demise of the wonderful old Woodcote.

Silverstone must, of course, keep its grand prix. It would be a disgrace if Britain, the centre of the industry, did not host a round. And the current investment programme will eventually give us a motorsport centre we can be proud of. I just hope it won't suffer from Magny-Cours impersonality. Indy keeps a line of bricks as its start line, a reminder of why it was called The Brickyard. Perhaps there should be a hallowed section of the new Silverstone which has a strip of cracked concrete runway to remind us how it all started. And perhaps a nostalgic splatter of mud, too. M



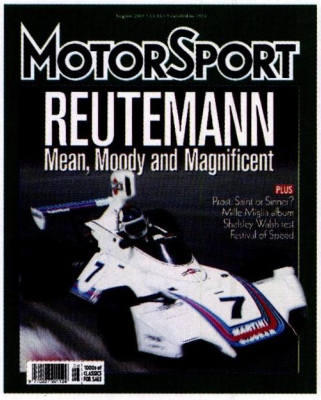
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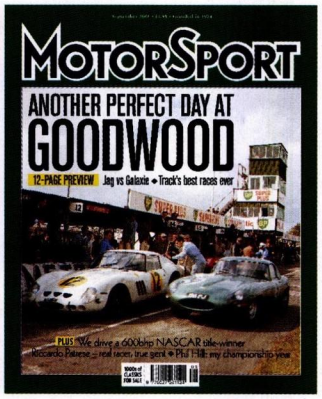
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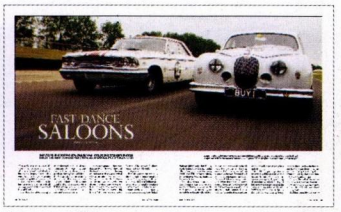
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LEGENDS

SIR HENRY BIRKIN

'I WAS ASKED TO BE AT A CERTAIN house in the Berkeley Square area at 2.30pm, the prospective buyer a member of the peerage (real, not synthetic) who had just become engaged to a girl whose name was a byword in matters Mayfair. I was duly shown into an anteroom, wondering what sort of people I was about to meet. I was kept waiting no more than two minutes, and then the prospective buyer appeared himself. "Sorry we're late," he said, "but come and join us and have a drink."

'Thus in one fell swoop a complete stranger became my host, and I joined an exceedingly jolly party.

'The trial run was conducted in the same friendly spirit and I came back with an order.

'I am aware that this has a flavour of snobbery about it, but nothing is farther from the truth. The episode is quoted in order to show how the majority of sales were secured, and how essential it was to have salesmen who could enter into the social aspect of selling.'

This extract is from one of my very favourite books, *Those Bentley Days*, published in 1953, the work of A F C Hillstead. If you are a Wodehouse fan – or can hear the words being spoken by Terry-Thomas – I can't too highly recommend the book; if you're an apostle of contemporary political correctness, it is probably best avoided.

I reread the book recently, and again relished its dry wit. Hillstead was the first sales manager of Bentley Motors, and most of his tales have to do with the great Le Mans years of 1927-30.

What prompted me to go back to *Those Bentley Days* was a huge box of mainly racing-related newspaper and magazine cuttings which I bought at auction. Among the quirky items in the box were a booklet entitled, *Hints on Remedying Stoppages in the Lewis Machine Gun*, which need not detain us, and an article, written at the end of 1929, about Sir Henry Birkin, who had won Le Mans for Bentley that year, partnered by Woolf Barnato.

The story, which appeared in *Auto and Motor Journal*, was entitled Thrills and Luck in Road Racing – An Interview with Capt H R S Birkin, the Celebrated Racing Motorist. There was, of course, nothing so vulgar as a byline, the writer identified only as 'TRM'. His surname comes to light in the course of the interview.

I wondered where it was conducted, and concluded that the only proper setting was a drawing-room in Belgravia. I might these days sit in a motorhome somewhere, taping with Rubens Barrichello or Juan Montoya for half an hour, but things were a little different then.

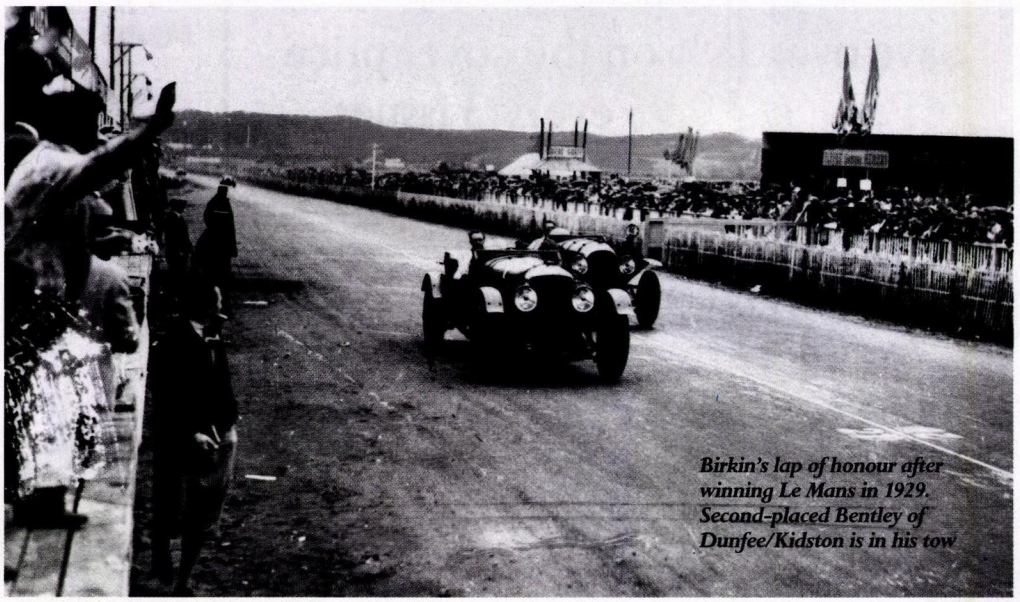
'TRM' seems to have been unnerved merely by talking with Birkin, and from the tone of his article he clearly felt he had been granted an audience. One imagines a housemaid taking his hat and coat, a butler ushering him into the presence of the great man, the offer of tea or a whisky and soda, depending on the hour. Birkin was known to his friends as 'Tim', but evidently Christian names were not appropriate on this occasion.

"You ask me," the story begins, "to express my views regarding my 1929 motor racing experiences, to give a forecast for the coming season; my views on the possibility of a road race in England; and what I consider the outstanding thrill of my career. Very well, let us deal with them as we go along."

'So exclaimed Captain Birkin, the well-known and popular racing motorist, in reply to my request at a recent interview; a full and ready reply which admirably illustrates the methodical and wholehearted sportsman that he is.'

Birkin, I fancy, would have been ill at ease with the attitudes prevalent in the Formula One paddock of today. In those far-off times, handicapping was an integral part of many races, and when his interviewer suggested he had been unfairly dealt with in this regard, he declined the invitation to whinge. One simply didn't.

"I have two reasons for competing in any racing event. First, I do it because I want to see a British racing car in the limelight; second, because I love it! It is life, Mr Mulcaster! Life!"



Birkin's lap of honour after winning Le Mans in 1929. Second-placed Bentley of Dunfee/Kidston is in his tow



both: LAT

Birkin (right) and Woolf Barnato share the spoils. The 24 Hours of 1929 provided the middle success of Barnato's hat-trick and the first of Birkin's two wins

No mention of money, you see. Birkin lived at a time when the only way to make a small fortune out of motor racing was to begin with a large one. Sponsorship was 40 years down the road, and would doubtless have been considered heresy, in any case. One can hardly envisage an ad for Black Cat cigarettes, or something similar, on the flanks of a dark-green Bentley. No, if you wanted to go motor racing, invariably you signed the cheques yourself.

From the flowery language of Thrills and Luck in Road Racing, it would be all too easy to conclude that Birkin, and others like him, were mere dilettantes. Sir Henry, though, was a truly great racing driver, who went through his considerable riches in pursuit of his passion.

Undoubtedly, patriotism – in the real, rather than Union Jack T-shirt, sense of the word – was central to his motivation. There was Brooklands, of course, but he deeply regretted the absence of a major road-racing circuit in this country.

"I think it positively absurd, Mr Mulcaster, that an Englishman should have to cross the seas, if only to Ireland, in order to see his countrymen competing in a British road-racing event," he said, in reference to the Tourist Trophy, then run on the Ards circuit, outside Belfast. And he went on to propose a similar event in Richmond Park.

The weather had been terrible at the Ards TT that year. "Did you find driving particularly difficult on those awfully slippery roads and corners?" Mr Mulcaster incisively ventured.

"Difficult?" Birkin replied. "Yes! On occasions the car in front was sending up great sheets of water right and left, a sheer wall of spray through which it was impossible to see. To me, it was a case of a stentorian blast on my hooter, a final attempt to penetrate that blanket of spray. It definitely constituted my most thrilling motor racing experience."

To Birkin's great regret, no competitive British car was available to him by the early '30s. He continued to race his Bentleys at Brooklands, but his second Le Mans victory, in 1931, came at the wheel of an Alfa Romeo; he bought a Maserati for GP racing.

In the Tripoli Grand Prix of 1933, he finished third, behind Achille Varzi and Tazio Nuvolari, but in the course of the race he burned his forearm on the exhaust pipe, which ran alongside the cockpit. Afterwards he 'treated' the wound by wrapping a handkerchief around it.

A few days later, Birkin complained of feeling unwell, and a friend summoned Dr Benjafield, himself a man who had won Le Mans for Bentley. Birkin was diagnosed as suffering from blood poisoning, but declined to go into hospital unless 'Benjy' could promise he would be out in time for the next race, at the Nürburgring.

As it turned out, though, he was already beyond saving, and died of septicaemia.

'Birkin,' concludes Hillstead, who knew him well, 'was inclined to be a little too hard on his engine and tyres, but he was a magnificent driver, with no sense of fear.'

Autocar put it this way: 'We have lost one of our finest drivers, simply because the temperament which had brought him such success acted against him in the last vital moment.'

Mr Mulcaster, I imagine, will have been much moved by the news, as was I, in a curious way, by his interview. Birkin comes across like a blend of Gilles Villeneuve and Bertie Wooster. Both heroes of mine. M

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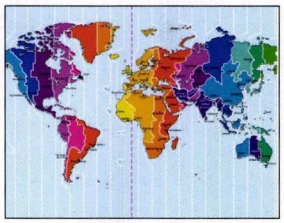
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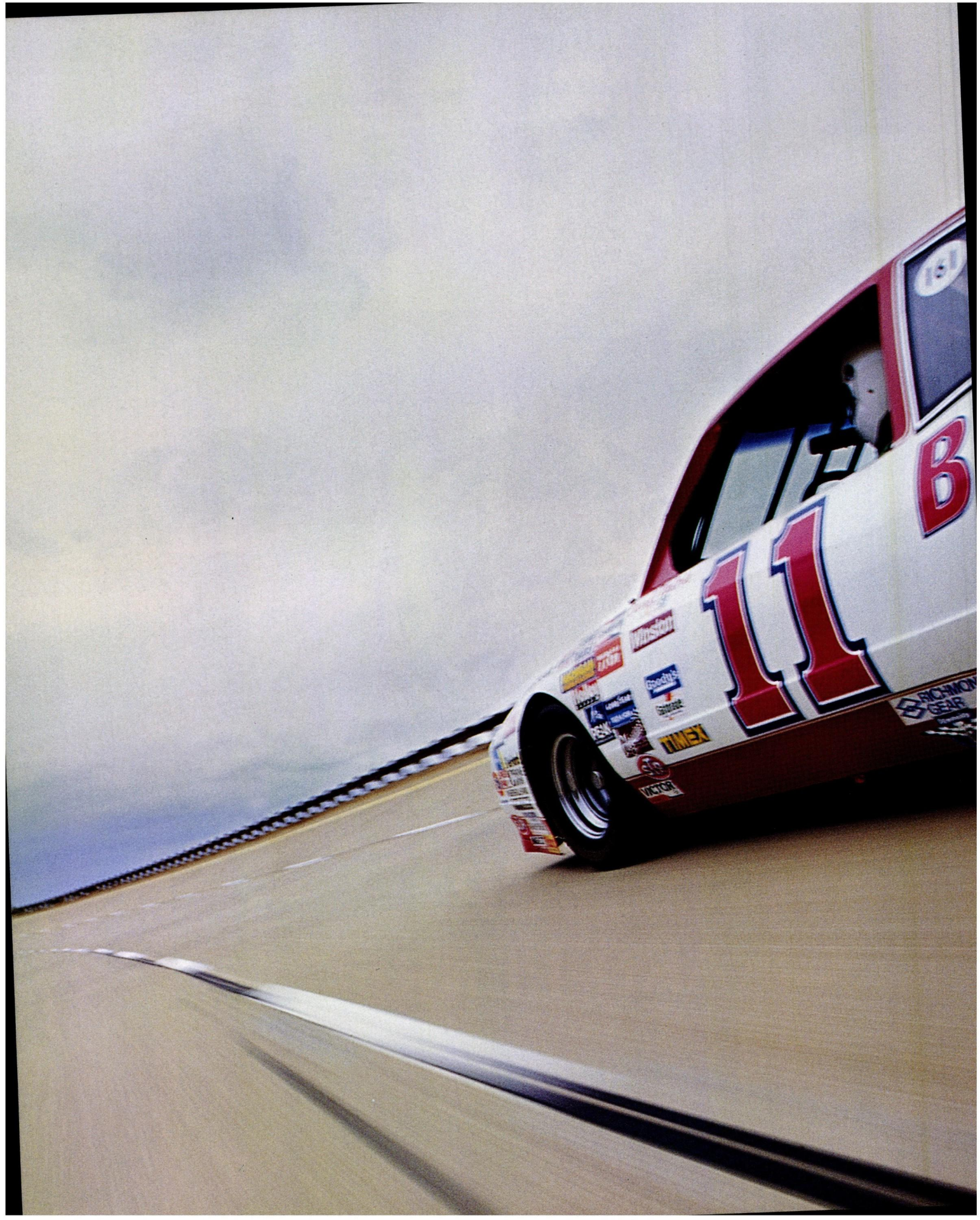
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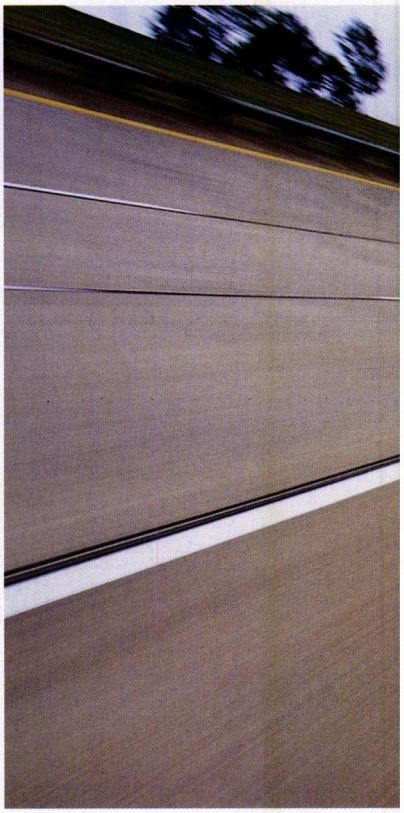


ONE OF THE CARS WHICH GENERAL MOTORS BROUGHT TO GOODWOOD WAS THE CHEVY MONTE CARLO IN WHICH DARRELL WALTRIP WON THE 1985 WINSTON CUP. IT HAD STOOD IN TALLADEGA'S MUSEUM FOR 16 YEARS, AND IS BACK THERE NOW, BUT IN BETWEEN PAUL FEARNLEY HAD A GOOD OL' BLAST IN IT

SUPERIOR STOCK

photography by Malcolm Griffiths





Not exactly an airbag, but padded steering-wheel boss is a gesture to driver protection. Wheel position is cramped, but straight arms would drop off after 500 miles on an oval

TAKE A SECTION OF THE FORTH RAILWAY Bridge, vibrant in red lead. Top it out in the GM, or Ford, bonnet, roof and bootlid of the day. Fill in the spaces below with handmade panels. Bolt in 700bhp of wake-the-dead stock-block. Slap on four meaty 9.5-inch Goodyear slicks. And put your hammer down.

NASCAR is racing as was: no telemetry (except in testing), a mere 12 days' testing a year (and then only at certain tracks), no tyre-warmers, no bullshit – just 500-mile, 200mph traffic jams, 38 weekends a year. And all in 3400lb cars which, according to Darrell Waltrip, joint-third on the all-time Winston Cup winners' list with 84 – "don't do anything too well. Anticipate. That's the key. If you see a corner, you'd better turn in; if you see a corner, you'd better brake. Keep it smooth. These cars don't take too kindly to being thrown about."

And you don't have to go at oval legend-type speeds to realise these shortcomings. To shunt a NASCAR around in its low gears, to feed in the play and *then* muscle on the lock at slow speed, to massage the spongy brake pedal, is to marvel – nay, snort, – at the lack of sophistication. But to settle into the groove around the top lip of an oval (well, Millbrook's High Speed Circle in this case) is to marvel (only the exhausts snort now) at just how good it all feels.

'Instinctively, I know that this car would do all it could to help me, to free up as much mental capacity as possible'

Even on the lower edge of this 1985 Superspeedway-spec Chevy Monte Carlo's performance envelope – mouth too dry to lick the stamp – even my lappery is sufficient to realise that the play is there for a reason, that the bent-arm wheel-in-your-chest seating position is there for a reason, that everything is there for a reason. This car is rock solid, even though its long girder-like radius arms provide a flow over the bumps. It feels glued, even though it is today running road course-square, i.e. without spring 'wedging' and turn-left oval-track stagger – larger diameter tyres down the right-hand side in the crossply days, tweaking the toe-in and -out on today's radials.

It is, incredibly, extremely user-friendly. The clutch has a road-car feel, the four-speed straight-cut 'box is relatively slow but chonk-chonk positive (oh, those downchange blips) and the steering, though woolly, ensures any unnecessary nervous-novice inputs hardly reach the 1960s worm-type steering box, never mind the front wheels.

NASCAR was just entering its 'aero' age in the mid-to-late 1980s. In those pre-restrictor plate days, King Dyno had yet to be dethroned by the wind tunnel, and a car would be lucky to generate 300lbs of downforce, as opposed to the 1500lbs of today. This, then, was perhaps the bravest of ages, a technology crossover, the likes of 'Awesome Bill from Dawsonville' Elliott and Waltrip racking up lap averages (more than 210mph at Daytona and Talladega) that have yet to be bettered.

Excuse now firmly in place, I feel better about admitting to just scratching the surface. Yet, instinctively, I know that this car, one of 12 Waltrip







Above: Housing on rear floor contains fan to blast cool air past overworked differential. Below: Doorless shell means driver makes his exit or entry through window

Mid-80s American saloons could never be called attractive. But in NASCAR form, there's no hiding a 1985 Chevy Monte Carlo's sense of purpose. Git the hell outta ma way!

used to win the 1985 title, would do all it could to help me, to free up as much mental capacity as possible. For NASCAR is a thinking driver's game. Nobody blats out of the blocks into a big lead and stays there; this is four-wheel chess. If, again according to three-time Winston Cup champion Waltrip, a driver doesn't get the feel of a NASCAR in his first 20 laps then he never will, those who do will, just as surely, spend the next 20 years honing their skills: where to place your car to unsettle the one in front, when to pit, when to conserve, when to push.

The concentration required to skim those looming walls, to conjure up the mental image of where everybody is around you, to remember who's on what strategy, is immense, Kasparov-like. Physically, you are on lap 150, but mentally, you are on lap 200.

The best rockclimbers know how to relax, to save their energy, no matter how perilous their 'resting' place might be; NASCAR drivers are cut from the same cloth. Some footage of Ernie Irvan flashes before me: ➳

'This is a thinking driver's game... four-wheel chess. Physically, you are on lap 150, but mentally, you are on lap 200'

COMING UP LATE ON THE RAIL

BILL ELLIOTT WAS THE MAN IN 1985, NO DOUBT about it. But canny Waltrip emerged as the champ, his third and last Winston Cup title.

Ford-mounted Elliott reigned supreme on the superspeedways that year, scoring an incredible 11 poles and 11 wins on the high-speed circuits. In the process, he picked up a cheque for a cool $1m for winning three of the big four races – the Daytona 500, the Winston 500 at Charlotte and Darlington's Southern 500.

The other 'big one', the World 600 at Charlotte, fell to Waltrip. It was his first win of the 28-round series. By which time Elliott already had five victories under his belt. And they just kept on coming: the Van Scoy Diamond 500 at Pocono, the Miller 400 at Michigan, the Summer 500, again at Pocono, the Champion Spark Plug 400, again at Michigan. He was relentless. The rest were dead and buried. It seemed.

But Waltrip's hopes were still alive: "Bill was on fire. But at Junior Johnson's team, we were good at taking in the big picture. The cars were so strong and reliable that we could race the others to death. And that's exactly what we did. If we didn't win then we finished second or third or fourth. I had so much faith in the equipment; I just knew we'd be there or thereabouts. We'd just put the pressure on until the guy in front blew up or he had a blow-out and hit the wall."

Even so, Waltrip was 206 points in arrears with eight races to go. And then he won the Sanforest 400 at Richmond Fairgrounds, a result that kicked off a run that included two second places, a third, a fourth and another win, the Nationwise 500 at North Carolina. These were not the glamour races, but they were the guts of this treadmill of a series. And Waltrip had timed his run to perfection to finish 101 points ahead of Elliott.

"Some people reckon our title that year was diminished by what Bill Elliott achieved," says Johnson, "but you can only know what it means to win a championship if you have won one. I've been lucky enough to win plenty – and they all mean a whole lot."





Above: Plastic shield on nose of Chevy bears arms of Monte Carlo. Below: Everything on a massive scale. Big thread and plate on right adjusts huge coil springs



There's something very evocative about seeing a NASCAR roaring round a track solo. 'Evocative' was probably not the word used by Millbrook's neighbours, though

through a turn, little bit of fight at the wheel, cars tight up front-right, front-left, another jammed against the driver's door. A glance in the mirror. Two more hard astern. And then, as cool as you like, Ernie rests his left elbow on the doorframe. Cruising the Strip. At 190mph. These cars can get away from you, don't get me wrong, but they are built with a little bit of give – a minor concession which power steering and improved driver fitness squeezes ever tighter in the modern era.

I'm on my 20th lap of this two-mile circle, the bulk of which have been done at the never-ending banking's 'hands-off' speed of 110mph for our photographic purposes. As I up the pace, though, I suss that this is not quite the penthouse suite I have so far described. Peering through those five windscreen bars takes on a more sinister aspect. And, come to think of it, with the wheel removed, the steering column had looked remarkably like a machine gun off the Red Baron's Fokker Triplane.

'It was obvious that letting this pony-tailed Limey journalist in Darrell's car was not high on his list of fun things to do'

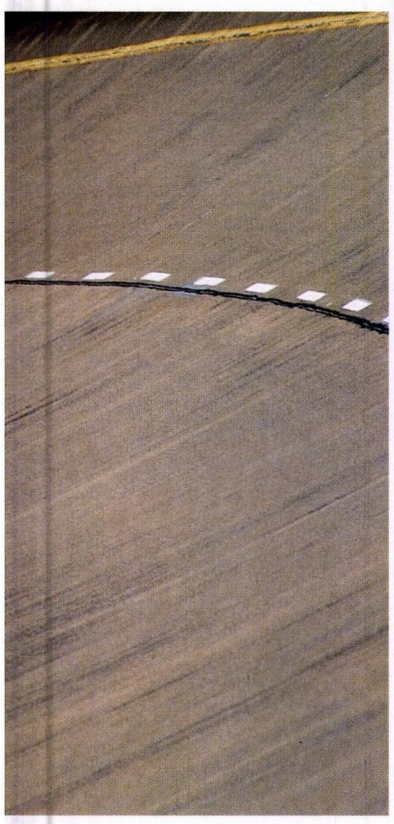
The seat, which did not appear moulded to Waltrip let alone yours truly, suffers from a padding famine, while the right-hand squab, which wraps around you like a consoling arm, is another item that will never take its place in the Upholsterers' Hall of Fame. Plus, as the revs rise – this Edelbrock-tuned 350 cubic-incher will go to 7800rpm – so too does the heat. So too does the vibration. So too does the noise, which has a much harsher edge to it than I had ever imagined it would. Not every Detroit V8 rumbles, it would seem (a modern NASCAR powerplant will spin to 9200rpm).

Let's face it, no matter how hard your car pulls for you, those pre-power steering 500-milers in the muggy old Carolinas must have taken their toll. We are talking 1950s, Juan Fangio- and Froilan Gonzalez-type, tubby, barrel-chested stamina here, rather than the Formula One lean meanness of, say, a Michael Schumacher.

Hang on, what's that? What spare mental capacity I have – more than I had imagined I might – picks out a different noise. All the dials read fine, well below the 200-deg F (oil and water) 'switch-off' point I had been warned about. Engine still pulling strong. But there it goes again. A change of air pressure in the cabin because of the increase in speed? Perhaps. Another lap. My gut feeling rumbles once more. I back off and come in. No point pushing it; Darrell did all that.

Three unnecessary, but unmissable, blipped downchanges later and I aim to sweep into the parking bay for a final time. When, snap! The wheel's play goes off the scale. Something's broken. I climb out *Dukes of Hazzard*-style (always wanted to do that) and espy that the front wheels are at a drunken angle. Jeff Hammond, Waltrip's crew chief for his 43 wins with Junior Johnson's all-conquering outfit, strides over. And raises an eyebrow.

Jeff had cut a formidable figure at the previous weekend's Goodwood Festival of Speed, maybe not to the





5.9-litres of V8 menace sited as far back in Monte Carlo chassis as possible. Even the steering box is behind front axle-line, as with most NASCARs until early last decade

spectators, to whom he was unfailingly sir-and-ma'am polite, but to the pretend NASCAR driver who had been promised a run in his 'baby' by some desk jockey. Sporting a krugerrand-sized ring that celebrates his six Winston Cup titles with Junior's unit and a 1985-championship belt, the king-sized buckle of which gives the impression he has, at some time, been world light-middleweight champ, it was obvious that here was a bloke, a cool dude, to be reckoned with.

Without saying so, it was obvious too that letting this pony-tailed Limey journalist in Darrell's car, a car he had tended in its heyday and was today fussing over in its dotage, was not high on his list of all-time fun things. And nor should it have been.

He showed me around the car, a Banjo Matthews spaceframe, and explained how it was a 'rear steerer'. My heart sank at the thought of a 200mph dumper truck. I needn't have feared, the term referred to the siting of the steering box behind the axle-line. This causes the steering arms ➠

'A person from the village three miles down the road had rung to discover what in hell was pounding the Millbrook circle'

SPECIFICATIONS

1985 NASCAR Chevrolet Monte Carlo

ENGINE

Type ... ... OHV V8
Capacity ... 5866cc
Max power... 610bhp @ 7800 rpm
Torque ... ... 440lb/ft @ 7800 rpm
Carburation... Holley 830cfm 4-barrel carburettor

DRIVETRAIN

Transmission
Borg Warner Super T-10, floor-shifted, 4-speed manual

CHASSIS

Type
NASCAR-approved welded tube frame with integral rollcage

Suspension (f)
Screw jack-adjustable heavy duty coils, fully fabricated control arms, single gas shock absorber per wheel, sway bar and 'rear steer' configuration

Suspension (r)
Screw jack-adjustable heavy duty coils, Panhard rod, trailing arms, 9-inch differential with floating hubs, single gas shock absorber per wheel

Brakes ... ... Vented discs all round
Wheels ... ... 9.5 x 15in pressed steel, chrome plated
Tyres ... ... 8.00/8.20 x 15in Goodyear Racing Eagles, bias ply

DIMENSIONS

Length 5181.5mm
Width 1930.5mm
Height 1295mm
Wheelbase ... 2794mm
Dry weight ... 1678kg

PERFORMANCE

Top speed 210mph with gearing for Talladega Speedway







Above: Chevy 'bow-tie' sits atop 610bhp of Edelbrock-tuned grunt. Below: In the heat of battle, you'd know peak power was reached when needle was at 12 o'clock

When we tried the Chevy, it was in road-course configuration, i.e. without 'stagger', so not set up to go at its quickest on an oval. No problem; neither was its driver

to bow under load, unsettling the car – and its pilot – on turn-in. Since the early 1990s in NASCAR, the 'box has been sited ahead of the axle line, holding the steering arms in tension and thus giving a more positive response. I didn't have the heart (guts, really) to tell him the 1902 Paris-Vienna Renault sited in the paddock opposite featured exactly the same arrangement. Just as I didn't have the guts to tell him I was a vegetarian. Not that it mattered right then, for I walked away from this charismatic car and its enigmatic crew chief, with a knot in my stomach.

One Monday-morning hack north around a rush-hour M25 to a Tarmac circle in the middle of nowhere had hardly endeared us to Jeff either. Nor did an unnecessary 30-minute wait at the gate for a race car that, as it turned out, was already inside the facility. Had been for five hours.

But hey, what a trooper, how he sprung into action when a problem needed solving, when a camera needed bolting to the front of a car, when a hatchback needed wedging open against 100mph slipstreams, when his 'baby' limped in.

Jeff removes the broken trackrod-end. 'We got lucky today,' he says. 'That sure would have given you a big fright'

Wrenches out, he removes the offending item, a broken nearside (if you look at it from across The Pond) trackrod-end.

"We got lucky today" he says. "It might not have sent you into the wall, but it sure would have given you a big fright."

A scared scribbler in an undamaged car is the kind of occurrence that causes been-there-done-it crew chiefs to curl both sides of their mouths into a rare smile. Don't get me wrong, Jeff, I wouldn't have wanted it any other way. You being there made the day so memorable.

And that strange noise? A huge misfire, apparently. One I had been blissfully unaware of. The Chevrolet usually runs on mansize-rooster 108-octane fuel and Jeff reckoned that the Millbrook filling station's brew was not man enough for the job at the higher revs I was using later in the day. Even the person from the village three miles down the road who had rung to discover what in hell was pounding the circle, would have heard the popping and banging, apparently. And I thought I was getting the hang of it. Sheepish-time.

NASCAR looks straightforward, is perversely behind the door when it comes to technology but, like all forms of motorsport, there is much more to it than meets the eye: a few tyre psi here, half a degree of rear spoiler there, it doesn't take much to be a Good Ol' way off the pace in this super-specialised arena.

And what a hellzapoppin pace it is. These Boys they speak of below the Mason-Dixon Line just happen to be the last true he-men of what is an increasingly sanitised, homogenised sport. I am not saying that this is out-and-out good – the recent death of Dale Earnhardt in the Daytona 500 casts a long shadow that will be slow to fade – but I am saying that this is out-and-out true. M

Thanks to Rex Greenslade, General Motors, Millbrook and Jeff Hammond for their help with this feature



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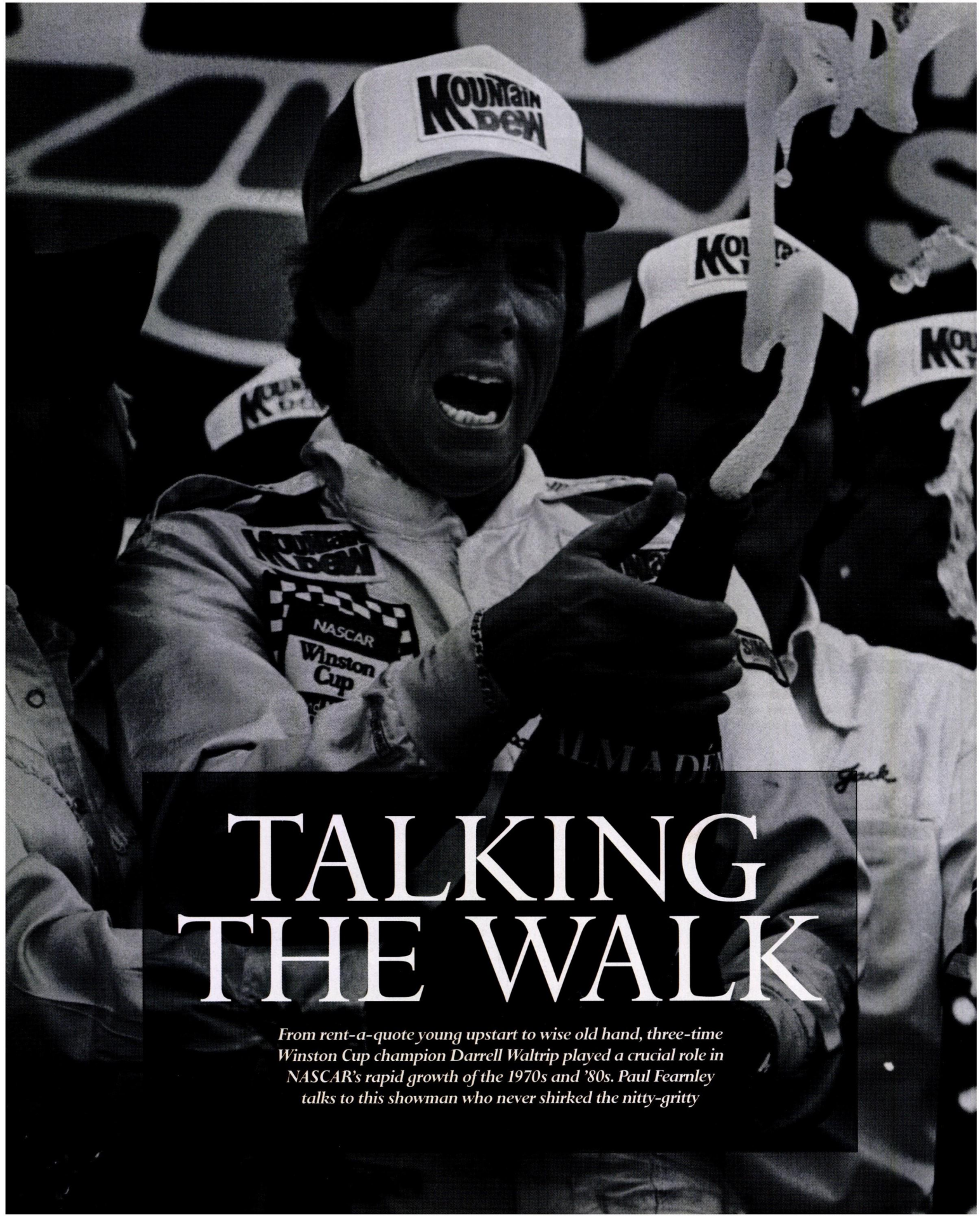
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TALKING THE WALK

From rent-a-quote young upstart to wise old hand, three-time Winston Cup champion Darrell Waltrip played a crucial role in NASCAR's rapid growth of the 1970s and '80s. Paul Fearnley talks to this showman who never shirked the nitty-gritty

BRISTOL MOTOR SPEEDWAY IN TENNESSEE SORTS OUT THE Good Ol' Men from the Boys. Even the 650-feet straight-aways on the 'World's Fastest Half Mile' are banked – at 16 degrees, no less. Its turns crank to a rib-crushing 36. Such curvature means speeds here are 30mph up on those at Martinsville – the other throwback skin-and-bone half-miler still on NASCAR's punishing, but forever-modernising, Winston Cup schedule. To top the timesheets at Bristol is to meld courage and conviction in a 125mph groove.

Not that rolling round on pole here means an awful lot, for there are still 500 dizzying, push-and-shove laps between you and victory. A tough ask. But you have to win at Bristol if you want to be called a real NASCAR driver.

Darrell Waltrip was called everything but that when he breezed onto the scene full-time in 1973, the second year of Winston's sponsorship. NASCAR was a very different world back then. It wasn't slick, it wasn't blue-chip, and it was far from being the second-biggest motor-racing championship in the world. Barring the Daytona 500, it was a little bit Hicksville. The large checks [sic] were on the shirts, not in the banks. Richard Petty, David Pearson, Cale Yarborough and Bobby Allison were rightly feted by the hardcore, but they had yet to gnaw at the soft underbelly of America's public consciousness. They were fearsome competitors, sure, hardened by week-in-week-out competition, but they were hardly media darlings.

Enter 26-year-old Waltrip. A Tennesseean by birth, but racing out of Owensboro, Kentucky, he was used to winning in the lesser, "Saturday night" races, and saw no reason for his sequence of success to stall in this more rarefied atmosphere. At least that's what he told everybody – any time he could. Never short of a quote, he'd fire off opinions about his own race *and* everybody else's, if need be. Yarborough, the epitome of a pre-Waltrip stock-car driver (and, to be fair, for a good while post-) nicknamed the new kid 'Jaws', 'cos his mouth never stopped moving. Waltrip mischievously painted a shark on his car's flank and invented 'Cale Scale', a from-one-to-10 dig at this laconic driver's tendency to label every just-finished race the 'toughest he'd ever run'.

"He'd climb out of the car, as red as a beet, sweating, worn out, just exhausted, and say the same old thing," remembers Waltrip. "I used to think, 'Toughest compared to what?' Hence 'Cale Scale'.

'I was probably more obnoxious than I should've been, but I saw that it got results'

"The whole thing about that time was that there was a select group who won all the races, and they were very protective of their turf. When I came in as a young guy, they acted like they didn't care I was there. They didn't want you there. They didn't know your name. They didn't want to know your name. And that was a big change to what I'd been accustomed to. I'd *been* the show, not part of the show. They wanted you to be a small part of their show, but I didn't go along with that.

"I was probably more obnoxious than I should have been, but I saw that it got results, and when you get results you parlay that into whatever you can. Being outspoken and dressing a little different – no big belt buckle, no moustache, no jeans – gave me a lot of notoriety. And I used that to my advantage."

No amount of attitude or trend-bucking was going to soften the inevitable hard knocks, though, and it took Waltrip until 1975 to score his maiden win – the Music City 420 at Nashville Raceway. He had to wait another three years for his first Bristol victory, besting Benny Parsons by a lap to take the spoils in the Southeastern 500.

The wins were starting to flow now.

The following year, 'King Richard' pipped him to the title by a measly 11 points. Petty had always been his target, ➳

Left: Waltrip celebrates a Charlotte victory in his first title year, 1981. Below: Pitstop at Rockingham in 1987



All photography by Don Hunter

and he'd come agonisingly close to usurping him with his self-run team. Close enough to know he needed a little help; close enough for everybody else to know he was a future champion given the right equipment.

"There were only three or four big teams when I started – the Pettys, Junior Johnson, the Wood Brothers – so if you wanted to get into racing you had to build your own cars, set up your own team, have your own people around you. I took very little and did a whole lot with it. That's what got me noticed.

"It's very gratifying to win a race for anybody, anytime, that's what your goal is, but there's no better feeling to know you did it in your own car run by your own team. But it's also very wearing, building engines, building cars, driving the team truck, just so you can race for those four hours on Sunday. I needed to be more focused on driving. Plus I'd learned I preferred my name at the top of a cheque rather than the bottom."



Waltrip signed for Junior Johnson's top-line outfit in 1981. And took the championship, scoring back-to-back Bristol wins in the process – a pattern he repeated in '82. Incredibly, he topped out both Bristol races in '83 – only to lose the title to Bobby Allison by 47 points. Six consecutive wins on NASCAR's toughest track. No, make that seven – he won the first race there in 1984. Staggering. And there's more. He won 12 times at Bristol. And 11 times at Martinsville. This talker could walk the walk.

In the early to mid-80s, during a six-year, 43-win, 34-pole spell with Junior, Waltrip was almost unbeatable on the short tracks, matching his natural speed with a miraculous tactical acumen: nursing, manoeuvring, nerfing, outguessing, squeezing and then, and only then, attacking.

"It's difficult to explain what we do on those kind of tracks. It's basically instinctive. I think you can teach someone to road-race, there's a basic technique to that; round-track racing is something you must have a feel for. You don't think about what you're doing, you just kinda react. And you have to be comfortable doing it. That's the big thing.

"It's all about track presence, knowing where you are all the time, and knowing where the competition is. A mental picture. But that's something you paint in your mind; it's not a photograph you can take away with you and study, it's something that's changing all the time. And with all of this going on, you have to be thinking ahead too, way ahead.

"I always liked to be the guy in and around the first 15 or so during the first couple of hundred laps, the top five for the next couple of hundreds and, when the race was won, I wanted the rest to say, 'How did he do that?'

"Junior's cars and his team were just so consistent. I had great faith in them. If we didn't win, we'd be second, third or fourth. That's how we won titles."

They might have been his happiest hunting grounds, but it wasn't just about the half-miles: he racked up 32 superspeedway victories in a 28-year career, including a record six in Charlotte's awesome 600-miler. He scored five road-course victories, too. His feats must satiate even the most ravenous when-and-where junky: 84 wins, 58 poles, 276 top-fives, almost $20m in prize money.

There were downs too. You're bound to get them if you start 795 races. A huge Daytona practice crash in 1990 left him with serious leg injuries. He recovered to score two wins in '91 and three more in '92, but these were the last hurrahs of a career that went past its sell-by date. Like all hotshoes, he'd boasted he'd never race past his prime, past 40.

He was 53 when he eventually retired in 2000. Nobody minded, legends are cut some slack. No, correction, not legends. Better than that. Real-deal NASCAR drivers. M

Below: Riding high in Junior Johnson's Chevy at Darlington, 1981. Above: Only Daytona 500 win came in '89



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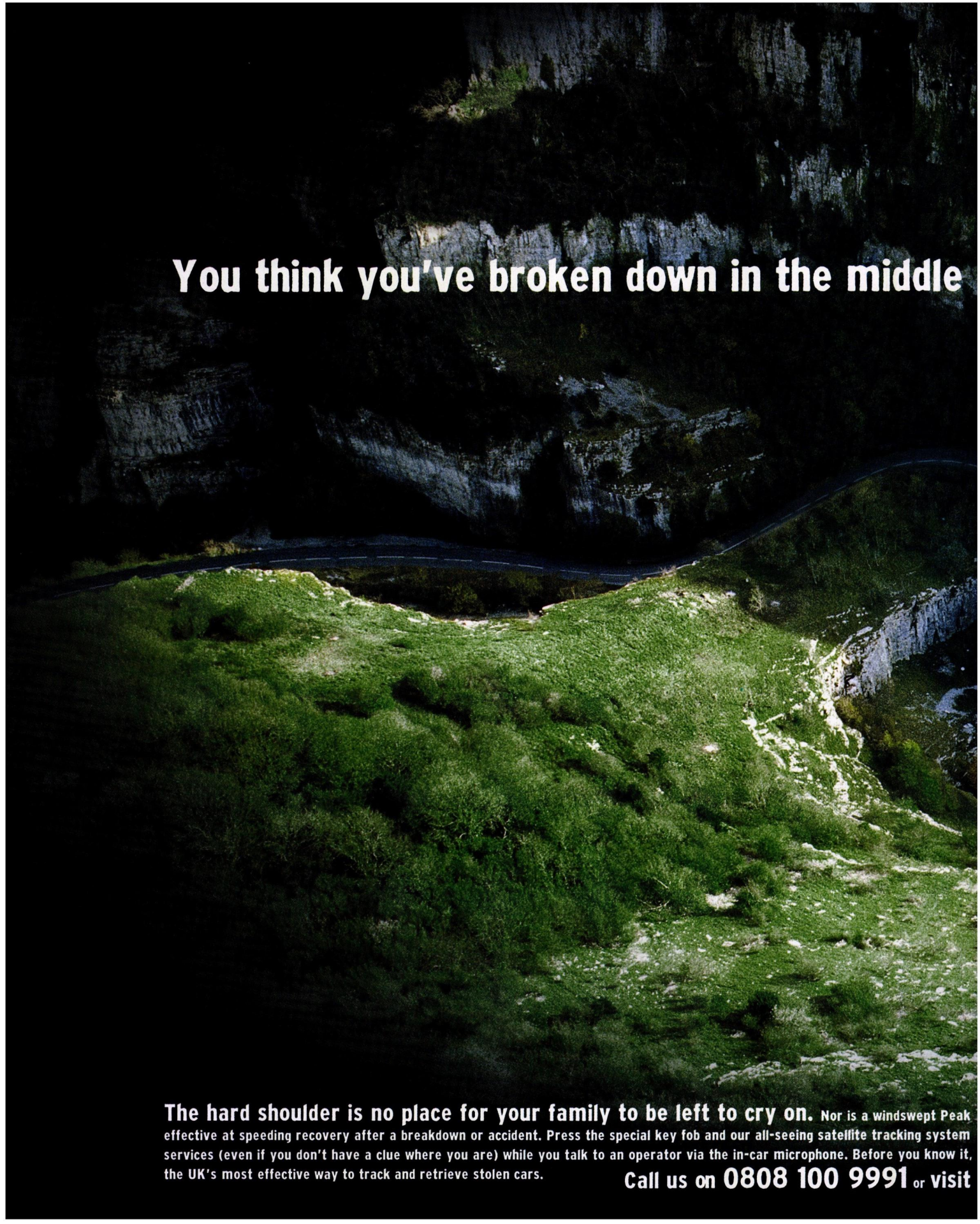
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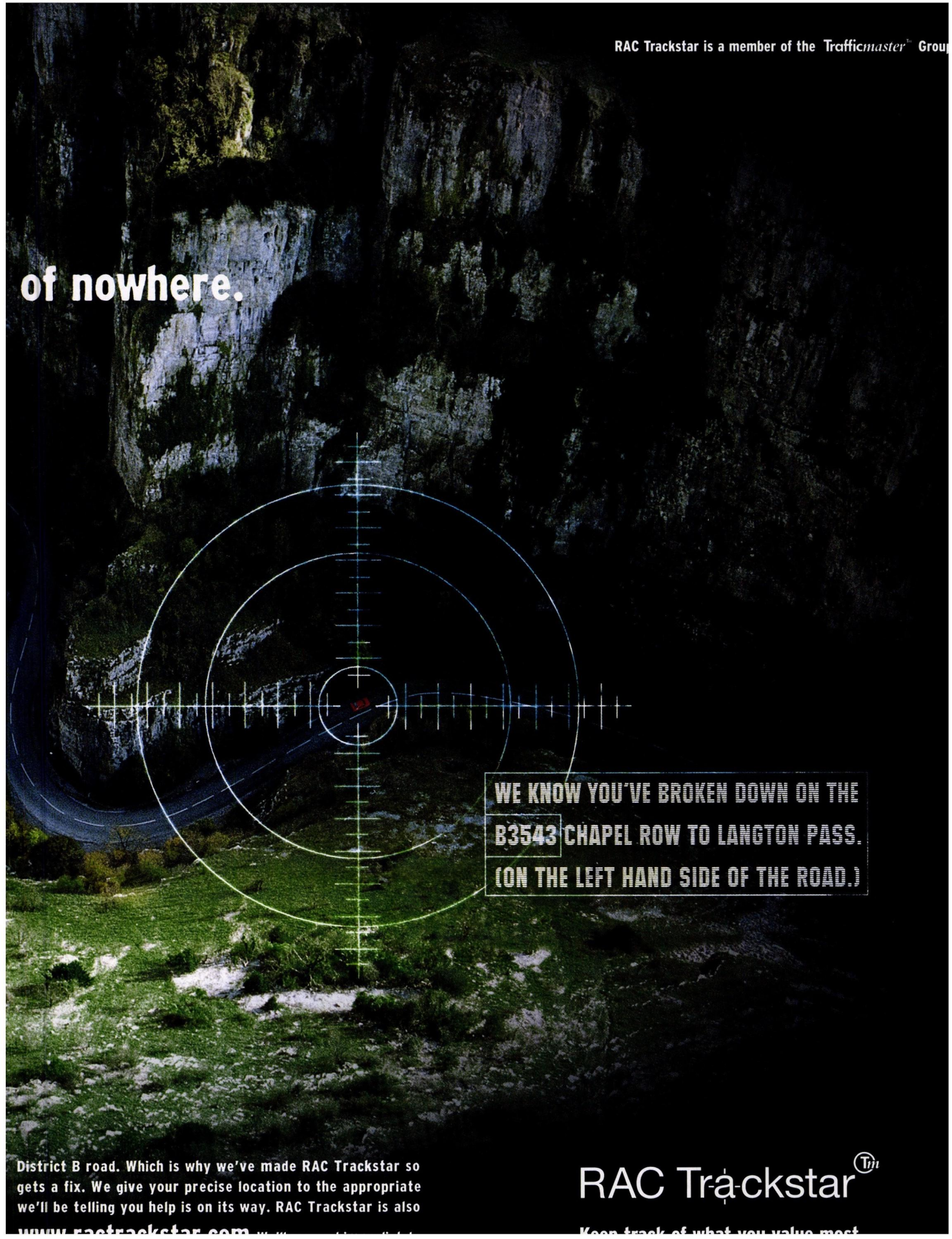
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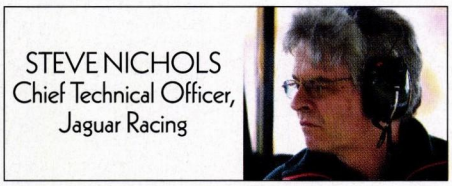
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HAVE BEEN INTERESTED IN MOTORSPORT FOR A LONG ne. I started racing in 1972, in American Formula ord, and I've remained a fan of grassroots-level ub racing ever since.

I'd bought myself a Mk11A Merlyn, which was out three years old then, and gone off to Laguna ca. I happened to be next to a guy in the paddock ho was running a self-built Formula Ford. The y was Dave Bruns; the car was the forerunner of e ADF. It was quite an unusual thing, different to e norm. The following year, a refined version of appeared, what you might call the production rm, and it was extremely good.

The premise of the car was that Dave, who was Formula Ford driver himself and a very lented design engineer, had decided to uild the ultimate Formula Ford. He then amed up with Automotive Developments' ul White, and they manufactured a few amples of the car.

I think it was around 1973 when they egan selling them, and they made a big lash on the North American scene. Bob rl drove chassis 001 at the National Run-ffs in Atlanta. This was the culmination of e club racing year, where the winner was eclared the national champion. Bob won.

At the time, the ADF was known as the iller car' – it was so good it was going to ill' the class. There was one big problem ith it, though – it was very, very expen-ve. $10,000 was an enormous amount for Formula Ford back then. So it 'killed' your allet too. But, to be fair, it did have the best everything.

Its layout was unusual: it had inboard front spension with a rising-rate geometry, irly complex with a front wishbone tended into the chassis to form a rocking m. This arm pulled on a pullrod, which llapsed the spring and damper to give the rising-te geometry. So the dampers ended up being at angle down by the driver's thighs.

The rear suspension was more conventional – iling arms and coil-over-springs. It didn't seem matter because it was all masked by a wide body , intuitively, it didn't appear to upset the balance. just looked racy and right. They may have done me model testing. I kind of doubt it, though.

Behind the driver's head was a long fairing, quite ide by the roll-hoop, which carried on like an swept tea tray to create downforce. This was the rt of thing which would probably be declared egal in British Formula Ford, but which was acceptable in America because of its slightly more relaxed aerodynamic regs. The ADF was very aero-dynamic-looking; some had a tall thin air inlet on top of the engine fairing that looked very nice.

It had a very low, pointy nose, with the rad inlets on either side of the driver and the rad itself in the middle behind – the same layout as the Swift, which was Dave's later, cheaper, more productionised Formula Ford.



Bob Earl in chassis 001. This combo won SCCA Run-Offs in 1973

Jim Hansen/Racer magazine

The ADF project was done as a cost-no-object exercise. All the fittings were Aeroquip. Even though it wasn't strictly required, it had a fuel cell instead of the usual welded-up tank. Even the oil tank was a miniature fuel cell.

It had a tube frame, as the regs required, but whereas the British frames would be made out of mild steel and brazed, this was done in 41/30 and TIG-welded.

It had inboard front brakes too, it was just like a miniature Lotus 72, and the driveshafts and joints jacked up the cost even more.

I used to talk to Dave and Paul quite a lot, because I would see them at various meetings, and I'd say, 'This is all very nice, but it's too damned expensive. Couldn't you do a sort of British version, so to speak, a cheaper version?' They replied that that wasn't the idea. They were taking the purist view.

It was eight or 10 years later, in the early 1980s, when the Swift MkI appeared; they had effectively done what I had suggested. The Swift DB1 went on for years and years and years in America – it was the car to have. And in the mid-1980s, Frank Bradley, a British club racer who had campaigned FF2000 Van Diemens for years, decided he didn't want to go the Reynard route when they became dominant, so he bought the rights to build Swifts in this country. It wasn't absolutely the same as in America, and later it split off completely, which is where Swift in Britain came from.

The ADF influence, of course, was fading by then, as the cars were facing different conditions. And it had become a much more commercially viable company; they sold large numbers over many years and they just didn't become obsolete. Historic Formula Ford is full of them.

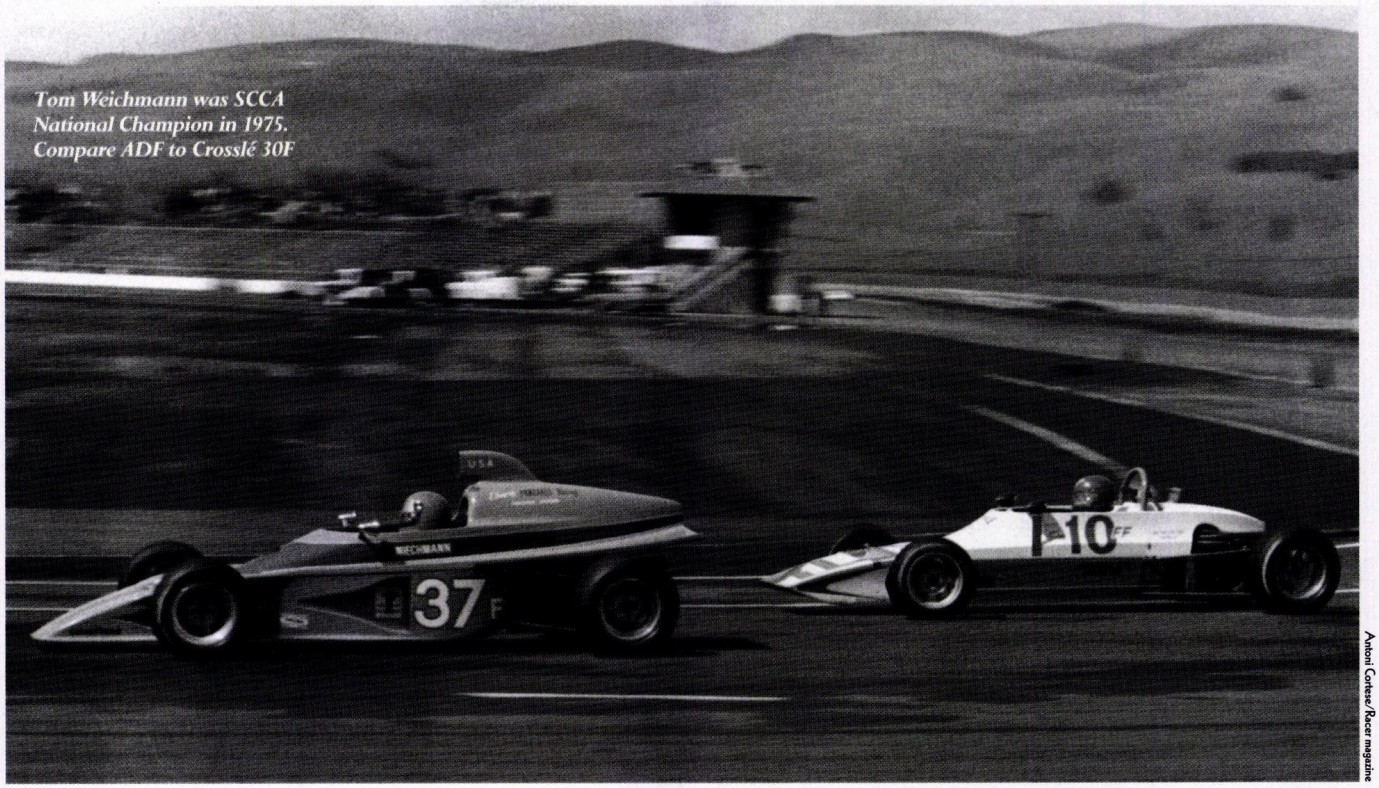
There are a few ADFs racing in this arena too. In fact, I was very tempted to buy one to keep in America and race it over there, but at that distance it's not practical. That's what happens when you become an old fart, and you can afford what you couldn't when you were young. I saw these things blowing me off comprehensively but couldn't afford one. Then.

This is a period of my life which tugs at me nostalgically, which is perhaps why I picked this car. I was just starting out in aerospace engineering. I was living in Utah and racing on the West Coast, so all the races involved a 600/900-mile round trip. We'd drive all night Friday to get there, and all Sunday night to get home.

It was my grounding in racing; looking at things like this ADF inspired my interest in the design aspect of the sport, made me want to be an engineer. It prompted me to be creative, to try to make everything the best I could.

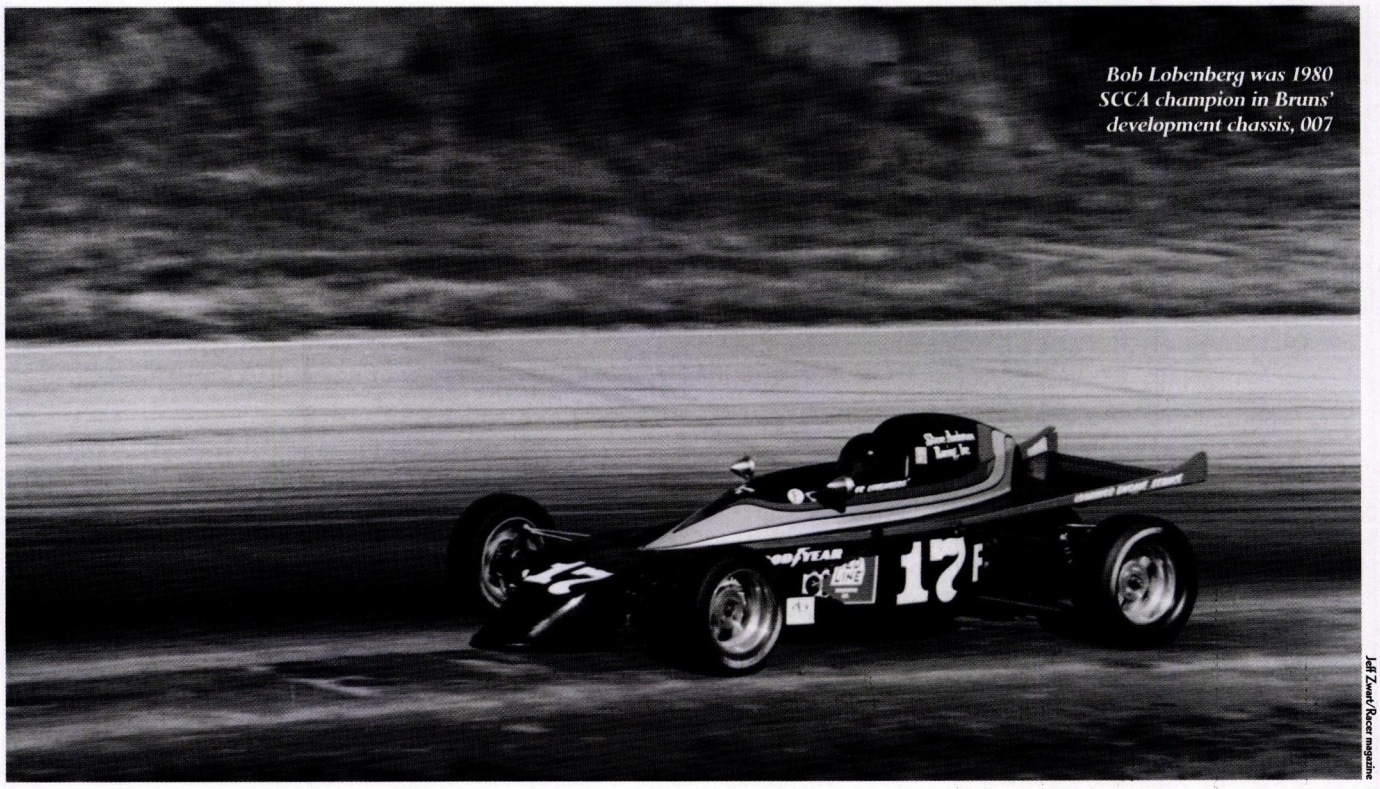
The ADF was a gem of a car; not a Formula One but, in the context of Formula Ford, it was a Ferrari or a McLaren. From an engineering point of view, it was so nicely done. It just pushed all the right buttons for me.

Steve Nichols was talking to Gordon Cruickshank M



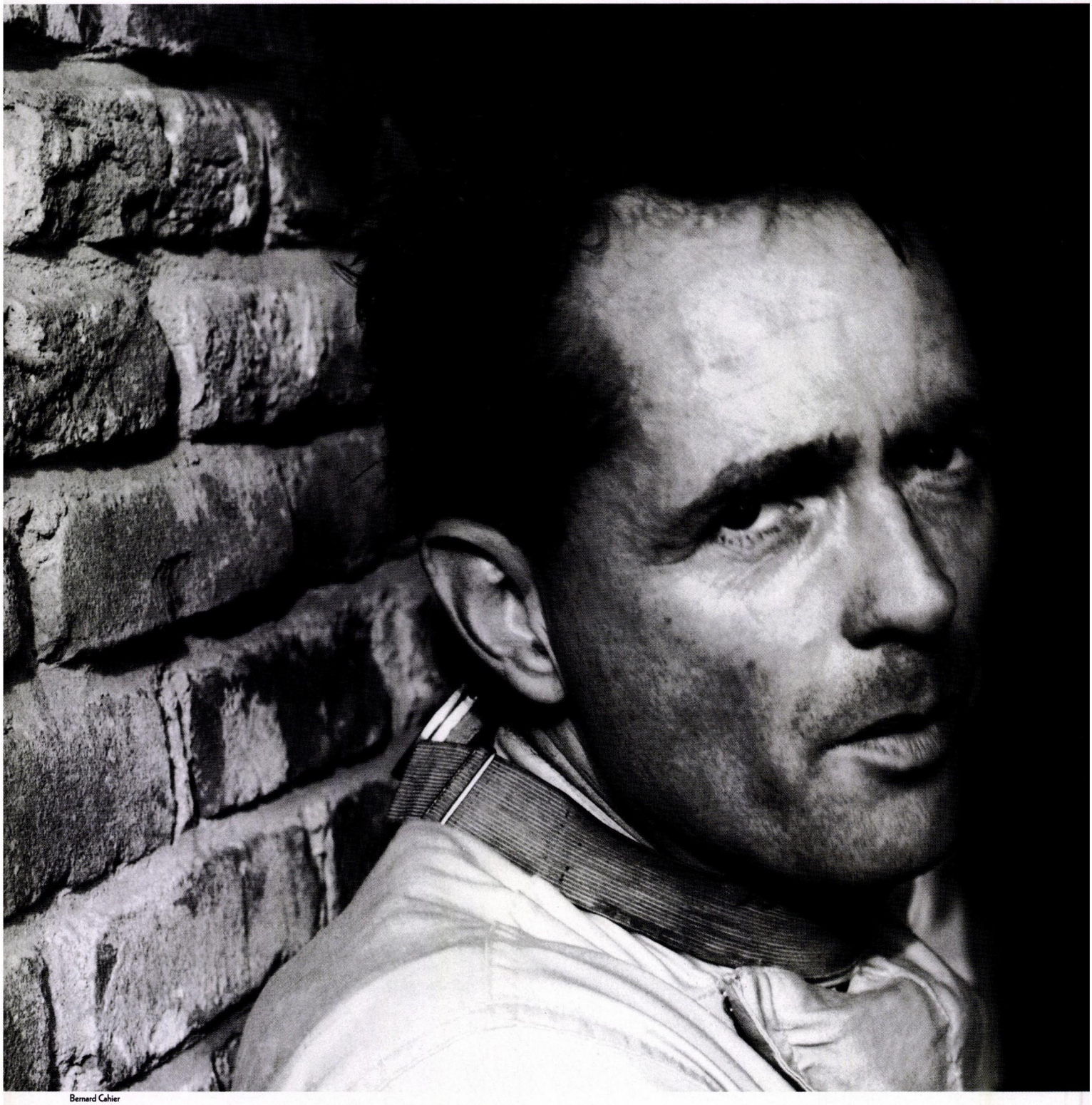
Tom Weichmann was SCCA National Champion in 1975. Compare ADF to Crosslé 30F

Antoni Cortese/Racer magazine

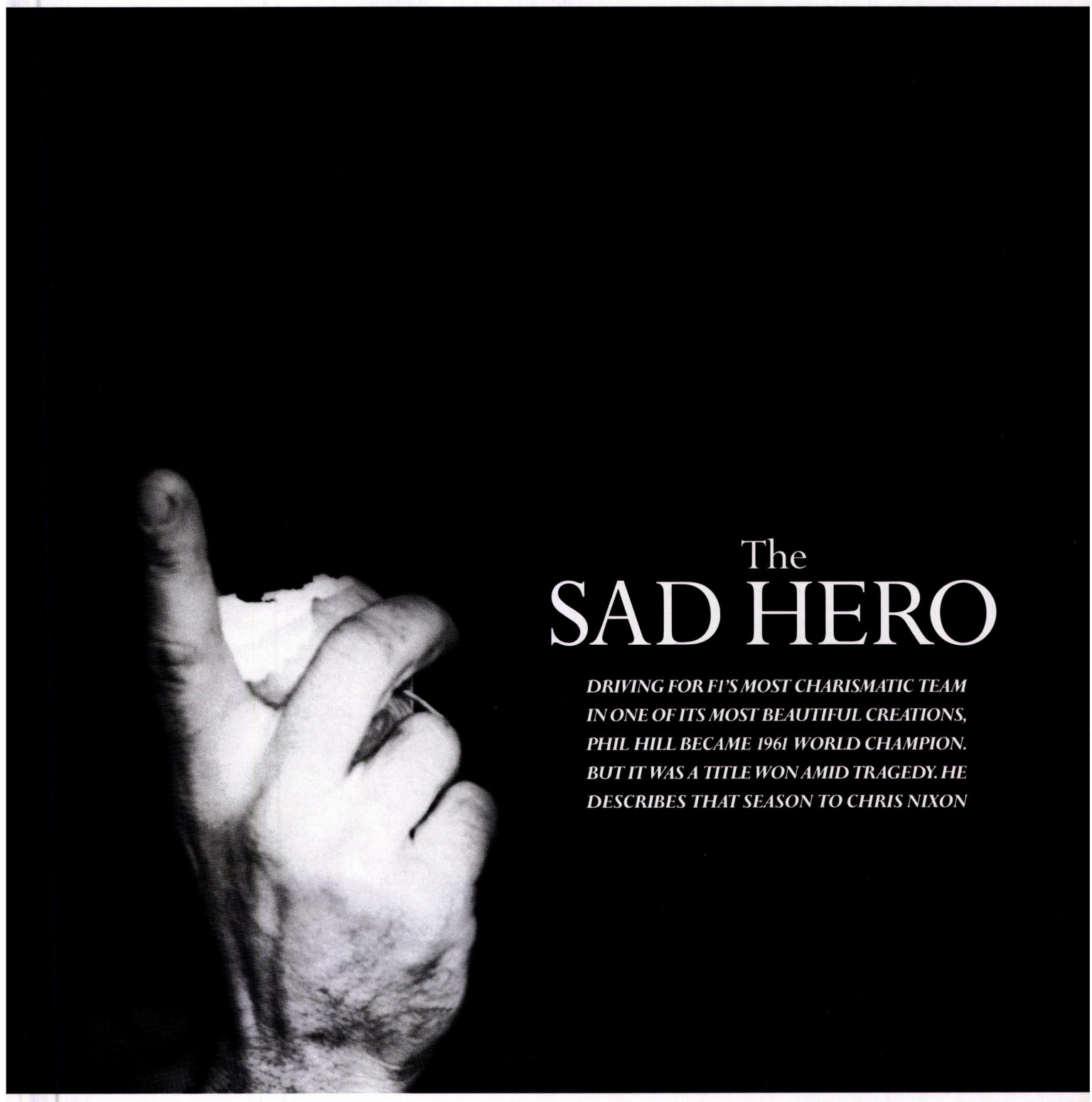


Bob Lobenberg was 1980 SCCA champion in Bruns' development chassis, 007

Jeff Zwart/Racer magazine



Bernard Cahier



The SAD HERO

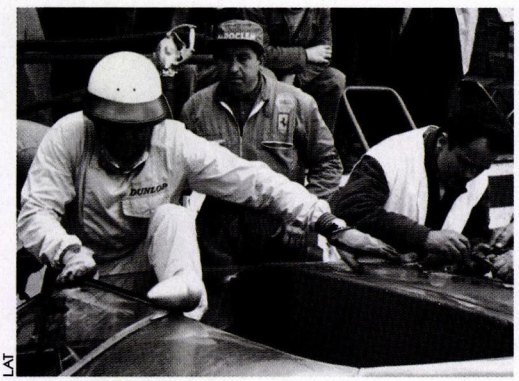
DRIVING FOR F1'S MOST CHARISMATIC TEAM IN ONE OF ITS MOST BEAUTIFUL CREATIONS, PHIL HILL BECAME 1961 WORLD CHAMPION. BUT IT WAS A TITLE WON AMID TRAGEDY. HE DESCRIBES THAT SEASON TO CHRIS NIXON

IT WAS, AS CHARLES DICKENS ONCE WROTE, THE BEST OF TIMES AND the worst of times. As Phil Hill completed the final laps of the 1961 Italian Grand Prix he was trying to figure out just how his win would affect his battle for the World Championship with his team-mate, Wolfgang von Trips. He knew a Ferrari had crashed on the second lap and a few laps later his pit had shown him a leader board and Trips was not on it. Clearly, he was out of the race, but was he OK? Would he be able to take part in the final race of the year, the USGP at Watkins Glen?

"I won the Italian GP," recalls Phil, "but my happiness was short-lived. I came into the pits and Carlo Chiti said 'Bravo! Bravo!', but there was something not quite right about his enthusiasm for my victory. I asked him, 'How's Trips?', and the look on his face told me right there."

That second-lap crash had killed von Trips and 11 spectators. Hill was the new World Champion, the first American to win the title, but his well-earned triumph was overwhelmed by the tragedy and he never received the recognition he was due.

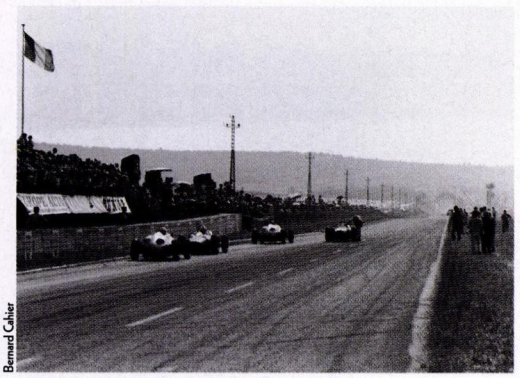
This is the 40th anniversary of Hill's season-long battle for the championship but though now 74, Phil is sharp as ever, his recall remarkable and precise. His happiest memory of that 1961 season?



LAT

'People think the Belgian GP was a walkover, but it was fraught'

"Winning Le Mans," he replies, instantly, "but in F1 terms, it was winning the Belgian GP. People seemed to think it was a walk-away win for me, but it was actually fraught with great challenge because there were rumours that von Trips was going to get the approval of the 'Old Man' as Number One driver, but that turned out to be not the case at all. It was also a thrill to win at Spa which, next to the Nürburgring, was my favourite circuit."


Bernard Cahier

Victory at Le Mans in (top) was Hill's favourite aspect of '61, while his goof at Reims GP (above) he rues to this day

But the '61 season began at Monaco, where the British teams were in some disarray, having spent the previous two years protesting against the FIA's new 1.5-litre Formula. Enzo Ferrari, by contrast, simply accepted the inevitable and in his annual press conference late in 1960, unveiled the Carlo Chiti-designed 1.5-litre car, the 'sharknose' 156 which would become an icon among F1 cars.

Phil Hill did not drive a 156 until practice for Monaco, but the Ferrari drivers had been given an indication of the new car's potential at Zandvoort the year before, when the team stayed on after the race and tested a 2.5-litre, mid-engined car.

"There really was a tremendous difference between the feeling that the driver got in his new position in front of the engine, coupled with the car's reduced polar moment of inertia. You could really throw it around," recalls Phil. "By the time we got to Monaco, our chances for the championship were looking good. However, being a basic pessimist I thought other teams would have something new, too, so I didn't count on the 156 being too wonderful. But it was!"

The 156 began life with a 65deg V6 engine (developing 185 bhp at 9200rpm) which powered the cars of Phil Hill and Taffy von Trips at Monaco. A third car had a lighter, 120deg vee, which produced only 5bhp more, but gave the Ferrari a lower centre of gravity. It was entrusted to Phil's friend Richie Ginther, who had done a great deal of development work on it with with Carlo Chiti.

"That car's lower c of g made quite a difference at Monaco," says Phil, "especially when getting out of the hairpins. Richie could get more power down and the car seemed to rotate better going in. People always talk about the 40bhp advantage we had over Stirling's Lotus, but he had a lovely light, nimble little car, which off-set some of our power advantage."

After a stunning drive, Moss was followed home by the Ferraris in the order Ginther-Hill-von Trips.

At Zandvoort a week later, von Trips won the Dutch GP, with Phil less than a second behind him. "I made the mistake of changing a roll bar just before the race, so I couldn't test it," Hill recalls. "I ended up with terrible understeer, and could do nothing about Trips and instead had a race-long battle with Jimmy Clark in the Lotus."

In Belgium, the positions were reversed, with Hill leading home von Trips, Ginther and Gendebien in a remarkable Ferrari 1-2-3-4.

"The Ferraris were just terrific there," says Hill, " although they always had to run a lot of negative camber on the rear wheels, which was weird. That was the only way they could be made to handle properly but it drove the Dunlop people crazy, because it overheated the inside edge of the tyre, and we all lost great chunks of rubber."

With three races run, Hill and von Trips had one victory apiece and Ferrari refused to nominate a number one driver. Phil was not happy. "I was very much the senior driver, having been with Ferrari since 1955, but the Old Man refused to nominate me as Number One. I always got along with Trips, but I never considered him a rival, as he had been on and off the team a couple ➳



Hill leads friend and team-mate Ginther at Monaco. Richie, with a better-handling Sharknose, would go on to challenge Moss for victory. Hill finished third

LAT



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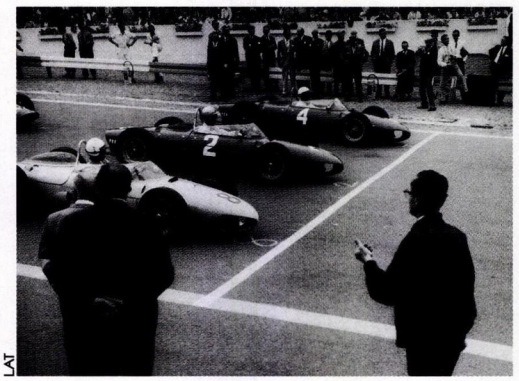
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of times. More to the point, he had had a number of accidents and by 1961 it was hard to tell if he had matured or not. It was an awkward position to be in because, even though I was supposed to have an advantage, there was none because my principal adversary was von Crash, and that was not a pleasant situation."

Next on the agenda was the French GP at Reims and Phil admits that here he made "the stupidest mistake of my entire motor racing career." He won pole with a lap 1.5sec faster than von Trips and the German was demoralised.

"Before the season began we had decided we would not drive one another's car in practice, in case one guy over-revved the other guy's car on purpose. But at Reims, Trips was so put out that he asked Tavoni if I could try his car.

"I had just heard someone in the next pit talking about oil all over the track, so I thought if my time was not so hot I could complain about the oil. But on my first lap I couldn't see any oil at all, so I really nailed it and improved on Trips' time, which sent him further into the depths of despair. I knew I had a psychological advantage over him, as I must have lucked my way into a good set-up and a good engine."


LAT

'At Reims, von Trips was so put out he asked if I could try his car'

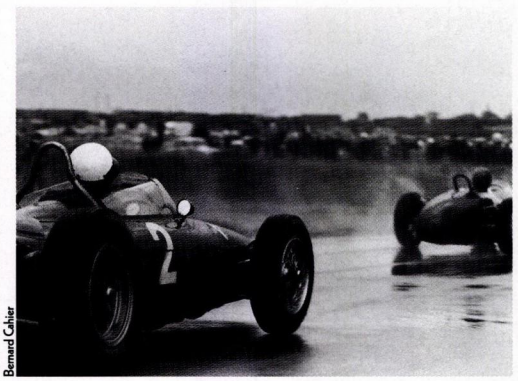
It was extremely hot all weekend and early in the race the road surface began to come apart. But due to its long straights, Reims was very much a slipstreaming circuit and so several cars retired due to overheating when stones went through radiators. One such was the Ferrari of von Trips, which went out on lap 18. Hill was now in a secure lead, 20sec ahead of his other team-mate Richie Ginther.

After losing four laps to have a broken brake pipe repaired, Stirling Moss rejoined the race in Rob Walker's Lotus, just ahead of Phil, who recalls: "I thought to myself, 'I've got to get Moss at Thillois, before he can hole in my radiator.' I was a Master at Thillois, I really had that turn nailed down and there was nothing to hit – no trees, no walls, nothing. The worst thing you could do was misjudge it, but that was no problem because you just added 50 yards to the lap, made a tighter turn on the escape road and you hardly lost anything at all.

"So I passed Moss, then spun on the wet tar. He T-boned me and my feet were knocked off the pedals and I stalled. That was the first year of starter motors on F1 cars, but it was so hot all the water had boiled out of the battery and it wouldn't restart the engine, so I had to push the car and lost a lot of time. I had that race in my damn pocket, with a golden opportunity to move ten points ahead of von Trips. It really was a disaster; it could have changed the whole climate of the season. If I had held that points lead Trips might not have been busting his tail at Monza."

So, with four of the eight championship races completed, Phil led von Trips by 19 points to 18, with only the five best results to count towards the title. And from the heat of Reims, the F1 teams moved to the cold and rain of Aintree for the British GP. On race day it poured and Phil led for the first seven laps until von Trips got by. Then in the most appalling conditions Hill had a huge moment approaching Melling Crossing. "For a long moment I thought I was going head-on into a concrete gate post and that ruined my concentration. Ginther got by me for a while, but then let me back into second place, behind Trips, which is how we finished."

Next came the German GP, and another of Phil's happy memories of that year. "I really did enjoy breaking the 9-minute barrier at the Nürburgring." That tremendous lap of 8min 55.2sec put him almost six seconds clear of the field and a confidence-boosting 10sec faster than von Trips,


Bernard Cahier

Hill (4) won from pole at Spa (top) after battling with von Trips (2) and Gendebien (8). Aintree (above) yielded second

Despite Phil's superior speed, the race was won and lost on tyres. Dunlop had recently introduced their demon wet weather tyre, the high hysteresis D12 'green spot', which had proved itself at Aintree, so when it started to rain about an hour before the 'off' at the Ring, all the teams fitted them. With 15 minutes to go, however, the sun was shining and Dunlop, fearful of excessive wear in the dry, instructed everyone to change back to normal rubber. Ferrari and Porsche obliged, but Moss and Lotus refused, as Innes Ireland had won at Solitude in the dry with D12s and was convinced that their extra grip was worth the risk in uncertain weather conditions.

He was right. Moss led from the start and after three laps had a 10-second lead over the Ferraris of Hill and von Trips. On lap eight, Stirling lapped in 9min 02.8sec, but this was immediately bettered by von Trips, who surged past Hill, recording 9min 01.6sec in the process but Hill retaliated with 8min 57.8sec, but they were still almost 10 seconds behind Moss. With ordinary Dunlops fitted, Phil found his car "lost part of the balance that it had with D12s."

There was nothing he could do about the Lotus, so the interest now centred on which Ferrari would finish second. Phil's ➳

concern over von Trips' reputation came into play.

"I had been racing a long time and had been to enough funerals, so I was beginning to understand the hazards of motor racing and it made for an uneasy situation, wondering what I might get dragged into. At the Ring I shouldn't have let myself get tangled up in that mess on the last lap, yet I did.

"We always got a good tow on the three-kilometre straight before the pits, so Trips and I both wanted to be behind, so we could slipstream the other and be first across the line. Well, I was behind and just getting ready to gobble him up when we hit a rain squall as we took the swerves after the Antoniusbuche Bridge. I saw him lose it, then lost it myself.

"It looked like we were in for a monumental crash that would take us both out, and as we slithered around I was trying to dodge him. When we got straightened out he was further ahead than he had been originally, so he finished second and I lost two valuable championship points to him."

And so, going into the penultimate race at Monza, the battle for the Championship could be decided in favour of von Trips if he was

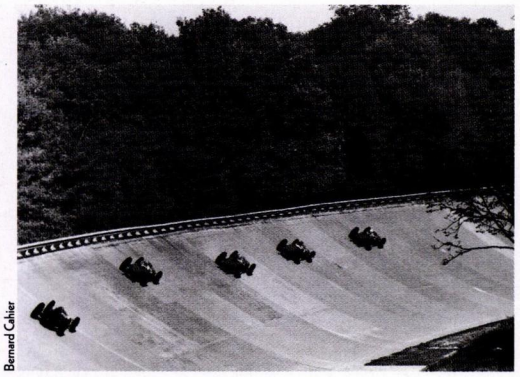


LAT

'Enzo Ferrari played the martyr role but they were crocodile tears'

to win and Hill was to finish lower than second. If he did finish second behind Taffy, however, his 'best of five' total would be 31 points to Taffy's 39, so he could still win the title at Watkins Glen.

As in 1960, the Monza circuit included the banking, which had frightened off the British teams that year, handing Hill a hollow victory with the Ferrari Dino. The banking held no fears for him. "I had finished third with the 4-litre Ferrari in the 1958 Monza 500 and compared with that, the little 1.5-litre car was just foot-to-the-floor all the way around. That was how, during practice, I realised there was something wrong with my Ferrari – I was one second slower than the others on the banking alone. I demanded a new engine for the race."



Bernard Cahier

In Germany (top), bad tyre choice put the Ferraris behind Moss once more. Hill won the joyless Monza race (above)

Ferrari had tested Phil's car the week before to see how they could avoid bottoming on the banking, yet still have a low car with lots of negative camber. "It was a difficult compromise with spring rates and a taller final drive," says Phil, "but we got an increase of several hundred revs on the straight, causing the inner valve springs to break. That's why my car was slower in practice, but no-one put two and two together in time for the race. In the event, my new engine survived the race, but the others didn't."

And neither, tragically, did Wolfgang von Trips. On the second lap he was involved in a collision with Jim Clark's Lotus and though Clark walked away unhurt, the Ferrari careered up the sloping earth bank which was lined with spectators. Eleven died, as did von Trips, who was ejected from his car and broke his neck.

"Trips made a bad start and Richie Ginther and I both went to the front from the second row." recalls Hill. "Clark got by him and then Trips got him on the straight between Lesmo and the Parabolica. Trips was being cautious because we were all aware that on the opening lap at Monza you never knew if someone's loose filler cap was going to dump a load of gas all over the road under heavy braking, and you found that out on the second lap.

"I was in the lead and so saw nothing of the accident, but what we all heard afterwards was that Trips outbraked Clark and, assuming that he was past, set himself up for Parabolica by moving slightly to the left. In doing so he touched the right front wheel of the Lotus with the left rear of the Ferrari."

And so Phil Hill won the Italian Grand Prix and the 1961 World Championship, but in tragic circumstances. To cap it all, he was denied the pleasure of racing as title holder in front of his fellow Americans at Watkins Glen.

"I'm glad that teams today can't do what Ferrari did then and just refuse to go to the next race. It threw a monkey wrench into the plans of the organisers at Watkins Glen when Ferrari failed to show up with me, the first American champion, to drive in front of my home crowd. I tried to persuade Enzo Ferrari to send one car for me, but he wouldn't budge, because he had his championships in the bag.

"He played the role of martyr to the hilt, to tell the truth, meeting the press with several days' growth of beard and looking distraught and grief-stricken. They were all crocodile tears to me – he was putting on a show, as he'd done many times before.

"I went to Watkins Glen, of course, but I was just driven round on a lap of honour on the back of a convertible. I was really sick about that, for that day should have been the crowning glory of my career, the biggest day of my life.

"Also, there was a certain amount of guilt on my part in that Trips was dead and I was alive and I had won the championship. I was unequipped to deal with that situation. If I had been more experienced in life I would have been able to wade through it, somehow. It was the most terrible way to win a title." M

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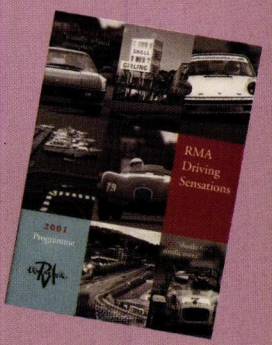


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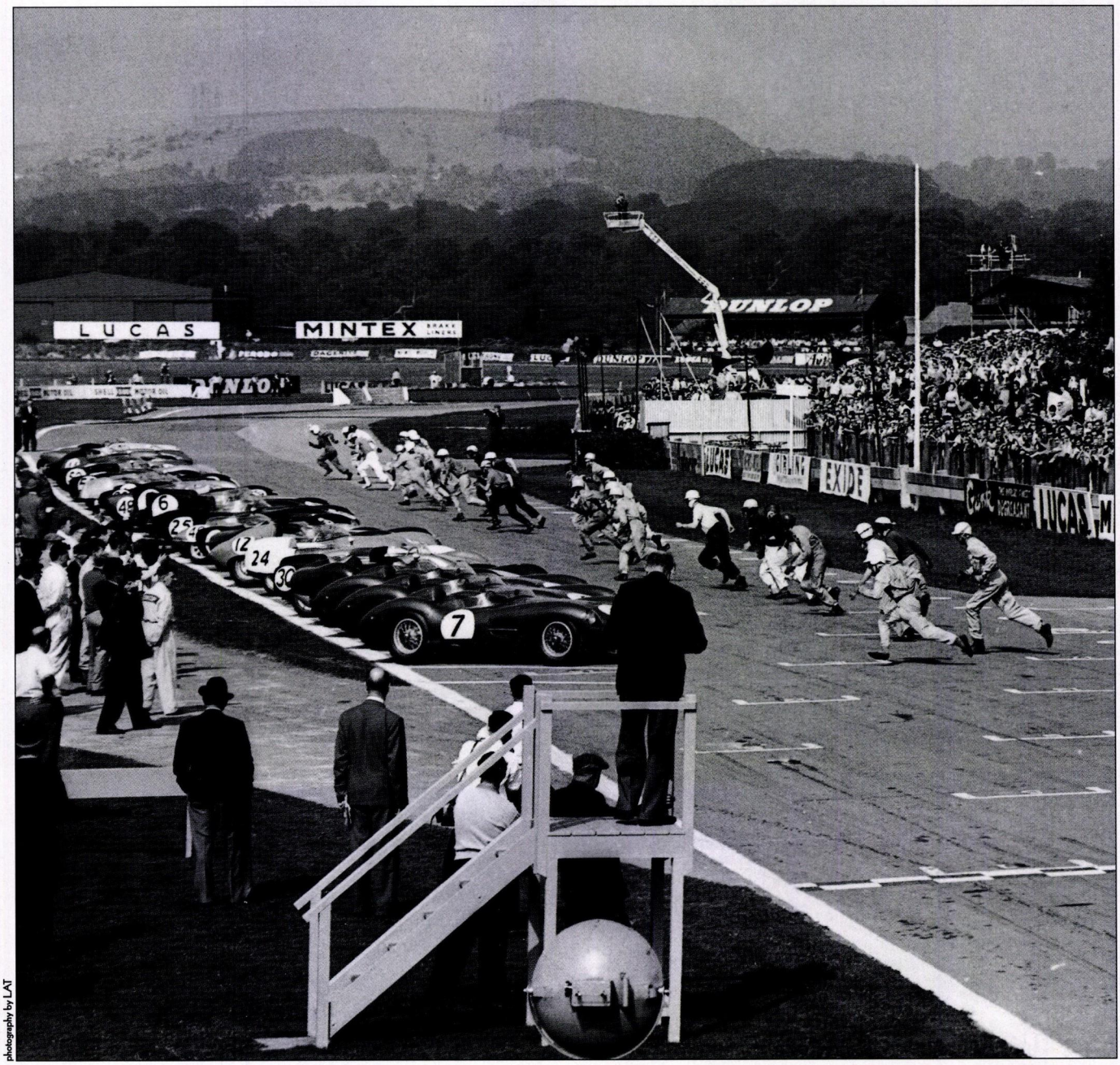




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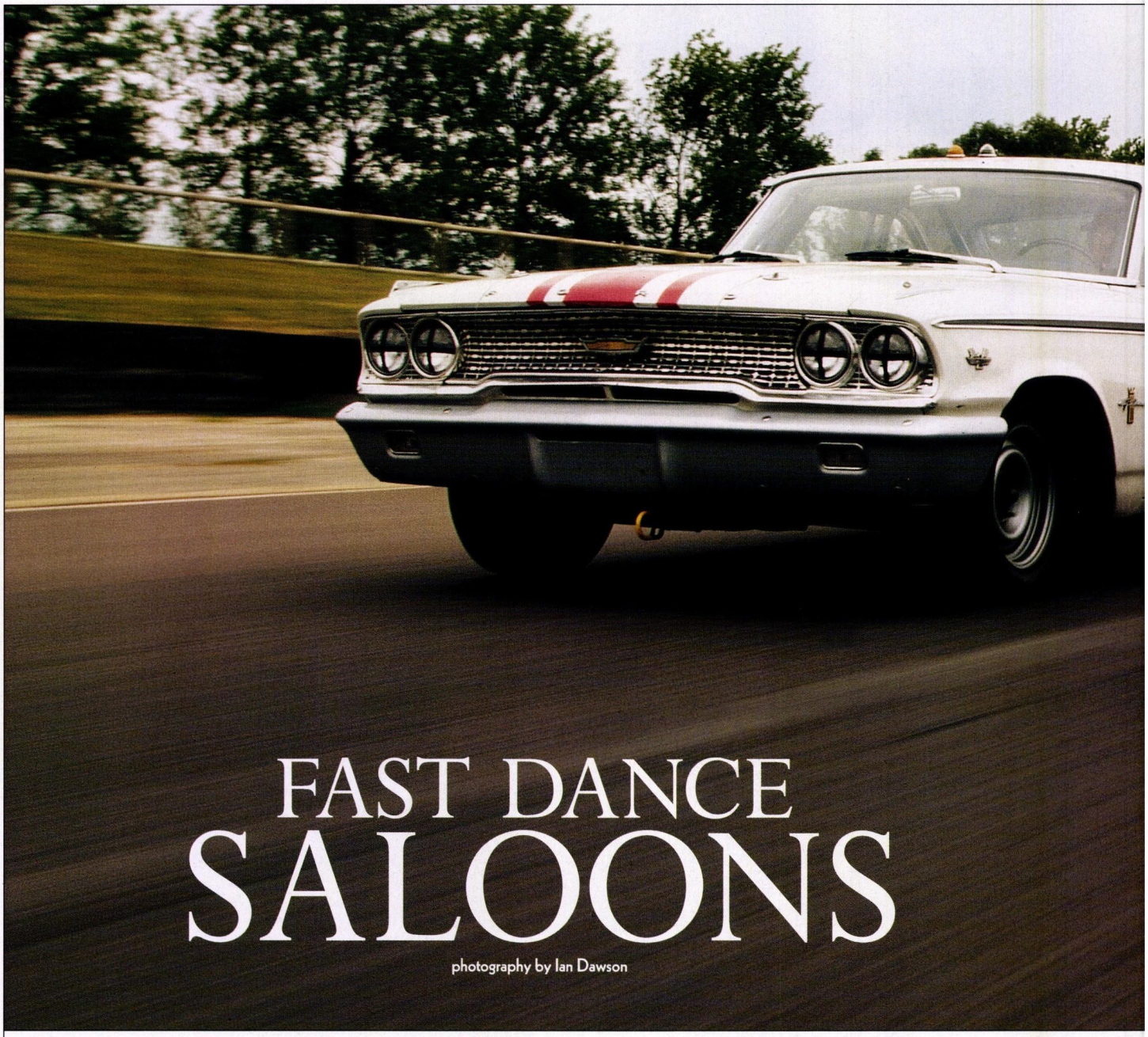
GOODWOOD REVIVAL PREVIEW

IT'S HERE AGAIN: EUROPE'S FINEST HISTORIC MEETING, WITH STAR DRIVERS, STAR CARS AND SPECTACULAR ACTION. WE LOOK FORWARD TO – AND BACK AT – GOODWOOD'S BEST RACES



photography by LAT

Stirling Moss sprints to his Aston Martin DBR1 in the 1958 TT; he went on to head a 1-2-3 finish for David Brown's squad



FAST DANCE SALOONS

photography by Ian Dawson

TOP EVENT AT GOODWOOD'S 2001 REVIVAL WILL BE THE ST MARY'S TROPHY. DAVID MALSHER ASSESSES THE CHANCES OF THE RACE'S TWO MAIN STARS

"GIVE ME GOODWOOD ON A SUMMER'S afternoon and you can keep the rest of the world," said Roy Salvadori. Perhaps the unspoken part of this was, "And the icing on the cake would be a Jag MkI to thrash around."

Well, the very MkI he made famous is set to thrill crowds all over again at the 2001 Goodwood Revival Meeting.

I've often felt saloon racing is an underrated side of historic motorsport. When Mustangs, Lotus Cortinas *et al* were on the support bill at British Touring Car events in the 1990s, they attracted more public attention than all races bar the headline act. Indeed, I still wonder whether they were cast out of the TOCA package because the excitement they generated overshadowed their modern equivalents.

It is to be applauded, therefore, that Lord March, Rob Widdows and the Goodwood team are redressing the balance at this year's Revival where the saloons will take star billing. The event is the St Mary's Trophy, run over 20 laps, with two drivers for each car. And what a perfect selection of cars there will be from the 1957-63 period: Jaguar MkI, II and VII, Ford Galaxie, Lotus Cortina, Alfa Romeo Giulietta, Mercedes-Benz 300, Mini Cooper... the list goes on.

But if the cars are the stars, they shine no brighter than some of the drivers. Sharing the Jaguar MkI you see here will be Grant Williams and Derek Bell; and though the Galaxie drivers are as yet unconfirmed, some top names who will be competing in this race are: Stirling Moss, Sir Jack



A sight and sound to make men, women and children tremble, gasp and cry, respectively. The St Mary's Trophy race will feature saloons from the 1957-63 period. There are few more awe-inspiring than this pair

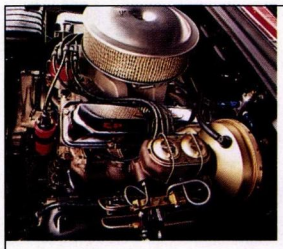
Brabham, John Rhodes, Bob Tullius, Frank Sytner, Gerry Marshall, Jackie Oliver, Johnny Herbert, Win Percy, David Leslie, Will Hoy, Stuart Graham, Dieter Glemser, Rosemary Smith and Warwick Banks.

Each driver has to complete at least five laps, so cars will have to pit somewhere between laps six and 15. And knowing how these things go, seconds lost in the pits will cost dearly. It will require fitness from the drivers, slickness from the back-up crew, and of course, speed and consistency on the track. Twenty laps is long enough to expose mechanical frailty and 15 laps is enough to tire unfit drivers in cars without power-steering; but it isn't quite long enough to recover from any major blunders after about half-distance. The need to fulfill that cliché of pace and consistency should ensure this race lives up to its billing.

To find the requisite qualities in *two* drivers will be an even greater feat, but Anthony Williams, in my opinion, has it spot on by partnering his son Grant with Le Mans legend Bell. Grant scored major points in the crowd-pleasing stakes in the wet 1999 St Mary's race; from 15th on the grid, he was passing Gerry Marshall for the lead on the first lap, and had pulled out 20sec on his nearest pursuer by lap two. On lap three Grant spun, charged back to the front – followed by another spin!

"I learned from that," he assures me. "It was over-enthusiasm and I know now that I could have eased off a little and still have been pulling away."

And then some. No-one who ➳







Faith, hope and driver talent can't prevent the Galaxie from looking cumbersome through chicanes. But that 7-litre block can send it bellowing and charging down straights like a rhino who's late for an orgy

saw him that day could comprehend his sheer pace, so to have left without the trophy must have been quite galling.

"Yes, but it means my target for this year is very clear," says Grant. "It has to be the win, and with Derek Bell alongside me, I'm hoping that will be possible. He's a good guy and a great driver who has seen and done it all. These are specialised machines – the handling's pretty unique! – but Derek knows how to be quick and consistent."

There should be no problems with the car itself, for Anthony Williams has it running superbly. It is a very special MkI – complete with 3.8-litre engine, aluminium boot, bonnet and doors among other mods – which was one of three such built in March 1959: one went to Tommy Sopwith, one to Briggs Cunningham in the US, and this one to John Coombs. In 3.4 form, it debuted in Roy Salvadori's hands at Goodwood's Easter Meeting; then he and Bueb campaigned it throughout the year supporting the UK's F1 events.

"Peter Sargent raced it in 3.8 form in '60 and '61," says Anthony, "and then sold it to my father, who used it for club meetings until 1972. Thereafter it was laid up until Goodwood's first Revival meeting back in 1998.

"This event suits the Jag perfectly. If I made it more competitive, it would lose its originality, but in club racing it's fine. In fact, it's quicker than the MkII because Sir William Lyons never developed the later model. This beats Galaxies, and the MkIIs never could."







That badge is a myth propagated by Jaguar and Coombs – under the bonnet is a 3.8 which Anthony Williams will have running as sweetly as possible for the Revival. And son Grant will enjoy using* all *the power

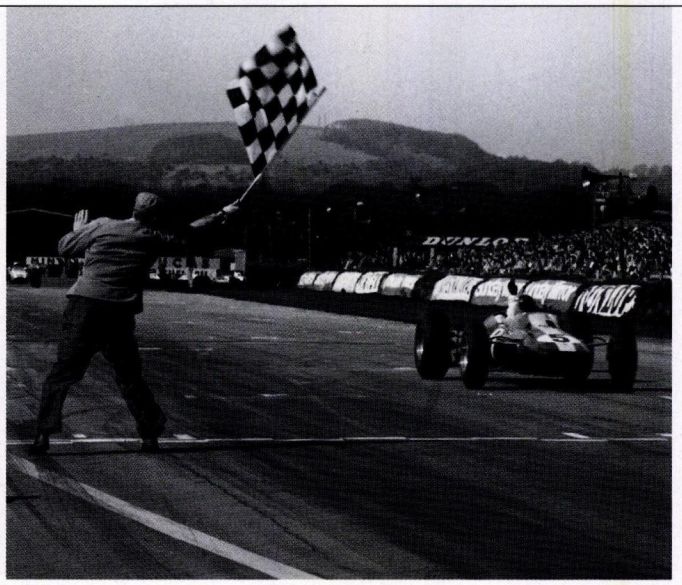
In terms of history, the Jaguar far outshines the Galaxie you see here. It is Charles March's own car which he bought back in 1998; he was upset at the thought of his first Revival featuring a saloon race without a Galaxie on the grid. It didn't matter that this was a road car which would need converting; he *had* to have a Galaxie.

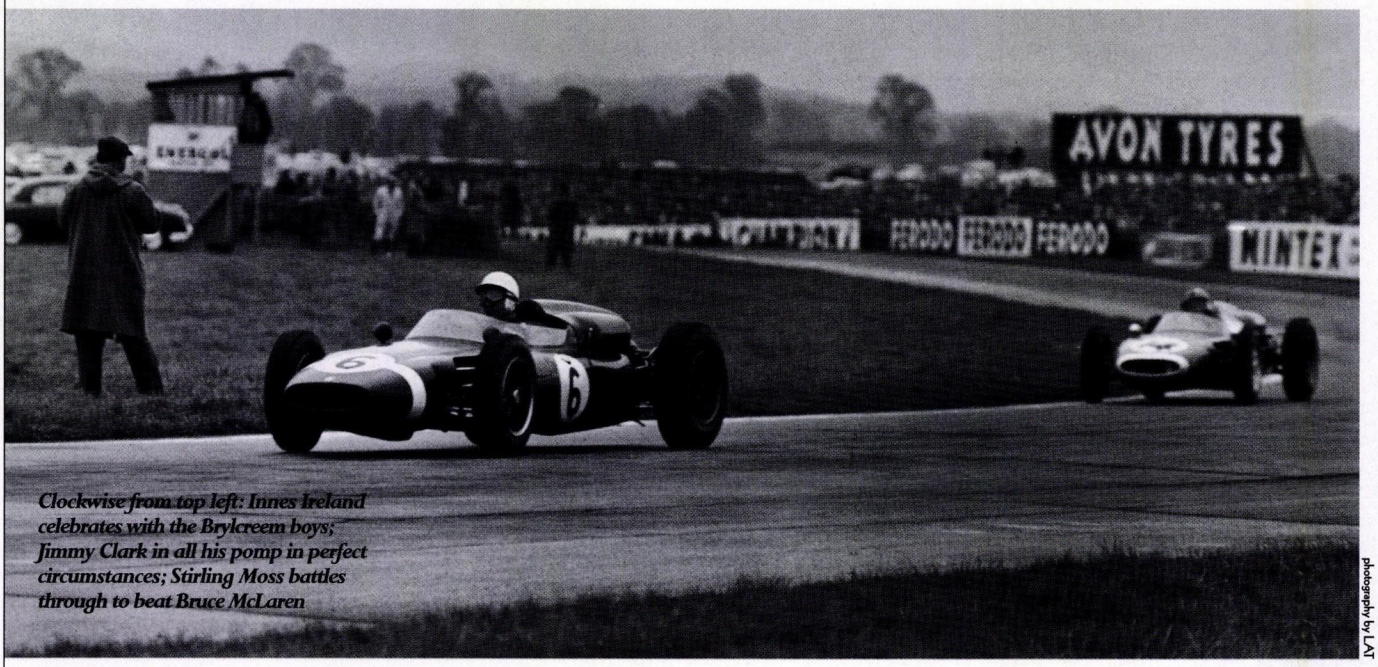
I like his reasoning, I love the car. Galaxies sound like heaven, and make the earth move, for this writer at least. No it isn't a sophisticated device, but its 427cu.in. (7-litre) engine of approximately 400bhp does on the straights what the Jaguar's handling does on corners – makes up time.

Watching a Galaxie through a corner at speed, it looks… well, *animate*. You see components flexing as much as the driver's arms, tyres bending under the strain of the lateral movement (it's a good half-ton heavier than the Jaguar). And you can tell by the decibel level when the captain of the ship makes his crucial decision whether to get on the throttle early and risk getting those relatively skinny rear tyres unstuck quicker than he can roll on the opposite lock; or to stay off the gas too long and risk understeering into the next county. For me and countless others, I suspect, it is an example of motor racing entertainment in its very rawest form.

Having said that, whoever pilots the Galaxie will struggle to keep up with Williams in the Jag, and if it's a wet race, don't count on them even finishing on the same lap. But make no mistake, it will be enormous fun watching them try. M







Clockwise from top left: Innes Ireland celebrates with the Brylcreem boys; Jimmy Clark in all his pomp in perfect circumstances; Stirling Moss battles through to beat Bruce McLaren

photography by LAT

GOODWOOD'S GREATEST RACES

MADGWICK MOMENTS

EXCITING RACING AT GOODWOOD IS HARDLY A NEW PHENOMENON. GORDON CRUICKSHANK RECALLS THREE FAVOURITES FROM A GOLDEN ERA

International Glover Trophy, 1960

Easter at Goodwood always brought the crowds. It didn't always bring good weather, but in 1960 the circuit managers estimated the gate at almost 60,000. They came to watch a Formula One race – not a grand prix, but with a field of that calibre.

There were cars from Cooper (for Bruce McLaren), Vanwall (Tony Brooks) and three BRMs for Graham Hill, Dan Gurney, (both in P48s) and game Jo Bonnier in the older, front-engined 25. Lotus, still to score a win in F1, had also switched its engines to the rear, bringing a pair of the new 18s for Innes Ireland and Alan Stacey.

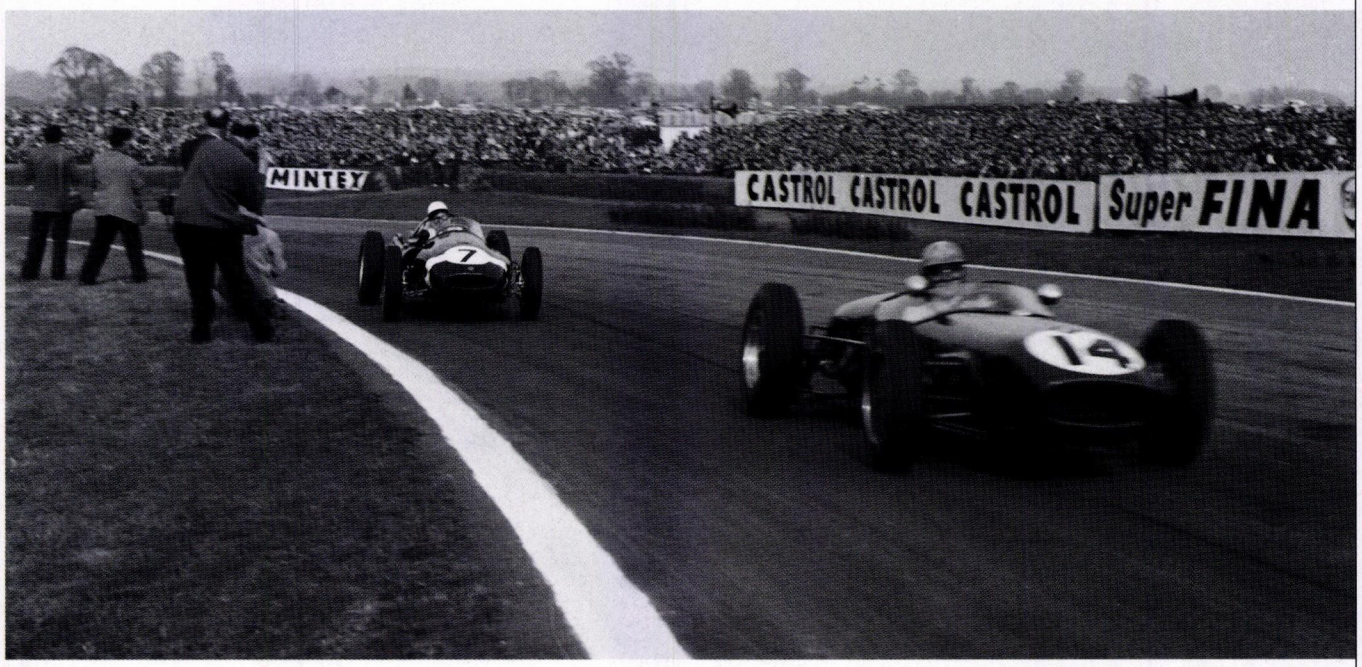
Not that the works entries had it easy: among the privateer Coopers were newcomer Chris Bristow (who had sensationally grabbed pole), as well as Roy Salvadori, Harry Schell and, of course, Stirling Moss.

There was to be a warm-up scrap, too: the Lavant Cup, the traditional Easter F2 race. All-round genius Moss was expected to carry that off in Rob Walker's Porsche 718 – except Ireland in an F2 variant of the new Lotus ran away with it. It was a warning shot to Cooper, whose current finest, the T51, was now about to face Chapman's lightweight contender for the first time. Lining up alongside Ireland's slim Lotus, suddenly the 'flyweight' Coopers looked almost podgy.

At the flag, the gloves were off. Ireland took the lead and Moss set off to catch him – the near-unknown and the household name outstripping the field from the first corner. Of course this was where Moss always shone – up against it, in the inferior machine. He had the Cooper cranked right over, rear tyres scrabbling, inside-front waving, but while he could close up at Lavant, the Lotus, equipped with the same engine, responded to Ireland's smooth style and edged away again.

Spectators stood on tiptoe to watch Moss smashing the lap record by four seconds, but it was Ireland's day. He took the flag with 2.8sec in hand, setting a race record of over 100mph. The Coopers of Bristow and McLaren were a lap down.

So when the papers landed on breakfast tables the next morning, Ireland was a star; by the second GP of the season, Monaco, Moss had persuaded Rob Walker to buy a Lotus 18 and duly supplied Chapman with his first GP win. Some compensation for that thrilling but frustrating Easter afternoon. ➳



Ireland, in unfamiliar helmet, holds off Moss. New Lotus' angular lines render Cooper a little antiquated

I REMEMBER... *"That was the first time we knew about the Lotus 18 – there were no spy pictures in those days. Afterwards I said to Rob Walker, 'We're going to have to get one' – it was a huge leap forwards. But Chapman didn't want to sell us a car because we were competing against him – you can't blame him."* **Sir Stirling Moss**

"It was the best day of racing I can remember from my childhood. I was sat in the grandstand with my father and I can remember the wave of astonishment that Stirling was getting beaten. Not so much in the F2 race – us insular Brits thought it was a natural that a Coventry-Climax car should beat a Porsche. But in F1? That was different. And that was the day I became a big Innes Ireland fan." **Simon Taylor**

"Innes Ireland drove very calmly in the new Lotus, making Moss work hard in last year's Cooper, then did a victory lap in a Borgward saloon, the Glover Trophy held out of a window." **Bill Boddy**



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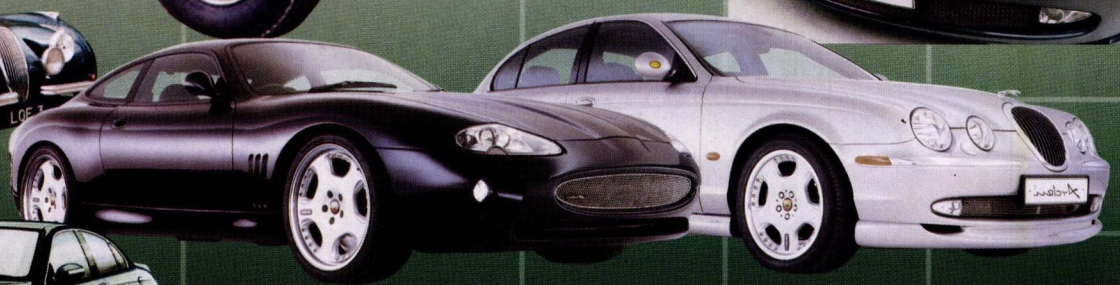
















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Lavant Cup, 1961

Although the British teams had turned GP racing end-for-end with their rear-engined cars, the engine builders were slow to act when the proposal to convert 1500cc F2 into F1 for 1961 went ahead.

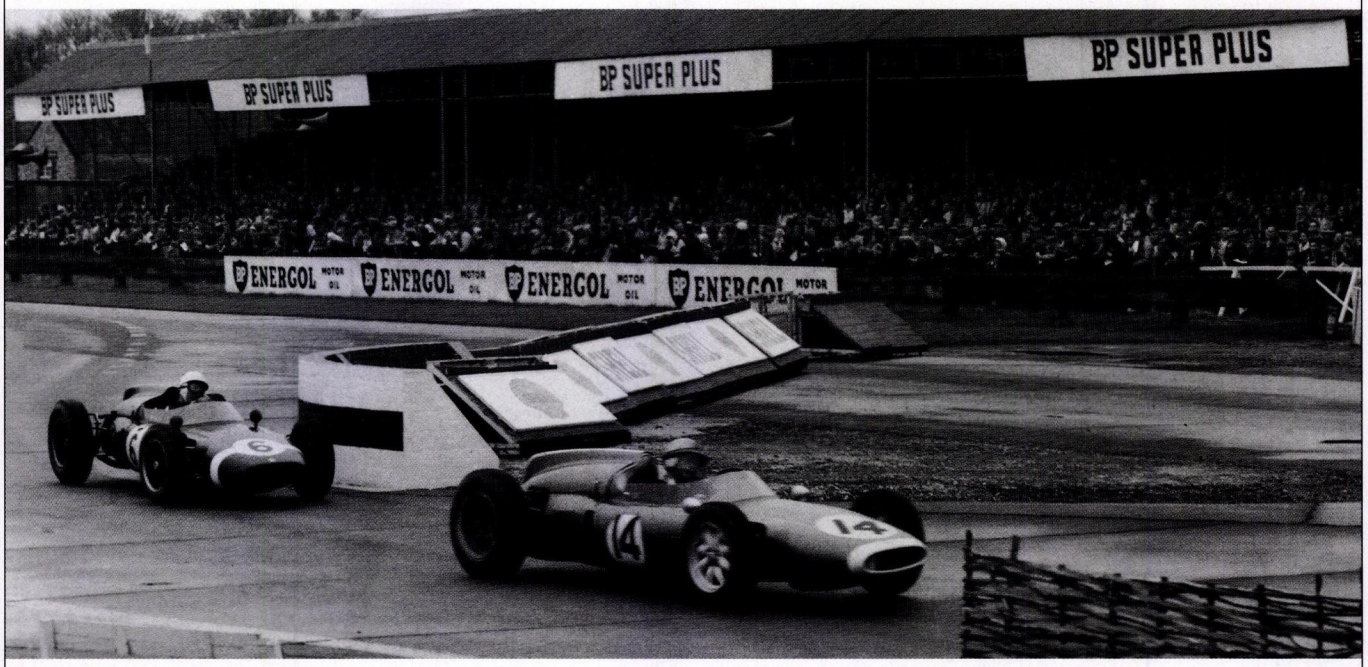
The plan was not popular in Britain, for it made a large number of 2.5-litre GP cars instantly obsolete. So the British authorities set up the Inter-Continental Trophy for single-seaters up to three litres. Goodwood ran the Lavant Cup to this formula, and while there were only nine entries in the Easter fixture, it looked pretty promising.

BRM had fitted a 2.5-litre engine to a new car for Graham Hill; Moss and McLaren brought lowline Cooper T53s; Dan Gurney had a Lotus 18; and to leaven the mix came Chuck Daigh's Scarab with a 2.9 Offy.

From the off Gurney headed McLaren and, thanks to a jump start, Daigh was third. Traffic swirled round Moss as his Cooper jumped out of gear, so in the opening laps, the Scarab was falling back at the same rate Moss was heading to the front. Seventh, fifth, third, Stirl hauled 'em in; up front, McLaren had passed Gurney, and soon Moss too passed the Lotus. After being passed by Hill for third, Dan piled the Lotus into a bank.

Moss clambered over McLaren on the last lap to take an unexpected flag; or it might have been unexpected if this wasn't what Moss did best. Give him a handicap and he would always make a race of it.

Inter-Continental faded away after just five rounds, but at least provided some brilliant entertainment on 'the garden circuit'. ➤



Moss the pursuer again, but this time his foe is Bruce McLaren's Cooper – and the result went Stirling's way

I REMEMBER... *"I was third-fastest in practice, but I had a bad start due to the gearbox mounting breaking and lost 10 seconds into the first corner, though I don't remember any more selection problems after that and it held together right to the end."* **Sir Stirling Moss**

"We had had a violent hailstorm – everything was covered in white – but usually, when it was dull elsewhere, you would cross those hills to Goodwood and it was like lifting the shutters.

"Moss made a very bad start and was engulfed by the tail-enders, but he picked them off a couple per lap. Typical Moss, he revelled in difficult circumstances — the track was still very greasy. It was a good old ding-dong; Bruce himself was in terrific form that day – he really fought against Stirling, and this was what made the race.

"Although the main event was for the new 1.5-litre F1, most of us still looked on the Inter-Continental series as the proper F1, where we could see real racing cars. But it didn't last long: we thought each race was the last opportunity to see beefy single-seaters before they were consigned to the scrap heap." **John Blunsden, journalist**

"It was a miserable, mostly wet day. Moss waved his fist as he picked off the opposition one by one, including his close rival, McLaren in Tommy Atkins' Cooper." **Bill Boddy**

International Trophy, May 1965

What the big crowd couldn't know, as they sheltered from the chill wind which offset the effect of the bright blue sky, was that they were witnessing Goodwood at its peak, when proven champions and champions-to-be mixed in the small paddock with club racers.

To today's eyes, the menu overflowed with goodies. Not only F1 cars with grand prix stars – but also a phalanx of works Group 6 sportscars, a spread of exotic GTs, and the highly-popular saloons.

Remember, a meeting like this was not a special occasion: this was the normal fare of British racing at the time. But this would be the last full year in which crowds could enjoy such pleasures under the Sussex Downs.

A bevy of works cars headed the grid as the International Trophy formed up, but there was no Ferrari. Enzo saw no gain in this non-championship race so far from Modena, so the current world champion John Surtees, at Goodwood to drive his Lola T70, stood in the pits as Graham Hill forced his BRM to the front ahead of Jim Clark's Lotus 33, with Gurney's Brabham sprinting from the third row to trail them. Young turk Jackie Stewart had his pole-sitting BRM close behind.

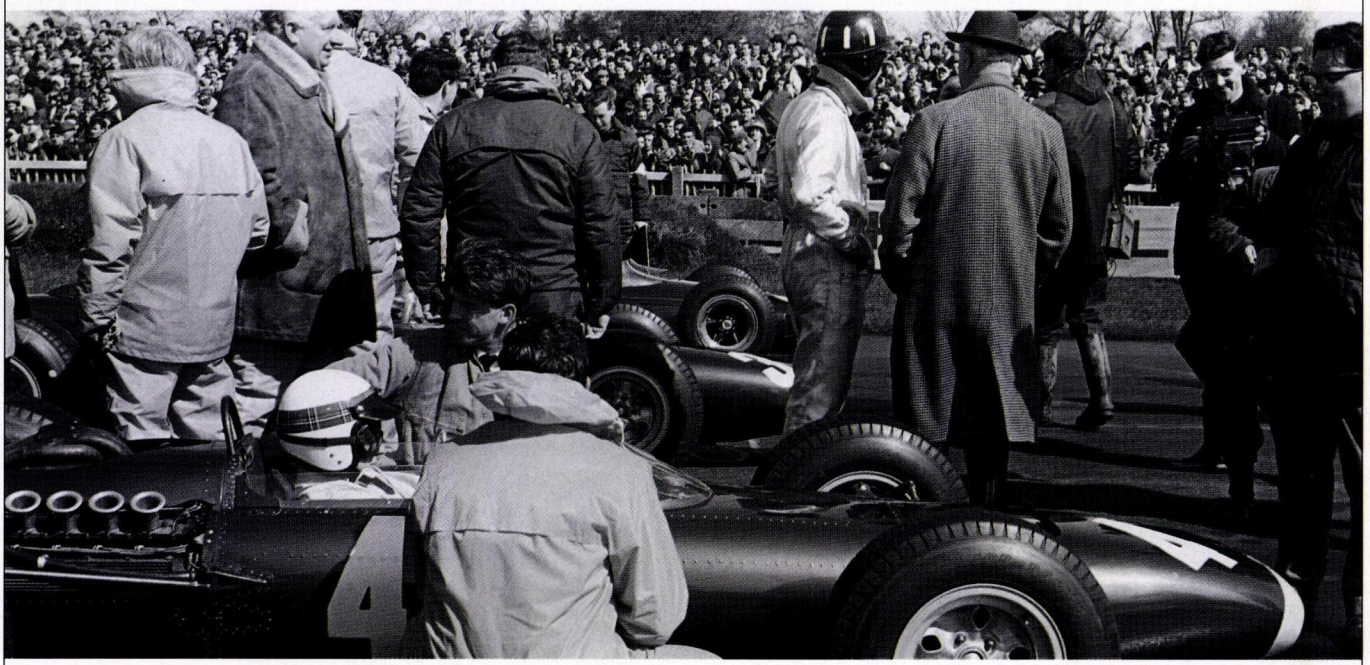
Hill's lead was soon under threat: Clark's slender 33 was equipped with the brand-new 32-valve Coventry-Climax V8 engine and seemed perfectly suited to Dunlop's new wonder tyre, the R7. On lap six he elbowed Hill aside and began to open up a gap. Behind, Gurney looked spectacular, using armfuls of lock to keep up with Hill – he had taken a gamble on another hailstorm and fitted rain tyres, yet was managing to fend off Stewart. Just when the pattern seemed set, Hill's BRM V8 began to grumble audibly, and he was quickly consumed by the broad-sliding Gurney and the tidy Stewart.

Only three-and-a-half laps from safety, it was Stewart's turn to suffer: a bang from behind his back announced another job for the Bourne repair sheet. Moments later the Brabham pitcrew saw their leading man coasting to a halt opposite the pits with the oil pressure gauge slumped on the stop.

While the faultless Clark continued – did it feel as easy as it always looked? – Hill's sad-sounding BRM was suddenly second as the flag fell, with Jack Brabham equally surprised to see P3 on his pit signals. Jimmy's front tyre deflated on his slowdown lap. One minute earlier and it might have ended differently.

Not the closest race ever; nor the greatest fightback ever staged, just one of the races which made Goodwood special in that last full season: a star-studded field of racing's greats, driving works-entered cars, with no points to gain, merely a trophy.

Clark would also win in the Lotus Cortina and Lotus 30 that day. A special day for the Scot. A special day for spectators, too. But it was just another day at Goodwood. ■



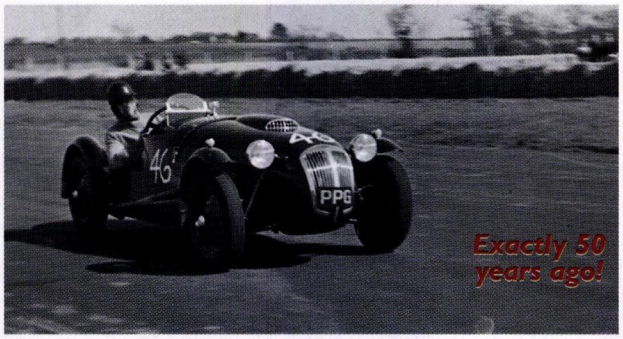
BRMs of Stewart and Hill about to be thrashed by Clark's Lotus (far side). Jimmy won twice more this day

I REMEMBER... *"The bank by the chicane was a marvellous viewpoint. A fair amount of mayhem took place there in this race. Bob Anderson's Brabham went through the wooden hurdles and he had to stop to remove the timber. He was disqualified. As was Jochen Rindt; once there was was a hole, the temptation was to brake later because you knew if you got into trouble you could drive through it – and he did. Then Jo Siffert clouted the bank and totalled his Brabham-BRM.*

"I think the press knew that the 1960s was a pretty damn good time, that it wasn't going to get much better. Drivers weren't in gilded cages, it was all one big club." **John Blunsden, journalist**

The Goodwood Gallery

A THRILLING FINISH TO THE 'MOTOR SPORT' BROOKLANDS MEMORIAL TROPHY IN 1951



The 7th Members Meeting at Goodwood, held on 18 August 1951, decided the year's 'MotorSport' Brooklands Memorial Trophy. When the meeting opened, Tony Crook and Mike Hawthorn were level on 13 points each, and before the last race these two were still neck and neck.

Hawthorn's Riley got off the line carefully, then Hawthorn raced as hard as he knew how, staying ahead of Crook's flying red Bristol engined Frazer-Nash, with its distinctive chromium wheels. By the last lap Crook had closed the gap setting the fastest lap of the day. However, Hawthorn's 17-second start was just too much to overcome in the 5-lap race and Mike won the season's trophy by one point.

From the circuit's opening in 1948 Tony Crook drove in 40 races there (including the three nine hours). Bristol Cars Ltd are celebrating 55 years manufacturing Great Britain's most exclusive luxury car.

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JIM CLARK DRIVES HIS DB4GT AT THE RAC TROPHY IN 1961 – BOOT DOWN, BOOTLID UP

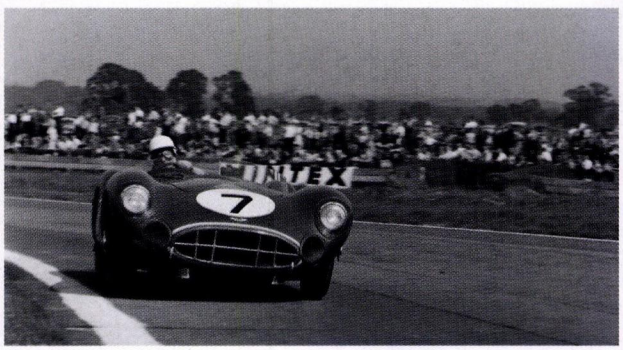


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WHAT TO SEE WHEN

PAUL LAWRENCE GUIDES YOU THROUGH HISTORIC RACING'S MOST MEMORABLE WEEKEND







John Colley, LAT

More than 300 of the finest period racing cars in Europe will make the 2001 Goodwood Revival Meeting every bit as good as the three previous events. With star drivers, fabulous cars and the unique atmosphere created by incredible attention to detail, it is little wonder that the Revival Meeting is already firmly established as the most important event in the historic racing calendar.

Particular attention is paid to attracting the most original racing cars, preferably those boasting a Goodwood history. Nowhere is that more apparent than in the RAC TT Celebration for closed GT cars of the early 1960s. Ferraris, AC Cobras, Aston Martins and Jaguars pack the entry. The possibility of ex-GP stars Stefan Johansson (250 Drogo) and Johnny Herbert (330 LMB) in Ferraris will thrill the fans, while Nigel Corner will make a welcome return in his Lightweight Jaguar E-type following his frightening shunt at the 2000 meeting.

The St Mary's Trophy entry is packed with stars for the two-driver saloon car race, as you should have already read (*pages 52-55*). The 20-lap race will be another highlight.

The Glover Trophy for 1.5-litre F1 and Tasman cars tops the single-seater action, with BRM taking on Cooper and Lotus. But more unusual cars like the ATS, LDS and Scirocco-BRM will also be on the grid.

Stepping back an era, the Richmond and Gordon Trophies race for 1957-61 Formula One machinery. Robin Lodge's stunning Ferrari 246 Dino and Philip Walker's Lotus 16 stand out, but five Maserati 250Fs and a gaggle of Coopers will be battling hard, as will Martin Stretton in the Connaught C-type.

The Goodwood Trophy is for 1948-55 single-seaters, and will be yet another major attraction. ERAs include R5B 'Remus' for Ludovic Lindsay and Duncan Ricketts' wonderful E-type, while massive interest will surround a pair of BRM V16s, the Lancia D50 of Robin Lodge and the Ferrari Thinwall Special entered by the Donington Collection.

Two more capacity single-seater fields will contest 500cc F3 and Formula Junior races. In both cases, a host of European visitors will add some unusual cars, including a de Sanctis and a Wainer in the Junior race.

New for 2001 is the Whitsun Trophy for prototype sports-racing cars, which will feature Richard Attwood in a Ford GT40, a clutch of Ferraris and the rare Maserati Tipo 63 of Ivan Scotti.

With yet more spectacular sportscar races reliving the Goodwood Nine Hours races and the Aston Martin-dominated world championship encounters of the 1950s, the weekend promises to be every bit as good as its predecessors.

RACE TIMETABLE

FRIDAY 14 SEPTEMBER

0900-1440 Free Practice
1500-1745 Official Practice

SATURDAY 15 SEPTEMBER

0900-1340 Official Practice
1510 Goodwood Trophy (1948-55 F1, F2 & Formula Libre)
1555 Earl of March Trophy (1948-59 500cc F3 cars)
1640 Lennox Cup 1 (1962-67 500cc bikes)
1720 Sussex Trophy (1955-60 sportscars)

SUNDAY 16 SEPTEMBER

0915 Freddie March Memorial Trophy (cars of Goodwood Nine Hours, 1952-55)
1005 Chichester Cup (1958-61 rear-engined Formula Juniors)
1055 St Mary's Trophy (1957-63 saloons)
1200 Richmond & Gordon Trophies (1957-61 Inter-Continental Formula & F1)
1250 Lennox Cup 2 (as above)
1425 Royal Automobile Club TT Celebration (1960-64 closed-cockpit GT cars)
1550 Glover Trophy (1961-65 1.5-litre F1 & Tasman cars)
1640 Whitsun Trophy (1963-67 rear-engined sportscars)
1730 Fordwater Trophy (1958-63 sports & GT cars)

MOTORSPORT

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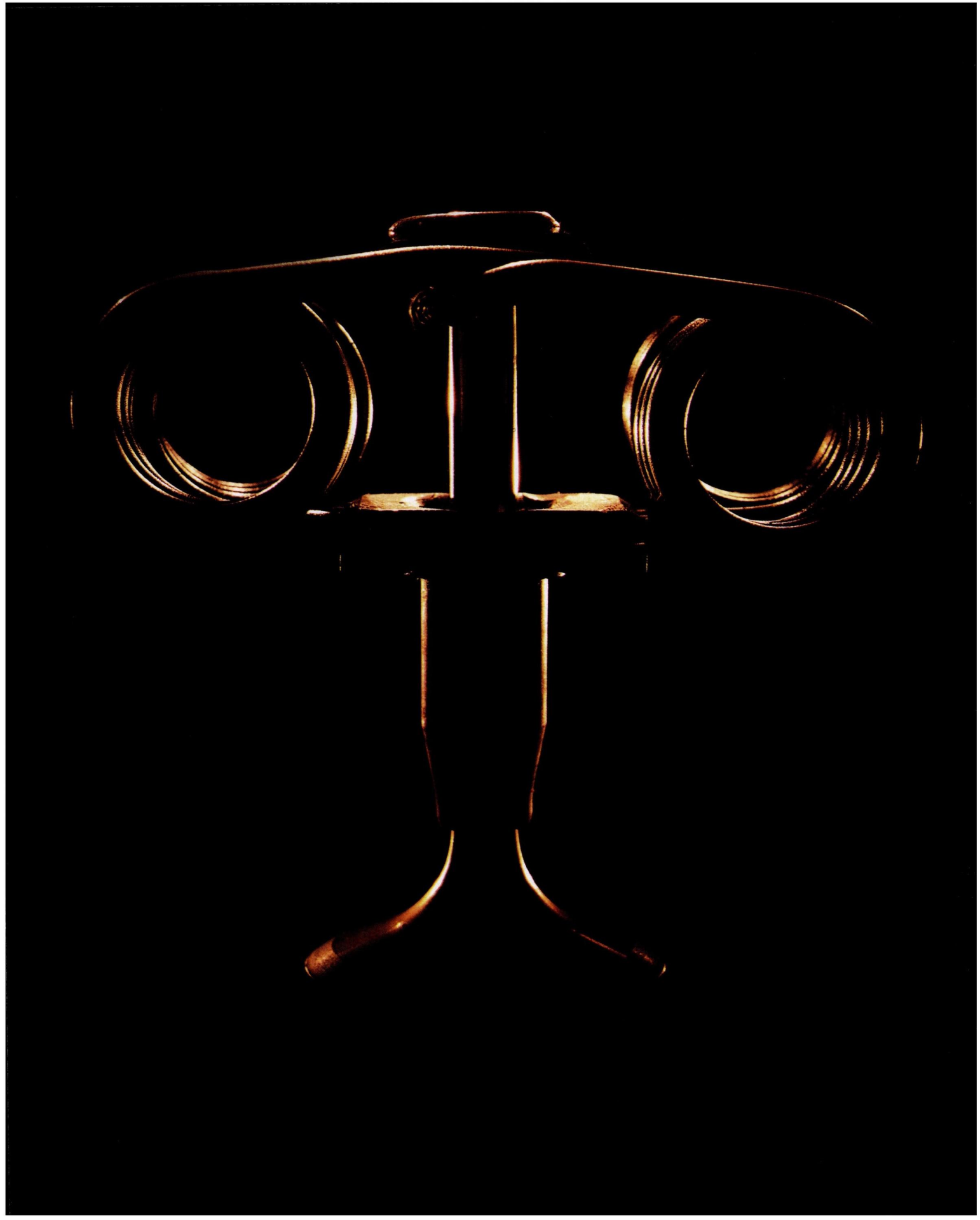
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HAIRPIN VALVE SPRING

FOR A BRIEF WHILE THIS SIMPLE ALTERNATIVE TO THE ALMOST-UNIVERSAL HELICAL VALVE SPRING SEEMED TO OFFER REAL ADVANTAGES FOR HIGH-PERFORMANCE RACING ENGINES. KEITH HOWARD EXPLAINS HOW A PIECE OF BENT WIRE CAN RAISE YOUR REVS – OR LET YOU DOWN

photography by Charles Best

Excepting those very rare and generally fairly short-lived examples of desmodromic valve actuation or exotic rotary valves – like that used in the 1913 Itala – the vast majority of racing engines down the decades have all employed the conventional poppet valve system.

Although it oversimplifies its complex dynamics, particularly at high engine speeds, this is usually characterised as opening the valve 'positively' with the camshaft lobe, and closing it (by implication, somewhat less positively) via spring force. In most engines the valve spring comprises one or more metal coils, usually of steel or titanium; in very-high-speed engines it may be pneumatic. Either way the principle remains the same.

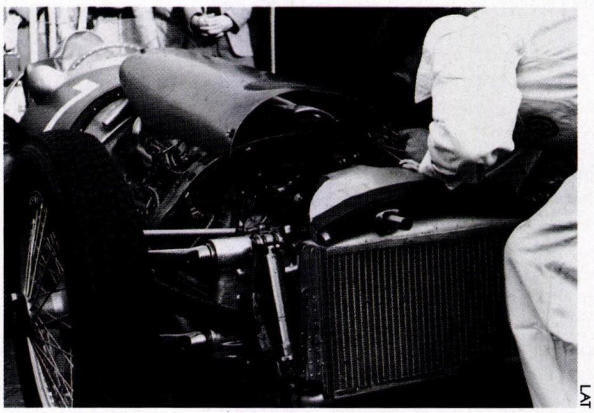
During the years up to around 1940 and after about 1960 – prior to the introduction of pneumatic spring technology by Renault in 1986 – designers of race-car engines unhesitatingly used the helical valve spring. But during the 1940s and 1950s there was a whiff of revolution. A number of engine makers, most notably Ferrari, abandoned the helical spring for an alternative called the hairpin spring – although it looks like no hairpin I've ever seen.

Whereas the helical spring was positioned coaxially with the valve stem, typically under a bucket tappet, and compressed when the valve was opened, a hairpin spring lay alongside the valve stem, its axis at right angles to it. One 'arm' of the spring was attached to the valve stem and the other(s) to the cylinder head, so that the spring was coiled tighter as the valve opened, rather like the return spring on a garden gate.

Hairpin valve springs were first deployed in motorcycle engines. One reason, of no concern to the designer of car engines, was that they allowed better cooling of the exhaust valves in exposed valve 'bike engines, because it didn't enclose the upper end of the valve stem. But two other features did appeal to car-engine designers: hairpin springs had proved more reliable than helicals, and they reduced the moving mass, and hence inertia, of the valve assembly.

Improved reliability – although this was not universal, as we'll see – arose from the limited metallurgical knowledge of the time and the fact that helical and hairpin springs are subject to different mechanical stresses. The helical spring, though it may not look it, is a repackaged torsion bar. As the spring is compressed, its wire is subject to twisting forces which set up torsional stresses within it. The wire of a hairpin spring, by contrast, is subject to bending loads and bending stresses. Although metallurgical improvements would eventually annul the hairpin spring's advantage, in the interim its promise of improved reliability was alluring.

So too was its reduced inertia, particularly in engines designed for high rotational speeds. As well as contributing less of its own mass to the moving valve assembly, the hairpin spring also facilitated the use of a shorter valve stem, reducing mass still further.



Extreme high revs expected from BRM's V16 led to choice of hairpin valve springs. But reliability proved to be car's perpetual weak point

Although Ferrari was to become the foremost proponent of the hairpin valve spring, it was also used in car engines by Alfa Romeo during the 1930s. One of the first advocates of its use in high-performance engines was actually an Englishman: Harry (later Sir Harry) Ricardo, founder of Ricardo Consulting Engineers. Ricardo's most famous contribution to the development of the petrol engine was his early research into detonation (knock), the development of the fuel octane concept and the importance of mixture turbulence in the combustion chamber. But he also contributed ideas and development work to a host of automotive and aircraft engines.

That Mussolini's Italy should have approached Ricardo for help with a grand prix engine seems unlikely even so, but it did. He was asked to contribute ideas for a new GP power plant by Alfa Romeo's Spanish engine designer Wilfredo Ricart, and one of the uncertain number of features he suggested was the use of hairpin valve springs, to help the engine rev to 9000rpm. In the event only one of the supercharged 3-litre, 135-degree V16s, intended for the Type 162, was ever built and it ran just once before Italy entered WWII, during which it disappeared. But drawings for it still exist.

Gioachino Colombo knew of the Alfa engines and, of course, of the hairpin spring's widespread use in motorcycles. Convinced of its advantages, he incorporated it in Ferrari's original V12, designed shortly after the war, thereby initiating what would be a consistent and distinctive marque feature, on road and track, until the close of the 1950s. How much it contributed to Ferrari engines' reputation for reliability is impossible to quantify, but the young Maranello team notched up four driver's championships in just seven years.

Hairpin valve springs were also specified for the ill-fated BRM V16, which was intended to rev to 12,000rpm – even higher than the Alfa. Harry Mundy and Walter Hassan at Coventry-Climax were attracted to them too and used them in the company's first GP engine, the 2.5-litre FPE V8 designed in 1952. But Climax soon found the hairpin more promising in theory than practice. Experience proved it very difficult to manufacture, the principal problem being one of surface finish. Without a high standard of polish, minute scratches in the wire surface would act as stress raisers, leading to cracking and eventual failure. Climax quickly gave up on the hairpin spring and never used it again.

Tony Vandervell, perhaps because of his determination to beat the red cars at their own game, was less easily dissuaded. The four-pot Vanwall engine shared many features with the racing Norton motorcycles, including hairpin valve springs. Vanwall initially suffered the same surface finish problems as Coventry-Climax, but eventually George Salter and Co Ltd., the spring manufacturer, was able to make them sufficiently reliable.

When Vanwall finally clinched the constructors' championship in 1958, the era of the hairpin valve spring had about run its course. Soon the helical valve spring would be universally re-adopted. Compared to the other changes about to sweep through F1, though, that would be a mere detail.

Our thanks to Tony Merrick Racing.

"My mechanics are pushing me into the car. I'm really angry. But I go out, and on the warm-up lap, the car feels perfect. I think 'well, maybe'. And suddenly I have pole!"

RICCARDO PATRESE POSSESSED THE TALENT TO BE WORLD CHAMPION, BUT IS REMEMBERED BEST AS ONE OF F1'S TRUE GENTLEMEN. ARE THE TWO QUALITIES MUTUALLY EXCLUSIVE? DAVID MALSHER BELIEVES NOT

AS PATRESE STEPPED FROM THE BROKEN Brabham at Imola, the crowd applauded his gaffe. He had appeared to be coming between a Ferrari and victory.

At the same circuit, seven years later, the tifosi cheered his win to the echo. In a moment, he exorcised the demons of '83, scored his first win for over six seasons, and completed his rehabilitation in the eyes of both the Italian crowd and the Formula One community. All applauded an *enfant terrible*-turned-respected and loved elder statesman.

ENFANT TERRIBLE? HARD TO REMEMBER now, isn't it? In 1977, his first year in F1, Riccardo showed a blend of great pace and F3-style tactics when duelling. But even his speed was underappreciated at the time. He was closely matched with Shadow team-mate Alan Jones, but no-one yet knew how to peg the Aussie.

"Alan was a fantastic team-mate," recalls Riccardo. "It was more important to us to beat each other than to go for pole. On my pitboard in qualifying I used to have his lap times as well as my own, and the same for him.

"Shadow wasn't a top team, but as a young driver I had time to mature. Also, there were really good people there, like Alan Rees, who was close to me and gave me advice to make me better."

Riccardo was thus part of the plan when Rees and Jackie Oliver and designer Tony Southgate split away to form Arrows.

"When he led in the FA1 at Kyalami, I felt it was down to his talent rather than our car," says Southgate. "But he was always quite hard on the machinery. He never over-revved going up the 'box, but he used a lot of engine braking, and whereas we should have been using a 10,800rpm limit, he would occasionally buzz it to 11,600 on downchanges. But he was very quick, if a bit wild."

Brabham personnel too had taken note of this raw pace. Says Patrese: "Bernie Ecclestone wanted me to sign a three-year contract with him, the same one that Nelson Piquet signed. But unfortunately I couldn't do that because I already had a letter of intent with Mr Ferrari, because Gilles Villeneuve was not going very well at the start of '78.

"It was a dream of mine to drive for Ferrari, so I couldn't say yes to Bernie. But then Gilles went better, won the final race of the year, and Mr Ferrari said to me, 'Sorry, I cannot honour the letter'."

And so Riccardo missed out on two highly-prized seats one that might have made him a championship contender in 1979, the other that would have put him in the running for the '80 and '81 titles. It is as well that he didn't yet know this, for his season had already turned grey – then black. First, a court decided [in favour of Shadow] that the Arrows FA1 was too similar to the car he had been driving for his erstwhile team. The hurriedly-crafted A1 was no substitute.

Then his fellow drivers gave him a horrific and unjustified mauling after the Monza shunt which killed Ronnie Peterson, in which Patrese was very clearly an innocent party.

This shaped Riccardo's F1 persona for some years. "I became closed and suspicious. And this made people think I was arrogant," he says. And he found little solace in the racing side. Other than second at Long Beach in '80, the next two years were largely barren.

The same track the following year brought team and driver their first ➤➤

Right: Riccardo Patrese stops in Imola's parc fermé in 1990, and realises that his six-season winless streak has at last ended


IAGNOLO
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R.Patrese



Patrese loved the Williams FW14, and he used it to great effect in '91. Here at Estoril he scored his fourth pole of the year. And won the race



Brabham BT52 of 1983, in which Riccardo took pole at Monza, won at Kyalami (shown here) and supported Nelson Piquet's title quest

pole position – and a retirement. This was followed by two more podiums and a handful of top six qualifications.

Southgate remembers feeling sad for Riccardo. "That season started really well; the A3 was a basically good car, with good amounts of downforce, and we had a good set-up for most circuits. But then the enforced switch from Michelin to Goodyear lost us our speed. The year just went downhill from there."

By then, though, Patrese had signed a two-year deal with Brabham. "And he wasn't signed as a number two," says Gordon Murray. "Bernie and I wanted two excellent drivers in the team."

Brabham was going through a transitional phase in 1982. Piquet had won the title the previous year, but Ferrari had at last produced a half-decent chassis in which to install their powerful and reliable turbo engine, so Murray had accepted the '82 honours would go to Maranello. Thus he decided to concentrate his efforts – and those of new partner BMW – on regaining success the following year with a turbo.

"Everyone expected Gilles to win the title in '82," says Patrese, "so Nelson went straight into the BT50 to help develop the BMW. But I won with the Cosworth BT49D in Monaco, and when I swapped to turbo I was still ahead of Keke Rosberg in the points. In a BT49D, I just *might* have been champion."

'When I switched to turbo, I was ahead of Keke in the points. In a BT49D, I just might have been the '82 champion'

"My fault," admits Murray. "I didn't realise how much quicker than the Williams the 49D was; it was a big step forward from 49C. Concentrating on the BMW and its engine management made it all too easy to overlook the potential of something we already had."

The increase in development speed after Patrese switched to BMW power meant Brabham entered the 1983 season in a very strong position. But Riccardo's Imola *faux pas* meant Piquet would become their prime challenger.

"If I had won, I might have been in discussion for the championship," says Riccardo, "but I lost the points, and a bit of morale for a few races. And Brabham had to decide who to support. I agreed to test new things during races, so they would be reliable for Nelson at the next race, and I would help him get the title."

And that is precisely what he did – though there was a moment of conflict at Monza, when Patrese took pole. The issue was blurred because Ecclestone had not yet re-signed his 'number two'.

"I said, 'Bernie, what do I have to do tomorrow?' I hoped he would say, 'You must help Nelson and let him through. If you do this, we can sign a contract.' Instead, he said 'Do what you feel; if you think you can win then win – but it would be nice if you gave us help with the championship.' As usual with Bernie, you never get a precise answer. So I went to Gordon, we argued, and I said, 'OK: I haven't won a race this year, you haven't given me a contract, I'm on pole in Italy, I want to win.

"Well, I did one and a half laps, and the bloody thing blew up."

At Brands Hatch though, Patrese couldn't have been more helpful, delaying Prost for many laps to allow Piquet to win. In the final round at Kyalami, Riccardo got his reward with a second victory, as his team-mate took the title.

"But still I had no deal for '84, so I signed for Alfa Romeo. And then I had a phone call from Bernie saying 'Why did you sign for Alfa?' Pah!"

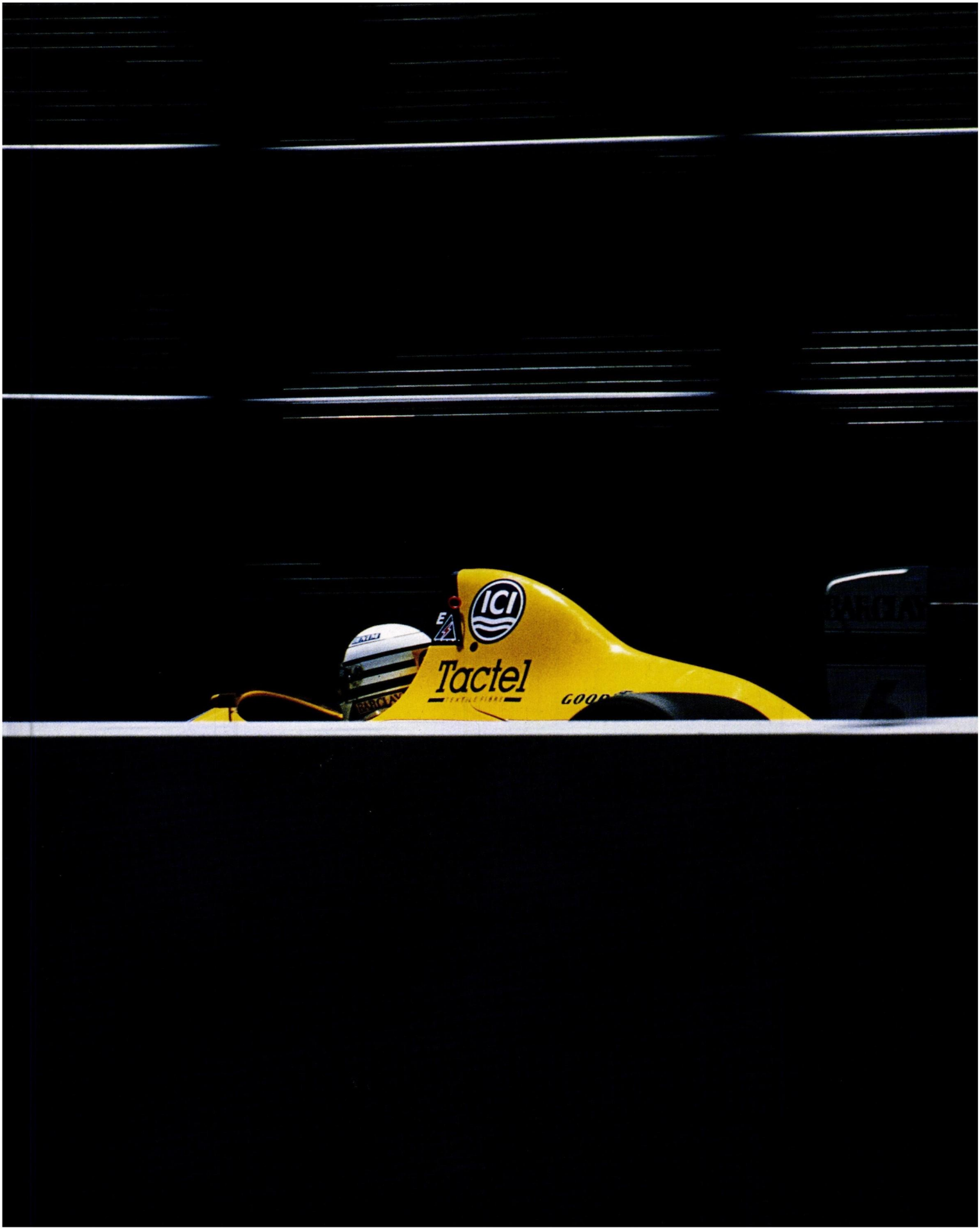
"Alfa had big plans, but in the end, everything was just rubbish. They were bad technically, and the atmosphere in 1984 and '85 was very dodgy."

Riccardo ran into Ecclestone's arms for 1986 to drive the fabulous-looking lowline BT55, a leaving present from Gordon Murray as he departed for McLaren. Riccardo, like everyone, was impressed by what he saw, but rather less enamoured with what he drove.

"It wasn't comfortable, lying down ➤

Far right: 1989 was the first year of the Williams-Renault liaison, but still Riccardo was third in the title hunt behind McLaren's drivers

All photographs LAT


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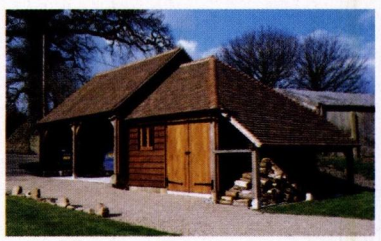
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Patrese, Arrows and Long Beach was a hot blend. Here in 1981, driving the A3, he set pole and led the race until a fuel filter failed



First victory came at Monaco in '82. Riccardo feels Brabham BT49D could have taken him to the title. Gordon Murray ruefully agrees

with 1300bhp in your neck. I don't know how we qualified sixth at Monaco!"

Immediately following that race, there was a test at Paul Ricard. "I was supposed to go but Elio [de Angelis] specifically asked whether he could do that test instead. When he was killed, it was the worst day of my career. Other drivers died while I was in F1, but a team-mate is something different. I felt so bad in the soul. Mr Ecclestone consoled me, and I went on."

A single third place was the only reward for his commitment the following year, so Ecclestone, knowing there would be no Brabham team in 1988, took up Patrese's cause.

"He said to me, 'You are the quickest, you are the best, you ought to test with Williams, because they have the best cars. These ones are shit,' he said, pointing to his own BT56s! So I tested for Williams at Imola and I matched their qualifying times from the San Marino GP, and I got the drive."

What could have been the twilight of Riccardo's career would become the zenith. But Williams was not the best place to be in 1988 with Judd engines and, initially, active suspension.

"Williams were used to winning everything, so they got very depressed. But for me, it was quite normal to be low down the grid and a little bit in the shit. So I had to keep the morale high. Then in September, we started testing Renault engines, and from that moment we all got some fresh motivation."

'At Monaco, Nigel said he couldn't feel the car and asked if I could test his car to help him find some speed'

The first round of 1989, in Brazil, marked the start of the Williams-Renault partnership, the start of Patrese's most consistently successful period in F1, and the race in which he became the most experienced grand prix driver ever. He started his record-breaking 177th GP from the front row.

"It was a fantastic season, lots of podiums. I was third in the championship behind the McLarens and was always competitive. I got pole in Hungary, and deserved to win there and Montreal."

Perhaps even more impressive was the pace of a man in his 13th season of F1; in two years with team-mate Thierry Boutsen, Riccardo outqualified him 20-12, though the Belgian had it in wins, 3-1. But the second of these two seasons, 1990, was a curious one for Riccardo, almost the opposite of the year before. He won at San Marino, and generally the cars were in the hunt. But he failed to register another podium.

"FW13B was not a great car, but then came FW14, which was fantastic from the first moment it was drawn!"

And Riccardo was with it all the way. Nigel Mansell's return to Williams was heralded with great fanfare by the media, but in the first half of the season it was the Italian veteran who carried the hopes of the British team. The man least surprised by this was Riccardo.

"Nigel was made very welcome by the team, but I was established there and I liked the car very much. That confidence gave me speed."

At each of the first seven races, 'white six' qualified ahead of 'Red Five' and Riccardo took three poles on the trot. One of these led to a brilliant win in Mexico ahead of Mansell and Senna.

"Nigel was not happy. Even before that, at Monaco in qualifying, he was really miserable, said he couldn't feel the car. He asked the team if I could try his car in a test to help him find some speed. A very unusual situation.

"Then in the second half of the year he was very quick again and he got to a position where he could fight for the championship. I started to be out of contention when Gerhard Berger and I collided at the start of the British GP."

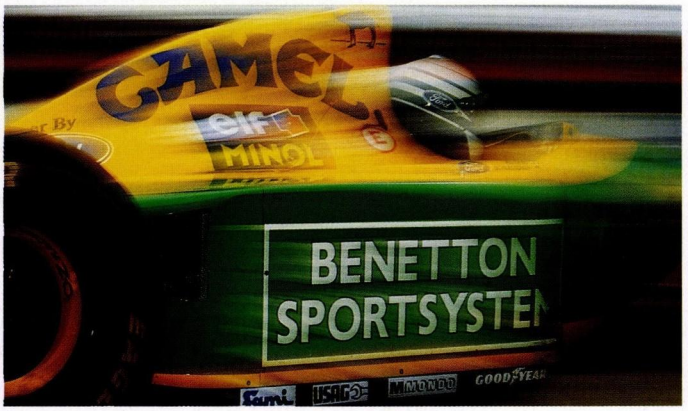
But there was still another moment of magic from Patrese, at Estoril.

"In qualifying, my own car had broken the engine. I walked back to the pits and was very unhappy. There ➳

LAT; Rainer Schlegelmilch



'Active' FW14B with traction control didn't suit Patrese as well as it did Mansell, and the Briton always had the edge in 1992



The final year, 1993, was spent at Benetton. He had a bad time with the team, but scored two podiums. His GP total came to 256

were about five minutes to go. Patrick Head said 'You have to go in Nigel's T-car,' and I said 'To do what?' He said 'You have one set of qualifiers left.' And I said 'Yes, but I never drove this car once. It's silly. It's a waste of time.'

"So then my wife came and said like this [he puts on a sweet, cutesy voice]: "Riccardo, please can you get into the car?" My mechanics are pushing me down into this bloody car, and I'm trying to get out, and I'm really angry.

"Anyway, I go out on the warm-up lap and the car is feeling perfect, so I think, 'Mmm, maybe…' And I do my lap, and suddenly I have pole position!"

And after all that, he was still prepared to race for the good of his team and move aside for Nigel.

"As part of a team, you must help everybody get the best result. On this occasion Nigel had a problem with his wheel in the pitlane and I could win."

It would be his last for a while. The following year's Williams FW14B soon proved one of the greatest F1 cars ever, but it was not to Patrese's advantage. With traction control and active suspension, it required less feel, more bravery, less finesse, more muscle. Less Patrese, more Mansell.

'Maybe in my best form I could have pushed Michael hard – but I don't know. No-one has proved they are as quick as him'

Nigel won the first five rounds of the '92 season, and Riccardo was immediately cast into the supporting role. At Magny-Cours he led the first 18 laps, resolutely battling with his team-mate until the race was halted for rain. In the interval, Head told Patrese in no uncertain terms just what was expected of him.

"I think it was very hard for Patrick to say, because he was always on my side. But I realised I had to come down from the cloud; it wouldn't be possible for me to win the title that year."

It would get worse. By the time Riccardo discovered that Nigel was leaving the team in protest at Prost's imminent arrival, it was too late for the Italian to back out of a new contract with Benetton.

"I asked Benetton if they would release me, but they said, 'No, you are too important to us; without you we cannot do anything,' and so on. I thought 'Okay, if these people cannot live without me, then I will have to honour my word. But after two races of the 1993 season, Mr Briatore wanted to send me away, because he said it was time for me to go for my pension! In the end I survived to the end of the year with really very bad enthusiasm, and bad motivation." A sad way for a 256 GP career to end.

"I partnered Alan Jones, Nelson Piquet, Nigel Mansell, and I gave them big trouble, but not to Michael. In my best form, maybe I could have pushed him hard too. I don't know though; no one has proved yet that they can be as quick."

So does Riccardo believe he was a number one or number two driver?

"Well, the way things turned out, I was number two to Nelson in Brabham and Nigel at Williams. But I believe in the right moment in the right car, probably I could win the championship."

Gordon Murray concurs. "Riccardo needed the right sort of team, like a family around him – a bit like Carlos Reutemann, though nowhere near to the same extent. He needed a bit more belief in himself, and that's something he might have achieved sooner if Nelson hadn't been in Brabham. Certainly he had the ability to be a champion."

"At the end of my career, I was not regretting anything," says Riccardo. "I won grands prix, and though I am missing a championship, you know, human value was always very important to me too. And I think this has paid me back because I still have a very good relationship with F1 people I worked with and people I didn't."

No surprise really, is it? A perfect gentleman and a damn fine driver. One of a very rare breed. ■

LAT, Rainer Schlegelmilch

Good News from Under the Hammer

With 4 successful sales completed so far this year, BCA's Classic and Historic Division has reported excellent sale results with collectors and enthusiasts turning out in their hundreds to admire and bid on significant cars and motorcycles.

In particular, BCA's traditional Summer Evening Sales have proved to be notable highlights in the auction calendar with an unmatched entry varying from turn of the century Veterans right through to a Range Rover, originally registered to Clarence House, the Queen Mother's official residence.

BCA's Robin Lawton commented "Buyers have turned out in force throughout our Summer auction programme and the values achieved have certainly reflected the popularity of our sales. We have been very successful in selling a wide range of Jaguars, lead by the E-Type in particular, as well MGs, Alvis', Mercedes' and Triumphs of all ages. We are now calling for entries in our 2 remaining sales in the year, and potential vendors of interesting motor cars should not delay in reserving their place at either auction.".

The Autumn sale takes place at 12 noon on Monday 24th September at BCA Bridgwater, Somerset. As the West Country's premier auction centre, BCA Bridgwater is the perfect venue with easy access off the M5 at junction 23 combined with modern auction facilities, all set in the delightful Somerset countryside.



Robin Lawton and Peter Bourne (right) offer an experienced and enthusiastic service to both buyers and sellers.

2001 AUCTION PROGRAMME

September Monday 24th - 12 Noon Bridgwater

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With an expected entry of 70 motor cars and collectors commercial vehicles from right across the Veteran, Vintage and Classic era, this sale represents the ideal late-season opportunity to invest in a notable classic and historic vehicle.

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A 1960 Austin-Healey Sprite Mk 1 sold for £6,800 following a major restoration



With only 31,000 miles covered, this 1973 Series III E-Type was eagerly bid to £28,350



Both reliable and economic, the 1935 Austin 10/4 Colwyn Cabriolet represented excellent value at £2,350

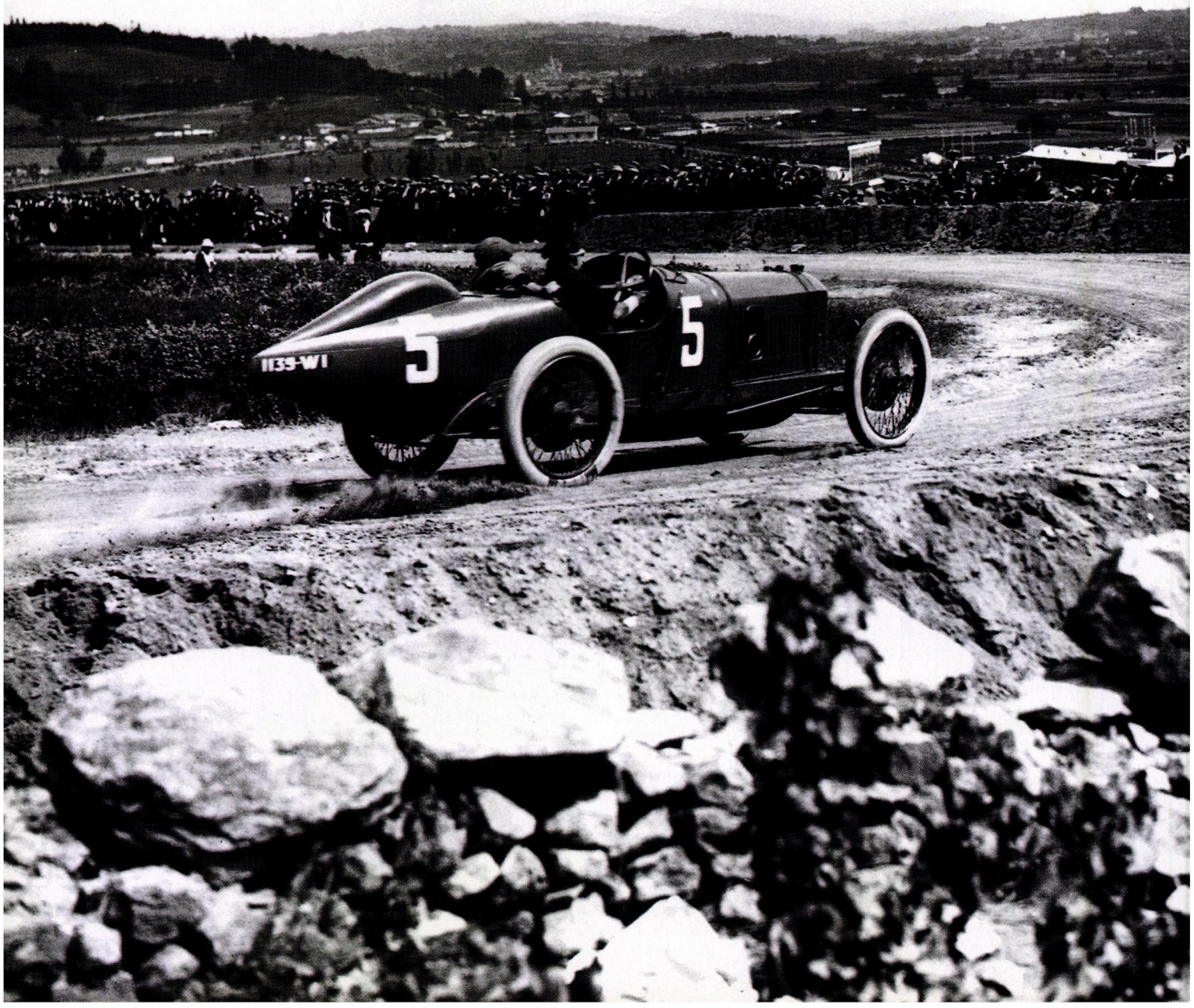


Having been restored 5 years ago, this much-admired 1954 MG TF sold for £11,650

British Car Auctions

ARRESTING DEVELOPMENT

EARLY MOTORISTS COPING WITH REAR-ONLY BRAKES FEARED 'THE DREADED SIDESLIP'. BILL BODDY FOLLOWS THE DEVELOPMENT OF FOUR-WHEEL BRAKING



Brakes on modern-day cars, whether drum, disc/drum or all-disc, some with the reassuring presence of ABS, tend to be given little thought, but their development was a long and often complicated engineering study.

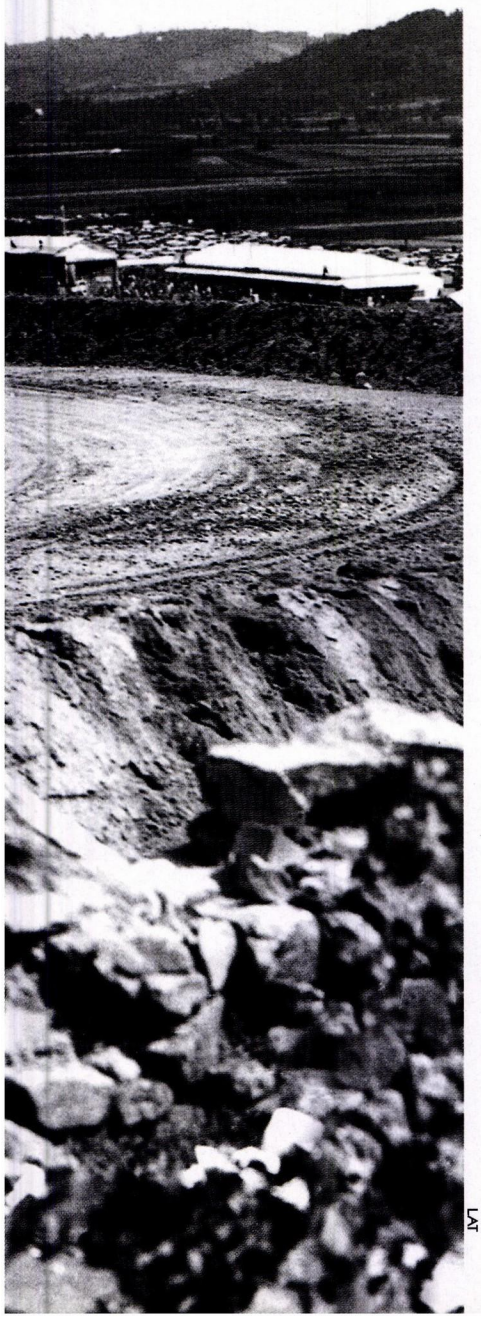
Early cars were not badly anchored, transmission or rear-axle drums taming the faster and heavier ones, but this put a strain on driving-chains and propshafts. Drivers were timid of the 'dreaded sideslip', when locked back wheels had the dumb-bell effect of setting up skids. It must have been clear to Englishman F L Renouf that having brakes on all four wheels would not only decrease pulling-up distances but would cure unwanted sliding. That was in 1903.

British car-makers who heeded this were Argyll in Scotland and Crossley in Manchester, who before WWI had four-wheel brakes on production cars, the former coupling them diagonally, as did Excelsior after WWI. But they were before their time, abandoning such brakes for some years on their wartime and post-war cars. M. Perrot had worked with Argyll before taking his ideas to Europe, where Isotta-Fraschini had 4WBs on its great 100hp chassis before the war, and a few other makes had followed the Argyll lead.

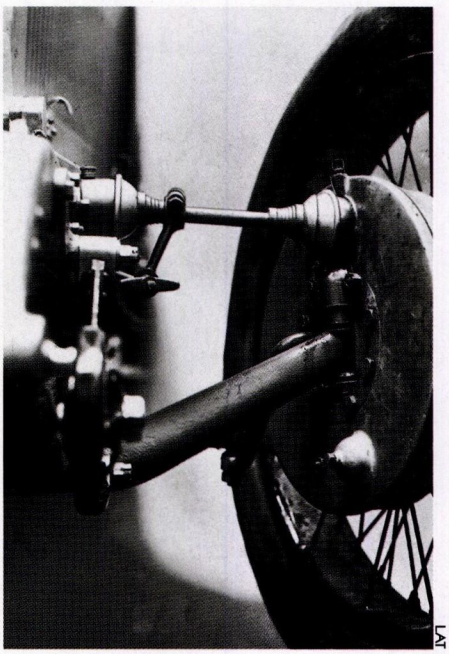
If the racing car of the day was the touring car of tomorrow, lessons should have been learned from it. The great Georges Boillot apparently tried the Argyll racer at Brooklands and convinced Peugeot's racing-car designer Ernest Henry that the front wheels of the car with which he was favourite for the coming great 1914 French GP must be given brakes. For this monumental contest Delage, Fiat and Piccard-Pictet also had 4WBs. They may have given extra pace into the corners, but the rear-wheel-braked Mercedes outran them, to a 1-2-3 victory. Moreover, it was some time before the lessons from Jimmy Murphy's win in the 1921 French GP with the 'water-braked' Duesenberg, fluid taken to its front wheels though the hollow front axle, were commercially heeded.

But at the 1919 Paris Salon and Olympia Show, the 37.2hp Hispano Suiza was a sensation, not least on account of its servo 4WB brakes. The effort of taming this fine fast car was achieved with a 5in drum with an expanding-shoe servo driven at 1/64th engine speed by helical gears from the gearbox and coupled to the cables. These operated the shoes in the all-wheels 15½in diameter finned, steel-lined aluminium brake drums. The handbrake applied the back brakes only, for parking, but if either system failed, the other remained operable. This servo assistance was appreciated not only by macho males, but by lady motorists with slim ankles.

Delage, on its splendid new 40/50hp chassis, had well tested mechanical servo braking similar to that of Birkigt's Hispano. Other top-quality cars had to follow, and it wasn't long before Sunbeam, and Renault for subduing its 9-litre 45hp monster, had servo braking, the latter using a contracting band in place of shoes. This put Rolls-Royce in contention. They must likewise have better brakes, as their Silver Ghost still had only 2WBs; but ➠



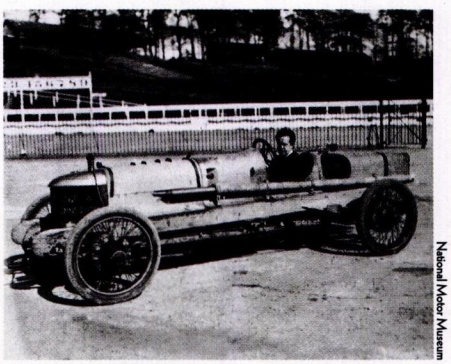
LAT



LAT

Before hydraulics, many cars, like this 1914 GP Delage, used a Perrot shaft to actuate front drums

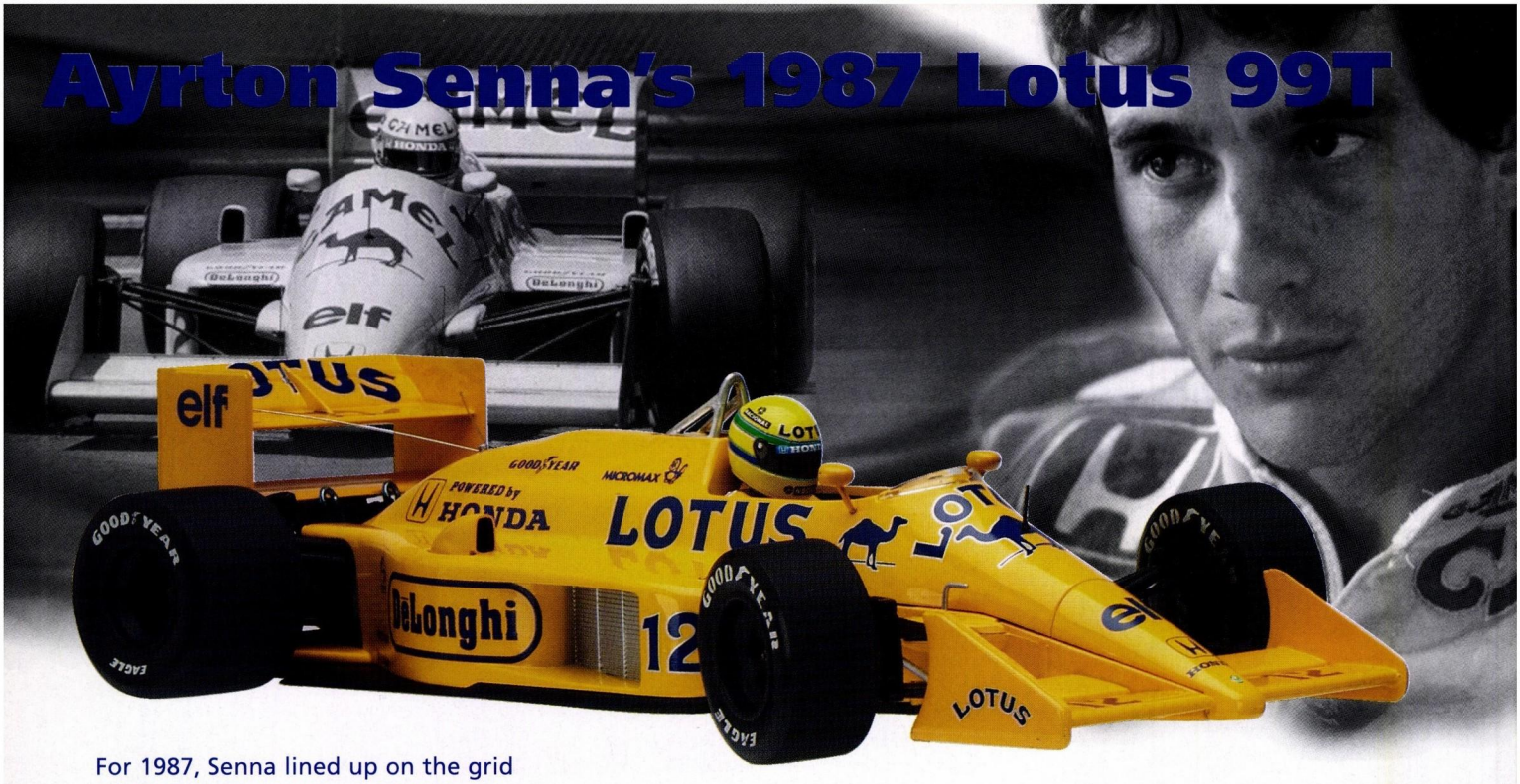
'4WBs may have given greater pace into the corners, but the rear-wheel braked Mercedes outran them'



National Motor Museum

4WBs on Argyll racer, above, influenced Ernest Henry's 1914 French Grand Prix Peugeots, left

Ayrton Senna's 1987 Lotus 99T



For 1987, Senna lined up on the grid with the Honda sponsored driver, Satoru Nakajima, in the Lotus 99T.

Equipped with its active suspension, the 99T held promise. In theory, the car could establish negative lift, similar to the so-called wing cars with their famed side skirts.

But Ayrton soon realised that the car was not going to be fully developed for the '87 season and that it would be some years before it became competitive.

Yet, the early results were encouraging. At Imola, Ayrton took his first and only pole of the season. In Monaco, Ayrton scored a race victory, a feat which he repeated in Detroit.

But Ayrton was a realist and in a typically direct statement in Monaco, he announced that, " I only won the race because Mansell dropped out."

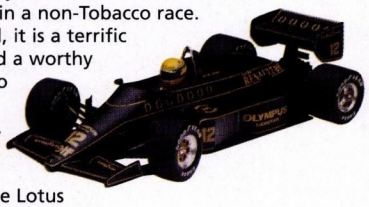
The lack of competitiveness started to cause a breakown in relations with Lotus. Ron Dennis took full advantage of the situation and in a masterful deal signed both Senna and Honda for the following season.

THE LOTUS 99T

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The replica is everything you would expect. Die-Cast in metal and measuring some 9" in length, the detail is phenomenal, including, on this model, the two support wires which run from behind the driver's cockpit to the rear wing.

Obviously the car is adorned as it would have appeared in a non-Tobacco race.



All in all, it is a terrific replica and a worthy addition to the Collection.

The last car in the series is the Lotus Renault 98T from 1986, in JPS colours.

Both the 99T and the 98T are due with us in September. We are confident that this is a definitive date for the 99T. We are marginally less confident about the 98T, although it should only be a few weeks behind the 99T.

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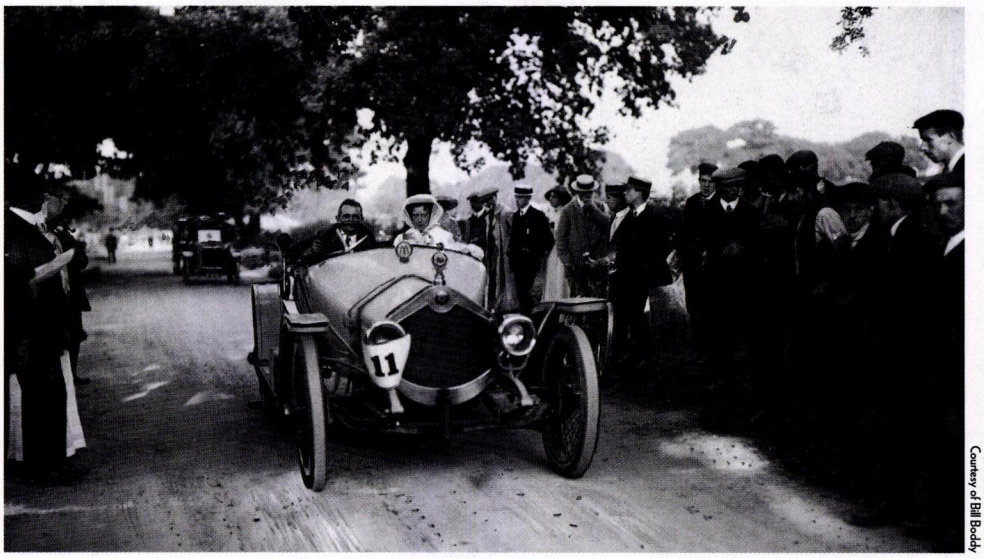
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Courtesy of Bill Boddy

Manchester manufacturer Crossley was one of few to employ four-wheel brakes on production cars pre-WWI

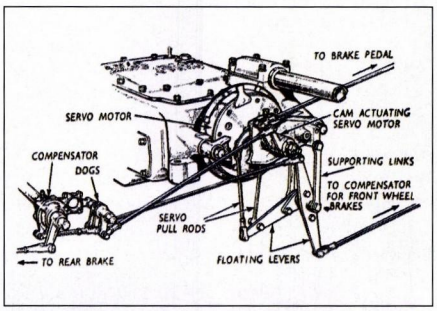
foolproof performance was essential. The Derby company was therefore willing to pay royalties to both Hispano-Suiza and Renault to perfect its system, which used a gearbox-driven disc servo and a complicated compensating linkage, which did not appear until 1924/25. It worked impeccably, except for a tendency for the Royce to roll a few feet before finally stopping. The R-R mechanical servo, with later improvements, did not die until replaced in 1965 by hydraulically actuated all-round discs on the Silver Shadow and T-model Bentley.

After the 1914-18 war the majority of cars still had only rear-wheel brakes. But the industry was jolted in 1922 when Sir Herbert Austin announced his Austin 7, with 4WBs. The drums may have been minute, retardation minimal, the cables stretchy, but nevertheless... The pedal put on the back brakes, the hand lever the front ones, logical if you think about it, because normal slowing was usually done by pedal. It wasn't until July 1930 that the Seven's pedal applied all four brakes.

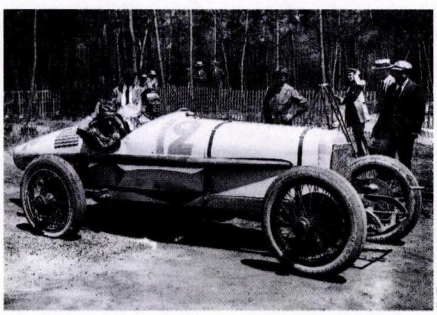
By about 1924 no respectable manufacturer could evade 4WBs. But what a strain this must have been to deputy-engineers and head-draughtsmen, when simple cable linkages, as accepted by Lancia, were so often eschewed for complex compensated layouts. A few designers, remembering that their cars had differentials at the back, felt that on corners the inner front wheel should be braked less than the outer one, an additional problem to solve! Some drivers were at first fearful of the new FWB systems, saying that to brake the wheels that steered might put them in the ditch or worse, if these locked-up.

New problems thus arose: how to compensate and provide adjustment for four brakes, and should front-rear action be 40:60, 50:50, or what? How did you cope with braking wheels that turned, without loss of full retardation? This is evident in a description of the layout adopted by the Herbert Engineering Co. of Caversham in 1925, for its attractive HE cars: "The front-wheel brakes have been improved and simplified; the rear-wheel drums contain two separate sets of shoes, one of which is operated by hand, thus providing a six-wheel system – previously the lever only exerted extra pressure on the same set of rear shoes. In the HE design the shoes are forced apart by a rectangular-shaped cam on a spindle which, passing through the backplate, carries a helically-geared wheel, engaging with a similar wheel in such a way that the latter takes up a backwards and forwards rotation. The spindle is splined and its forward end takes a short arm, at the lower end of which is formed a spherical socket. Into this fits a half-ball, to which is attached a small pulley, round which passes the brake-operating cable. The latter then passes round a pulley attached to the frame, and then back to the adjustment at the side of the chassis."

'The drums may have been minute, retardation may have been minimal, but nevertheless...'



Gearbox servo reduced Rolls-Royce braking effort



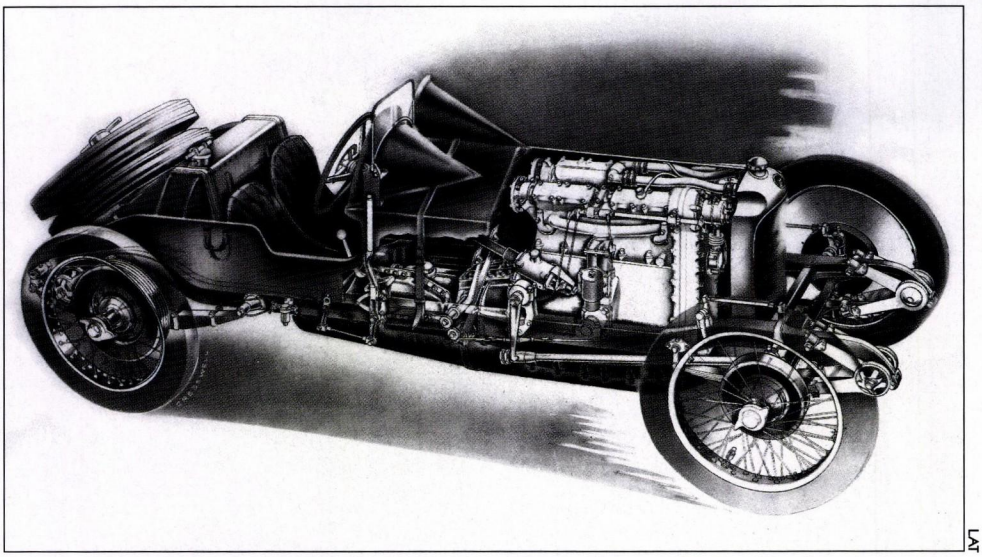
LAT

'21 GP Duesenberg pioneered hydraulic actuation

Read again, and note the word 'simplified'! If asked to design such a system wouldn't you have looked for a new job? The HE had adjustments for the front brakes, for all four, and for the brake pedal, and a refinement was a handwheel, for the driver to adjust the front/rear braking proportion while the car was in motion, also used by A C Bertelli on the Aston Martin and on a few other cars, including the racing Bentleys.

All manner of complication was the norm at first, cast-iron or brass shoes persisted, until fabric linings quelled their injured shrieks when applied. Ferodo was a popular brake lining, advertised with the name in big letters on bridges spanning dangerous bends.

The Perrot front-brake layout was perhaps the best, with the operating spindles supported on the chassis (or on the axle on Daimlers) and on the drum backplate, with a universal joint incorporated. W O Bentley went for it, as had 36 others by 1925 including Delage, La Buire and Mercedes. Voisin ➳



LAT

Servo assistance came in many forms: vacuum, oil pressure, friction. 4WB 1922 TT Vauxhall used compressed air

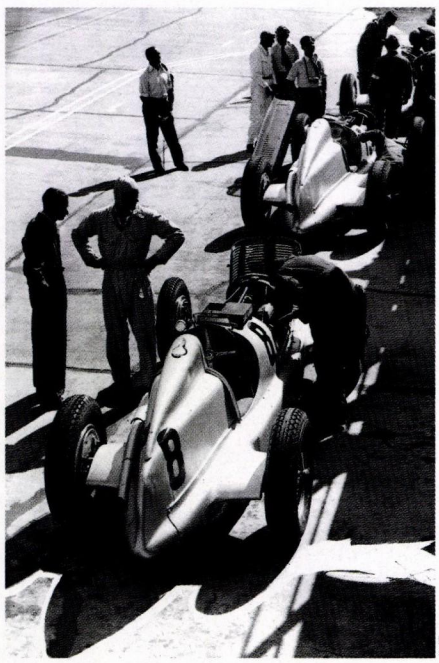
obviated u/js by putting the operating rod down the steering-pivot. Hotchkiss and Windsor also had the Perrot rods on the axles, with different u/j arrangements. Panhard expanded the brake shoes by rack-and-pinion, the SLIM had the cam-lever above the drum, FN above the steering-pivot, with wedges to operate the shoes, while SPA used threaded sleeves on the axle. Rolland-Pilain had oil pumps on front and back axles working pistons coupled to the brakes while Fiat used two servo oil pumps in the gearbox on its V12 and 40hp models. De Dion had neat geared compensators and Crossley used U-levers for the front brakes, mounted on the axle by the swivel-posts.

Had the lesson of the racing Duesenbergs been heeded all this could have been avoided, because hydraulics give direct compensation for each wheel automatically. Chrysler led with this in the United States, followed by Triumph with Lockheed, and Horstman here, but in GP racing it wasn't until Mercedes-Benz had independent suspension in 1935 that it found the flexible hydraulic brake-system to be an advantage.

The 1920 GP Ballots had the Birkigt/Hispano servo under licence, but driver Ralph de Palma disliked it and had it disconnected. The 1922 TT Vauxhalls used a compressed-air servo, the 1922 GP Fiats an oil-servo, the 1924 GP Sunbeams a disc servo and complex cable and pulley compensation, the 1927 Delage cars a shoe servo and an ingenious chain-and-sprocket front linkage designed to obviate locking of the front wheels, and the P3 Alfa Romeo had bellcranks to rods in the kingpins, and no servo.

As 4WBs became more and more popular, only the Model T Ford and the Trojan ignored them, while Jowett and Chevrolet took their time. Alford & Alder, until bought by Morris, and Whitehead offered proprietary 4WB sets. By 1923 32% of cars on the British market had 4WBs, by 1924 it was

'Had the lesson of the racing Duesenbergs been heeded, all this could've been avoided'



LAT

Mercedes switched to hydraulics all round in 1935

47% plus 6% optional, and by 1925 it had reversed, to 75/25%. In 1932, 28 chassis had four-drum eight-shoe brakes, 15 used four drums with 12 shoes, and 15 still had a transmission brake, 12 having this applied by hand-lever. Linkage was by rod on 31 makes, 18 used cables, six a combination of both, and Amilcar, Ansaldo, La Buire and Voisin opted for steel tapes. Chénard et Walcker and Bignan braked only the front wheels, via a Hallot servo. Early Bugattis and later Rileys relied on a single cable – but then on a Bugatti 'you braked with the horn'. The Riley continuous cable system levers and pulleys *The Autocar* described as difficult for the lay mind to understand and almost impossible to describe!

Inexpensive US cars sometimes had external-contracting brakes, which might succumb to rain, although I recall being very impressed with the power of those on a circa-1924 Buick. Vacuum servos were a substitute for mechanical ones, which Parry Thomas had on the fabulous 2WB Leyland 8 by 1920 and which Dewandre later popularised for cars and commercial vehicles.

Rolls-Royce grandiloquently referred to its 'Six-Brake System', which got a speeding charge dismissed when the top motorists' barrister told the magistrate of it, but others also had six brakes, i.e. four pedal ones and two more for the separate handbrake. In its road-test reports *The Autocar* quoted stopping distances from 30mph, the lower open road limit; however, *Autocar* now quotes in seconds, which I find less meaningful. Best 30-0mph distance back in 1930, out of 69 cars tested, was 25ft, by a 4½-litre supercharged Bentley.

Now hydraulic brakes are universal and generally foolproof. But let's not forget the 1955 Citroën DS19's pressure brakes, or that anti-locking was pioneered by Dunlop-Maxaret on the memorable four-wheel-drive Jensen FF of 1966 to '71, and discs by Dunlop/Jaguar – if we can overlook AC's feeble rear-axle single disc. M







FERRARI 126 C2 (1982) 1:12 (07229)

This car was undoubtedly heading for the World Championship when Gilles Villeneuve suffered his fatal accident during final practice for the Belgian Grand Prix – Ferrari went on to win the constructors championship that year.

FERRARI F1 TEAM TRUCK & TRAILER 1:24 (07535)

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FERRARI 641 F1 (1990) 1:24 (07228)

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THE ONE THAT GOT AWAY

DOUBLE TROUBLE

JEAN-PIERRE JARIER 1978 CANADIAN GRAND PRIX

'JUMPER' WOULD HAVE WALKED THIS RACE BUT FOR TWO SIMULTANEOUS MECHANICAL PROBLEMS. HE DESCRIBES HIS FINEST BUT MOST FRUSTRATING HOUR TO ADAM COOPER

JEAN-PIERRE JARIER HAD A VERY STRANGE F1 CAREER. He took three poles, set three fastest laps, and for a brief period with Shadow in 1975 seemed like a potential world champion. But in 135 starts stretched over 13 years, he failed to win a grand prix. He never came closer than in the 1978 Canadian GP.

Jarier left the hopeless ATS team mid-way through that season, and as he watched the races on television, his career seemed to be at its lowest ebb.

"I didn't want to drive for a small team with no chance of doing well," he recalls. "I was looking forward to returning to F1, but didn't know what to do."

The tragic death of Ronnie Peterson, a day after his crash in the Italian GP, created a unique opportunity. The Swede and Lotus team-mate Mario Andretti had been the class of the field, and since it was obvious that somebody would drive the vacant 79 in the last two races, Jarier reasoned – with some reservations – that it might as well be him.

"At that time you had many crashes, many drivers killed. I was such good friends with François Cevert, and Peter Revson and Tom Pryce were team-mates.

"I was good friends with Ronnie too, and when I saw the Monza accident I was so sad. I didn't think for one second about taking his place, but when I read the news every day, nothing was decided about who would drive at Watkins Glen. I never called a team to get a drive, and I couldn't imagine that I would make a phone call to Colin Chapman.

"I was on holiday in the Alps, and of course there were no mobile telephones at that time. I went to the post office, got a cabin, and called Lotus. It was probably one week after Monza. And I said, 'If you need me to drive at Watkins Glen, I'll be there.'

"An engineer called back, and said, 'We'll see you at the Glen Motor Inn.' And that's it. So I bought a ticket to the USA, which was not so expensive, because I had married a stewardess!"

Naturally the atmosphere in the Lotus camp was a little subdued, and Jarier had little contact with the team boss.

"We hardly saw each other, and the only thing we did together was debrief after practice. I was used to Robin Herd at March and Tony Southgate at Shadow, but I must say it was a very efficient debriefing we had with Colin. I was impressed with the quality of the work at Lotus, the work of the engineers and Chapman."

From a well-earned pole position Jarier leads the field out of the second corner. Eventual winner Villeneuve lies fourth

Jarier was forced to start the race in the spare after Andretti crashed in the warm-up. His superb performance sparked Colin's enthusiasm.

"I didn't have my own seat, so I was in the seat of Ronnie or Mario, I don't know which. It didn't fit me and it pushed my ribs so much that I broke a rib in the race. It hurt a lot, but I got the lap record.

"I went fast after I had a puncture at the start. At that time it took a long time to change a wheel, and I lost a lap. I was quicker than everyone else. I was third, very close to Alan Jones, when I ran out of fuel a few laps before the end. The T-car had a smaller tank, but they thought I could finish the race.

"Colin jumped over the wall and ran to take me in his arms. He said, 'What you did is fantastic.' Afterwards I couldn't even speak, it hurt me so much. I couldn't move or walk! I drove for free, and I drove my best. I wanted to drive so desperately."

Jean-Pierre had just a week to recover before the season finale in Canada.

"When I came to Montreal I felt at home in the team. I had done such a good race at Watkins Glen that the mechanics consider me a driver, not a guest. It was a very nice track, very technical. I balanced my car very quickly, very easily, with Colin's help. And I got the pole. Mario was back in ninth, and that was so good for me."

When the race started, Jarier just took off.

"I made a very good start, and on the first lap I was four seconds ahead of the next guy. When I went past the pits I looked in my mirror, and it was if there had been a big crash behind, because I couldn't see anyone! I got a 30sec lead and then I lifted off."

He was pursued alternately by Alan Jones, Jody Scheckter and local hero Gilles Villeneuve, but on that day Jean-Pierre was in a class of his own. Then it began to go wrong.

"The brake pedal started to go down, and also a wheel balance weight came off a front wheel and went into the oil radiator! So I had an oil leak, and I was checking the pressure."



Jarier tells Lotus the brakes are shot; it's all over

With just 21 laps to go, he headed to the pitlane.

"They discovered there was not very much oil left in the car. But I really stopped because the brake pads at the back had completely worn out. The pedal was on the floor. It was sad I couldn't finish. And all my stuff was stolen from the garage. I had a Lotus jacket which I had been given by Colin."

Not that he earned the sympathy of the crowd, for his demise allowed Villeneuve to score a historic first win. But Jarier had raised his stock.

"I went to the restaurant at the Hyatt Hotel that night, and Colin invited me for champagne. He said he wanted me to drive for him next year, but he had already signed the two drivers. He tried to make a third car for me, but he didn't succeed. Instead I drove for Tyrrell in 1979, but Ken had no money.

"I would have been better off driving in CanAm for Paul Newman, and I would have had enough time to wait for a good drive in F1. At Tyrrell I fell again into the same category of backmarker car that I had all my life."

Jarier's bad timing would strike again. When Carlos Reutemann retired early in 1982, Jean-Pierre was offered the Williams job – but he was already committed to Osella. Derek Daly got the ride. And Rosberg in the sister car became champion. M

All photography LAT

Indianapolis Motor Speedway

Bob Tronolone

BEYOND SELF-BELIEF

WAS IT BLIND FAITH OR CURMUDGEONLY STUBBORNNESS THAT SPARKED MICKEY THOMPSON'S DESPERATE ATTEMPTS TO CONQUER THE BRICKYARD? JOE SCALZO TELLS A TALE OF FALSE HOPES, MAD CARS AND FATAL CONSEQUENCES

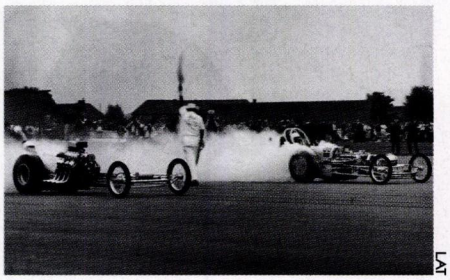
History is a joke the living play on the dead, someone once said – probably about Mickey Thompson. Poor, murdered Mickey is consigned to awful limbo now, but in his big and controversial era of almost 40 years ago, he was 'the greatest creative and competitive figure in the world of speed', 'one of the most fantastic men of our age', and – inevitably – 'a legend in his own time'. Those were the days.

Among dozens of contenders, he was the most rabid cast member of those astonishing self-appointed geniuses, rags-to-riches dreamers, and out-and-out jokers and frauds all jostling one another to reinvent the wheel and design the craziest Indianapolis car of the 1960s, the Indy 500's nutcase decade. Mickey won. Yet he also lost: he and his unsettling inventions ended up giving 'crazy' a bad name.

The terrifying Indycars of Mickey Thompson! Possibly the only remotely flattering words anybody uttered about them was that they were classic examples of 'mega-engineering'. The average Mickey car could be counted on to have at least 10 new and exciting ideas incorporated into its design, and at least half of the ideas might be pretty good. Unhappily, however, one of the remaining ideas would be so ludicrously and hilariously bad that it would nullify everything else.

Mickey never saw it that way; he believed himself incapable of failure and possessed of only inspired thoughts. After the Speedway at last got scared of him and tried giving him the bum's rush by putting his dangerous equipment in quarantine, Mickey hung tough. Even in bitter 1964, when his infamous Sears-Allstate Special with its deadly side-saddle fuel tanks brought on the unforgivable wreck that ploughed under two lives and burned out or wrecked one fifth of the starting field, Mickey survived all the hits. Three 500s later, he defiantly returned with a more alarming car still.

Every time some piece of his got banned, he turned it into victory – proof of how the behind-the-times Hoosier rule-makers were persecuting his pioneering ingenuity. Way before anybody else, Mickey understood spin, attitude and making the gullible media work for him. Accordingly, he was the featured subject of an endless number of fawning write-ups, topped by his own hagiographic autobiography *Challenger*, which quotes Mickey thus: "I came to think of the year of my birth (1928) as having a special meaning. It was the year of the triumph and death of the idol of my youth, a man who will always be my greatest hero. His name was Frank Lockhart."



LAT

Top left: It looks like it's crawled from the ocean – it was certainly all at sea at Indy. Thompson's '63 Indy 500 challenger. Below left: Thompson listens to Dan Gurney who excelled in 1962 car. Right: Among Mickey's better innovations was the slingshot dragster

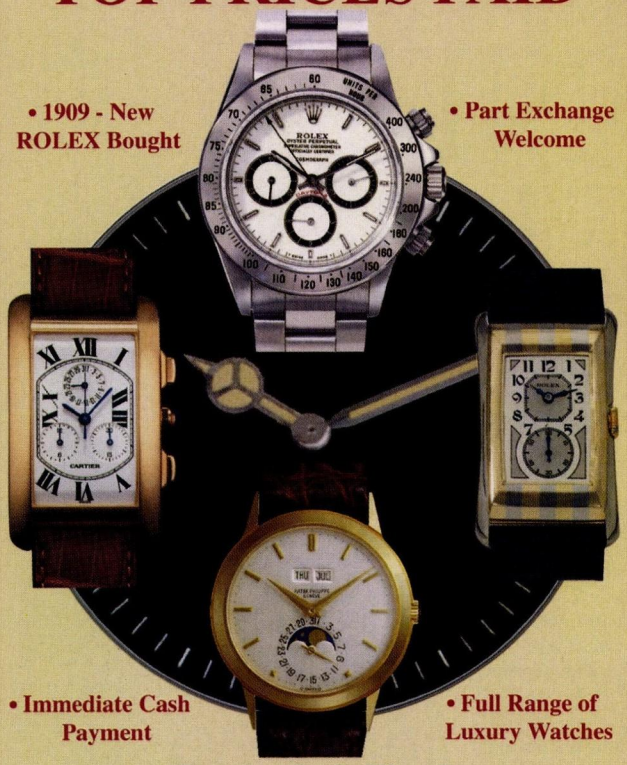
Naturally. Arguably the most brilliant racing mind America has ever unleashed, the unguided missile Lockhart was the prototype of everything Mickey wanted to become. Lockhart was so brainy that in 1920 he almost got a scholarship to the vaunted California Institute of Technology to become a scientist. He had mechanical ingenuity, wild ambition, utter fearlessness and – exactly like Mickey – not nearly enough money to back up such hyperkinetic traits with hardware. It was the Roaring '20s and Lockhart had two Holy Grails: to win at Indy and set the Land Speed Record.

Sure enough, Frank won the 500-miler of 1926 with ease. But in addition to being a great and natural racing driver, he also possessed the same shining qualities of conmen and cult leaders: charm, arrogance and the ability to inspire loyalty.

Shopping his LSR plans around, Frank scored big. And by 1928, the year of Mickey's birth, Lockhart was ready to go for the LSR. But his 'Stutz Blackhawk' was so flyweight it was feared the little streamliner might sail out of control – and sail it did, two times. The second one, on April 25, was the end of Frank.

That was the potent mythology of Frank Lockhart and it well and truly fired Mickey's brains. In fact, in his most alarming moments Mickey seemed to imagine himself Frank Lockhart reincarnated. And maybe he wasn't so far wrong. ➤

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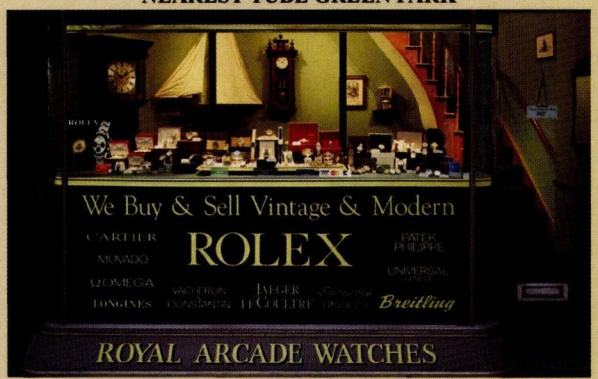
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MGAs from Le Mans and Mille Miglia. Two classic cars from the 1950's golden era of British motorsport pictured in front of a traditional oak framed building by Oak Craft at Holmsley Mill. These buildings make ideal store-and-show facilities for classic and historic cars.

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Lockhart had won the Brickyard and spread across Daytona? Well, by his 34th birthday, in 1962, Mickey had patrolled the Bonneville Salt Flats, had crash-and-burned and massacred in the old Mexican Road Race, had match-raced top-fuel diggers against *Swamp Rat* Don Garlits, had had sportscar duels with Dan Gurney and Carroll Shelby and had established 180 – yep, 180! – different straight-line speed records.

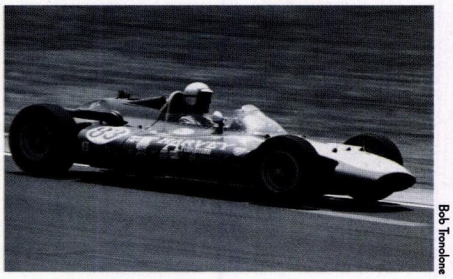
Lockhart had had the smarts and push to create his Stutz Blackhawk. Mickey (among numerous inventions he credited to himself) had constructed the first slingshot dragster, the original low-profile racing tyre, and he and his first LSR sled, a four-engine Pontiac, had been the first to crack 400mph.

Lockhart had orchestrated and survived stupendous crack-ups and wrecks; yet had had the high pain threshold and intestinal fortitude to beg for more. 'Body cast' Mickey had busted his ass in every way and every setting imaginable, including on the salt, in the water, and even on the snow of wilderness New Mexico, where he got half-killed after baiting elements of the proud Unser clan into a snowmobile duel at the family stronghold of Chalma.

Lockhart was practically penniless and had to con in order to amass the scratch to create his speed toys? Mickey was a walking, talking, egomaniac/hustler/spellbinder. With distinguished, sympathetic CEO buddies everywhere, he was unparalleled at getting inside the deep pockets of zillionaire corporations.

Playing Frank Lockhart, Thompson went for the glory of the LSR. And succeeded in becoming the first LSR player to cream 400 (across Bonneville in 1960). It was a first-rate accomplishment, but a sadism of the LSR is that to set the record, the hopeful also has to make a return run. And Mickey had so wounded his quartet of stressed-out Pontiacs making the first pass that he couldn't come back in the required time. Just about then, as an added dose of misery, the LSR tournament began being visited by jet propulsion jobs making vastly more firepower than Thompson's Pontiacs ever could. An ardent internal combustion diehard who couldn't stomach jets, he got out of the LSR business and, fatefully, turned his guns on the Indy 500.

General Motors had this neat little aluminum-block V8; Mickey knew some of the honchos of the Buick division so, easy as pie, he got them to cough up some product and bucks. He also scammed big dollars from an aluminum foundry that he sucked into his scheme with a sob story about Indianapolis discriminating against him because he was only a poor-boy hot rodder.



Bob Tronolone

Right: Duane Carter had unenviable, impossible task of making the '63 racer belie its ludicrous appearance. Fat chance. Below: MacDonald, a promising rookie, smiles for the camera in the contraption that will kill him and legendary Eddie Sachs in '64 Indy

The very first Mickey Thompson rear-engine Indycar of 1962 was conventional, and it was about the only one Mickey ever built with no bad ideas. Not surprisingly, it also was one of the few Thompsons to be halfway successful: its rookie driver, Gurney, Mickey's old sportscar playmate, was moving up steadily through the top 10 with 250 miles worth of passing opportunities still to come when the rear end lunched.

The following year, Mickey went to town. He quadrupled his efforts. On May 1 he hit Indy with five new dervishes, all rear-engines, all with honking fuel-injected Chevrolet stock-block go. Their chauffeurs ranged from the reigning world champion of Formula One to a hotshot road-racer off the Pacific Coast.

All automobiles of the Thompson Scuderia got into wrecks or developed mechanical emergencies in the opening six days. The world champ (Graham Hill) and the road-race ace (Billy Krause) both bailed out and headed home. Oddly enough, this worked to Mickey's advantage. With the prima donnas gone, and with hardly anyone of respectable record willing to go near the Thompson go-karts, the path was clear for edgy characters with do-or-die attitudes like chrome-dome cruncher 'Mr Clean'.

Mr Clean was Al Miller (not his real name either), a fly-boy battle hero of WWII who'd been in the process of bombing the Continent flat until getting shot down and made to serve hard time in a German concentration camp. The epic story of ➳

'The path was clear for edgy characters with do-or-die attitudes'



Indianapolis Motor Speedway



Bob Tronolone

Left: Like a child's doodle come to life, this vehicle could be the work of only one man, and featured four-wheel-steering. Below: Mickey's efforts were not just restricted to single-seaters. Indeed, once Indy outlawed his cars, Thompson returned to the drag-racing scene

Mr Clean's wild qualification time trial in a Mickey car gets bigger and better every year, but basically he tracked down Mickey and hit him with the memorable pitch: "If you let me drive one of your cars, I'll put it into the show or into the wall!" Qualifying time was running out; Mickey so far had only one of his five dervishes in the 500; he was desperate. So he told Mr Clean, okay.

Preparing for the assignment, Mr Clean travelled down the street from the Speedway to the White Front bar to spend the night and early morning getting beer-couraged up. Legend says he still had some beer in him the following Sunday afternoon while hammering the pedal, cocking the steering wheel and recording the fastest time of all Mickey's cars to go ninth-quickest.

Mr Clean subsequently came in ninth in the 500, the only top-10 finish for a Mickey car. In the aftermath, Indy officials decided there was something hinky about Thompson cars and their go-kart-size tyres; legislation was drafted to put them out of business.

Mickey let go a prolonged wail: "This decision puts a quarter of a million dollars of race cars and 15 years of my life down the drain! I'll fight this thing if it takes me down to my last cent!" Behind the bluster, he was regrouping and creating for posterity yet another Mickey yarn, as well as laying the groundwork for a fresh assault on the 500. This one, as ever, involved connections in high places, huge deals and fast and tricky footwork.

First he talked himself into a consignment of Ford's latest and hottest overhead-cam, 32-valve V8s; then he lured rookie phenomenon Davey MacDonald from under the noses of Carroll Shelby, Ford and Lincoln-Mercury. Come race morning of the 1964 500, when Davey was strapping down inside his gasoline-laden Mickey car with its ominous side-saddle fuel tanks, he went on record as saying that of all the iron he'd ever manhandled, this beauty was the spookiest. Sure enough, on the second lap he went into the wall, blowing himself and Eddie Sachs sky high.

"That's it, this is too much, from now on Mickey Thompson is out of here" – such was the outraged Indianapolis reaction. Mickey's cars got wiped out in a flurry of fresh legislation. He lost all his engines too.

Still he refused to roll over. As proof of the safety of the side-saddles, he had one of the tanks filled up and then dropped from a great height. Its failure to burst open was supposed to prove the second-lap holocaust had never happened. Mickey even promised he'd race his next car himself (a promise later retracted).

Another 500 (1967) and another crazy, home-cooked Mickey vehicle. This little charmer didn't have four-wheel-drive, it had four-wheel steering! Go into a corner and all its tyres took off pointing in opposite directions. The assigned driver quit at the press conference, and no replacement could be found.

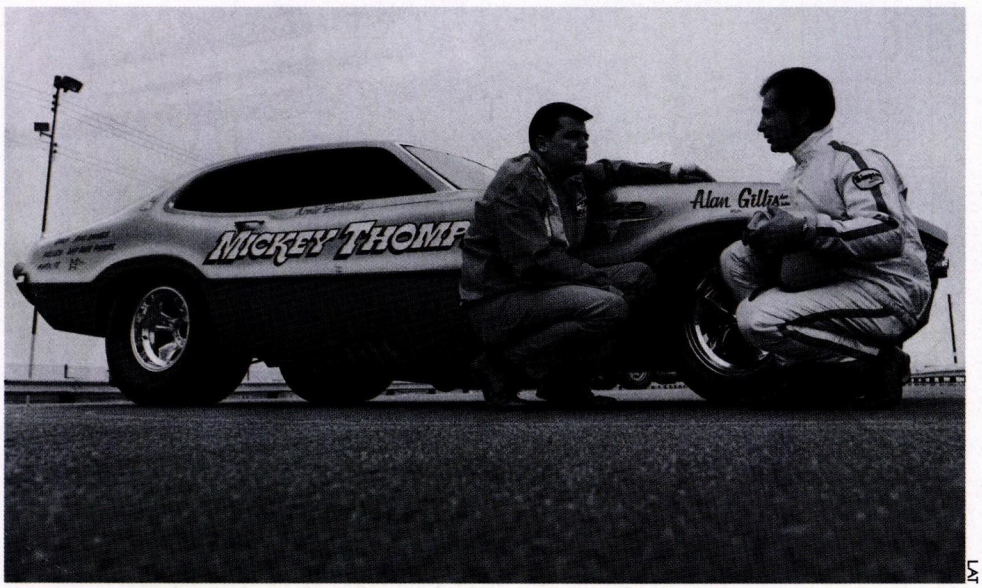
The butt of bad jokes now, Thompson was all done as an actor at Indy. Mickey would not have said that, of course. He would have said that during the 1970s he was no longer at the Speedway because he was too busy campaigning Funny Cars on drag strips or going desert off-roading across Baja California. And by the 1980s, he was all through playing Frank Lockhart. Reinventing himself as the unstoppable money-making impresario of stadium biker motocross and four-wheel off-roading, Mickey took up a comfy millionaire's lifestyle in one of LA's most exclusive and high-rent walled compounds.

But there was an epilogue. Gunned down in 1988 at the age of just 60, Mickey died a Mafia *capo*'s death, the identity of whomever took out himself and his wife unknown to this day despite the long-standing offer of a million-dollar reward.

Today he remains trapped to the murk of deep history, caught in a no-win situation. Had he not gone and made himself notorious by getting whacked, he'd apparently be little remembered at all. Yet when he is remembered, it's for the infamy of bringing on the worst disaster in the Indianapolis 500's history.

Sad deal. Bad deal. ■

'At the age of just 60, Mickey died a Mafia *capo*'s death'



LAT

Excellence, Engineered



MOTORSPORT MASTERMINDS

Since the mid-1980's Cambridge Motorsport has been building an envied reputation for the ultimate in engineering excellence. It's a reputation of which they should be justly proud.





"We are driven by our customers' demands," explains Chairman Richard Galvani, "our quest is to make your car safer, more reliable and - if required - faster." And if there's one thing Cambridge Motorsport knows about, it's going faster. Galvani ran Formula 3 cars in '80s, and this racing background instilled one of the firm's core principles: teamwork.

By entrusting your pride and joy to Cambridge Motorsport, you will never again endure the nightmare of several different companies blaming each other for a supposedly completed car that just won't work properly. "Everything we do is in-house so we have ultimate control over the whole operation, we're not buying-in expertise," explains Parts Manager Jon Savage. "That means that the buck stops with us for everything, which makes a tremendous difference." Each discipline within the extensive workshop, under the watchful eye of Workshop Manager Geoff Denson, is a spoke of a wheel, with the customer as the hub. Attention to detail is paramount; be it resolving every quirky handling trait in the chassis engineering shop, from Chevron to TVR, or trying to squeeze those last few horsepower from the carburettors on the rolling road. Cambridge Motorsport's superb facilities offer the opportunity to diagnose and resolve, in a technical environment, problems that would usually only appear on the move.

With Company Director and engineering head honcho Chris Conoley at the helm, Cambridge Motorsport has become particularly synonymous with the finest quality engine work. From a road-going Jaguar XK to a screaming Formula 5000 unit, each engine receives the same expert attention from Chris and his awesome array of state-of-the-art CNC machine tools and computer diagnostic facilities. Chris explains the advantages of a Cambridge Motorsport rebuild: "Our facilities enable us to develop powerful, reliable

CLOCKWISE FROM TOP RIGHT:

A Cambridge Motorsport prepared TVR Griffith having a driver change on its way to victory in the Spa 6 Hours in 1997.

Workshop facilities: The heart of our operation

Our own transporters with customer cars for european delivery

Customer Joe Ward winning the Flemings Thoroughbred Championship. Donington 1998







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engines. Every engine we build leaves our workshop run in and fully dyno tested, with a print-out of its power curve so you know what you're getting." Chris knows what his engines can do having raced continually and guided customers to race victories in a number of disciplines from pre war Maserati's to modern GT's. In the late '90s he twice shared victory in the Spa 6 Hours with customer Joe Ward, in Ward's Cambridge Motorsport-prepared '65 TVR Griffith.

While it will take on any serious road work, competition preparation for race or rally remains the firm's staple diet. You only had to see Gerry Marshall storming up the Goodwood Hillclimb at the 2001 Festival of Speed in 'Baby Bertha' or the Morgan SLR of Adrian Van Der Kroft at the Coys Historic Festival at Rockingham, to witness the quality of Cambridge Motorsport's work. Clients from all over the world flock to the Cambridgeshire workshops in the hope of replicating the race and rally championships of previous customers. However the workshops will also come to you, offering preparation, transportation of your steed, and even trackside assistance. Cambridge Motorsport's trucks, with Race Team Manager Jay Bullock in charge, are becoming a familiar sight at historic race meetings all over Europe. "We'll take anything from a suspension overhaul to a complete 'arrive and drive' service for a whole season," says Jay. "We offer a hand-holding operation for those that want to get themselves on-track for the first time." This "hand-holding" gives real peace of mind to drivers entering their first season of racing.

Working in tandem with the race and workshop operations, and hugely benefiting from their input and experience, is Cambridge Motorsport's extensive parts department. "Continuous improvement is the Cambridge Motorsport philosophy," says Richard Galvani, and where better to test and demonstrate those improvements than on the track? The parts supply concentrates mainly on British sports cars but offers a huge stock, from engine upgrades to improved cooling, from reliable electrics to stronger transmissions. Chris Conoley's vast engineering experience comes into its own once again in the design and constant development of new and improved parts, finding reliable solutions to complicated problems. To see the excellent selection available, you only need visit Cambridge Motorsport's superb website, which even offers the facility to buy on-line.

Through innovation, engineering excellence and teamwork, Cambridge Motorsport has made itself the ideal choice for those that want to drive their cars seriously, be it on-track or off. As Richard Galvani says: "The concours scene is just not for us; sports cars are meant to be used, to revel in the excitement of motoring and the challenge of competition."



CLOCKWISE FROM TOP:

Cambridge Motorsports 'Company Car' leading E-types during the Coys Historic Festival 2000

Chris Conoley driving customer Mike Reasons TR3 in a Brands Hatch 3 hour race

Cambridge Motorsport engineered Chevron B8 competing in a Group 4 race. Monza 2000



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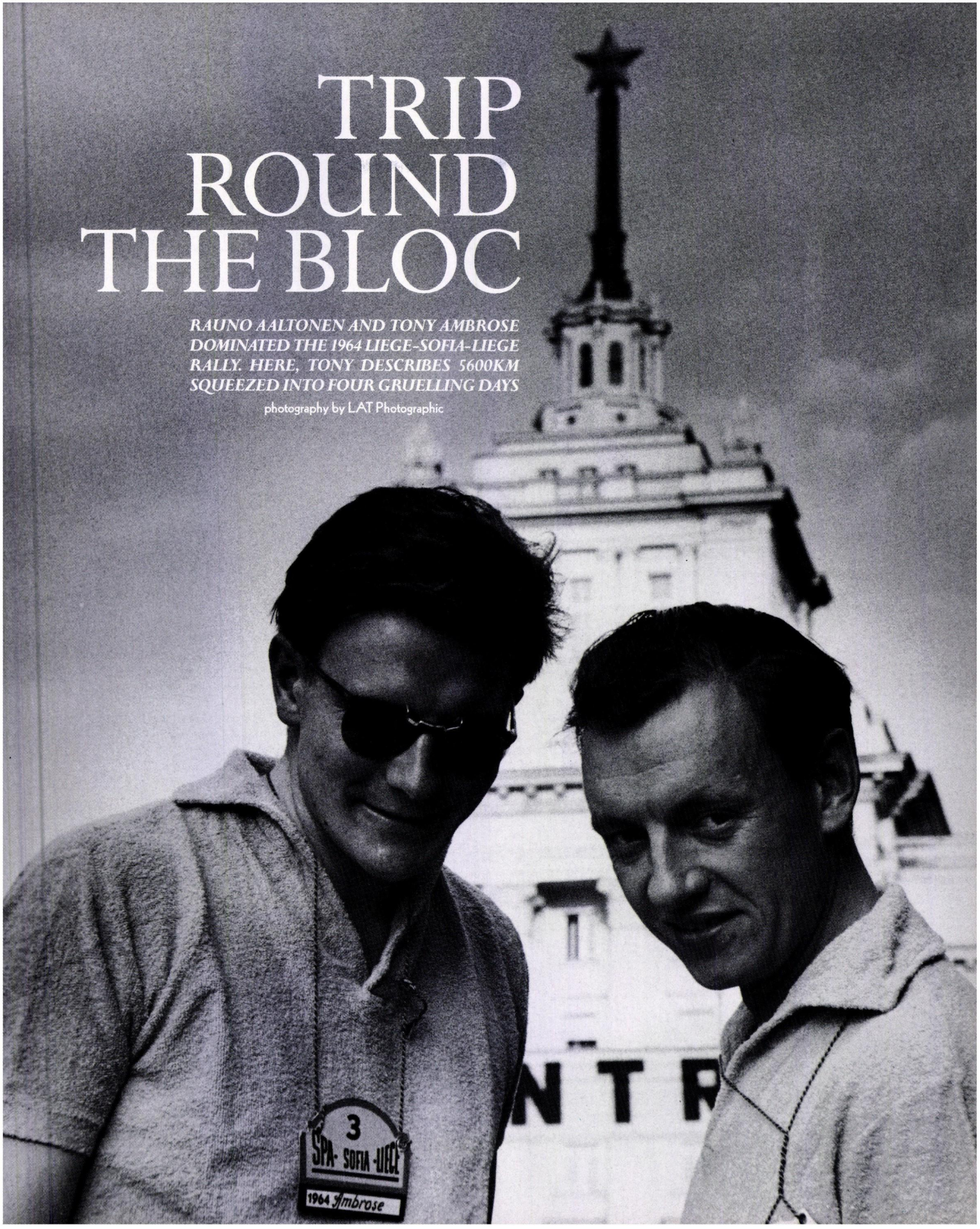
Cambridge Motorsport Ltd. Caxton Road, Great Gransden, Nr Sandy, Beds SG19 3AH England

Tel: 01767 677969 **Fax: 01767 677026**
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TRIP ROUND THE BLOC

RAUNO AALTONEN AND TONY AMBROSE DOMINATED THE 1964 LIEGE-SOFIA-LIEGE RALLY. HERE, TONY DESCRIBES 5600KM SQUEEZED INTO FOUR GRUELLING DAYS

photography by LAT Photographic



I am sure I speak also for Rauno Aaltonen when I say this was the most important victory of our careers – greater even than winning the 1965 European Rally Championship. I was amazed to discover Erik Carlsson also cites this 1964 Spa-Sofia-Liège (he came second by a margin of 28 minutes) as his most memorable.

Perhaps the event assumed colossal importance because many of us felt the '64 event might be the last true European rally on open roads. My own ambition to win a 'Liège' dates back to my schooldays when motorsport resumed after WWII. The 1964 event was my sixth (*see sidebar for resumé of previous five attempts*).

Rauno and I managed to persuade Stuart Turner two recces were required. For the first, I flew with the Austin Healey to Geneva then drove down to Rijeka to arrive at dusk. I put the car on a coastal steamer and travelled for 36 hours down the Dalmatian coast, eventually arriving at Kotor in the late afternoon – by which time I was due in Titograd where Rauno was due to arrive by air.

As I drove down the dirt roads of the Adriatic coast I was horrified to find the speed limits had been reduced to 30kph but I had to hurry. Rauno and I arrived at Titograd at about the same time, neither of us pleased that half a day's training had been lost.

We backtracked as far as Pec, in Kosovo, then turned around to drive at as near rally speeds as we dare. Intermediate times were logged. These were to be of great assistance on the rally.

Back through Titograd then on to Cetinje and down the steep descent to Kotor we reached a roadblock, and the police whisked us off to a station. The problem was my speeding earlier in the day, but I had enough Yugoslav *dinars* to influence matters. Official documents were produced and the exchange of cash for a receipt made it look legal, though the figure on the receipt omitted at least two zeroes. After a delay of four hours we were on our way again.

Rauno and I decided each of us should drive sections we might expect to drive in the rally while the other took brief notes. Our delay in Kotor meant the recce was driven at the same time of day that we would pass on the rally – a valuable experience.

On the second recce I took a driver about to compete in his first Liège, and as we headed south from Belgrade on a straight road at 150kph, I closed my eyes to the glare of the sun bouncing off the concrete road surface. When I looked up, we were heading for a solid object in the middle of the road which we hit at undiminished speed. The radiator remained intact but the front wheels were at a very odd angle.

'Why did you drive straight at it?' I enquired. 'I thought it was just a cardboard box,' replied the well-known Lancastrian. We managed to drive very slowly to Nis, where railway workshops straightened, welded and manufactured the various items to get us on our way. I drove most of the remainder of the recce.

Two days before the start of the rally, we arrived in Liège to discover the weather forecast for Central Europe was not good – considerable risk of thunderstorms. We had encountered such conditions on the two previous Liège rallies, and though the Healey had no heater, the exhaust pipes passing close to the floor and exiting under the passenger door could make cockpit conditions unbearable. Rauno was convinced a demisting device was essential and bought a powerful vacuum cleaner motor. With the mechanics he created a device with a long flexible tube through which could be delivered a very powerful jet of air for the co-driver to point at misty spots on the windscreen. Handily, it could also be pointed at various parts of one's anatomy, a useful device for relieving discomfort in the torrid heat of southern Yugoslavia.

The assembly of cars and crews at the Palais des Princes Eveques in Liège was, as in previous years, awe-inspiring. Whatever perils lay ahead, we would all be made welcome on our return. With much revving of engines and sounding of hooters, the cavalcade left the Palais behind a police escort.

We were on the front row – cars started three abreast – but I had lectured Rauno about the futility of attempting to lead our 'trio' through the first bend. But then along the hill to Francorchamps we roared past the other two cars and into the lead.

Seasoned competitors were aware the event did not really begin until we had departed from Bled in Slovenia. Fine weather meant dust would be a problem so we were happy with our early start number. Rauno drove superbly and we reached Col with a penalty of 12 minutes, got refuelled and then Rauno gave it his all to Ogulin, reaching the control without further penalty.

At Novi we were informed the next passage control had been moved due to road repairs, so we were faced with navigating our way across country we had never seen, at night, and in a slight mist. Though we had the best available maps, they were inadequate (scale 1:800,000) and so we groped our way through, occasionally hesitating to check a signpost.

Rauno was obviously tiring having driven flat out from Bled to Novi, almost five and a half hours. We didn't know it at the time, but we had a lead of 14 minutes over the factory Mercedes of Eugen Böhringer/Klaus Kaiser. Mist now combined with drizzle and at one point we went off the road onto a gravel heap but bounced back into the road. Rauno stopped, rubbed his eyes, and said, 'Tony, I think you must drive now.'

It was 3am and I was unprepared for this. I knew it was important to drive as fast as I could, with no navigational errors, and not to damage the car. It was a challenge I had hoped would ➳

'We went off onto a gravel heap but bounced back into the road'





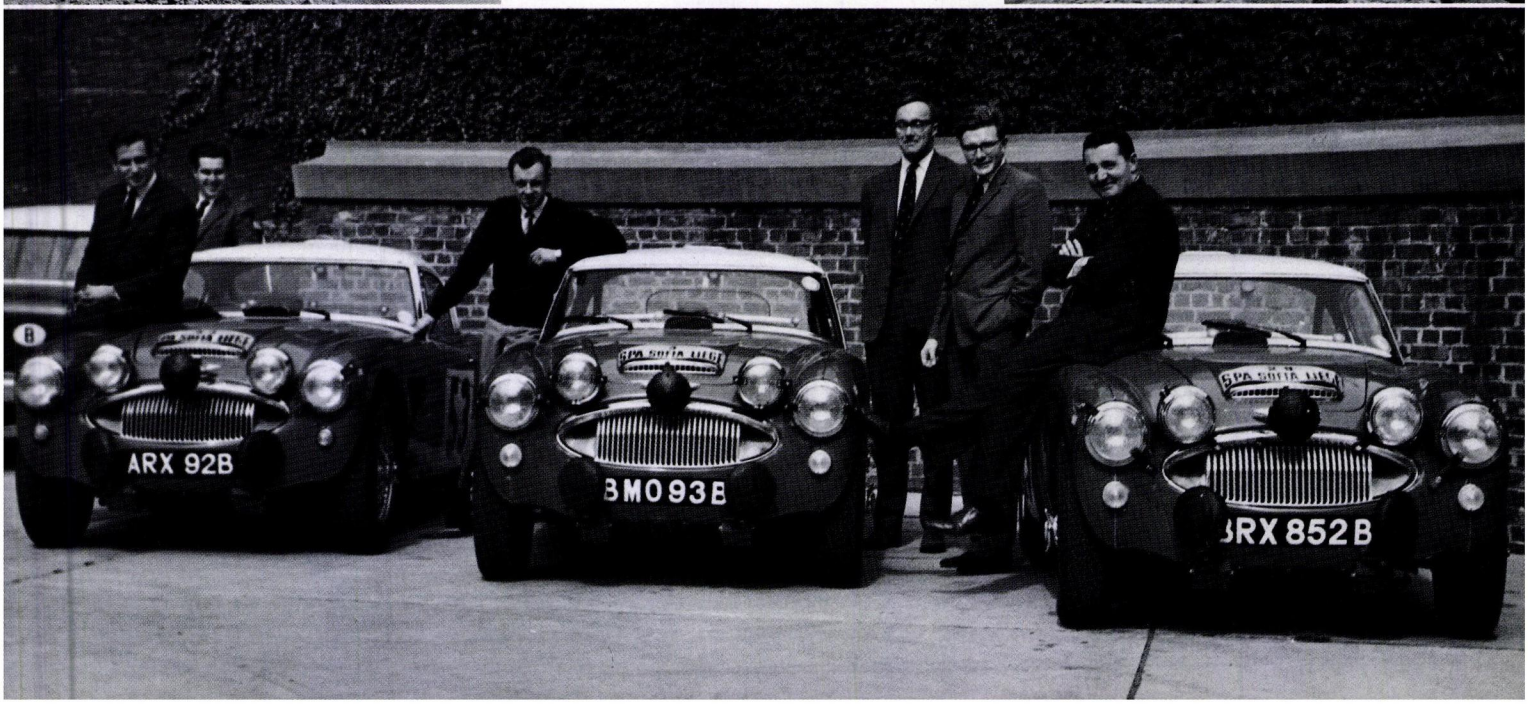
CLOCKWISE FROM ABOVE:

THE SPOILS OF VICTORY – AALTONEN LOOKS PROUD, AMBROSE MERELY KNACKERED;

ERIK CARLSSON DROVE HARD, BUT HE COULDN'T CATCH THE FLYING HEALEY;

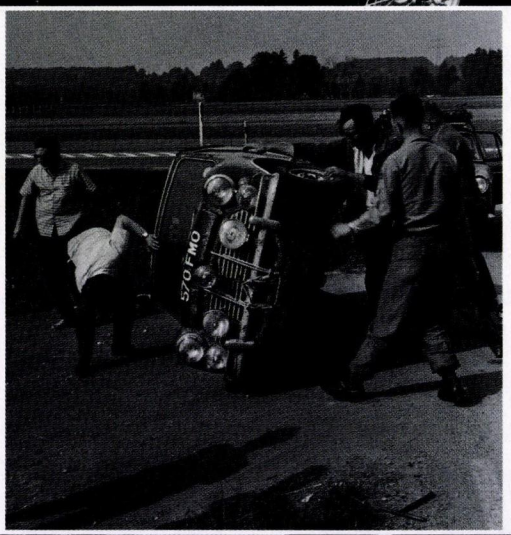
BMC SQUAD BEFORE THE START – LEFT TO RIGHT, TIMO MÄKINEN, DON BARROW, RAUNO AALTONEN, HENRY LIDDON, TONY AMBROSE AND PADDY HOPKIRK; CITROËN DS19 OF GUY VERRIER FINISHED SEVENTH





TONY'S BUILDING BLOCS

1956 with Lyndon Sims, Aston Martin DB2. In top 10 when the engine blew on the Passo Duran.
1960 with Peter Riley, Austin Healey 3000. In the top five but engine failed on Passo Duran again.
1961 with David Seigle-Morris, Austin Healey 3000. Finished sixth despite rear axle swinging through 15deg under acceleration.
1962 with Rauno Aaltonen, Austin Healey 3000. Roadbook stolen from car in Belgrade. Disqualified.
1963 with Rauno Aaltonen, Austin Healey 3000. Second behind Böhringer when "we clipped rock face at Vivione, bounced into railings beside sheer 100m drop – just air below my door. Rauno sat on boot while I climbed out driver's door. Rescuers attached chains to car and rock face; when railings cut away, chains went taut! A lucky escape."



Above: Trusty workhorse Austin Healey 3000 didn't miss a beat on this most torrid of European rallies. Left: Not exactly Kwik-Fit, but this unusual method of servicing helped Cooper of Mike Wood/Peter Bartram to 20th, only Mini ever to finish L-S-L. Below: Eugen Böhringer/Klaus Kaiser Mercedes 230SL was swift over certain stages, but ultimately finished third



come my way one day, but when it arrived the prospect was awesome. The mist cleared so I had no excuse to 'pussyfoot' but there was now an additional hazard in the dark as local farmers made their way to market, their horse-drawn carts only occasionally carrying a tiny red light. In villages the boom from the AH's exhaust was deafening as we raced between houses on slippery cambered cobbles, but Rauno slept through it all.

Four cars were faster on the Novi-Zagreb stage, but we had been a full 10 minutes faster than Böhringer/Kaiser and were still in the lead with the Carlsson/Palm Saab eight minutes behind. I could probably have driven faster, but I derive satisfaction from knowing I might then have lost the rally with a silly mistake. As Tazio Nuvolari said, 'It takes courage to drive slowly'.

We shared the driving along the *autoput* to Sofia, using the high cruising speed of the AH 3000 to arrive at the control as it opened. Our service crew had made sure that we had two rooms booked at the Grand Hotel Balkan. There was no chance of sleep during the one-hour break but a bath, shave and 10 minutes stretching out on a bed refreshed us to a remarkable extent. As we returned to the car the first of the other competitors were booking-in, and by the time we left, only four other cars had arrived. We were not to see another rally car until we descended the hill into Spa.

Each year the crowds in Sofia grew in number as the Bulgarian economy moved forward and the regime began to welcome foreign visitors. We allowed ourselves the luxury of a few waves to the spectators who lined the cobbled streets, criss-crossed by tramlines. And so to Pec, in Kosovo, where the next competitive section began.

The three sections which linked Pec, Titograd, Perast and Stolac were all very demanding. And here we gained maximum advantage from a well-planned recce. Pec-Titograd was always a classic section in the Liège, for rough rock outcrops and precipitous drops were features of the notorious Cokor Pass which claimed many victims. We were delighted to reach Titograd with a minute to spare. This put us in good spirits for the exacting drive over to Kotor, Perast and on to Stolac where we were 20 minutes late.

Again Rauno had been at the wheel for a demanding five and a half hours. So I took over to drive to our service point at Mostar where we (a) learned that we had been in the lead at Sofia and (b) enjoyed our first food for about 30 hours – a ham and tomato sandwich made by our service crews.

Rauno slept on most of the section to Split where I was disappointed to lose a minute. But I continued at the wheel to Novi, the aim being to arrive with at least 20 minutes in hand. It was now becoming unbearably hot in the mid-morning sun. Every time we went over the smallest of bumps, the fine dust which was at least 5mm deep on the floor, rose in a cloud drying our mouths and nostrils.

Rauno took over for the drive to Col, and then it was back to me. My recollections of those next few hours are hazy but I do recall shaving in a fountain in a tiny Italian village, and of passing through Longarone, where a dam had recently collapsed causing devastation on an enormous scale and considerable loss of life.

Late in the evening we arrived at Schilpario, the start of the dreaded Passo Vivione which had put us out the previous year. We learned from the controllers we were still leading, but nobody knew by how much. The car was holding together well: in fact there was little difference in the performance or handling after three long gruelling days and nights. However, we reckoned Erik Carlsson's 850cc Saab might well be down on power. Rauno and I agreed that a tidy drive, leaving a reasonable safety margin, was all that was required. Because we had driven the Passo Vivione so many times (it was often included in the Coupe des Alpes) we had not driven it during our recce.

We spoke very little during the few minutes before we started this last crucial section. Already dry mouths were made even drier by the tension. Rauno drove very smoothly but quickly. We knew that we were going to lose a few minutes. This, we agreed, was acceptable. In fact our five minutes lateness was only equalled by the Böhringer/Kaiser Mercedes. As we left Italy we were told our lead was 28 minutes over Carlsson/Palm. All we had to do was drive safely back to Spa.

We were elated – but we were also very tired. We recognised there was a serious risk that either of us might fall asleep at the wheel or lose concentration and have a silly accident on the autobahn. Thus we changed drivers every half-hour, but to save time we evolved a system of changing seats while on the move – not easy as the gear lever was nearly vertical and at about knee level. There must have been many puzzled looks from other drivers as we performed this manoeuvre.

We finally drove down the hill into Spa to a tumultuous welcome. I was so overcome with emotion that I don't recall much of the following few hours – except falling asleep in a restaurant and embedding my face in a spicy steak tartare.

Without a superb car and dedicated support from our service crews, victory would have been impossible. Perhaps my determination, tenacity and planning ensured we remained competitive throughout those four gruelling days, but it was Rauno's brilliant driving that won it.

The schoolboy dream was completed two months later at a reception in Buenos Aires with a congratulatory handshake from one Juan Manuel Fangio. M

'We changed seats on the move – not easy in an Austin Healey'





Beardmore taxicabs were a very familiar sight in London and other British towns for many, many years

Both: National Motor Museum

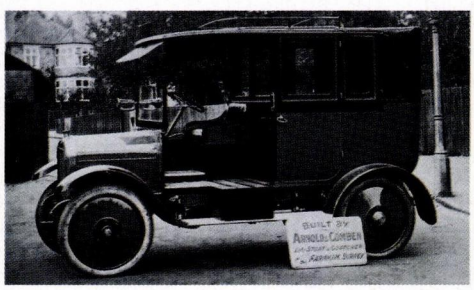
Hailing a piece of history

THE LONDON BLACK CAB MAY HAVE BEEN AN ATTRACTION to visitors from places like America, but the age of taxi-appeal for vintage car enthusiasts has long gone.

I remember how, in the late 1920s, I used to cajole my mother, when we wanted a taxi to get home to SW London from the West End for instance, into waiting until a make I had not previously experienced went to the head of the rank. This could involve a long time hanging about, because there were usually many Unics ahead of what I wanted to ride in.

There was quite a choice: a few very old two-cylinder Renaults were said to still ply for hire, but there my luck was out. But with patience, I could add Austin, Hayes, Citroën, Beardmore and Belsize to my list, or settle for a much newer Morris if my parent became impatient. We avoided the new-fangled W & G Yellow cabs, however.

Taxis were fun then, different from a vintage car due to the great many strict regulations about dimensions, including wheelbase and ground clearance (the latter, at 7.5in, high enough, in theory, to save any pedestrian careless enough to fall under the vehicle). The driver had to be exposed sufficiently to see to drive properly as the Carriage Inspectors of the Metropolitan Police saw fit and, to avoid adding, to London's increasing traffic-congestion, the turning-circle had to be under 25ft. There had to be a flat space beside the driver for passengers' trunks. Home Office regulations about fire extinguishers alone ran to some 50 items.



Exposed driver and trunk shelf were police requirements

All of which made manufacturers' conversions from private-car chassis very expensive. So, luckily, old taxis survived, although they had to pass annually the 52 stiff 'Conditions of Fitness' test of the Commissioner of police at Scotland Yard.

The drivers also had to pass the intense 'Knowledge of London' test before they could earn a living in their costly cabs, assuming that they passed their own driving tests at the ages of 50 and 55. As the older taxis became less frequent I had to be content to go home in one of the new long-wheelbase Unics, luxury Citroëns, or in a Hyper Beardmore.

The first book about cabs, *Taxi!*, was by Anthony Armstrong, *Punch*'s celebrated editor, in 1930; it took him nine months to write and earned him only £32. Two more came later, a superficial one by cab driver Maurice Levinson and the very technical one by G N 'Encyclopedia' Georgano.

In older times cabbies had their own magazine, *The Steering Wheel*, and today *Taxi Globe*.

I recall their big Kennington depot and that W O Bentley managed to keep a fleet of two-cylinder Unics on the road for the National Motor Cab Company, circa 1910.

In 1928, a taxi appeared in the play *No 77 Park Lane*, and years later my friend Tom Lush had a pre-1914 Unic which performed in London in Shaw's *Pygmalion*. The snag was that it disliked starting on its meagre supply of cotton-wool soaked in petrol, so Tom was summoned every night to appease it, or if that failed, to help push it from the wings.

The Metropolitan Police rules did not apply to provincial taxis, so many country towns provided a feast of old cars used as taxis. I remember a fine selection of aged examples, some surely of Edwardian age, which you encountered after emerging from the subterranean bowels of Weybridge station. Parked round the corner on the lane one took to get into Brooklands by the tunnel beneath the Members banking, they must have been there into the early 1930s, but I was too anxious to see the racing to list them.

At the time when W O was taxi-minded, Londoners could have hailed a Wolseley, Charron, Fiat or Darracq cab and, a little later, a Napier, Vinot, Argyll or Panhard. Long gone, alas!

Le Strange but true

A READER'S QUERY ABOUT THE ABBOTT-Nash raced at Brooklands by C Le Strange Metcalfe from 1932 to 1934 has brought in a good response, especially from Steve Lovegrove, who is researching the days of the Great Auclum speed hillclimb. This seems worth sharing, as car and driver were well known.

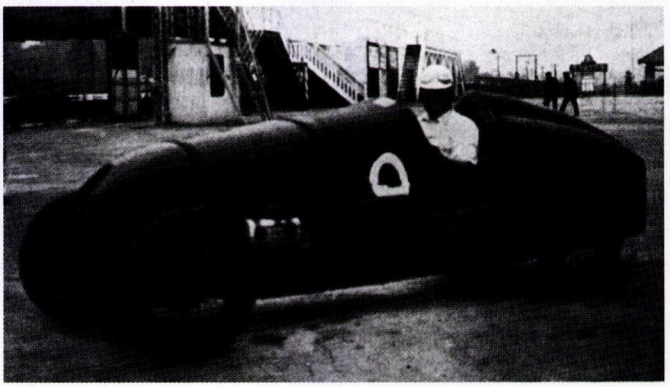
Initially, Metcalfe had raced a 1923 Horstman with a two-port side-valve 1.5-litre Anzani engine, and a Frazer Nash front axle. When the scrutineers objected to the old car early in 1932, Metcalfe slotted the Anzani engine into a Frazer Nash chassis, probably ex-Plunkett-Green, centralised the steering, and had Abbott's of Farnham make a neat fabric single-seater body, hence Abbott-Nash.

Pete Almack of A7 memory then acquired it, and much later Peter Neale found it and replaced the old Anzani engine with that popular resort of many Special builders, the commendable light-alloy 2-litre AC Six. To ginger things up Neale and his friend Crowther, after an unsuccessful Shelsley Walsh run, put in 9:1cr pistons and used three SU carbs and a lighter body, consigning the Abbott body to a VE-Day bonfire. It paid off notably, Neale making FTD at Great Auclum, with its slightly banked corner, faster than Fane and Aldington in BMW 328s.

War stopped play, Neale married, and in 1947 sold the car, which he had raced as the ACN, to Michael Christie.

Christie put on yet another body, modern-styled, and renamed the car the AC-Nash. A Laystall crankshaft to cope with a 10.5:1 cr, using alcohol fuel, was installed, plus a stronger back axle. Michael did well with the revised car until a huge crash at Stanmer Park damaged it. It seems then to have had a new owner in Leicester in 1949.

The car is now in the US.



Car of many guises: Abbott-Nash with its single-seat fabric body in the '30s

Austin re-Registers

GOOD TO SEE THAT THE UNUSUAL 1909 Austin town-carriage with its underfloor engine and driving compartment right at the front, only the radiator ahead of it, has resurfaced in a fine colour-spread in the Vintage Austin Register's magazine.

I remember when it was owned by the late Maurice Smith, DFC, son of Geoffrey Smith, who headed *The Autocar* in its Iliffe days. I admired Maurice, firstly because he was a pilot, flying *The Autocar*'s Auster before the war and for his distinguished RAF days – I admire all aeroplane pilots – but also for another episode not relevant here.

The rare Austin, which is named 'Mrs Pankhurst', is now owned by Maurice's son Colin. It was taken for an airing recently, after a party of VAR enthusiasts – driving their 1929 16/6 Burnham, 1929 16/6 Iver and 1930 9hp Austin cars – had been to see it.

The aforesaid Club magazine excels; well edited by Jim Stringer.

miscellany

ON THE ONE-MAKE CLUB magazine front, the Singer OC has a Golden Jubilee issue with very good coverage of all that has happened to it from 1951 to 2001. And in the Summer issue of the Morris Register Journal, Harry Edwards has another of his carefully-researched articles, this time on proprietary radiator mascots of the vintage years, with 51 drawings of the nude ladies, comic characters and lucky plaques, etc which you could put on your cars. If you want to read this you will presumably have to buy a Singer or Morris and join the clubs.

* * *

EIRE POST HAS ISSUED SOME fine commemorative stamps, including four motoring ones, to celebrate the centenary of the Royal Irish AC. They depict in colour an F1 Jordan, Caracciola in the Irish GP in a Mercedes-Benz SSK, Rosemary Smith's Tulip Rally-winning Hillman Imp and Paddy Hopkirk's Monte Carlo Rally-winning Mini-Cooper S. We commend this recognition of motoring sport; there is an intelligent book about ordering sets of these and other stamps; apply to the Philatelic Bureau, PO Box 1991, GPO, Dublin, Ireland (Tel: 01705 7400).

* * *

GRAHAM CHAMBERS' NEXT Historic A7 Triple Challenge is at Lydden Hill on September 16. Entries are £100 per race but refunds will be made to competitors who have competed at three events. Sponsorship has been obtained from Phoenix Crankshafts. It is intended that the cars conform to the traditional kind of A7 but tuned engines are allowed. I am rather sorry that 19in wheels are not stipulated, but like the idea of the Chiltern Chassis Award being for best-placed 'upright radiator' cars. Graham's number is 01227 831102.

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Half-pints reach half-century

THE 50TH ANNIVERSARY OF THE VSCC Light Car & Edwardian Section, having been deflected from its correct date by the foot-and-mouth outbreak, even unto the compact Welsh town of Llandrindod Wells, Arthur Jeddere-Fisher, its first secretary, reorganised the event in Mid-Bucks.

So on June 30 a fine assembly of light cars assembled at Twyford, their occupants due to do a country run after a buffet lunch, in between which Arthur had found some 1951 members for a photocall.

I was taken there in style by Roger Collings in a quick, quiet and impressive Ford Mondeo 2.5 Zetec.

All about were appropriate cars – Arthur's 11.9 Lagonda, owned since the section was born, an earlier bullnose, a baby Lagonda, a Diffey Humber Eight, four immaculate Trojans, a four-cylinder Chater-Lea, a recently refurbished 1927 A7 Saloon and Barker's Peugeot Quad, recently retrimmed, which came on a trailer.

Hamish Moffatt was sending hourly reports, it was said, as to assembly progress on his famous 11.9 Lagonda, but it did not appear.

Edwardianism was represented by a big Cadillac, a fine Star tourer, Marcia Jeddere-Fisher's Lancia Theta coupé, and a most delectable Napier tourer which in its day must have had Silver Ghosts silently sliding away in deep contemplation.

Tony Jones was present, with the actual A7 Chummy which he somehow persuaded Sam Clutton (then of the VSCC Committee, who was not sure about having a Section for light cars so that winning his good opinion was essential) to drive in a trial, after which Sam relented.



From left: WB, Arthur J-F, Graeme Naish, Frank Lockhart, 'Steady', Marcia J-F

Sunday was occupied with more gentle motoring, the Section's formation in 1951 well remembered by Frank Lockhart, 'Steady' Barker, Bert Butlin, Graeme Naish and Arthur Jeddere-Fisher, all members in 1951.

Sixty-five competitors, some sharing cars, turned up, of whom Mary Marsh's 1927 A7 won the Saturday event. Kent Robinson (1920 Rover 8), Penelope Cawley (1921 GN) and Diana Warren (1921 Humber) gained First Class Awards.

On the Sunday Short run Peter Mill (1924 Humber) won a First Class award, Deborah Evans (1923 Cluley) and Michael Jones (1930 Morris) Seconds, and Diana Warren secured a Third.

The long route saw Jeddere-Fisher's Lancia Theta win outright, Marcia Fisher navigating, and David Rouse (1929 Singer Junior) took the Lady Rachel Trophy.



Bill Boddy

Compare and contrast: Chater-Lea light car, left, and impressive Napier tourer

Banked tracks disappearing



THE SURVIVAL OF BANKED TRACKS, EVEN AFTER THEIR RACING DAYS HAVE ENDED, is minimal. Brooklands has part of the restored Members' Banking for non-race use, but the long run of the Byfleet banking is overgrown with weeds and has entrances and exits cut into it, a sad non-reminder of how racing cars once swept round it before taking the Fork turn.

The Monza banking is under threat and Montlhéry is rumoured to be doomed by 2004, although surely it must never be allowed to go the same way as Brooklands. Sitges in Spain (left) has long been derelict. It was badly designed and short-lived, so it is ironic that it has survived almost intact, though unused for so many years.

miscellany

THE NEXT MAJOR VSCC EVENT will be the Loton Park hillclimb, on September 2. The 750MC has race meetings at Cadwell Park on September 1/2 and at Mallory Park on September 30. The remaining Bert Hadley A7 Championship dates are Harewood (August 26), Thoresby Park (September 16), North Weald (September 23) and Curborough (October 6).

* * *

THE PRE-WAR A7 OWNER'S Magazine has been recalling the Austin 'Whippet' light aeroplane in pictures and text.

* * *

IN SPITE OF CANCELLED traction-engine events, which many car folk enjoy, due to foot-and-mouth restrictions, The National Traction Engine Trust's magazine *Steaming* continues its very high standard, with outstanding pictures. The current issue has a fascinating account of the Foden wagons used by the London County Council from 1907 onwards. The Great Dorset Steam Fair (August 29 - September 2) looks like being held.

* * *

AT THE BENTLEY DRIVERS' Club Silverstone Meeting on September 22 there will be a Bentley Parade, and a Bentley EXP Speed 8 will be demonstrated by Apex to celebrate again the Bentley return to Le Mans in June.

* * *

THE FINANCIAL IMPACT OF motorsport is emphasised in the news that International Sportsworld Communicators, promoters of the Network Q Rally of Great Britain, starting from Cardiff on November 22, expect to net 4.8 billion TV viewers worldwide. Don't ask me how they estimate this. To you, it is still perhaps the RAC Rally.

Sheffield car shows its mettle



After a tough life, this 45hp Sheffield-Simplex now looks as it did in 1909

LAT

A RARE CAR IS TO BE OFFERED AT H&H Classic Auctions' September sale. It is a 1909 45hp two-speed Sheffield-Simplex, sold originally to Henry Dutton in Australia, after which it had at least four owners there, ending up in Sydney, possibly as a taxi, then as a lorry in Adelaide. By 1978, the car was owned by Wally Reeve, from whom Lord Riverdale bought it.

Its mileage was approximately 250,000, but the original pistons were in the six-cylinder engine which had been taken from the chassis to run a pump; the chassis had been converted into a trailer. His Lordship had it rebuilt with a replica 1909 body, naming it 'Aunt Jo' in tribute to the late Lady Josephine Fooks, his eldest sister. She left a legacy to his children, who now own the car.

The Sheffield-Simplex works were in Tinsley, Sheffield, site of Lord Fitzwilliam's 365-room mansion.

T51 beats Lister over 1000m

AT THE VSCC KILOMETRE SPEED TRIAL at Colerne aerodrome on June 23, Charles Dean's T51 Bugatti recorded FTD (24.32sec). He was faster than a 1959 Lister-Jaguar by 0.22sec and was clocked at 140mph by the speedgun.

Andrew Day's Bentley was fastest vintage (24.96sec/ 138mph); fastest lady was Jo Moss (Invicta).

George Daniels' 1908 GP Itala (39.03sec/80mph) dominated the Edwardians ahead of the 1918 Stutz Bearcat. Tom Delaney's Lea-Francis was just beaten by 0.43sec by Lucy Delaney in the Hyper Leaf (34.63sec/ 93mph), a fine family effort, while Simon Williamson had the 1923 'Arpajon' V12 Delage well on the growl (27.12sec/123mph). Another good run was John Sutton's 105mph finish in the ex-Brettell s/c A7.



It cost £1.5m to repair, but Brooklands is open again

All dried out

BROOKLANDS MUSEUM, SO DISASTROUSLY FLOODED LAST November, was reopened fully on July 17, when HRH Prince Michael of Kent cut the ribbon to open the new Grand Prix exhibition. There are also new displays in the Campbell and ERA sheds, which had to be refloored and rewired after being under two feet of water for a week.

On July 28, 'Dream Rides' in Porsches, Ferraris and Jaguars were arranged to raise money for children's charities. This was "an opportunity to see activities held at Brooklands" – today, of course, not as in 1907-1939.

miscellany

I COMMENTED RECENTLY ON how gaps are being filled in the one-make book field. Latest proof is Michael E. Keller's *The Graham Legacy: Graham-Paige to 1932*. It is an enormous tome, packed with pictures and providing copious information about these and Jewett, Paige-Detroit and G-Boy cars and commercial vehicles, and the many personalities associated therewith. Did you know that Pope Pious XI rode in a model-837 Graham Paige and viewed its engine with approval? The book is a work of dedication, even if the author thinks Montlhéry is in England and refers to some long-distance records as races. The fourth edition is published by Turner Publishing Co, PO BOX 3101, Paducah, Kentucky, 42002-3101, USA. ISBN: 1 56311 470 4.

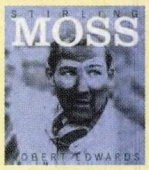
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TICKETS ARE NOW ON SALE FOR the three-day meeting on September 20-22, 2001, at Rockingham, described as "Britain's first-ever all-seats, motorsports stadium". The first-ever British ChampCar race will be run on the third day. Tickets cost £25 per person for practice day, £40 on qualifying day and from £80 to £100 on race day in the main grandstand, with a few seats in the Rockingham Building at £150 each. An unimpeded view of 90 per cent of the speedway from any seat, all seats under cover, is guaranteed. We are told that the racing will be "the most exciting to be seen in the UK in 2001". Top drivers in the FedEx ChampCar World series are listed as competitors, "in 800hp 200mph cars". Edwardian giants will be invited; but perhaps demonstrations by them would be better, at first, than racing on the 1.5-mile oval? Ticket booking is available on 08700 134044.

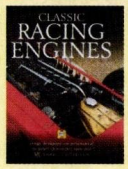
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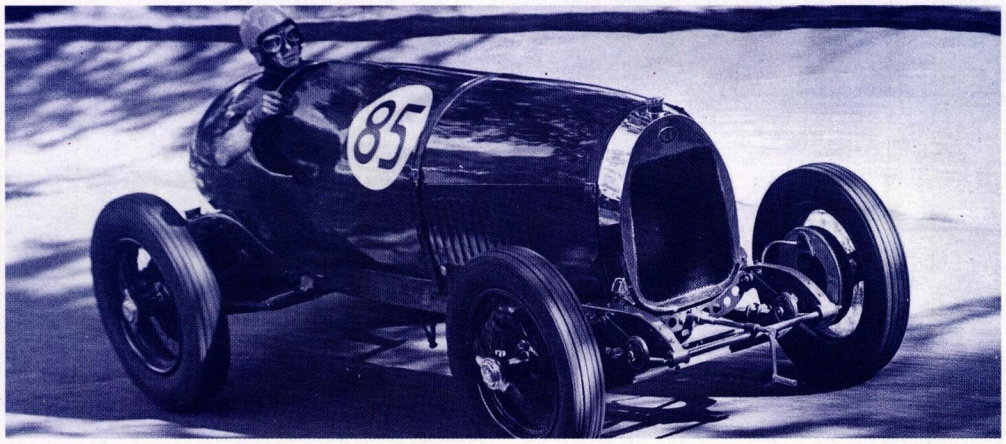


PARTING SHOT

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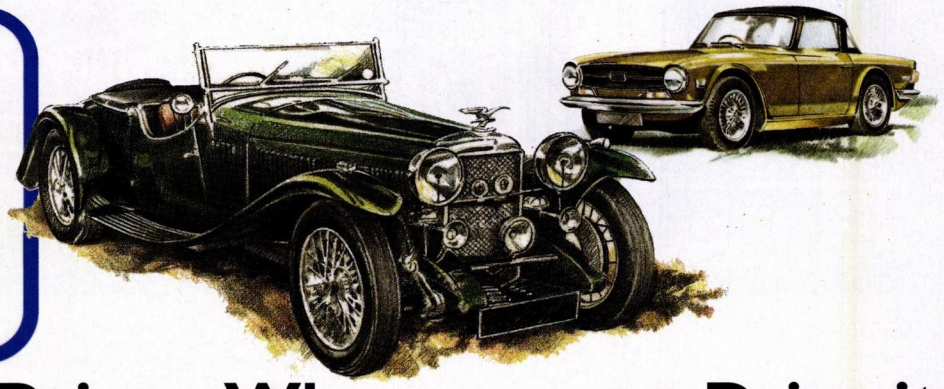
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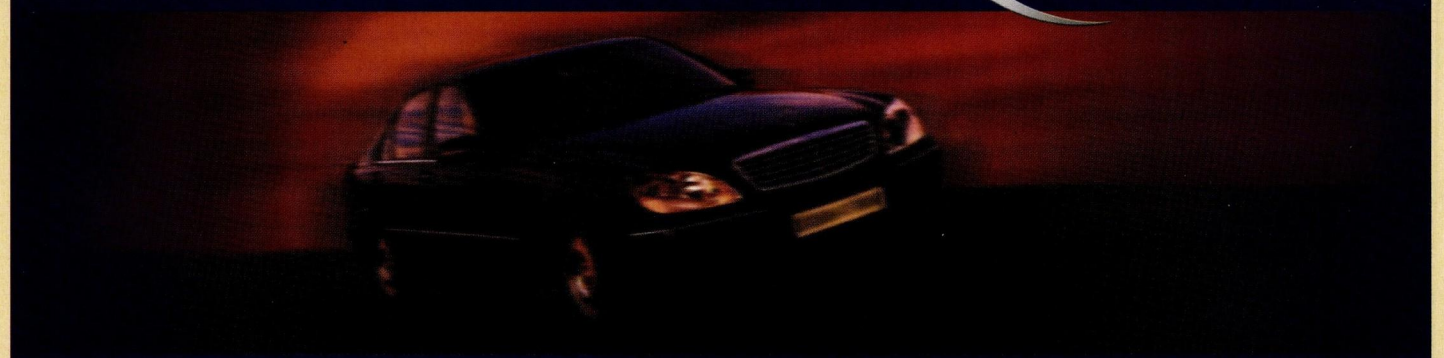
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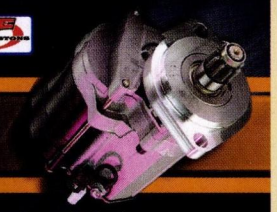
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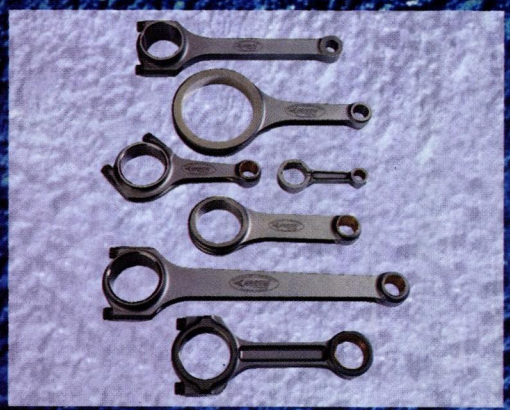
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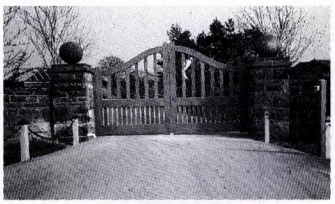
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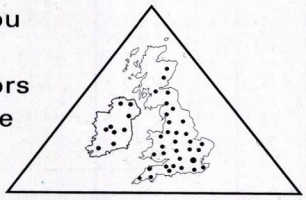
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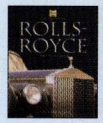
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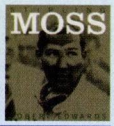
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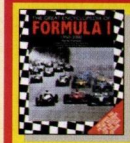
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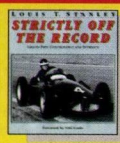
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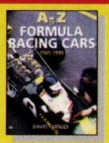


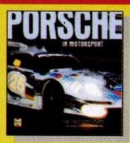
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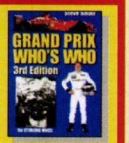
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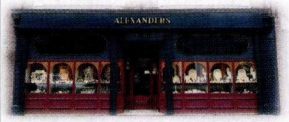
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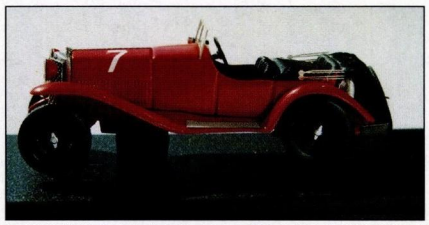
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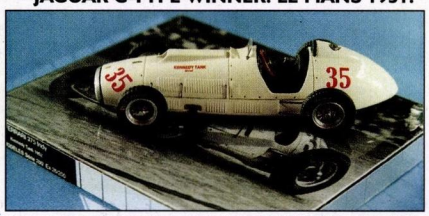
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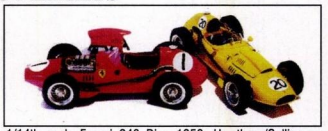


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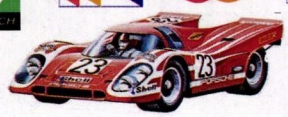
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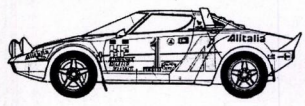
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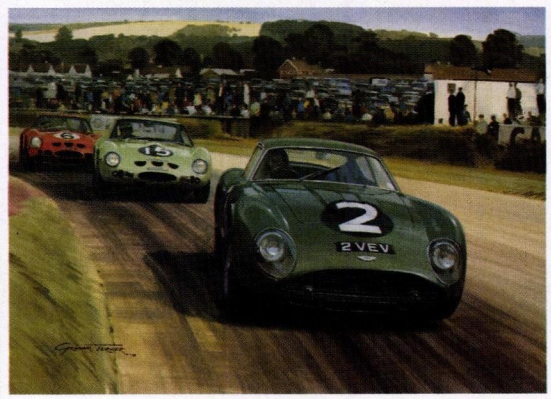
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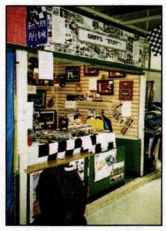
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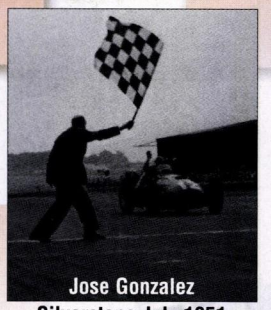
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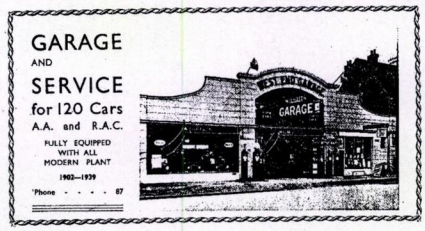
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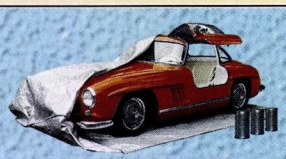
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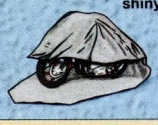
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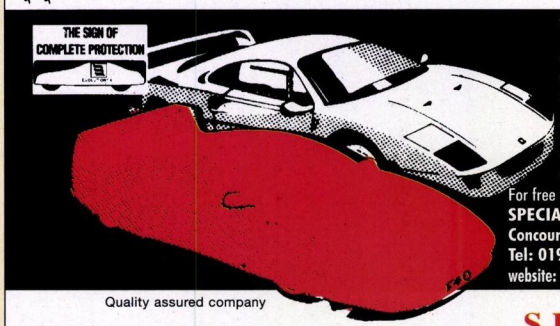
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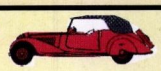
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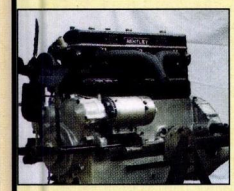
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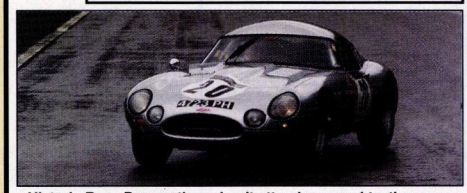
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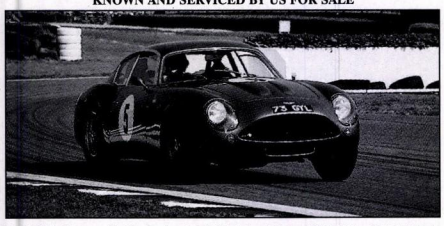
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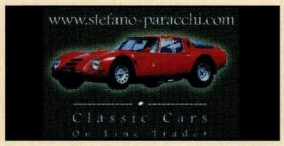
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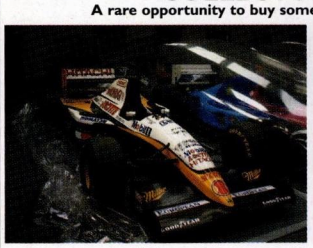
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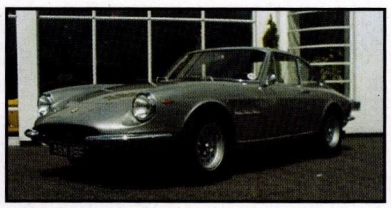
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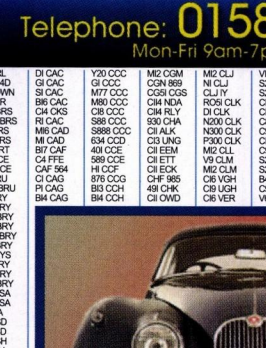
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GI CAH MI2 CCM B8I CHS S79 CLV CI OOK B7 CSD MI2 DAF NI DCK
SI CAH H9 CCM CI LLA MI2 CLW C5 OKE B2 CSD DA5I SEY B3 DCM
2 CAH 2 CCM CIL 5 MI2 CMA C9 OKE B2 CSP B4 LEK MI2 DCP
BII CAH BII CCM CI NOY HI5 CMA C8 OKY B3 CSU B8 NCE 3 DCP
MI2 CAK BI CCM C12 CUS CI0 OOL A0 CSJ D8 NDY MI2 DCR
H8 CCN HI CCM CI SSE DI CMB C8 OPR CSJ 429 DI4 NDY BII DCR
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C4 LUS J30 CDB CI3 CJD MI2 CMD C0 PLY M2 CSM 673 DAN B8 DCT
C4 LUS B85 CJD B9I CJD MI2 CME B7 OSY M2 CSN 673 DAN B8 DCT
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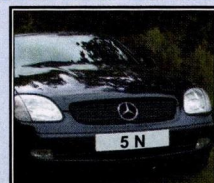
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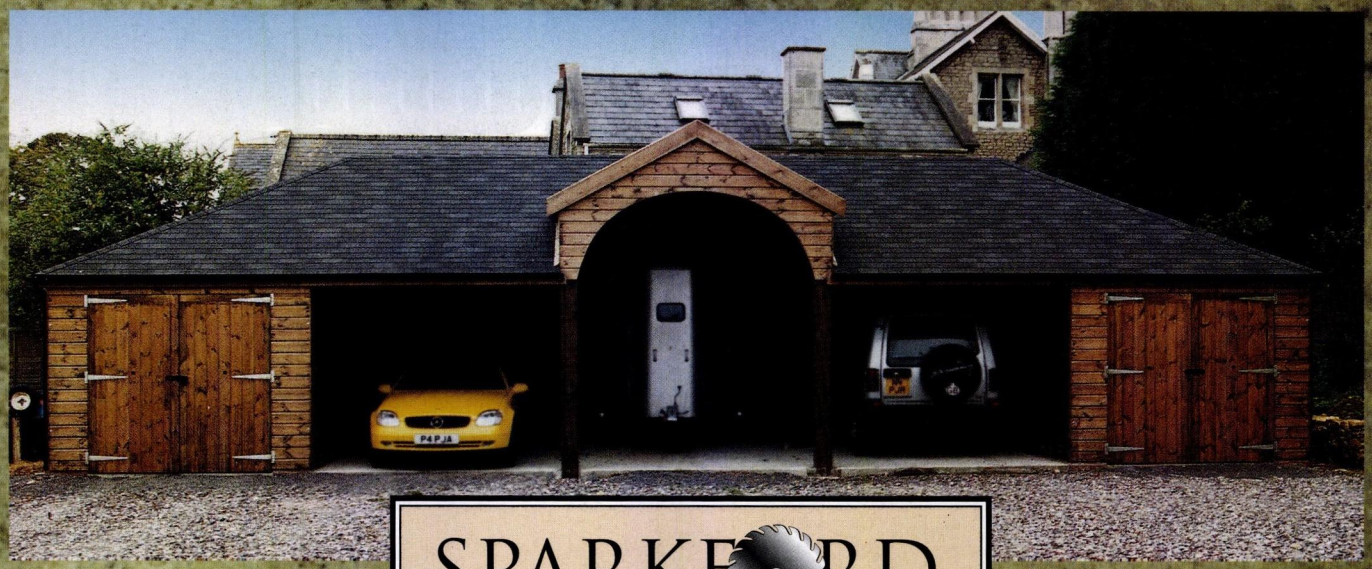
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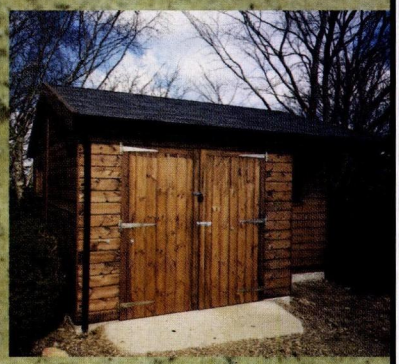
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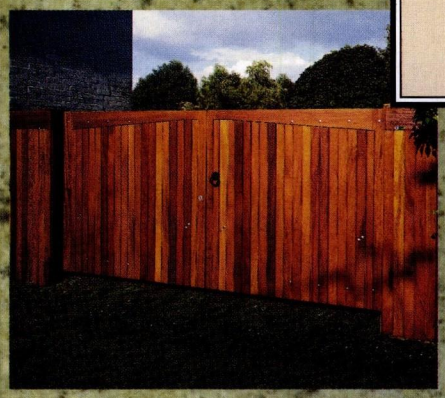
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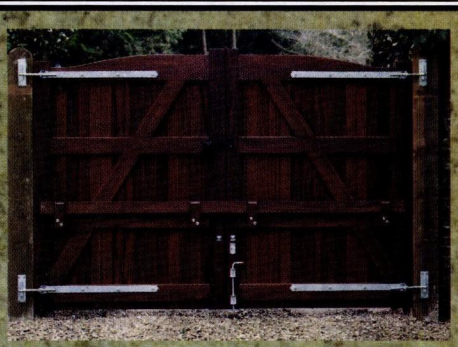
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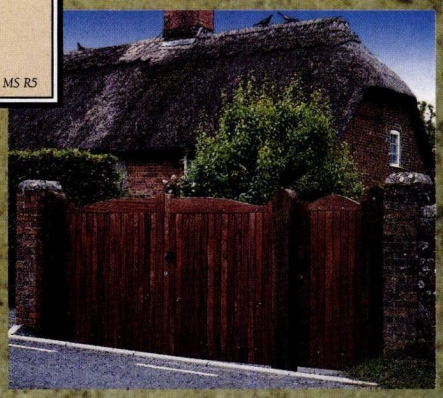
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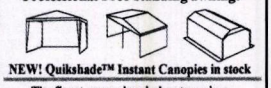
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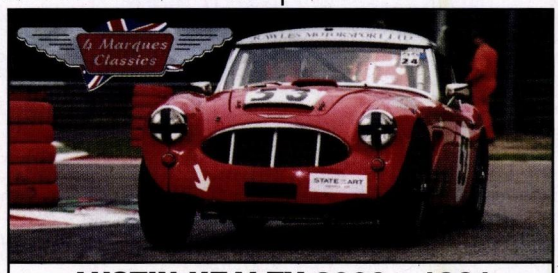
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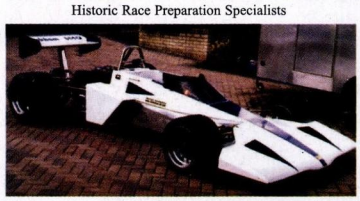


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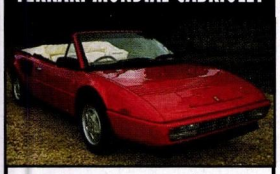
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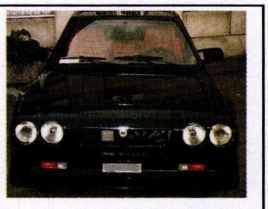
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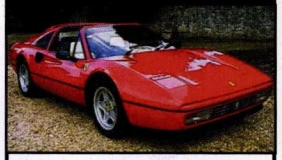
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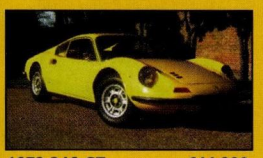
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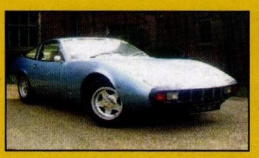
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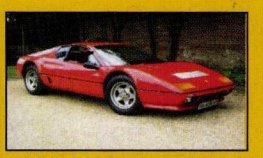
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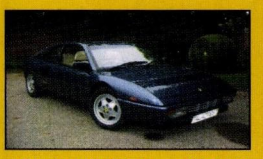
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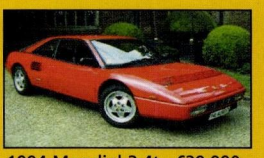
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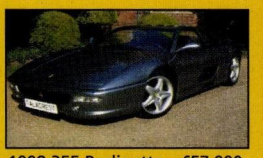
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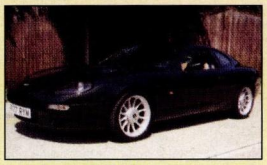
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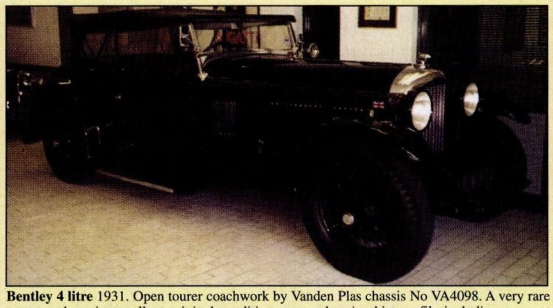
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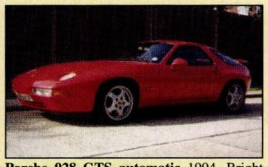
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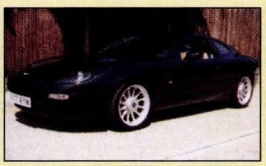
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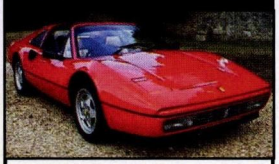
Aston Martin DB7 (LHD). 97. Pentland green/tan.
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Merc Benz SL280. 95 (M). Tourmaline green, beige leather.
Merc Benz C240 Sport. 1999 (T). Titanite red met/grey leather.
Merc Benz 600 SEL V12. 93 (L). Azurite blue/tan, 72,000 miles.
Land Rover Freelander Millenium 1.8 Ltd Edt. 2000 (W). 2,000 miles.
Jeep Grand Cherokee (Ltd). 97 (P). Jewel blue/charcoal.
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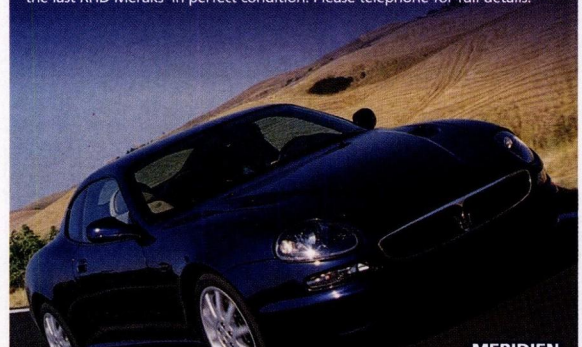
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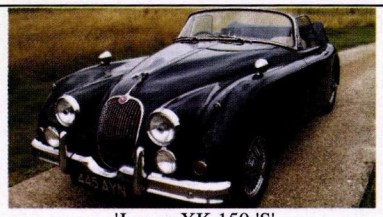
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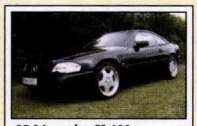
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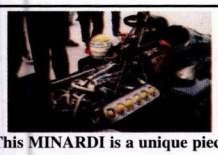
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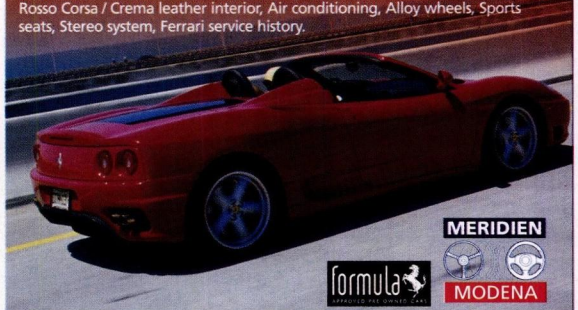
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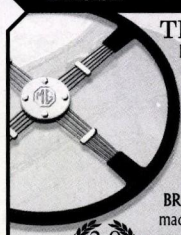


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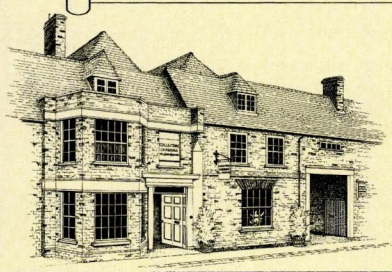


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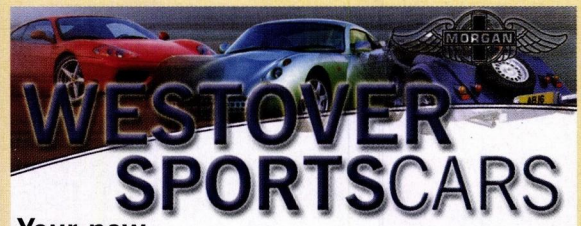
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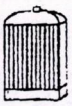
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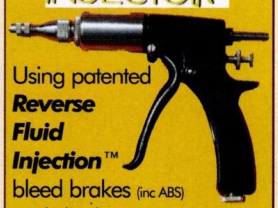
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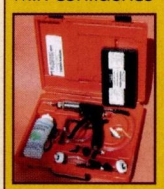
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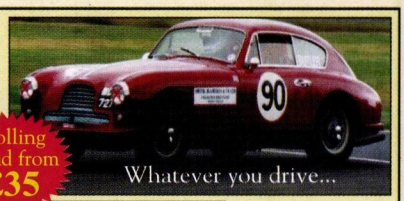
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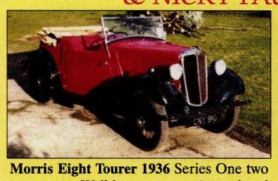
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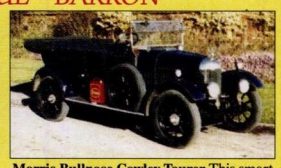
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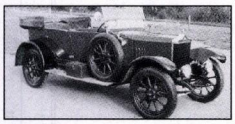
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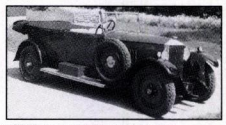
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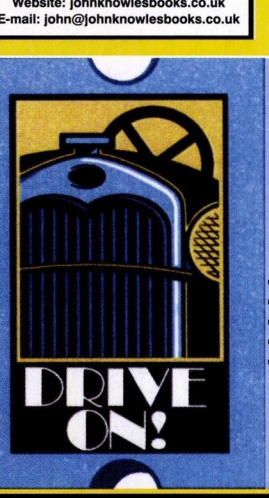


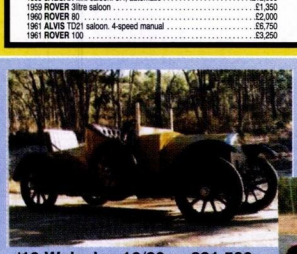
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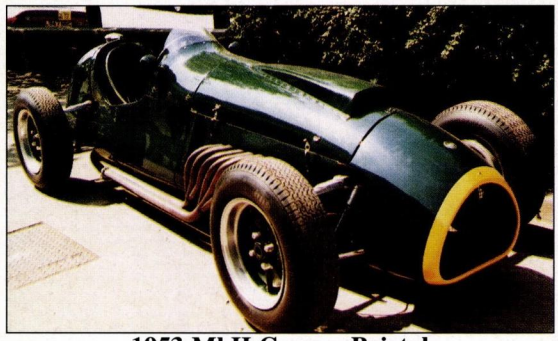
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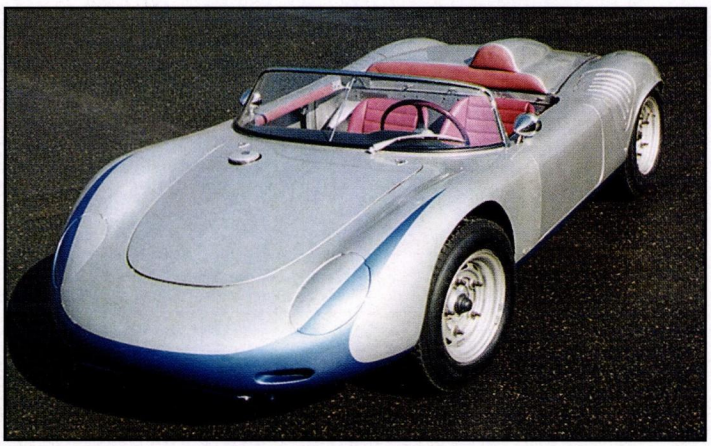
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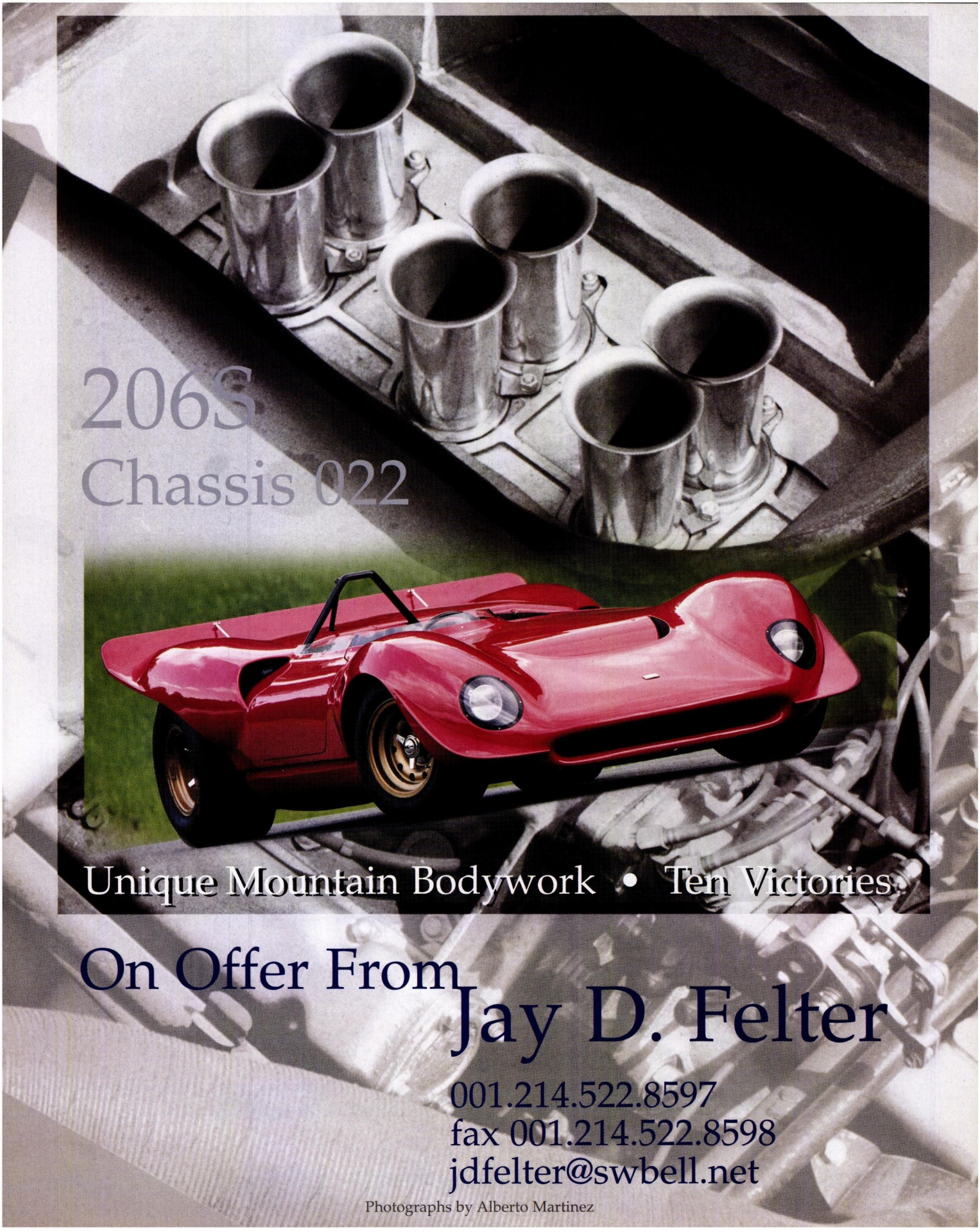
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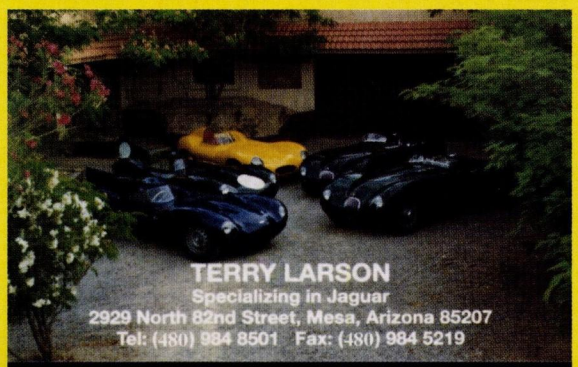
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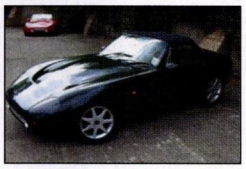
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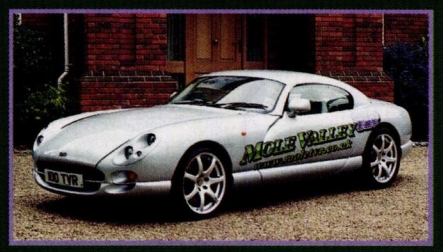
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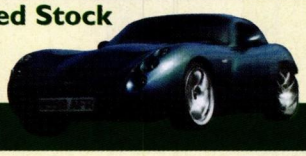
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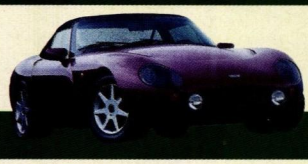
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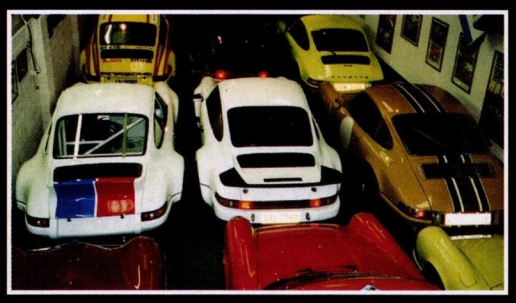
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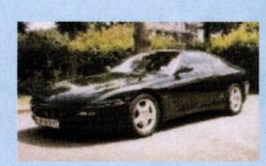
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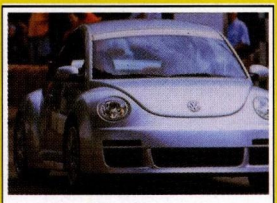
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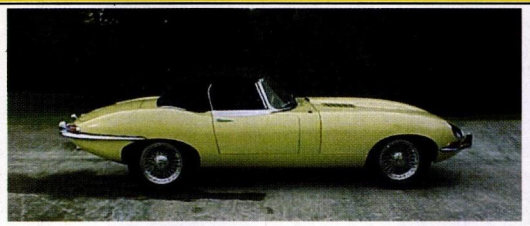
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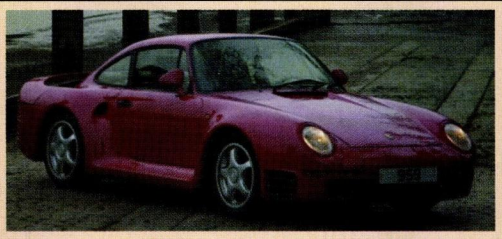


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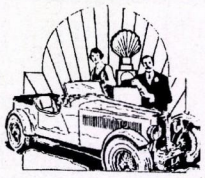
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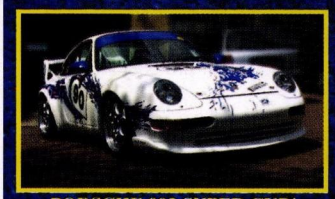
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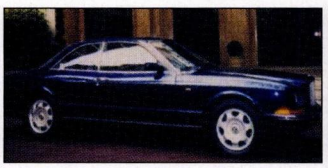
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1996 993 COUPE POLAR SILVER 26,000m
1995 993 CABRIOLET BLACK 64,000m
1995 993 CABRIOLET TIP MIDNIGHT 46,000m
1995 993 CABRIOLET BLACK 33,000m
1994 993 COUPE MIDNIGHT 34,000m
1990 964 COUPE TIP PLATINUM 58,000m
1985 911 S/E COUPE RED 98,000m
1980 911 SC COUPE WHITE 75,000m

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1996 355 SPIDER RED 15,000m
1996 355 GTS LE MANS BLUE 26,000m
1994 348 SPIDER RED 33,000m
1992 348 TB LHD RED 30,000m
1992 348TS RED 15,000m
1990 MONDIAL 3.4T CABRIOLET RED 34,000m
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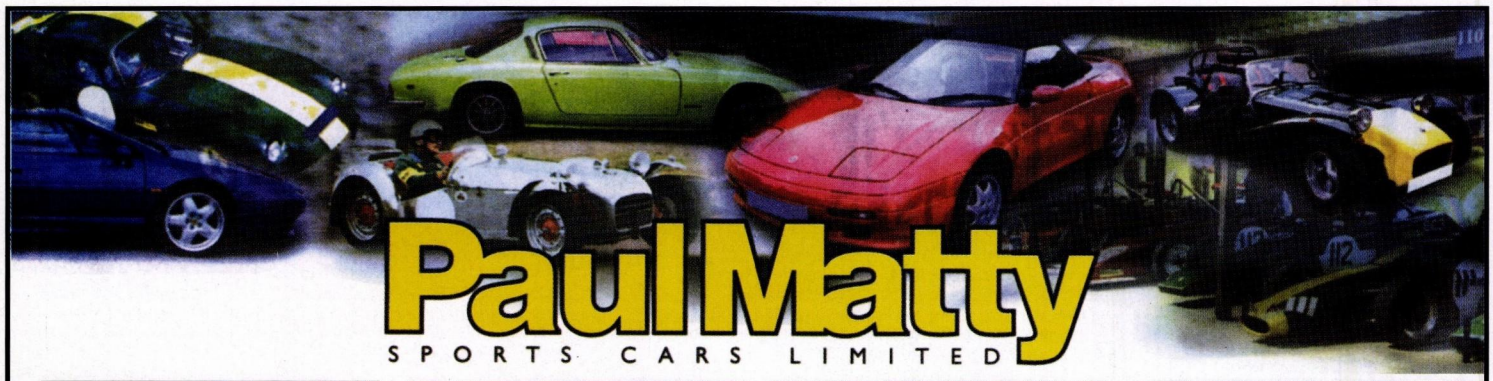
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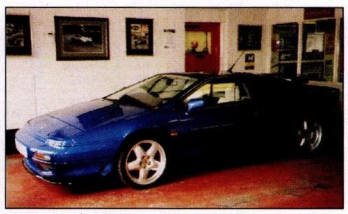
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LOTUS ESPRIT S4. 1994. Red with black leather. 36,000 miles. A/C. FSH. Excellent value **£21,950**

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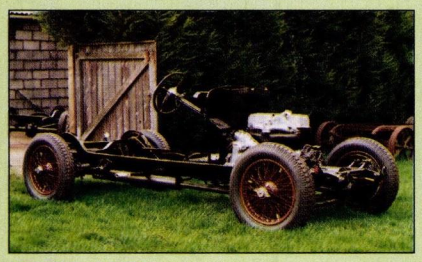


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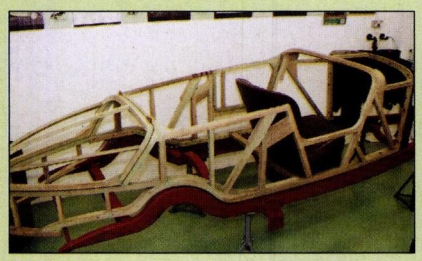


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MERCEDES E260. 1990/1 6-door limousine by Mercedes, finished in metallic black with dove grey interior, headrests all round, A.B.S., power windows, air conditioning, radio/stereo, alloys, very low miles, one owner, service history, mint condition throughout, choice of colours, some black **£17,500**



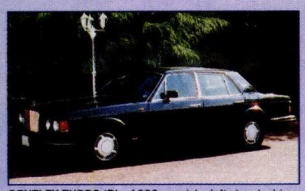
BENTLEY SERIES III 1964. Sage over smoke green with matching hide interior. Auto, power, footstalls to rear, power windows. Picnic tables. Tow owners low miles, history. One of the finest original examples we have seen **£28,750**



JAGUAR XK140. 1955. Special equipment, left hand drive, 37,000 miles, British Racing green with tan hide interior. This Roadster is equipped with overdrive, twin spots, wire wheels. The one to own, unmistakable from new **£49,500**



DAIMLER 8 SEATER LIMOUSINE, 1989, finished in Royal blue with superb interior, walnut veneer cocktail bar, cut-glass decantor set, occasional seats, lambswool over rugs, many more extras, LHD. We have a choice.....**POA**



BENTLEY TURBO 'R'. 1990 model, left hand drive, metallic black with matching soft black hide interior, every extra, lambswool over-rugs, active ride, only 18,000 miles from new, impecable.....**£35,500**



MERCEDES E280. 1993, 6 door limousine finished in burgandy with superb interior, auto, power alloys, ABS, twin airbags, air conditioning, radio/stereo, very low miles, one owner, full history, just magnificent.....**£19,750**



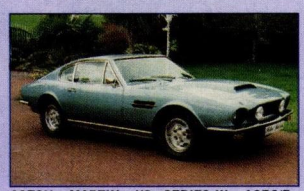
MERCEDES SPORTS 1985. 280SL. Finished in Smoke Silver with superb interior rear seat, hard/soft tops, alarm ABS alloys, auto power etc etc. Service history, excellent throughout. **£11,750**



DAIMLER LIMOUSINE 8 SEATER STATE LANDAULETTE, left hand drive, finished in Embassy black with matching convertible top to rear, superb interior, walnut veneer cocktail bar, cut glass decanter set, lambswool over-rugs, glass divider, occasional seats, air conditioning, radio/stereo **£26,500**



BENTLEY 1965 SERIES III. Finished in Dawn blue over Silver Chalice with Blue/Grey hide interior. Only two owners from new, service history, usual extras, original tools, handbook etc. Probably one of the most original examples available. Excellent throughout **£28,500**



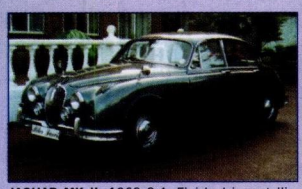
ASTON MARTIN V8 SERIES III. 1976/7. Finished in metallic silver blue with cream hide interior piped blue, auto, power, usual Aston extra's, only 52,000 miles with impecable service history, totally superb **£24,950**



MGB GT. 1977/8. Blue with matching interior piped blue, manual overdrive, Rondstyle wheels, very original and virtually unmarked, excellent motoring in classic style **£5,750**



MERCEDES SPORTS 1966 230SL, finished in white with cherry red hide interior, auto, power, hard and soft tops, radio stereo, imobiliser, lots of history, this car is totally original and excellent throughout **£23,750**



JAGUAR MK II, 1962 2.4. Finished in metallic silver with matching hide interior, manual transmission, very original and superb example, always garaged, very well maintained, none smokers car, excellent throughout **£9,750**



BENTLEY TURBO, 1984, finished in unmarked Turquoise blue with hide interior and piping. Alloys, twin headlights, colour coded, looks much newer. Lovely example. Service record **£15,750**



BENTLEY SERIES 1. 1959. Shell over Tudor, auto, power, high compression engine, power windows, only 90,000 miles, bills etc. One of the most original examples available. Totally superb **£16,750**



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MERCEDES SPORTS 1970-1 MODEL 280 SL. Finished in Signal Red with Black interior, hard and soft tops. Auto, power, only 79,000 miles from new. Always garaged. This car has been nursed and cherished from new. Probably one of the finest available. Must be seen for its condition **£25,750**



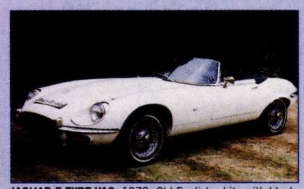
MERCEDES E260. 1991. 6 door limousine, midnight blue with superb interior, auto, power, air conditioning, ABS, radio/stereo, very low miles, one owner, full history, mint condition . . . . . .**POA**



MERCEDES SPORTS 1983/4 280SL Gleaming signal red with cream interior, rear seat, hard and soft tops, auto, power, alloys, ABS, power windows, history. Always garaged, superb. **£11,750**



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JAGUAR E-TYPE V12. 1973. Old English white with black hide interior, chrome wire wheels, Whitewall tyres, auto, power, only 49,000 miles from new. Bills, MoT's, Ziebarted from new, absolute show condition.....**£35,500**



JAGUAR SERIES II 3.4. 1965, midnight blue with dove grey hide interior, auto, chrome wire wheels, rado/stereo, restored to a very high standard to detail, this car is in show condition **£23,750**



JAGUAR SERIES II. 1962 3.8 left hand drive, metallic ice blue with navy hide interior, 4 speed manual overdrive, uprated brakes, rack and pinion stearing. Chrome wire wheels, only 573 miles since profesional restoration to every nut and bolt. This car must be the finest available like new condition.....**£29,750**

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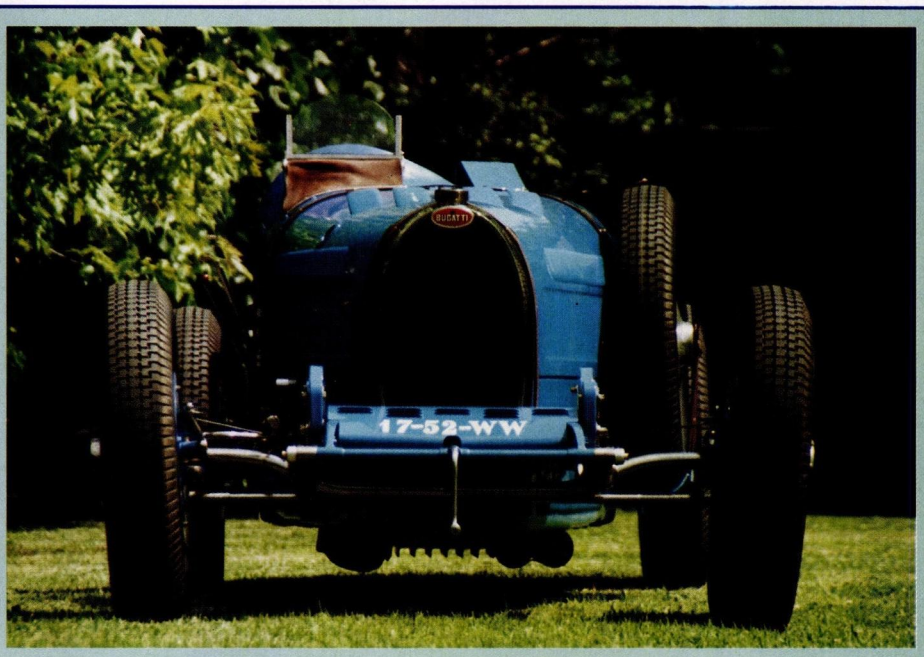
MERCEDES BENZ 8 SEATER LIMOUSINE. 1984. Left hand drive. Finished in metallic Silver and Blue interior. Headrests front and rear. Occasional seats to rear. Air conditioning, power steering, power windows, auto transmission **£9,750**

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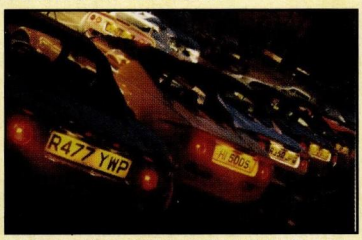
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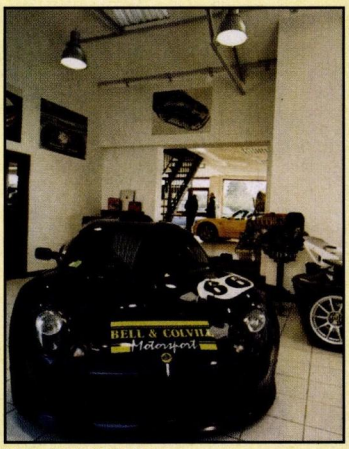
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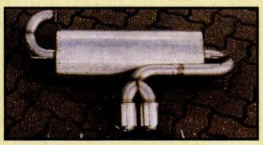
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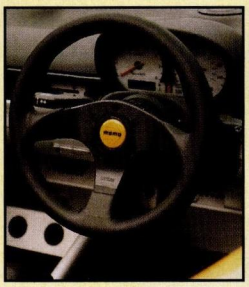
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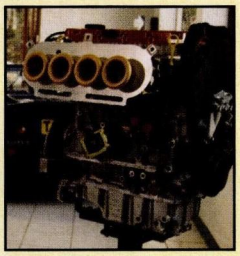
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JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD. Red/Black hide and carpets, 16" chromed wire wheels, subject of a total chassis off restoration to the highest standards, original colour specification, rare example in excellent condition.

J.D. SPORT XK 150 ROADSTER, RHD. – Dark Blue/Grey hide and Dark Blue carpets, Dark Blue hood. 16" chromed wire wheels, J.D. Sport fast road engine, 5 speed J.D. Sport gearbox, J.D. Sport suspension, J.D. Sport exhaust system, J.D. Sport seats and milled stainless steel dashboard, rack and pinion power steering with alternator plus lots more. Please call for more information on this unique car.

JAGUAR XK 150 'S' 3.8 LITRE DROPHEAD, RHD – British Racing Green/Green hide and carpets. 16" chromed wire wheels, subject of a total concours restoration by J.D. Classics, full matching numbers, original right hand drive. Excellent attention to detail.

JAGUAR XK 150 3.8 LITRE DROPHEAD RHD. – Dark Blue/Grey hide. Dark Blue carpets, Dark Blue hood, 16" chromed wire wheels, subject of a total chasis off restoration, J.D. Sport updates include fully lightened and balanced engine, amplifier ignition, 5 speed manual gearbox (NOT GETRAG) rack and pinion power steering, alternators with modern wiring loom, modified suspension and braking etc. stunning throughout.

JAGUAR XK 150 3.8 LITRE DROPHEAD AUTOMATIC, RHD. – Old English White, Red hide and carpets, Black hood, 16" chromed wire wheels. Subject of a total chassis off restoration. Wonderful example of this rare car.

JAGUAR XK 150 'S' 3.8 LITRE FIXED HEAD COUPÉ, RHD. – Sherwood Green/Beige hide and carpets, 16" chromed wire wheels, full matching numbers and original colour specification, subject of a total chassis off restoration 12 years ago, now nicely mellowed, superb example of this very rare car.

JAGUAR E-TYPE SERIES 1 4.2 LITRE ROADSTER – Primrose Yellow/Black hide and carpets, original right hand drive example fully restored and modified by J.D. Classics 12 months ago. Updates inlcude our top specification engine with knife edge crankshaft etc. modified suspension with J.D. Sport handbrake system, one-off stainless steel dashboard, competition chrome wire wheels, modified brakes etc, etc. This is probably the most modified, useable, highly detailed E-type available, please call for further details.

JAGUAR E-TYPE SERIES 1 4.2 LITRE FIXED HEAD COUPÉ, COOMBS MODIFIED. – A one off original car modified by Coombs Garage when new with very special history. Totally unique.

THE J.D. SPORT MARK II SALOON, XK 140 AND XK 150 – Developed over 10 years, and hand-built by J.D. Classics for modern motoring, with a little old-fashioned excitement! Colour specification to your choice, J.D. Classics sports front seats, complete leather interior, including door panels, parcel shelf etc., inertia reel belts to front and rear, our own unique walnut veneered centre dash to match your choice of woodwork, CD/music etc. to your choice. Highest specification, completely rebuilt sports engine, choice of either 3.4 or 3.8 litre, 4.2 litre fuel injection or our latest XJR V.8 Supercharge. 3.4 to 4.2 litre engines are gas flowed, lightened and balanced, unleaded fuel head, electronic ignition, fast road camshafts. 2" stainless steel manifolds and exhaust system, catalytic converter, rack and pinion power steering, remote adjustable sports suspension, competition wire wheels, sports braking system, VR tires, choice of gearbox, air-conditioning, etc. Our work is carried out to an impeccable finish, and we will build to your individual specification if you wish. The world is blessed with 'look-alike', efficient, luxury vehicles. But are you excited? Boredom can be very expensive! The "J.D. Sport" is exclusive. It is a car that will express your taste, and your individuality. You may even get excited, again...!

J.D. SPORT MK II SALOON SUPERCHARGE V8 4.0 LITRE 5 SPEED AUTOMATIC. Opalescent Dark Green/Beige hide and carpets, competition chromed wire wheels, full XJR drivetrain including independent rear suspension, switchable sport gearbox, air conditioning, electric seats, full leather interior, ABS brakes, traction control, etc., etc. Please call for full details.

J.D. SPORT MK II SALOON 4 LITRE, AUTOMATIC. Opalescent black, Sand hide and carpets, competition chromed wire wheels, X300 engine and automatic gearbox, adjustable suspension, air conditioning, electric windows, central locking with alarm, electric heated seats, uprated breaking system with ABS, excellent specification, only 3,000 miles since build, superb throughout.

JAGUAR MK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE. Opalescent Silver/Red hide and carpets, competition chromed wire wheels, subject of a total restoration 4 years ago. Recent J.D. Sport updates include, rack and pinion power steering with alternator, suspension to latest specification, handmade stainless steel exhaust manifold and exhaust system, J.D. Sport front seats, modern stereo system with remote control, alloy radiator etc. STUNNING EXAMPLE.

JAGUAR MARK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Blue/Red hide and carpets, chromed wire wheels, subject of a total restoration, updates include rack and pinion power steering with alternator, air-conditioning, modern stereo etc. Excellent example.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Green/Beige hide and carpets. Competition chromed wire wheels, J.D. Sport seats, J.D. Sport fast road engine, J.D. Sport stainless steel exhaust system and suspension, louvred bonnet, J.D. Sport braking system, modern stereo system, etc. Restored by ourselves 7 years ago. STUNNING.

JAGUAR MARK I 3.4 LITRE SALOON SPECIAL EQUIPMENT – Cotswold Blue/Grey hide and carpets, colour coded wire wheels, manual with overdrive, matching numbers, restored by ourselves for our director 5 years ago, purchased by a client 12 months ago who commissioned us to fit J.D. Sport power steering, winner of numerous concours awards, many subtle modifications. Probably the most highly detailed Mark I Saloon you are likely to see. Unique and very traditional.

JAGUAR E-TYPE SERIES III V12 2+2 MANUAL. Red/beige hide and carpets, chromed wire wheels, subject of a major restoration 2 years ago, recently fitted with JD Sport Brakes and ignition system. Excellent example.

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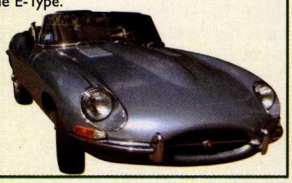
1965 E-Type Series 1 4.2 FHC

Golden Sand/Red. Man. Genuine matching nos car. Very original, in superb condition. Not to be missed.



1968 E-Type Series 1½ Roadster LHD

Opalescent Light Blue/Dark Blue. Imported from dry US state in 1994. Sympathetic restoration by marque specialists. A superb genuine E-Type.



1959 XK 150 S 3.8 DHC

Mist Grey/Red. One of only 36 RHD cars built. Previous museum exhibit. Absolutely spotless. It is not cheap but then the best never is!



1955 XK 140 Roadster

Ecosse Blue/Dark Blue. Full body off restoration. Mechanically uprated. Absolutely A1 condition. Looks a million dollars, yours for a bit less!



1968 E-Type Series 1½ 4.2 FHC

Dark Blue/Light Blue. Original 43,000 miles in A1 condition. Featured in "Original E-Type" by Philip Porter. Without doubt the finest E-Type available.



1973 E-Type V12 Roadster

Old English White/Black. Auto. A very original car. Drives like new.



1957 XK 150 3.4 SE FHC

BRG/Suede Green. Original excellent condition. 32,000 miles from new. Meticulously maintained with all supporting bills.



1955 XK 140 FHC

Red/Beige. Overdrive, twin SS exhaust, Webasto roof. Older restoration. Looks good and drives excellently.



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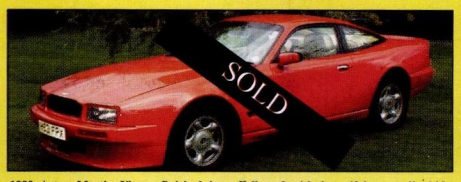
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2001X Ferrari 550 Maranello. Finished in silver with black hide, This virtually new car is fitted with manual six speed transmission and has covered less than 3000 miles, cost new was £155,000, Offered at a substantial saving at only **£129,950**



1990 Aston Martin Virage finished in suffolk red with beautiful magnolia hide interior piped red. This car is fitted with the more desirable automatic transmission ,has most recently been serviced by John Etheridge and is in exceptional condition, total milage covered is only 32,000. A really nice example of the marque **£38,950**



1989 Aston Martin V8 Zagato Volante finished in Salisbury blue with unmarked magnolia hide interior piped blue. This car has covered only 800 miles from new and is perfect throughout. It has been serviced on a time requirement basis at Aston Martin works Service dept. Please enquire for more details.



1962 Aston Martin DB4 Series IV LHD. This car has just been completely rebuilt by us to the highest standard incorporating many upgrades. It is finished in Zagato green with black hide interior with neat roll cage trimmed in leather. Fitted with 4.0 Vantage engine, Borrani style wheels, stainless exhaust, triple SU's, overdrive, driving lamps, handling kit. No expense has been spared in this restoration.

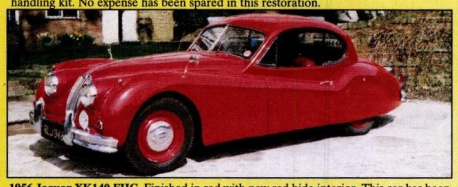


1979 Aston Martin V8 To Vantage Specification. Finished in Cleveland red with magnolia hide piped red and fitted with numerous later upgrades which include tilt steering, Ronal wheels, sports exhaust, Vantage grill & driving lamps, stunning throughout **£29,995**



1991 Aston Martin Virage Auto. Finished in Cumberland grey with pale grey hide piped black, fitted with DB7 wheels & low profile tyres, and in fine condition throughout **£36,950**

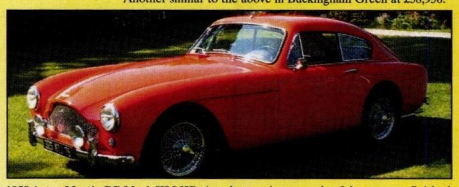
Another similar to the above in Buckingham Green at £38,950.



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



1982 Aston Martin V8 Coupe. An excellent example, finished in Buckingham green with blue hide piped green. It is in truly remarkable condition having covered only 37,000 miles. It was originally supplied to the 1st owner in Jersey and has had only 2 owners since. Fitted with auto transmission and BBS cross spoke alloys **£32,950**



1958 Aston Martin DB Mark III LHD. A truly stunning example of the marque, finished in Fiesta red with full black hide. This car is fitted with a DB8 high performance engine with triple weber carburettors and has just had a complete brake, suspension and engine overhaul. The specification includes overdrive, chrome wire wheels and Blaupunkt stereo system. **£52,500**



1959 Aston Martin DB4 Series I. Finished in British racing green with tan hide interior. Fitted with chrome wire wheels and webasto sun roof. This car is in very good condition, the engine was completely rebuilt three years ago by RS Williams and was also repainted at that time.



1969 Jaguar E-Type Series II 2+2 Manual. This car is finished in carmen red with black hide. This is a very nice example in daily use with an enormous service history. Sensibly priced at **£13,950**



1979 Aston Martin V8 Osca India. Midnight blue with beige hide interior. This car has been in the same ownership for the last 5 years and comes with a thick history file detailing previous expenditure. It is in very nice condition throughout and is fitted with automatic transmission and newly refurbished GKN alloy wheels. Excellent value at **£26,950**



1969 Aston Martin DB6. Finished in burgundy metallic with beige hide. Fitted with 5 speed ZF gearbox, PAS and chrome wire wheels. Very tidy but not concours hence only **£29,950**



1966 MGB Roadster (chrome bumper model) Finished in dark metallic blue with black full leather seats. This car is in very nice condition having had the benefit of some restoration. It is fitted with a new mohair hood, overdrive and wire wheels and has an immobiliser alarm system. Very sensibly priced at **£5,995**



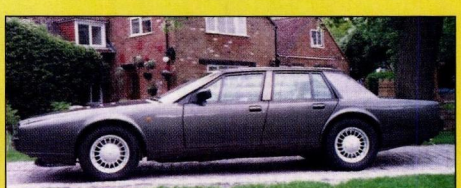
1961 Aston Martin DB4 Series IV. Finished in Cleveland red with black interior and fitted with chrome wire wheels, uprated brakes and suspension, triple su's and overdrive. It is in excellent condition throughout.



1985 Aston Martin V8 Volante. Finished in a Salisbury blue with magnolia hide interior with dark blue mohair hood. This is a very interesting car in that it is fitted with 'Vantage' carburettors and comes with the resulting extra power. The car has covered 62,000 miles and has a comprehensive service history. Also fitted with cross spoke alloy wheels and Vantage front air dam. Very realistically priced at **£44,950**



1970 DBS6. Finished in Fiesta red with magnolia hide interior. This is a very nice example of the marque and is perhaps the most economical way of owning an Aston Martin. It is fitted with chrome wire wheels and automatic transmission and comes with lots of history. Exceptional value at **£10,950**

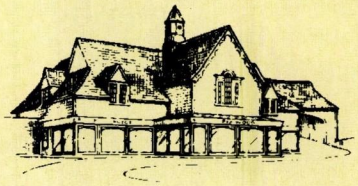


1988 Aston Martin Lagonda. This is the forth from last Lagonda ever produced and hence incorporates every enhancement. It is finished in Cumberland grey with spruce hide piped burgundy and has covered a total of 60,000 miles and has full Aston Martin service history. Cost new in excess of £150,000 now amazing value at **£28,950**

We are constantly seeking more stock – telephone us if you have something to sell – Commission sales undertaken. We are situated 12 miles west of Heathrow – please phone or fax for an appointment to view. We will pick up from Heathrow by prior arrangement. Photographs and more detailed specification on request.

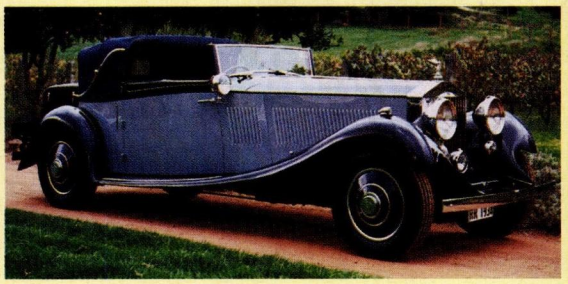
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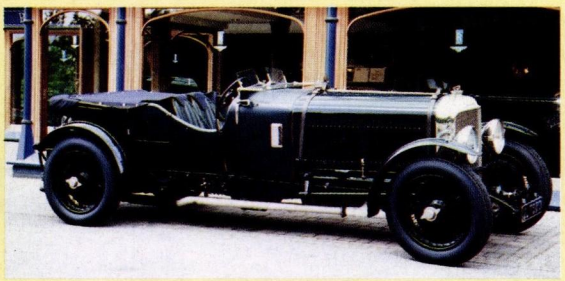




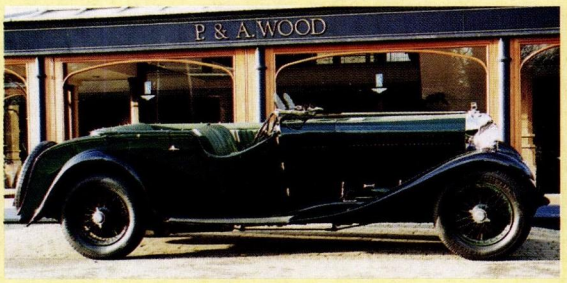
Rolls-Royce Silver Ghost 1911
London-to-Edinburgh with underslung suspension



Rolls-Royce Phantom II 1934
Drophead Sedanca Coupé



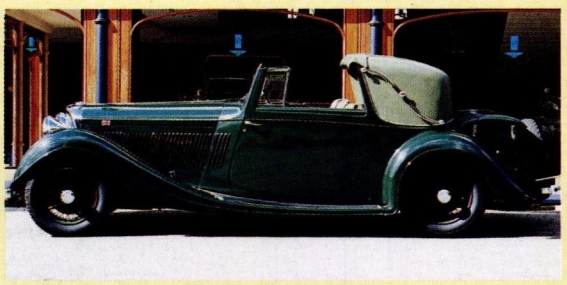
Bentley 6½ Litre Speed Six 1929
Rebuilt as an original Team car



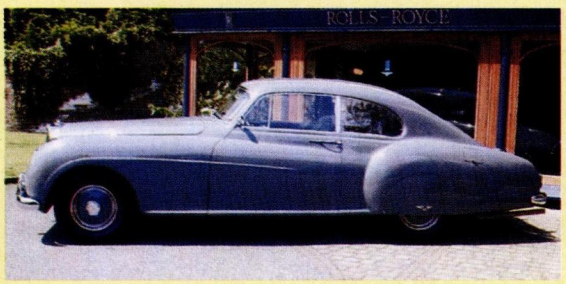
Bentley 8 Litre 1932
Vanden Plas Open Tourer



Bentley Mk VI 1950
Drophead Coupé by Abbott



Bentley 4¼ Litre 1937
Owen Sedanca Coupé by Gurney Nutting



Bentley R-Type Continental 1954
Fastback by H. J. Mulliner



Bentley S1 Continental 1958
Drophead Coupé by Park Ward

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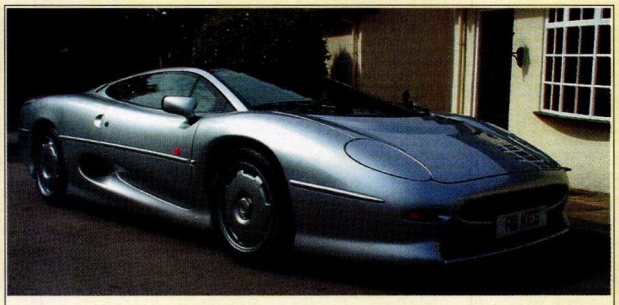
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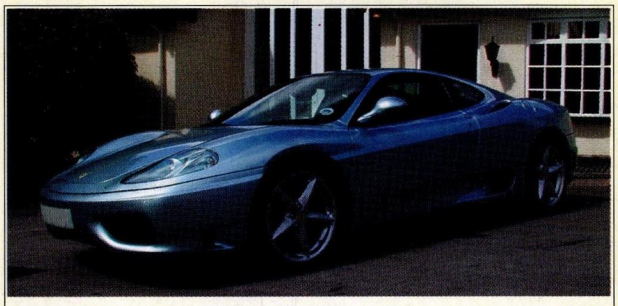
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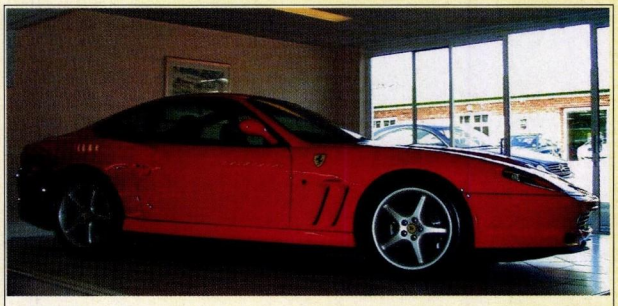
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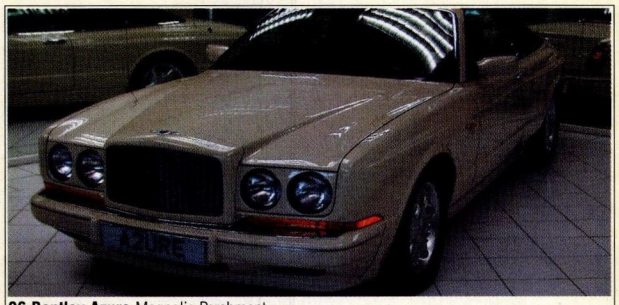
97 Jaguar XJ220 LHD Spa Silver with Grey Hide, 4,000 Kms.....**£POA**



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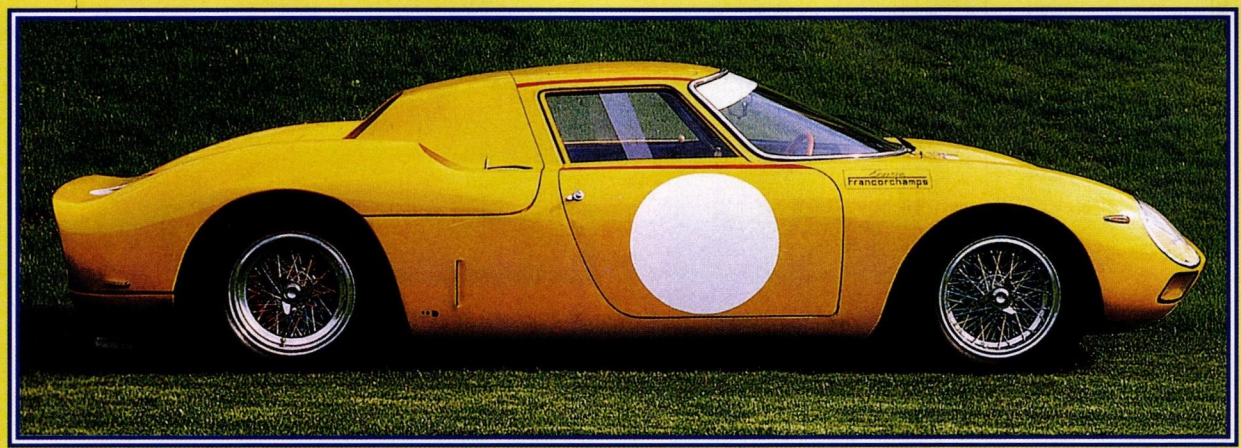
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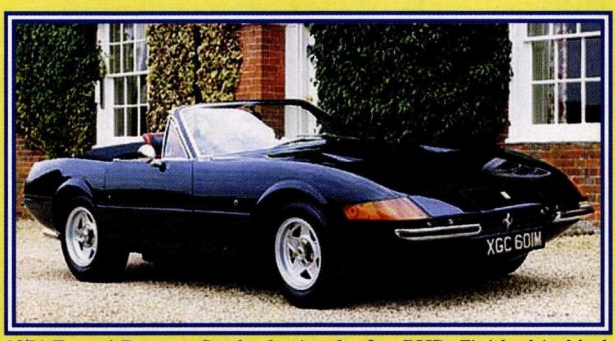
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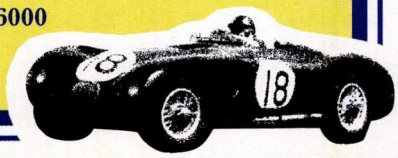
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1965 FRUA JAGUAR 3.8 COUPE. The 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. Equipped with overdrive, PAS, CWW, restored 1990/95 at a then cost in excess of £100,000 to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why, other than maybe the cost of production, as the whole concept is absolutely stunning - unrepeatable .....£POA LHD



1962 TRIUMPH TR4 SURREY TOP. Blue with Black top and trim. 415 VC is one of the most important TR4's available, to works spec, stage 2 head, overdrive, wire wheels, twin spot lamps, Kenlowe fan, features in numerous books and magazines incl. the Original TR by Bill Pigot, Classic & Sports Car - July '95, TR Action etc. A very special car .....£19,995 RHD



1964 JAGUAR 3.8 MKII AUTO SALOON. In Opalescent British Racing Green with Champagne hide. Restored and uprated to the highest of standards at a cost well in excess of £60K. PAS, CWW, unleaded head, Koni shockers, LSD wood rimmed wheel, Reuters reclining seats, radio, driving lamps, large capacity radiator, Kenlowe fan. An English matching number, very low mileage car that is hard to better .....£29,995 - RHD



1970 VOLVO 1800 ES COUPE. Sandglow with Black hide. 3 owners, 39,000 miles believed genuine. Extensive history, overdrive, factory alloys, radio etc. Very original and totally corrosion free. Quite unique .....£8,995 - RHD



1971 TRIUMPH TR6 150 BHP. IN BRG WITH BISCUIT HIDE. CWW, O/D work's hard top, wood rim wheel etc. Restored to perfection some years ago. Benson & Hedges concours winner, used sparingly since, superb .....£16,995 - RHD



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1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP. CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order.....£31,995 - RHD



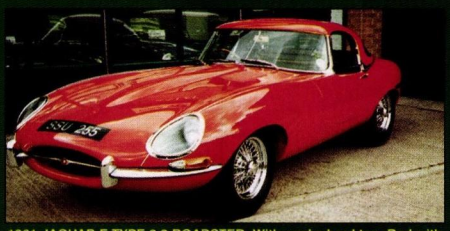
1956 JENSEN 541 DELUXE. Steel Blue with Biscuit hide, ex motor Show car. Restored to the highest of standards in the late 80's. Completed the Monte Carlo rally, finishing 9th. Wire wheels, overdrive, triple carbs. Excellent value.....£18,995 - RHD



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



1955 AUSTIN HEALEY 100/4 BNI. In Ice blue with Dark Blue hide. Ground up restoration carried out 1990, less than 500 miles since. O/D, wire wheels, M spec engine, side exhaust, wood rimmed steering wheel. Exceptional value... .....£18,995 - RHD



1961 JAGUAR E-TYPE 3.8 ROADSTER. With works hard top. Red with Black hide piped Red. CR all synchro gear box. 280 BHP eng on triple Webers, uprated suspension, brakes, cooling etc. Alloy doors, vented boot, restored to perfection. Scintillating performance and absolutely stunning.....£39,995 - RHD



1968 MGC ROADSTER. Teal with Blue Black hide O/D,hard top 72 spoke wires uprated suspension, 57K miles from new, FSH, unrestored, unmolested and the best you will find .....£11,995 - RHD

1958 MERCEDES BENZ 190SL. In Silver with Red hide and Black mohair weather equipment. A total ground up, 100 point concours restoration was carried out in 1990 at a then cost of £45,000 and less than 5,000 dry miles since. This English example would be hard to better. Quite stunning.....£29,995

1988(F) BENTLEY MULSANNE S. Finished in Balmoral Green with Parchment hide piped Green. This example is impeccable in every respect and has a complete dealer service history. Hard if not impossible to better.....£19,995

1964 TRIUMPH TR4 SURREY TOP. British Racing Green with Tan hide, restored to the highest of standards in 92/97. Second in class at T.R. concours. Malvern 1999. Overdrive, wire wheels, immobiliser, unleaded head etc. An exceptional example.....£15,995

1987 MERCEDES BENZ 300SL. Thistle Green with Dark Green trim. 2 owners, 90,000 miles with full supplying dealer history. ABS alloy wheels, PAS, radio cassette, HLWW etc. An impeccable example £15,995

1966 JAGUAR 3.4 MK2 MOD. In Golden Sand with Red hide. All syncro gearbox, original radio, ace wheel discs, 61K, 3 owners, history from new, rare to find in such original condition and very sensibly priced.....£12,995

1999 NGTC 3.9 V8 ROADSTER. In Metallic Burgundy with Cream trim. Professionally built at a cost in excess of £21,000 as a new vehicle. 260 bhp, side exhaust, aero screens, alloy wheels, full harness etc. The build quality and attention to detail is amazing. Mind blowing performance £10,995

1987 FORD SIERRA COSWORTH 3DR. In Polar white with Anthracite cloth. 3 owners, 50K, FSH, original, unmodified, unpainted and simply stunning. I have not seen a better example £8,995

1980 PORSCHE 924 LE MANS. G P White with Black Pinstripe trim. Only 2 local owners and a mere 45,000 miles with FSH, sunroof, elec. windows & mirrors. An impeccable example of this very rare model. Would be hard if not impossible to better.....£6,995

1973 MGB GT V8 CHROME BUMPER. In Mineral Blue with Tan trim. 4 owners, 98,000 miles with a total history from new. Equipped with O/D, Webasto sunroof, original radio. An extremely original example in superb order.....£6,995

1985 PORSCHE 924 LUX. In Black with Black Pinstripe trim. One family owner, 70,000 miles with the most comprehensive service history imaginable. A potential concours example, they don't come any better £5,995

1964 MINI COOPER 1275S. Blue, White roof, Black trim. 1340 eng, minilite wheels, twin tanks, Monza fillers, wood rimmed wheel. Not for the faint hearted £4,995

1974 ROVER 2200 SC AUTO. Autumn Leaf with Tan trim. Demo and one owner from new. 60K with extensive history and in exceptional condition. Rarely found in this condition.....£2,495

Airflow - maintaining your pride and joy

Paul Lawrence reports.

Maintaining a classic car through the rigours of a British winter is vitally important to its preservation and on-going value. For an outlay of around £500 an Airchamber from Airflow not only preserves the car in all types of climatic conditions, it also keeps the car pristine and ready to use when spring arrives, without the need for expensive work to correct the effects of a winter of inactivity.

Importantly, the Airchamber differs from alternative products on the market in that it has an internal frame, which allows ease of access at all times. So spur of the moment use of a cherished car is never a problem, whatever time of the year it may be.

It is commonly held that humidity causes the major problems associated with storing a vehicle. But this is not the case. The killer for all vehicles is condensation.

Condensation is caused by rapid changes in climate, or when something hot meets something cold. A car has large areas of metal and glass, which are ideal places for condensation to occur.

All cars rot from the inside out. When condensation occurs on metal it occurs on both sides. Yet one side is polished, waxed and open to the air. The other is hidden and sheltered, like the inside of doors, under the carpets and behind the rear seats. Often this problem is not recognised until it is too late.

An Airchamber stops condensation by guarding against rapid temperature changes. In an Airchamber, there are approximately three complete air changes every hour, so if there is a rapid change in air temperature outside the protected environment then it will take at least twenty minutes to change inside, preventing condensation.

As well as solving the problem of condensation, an Airchamber will dry a vehicle. The door and other cavities receive an adequate throughput of moving air when the car is being driven but not when it is parked or stored. So, when installed into an Airchamber, the air is moved through the car to the tune of fifty thousand litres per hour.

There is no more cost effective way of drying a car out. Air-conditioning is expensive to install and maintain, while dehumidifiers do reduce the moisture content of the air but can also remove moisture from walnut dashes and leather seats! Dehumidifiers are also expensive to run and need to emptied on a regular basis. The Airchamber simply out-performs other systems on all fronts.

Other features of the Airchamber is that is it fully portable when erected, it allows easy access and removal of vehicles when deflated and it allows minor maintenance of vehicle whilst inside the Airchamber. Running costs are less than £10 per annum and it turns any shed or barn into the perfect environment for storing vehicles.

Additionally, a high-tech filtration system removes all abrasive particles from the atmosphere, thereby keeping cars clean and scratch free throughout periods of storage.

But the Airchamber is not the only car protection offered by Airflow and the company's slogan of 'we've got car care covered' is fully justified. Other covers for both inside and outside use, drip trays, battery conditioners, portable power packs, wheel nut guns and much more are all readily available at competitive prices.

For more details on the Airchamber and Airflow, the company that produces this superb product, visit www.airchamber.com or www.airflow.uk.com or call Airflow on 01635 569569



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