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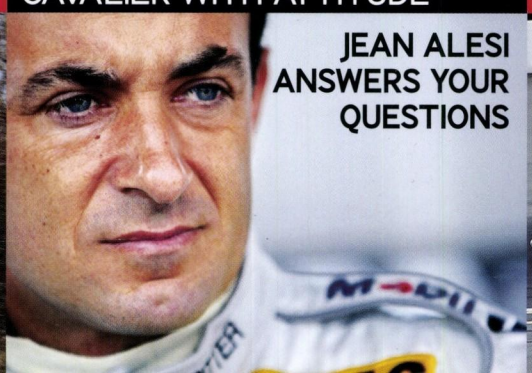
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PUT FEAR INTO
THE INDY LEGENDS



Bonhams 1793

Les Grandes Marques à Monaco

The Most Important European Sale of Sports, Competition and Collectors' Motor Cars and related Automobilia

Saturday 20 May 2006

Musée Automobile de la Collection de S.A.S. Le Prince de Monaco



Image © Archives Maurice Louche

Illustrated: *The ex-Targa Florio/ 500Km de Spa* 1963 Ferrari 250GT *Berlinetta Lusso 'Competizione'*

One of just three examples of Maranello's exquisitely proportioned, V12 engined *Berlinetta Lusso* to have competed at international level in period, chassis '4965GT' was campaigned by French drivers Blouin and Sauer and has recently been fully prepared for historic events.

For the 16th consecutive year, and following our 2005 *Les Grandes Marques* sale at which €11.9 million of collectors cars and automobilia changed hands (a 16 year record), Bonhams returns to Monaco and invites you to be part of Europe's premier motor car sale.

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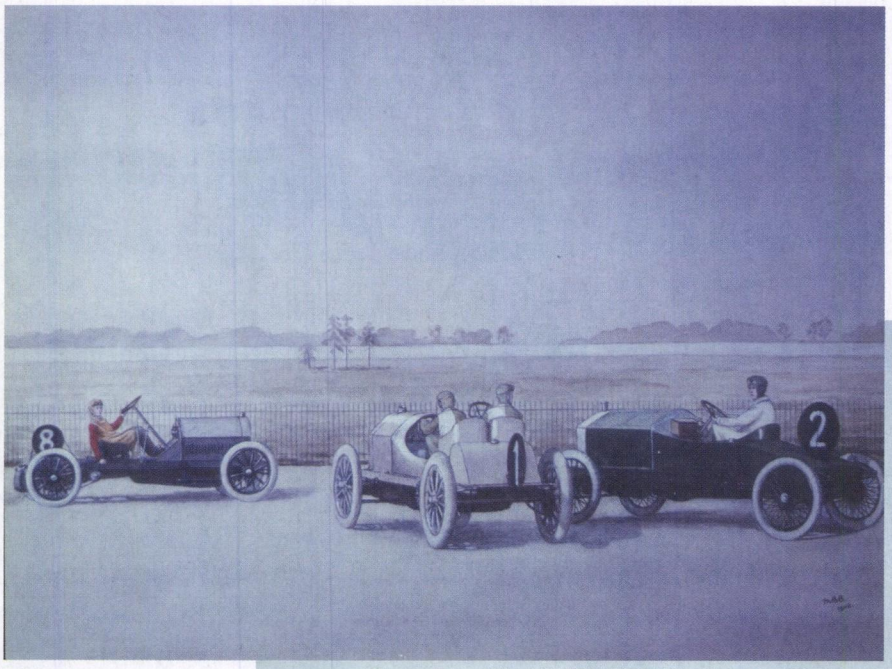
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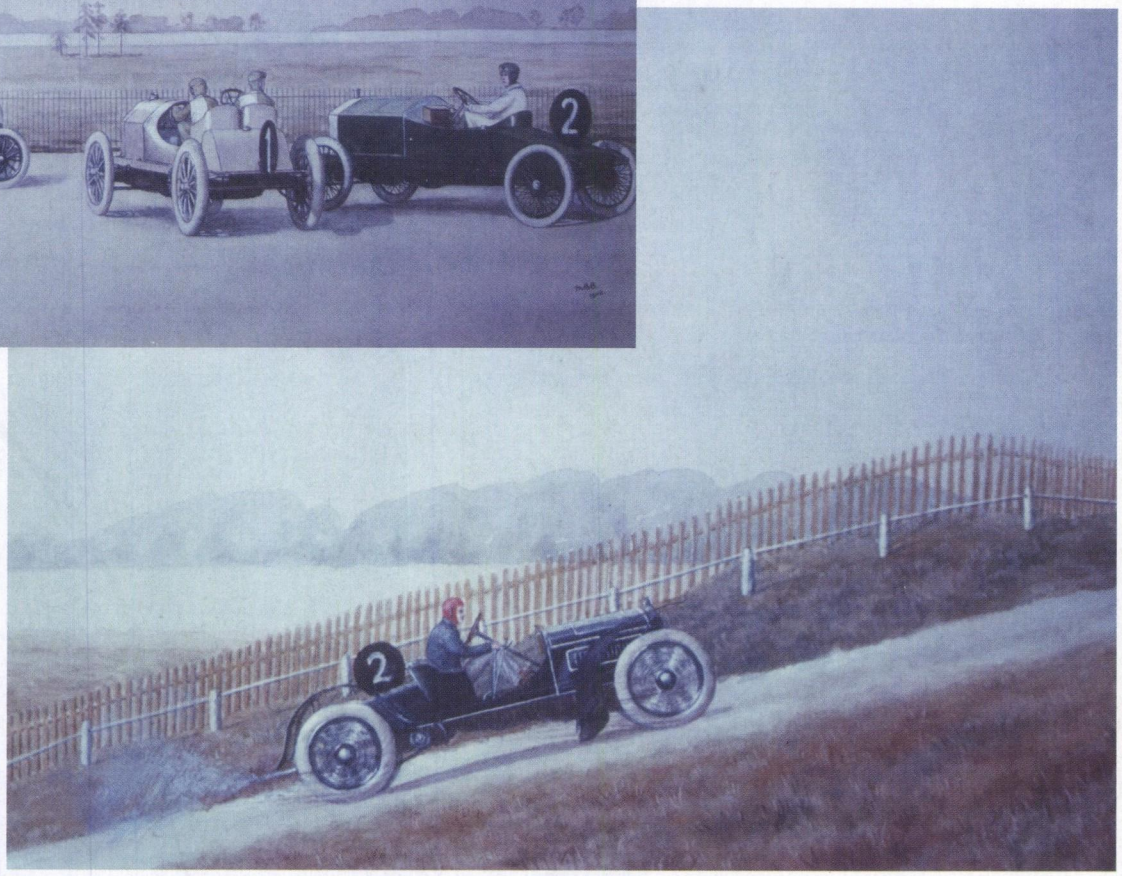
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COLLECTION DE S.A.S. LE PRINCE DE MONACO



Part of a collection of paintings done at Brooklands before WWI



Putting colour into the Brooklands atmosphere

They may be a little faded and somewhat simplistic in style, but these paintings offer us some rare first-hand colour images of motor racing at Brooklands before the First World War.

They are part of a folio of work done by Margery Balfour-Browne, the daughter of a wealthy Scottish family who was plainly an enthusiast for the new sport of motoring. With the family owning houses in Eaton Square and in Scotland, travelling was part of her life, and she recorded her experiences in watercolour and in several albums of photographs.

Owned by a private collector, the 14 paintings in the group will be on display in the Coachmakers Gallery at the Brooklands Museum from May 9 until October, as part of the Elmbridge Cultural Festival. Seven of them are of Brooklands scenes and the remainder of various motor journeys around the UK. The exhibition also includes related period motoring items.

What is so special about them is the depiction of car and clothing colours, so often the subject of arguments over black and white photos, and the sheer emptiness of the Brooklands estate in the background. The paddock image shows the infield completely unoccupied, while the Test Hill picture gives an idea of the sweeping views you would once have had from its slopes.

Sadly, Margery Balfour-Browne did not live to see any post-war racing: she died, aged 34, in the 'flu epidemic of 1919.

'The Test Hill picture gives an idea of the sweeping views you would once have had from its slopes'

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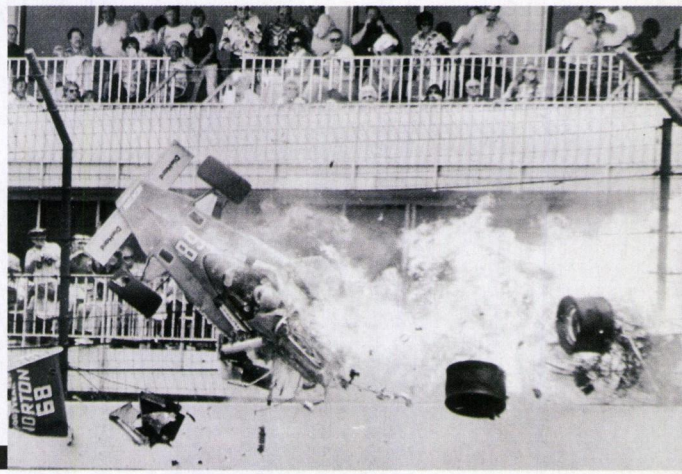
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Andretti winning the 1977 Italian Grand Prix at Monza



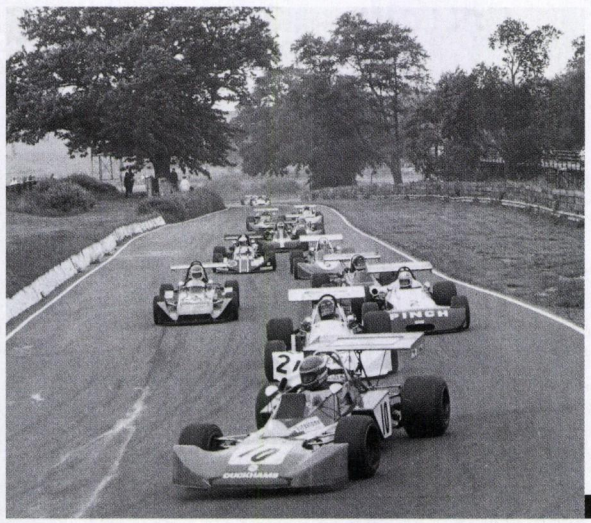
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André Irlmeier/LAT





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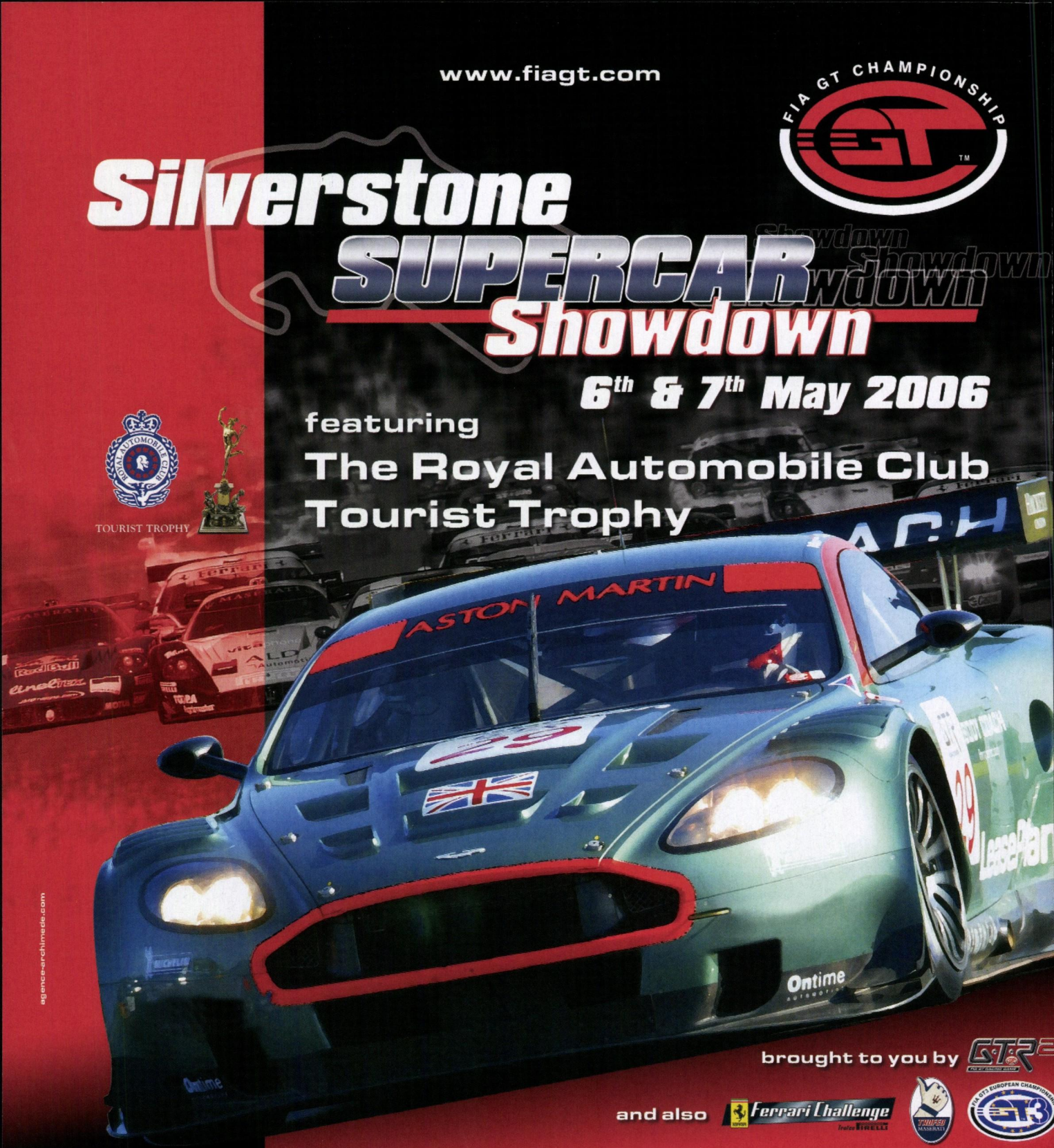
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'We will remain true to our commitment to providing you with superb features from top-class writers'

Marcus Simmons

Off the line

GREEN LIGHT

"We love the magazine – but when are you going to bring back the green cover?" It's a mantra we've heard many times since the decision was taken for *MotorSport* to 'go red' from the October 2004 issue, not just from our loyal, longtime readers but once, memorably, from a current up-and-coming grand prix driver! (I'll give you a clue – he's Australian and drives for Williams.)

In last month's editorial I remarked on the fact that the publishing rights now belong to Stratfield Limited, and that "there are exciting plans for the magazine as we move forward into a new era." Well, we've stayed true to my word and, beginning with the June issue (on sale May 12), *MotorSport* will revive the much-loved green cover.

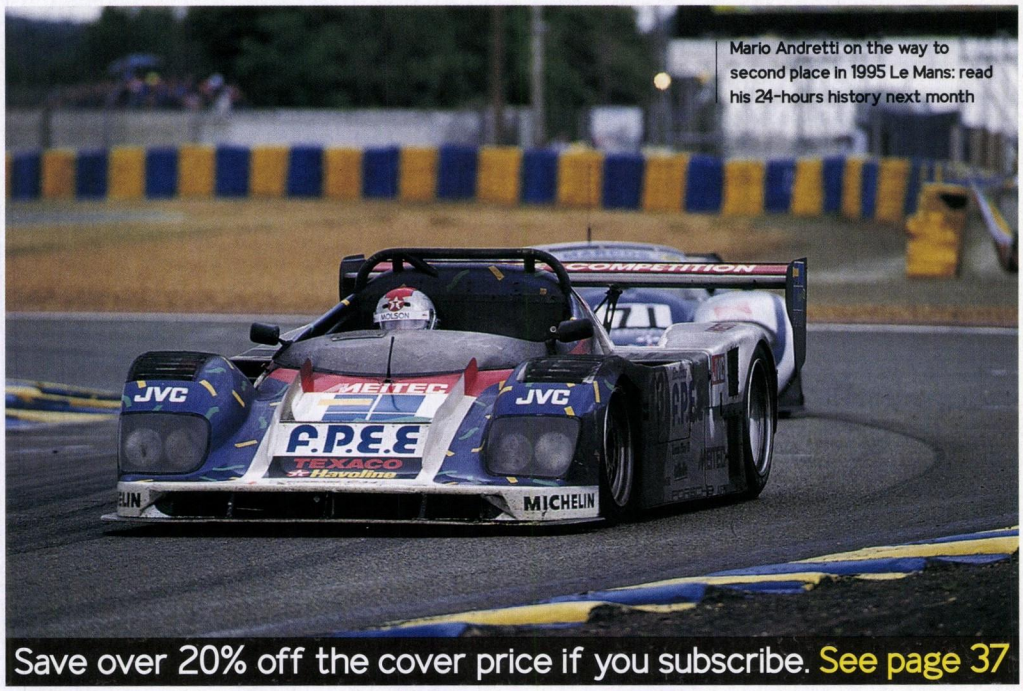
That's not all. The magazine will also look considerably different. Not only has the design been improved, but the world of current historic racing and cars will be covered in considerably more depth. As well as this, we will remain true to our commitment to providing you with superb features on the history of the sport from our renowned team of top-class writers.

We kick off the 'new green era' with the story of Ford's amazingly successful attack on the 1966 Le Mans 24 Hours. Continuing the theme, Mario Andretti will talk us through his nine attempts on the great race, and Jaguar's defeat of Porsche in 1988 will be covered in our technical feature by Keith Howard. Going further into the sportscar world, we will also bring you the inside story from the day Ayrton Senna raced a Porsche 956.

Moving onto single-seaters, we have an exclusive interview with Jackie Stewart (though we'll try and squeeze his Can-Am exploits in somewhere!) and a test drive on cars from the thriving Formula Junior movement. Look also for previews on the Targa Florio Centenary, and the best news and reports coverage from the current historic scene.

We pride ourselves on our strong relationship and interaction with our readers and are determined to build on this so that *MotorSport* really does feel like *your* magazine. To that end we would welcome your feedback on the changes: write to us at the address on the left of this page, or send us an e-mail to editorial@motorsportmagazine.co.uk

● We've carried on pushing the boat out for our May issue, starting with our cover story on Brabham-Repco. Our thanks go to, among others, the Donington Collection, Sir Jack Brabham and Ron Tauranac. We hope you enjoy it while you look forward to the changes.



Mario Andretti on the way to second place in 1995 Le Mans: read his 24-hours history next month

Save over 20% off the cover price if you subscribe. See page 37

LAT

German marque warms up for Le Mans 24 Hours by slaying expected Porsche opposition: Chevrolet takes revenge on Aston Martin by winning fight for GT1

Diesel Audi takes debut win

Audi's groundbreaking diesel-fuelled R10 sports-racer has made history by winning the Sebring 12 Hours on its race debut.

Tom Kristensen, Allan McNish and Rinaldo Capello took the flag with a four-lap advantage to provide the perfect start to Audi's Le Mans 24 Hours preparations.

The expected challenge from the brace of Penske-run Porsche LMP2 cars hit mechanical problems, meaning that the lead Audi crew could afford to make precautionary pit-stops to cure minor dramas such as a fuel-pressure problem.

The sister R10 of Emanuele Pirro, Marco Werner and Frank Biela retired at one-third distance due to overheating caused by tyre rubber clogging up the radiators.

Audi sports chief Wolfgang Ullrich hailed the win as possibly even more significant than the maiden World Rally Championship victory of the Audi Quattro, which successfully brought four-wheel-drive technology to rallying's top level in 1981.

In the hotly contested GT1 category, Chevrolet got revenge for its 2005 defeat at the hands of Aston Martin: the winning Corvette of Jan Magnussen, Oliver Gavin and Olivier Beretta pipped the DBR9 of Stéphane Sarrazin, Pedro Lamy and Jason Bright by just one lap.

There was a breakthrough for Panoz in GT2, where the Esperante of David Brabham, Scott Maxwell and Sébastien Bourdais triumphed.



Allan McNish to the fore in the Audi R10. The win was team-mate Kristensen's fourth at Sebring – a feat never previously achieved

Japanese GP back at Fuji

Toyota has scored a victory over Honda by bringing next year's Japanese Grand Prix back to the revamped Fuji Speedway, exactly 30 years after the last Formula One race hosted at the historical venue.

The original events in 1976-77 were not a financial success, and an accident that killed two onlookers in the second year contributed to the race falling off the calendar. It was revived at Suzuka 10 years later, by which time track owner Honda was setting the pace with Williams.

Toyota acquired Fuji with the express intention of stealing the race from Honda-owned Suzuka. The track, whose basic infrastructure had changed little since the 1960s, was completely rebuilt. The actual circuit retains much of the character of the original, with its mile-long straight and sweeping curves.

Ralf Schumacher, who has demonstrated a Toyota at Fuji, says the track will be spectacular: "The straight looks like a runway, with a very tiny infield before it and after and some medium-speed corners. It's going to be interesting."

It remains to be seen whether Suzuka will have a second chance as the host of a Pacific or Asian GP, presumably much earlier in the season. Japan had a second race at Aïda in 1994 and '95.



James Hunt clinched the 1976 World Championship at Fuji, against a dramatic backdrop



Renault, the winner of the first-ever GP 100 years ago, has kicked off the centenary celebrations with wins in Bahrain, Malaysia and Australia. The second of them provided a 1-2 for Giancarlo Fisichella and Fernando Alonso (above)

DA MATTA JOINS TAIL-END TEAM

Less than three years after he led the 2003 British Grand Prix for Toyota, Cristiano da Matta has signed to drive for the team which usually runs at the tail end of the Champ Car World Series.

The Brazilian (below) had a disappointing return to Champ Cars with PKV Racing last year and failed to recapture the form that won him the title for Newman/Haas Racing in 2002 and provided him with the springboard to F1.

Nevertheless, da Matta's move to Dale Coyne Racing, which has taken just two podium finishes since it entered the series 22 years ago, is viewed as a shock.

He will be joined on the grid for the opening round at Long Beach by fellow Brazilian ex-F1 racer Antônio Pizzonia, who has taken a seat with series co-owner Paul Gentilozzi's Rocketsports Racing outfit under the banner of Team Brazil.



BRANDS MOVES TO END OF A1 GP SEASON

Brands Hatch has postponed its scheduled round of the A1 Grand Prix series until April 2007.

The British circuit, which hosted the inaugural A1 GP event in September last year, has exchanged its 2006-07 season-opening date and will now host the finale.

France wrapped up the 2005-06 title with a round to spare, while Britain was pipped to second by Switzerland.

JYS slams rebellion

The British Racing Drivers' Club's plan to lease Silverstone to property company St Modwen for 150 years is on hold after a campaign against the move by a group of vocal members.

Outgoing president Sir Jackie Stewart, a supporter of the plans to redevelop the Silverstone site, says he is frustrated by the actions of the 'rebels', led by former F3 champion Harry Stiller. "I'm very disappointed that what I would call a militant group have requested an EGM for a vote of no confidence in a board a matter of two to three hours before an AGM," said Stewart. "No public company would allow that.

"I do not think that this board have done anything less than their best during a period of only 10 months since they were democratically elected. So I don't understand the behaviour of people of that kind. They are being extremely disruptive, they are not doing anything for the club, and in my opinion are bringing the club into disrepute."

Rosberg: the fastest

Nico Rosberg has earned himself a place in the record books by becoming only the third driver to record the fastest lap on his World Championship grand prix debut - not including Giuseppe Farina, who set fastest lap in the first ever points-paying race, at Silverstone in 1950.

Rosberg's charge to seventh in the Bahrain GP came after he had to pit for a new nose at the end of the first lap, and despite the Williams team severely restricting his practice mileage to protect his Cosworth V8. "I just went for it the whole race," he said. "The car was good and I was enjoying myself."

The other two drivers to achieve the feat are Masahiro Hasemi, in the unusual conditions of the 1976 Japanese GP, and Jacques Villeneuve, who achieved both fastest lap and pole in Australia in 1996.



Nico Rosberg, son of Keke, shook grand prix establishment in Bahrain

My first race

1932 Chevrolet, Devil's Bowl Speedway, 1959
by Johnny Rutherford



My first race was April 5 1959 at Devil's Bowl Speedway in Dallas, Texas. Guys in my hot rod club had helped me build a '32 Chevrolet for dirt-track racing. We warmed up the car and drove it in the heat race, but mostly we were just watching and learning. We made the feature race but one of the track regulars had trouble, so I asked him if he wanted to drive my car. Clyde Daniels drove my car in the feature until the battery came adrift and bounced on the track 'til it disintegrated. Only the battery posts were still attached to the terminals. The following week we went back to Devil's Bowl and as soon as we got there I saw another driver, Billy Jack Casper, walking toward me with something under his arm. "Rutherford," he said, and took out a brand new pair of Levis, "you owe me a pair of pants!" He must have been following behind Daniels and showed me that the battery acid had made holes in his new jeans just like a shotgun blast."

...and my last race

Lola T89/00, Pocono, 1989

"My last race in an Indycar was at Pocono in 1989, but my last win came at Michigan International Speedway in '86. That made me the oldest driver to ever win a 500-mile Indy car race, at 48 years old. I also won the first Legends race at Texas Motor Speedway when it opened so that makes me the answer to the trivia question, 'Who won the first race ever at Texas Motor Speedway?'! **LD**



Rutherford heads out of the pits for final win at Michigan

LAT

Wheldon still winning

Dan Wheldon, Britain's American-based golden boy, can do no wrong: he has started the 2006 season, his first with Chip Ganassi Racing, by winning the Daytona 24 Hours and taking victory in the opening round of the IRL IndyCar Series.

Wheldon won the IRL title and the Indy 500 last year before jilting Andretti Green Racing for a move to the rival Ganassi squad. He teamed up with Scott Dixon and Casey Mears to win at Daytona in the team's Riley-Lexus sports-racer before making the perfect start to the defence of his IRL crown in the team's Dallara-Honda.

"It's a fantastic team," said Wheldon. "I've known Chip for a long time. The first two races I've been with him I've won, but I think I'm still in the honeymoon period!"

Wheldon beat Penske's Hélio Castroneves by a mere 0.0147sec, although apparently this is only the ninth closest finish in the IRL's 10-year history! Another Briton, Dario Franchitti, was fourth.

The IRL weekend at Homestead was marred by the death, in a practice crash, of Paul Dana (see right). Dana struck the spun car of Ed Carpenter, who suffered concussion but no long-term injuries.



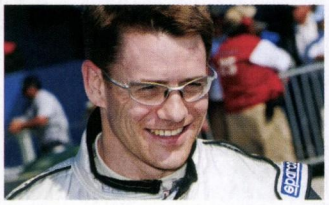
Wheldon's first IRL race in Ganassi colours provided a win - just - from Castroneves

Paul Dana

A former racing journalist, this 30-year-old was killed during the race morning practice session before the opening round of the IRL IndyCar Series at the Homestead oval near Miami.

Paul Dana (below) was about to start what was intended to be his first full season of IRL competition with Rahal Letterman Racing, as team-mate to Danica Patrick and 2004 Indy 500 winner Buddy Rice.

Dana, runner-up in the '04 Infiniti Pro Series, had won sponsorship to put Ethanol branding on his Panoz-Honda, a move that led to ethanol being introduced as the new fuel in the IRL. **MS**



UNSER VS ANDRETTI AGAIN IN INDY 500

Indycar hero Al Unser Jnr will make a shock return to the cockpit in the Indianapolis 500, where he will come up against old rival Michael Andretti.

Unser, 44, who quit driving in mid-2004, will drive a Dallara-Honda for the small Dreyer & Reinbold Racing team.

"I missed the speed, the competition, the smell, the sound, the fans... I mean, I missed everything about it," said Unser.

Yet another Indycar veteran, Eddie Cheever, returned to IRL competition in the first round at Homestead, where the 48-year-old finished a respectable 10th.

Surtees, Hill back talent

British ex-World Champions John Surtees and Damon Hill are supporting young UK talent in this season's World Series by Renault.

As the figurehead of Britain's A1 GP team, Surtees has run Robbie Kerr during the winter, and has now placed Kerr in the WSR, a GP2-style series for 450bhp Dallara chassis, based in Southern Europe. He will drive for Belgian team KTR.

Hill, who has acted as mentor to Steven Kane since 2003, has helped the Northern Irishman secure a seat with Epsilon Euskadi, winner of the title last year with new BMW-Sauber F1 test driver Robert Kubica.

Kerr and Kane will join three other UK drivers in the series: James Rossiter, godson of Adrian Reynard and a Honda-backed F1 junior, will drive for Pons Racing, winner of the 2004 title; Renault F1 *protégé* Ben Hanley lines up with CRAM Competition; and British historic racing *wunderkind* Edwin Jowsey has joined Comtec Racing, with Martin Donnelly as mentor.

Jerry Eisert

A former Formula 5000 constructor and respected Indycar crew chief, Jerry Eisert died at home in California in late February after a long illness.

Eisert built J Frank Harrison's Chevrolet-powered Harrison Special USAC cars for three years from 1965. He then parted company with Harrison to form Eisert Racing Enterprises, which produced Indycars and Formula 5000s.

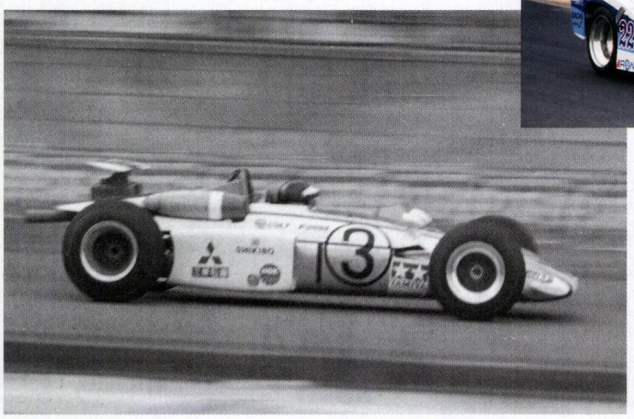
He went on to run F5000 cars for Danny Ongais, and became crew chief on the All-American Racers Eagles. **MS**

Mystery car competition

A year's free subscription is the prize for the knowledgeable reader who recognises this month's offering from LAT Photographic's archives. Answers must be received by Friday April 28. In the event of there being more than one correct answer we will favour the entry with the fullest information. Good luck!

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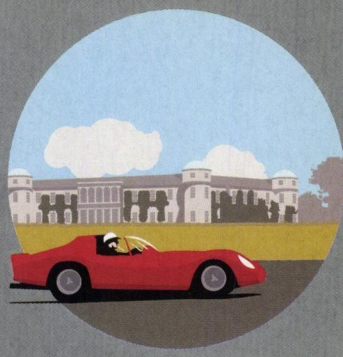




Last month: Ertl Lotus Europa Turbo
Where & when: Nürburgring, June 1979
Winner: A massive response this time but winner is Essen's **Lothar Wiegand**, who correctly identified Harald Ertl's amazing 'Lotus'. Built in just four months in 1978 for the following season, it consisted of a Toj frame and 2.1-litre Zakspeed 'four' with a KKK turbo. It was raced at the 'Ring in the '79 1000Km with Hans Heyer (DNF) and was out of homologation for 1980.

LAT

Bonhams 1793



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Entries are now invited for this years internationally renowned Festival of Speed auction. The Festival continues to showcase a mouthwatering selection of cars competing within the idyllic surroundings of Goodwood House and the Bonhams sale, held on the Tapestry Lawn, has been an integral part of the event ever since its inception.

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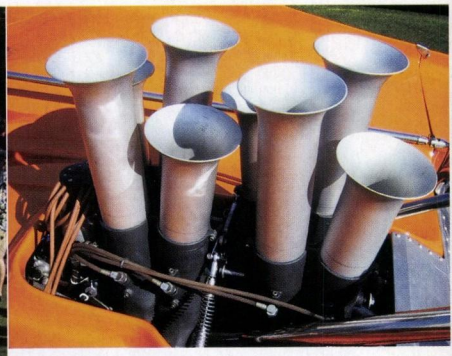




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Mad intake trumpets a Can-Am constant

Can-Am camaraderie

Survivors of the original big-banger sportscar series descended on Amelia Island in March to celebrate its 40th birthday. Leigh Dorrington was there

They looked like they had been seated for the Last Supper. Can-Am veterans – drivers and builders – were guests of honour at the 11th Amelia Island Concours d'Elegance near Jacksonville, Florida in March. Chairman Bill Warner's event is set up on two parallel fairways at the Amelia Island Ritz-Carlton hotel. One fairway for racers, and the other for classics. Many racers never got to see both.

The racers were celebrating the 40th anniversary of Can-Am, the series that began in '66 and featured the loudest, fastest and farthest-flying racing cars ever.

Series champions Jackie Oliver and George Follmer, plus Jim Hall (the creator of the winged Chaparral) and Peter Bryant, whose Shadow DN4 won the final season title in 1974 with Jackie O, were joined by Vic Elford, Hurley Haywood, Brian Redman, Sam Posey, Charlie Kemp, Bob Nagle and Oscar Koveleski, who all competed in the series. Karl Kainhofer of Penske and snapper Pete Biro joined them at the table.

Two things quickly became apparent: these over-powered, flat-bottom cars had an unfortunate tendency to fly, and this was still a time when racing was fun.

Nagle, a corporate pilot, said: "Most of us have been upside down and in the air in Can-Am cars." Hall – one of America's top drivers and car builders throughout the 1960s – saw his driving career end after taking off at Las Vegas in '68.

Kemp, one of the most colourful drivers in the series, pedalled for Bobbie Rinzler, the man credited with first saying: "I know there's money in racing; I put it there." Kemp claimed the height record, at over 100ft in the air, in Rinzler's Porsche 917/10. Posey took his own flight in a Caldwell D7 at Lime Rock Park, a track almost within sight of his home. But he claims the longest flight in a Can-Am racer may have been Paul Hawkins's: the Australian ace launched a Lola T70 at St Jovite in the very first race of the series. Posey was one of the first to reach him and described how, once he was free of the car, Hawkins "just stood there. He looked back at where the car took off. He looked at where it had landed. And then he said, 'F**k!'"



The mighty Porsche 917PA (Porsche Audi) as driven by Jo Siffert in Can-Am

The innovations that were pioneered most often on Hall's Chaparrals drove the sprit of the series. Kainhofer remarked: "We could always bring a race car that would pass inspection because there were no rules!"

But there was obviously plenty of fun. Koveleski was the president of the PRDA [the Polish Racing Drivers' Association]. He said the stewards usually left extra space on both sides of his transporter: "Just in case." Once, when the president of [series sponsor] Johnson Wax walked past Koveleski's trailer, his crew were eating butterscotch pudding from the orange wax tins.

It was the cars that brought out the fans, with crowds of 80-100,000 at the series' peak, and the cars were well represented at Amelia Island.

Among them were Hall's Chaparral 2H, Dan Gurney's Lola T70 powered by a Gurney-Weslake V8 – the only Ford-engined car ever to win in Can-Am, Posey's Caldwell, the ex-Tony Dean Porsche 908 that beat the bigger players at Road Atlanta in '70, as well as Jo Siffert's Porsche 917PA.

Later, Jackie Oliver suggested it was time for a single design class to bring Can-Am veterans back into competitive racing, much like the GP Masters championship. The former Le Mans winner proposed a championship for drivers in retired Routemaster buses...

Other significant racing cars at Amelia Island included the fabulous McLaren M16C driven to victory in the 1974 Indianapolis 500 by Johnny Rutherford, the ex-Briggs Cunningham D-type Jaguar and, best of all, the Ferrari TR/61 that won the 1961 24 Hours of Le Mans when shared by Olivier Gendebien and Phil Hill. M

Leigh Dorrington

TRACK BACK

40/30/20/10 YEARS AGO

1996



Buddy Lazier wins a lacklustre Indy 500 in an IRL field lacking in depth. Alex Zampredi is fourth, despite breaking his legs in a last-lap accident.

1986



Pole man Alain Prost leads home McLaren team-mate Keke Rosberg to earn himself a hat-trick of Monaco GP wins. Lotus's Ayrton Senna is third.

1976



Reigning World Champion Niki Lauda dominates the Belgian GP, leading home Clay Regazzoni for a Ferrari 1-2. Jacques Laffite is a distant third with his Ligier-Matra JS5.

1966



Willy Mairesse and Herbert Müller win the Targa Florio aboard their factory Porsche Carrera 6. Jean Guichet and Giancarlo Baghetti are second in a Ferrari Dino 206.

HAMMER DOWN

Racers that are going, going, gone

SOLD



You'd never be late on the school run – if you've packed the 'chutes first. MG ZT-T made £13K

The last vestiges of what was MG Sport & Racing Ltd went on the block on Saturday March 26. With 950 items, ranging from a box of X-Power T-shirts to Bonneville Land Speed Record cars on offer, interest in the Wyles Hardy & Co sale saw the Groveley Lane Birmingham premises (next to the old Longbridge factory) swamped with bidders from around the globe.

Auctioneer Matt Hardy said: "My job is to make as much money as possible to pay the creditors." With several entries comfortably exceeding their reserve, he more than managed this. Among the more unusual entries was the remarkable MG X-Power ZT-T 785 (above). Built by famed hot rod builders, The So-Cal Speedshop, with input from designer Peter Stevens, this 765bhp Roush-Ford V8-powered device recorded 225mph on Bonneville Salt Flats, Utah, in 2003, breaking the world speed record for estate cars in the process. It was knocked out for £13,700: a bargain as long as you know how to pack parachutes (it has two of them) and don't mind waiting an hour and a half for the oil to warm up.

Another (would-be) record breaker was the badly monikered MG Bonneville 98 5.0L, built to compete in 1998. Unfortunately it famously couldn't be made to run properly – or at all – but was still sold for £34,900.

Also in the sale was the MGTF '500', a unique Cosworth-engined track car (guide price £20-25,000) that made £9800, plus a one-off ZT V8 480bhp Belcup enduro saloon, the last race car to be built by the Sports and Racing Division (£30-40,000), that reached £25,525.

In February sales, Christies' Rétromobile auction raised £2.3 million in total, with the ex-Ecurie Ecosse Jaguar C-type, as raced by Ian Stewart, accounting for £942,650. Artcurial's sale on the same weekend saw a 1983 Lancia LC2 Group C weapon reach £273,312 and a gorgeous 1967 Alpine A210 hit £181,290.

H&H had another good event with its inaugural sale at Cheltenham Racecourse, although many of the race cars failed to find new homes. The headlining 1963 Le Mans class-winning AC Cobra 289 didn't change hands, despite a bid of £625,000. The ex-Beltoise Matra MS120-B and EMKA Group C car similarly didn't sell.

FOR SALE



Mystery barn find Cooper Type 51 is among the star lots in the H&H Syon Park sale on May 24

A mystery Cooper (above), believed to be a Type 51, is to be sold by H&H at its Syon Park sale in Isleworth on May 24. It's thought to have been hillclimbed during the early 1960s, possibly with Chevy V8 power, and has only recently been unearthed after 39 years in a Scottish Nissen hut.

Star entry is a 1935 Mercedes-Benz 500K Kombination roadster. One of only 40 or so special-bodied 500Ks ever made, it was ordered new by fighter pilot William Rhodes-Moorhouse DFC, who commissioned Windovers to create the unique and fabulously extravagant cabriolet coachwork it wears to this day. More details on the sale are available on 01925 730630 (or log on to www.classic-auctions.com).

A fresh addition to the RM Auctions' Brucker Collection sale at the Petersen Automotive Museum, Los Angeles, California on May 13-14 is one of two Howmet TX turbine cars. Chassis 001, as raced by Dr Dick Thompson and Ray Heppenstall, is said to be in original 'timewarp' condition although no reserve has been released as we go to press: it would make a very cool (hot?) entry for Classic Le Mans in 2008. More information is available on 001 800 211 4371 or visit the firm's website, www.rmauctions.com.

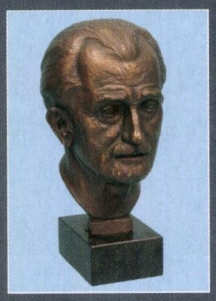
Brightwells' Herefordshire sale on May 10 is taking shape with a very early Porsche 911 among the lots. Built in 1964 and fully prepared for historic rallying, it's one of the first 230 made and is believed to be an ex-works rally car, although this hadn't been substantiated as we closed. More recently it has been set up and driven by Walter Röhrl and raced on the Tour Auto by actor and occasional competitor Rowan Atkinson. Other historic racers include a 1960 Le Mans works-style Austin-Healey Sprite. Further details are available from James Dennison on 01568 611122 (www.brightwells.com).

Early entries for Bonhams & Butterfields' Massachusetts sale include a gorgeous 1951 Ferrari 212 Inter coupé with period competition history along with an ultra-rare '63 Porsche 356 Carrera 2 and a highly desirable '62 Chevrolet Impala SS muscle car with a 409cu in V8. More information on www.bonhams.com/us or call 001 415 391 4000.

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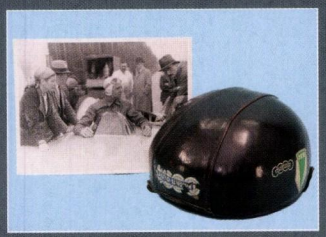


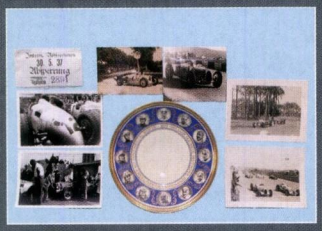
At the auction there are rare automobilia like per example the Prof. Dr. Ing. h.c. Ferdinand Porsche-Archive (Lohner, Austro Daimler, Mercedes Benz, Auto Union, KDF, Typ 356 and more).

Below very rare handwritten letter of Ferdinand Porsche in captivity (5.11.1951) Ferdinand Porsche Racingfilm Austro Daimler (1908/1910) probably Solitude/Porsche Mexico, complete internal correspondence.

Mercedes Benz prewar racing history (album, negatives, photographs and more. Also private photos of Alfred Neubauer and more...

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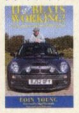
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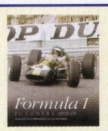
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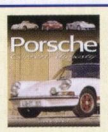
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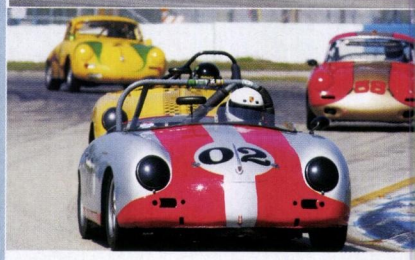
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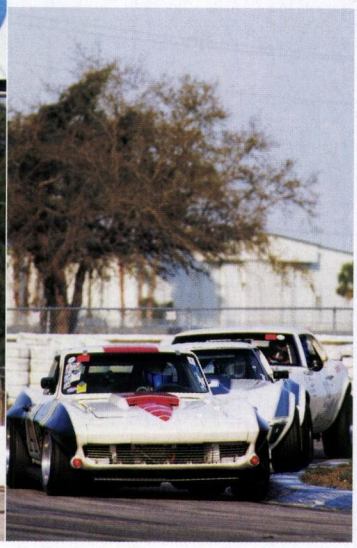
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Top: John Cloud was second in Group Eight stock cars in '94 T-Bird. Above: Dale Erim leads Porsche 356 train. Left: Porsches dominated the junior sportscar field... as did Chevrolet Corvettes in big-banger class (below)



EVENT OF THE MONTH

SEBRING
Endurance Challenge

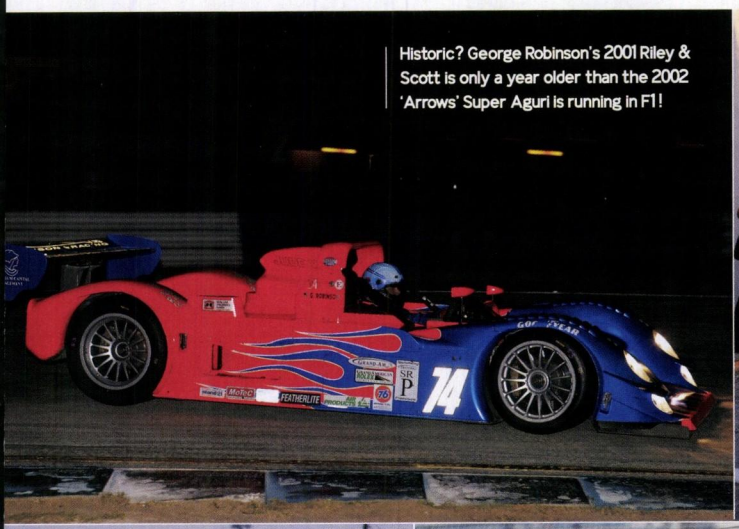
Historic sportscars descended on the hallowed Florida track for enduro action. Bob Harrington was there

Photography by Bob Harrington

This 16th edition of Historic Sportscar Racing's Sebring Endurance Challenge had a strong emphasis on long-distance racing, with a pair of three-hour Rolex Enduros, two night Enduros and a one-hour Al Holbert Memorial GTP/WSC race. In addition there were the Klub Sport Challenge All-Porsche Sprint, the Anglo-American Challenge, the 2-litre Sports Racer Challenge, an IMSA GTO/GTU feature and seven group sprint races. A very full schedule indeed, especially Friday, when the day started with practice at 8:30am and concluded with the night races, which finished at 9pm.

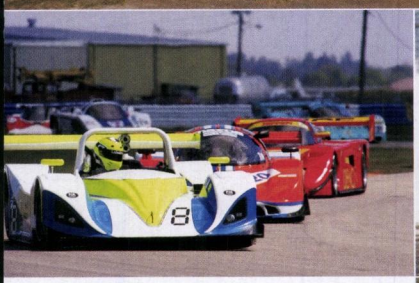
Revived this year was a police-escorted trip to downtown Sebring for 'technical inspection'. These days it's a party, with the circle in the centre of Sebring jammed with spectators, a rock-'n'-roll band belting out tunes and copious quantities of food and drink.

The first race of the weekend was the Klub Sport Porsche Challenge, with 356s, 911s and 914s up to two litres eligible for this hotly contested series. After six laps it was Tim Lewis's '70 914/6 taking the



Historic? George Robinson's 2001 Riley & Scott is only a year older than the 2002 'Arrows' Super Aguri is running in F1!

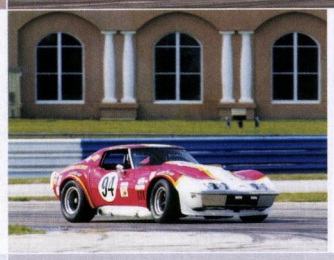




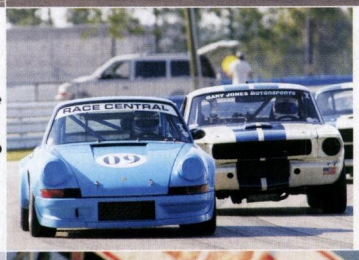


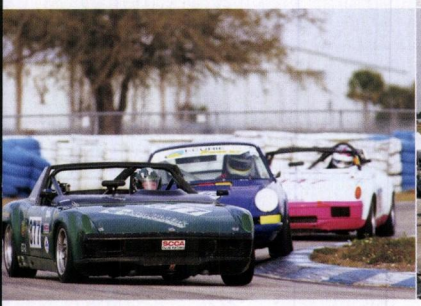


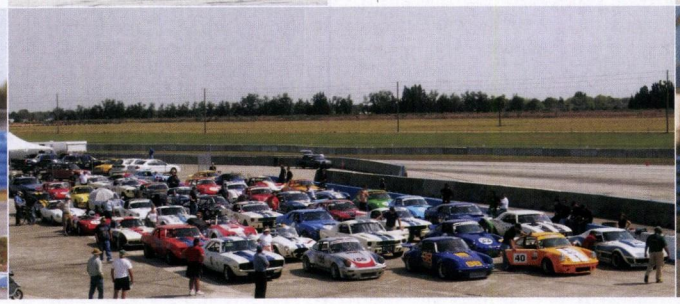
Above: Robert Blain was eighth in the fiercely contested - and eventful - Al Holbert Memorial GTP/WSC race in this Lola B98/10. Below: Bill Riddell was second overall in the Klub Sport Porsche Challenge encounter in this highly developed 914/6. Bottom right: healthy Group Five grid ensured close racing

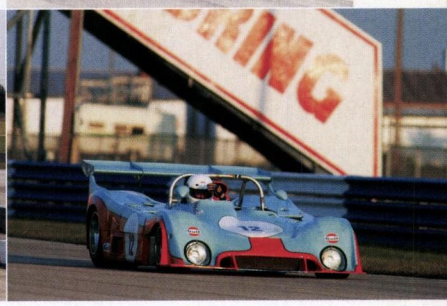


Top: Jaguar E-type heads line-up in 'technical inspection'. Above: Tom Mitter's '55 D-type. Above right: Brian de Vries was quick in Intrepid. Right: Eric Bretzel's 911 fends off GT350. Left: Philip Di Pippo's cool Corvette. Bottom right: Chris MacAllister won Group Four / Seven race in his '72 Gulf Mirage M6









win, followed by Bill Riddell in a similar car and Fritz Seidel's 911.

Larry Ligas repeated last year's triumph in the Anglo-American Challenge in his '61 Jaguar E-type. Second was the '63 Corvette of Alan Sevadjian, with Philip di Pippo's '68 Corvette rounding out the podium.

With a large contingent of GTP and WSC cars entered in the Historic Night Enduro, Stan Wattles's Lola T92/10 was first by a comfortable margin, heading the 2001 Riley & Scott MkIIIC of George Robinson and the '85 Argo JM15 of John Reisman.

While all but four of the entries in the Vintage Night Enduro were Porsches, they didn't manage to sweep the podium positions, with Juan Gonzáles's 1964 Elva MkVIIS splitting the German cars in second. Michael Baker's '73 911RSR took the overall win, with Peter Kitchak's 1969 911 third at the flag.

Saturday afternoon's IMSA GTO/GTU feature race was a Ford/Chevrolet battle, with Dale Phelon's 1992 Mustang taking the win, chased right down to the wire by Jordan Bupp in a '93 Camaro.

There was a bit of a twist in the results of the Al Holbert Memorial GTP/WSC race when timing and scoring reported that the first car across the line, the Argo of John and Paul Reisman, had not made a compulsory pitstop. They were disqualified, and Craig Bennet, who had been leading in his '97 Riley & Scott MkIII until he pitted, was awarded the victory. Second was the '98 Riley & Scott MkI of Carlos de Quesada, with Peter Kitchak's '90 Porsche 962 taking third.

The three-hour Rolex Vintage Enduro saw four different leaders, but at the chequer it was the 1970 Porsche 914/6GT shared by Tim Lewis Jnr and Kevin Wheeler followed by Roy Walzer and Phil Harris in a 1963 Lotus 23B.

George Robinson had his Riley & Scott back out in Sunday morning's Rolex Historic/Classic GT Enduro, this time sharing with Paul Dallenbach. He relinquished the lead briefly during the first pitstop only to reclaim it shortly thereafter and lap the field twice. The best of the rest was the '90 Spice GTP shared by Mark Pritch and Roger Mandeville, with the brutish '92 Mustang of John and Paul Reisman taking third. M



Nigel Roebuck's Legends

Cold, hard and utterly ruthless, Dr Giuseppe Farina was the first man to win a world Championship GP. He took pole and set the fastest lap too. Top that, Nico...

When Nico Rosberg took the fastest lap in his first grand prix, in Bahrain, it was pointed out to him that he was only the fourth driver in history to achieve this feat. Keke's boy doesn't miss much: yes, he was pleased to be one of only four, but smilingly suggested that really it was three, the fourth being merely the driver who set fastest lap at the first World Championship grand prix...

The race in question was, of course, the *Grand Prix d'Europe*, at Silverstone in May 1950, and the man who set the fastest lap also took pole position and won the race – and doing it all, what's more, with a patched-up collarbone. He then went on to become the first World Champion.

Giuseppe Farina. A mellifluous name for a racing driver. And it was *Dottore* Giuseppe Farina, no less, his doctorate being in law.

Farina, nephew of the celebrated 'Pinin', was born in 1906 and won several major races, with Maseratis and Alfa Romeos, in the 1930s. As with Hermann Lang, it was his tragedy that the Second World War took away what would surely have been his greatest years.

The family had been wealthy. By the time he was 17 'Nino' had resolved to race, and to that end began speculating on the stock market. After some initial success he lost the lot, and more, and his father was required to bail him out.

Farina Snr must have been an understanding fellow. "I told him why I had been trying to raise money – to buy a racing car – and he bought a couple of Alfa Romeo sportscars, which we both raced..." By 1936 Giuseppe had been invited to join Scuderia Ferrari and, when Tazio Nuvolari left for Auto Union two years later, he became Enzo's number one driver.

Already Farina had the reputation of a man to be approached with care. A patrician figure out of the car, he was an utterly ruthless one within it. In the one-off Deauville Grand Prix of 1936 he impatiently shoved Marcel Lehoux off the road, and in those days this was not the almost trifling matter it has become today, when the cars are strong, the run-off areas huge. Lehoux was killed, and the same fate befell Lazlo Hartmann, another who tangled with Farina, at Tripoli.

Years later a young Stirling Moss would encounter Farina: "He was a great driver, and I loved his style at the wheel – that relaxed, arms outstretched way he had. I thought it looked so good that I copied it!

"On the track, though, Farina was a bastard, completely ruthless – dangerous. And the worst of it was that he'd behave exactly the same way with an inexperienced guy. If he was lapping you, boy, you'd better make sure you didn't get in his way – he'd just push you off the road. In those days there genuinely was a different attitude to what we used to call dirty driving, and you really didn't come across it very often. But he was something else."



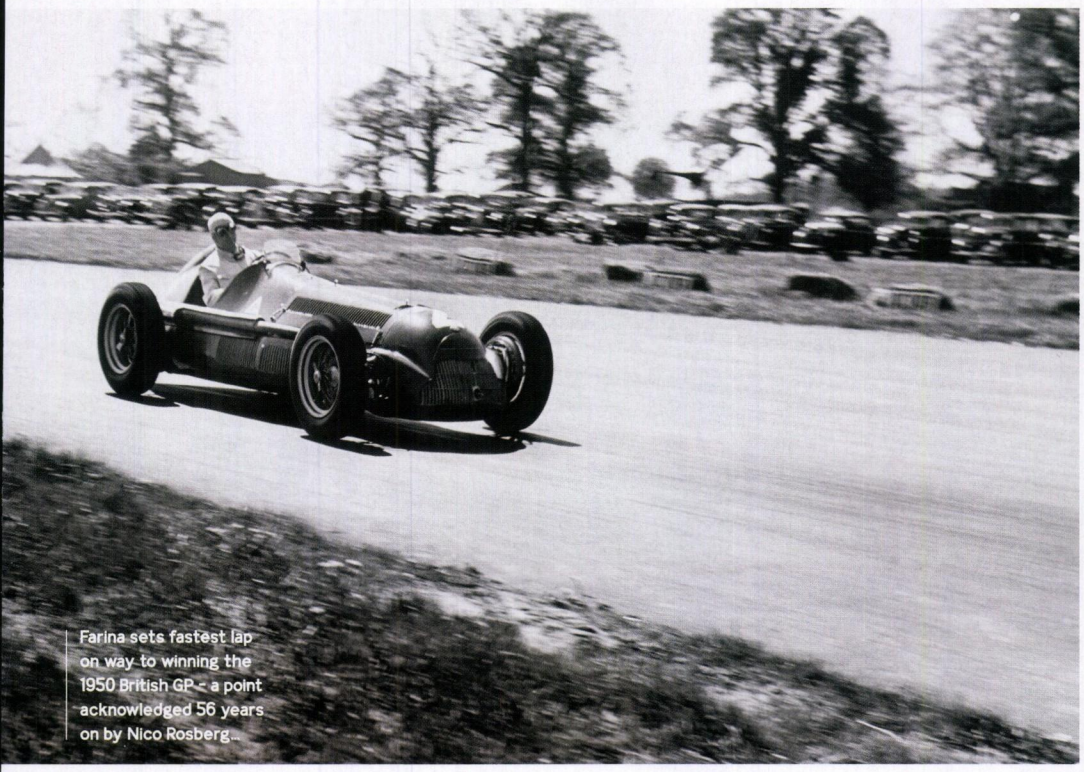
When racing resumed after the war Farina was a member of the Alfa Romeo factory squad, his team mates Achille Varzi, Felice Trossi and Jean-Pierre Wimille. In 1946 he won the Grand Prix des Nations at Geneva, but left Alfa towards the end of the year and didn't race at all in '47. The following season he was back, now with a privately-entered Maserati, in which he won the first post-war Monaco Grand Prix.

By the end of the decade the world had changed for Alfa Romeo. Varzi had been killed at Berne in 1948, and Wimille (in a Simca-Gordini) at Buenos Aires in early '49; a few months later Trossi died of cancer. For the 1950 season it was to be the three Fs: Fagioli, Farina – and Fangio.

The incomparable Juan Manuel was the best driver in the team, but in 1950 there really wasn't that much to choose between him and Farina. If Fangio won at Spa, Reims and Monaco, so his rival triumphed at Silverstone, Berne and Monza, and when the points were totted up Farina was World Champion.

The following year, though, he won only once, at Spa, and by now Fangio's main opposition was coming from Ferrari's Alberto Ascari. Farina could no longer be considered Italy's top driver, and it did not sit well with him.

At the end of 1951 Alfa Romeo withdrew, whereupon Farina joined Ascari at Ferrari. It was a thankless task, ultimately, for coming were the years of Alberto in his pomp. From June '52 to June '53 he did not lose a single World Championship grand prix, and his team-mates were left to pick up the scraps. Farina won at the Nürburgring in '53 only because Ascari's car, for once, failed him.



Farina sets fastest lap on way to winning the 1950 British GP – a point acknowledged 56 years on by Nico Rosberg...

'On track Farina was a bastard – he'd just push you off the road'

There were, though, plenty of non-championship victories, and it was by any standards a fine season for a man of 47 – who had not a thought of retirement in his head.

In fact, it would have been a good moment to call it a day. By 1954 Ascari had left for Lancia, leaving Farina as *de facto* number one at Ferrari, but he had a bad accident while leading the Mille Miglia and then, almost immediately, a much worse one in practice for the Supercortemaggiore sportscar race at Monza, when his car's fuel tank was punctured by a broken driveshaft and the cockpit was enveloped in flames.

By the time he had got the car stopped Farina had been severely burned. "For the rest of that summer, and the winter as well," he remarked, "I had to regard myself as an irritating invalid..." Convalescence was by no means complete by the beginning of 1955, but still he flew off to Argentina for the first grand prix of the year.

It was not a great time to be a Ferrari driver, for the ill-handling 'Squalo' was by then not competitive with the Mercedes W196, and Farina was increasingly dispirited.

At Spa, though, there was an opportunity for him to display all his warrior qualities, good and bad. While Fangio and Moss rushed away, Farina had a ferocious scrap for third place with the Lancia of Eugenio Castellotti.

At 25 the debonair Castellotti, a *protégé* of Ascari, was very much the darling of Italian motor racing, and therefore guaranteed to raise Farina's hackles. Every trick in the book he pulled that day, on one lap edging the Lancia dangerously close to the pits on the run down to Eau Rouge. No pit wall in those days, of course: the mechanics had to scatter.

Ultimately Castellotti's car failed, and everyone felt relief when the young man pulled in, safe. Farina went on to finish third, but he was a minute and a half behind the Mercedes, and angry.

"I went to see Ferrari and asked him not to make me drive any more, as I felt it was a waste of time battling against the Germans, and I didn't come back to racing until Monza. By then Ferrari had acquired the Lancia D50s. I was scheduled to race one and I set the fifth-best time in practice, but we had bad tyre problems and the cars had to be withdrawn."

Essentially that was the end of Farina's career, although he made a couple of unsuccessful attempts to qualify for the Indianapolis 500 in 1956 and '57. Thirty-odd years on I bought a 500 programme, signed by every '56 competitor, including Farina. "That's amazing," said an expert friend. "Farina's autograph is *much* rarer than Ascari's, or even Nuvolari's. He never liked signing autographs..."

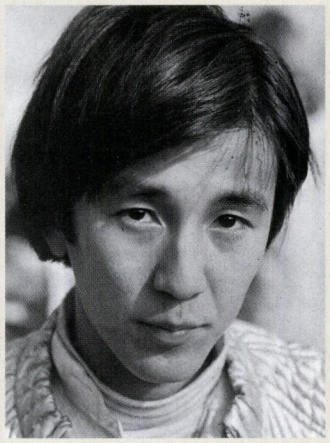
No more he did, and it was the same with interviews, and even relationships with other drivers. I once asked Fangio what he had thought of Farina, and he rolled his eyes. "He was... strange. When a driver was hurt he never went to visit him in hospital, and once, when I did that for him, he asked me why I had. 'Because I felt sorry for you,' I said, 'and wanted to wish you well.' 'You should feel happy,' he said. 'One less to beat next weekend...'

"Farina was not in the category of Ascari or Moss, but he was still a great driver. Very fast on the track, although I didn't like to go too close. But on the road – a madman! Completely *loco*! I hated to drive with him in traffic!"

In 1966 Farina was involved in the making of *Grand Prix*, and at the end of June set off to drive to Reims for the French Grand Prix. Near Chambéry he encountered freak weather, and died instantly when his Lotus-Cortina crashed on an icy road.

Cult heroes

TETSU IKUZAWA



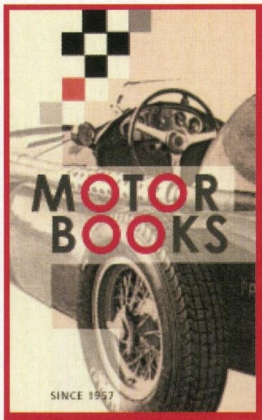
An ex-art student who narrowly failed to make it to Formula One, both as a driver and as a team owner, Tetsu Ikuzawa played a role in the careers of Frank Williams, Geoff Lees and Satoru Nakajima.

Ikuzawa started on motorbikes before switching to cars in 1963 and making his name in Nissan saloons. In '67 he moved to Europe and, with Frank Williams's Brabham, won a string of F3 races in '68 and '69.

Tetsu moved up to Formula Two with a Lotus and took sixth place in the 1970 European series, but failed to match his rookie season in subsequent campaigns. He returned home and won a Grand Champion sportscar title in '77.

He then set up Team Ikuzawa, which would field JPS-liveried March-Hondas for both Geoff Lees and Satoru Nakajima to win Japanese F2 titles in the early-80s. This nearly metamorphosed into the Ikuzawa International F1 team in the mid-90s. Enrique Scalabroni was hired to design the car, but the project was canned in '96. These days he's based in London, working in promotion and management. **MS**

LAT

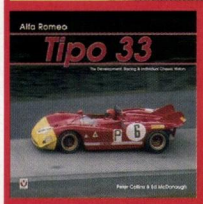


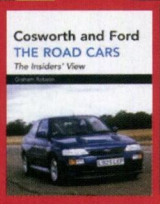
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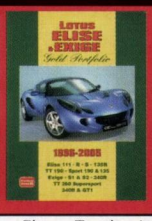
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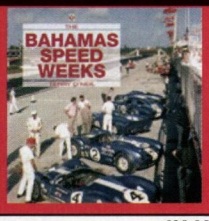
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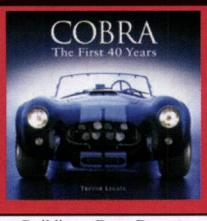
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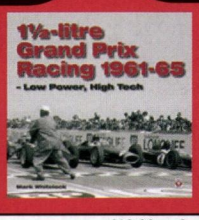


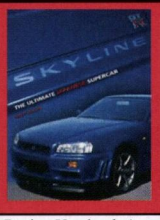


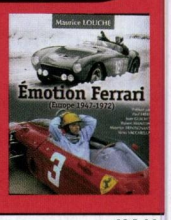








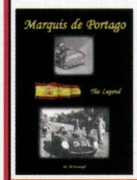




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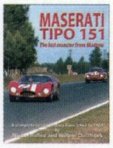
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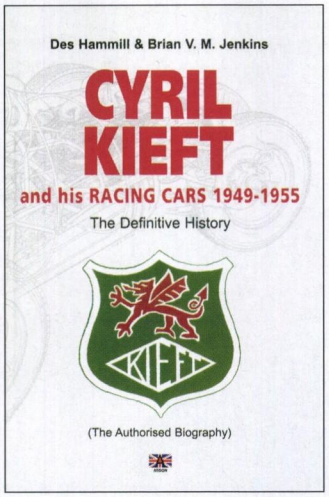
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Reviews

Cyril Kieft and his Racing Cars 1949-55
by Des Hammill & Brian Jenkins
ISBN 0 954639111
published by Asson, £19.99



Considering Cyril Kieft was in the racing car business a mere six years, it might seem surprising that there is a whole book's-worth of story to tell. However, the restoration a couple of years ago of the stillborn F1 Kieft brought the name back into the historic frame, and the 500cc F3 successes of Stirling Moss, Ken Wharton and Don Parker imprinted the name in the record books.

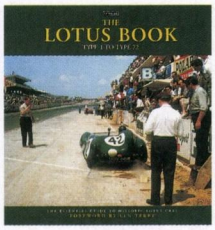
Hammill was able to interview Cyril Kieft at length before the car builder died in 2004, hence the 'authorised biography' tag on this (though I can't see a rash of unauthorised ones...), so this must be the 'horse's mouth' version of a small but memorable section of racing history.

Kieft, a wealthy industrialist, was sidetracked into becoming a racing car builder because he thought the 500cc Marwyn he was racing was badly made. High build quality was a trademark of his cars, even if the early ones didn't exactly handle until Ken Gregory persuaded Kieft to build a new car, the swing-axle machine, which led to Moss confirming his *wunderkind* reputation. At one stage Moss in a Kieft was virtually unbeatable in F3 – doubly good news for Kieft as he never paid anyone, even Moss, to drive his cars.

Kieft's innovations sometimes preceded Cooper and Lotus, and the race results might have pushed the marque on to greater things, but when the F1 project had the rug pulled from under it by Coventry Climax deciding not to build the Godiva V8, Kieft decided to sell up. Ever the businessman, Kieft worked out that rather than making money his racing had cost him £22,000; but, says Hammill, he considered it good value for a rich man's hobby...

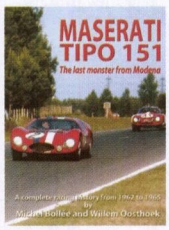
Kieft's range of businesses was astonishing – he was involved in over 100 firms, including motor scooters – and much is related here. Too much for me, in fact. I skipped a lot of detail about the various business affairs not only of Cyril but also of his father, though not without hearing Kieft's voice in phrases like "legalised robbery" when Labour's nationalisation of the steel industry comes up.

There's unlikely to be a more thorough book on Kieft, so it's a shame this looks so poor and feels so cheap, with picture reproduction the worst I've ever seen in a book. **GC**



The Lotus Book Type 1 to Type 72
by Colin Pitt, ISBN 184155 623 8
published by CP Press, £29.99

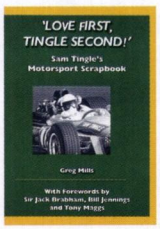
Hmmm. This claims to be 'The essential guide to historic Lotus cars', yet Coterie Press has already produced what pretty much passes for the Lotus gospel. And it costs only a tenner more while being an infinitely more cohesive effort. This one, unfortunately, skims over some models and the design is a bit amateur-hour. Plus it's written by a lawyer, and reads like it. We don't want to (completely) put the boot in as there's no doubting the author's knowledge of the subject – and we like to support smaller players – but much of this has been covered more effectively elsewhere. **RH**



Maserati Tipo 151 - The Last Monster from Modena, by Michael Bollée & Willem Oosthoek, ISBN 9 782951 364264
published by authors, €72

The subhead says its all. Bollée and Oosthoek continue to explore Maserati's nether regions, concentrating here on the last of the Bologna's firm's customer sports-racers (not including the 1990s one-make Barchettas, then). So more fabulous-but-not-really-much-cop Italian hardware, and another well researched and illustrated hardback.

With a decent design/technical overview, and race-by-race reports, all credit to the authors for an accessible account of an oft-maligned early-60s period in the marque's racing history. Also full marks for a raft of fantastic images: we particularly liked the one of Marvin Panch's 7-litre Ford V8-powered car on fire – the caption complaining about poor door design. And any book that includes a shot of a Bocar Stiletto is all right with us. Good stuff. **RH**

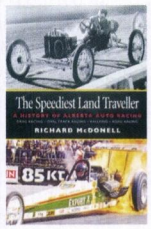


Love First, Tingle Second!
by Greg Mills
ISBN 1 919969 52 7
published by Ecurie Zoo, 100 Rand

Another cracker by the seemingly unstoppable Mills. Following on from *Springbok Series* (reviewed last month), this latest effort is compiled from the personal scrapbook of national South African F1 star (and five-time World Championship GP starter) Sam Tingle.

Though the text largely consists of extended captions, you get a real feel for what the Manchester-born Rhodesian was like – someone who seemed to embody all the positive aspects of being an amateur but without the negative connotations.

Armed with everything from front-engined specials to a Brabham BT24 he was a fierce competitor at home. But, if the images here are to be believed, an outgoing one. And it's the evocative pictures that make this unpretentious paperback a must-have. More please, Mr Mills. **RH**



The Speediest Land Traveller - A History of Alberta Auto Racing
by Richard McDonell, ISBN 1894694 35 X
published by Granville Island, US$22.95

This little gem of a paperback focuses on the many local heroes and events of distinction to emerge from the Province of Alberta. And it's a real mixed bag, covering everything from Edmonton International Raceway to star drag racer Dale Armstrong; Indy 500 irregular Eldon Rasmussen to Modifieds ace Buck Heberling. So it's of minority interest, but that's no bad thing.

Many of the drivers here never went on to find international stardom but their stories are universally interesting. Even F1 occasional Allen Berg gets a chapterette of his own: from ice racing a Datsun 510 saloon at home to driving F3 down Mexico way after Europe closed its doors to him, it's all here. While it could probably have done with a more thorough edit, there's much to like here. Recommended. **RH**



Le Mans: Instants Choisis 1980-89
by Jean-Marc Teissedre
ISBN 2 914920 59 8,
published by Editions du Palmier, €45

'Chosen Moments' doesn't pretend to be the thorough history of a decade. Instead there's a paragraph per year (in French and English), followed by generous captions to photos concentrating on the pits, the paddock and the odder entries. There are more shots of interesting no-hopers than of 962s – ideal if you're drawn to the GRID, the ADA and the Dome. Drivers resting or sitting sadly on the Armco mix with mechanics under pressure, while some crash shots (none fatal) remind you of the risks which surround the romance. It's not the greatest-looking book, it's expensive and there are proof-reading errors, but it gives a flavour of a unique event – I'd not seen an aerial shot of the Mulsanne before, and I was tickled at seeing Dieter Quester playing the accordion in the paddock. **GC**

Models

Thanks to: Grand Prix Models, tel: 01727 845645 or see www.grandprixmodels.co.uk; St Martins Accessories, tel: 020 7836 9742 or see www.stmartinsmodelcars.co.uk

Model of the Month



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Nardi 'twin boom' racer lasted only three hours at 1955 Le Mans. Bizarre, 1:43. Good value at £30



Carpin's 1:43 Abarth 595SS as driven by Bruno Giacomelli to victory in Mugello one-make race in '73. Price £58.70



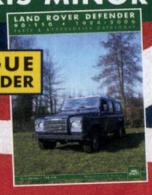
1:43 Ferrari 512BB Turbo as it appeared at the 1977 Le Mans test day. MG Models, price £79



MG EX181 as driven by Stirling Moss at Bonneville in 1957, from 1:43 LSR model specialist Mach One Models. Kit: £44.05; built £96.95

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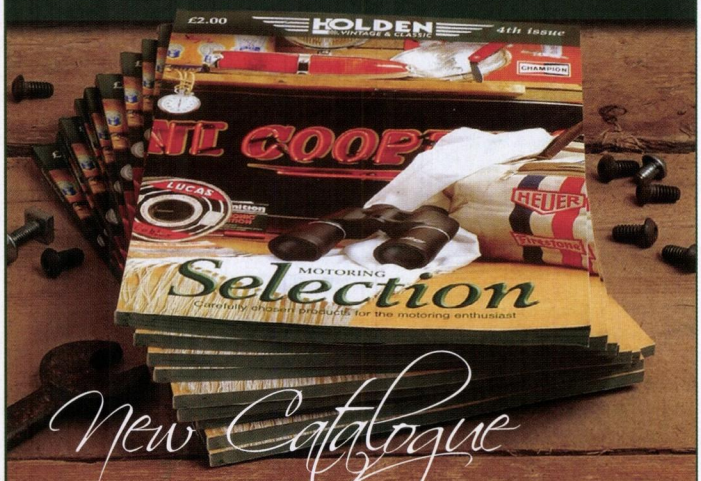
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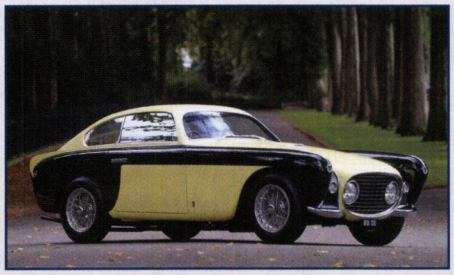
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1952 Ferrari 212 Vignale Coupe

Chassis 0197 EL perfectly embodied the styling genius of Vignale. Originally finished in the flamboyant colour scheme of pale yellow and black with a matching interior of black seating with a yellow piping. 0197 was a show stopper! Sold new in 1952 to a wealthy Frenchman, 0197 was latterly exported to the States until subsequently being bought by one of the foremost Ferrari collectors who entrusted DK Engineering to carry out an extensive and painstaking restoration. Since then 0197 has been shown at Pebble Beach and is one of the most stunning 212's that we have seen.



1961 Aston Martin DB4 GT

With lighter gauge aluminium, a shorter wheel base and a highly tuned engine it was no wonder the DB4 GT was such a success on both road and track. This GT, chassis 0146L, was the Geneva Show Car in 1961 and has recently been subject to an extensive restoration which has ensured success on many Tour Autos. Presented in Caribbean Pearl with current FIA papers 0146L is a worthy contender for the best of the forthcoming events.



1966 Bizzarrini 5300 GT (7 Litre)

Chassis number BA4 0106 was the only right hand drive race model built by the factory, competing at not only the 1000 Kms of Monza and the Targa Florio but also the 1966 Le Mans. At the end of the season, the car was reputedly fitted with a 7 Litre engine and returned to Le Mans in 1967. BA4 0106 was then put into storage for some 35 years. It has recently been mechanically restored though the Bizzarrini retains its original and patinated bodywork.

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JOHNNY WAS A BUTE

What a fantastic article detailing the career of Johnny Dumfries. He has long fascinated me as he not only raced in the era that I find the most interesting but has the added intrigue of being titled. For me he is exactly the sort of British driver that we never really saw the best of, and your article seems to bear that out. It brings to mind so many people from the late-70s or early-80s who had success in either F3 or F2 who lost their way once promoted to the pinnacle; Formula One – Jonathan Palmer, Dereks Warwick and Daly, Julian Bailey, Geoff Lees, Perry McCarthy, Mark Blundell, Martin Brundle to name but a few. While they have all gone on to record success in various other disciplines of the sport, it can't help make you wonder quite what went wrong that out of a seemingly endless pool of talent in this era, only Nigel Mansell really recorded high-level results.

I did enjoy Johnny's remarks about his slight off-track excursion in the Le Mans-winning Jaguar at the Festival of Speed back in 2000. I can confirm, as he says Jan Lammers did too, that this in no way detracted from the crowd's enjoyment of seeing either him or the car. However, I can also confirm that Johnny was certainly 'having a good go!' Not bad for someone who claims not to have an interest in getting back in a racing car.

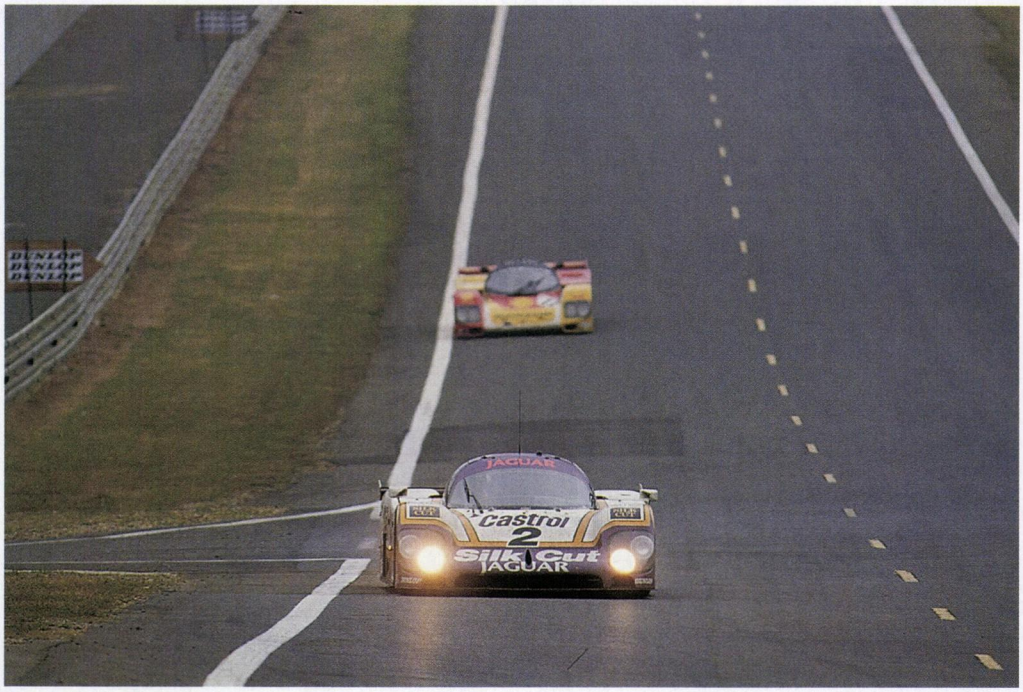
Nick Bradley, Worthing

A SPORTSMAN

I was delighted with the item on Clay Regazzoni. Older readers may recall our Dulon-Porsche twice tangling with the leading Ferrari 312P in 1971 – with Ickx at the Brands Hatch BOAC 1000Km, then soon after at the Spa 1000Km, this latter being a monumental coming-together when then owner Martin Ridehalgh in the Dulon collided with 'Regga' in the 312P at high speed. In 1997 at the Coy's Silverstone meeting I managed to get Martin and the Dulon, Clay and Englebert Steiger's fabulous 312P together again for the first time since the '71 crash. This involved plucking Clay from his lunch table in the BRDC suite (a story in itself).

Clay was a gentleman, happily posing for the pictures and making it a great occasion, especially as he was the innocent party in the original incident. A real sportsman!

Keith Martin, Milton Keynes



Johnny Dumfries well on track for victory at Le Mans in 1988 – but the Earl wasn't quite so collected at Goodwood 12 years later...

THIS ISLAND RACE

Sidney Millard (Letters, April) may like to know that there was indeed a race in Egypt featuring the circus of Cisitalias that he saw. The year was actually 1947, when Piero Dusio of Cisitalia had the prescient idea of a one-make formula that would travel around and race to order. Unfortunately, apart from the appearance in Egypt, the idea went no further, as Dusio's Swiss financial backers pulled out, causing him to lose a substantial amount of money.

Twenty-two 1.1-litre D46 single-seater cars were shipped to Egypt under the supervision of Piero Taruffi, who also drove in the race along with Dusio. The 14 drivers included Alberto Ascari, Giovanni Lurani, Franco Cortese, Louis Chiron and Antonio Brivio, all of whom were entertained by the Egyptian royal family. The race took place on a twisty 0.9-mile track in Cairo's El Gézirah Park, on an island in the Nile, and comprised two heats of 25 laps and a final of 50 laps. For the benefit of the 6000 spectators, race numbers on the cars were also depicted in Arabic script.

Cortese won the first heat while Taruffi took the second. In the final it looked like Taruffi would triumph until his carburettor worked loose. This misfortune allowed Cortese and Ascari to pass him and finish in that order, with Taruffi recording the fastest lap. Cortese was presented with the solid gold Sehab Almaz Bey trophy by King Farouk.

Afterwards the cars were sold to various private entrants who raced them in assorted events.

Simon Davis, St Albans, Herts

We would love to see photos of this. Can anyone help? **– Ed**

VAUXHALL TRIUMPHS

Re DTV's '60s and '70s Special Saloon antics, it did, of course, make all the difference to our efforts to have the two Gerrys on board: Marshall and Johnstone. Without these two, progress in development would have been much slower and might never have got off the ground.

Gerry Johnstone was instrumental in shaping a race and rally shop second to none at Shepreth. An inspired engineer/mechanic, he was also an extremely quick race/test driver. And then dozens of mechanics, from Jeff Hall, via Dick Waldock to many like-minded blokes, congregated at Shepreth to join the fun. By the way, Gerry scored over 100 victories in Vivas and Old Nail. Include more than 30 wins with Baby Bertha, and that adds up to over 130. We always ignored the many class results as beneath our dignity.

My recollection of the Spa 24 Hours result was that we won three major prizes – first in class (second overall), the King's Cup (for finishing three cars closest together) and the team prize. As this was one of the richest races and Gerry and Peter Brock were given charge of the cash (in Belgian francs); they were brimming over with glee as they emptied briefcases and pockets with great bundles of cash onto my desk to be shared out between all team members: a moment I shall never forget.

Finally, I must tell you that our 2.3-litre Chevettes scored 42 international podiums including 20 outright wins, plus many national and class results, resulting in three major championships and two near-misses. Not bad for 'a parts bin special'!

Bill Blydenstein, Shepreth, Herts

HAT-TRICK TREAT

I have just finished reading the March issue and felt I should let you know how much I have enjoyed it. I found three articles to be of particular interest, these being 'Class War', 'Gorilla in the Midst' and 'Girl in a Mini'. Somehow I have never read much about Hermann Lang's career so it was good to learn a bit more about a driver who appears to be somewhat underrated, as also was Vittoria Brambilla. The article about

Letter of the month



A Mini adventure: Swift hunts down Grimshaw's Cooper during Spa one-hour

ONE-HOUR LESSON

To my amazement I found myself mentioned in your Barrie Williams 'In the Hot Seat' feature (March), alongside such big names as Andy Rouse, Tom Walkinshaw and Win Percy. I could imagine readers around the world saying, "Nick who?"

At the Spa Top Hat one-hour race in September 2001 I had the loan of one of Norman Grimshaw's Cooper S Minis. Barrie was in the sister car. The first 20 minutes of the race were great fun, dicing with Norman right up to the pitstop. We came into the pits together and left together, only this time with Barrie driving the other car. We spent the next 40 minutes flat-out, changing places several times a lap. A highlight for me was going through Eau Rouge right foot flat to the floor, completely sideways with the two Minis only inches apart - and never an exchange of paint (to Norman's relief!).

The other highlight was climbing up the long straight, looking in the mirrors at Barrie inching alongside me. I looked across and there was 'Whizzo', with this huge grin from one side of his orange crash helmet to the other. He seemed to be telling me how he had managed to find the extra half-mph to pull alongside! I remember thinking, 'Bloody hell, does the man ever give up?'. Then the decision: another tyre-killing round-the-outside at Les Combes; or drop in and learn something? The latter was definitely the right choice.

The final outcome was a battle of wills as to who got the inside line at the Bus Stop for the last time, and I am pleased to say true Swift grit won the corner. But we had both virtually stopped to make the bend, glanced at each other, laughed, then made a dash for the line for second and third overall.

You would have thought I had won the British Grand Prix by the way I sprayed the champagne on the podium. That race will live in my memory forever and I am hugely honoured that it will stay in Barrie's too. Thanks for the lesson, 'Whizzo'!

NICK SWIFT, TENTERDEN, KENT

Christabel Carlisle was a delight as I remember watching several of her drives and was always a fan although I never met the lady.

Thanks for producing the monthly treat that *MotorSport* has become.

Ian Garden, Hurst Green, Oxted

GOLDEN ERA

Simon Taylor's Notebook article on non-championship F1 races brought back memories of my cycling to Snetterton in the early sixties for the Lombank Trophy F1 event. Stirling Moss, Jim Clark, Graham Hill, Jack Brabham, John Surtees, Dan Gurney, Innes Ireland etc, could all be seen at our local circuit; wonderful! Later, having acquired a car, we always attended the *Daily Express* Trophy at Silverstone, and later the Race of Champions at Brands Hatch. The real joy of these events was that the grand prix drivers drove in the supporting races as well; typically Jim Clark would drive a Lotus Elan, Cortina and Type 30 at many of these meetings. F2 events in that era also featured star drivers, who also drove in supporting races. Impossible to revive of course, but imagine Schumacher, Alonso and Räikkönen competing in saloons, sportscars and sports-racers at the same meeting... Exciting!

John Hostler, Norwich.

ST GEORGE'S DAY

I thought that I was the only person to remember that Toby St George-Matthews had owned an F1 Cooper-Maserati. Marcus Pye's Diary triggered a memory which explains why the name stuck in my mind.

In the 1960s I used what was then my only car, a 1934 Speed 20 Alvis tourer, for sprints and hillclimbs in the west country. At Yeovilton Sprint they lined up cars to start two at a time and in practice I was lined up alongside the Cooper-Maserati! Ridiculous but memorable.

John Page, Thornbury, Bristol

SEE YA IN LIBYA

I enjoy your photo comparisons of long forgotten racing tracks, but I hadn't realised until I read your profile of Hermann Lang that I used to live on the infield of one. In it you show the start of the '39 Tripoli GP. I always passed that long wall and railings in your picture on the way home from Tripoli to my house in Tajura and wondered why it was there!

Any chance that you might feature Mellaha in a future track visit?

Mark Smith, Reigate

It's on our list. Local info welcome... **- Ed**

Jenks on...

GROUND EFFECT, 1977

The impressive way in which the Lotus 78 outran all its rivals in Spain and Belgium suggests that Colin Chapman and his team of technicians have come up with something that the other teams haven't got; and it is not simply the driving of Mario Andretti and Gunnar Nilsson, it has got to be more than that. Whatever it is Chapman is unlikely to tell anyone, or Frank Williams and the rest of the world will try and copy it. The Lotus 25 monocoque, the Lotus 49 stressed-engine layout, the Lotus 72 chisel-nose, side-radiator layout were all copied. The unfortunate part is that quite a few people at Team Lotus must know the real truth about how the Lotus 78 and its drivers have 'come together with all systems go'. If any of them leave and join another team they will obviously take that knowledge with them. Whether their new team will be able to translate the knowledge into reality is another matter. This business of drivers and engineers moving from one team to another has been part of motor racing since the beginning of grands prix in 1906, and even before, but it is still sad to see it happen.

On the question of whether a team can make good use of information, I was talking with the other little man in motor racing, Bernie Ecclestone, and we agreed that success in racing is something like 80 per cent luck and 20 per cent skill. We also agreed that some teams, given the 80 per cent luck, do not have the 20 per cent skill to turn it into success, while others can stand there holding the 80 per cent luck and not realise it. As he went off to tend to his Brabham-Alfa Romeo team he said "we're still waiting to get our hands on that 80 per cent". I always see eye-to-eye with Bernie Ecclestone - I can't avoid it at our respective heights - but I do not always agree with him. On this occasion, though, I did. - Yours, DSJ

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Lotus 78 briefly hid ground-effect secret

LAT Jim Hougrave

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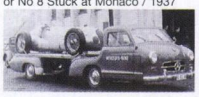
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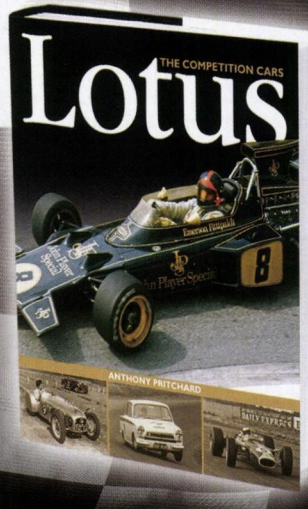
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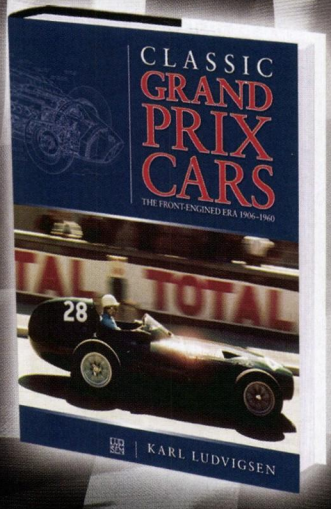
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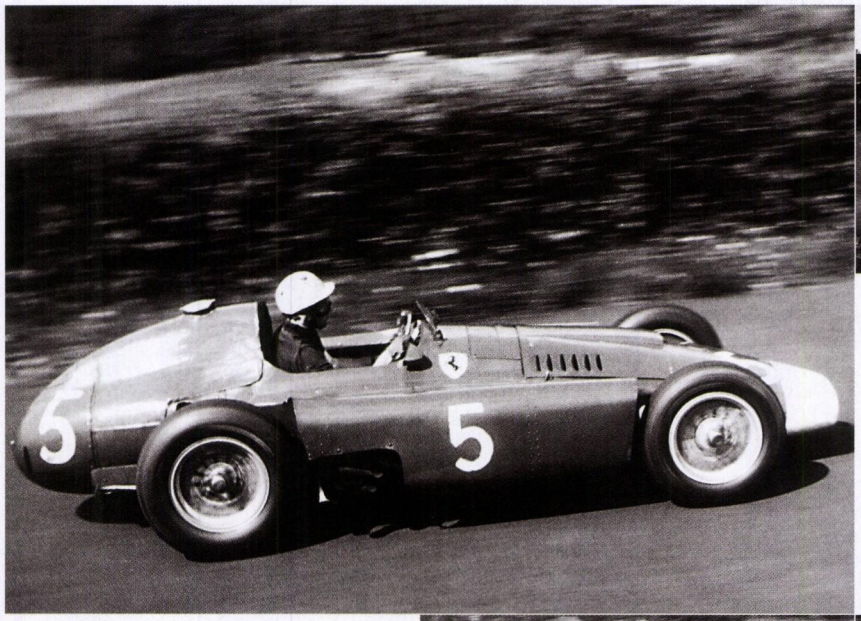
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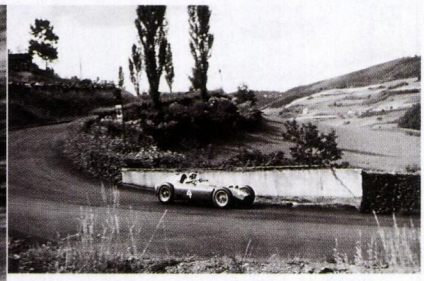
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You were there...

Starting off on Army leave at the 1956 German GP, before crossing the Atlantic for Watkins Glen in '71





Above: Castellotti took over Musso's D50 - but crashed out of the race

Left: gorgeous shot of Alfonso de Portago in Lancia-Ferrari D50

Right: rally hero Walter Schock drove Merc 300SL in touring car race





Below: André Milhoux stood in at Gordini for Pilette, injured in practice





Above: Jean Behra took Maserati 250F to third, behind Fangio and Moss

Left: Paul Thiel was part of four-car AWE team in 1500cc race

Two months on from featuring consummate historic racer Willie Green in *MotorSport*, it's time for big brother **Christopher Green**, who now lives in Winchester, to take his turn. "In August 1956 I was in the Army, stationed at Oldenburg in Northern Germany," he says. "The opportunity arose for some of us from my regiment to go to the Nürburgring to watch the grand prix, and so we drove down on Saturday, pitched camp on the inside of the circuit and went back to the Wildes Schwein in Adenau for a convivial evening. The morning was beautiful and we had only a few feet to walk to the side of the track leading down to Adenau Bridge from Wehrseifen. Even with a very ordinary 35mm Voigtlander camera it was possible to get some decent photographs, because as you can see spectators could get very close to the action."

Some years later Mr Green was back, with his little brother: "Willie was still at school. He had to endure two laps in my Mangoletsi-modified Mini which, as he reminded me, I had bent a bit on a Ford Zephyr in Switzerland. He was quite nice about it, but of course he has learned a lot since then!"

We need your photos

Do you have photographs from races or rallies gone by tucked away in a drawer at home? If the answer is yes, and you feel you have some interesting anecdotes to go with them, we'd love to hear from you (see our postal address on page 7).

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



Donohue (left) practised but had to dash off for an Indycar race...

...so the Penske McLaren (below) was taken over by David Hobbs



These pages are always particularly well served as far as road racing in the United States is concerned, and this month we have a batch that were shot during the 1971 Grand Prix meeting at Watkins Glen by **Douglas Snyder** of San Pedro, California.

"I really enjoy the look back at the past every month," says Mr Snyder. "Watkins Glen 1971 was my first GP and my first chance to see all my heroes in person. All these pictures were taken at Friday practice – in those days it was possible to sneak into the pits without credentials.

"1971 was the first year of the lengthened Watkins Glen, and the pits and garage areas were new also. I was chased out of the pits, but not before taking these pictures."

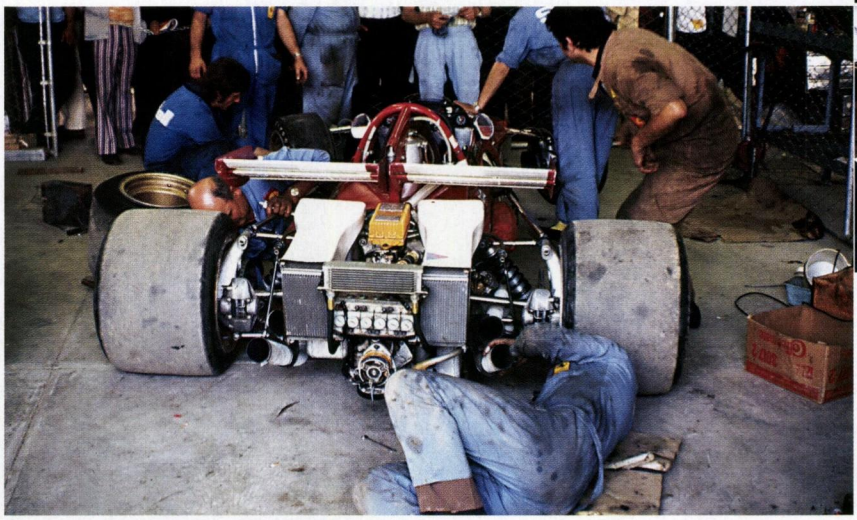
Indeed, the pit and garage areas look extremely scruffy, especially in the shot taken of Clay Regazzoni's Ferrari below. Mind you, the mechanics weren't exactly dressed up to the nines either. We particularly liked the shot of Mark Donohue lost in thought, while of Chris Amon Mr Snyder says: "He was not in a good mood, and is giving me a dirty look, as I remember."

Right: in his last grand prix, Jo Siffert took second for BRM



Right: side view of Matra, which Amon qualified on third row







Above: Amon, with third Tyrrell of Peter Revson behind him

Left: Ferrari mechanics got Regazzoni to a sixth-place finish

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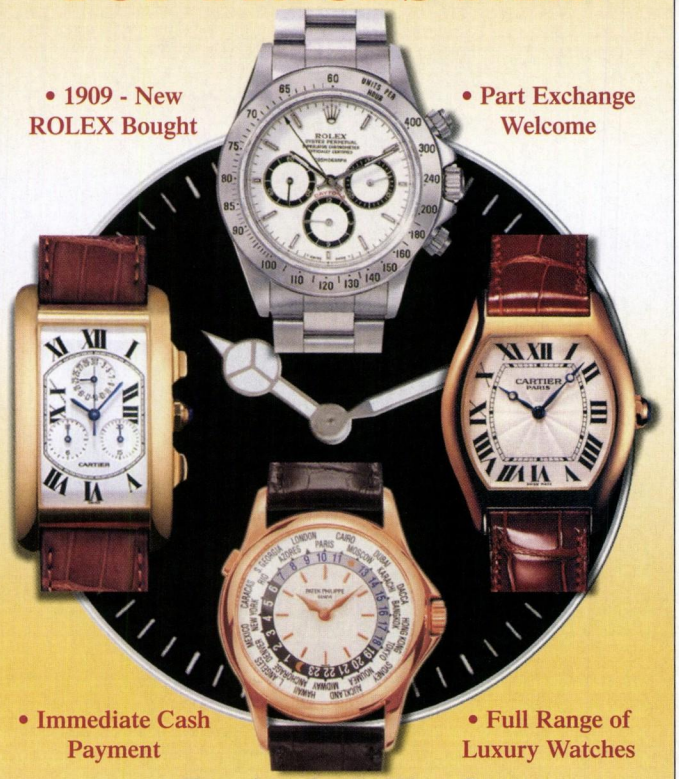
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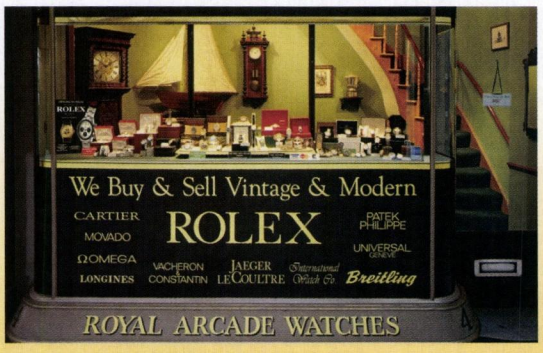
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In the hot seat
Jean Alesi



He was set up by **Gerhard Berger** and **Nelson Piquet**, but he's more likely to ask them to join him for a **cigar in his Rolls-Royce** than his **early French rivals**

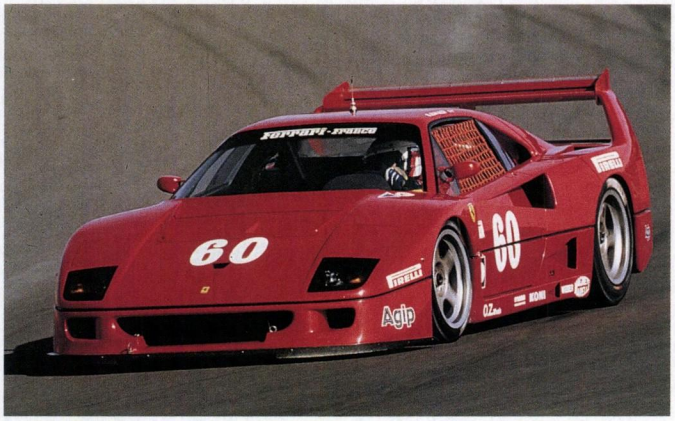
You were born in the south of France to Sicilian parents. As a boy, were your heroes Italian drivers or French?
Bryce Hancock, Port Talbot
Definitely not French! I've been a Ferrari fan all my life and my all-time hero was Gilles Villeneuve.

Was your rally-driving father Frank a big inspiration?
Harry Barrington, via e-mail
I grew up in the garage of my father – I was always there at weekends. I always wanted to be in a rally car since I was very young. My early career was in rallying, but I had to go to the circuits because the promotion cups, like Renault 5s, were a lot less expensive, so that's why I then started on the circuits.

When you came through the ranks there were a lot of very good French drivers. Who did you rate as the best of them? And is there one who should have made it but didn't?
Jeff Harrington, Leatherhead, Surrey
To be honest, I was the enemy of the French group. They were all pushed by Elf, and I was outside that system. I was happy when everybody fell off the ladder – for me it was good revenge! In this business you always have drivers who say they were not lucky, or whatever, and that's why they didn't make it. But I don't believe in luck. If it is your life, that means you must make it to the top. I'm sorry to sound hard like this, but I didn't like any of them!

Did you enjoy your experience at Le Mans in a Porsche 962 in 1989? Any chance of you going back?
Jon Love-Hagger, Manchester
I was a bit afraid. It was the first time I raced with a door right next to my helmet, and I didn't feel safe in the car. It was the time of the very long straight... Even though I was young and crazy, I didn't feel comfortable at all with that. For sure, I won't go back!

What was it like battling with Senna in your Tyrrell at Phoenix in '90?
E Brent Hemsley via e-mail
It was really good. I made a great start from fifth on the grid, and I was in the lead on the first lap. After the first corner I thought, 'I must complete the first lap in the lead for all my friends watching on the TV.' That was all I was thinking about, but then I started to pull away. For those next few laps I really thought I could win the race, and suddenly I saw a red-and-white car coming towards me, and it was Ayrton. I decided I had to fight, but I was not going to block him or do anything bad. The circuit could have been designed to repass someone if they passed you, so I was quite confident, but from Ayrton's side I don't think he expected it. I had the chance to do it once, and I did it! After the race I apologised to him, because he was such a hero of mine.



Prior to F1, Alesi got an early taste of Ferrari horsepower in Jean Sage's fab IMSA F40

How much fun did you have racing Jean Sage's Ferrari F40 in IMSA?
Ormond Grace, Oregon, USA
I enjoyed it very much. The car was very powerful but there was not so much grip. I was weaving on the straights, flat on the throttle. He was always asking me not to push too much, and I would say to him, 'Jean, there is no way that I won't drive 100 per cent!' At Laguna Seca we finished third behind the two Audis and I led for two or three laps, but then I had no rear tyres left. It was a good time; great fun.

In 1991 you changed your mind and went to Ferrari instead of Williams. Do you have any regrets?
Rémi Paolozzi, Nort-sur-Erdre, France
A lot of people say it was the wrong decision, and it would be easy for me

all LAT

to say it wasn't my fault. But the truth is that I had an agreement, not a contract, with Williams. When I pushed Frank to sign, he asked me to wait, maybe too long. I said to Ferrari if you can wait, then fine, otherwise I will give up. So Ferrari said they would find a solution to my contract issue to seek an agreement with Frank. And that is what happened, basically. I don't want to say I made a mistake to go to Ferrari.

Is it true you rolled Jean Todt's road car on the way to Fiorano for a test?
Arie Kennis, Bergeyk, Holland
Yes, but the truth is that I was driving and had Gerhard Berger by my side and he pulled the handbrake! We went on the roof – rolled completely over. The car was really bad! When we got out, Gerhard got straight in the F1 car, because I was driving him to do the test. The mechanics were so fast to clean up the glass and hide the car behind Enzo Ferrari's house. Then Jean Todt arrived and Gerhard said, 'Do you know Jean had an accident in your car?' So Jean came to me and said, 'Gerhard said you had an accident, what happened?' So I said, 'No, I didn't have an accident; *we* had an accident!' Gerhard tried to push all the shit on me; it was so funny. We had good times.

Do you regret only working with Alain Prost at bad times, at Ferrari in 1991, and then driving for his team?
Jim Malwyn, Southampton
When you have something that doesn't work as you hoped, it's always a problem. The sad thing is I lost a friend, because we are still not friends anymore. But that's life. It's a shame, certainly.

Apart from your '95 Canadian GP win, have you ever cried in your helmet? And was this happiness or despair?
Barrie Rowe, via e-mail
I did it again in DTM, for example, in my first race when I threw my helmet into the crowd. It's my way to react; to show my emotion if I am happy or not. That is how I expressed myself at that time, and I'm very happy that I did that. When I was unhappy in the racecar, I would not cry – I would shout a lot!

From your two years at Benetton, which race do you think was the one you should have won?
Giles Dunworth-Maunby, Taunton
In Monaco [in 1996] when it was wet, I was third when Michael Schumacher crashed on the first lap and then Damon Hill's engine blew. I had nothing to do, basically – I just had to finish the laps. I was cruising when a rear damper broke, so the car was on three wheels. That was a real, real shame.

What was the worst trick that Nelson Piquet ever played on you?
Martin Ford, Wolverhampton
With Nelson, I had a special situation. He was always using my room for his dates. At the beginning I didn't really understand why he was always asking me for my key, I thought he just wanted to rest. One day I came into my room and found a girl sleeping in my bed! That's when I realised what he had *really* been doing in my room – it certainly was not resting...

How much did Eddie Jordan make out of your career? Was he a good influence on you?
Albrecht Goosens, via e-mail
I would say 95 per cent. When I was sacked by ORECA, Eddie gave me the chance to race in F3000. Without Eddie I would never have raced in F1. He's still a good friend.

Do you really retire to the back of your Rolls-Royce Phantom II for a glass of wine and a cigar on occasion?
Sharmila Kalvani, Twickenham
Yes, I love my Rolls-Royce. I need to find a chauffeur though because it's not an easy car to drive. When I'm at home with friends, we have the car at the front of the house – it's like having another room! M

Coming up...


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PADDY HOPKIRK

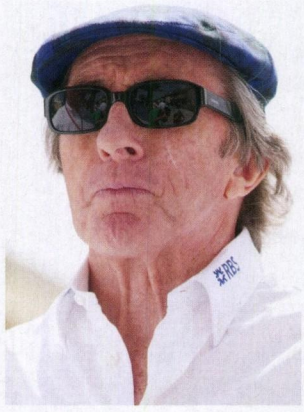
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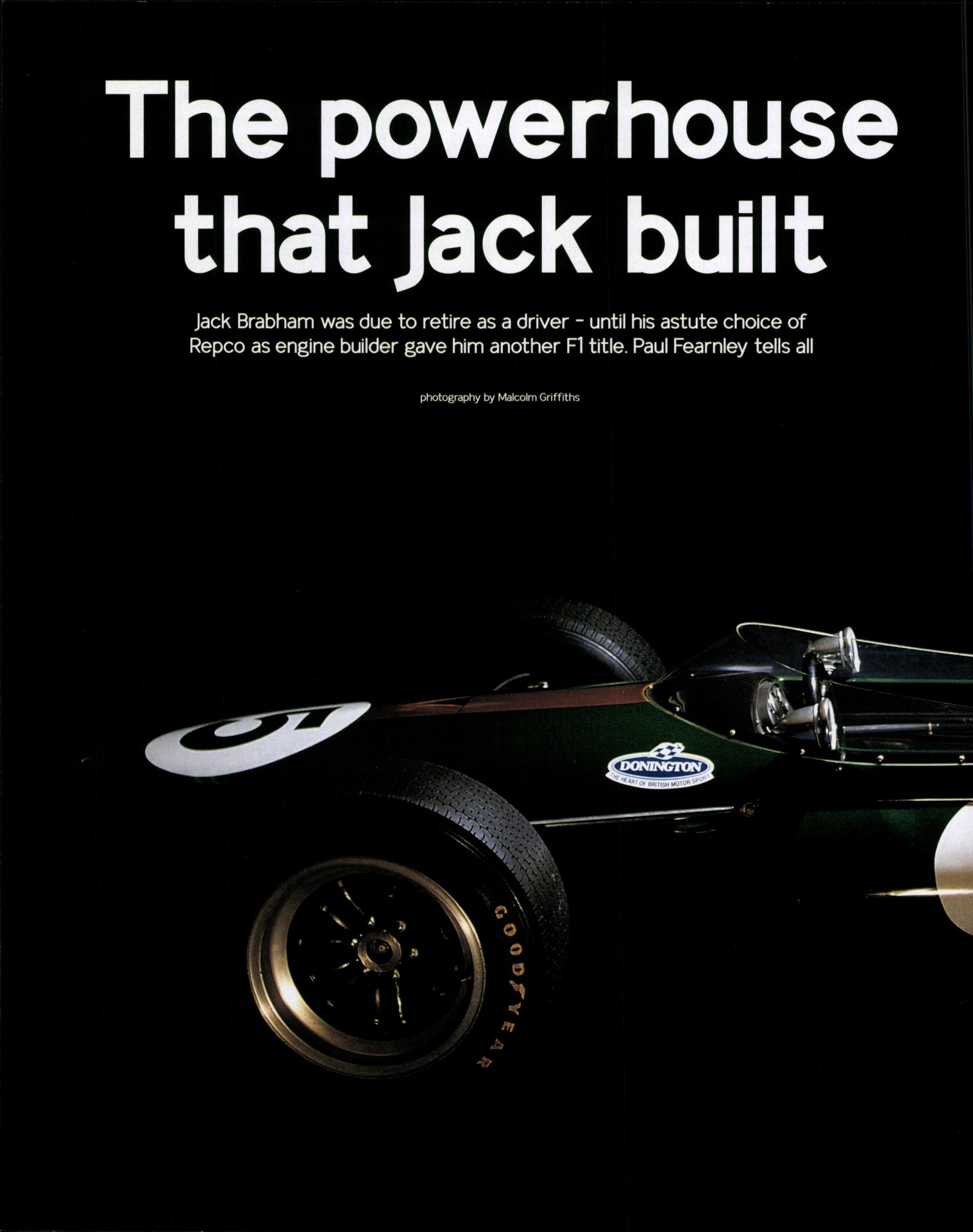
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The powerhouse that Jack built

Jack Brabham was due to retire as a driver - until his astute choice of Repco as engine builder gave him another F1 title. Paul Fearnley tells all

photography by Malcolm Griffiths





Brabham-Repco BT20 photographed at Donington Grand Prix Collection, March 1 2006

Ferrari was the clear pre-season favourite. Team leader John Surtees wasn't so sure, however: he was less than thrilled with the new 3-litre V12, hardly enamoured of team manager Eugenio Dragoni and adamant that a Formula One season only truly began for the Scuderia after Le Mans. But rival Jack Brabham was (reasonably) convinced: 'The Return to Power' of 1966 would surely play into the hands of Ferrari and its foundry. The ultra-competitive Australian had espied a chink of light – and was making a (12,000-mile) beeline for it – but he surmised that the door to success would be slammed in his face sooner rather than later.

Jack had been pleased by his team's prodigious preparation effort and the performance of its new chassis/engine package in the non-championship South African GP on New Year's Day: his BT19, the only 3-litre present at East London, led comfortably until a loose screw in the injection system halted it 11 laps from victory. But after being forced to watch – by another 'crook' Lucas metering unit – Surtees's dominant victory in Syracuse, the Ferrari 312's debut, he wasn't confident of beating the red car at Silverstone a fortnight later. The 35-lap International Trophy, however, would allow him to refocus.

Brabham's stock-block single-cam-per-bank V8 may only have given 278bhp (it was up to 310 by season end), but they were honest, hardworking horses which, when harnessed to another do-anything-with-it spaceframe design from Ron Tauranac, proved unbeatable on May 14. Jack made a great start from pole and galloped off, leading from first to last and regularly lowering the record. Surtees finished 7.4sec behind, close enough to see that the green-and-gold car had been in control throughout.

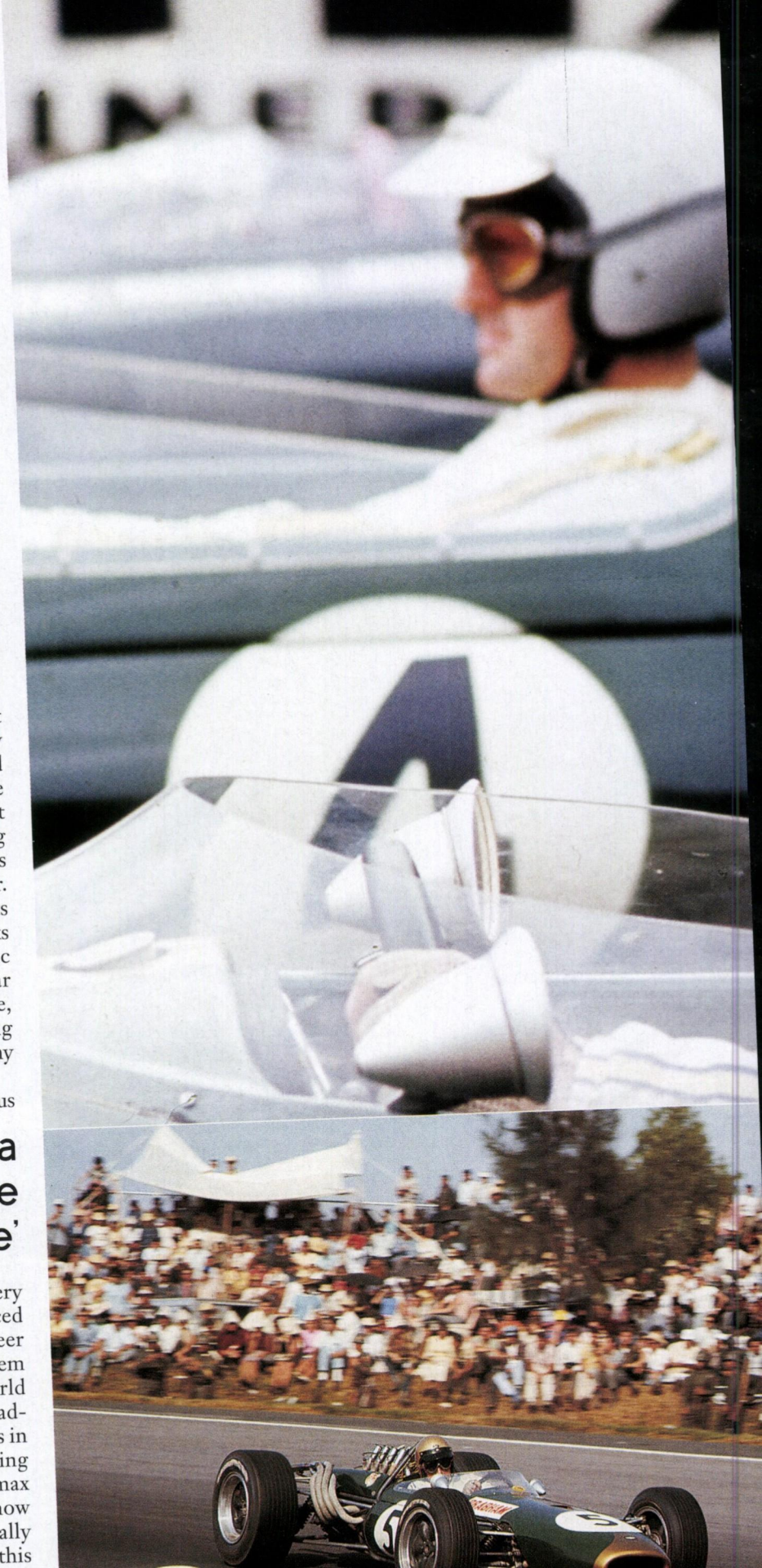
There are those who consider that Surtees gifted the 1966 World Championships to Brabham – man and machine – when he marched out of Ferrari at Le Mans. Surtees doesn't see it that way. Sure, he might have won a second title, but he knows how hard it would have been 1965, conspicuously failing to build on a promising '64. Jack and Ron, muckers since their dirt-track scratchings of the late '40s, didn't always see eye to eye, and this was one of those times. Testing and development had taken a back seat, and as his business pressures increased Jack was preparing to hang up his helmet: he started only six of the 10 championship rounds. But then Dan Gurney, the team's pacesetter for the previous three seasons, announced that he was leaving to set up Eagle. It all seemed to be unravelling.

Anway, who the hell was Repco to think it could build an F1 engine?

In fact this Melbourne-based company was a typically astute Jack Brabham choice. Formed in the 1920s to make replacement parts for imported cars, by the '50s it was huge, boasting manufacturing and technical agreements with leading car manufacturers in Britain, Europe and America. It wasn't exactly Jack's big secret – the early production racers that emerged from his New Haw premises were marketed as Repco Brabhams – but he had been carefully husbanding this relationship since 1950, his formative racing days Down Under. Repco had made him special parts for his World Championship works Coopers, and in 1961 mechanic Tim Wall ran Jack's privateer car out of Repco's Surbiton warehouse, the first home of Motor Racing Developments (MRD), the company founded by Jack and Ron.

Racing was a small but prestigious part of Repco's empire. Not every member of its board was convinced by motorsport, but chief engineer Frank Hallam was able to talk them round. It helped that double World Champion Jack was a regular headliner in the winter series of races in Australia and New Zealand, using Repco-prepped Coventry Climax FPF four-pots. And that's how the new engine project was initially addressed: as a bid to maintain this

'Repco was a typically astute Brabham choice'



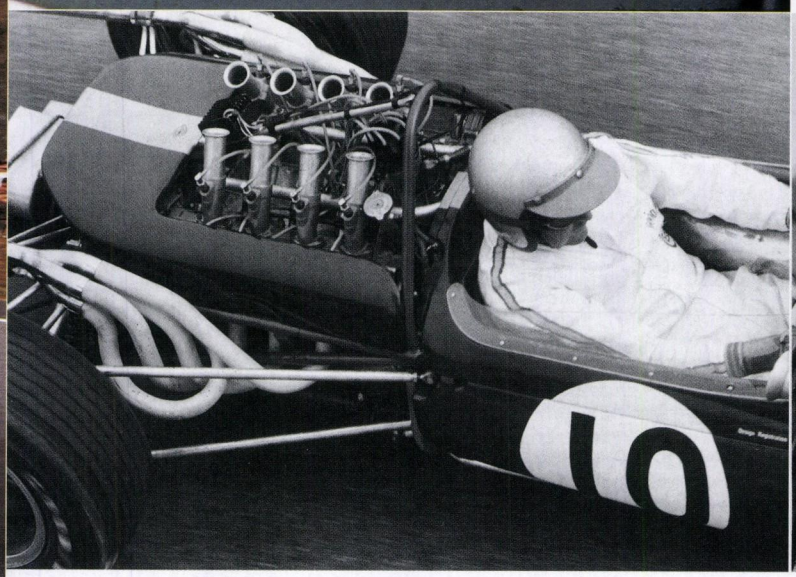


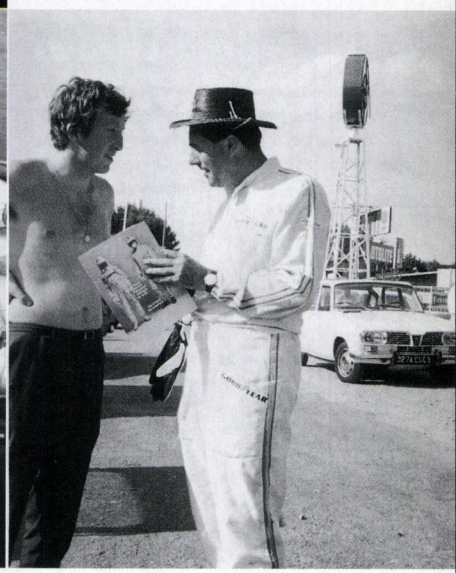




Clockwise from left: Brabham and Hulme, the two Repco World Champions; Tauranac was a key player in success; Hulme won at the 'Ring in '67; French Grand Prix 1967 – Brabham poached Rindt from Cooper for '68 season, a year which netted the Austrian just two championship finishes; Repco V8 for '67 was a bespoke engine; 'Black Jack' was second in '66 Mexican GP with lovely BT20, but made only three World Championship starts with this model









huge cost, by GM; Jack dusted off a trial dry-linered version, bought it (for around £11) and shipped it to Repco. It was a very useful building block – but it was only that. The base motor featured overhead valves operated by willowy pushrods actuated by a camshaft in the centre of its vee; hardly ideal for a high-revving racing engine. There was a lot of work to be done – ultimately, perhaps, more than if the engine had been completely bespoke – but Jack was persuasive, and Repco put freelancer Phil Irving on the case.

Born in Melbourne in 1904, Irving had gained global status either side of WWII as chief engineer at British 'bike firms Vincent HRD and Velocette. Fluent in every part of the process, from drawing board to dyno, he had been mulling over V8 designs long before he was commissioned. His first prototype, a 2.5-litre for Tasman racing, ran, on carbs, in March 1965. It was too late for that year's Tasman Cup – a Repco V8 would score only one victory in this series, Jack's BT23A winning the final round of 1967 at Longford – but it was in plenty of time for what Jack had always considered its primary purpose: F1.

When in 1964 Coventry Climax announced that it would pull out of GP racing at the end of '65 rather than build a full-shot 3-litre, the rush was on to find alternative power sources – except at self-sufficient BRM and Ferrari. Jack "knew by 1964 that the Repco was coming" and craftily installed Irving in a rented South London flat during the summer months of '65...

"Phil would start mid-morning and work deep into the night, smoking non-stop," recalls Tauranac, who advised him on installation requirements. "I had no problem with him, but he had his own ideas and wouldn't always stick to the pre-arranged plan agreed with Frank Hallam. In fact Frank came to England during the year to get the project back on track."

The F1 engine retained Irving's heads – mirrored to fit either bank, thus easing the spares situation – with two parallel valves per cylinder, chain-driven single overhead cams and wedge-shaped combustion chambers. It also kept Laystall's flat-plane crank, lightened and balanced Daimler V8 conrods (sourced by Jack at £7 a throw!) and the 3/16in diaphragm that stiffened its bottom end. By reverting to the F85's original bore (88.9 instead of 85mm), a 2994cc engine was produced, giving, on Lucas injection, 285bhp at 8000rpm. Entitled 620 – the hundreds refer to the blocks, the tens to the heads – this 90-deg unit was frugal (7mpg), light (330lb) and compact (21in across the heads).

'The Repco was frugal, light and compact'

Its narrowness was one of its fundamental parameters: Jack wanted it to fit an existing chassis. Which was a good job, because Tauranac wasn't keen to design a new F1 car, being unhappy with the direction that MRD had taken. »

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Above: Hulme tastes air after '67 German GP win. Left: Brabham tried aero canopy on BT24 during '67 Italian GP practice. Below: Jack takes a sip after winning '66 French GP. Bottom: Rindt before '68 Spa retirement





"At the end of our first year of F1 Jack said he would like to run his own team, the Brabham Racing Organisation," says Tauranac. "The idea was that he would become a customer of MRD and pay £3000 per car. After three seasons of no direct involvement, no feedback and no money for development, I had lost interest. That's why, at the end of the 1.5-litre formula, I said I didn't wish to build any more."

Fortunately this cleared the air; a new agreement was drawn up and Tauranac was back onside – "I played a much bigger part from 1966 on" – even though BRO had been 'physically' ring-fenced and moved from MRD's overcrowded New Haw HQ to Guildford. "Jack and I had the partnership back to the way we had originally planned it."

Jack: "I never actually fell out with Ron, but we had to make sure the F1 side was going to work. My driving had gone stale, but with Repco behind me I was fired up."

The whole F1 outfit was re-energised. Which was a good job, because it was November: the South African GP was looming, and a Repco V8 of any description had yet to run in a chassis of any type.

The BT19, unusual for Brabham in having oval tubes around its cockpit area, had originally been designed for Climax's never-to-race 1.5-litre flat-16. Now it was pressed into service for a new era. "It was probably chosen because we had one available and time was short," admits Tauranac.

Ron would soon begin work on the BT20, based on the BT11. With an inch-longer wheelbase than the BT19 (7ft 9in), a stiffer frame and 15-inch front Goodyears instead of 13s, Denny Hulme would use it to finish third on its debut, in France. Jack, though, stuck with BT19, his 'Old Nail'. It did him proud. Not at Monaco – its gearbox jammed after 17 laps – but at Spa, Reims, Zandvoort, Brands Hatch and the Nürburgring. Spa provided the consolidation, a circumspect fourth after a huge moment in the first-lap rain; Reims, on July 3, provided the breakthrough.

Lorenzo Bandini, Ferrari's ersatz number one, made an early break, albeit with Jack clinging tenaciously to his tow. When this was eventually broken by dithering backmarkers, Jack, confident that the Italian would keep on pressing, decided to nurse his car and await developments. They arrived on lap 32, a broken throttle cable stranding Bandini at Thillois hairpin. He jury-rigged it using a wire from around a straw bale – but Jack was long gone, sweeping past fields of golden corn, deep in Champagne country, toward the maiden eponymous car/driver GP win.

"I'd had confidence in the project from the start," says Jack. "But after beating Ferrari in this race my sights were definitely on the championship." It was his first top-line victory since 1960. He'd recently »

McKlein LAT



turned 40. Life was beginning all over again.

"We had a few bottles of champagne to celebrate," says Hughie Absalom, this Anzac-dominated team's 'Welsh Pom' and Jack's number two mechanic. "Everything had suddenly clicked. We had more control with the Repco than with the Climax. The latter used to appear at our door and we'd drop it in a car, run it and, if it broke, take it out and send it back. The Repcos arrived in packing cases as complete units, but it was us who stripped and rebuilt them. We had some problems early on, but after that it went remarkably smoothly.

"We were a very young team, but Jack and Ron were great teachers. They were very different – Ron more abrasive, Jack more open to suggestion – but they both knew their stuff. Jack understood his car in a way that today I only see from Michael Schumacher. I learned more at Brabham than I did during my subsequent spell at Lotus."

Jack wouldn't retire again until Italy in September, oil lost through a loose inspection plug forcing him out of an early lead. As it turned out, however, he had already done enough, securing the world title while sat on Monza's pit counter. It was too low-key for some...

"I flew home with Jack after the race," says Tauranac, "and when we landed at Fairoaks airport there was a crowd of journalists there. I asked Jack what it was all about. He told me they probably wanted to interview us about winning the championship. That was the first time I was aware of it. I had been so focused on each event that I hadn't taken in the bigger picture."

Such focus had allowed Brabham to dominate the meat of the season, Jack winning at Brands Hatch – setting pole, leading throughout, clocking fastest lap – and securing his hat-trick win (from pole) at Zandvoort, where an inspired Jim Clark kept him very honest with a 2-litre Lotus-Climax 33. The Nürburgring had rarely been kind to Jack, but on this occasion, with extra treads cut in his Goodyears, he kept Surtees's Firestone-shod Cooper-Maserati at bay in the rain, eventually winning by 44sec. Four in a row – and with the constructors' title still to come! The latter was secured at Watkins Glen, even though both Brabhams retired.

Pragmatism had triumphed. But surely lightning couldn't strike twice. Keith Duckworth was already slaving over the engine that would change F1 for what seemed like forever – but it wouldn't be ready until June. That chink of light was still shimmering in 1967. And Repco was making a dash for it.

'Ron was abrasive, but Jack was open to suggestion'

Its ambitious, leap-of-faith engine project had started in the Russell Manufacturing lab near Melbourne, and as it grew with the addition of new equipment, the rear wall was opened out and a shed extension jutted into the car park. OK, so it didn't have the glamorous backing of Ford, and its end product was never going to be still winning GPs in the early 1980s, but Repco had bitten off a huge chunk and was chewing like hell.

In December '66 it attempted to dispel the myth that its title-winning engine was an off-the-peg unit, pointing out how much was made in-house: pistons, rings, bearings, valve guides, gaskets, and fuel and oil lines. And *nothing* was stock on its '67 engine. A bespoke aluminium-alloy wet-liner block – the 700 – cast by the Commonwealth Aircraft Corporation provided greater rigidity and a saving of 30lb. The new head – the 40 – retained parallel valves, but now they were in line with the cylinder axis, not canted in at 10deg. This created more space inside the vee, allowing the inlets *and* exhausts to be sited within it. (The low-exit outside exhausts of the 1966 crossflow had caused rear-suspension packaging problems.)

Integral to all of this work was John Judd, a 24-year-old former Coventry Climax apprentice who had recently signed for BRO: "I didn't join Jack to go to Australia. But during the Tasman series he had realised that Repco needed help in the drawing office, so I was stuck on a plane. It was a big deal in those days to be sent to Melbourne. I arrived, sat down at a drawing board and got on with it. I was inexperienced and a bit naïve; it later crossed my mind that I'd been sent over to perhaps stir things up just by being there." Irving left a couple of months after Judd's arrival; Norm Wilson, an in-house appointee, replaced him. "Norm was a little bit older than me," continues Judd, "and didn't have any real experience of F1, but he was a straightforward bloke and we made a lot of progress." Wilson's 740 unit, given its GP debut by Jack in Monaco – it broke a rod on lap one! – developed 325-330bhp, a useful gain.

Brabham wasn't standing still either. Tauranac's new BT24, based on the F2 BT23, was 45kg lighter than the 1966 GP cars. Jack loved it and used the car to win the French and Canadian GPs – the first and third of Brabham's 1-2s that season. He also finished second in Holland (in 'Old Nail'), Germany, Italy (a last-corner thriller with Surtees's Honda) and Mexico. In total he scored 48 points (gross), three more than he had in '66. Hulme, though, scored 51.

Having convincingly led the Kyalami season-opener until his brake pedal went to the floor, Denny was ready to step up, confirmed by a brilliant victory in Monaco aboard a 620-engined BT20. He was fantastically consistent thereafter: third (Holland), second (France and Britain), a follow-up win (Germany), a second (Canada) and a third (America). Although now regularly outrun by the DFV-powered Lotus 49s, the down-to-the-wire title fight in Mexico lay between the works Brabhams – and it was Jack on the back foot, needing to win with Denny finishing lower than fourth. Neither result was achieved: Jack was second, Denny was third – and thus World Champion.

Back-to-back constructors' and drivers' titles. A pragmatism overload, maybe?

"If we had stuck with the single-cam engine for 1968 I think we could have won the championship again," says Jack. Tauranac is not convinced of this and, given the DFV paradigm shift, Repco's decision to go for broke is understandable. Judd had spent four months in Australia



Repco V8 had its origins in a GM road car unit, but only the basic block design was common to both

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in 1966; it was to be six in '67: a gear-driven, twin-cam, four-valve F1 engine is not the work of a moment. Sadly, it broke. Often.

"One of the initial difficulties was that Frank [Hallam] had a bee in his bonnet about BMW's radial-flow Apfelbeck engine," says Judd. "We simplified this arrangement [pent-roof, not hemi], but it was still a packaging nightmare, with inlets and exhausts on both sides of the head. I was convinced of its folly. There were no faxes; you didn't just phone England back then, so I sent clandestine notes to warn Jack. He and Ron got it stopped but we had wasted a lot of precious time."

A short-stoke magnesium block was also considered – drawn, built and raced in Tasman form – but the eventual '68 F1 engine, the 860, was a conventional crossflow utilising proven aluminium architecture. It was still lighter and shallower than its predecessor, despite its extra moving parts.

"It gave good power [380bhp]," says Judd, "but we had reliability problems. It's nothing I couldn't sort out today [Judd and Jack set up Engine Developments in '72], but back then I was too inexperienced to be given such a complex project.

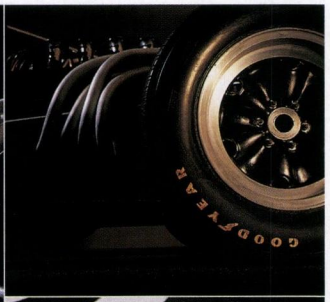
"I will hold my hands up to the engine's design shortcomings, but there were manufacturing problems too: valve seats dropped out of the early engines. It's not the best preparation for a GP to receive a telegram from your engine supplier warning of potential catastrophic failures. We were firefighting all the time: heating new heads in the middle of the night in the oven in Jack's kitchen [Spa]; Jack scraping piston tops with a wood chisel on the night before a race [Zandvoort]. After problems with the gudgeon pins, I sourced some from a Petter diesel and had them adapted."

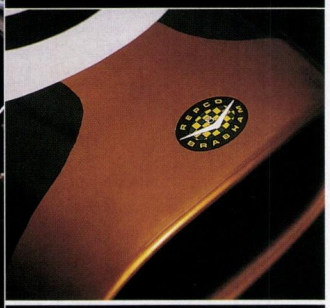
As the team gradually persuaded the engine to run for longer, more problems were unearthed: previously reliable Alfa Romeo-sourced (rear) cam followers were destroyed by the engine's harmonic resonance; the heads wouldn't drain quickly enough, forcing lubricant down the valve guides and eventually draining the oil tank. With no dyno at the race shop, progress was frustratingly slow.

This was a great shame because Ron had penned another capable chassis, BT26 – lighter and stiffer, with its alloy-sheet stress panelling instead of tubular triangulation – and fearless, super-quick Jochen Rindt had been signed to replace McLaren-bound Hulme. Brabham, meanwhile, thanks to Jack's air force background and Ron's experience of MIRA's wind tunnel, was arguably the most aerodynamically aware team in this season of sprouting wings. And so the speed was there. Over a lap. Rindt set pole at Rouen and Mont Tremblant, but managed only two GP finishes all season; Jack achieved just one. In total, the reigning World Champion constructor scored a meagre 10 points.

As a result Jack was on the phone to Cosworth before the season was out. He and Repco had agreed to pull the plug. Yet more pragmatic decisions.





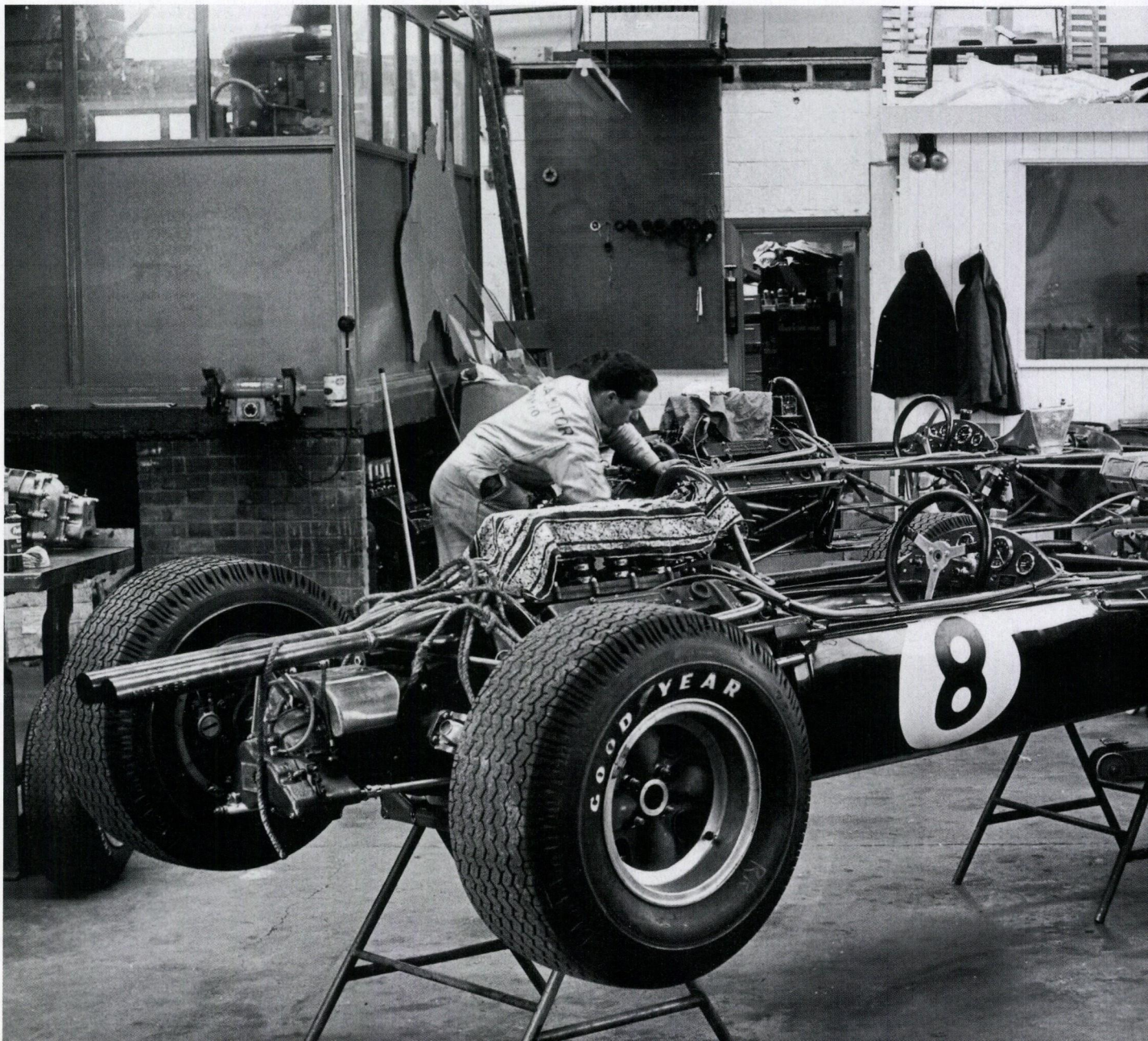






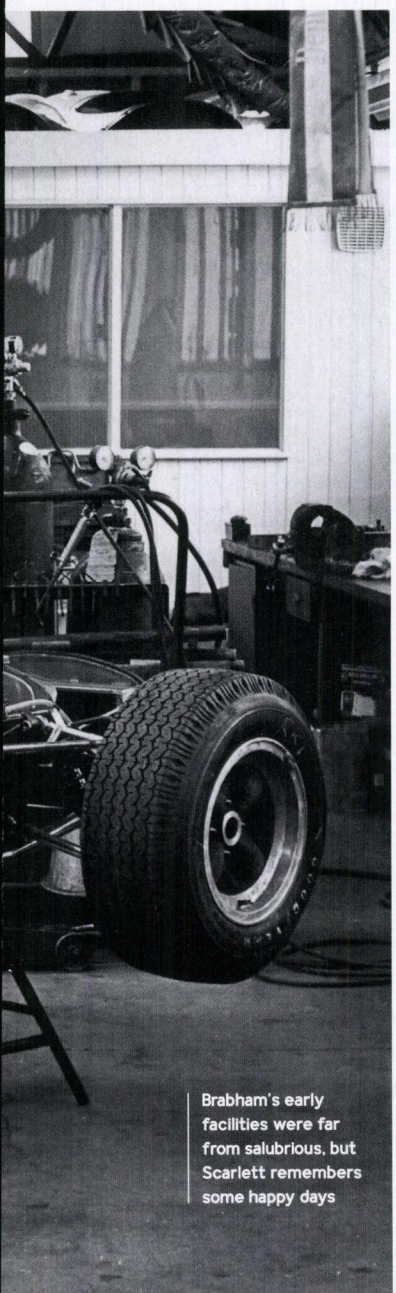
Team building

An F1 team boss who'd give you a lift home? Michael Scarlett worked at Brabham and recalls the friendly atmosphere



My spell with Brabham, at the time when Jack started building racing cars, came about after mechanical and production engineering training on a student apprenticeship at Hawker Aircraft in Kingston, Surrey, and HND studies at Kingston Technical College. At the end of the usual five years of an apprenticeship, I worked in the Hawker stress office in a very minor role on the P1127 – which turned out to be the prototype Harrier.

Then, lacking work (like most of my generation of Hawker apprentices), I left after six months in the spring of 1961 to pursue my schoolboy enthusiasm for motor racing. I next enquired at the Cooper Car Co's premises in Hollyfield Road in nearby Surbiton about a possible drawing office job under designer Owen Maddocks.



Brabham's early facilities were far from salubrious, but Scarlett remembers some happy days

Guy Griffiths, Cooper's sales manager, I think, said such a position was not available immediately but would come up later. In the meantime, would I like to work on the shop floor? Given Cooper's standing in motor racing since its two drivers' World Championships with Jack Brabham in 1959 and '60, I jumped at the chance and started there immediately.

As I got to know the people at Cooper, including Owen Maddocks, I realised there was no chance of the alleged drawing office job, and much as I enjoyed working there, and incidentally learning to weld and sif-bronze – something I had not done in my apprenticeship – there wasn't the future I was looking for. So when I heard whispers that the genial Jack Brabham – always happy to talk to us workers – was setting up on his own to build racing cars, I wrote to him care of Jack Brabham Motors of Chessington enquiring if there was any sort of drawing office job there.

There was, and I started under Jack's designer Ron Tauranac as a junior draughtsman in the small office crammed into the Repco company's warehouse near the bottom end of Victoria Road, a shopping street in Surbiton. There I made the acquaintance of Peter Wilkinson, the friendly foreman in charge of the workshop, and Tim Wall, Jack's quiet and very effective racing mechanic. Not that there was much of a workshop in that place. Or much in the way of staff.

On one occasion this was a small mercy. Jack had bought a Lotus 21, which Tim was working on one day. Like most racing cars of the time, it relied for electrical power on a neat little Varley lead-acid battery which sat in the floor. Also sitting in the glassfibre floor – temporarily and not intentionally – was some spilt fuel. When poor Tim accidentally crossed the terminals of the Varley battery with a spanner, the petrol caught fire, as did the entire car.

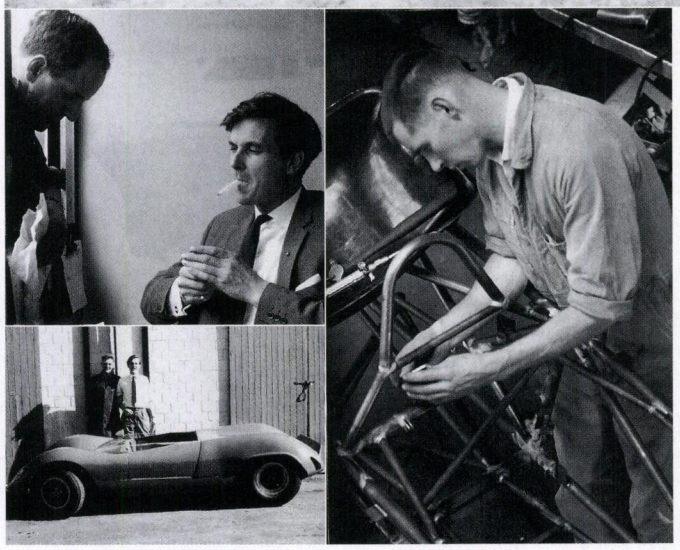
The resultant blaze was confined to the Lotus and was extinguished, though not soon enough to save it. The smoke made a pretty awful mess of the contents and the inside of the building, including our office and some of the drawings.

I can't recall exactly when the original name of the firm – Motor Racing Developments, founded in 1961 – was changed to Brabham Racing Developments, but one cannot forget *why* it was changed.

One of Jack's many friends was motor racing correspondent Jabby Crombac. Jabby was an extraordinary Frenchman in that he spoke English if anything rather better and more clearly than most Brits. It was he who pointed out to Jack that the initials of Motor Racing Developments, MRD, may have been innocuous enough in English, but in French it would not do.



Denny Hulme makes a splash in Gurney's BT7 outside Brabham factory. Below: Mills sparks up with Hulme



Brabham BT8 outside Weylock Works. Above right: Peter Wilkinson attaches roll hoop

> '*Merde* was not the ideal name for a racing car'

Why? Because, as Jabby pointed out in his immaculate English – in this case interspersed with some French – the way a Frenchman pronounces those initials – written phonetically, 'em air day' – sounded perilously like the French word for what one may politely call excreta; *merde*. This was not the ideal name for a racing car.

Relatively soon we moved from the Repco warehouse to Brabham Racing Developments' new home at Weylock Works, New Haw, Surrey, not quite within a stone's throw of Brooklands. As you drove up from the road into New Haw itself, you found yourself with a canal on your left and soon the drawing office on your right. These were followed closely by the main workshop, then the racing workshop, and beyond that the premises of Jack Brabham Conversions, which under manager Mike Puckey moved there from its Chessington quarters.

My job soon became a mixture of detail drawing and van driving. I'd first done some of the latter while at Cooper's in their surprisingly rapid – if prone to easily provoked roll oversteer – Austin van on trips to various suppliers. My knowledge of these was useful to Ron Tauranac: Specialised Mouldings, then in Crystal Palace (maker in those »

LAT, Michael Scarlett

pre-monocoque days of glassfibre bodies); Frank Coltman's Progress Chassis Company up the far reaches of London's North Circular Road (spaceframe builder, originally for Lotus); Sterling Metals (supplier of magnesium alloy castings for wheels etc); Hewland Engineering at Maidenhead (gearboxes, of course); and the relatively local firm of Surbiton Plating (plating of suspension members).

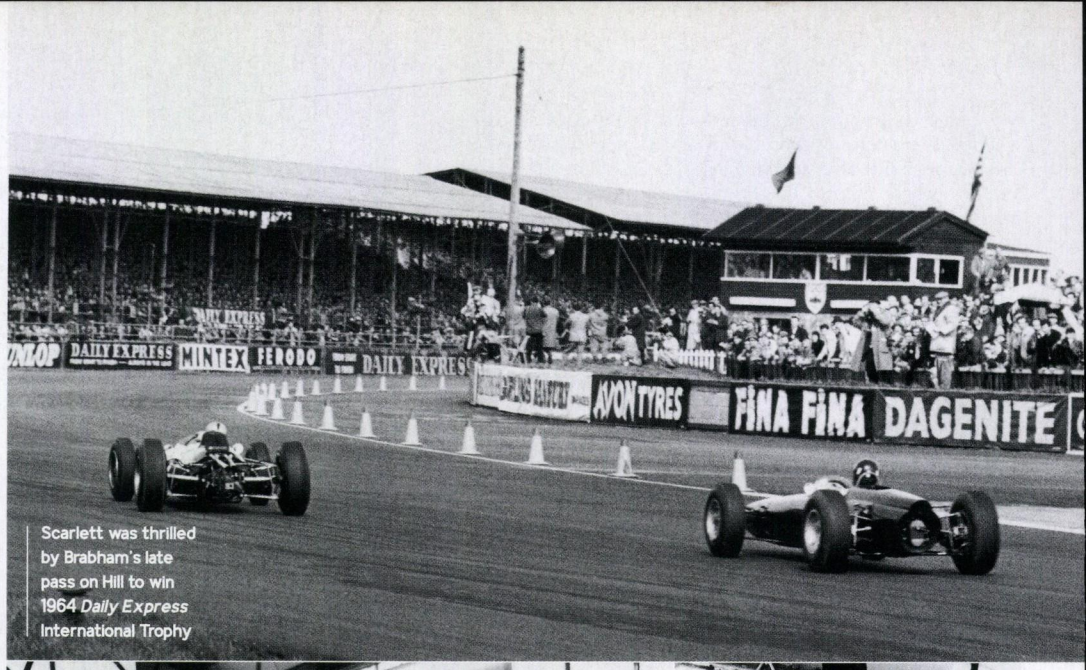
At first I was given the use of various spare cars from Jack Brabham Motors at Chessington. The Renault Dauphine stands out as one of these, teaching me that rear engines and poor back wheel location is a dodgy mix. Later we had the use of a decent van.

The drawing office saw some interesting people, not least in fellow draughtsmen like Mike Hillman and later the inimitable Tony Southgate. Tony was a remarkable draughtsman in that his works bordered on pieces of art thanks to his superb lettering quality and standard of drawing.

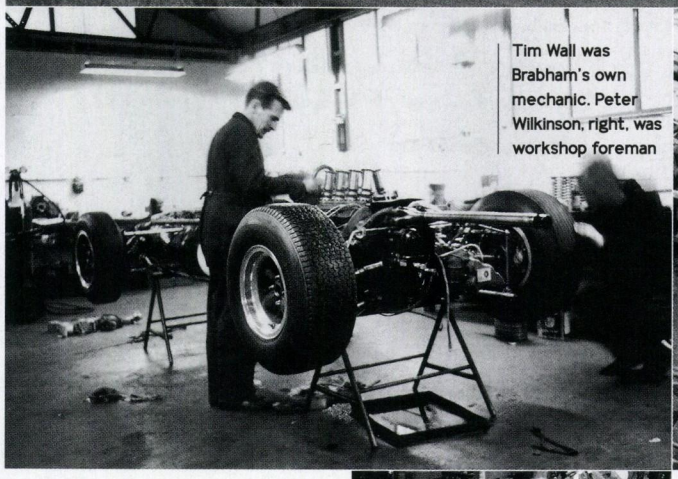
Quite a variety of racing folk were seen at New Haw. At the lower end of the scale was when I met someone who later turned out to be one of the Great Train Robbery gang: Roy James flummoxed Ron Tauranac when he paid the £1500-odd for the Brabham FJunior car he'd ordered with a large bag of notes. Ron hurried into our office asking me to drive the cash to our bank in Kingston; I have not often tried to drive so inconspicuously, safely and circumspectly. Much higher in esteem and ability – and of course honesty – were Frank Gardner, who entertained and taught me some most useful and colourful 'Strine', Denny Hulme, who was a delightful bloke, and later Dan Gurney, who was an amiable man without any 'side'.

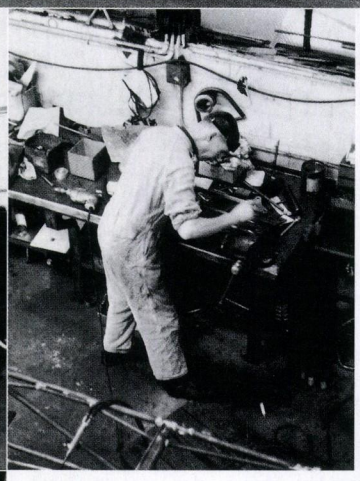
It was of course Jack Brabham who was the most remarkable racing man. Everyone around that time will recall his superb car control – he never had a serious accident of his own making. At work with us he was one of the blokes, always friendly and thoughtful, never on any sort of high horse, even though his achievements amply entitled him to lord things over everyone else. He never did.

I forget why, but once I found myself without my usual vehicle, which meant returning to my Richmond home by public transport. Jack heard this and said he was going that way that evening. He also briefly came inside – to the surprise and delight of my parents.



Scarlett was thrilled by Brabham's late pass on Hill to win 1964 *Daily Express* International Trophy


Tim Wall was Brabham's own mechanic. Peter Wilkinson, right, was workshop foreman





'Dan Gurney was an amiable man without any side'

Ron Tauranac was a complex character. Not given to the inspired originality of a Colin Chapman, he made up for this with his entirely sound, safe designs. Brabham cars were never responsible for injury to their drivers through structural failure, credit for which must go to Ron. He was not however the easiest of men to work for, and would apparently change his mind about how something should have been drawn. This happened not only to me, and in my case I took to noting the original brief in a notebook.

Phil Kerr, Jack's manager who ran Jack Brabham Motors, was another easy-to-get-on-with man whom we saw on several occasions. Friends at New Haw included Nick Goozee, now managing director of Roger Penske's British arm in Poole. David Mills was our genial office manager in whose Sunbeam Rapier we rode to our daily lunch in New Haw itself. It was a great experience, which I would not have missed for the world. M

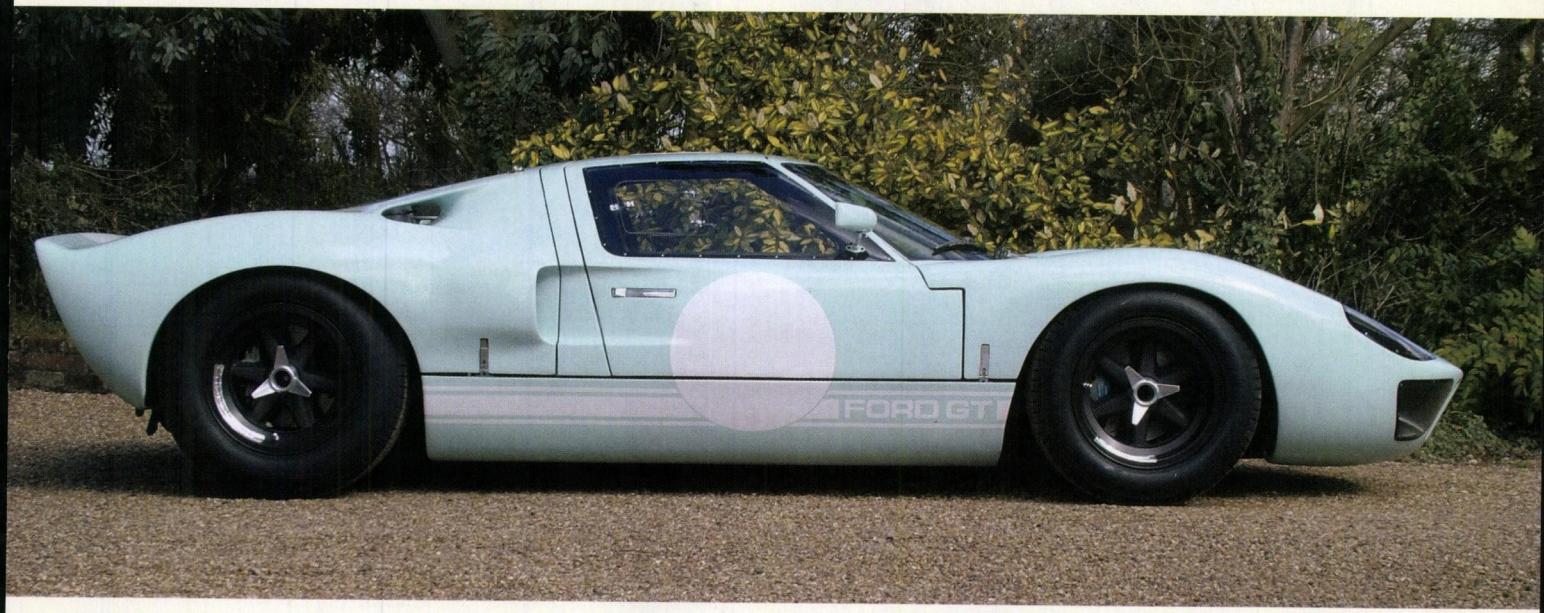

Denny Hulme (left) shares a laugh with Frank Gardner in the Brabham workshop in 1964

LAT Michael Scarlett

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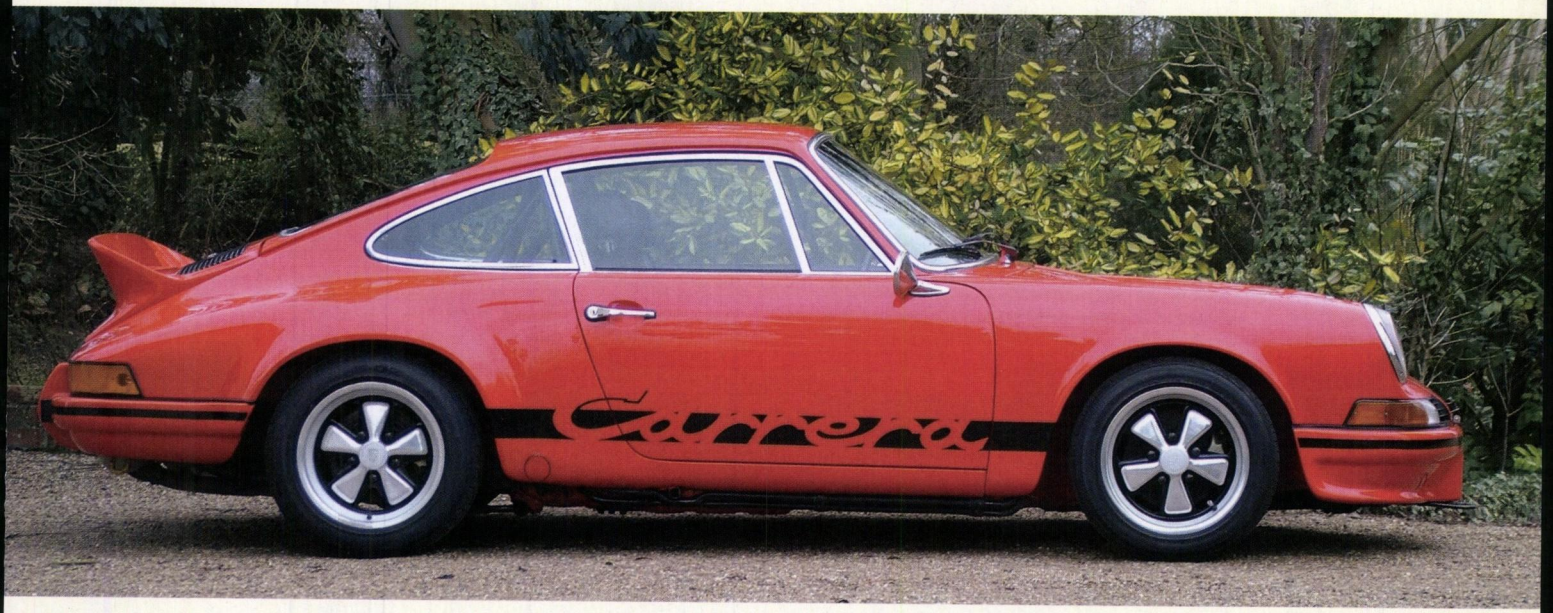
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JAGUAR XK 140 FIXED HEAD COUPE, LHD - Black/Red hide and carpets, chromed wire wheels, ex Arizona, rust free car that has been subject of a full restoration, matching numbers, C Type cylinder head, overdrive gearbox, J.D. front disc brake conversion, an excellent example.

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JAGUAR XK 150 3.8 LITRE DROPHEAD AUTOMATIC, RHD - Jaguar Dark Blue/Grey hide, Dark Blue carpets, Dark Blue hood, 16" chromed wide rim wire wheels, subject of a full J.D restoration, updates include, touring specification engine, 4 speed ZF automatic gearbox, handmade stainless steel exhaust manifold and exhaust system, power steering, uprated electrical system, alloy radiator, uprated brakes, inertia reel seat belts etc etc. Built to the highest engineering detail throughout in our workshops. STUNNING

JAGUAR XK 150 3.8 LITRE DROPHEAD, RHD - Dark Blue/Grey hide and Dark Blue carpets, Dark Blue mohair hood. Chromed wire wheels, subject of a total chassis off restoration 2 years ago, 1200 miles. J.D.Sport updates include:- touring engine, 5 speed gearbox, ignition system, alloy radiator, handmade stainless steel exhaust manifold and system, uprated wheels and tyres, uprated suspension, burr walnut dashboard, woodrim steering wheel, uprated heater, stereo system, inertia reel seat belts etc. Wonderful detailed example.

JAGUAR XK 150 3.4 DROPHEAD SPECIAL EQUIPMENT, RHD - Battleship Grey/Red hide and carpets, chromed wire wheels, subject of a total chassis off restoration to original specification. One of a handful of cars built to this colour specification. Superb example.

JAGUAR XK 150 SE 3.4 LITRE DROPHEAD, RHD - British Racing Green/Beige hide and carpets, green hood, 16" chromed wire wheels, subject of a total chassis off restoration, updates include touring specification engine, 5 speed gearbox, J.D disc brakes, handmade stainless steel exhaust manifold and system, alloy radiator, electric power steering, burr walnut dashboard and door cappings, uprated heating and electrics etc, etc. Another superb example.

JAGUAR XK 150'S' 3.8 LITRE FIXED HEAD COUPE, RHD - Birch Grey/Red hide and carpets, chromed wire wheels, full matching numbers, subject of a total chassis off restoration 10 years ago to a good useable standard. Very little use since, one of only 50 cars built in right hand drive.

JAGUAR E TYPE SERIES 1 3.8 LITRE ROADSTER CHASSIS NO. 27, RHD - Carmen Red, Black hide and carpets, Black Hood, wire wheels, original factory demonstration car, recently subject of a total restoration to original specification. One of the first batch of cars produced. Please call for full details.

JAGUAR 'E' TYPE S2 4.2 ROADSTER RHD - Primrose Yellow / Black hide and carpets, Black hood, chromed wire wheels, 2 owners from new, full history, factory fitted power steering. An excellent original example that has been correctly maintained.

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JAGUAR MKII SALOON 4.0 LITRE V8, 5 SPEED AUTOMATIC, RHD - Opalescent Silver Grey/Dark Blue hide and carpets, 16" competition chromed wire wheels, full XK8 drivetrain, independent rear suspension, fully adjustable front suspension, rack and pinion electric power steering, ABS brakes with AP callipers, electric seats, power windows, tinted glass, full leather interior, air conditioning, heated rear screen, etc etc. 1600 miles since completion.

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JAGUAR MKII 3.8 LITRE SALOON, RHD - Opalescent Light Blue/Dark Blue hide and carpets, competition stainless steel wire wheels, subject of a full J.D body restoration and bare metal re-paint, full J.D engine bay bare metal re-paint and detailing. J.D engine overhaul, 5 speed J.D gearbox, J.D power steering and brakes handmade J.D stainless steel exhaust manifold, J.D front seats, full J.D interior trim including new burr walnut woodwork, re-chromed etc

JAGUAR MKII 3.8 LITRE SALOON MANUAL WITH OVERDRIVE, RHD - Opalescent Silver Grey/Red hide and carpets, chromed wire wheels, **18000** miles from new, full history, total original specification, matching numbers. Superb unrestored condition throughout.

JAGUAR MK II 3.8 LITRE SALOON, RHD – Opalescent Dark Blue/Red hide and carpets, competition stainless steel wire wheels, J.D. Sport 5 speed gearbox, handmade stainless steel exhaust manifold and exhaust system, power steering, air conditioning, Alpine stereo system. Subject of a total restoration. Wonderful detail throughout.

JAGUAR MKII 3.8 LITRE SALOON, MANUAL, RHD - Opalescent Dark Green/Oatmeal hide and carpets, subject of a full restoration 6 years ago, updates include tuned engine, close ratio gearbox, power steering, steel siding sunroof, competition chromed wire wheels, inertia reel seatbelts etc. Very good example.

JAGUAR MK II 3.8 LITRE SALOON, AUTOMATIC, RHD - Opalescent Dark Green/Black hide and carpets, competition chromed wire wheels, recently updated by ourselves, J.D. Sport front seats, brakes and stainless steel exhaust system, re-trimmed, re-painted and re-chromed, air conditioning, late gearbox etc, STUNNING.

JAGUAR MK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD - British Racing Green/Green hide and carpets, competition chromed wire wheels, subject of a full J.D restoration 5 years ago, updates include J.D. Sport touring engine, handmade custom stainless steel exhaust manifold and system, ignition system, cruise control, J.D. Sport brakes and suspension, air conditioning, J.D. Sport front seats, stereo system, colour coded inertia reel seat belts etc. 5,000 miles, properly maintained, ready for its next journey.

JAGUAR MK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD – British Racing Green/Green hide and carpets, competition chromed wire wheels, matching numbers, subject or a total restoration 4 years ago, recent J.D Sport updates, engine/gearbox, handmade exhaust manifolds and system, adjustable suspension, ignition system etc. Wonderful example.

JAGUAR MKII 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD - Dark Blue/Red interior, chromed wire wheels, previously supplied by ourselves 9 years ago, standard car apart from J.D Sport brakes fitted in the last few months. Very good late example.

JAGUAR S-TYPE 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD - Old English White/Red hide and carpets, wide rim chromed wire wheels, subject of a total restoration 10 years ago to a very high standard, full matching numbers, J.D rack and pinion power steering.

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Grand designs

1971

They say trouble comes in threes. Indy fought off two intrusions, but not the third. By Keith Howard

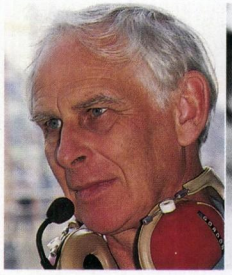
By 1970, Indy traditionalists had had their fill of foreign interlopers. First Cooper and then Lotus had eclipsed the front-engined roadster. Then Lotus pushed 4WD and turbine power, and almost won. As the '70s began, Indy diehards may have thought upheaval was past: rear engines were now the norm; 4WD and turbines had been outlawed. But in 1970 McLaren built its first Indycar, the M15. It was a toe-dipping exercise and relatively conservative, but one feature presaged the revolution McLaren would initiate the following year.

Wings separate from the body were banned by USAC, so designers tried to generate downforce via the car's body or with upswept engine covers. But with the M15, McLaren went a step further by forming the engine cover into a wing. It wasn't large and, being immediately behind the roll-over bar, wasn't fully effective. But it established that there was sufficient flexibility in USAC's rules for wings to get in through the back door.

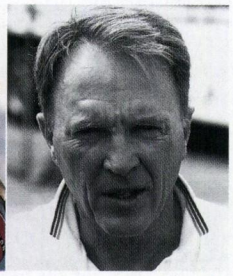
McLaren's 1971 car, the M16, was much bolder and quickly proved itself the car to beat. With wedge body and front wings to balance a rear wing now behind the rear wheels, albeit still attached to the engine cover, it introduced F1-like aerodynamics to devastating effect. So successful was it that McLaren ran developments of it through to '76.

McLaren should have won the 1971 Indy 500, but Mark Donohue (Team Penske M16) retired from the lead with gearbox problems, and pole-sitter Peter Revson lost confidence in his M16's handling and finished second. In '72 Donohue won, and the M16 scored again in '74 and '76.

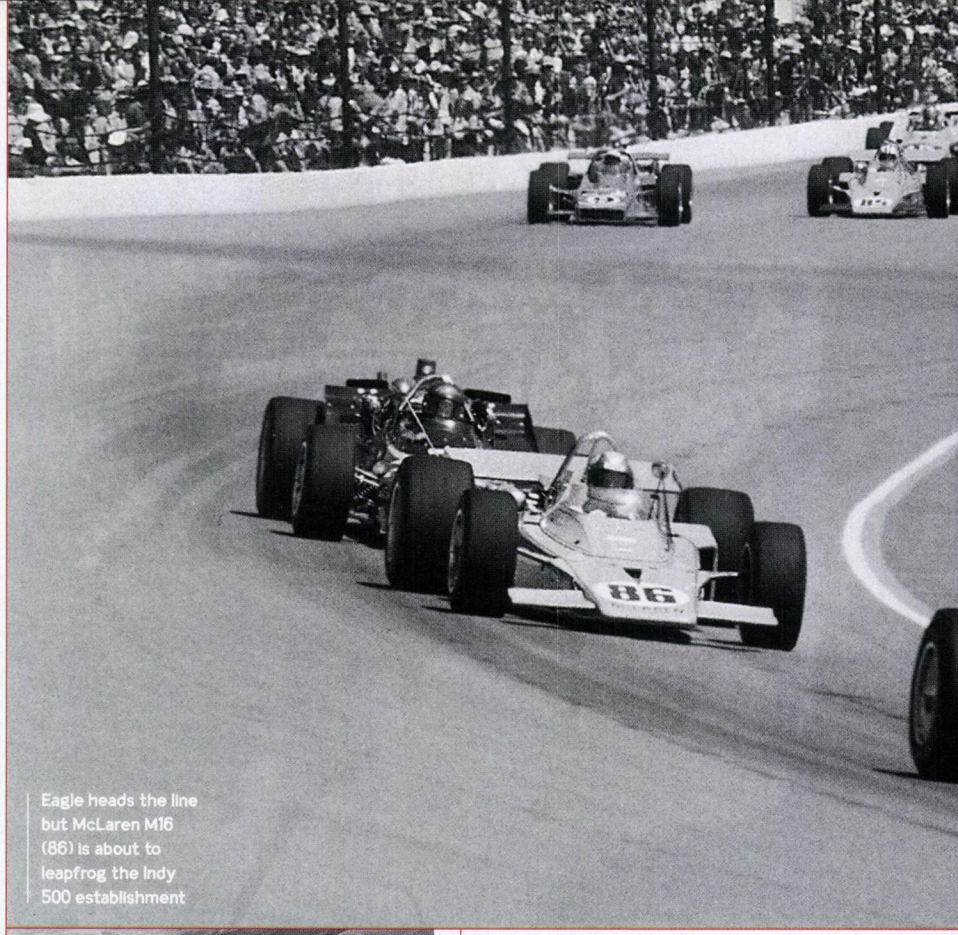
Sternest resistance came from Dan Gurney's All-American Racers, whose Eagles won in 1973 and '75 and should have won in '72. Here Gurney and M16 designer Gordon Coppuck discuss the M16 and AAR's response to it, which made for one of the toughest constructors' battles in Indy history.



McLaren's Gordon Coppuck



Dan Gurney, AAR president



Eagle heads the line but McLaren M16 (86) is about to leapfrog the Indy 500 establishment



McLaren sneaked a wing onto the M16 engine cover

RIVALS' REACTION

GC: "Wings were banned as a bolt-on piece, but in the 1970 car [the M15] we had successfully adapted the engine cover into a wing as there were no regulations specifying what the engine cover could comprise. There were complaints when we ran the larger rear wing and front wings on the M16 in 1971 but others, notably AJ Foyt, quickly copied us. As soon as the wings were put on, drivers didn't want them taken off again because they felt so much more confident and safe in the car. So it snowballed: we opened the door and everybody else rushed in. We actually helped Foyt with his early wing development because we knew once we had him on board the door wouldn't be closed again. All credit to Teddy Mayer for playing that political card. Doing the deal with Penske also meant there was another strong voice for wings."

DG: "We didn't challenge the legality of the M16 because that isn't the way we did things. Our Eagle became obsolete the first time the M16 ran, but necessity is the mother of invention. Since the first Indy 500 in 1911, the increase in qualifying speed averaged maybe 1.5mph per year. All of a sudden it leapt 8.5mph in one swoop when the M16 showed up. It was a bit of a shock - what happened to tradition?"

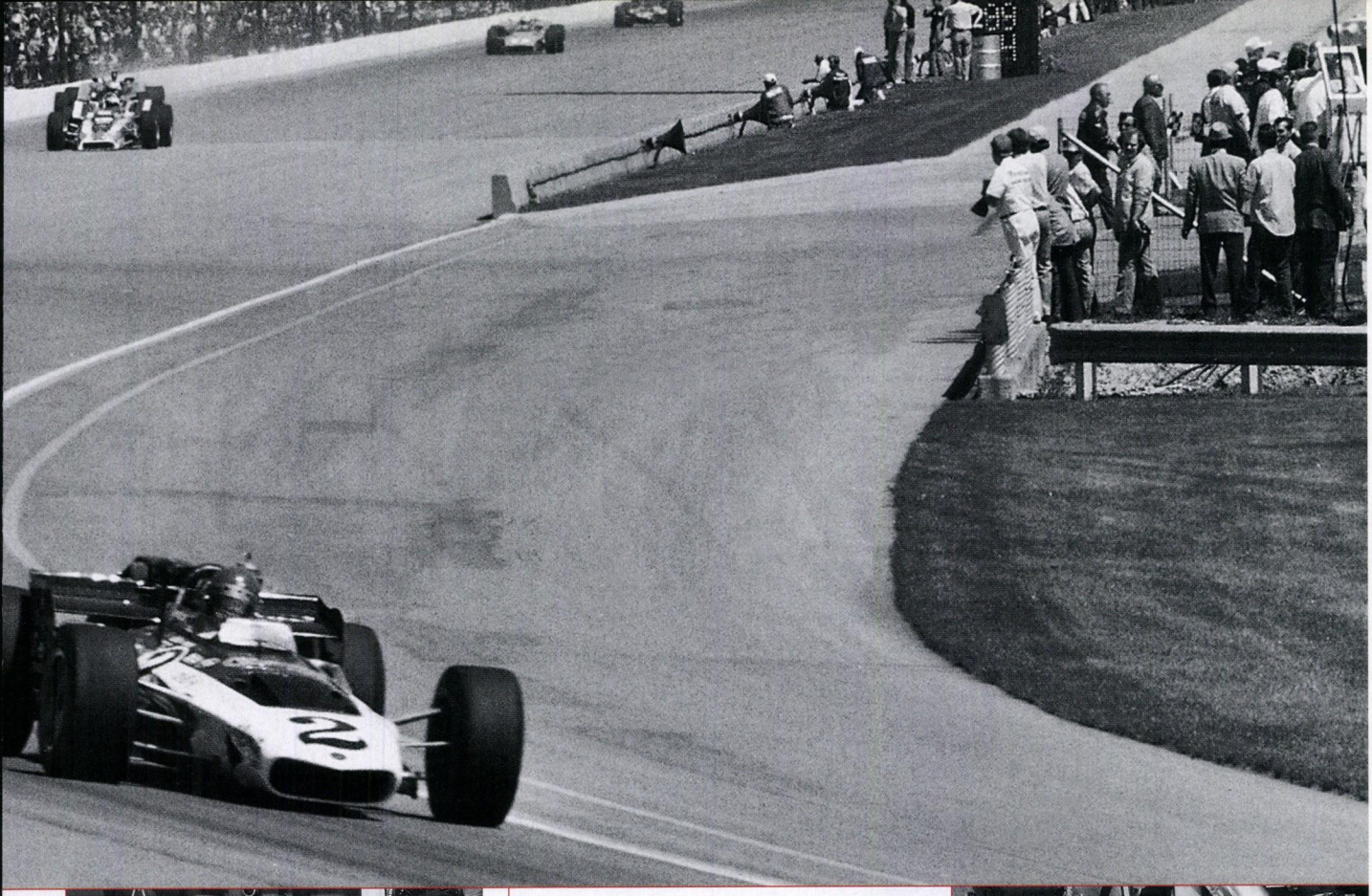
AERO DEVELOPMENT

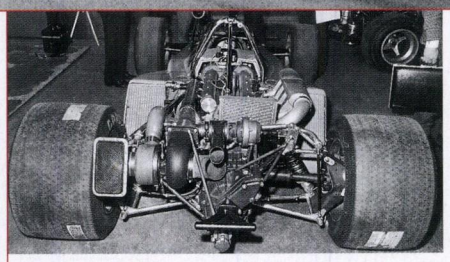
GC: "The wedge came from the Lotus 72, which tidied up the messy airflow from a front radiator. Downforce from a wedge is quite draggy but the gain in corners more than made up for it. Once USAC accepted wings, and they were freed from the body, we reduced the wedge angle. We didn't do any wind tunnel testing before running the M16 in '71, but for '72 we used Lockheed's tunnel - no moving floor but it did run fast. We understood about centre of pressure, drag and downforce whereas others concentrated on drag. We had more drag with wings, but we knew how much we could suffer in order to generate downforce."

DG: "We had no tunnel but we had enough curiosity and fabrication capability to experiment with the '71 Eagle - we'd strap a ping-pong table to the car with an angle on it! We tried wings over the engine and behind the rear wheels, and all sorts of cooling arrangements. We couldn't conjure up a brand-new car like McLaren, but our '71 car was on the front row of every race bar one; we had seven poles and four new track records. But there was no doubt that whatever we tried - and we never gave up - the M16 was a superior car."



For 1971, AAR used wedge profile with front radiator





Turbocharging kept ancient but compact Offy in frame

THE OFFENHAUSER ENGINE

GC: "Although it was a 40-year-old design, the Offy – largely through Herbie Porter, who'd been the first to turbocharge it for Indianapolis – produced decent horsepower and was much lighter than the Ford V8. We had our own engine shop so you couldn't say that we raced Porter engines, but Herbie was employed by Goodyear and we were a Goodyear runner, so if you blew an engine – and the things were grenades – you could get a replacement immediately from Herbie: a clever move on Goodyear's part because it meant that their senior teams couldn't get themselves into a situation where they were unable to participate."

DG: "We wanted to beat McLaren, not equal them, so we didn't try a slavish copy of the M16 for '72, as some others did. What we did was try to build a nice home for the Offy engine. That meant very good cooling. Also, our 1971 car had had a relatively high centre of gravity, which wasn't very smart. The realisation that we were looking at big jumps in speed took us into new territory structurally, so we had to build it more robust to maintain a degree of safety. Roman Slobodynskyj, the head of our design group, was very good at packaging a car, which in the end dictates how safe and efficient it is."

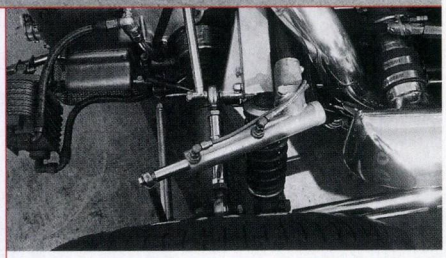
INDY DISAPPOINTMENTS

GC: "We pulled Peter Revson's car apart after the 1971 race but never discovered the problem. We were disappointed to be runner-up, especially as Mark Donohue had been leading the race before his gearbox failure. From then on we specified aircraft-quality steel for the gears, and never had a gear failure again. We used a four-speed 'box instead of the normal two-speed; there's a small power loss but it improved acceleration out of the pits and after yellow flags."

DG: "We should have won in '72 but we didn't have a test track or dynamometers to test reliability. That probably accounted for Bobby Unser's retirement. When Jerry Grant made an unexpected stop we were leading but we'd lost our radio three laps in so I had to guess why he was coming in. The only thing I could think to do was add fuel, so I waved Jerry into Bobby's slot – but he needed a tyre. I tried to tell the crew not to put fuel in, but they hooked up for about 6sec. We changed the wheel, and Jerry came out and finished second, but George Bignotti had seen the fuelling from Bobby's rig, which was against the rules, and protested. They stopped our race at lap 182, so Jerry ended 12th."



Revson pits during '71 500, where he ended up second



Eagle used adjustable-length arm to alter roll stiffness

REAR SUSPENSION

DG: "At Indy the handling balance of the car would alter during the race because of fuel load, tyre wear and changes in the track itself. As a driver I often found that if I could have pulled into the pits to make an anti-roll bar adjustment I'd have been able to go a whole lot quicker. With no way of doing that you just had to say, 'That's another year down the tube' – it was very frustrating. So for the '72 Eagle we conjured up a hydraulic means of shortening or extending the actuating arm of the rear anti-roll bar. You could make it shorter and stiffer, or longer and softer. It wasn't as clever as the blade system that Porsche came up with but functionally it was quite good. You could compensate as the handling of the car changed."

GC: "We used a camber compensation system in the rear suspension of the M16. Instead of the inboard pivot of the inside wheel upper link being connected to the chassis, it was connected across to the right-hand wheel. So in a corner both wheels tilted the same way to maximise cornering force. We were able to do this at Indy because all the corners there are left-handers. It was probably worth about 1.5mph over a lap, but as tyres improved in future years it became redundant and we reverted to a conventional arrangement."

LAT Ludvigsen Library

"Foyt and the Unsers didn't like him because he shook up the establishment. They feared him"

Tom Sneva was one of the fastest drivers around during a decade of Indycar racing – but he remains an enigma. David Malsher tracked him down to tell his side of the story





Sneva at Indy during '78 title-winning year. And playing the fame game (left)

Indianapolis track announcer Tom Carnegie was whipping the crowd up. "It's a new track record!" he called as Tom Sneva, driving the Penske-run McLaren-Cosworth, completed the first of four laps on his qualifying run for the 1977 Indy 500. The official speed was 200.401mph. On his second lap he improved it still further with 200.535, then as the tyres went off he rounded out with 197.628 and 197.032. It gave him a four-lap average of 198.884mph. It also gave him pole position.

"It's an interesting story behind that," recalls Sneva 29 years later. "The last hour of practice each day in the week running up to qualifying is usually coolest and quickest, and it's called happy hour. I'd been concentrating on getting the car handling comfortably in the heat of the day, when qualifying was going to be, and was running 197s. Mario [Andretti], my team-mate for quite a few races that year, was running 199s but in happy hour. But on Thursday night Penske decided to put Mario's set-up on my car for Friday practice.

"Back then the crews used to time me at Turn 4 and the first hot lap I came through at 201mph, the fastest ever at Indy at that time, but I didn't quite make it through and took the right side off the car against the wall. So the guys worked all night to try and get the car ready for qualifying the next day, and I told them that Mario's set-up may be a little quicker, but I know I can make all four turns with mine. So we put my set-up back, and though with Mario there I was like the B-driver on the team, on the Saturday, when the pressure was on, there was only one guy to do it – and it was the B-driver…"

Ultimately, it would remain Sneva's best memory of the 1977 Indy 500. On raceday his McLaren was beaten into second place by AJ Foyt, whose Gilmore team's slightly slicker pitstops appeared to make the difference: "It was very disappointing, but I had never had any success at Indy before, so finishing second wasn't too shabby."

His sense of perspective is doubtless influenced by the fact that at the same venue two years earlier he was lucky to survive a huge shunt.

'I taught Maths and Phys Ed – and drove the bus'

Touching wheels with a backmarker going into Turn 2 on lap 126, Sneva's McLaren was launched into the wall and performed a sequence of cartwheels that sprayed methanol across the VIP suites, before eventually coming to rest in two big pieces – the tub and the engine – and a million little ones.

"The last thought I had was that I was dreaming I was flipping out of the ballpark at Indianapolis, and like dreams do it just faded out. Next thing I knew I was in the hospital, with two broken vertebrae in my back and burns over about 30 per cent of my body. Then I saw the replay and realised I was lucky."

As was Penske to have a driver of such remarkable fortitude. Just four weeks later, having missed only one race, Sneva was back. He was soon racking up podiums, scoring his first win at Michigan and finishing sixth in the 1975 championship.

Just three years earlier he had been a weekend racer whose job was teaching at a school in his home town of Spokane, Washington State: "My father was a stock car driver and I raced too, but I wasn't sure I could make a living at racing. I had two kids and I had to put food on the table. I was a Phys Ed major and went on to play a couple of years' college basketball. But I'd realised the market for a slow, short, white guard wasn't too promising. So I became a Maths and Phys Ed teacher – and the school bus driver."

Not only did it pay a regular income, teaching also gave him the summers off – to go racing. The only Indycar team owner from the north-west was Rolla Vollstedt, who noticed Sneva's success in self-built rear-engined sprint cars and thus gave him his Indycar debut at Trenton, New Jersey, in 1971.

Still without the money to buy a ride, Tom wouldn't race an Indycar again until 1973. The school generously granted him May off to pass his rookie test at Indy, but then »



Bettmann/Corbis Bob Trondone

pushed him to commit to one career or the other. He chose motorsport.

From being an occasional gun for hire in 1973, his sprint car performances with Carl Gehlhausen that year earned him a full-time ride with Grant King Racing in '74. The results were poor, but he had the car going quicker than any of his predecessors, with eight top-10 grid slots. When Roger Penske's regular driver, Gary Bettenhausen, broke his arm in an accident in a dirt race, Sneva was top of his shopping list.

After 1975's extreme highs and lows, '76 was a wash-out, two third places being the highlights; no-one involved is sure why, but one possibility was eliminated when Penske replaced his Offenhauser engines with Cosworths for '77. Sneva won in Texas and Pocono to build the foundations of his first title. He retained the crown in '78 on sheer consistency. The pace was there – he took seven poles – but amazingly the champion didn't win a single round!

"We messed up in the pits a few times; little things went wrong," recalls Sneva, "but what hurt us more than anything was that this was the first full year that Penske ran his own Indycar. We did all the testing in the first car Penske built, but as the A-guy, at the start of the season, I got a fresh chassis, and Rick Mears as the new boy on the team got the test car. Well for some reason the prototype was always better than any of the cars that followed."

Mears, in his sophomore season, chalked up three wins and became Penske's golden child, while Sneva's relationship with the Captain turned sour: "There was some inner-squad fighting, partly I think because I wasn't winning races. Everyone from the crew chief down wanted to protect his own situation so fingers got pointed towards the driver more often than they should have been. For my part, I saw in Penske a team that was about 85 per cent efficient, and my suggested changes weren't well received by the team. It wasn't until I went and ran elsewhere that I realised running at 85 per cent efficiency made Roger's team far more efficient than any other!"



Taking third at Mosport in '77 title year



First appearance at Indy with King, '74

'Penske had 85% efficiency - better than any other!'

And so Sneva was rewarded for two consecutive championships by being shown the door. Jerry O'Connell's Sugaripe Prune team offered him a lifeline for 1979, and then a ground-effect chassis, the Phoenix, in '80. A crash in practice at Indy meant starting the race from 33rd and in the old back-up McLaren, but what followed was a Sneva classic, as he fought through to finish second: "That was my best day at Indy, better even than winning it in 1983. In 1980 we had a small team, our car was several years old, we started last, we maximised the team strategy, the pitcrew did a great job and I think I drove as well as I've ever done there."

It wasn't until the end of the season – appropriately enough, in Phoenix – that he was able to take the Phoenix chassis' first victory, despite being jammed in fourth gear from green to chequer, and starting from the back!

That was the first of four wins for Sneva at the tricky tri-oval, and that, says famed US racing journalist Robin Miller, is no coincidence: "Trenton, Milwaukee [another venue where Sneva won four times] and Phoenix were real drivers' tracks, where you shone if you could handle traffic, and Sneva was as good in traffic as anyone I've ever seen in 37 years of covering this."

George Bignotti, legendary crew chief with whom Sneva would work from 1981-83 in the new Bignotti-Cotter team, concurs with Miller's view. "Tom was an excellent, brave driver, and had a pretty heavy foot," he chuckles. "At Milwaukee, once the race was underway, he'd go to the outside line and take four or five laps to clean the track. And then zip, he was gone! His only fault was that he tried to be an engineer too. I used to set up the race and spare car identically and one time at Michigan he kept coming in and telling us, 'Change this, change that.' Finally it was almost qualifying time, and he came in and said, 'I can't drive this car'! So we got the spare out, which hadn't been touched and he went out and went quickest!"

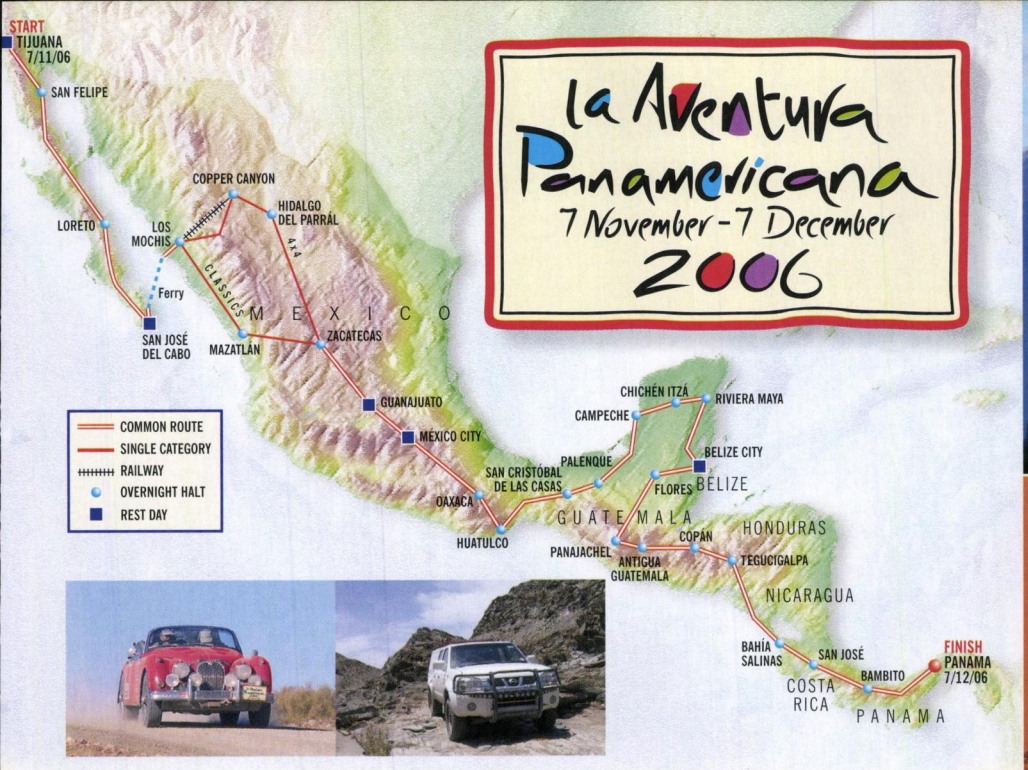
The counterpoint to that comes from Miller: "After practice once, Tom wanted to change springs, and he and Bignotti started screaming at each other. Bignotti was yelling, 'You don't touch that car: I'm the mechanic; you're the driver. We're going to lunch, and when we come back you qualify.' After George stormed off, Tom got me and some other guys to lift up each corner, he changed the springs himself, then he went and got pole!"

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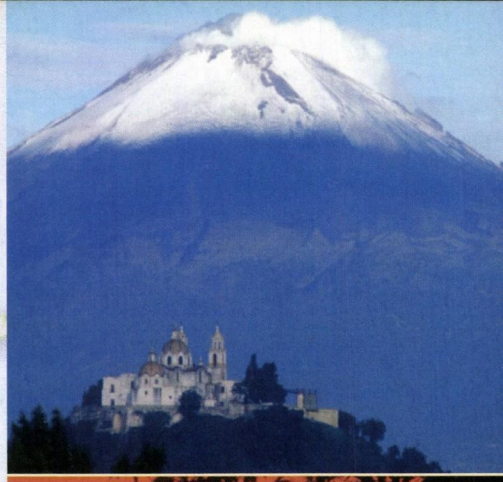
Sneva drove Bignotti-Cotter March to fourth place in 1982 Indy 500

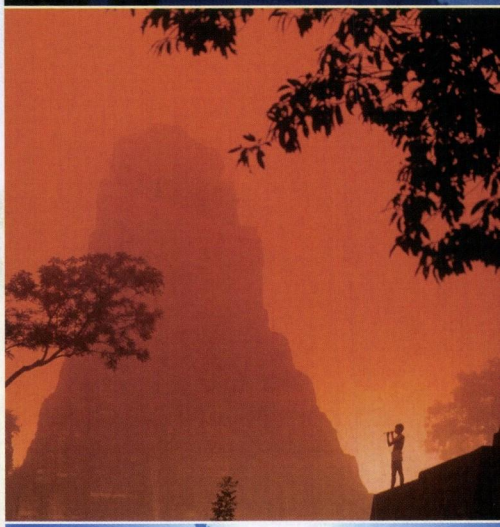
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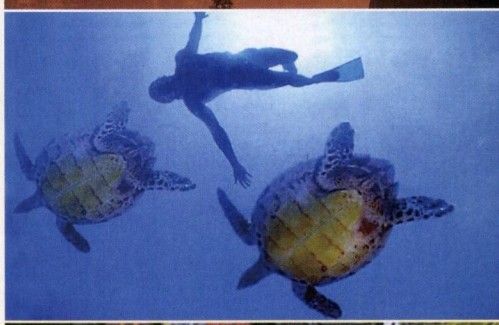


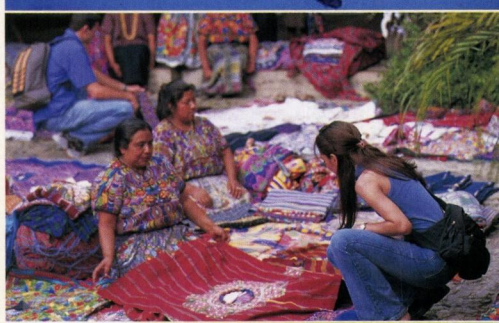
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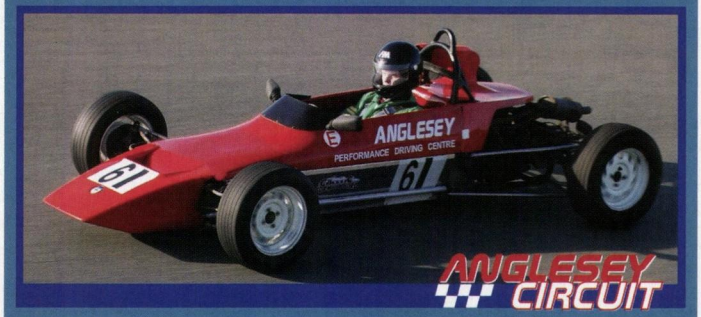
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by

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Even with Bignotti's expertise on his side, Indy 500 glory wasn't a given. In 1981, the late arrival of the March chassis meant qualifying on the second weekend and Sneva was consigned to mid-grid, despite lapping quicker than pole. Nonetheless, he was battling for the lead when his gearbox failed on lap 67.

Then, in 1983, it came right. "Strange thing is," recalls Sneva, "I was less optimistic of our chances than I had been in a lot of previous years. We'd had a lot of engine trouble in practice, and Bignotti and I were fighting. I didn't expect to be around at the end of the race."

"I'd had some special cams built by Ed Winfield," says Bignotti, "and we had headers which gave us more torque and a little less rpm. But with the right gear ratios it made a good combination: we ran lower boost but stayed with the leaders. Towards the end of the race, Tom was running a full load of fuel and couldn't pass Al Unser Jnr, who was some laps down. But with about 12 laps to go we gave Tom the signal to put the boost up to normal, and he went into Turn 1 past Al Jnr, passed Dick Simon [second place] on the short chute between 1 and 2, and took the lead from Al Unser Snr coming out of Turn 2. By the time Tom came out of Turn 4, he was already 10 car lengths ahead of Big Al!"

But just as two championships weren't enough to earn Sneva a top

'Tom loved arguing - he lived for that stuff'

ride when he departed Penske, now the reigning king of Indy looked to be losing out at the end of 1983. The Bignotti-Cotter team was dissolving, and the established teams had their line-ups settled.

Then Teddy Mayer and Tyler Alexander stepped in and offered him a March, and Sneva leapt at the chance: "It only happened because I could talk Texaco into staying on board with me, but it was a great experience; working with those two guys was great. We only just missed winning the championship."

That team too disbanded at year's end, and Sneva was offered a deal to join the Dan Gurney-Mike Curb operation for 1985. But Gurney departed at the end of '85, and though Sneva stuck with Curb for another couple of years, a handful of podiums in three seasons riddled with disappointments were the beginning of the end for Sneva's Indycar career. After a year of near sabbatical in '88 (he raced only at Indy and Michigan), he returned full-time for Andy Granatelli's vain efforts to make the Buick engine competitive in '89. The partnership lasted eight races.

It wasn't only the Buick's narrow rev band that separated Sneva from the boys at the sharp end of the grid like Michael Andretti and Unser Jnr. "As road racing and street racing became a bigger and bigger part of the championship, that's when Tom – along with a lot of others from his generation – got left out, becoming Indy-only guys," says Miller. "He wasn't a godawful road-course racer, but it was something he just hadn't done." In 1992 Tom Sneva competed at Indianapolis – and in Indycars – for the final time.



In Phoenix at Phoenix, stuck in fourth!



Another win at Phoenix, this time in '84

Beyond some remarkable statistics, what then is the legacy of the Gas Man (a nickname Sneva earned first because of his reputation for being hard on it, and then too because of his Texaco sponsorship)?

Miller: "Tom was good with the fans and refreshingly good with the media too because he always said what was on his mind. For example, he'd rail on at CART [the governing body of the time] about safety, about drivers' legs sticking out in front of the front axles, which meant they got badly injured in head-on shunts. Finally CART did change the regs. But Gordon Johncock had the greatest quote about Sneva: 'If Tom was one of 10 people in front of an elevator, nine people would press the up button, and Tom would want to go down.' He loved arguments, he lived for that kind of stuff."

It was natural, then, that he would have particular problems with those of a similar disposition. "Oh yeah, Foyt and the Unsers didn't like him, because he shook up the establishment, and started winning poles and races from them. They feared him. Actually," concludes Miller, "everyone who was around at that time knew Tom Sneva was top class, that in any given race they had to beat him. They might not have said it, but they knew it."



Later in his career, Sneva (33) battles Derek Daly (10) and Kevin Cogan (7) in Toronto, '87

Murenbeeld/LAT Bob Tronolone

MONACO
Grand Prix Historique

Stirling Moss in a Ferguson... Sixty 3-litre Formula One cars... A host of Formula Juniors... Just some reasons to make the trip to Monaco. By Paul Lawrence

Photography by James Mann, Automobile Club de Monaco

The weekend before the contemporary Monaco Grand Prix, the most famous street circuit in the world will echo to the sounds of cars from across the venue's 77-year history. After qualifying sessions on Saturday May 20, the seven races will run throughout Sunday.

The wildly oversubscribed entry list features top drivers, well-known cars and other machinery recommissioned solely for an event which offers the setting, glamour and atmosphere of the modern Grand Prix but without the crowding and excessive restrictions.

To see ERAs, Maseratis, Coopers, Ferraris and Tyrrells sliding through Casino Square, plunging down to Mirabeau and blasting out of the tunnel is to experience a very special part of motor racing's living heritage.

Such has been the demand for places on the grid of 3-litre F1 cars – there are nearly 60 entered! – that the Automobile Club de Monaco has taken the unprecedented step of splitting the field into two races, with a cut at 1975.

The race meeting is designed to celebrate the full history of the Monaco GP, and so the earliest cars in the pre-war Voiturette and Grand Prix car race date back to the late 1920s. With ERA R9B no longer in the hands of 2004 winner John Ure, the way is open for the Maserati and Bugatti pack to pounce. Stefan Schollwoeck's Maserati 6CM will start as favourite.

In 2004 Duncan Dayton took two victories back to the USA, the first at the wheel of his Lotus 16 after seeing off the challenge of the similar car of Joaquín Folch. That contest will be rejoined in the Pre-61 Grand Prix car race, where Stirling Moss will return to the scene of one of his most famous wins back in 1961. This time Moss will race the Ferguson P99 for the first time in four decades. A gaggle of five Maserati 250Fs will grace the grid, but Barrie Baxter's TecMec variation on the theme could be faster than the original cars.

The only non-single-seater race is for Pre-53 Sportscars, with Jaguar C-types and Ferraris to the fore. Bruce McCaw's mighty Mercedes 300SL and the nimble BMW 328 of David Franklin could also feature.

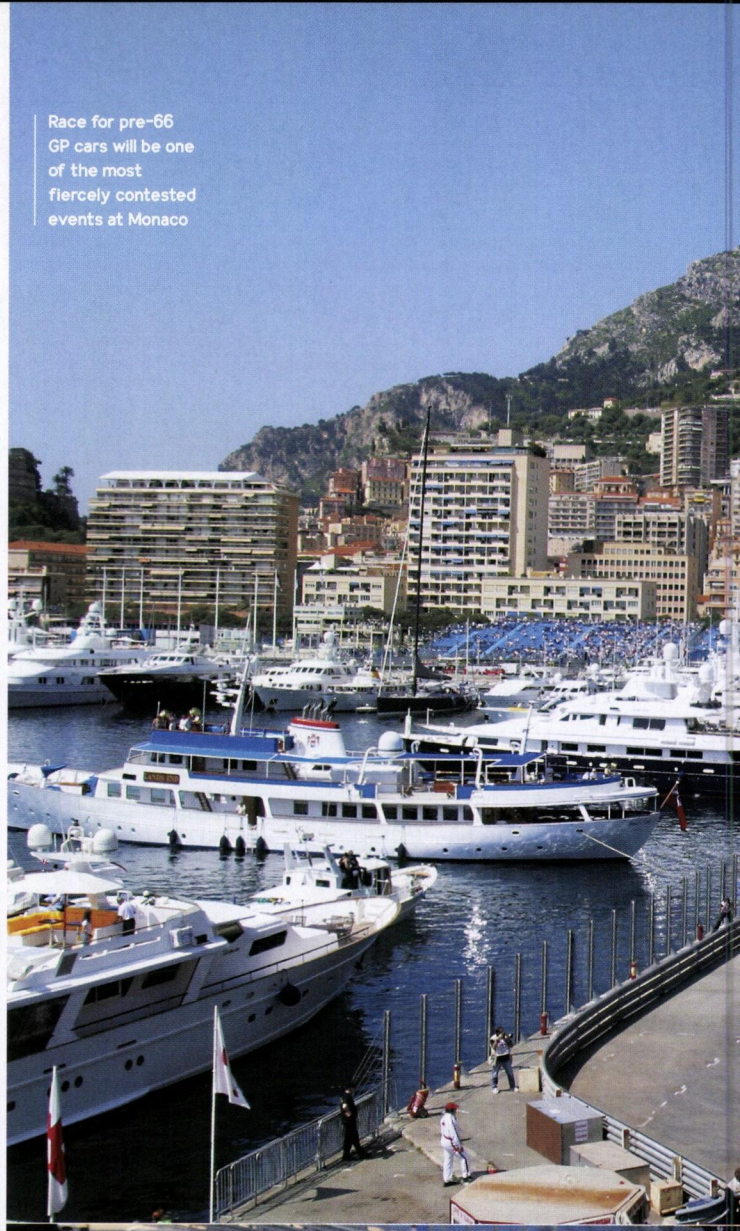
A fabulous rear-engined Formula Junior field is packed with potential winners, all hoping to topple the Stanguellini of 2004 victor Joe Colasacco. Just as competitive will be the Pre-66 Grand Prix car race. Dayton will be aiming for another win in his Brabham BT11 but faces street circuit ace Michael Schryver's Lotus 18, Brian Redman (Scirocco) and Monaco resident Frank Sytner in a Lotus 24.

Dayton (Brabham BT33) and Folch (McLaren M23) head the Pre-75 F1 grid, but the real dark horse could be Monaco debutant James Hanson in his Surtees TS9B.

Finally, Martin Stretton (Tyrrell P34) and Sytner (Penske PC3) will go head to head in the 1975-78 F1 contest, which includes no less than four Ferraris. M

PROGRAMME
What happens where and when

May 18/19 Scrutineering, Quai Albert I
May 20, 7.30-18.50 Qualifying
May 21 - Racing
10.00 Rear-engined Formula Juniors
11.00 Pre-47 Voiturette and GP Cars
12.00 Pre-61 front-engined GP Cars
15.00 Pre-66 rear-engined GP Cars
16.00 Pre-75 F1 Cars
17.15 1975-78 F1 Cars
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Race for pre-66 GP cars will be one of the most fiercely contested events at Monaco



Left: McLaren M19 leads March 711 in '04 meeting: F1 grids have been split for '06 event



Classic sportscars such as C-type (right) and Frazer Nash (below) are well catered for



Ferrari will again be demonstrating an array of historic and contemporary Grand Prix cars



CAR TO WATCH
BRABHAM BT42

Sportscar driver Paul Knapfield will have one of the first single-seater races of his life when he pilots a Brabham BT42 in the Pre-75 3-litre F1 encounter. It will be the car's first European event for over three decades, and its first appearance at Monaco.

Chassis number six was built in July/August 1973 for Brabham team sponsor Ceramica Pagnossin after its original chassis was wrecked in the famous multi-car shunt at Woodcote at Silverstone. In all nine cars were eliminated in the massive accident. Italian Andrea de Adamich was the only driver injured, sustaining a broken leg in the destroyed chassis BT42/4.

The replacement chassis was first raced by Rolf Stommelen in the Austrian GP in mid-August. Though he retired at the Osterreichring, Stommelen then finished 12th in both Italy and Canada before BT42/6 was raced by John Watson at Watkins Glen in October. It then passed to the Scuderia Finotto team in Italy and was entered for several grands prix in 1974, although it only qualified once, in the hands of Gérard Larrousse at Nivelles in Belgium.

Its last race in Europe was a Shellsport Group Eight race at Mallory Park in March 1976 in the hands of the unimpressive Luigi-Mimmo Cevasco. After a spell in an Italian collection the car went to the USA and was raced there as recently as last summer.

"It's very genuine," says Simon Hadfield, who is preparing the car for Knapfield. "We can make it much, much better. Everything is there. We've done the crack testing, and worked on springs, dampers and roll bars. The DFV engine has been done by Nicholson-McLaren. I don't think it's ever been crashed," adds Hadfield of a car that remains in remarkably original condition.

Knapfield will hope to do better than the BT42s managed in period in Monaco. Wilson Fittipaldi finished 11th and last in the 1973 race after fuel problems, while Carlos Reutemann retired.

"For Monaco it should be brilliant," says Hadfield, whose team will tend the car. "It's a small and compact car and, like all of Gordon Murray's designs, the ergonomics are superb. It was built around Carlos Reutemann, so the cockpit is a decent size."



Hadfield tests BT42 at Donington Park

Mick Walker

Theory of relativity

It's an old game for racing enthusiasts to try comparing, say, Alonso with Fangio. But there is a way of assessing their cars. Mark Hughes explains

How would a 1906 Renault or a 1939 Mercedes fare against last year's McLaren MP4-21? How would they relate to each other? Would a current car have as big a lap time advantage over the Merc as that car had over the Renault? This and similar questions about cars that never competed against each other can in fact be answered, with a reasonable degree of certainty, by the Pomeroy Index.

Devised by Laurence Pomeroy, engineer and motoring journalist, the index is a perspective device for comparing lap-time potential of grand prix cars from different eras. Starting with an index figure of 100 for the first grand prix-winning car, the 1906 Renault, he made comparisons only at tracks where grand prix cars ran on two consecutive years, to build the index figure for the next year. He repeated this process for each year. By the time we get to an index figure of 200 (the 1969 Lotus 49B) it means that in theory the Lotus could lap any given track in half the time of the '06 Renault.

Pomeroy used his index to illustrate order-of-magnitude progress in the overall performance of the cars and it gave him a way of directly comparing performance of machines that never raced against each other.

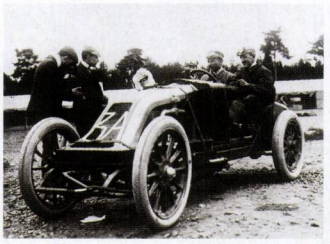
The device cannot be 100 per cent scientific because it depends wholly on recorded lap time data and so takes no account of the subtler differences that could be at play other than car performance – such as differences in track surface, wind strength and direction, and driver performance. But the most obvious of these potential skewing factors – rain – can be discarded simply by not including any wet-weather data. Overall it does make for a very useful long-range device as long as you bear in mind that it is an approximation of the truth and don't imbue each decimal point with undue significance.

Pomeroy took his index up to 1953, and in a continuation of Pomeroy's work Leonard Setright extended it to 1966 in his book *The Grand Prix Car 1954-66*. Whereas Pomeroy had used race lap times, Setright preferred to use qualifying times. It's relatively simple to continue the list to the present day, starting from where Setright left off. First work out the fastest car of any given year, using qualifying times to establish a super-grid where the pole time is assigned a value of 100 and where subsequent times are expressed as a percentage of that. For example, pole at the first championship race of '67 was the Brabham BT20 at 1min 28.3sec. If we assign this time a value of 100, then the Honda RA273 at 1min 29.8sec gets a value of 101.699 for that race. Its time deficit of 1.5sec represents 1.699%. Do this for each car at each race, then average each car's values out over a year to find the fastest.

Next, compile a list of tracks common to both this and the previous year (in this case 1966 and '67) in unaltered form. Then compare the lap times of the overall fastest car of '66 with that of '67 at each track. In this case we would be comparing the times of the '66 Ferrari 312 with the '67 Lotus 49 at Monte Carlo, Spa, Zandvoort, Nürburgring, Monza, Watkins Glen and Mexico City. Using these stats we'd derive an average percentage difference between these two cars, and that would be added to the index figure of the '66 car to give us a new index figure for the '67 car. Repeat each year.

With a full up-to-date list, we can also rewind through time, giving a theoretical lap time of, say, a 1906 Renault or 1948 Alfetta around a current track. Using the Pomeroy Index, the fastest qualifying grand prix car to date is the Ferrari F2002 (because parc fermé qualifying rules in force since 2003 have effectively made the cars around 50kg heavier in qualifying, and aerodynamic restrictions in place since last year have further restricted things). That car qualified at Spa with a lap time of 1min 43.726sec. Using the Pomeroy Index we can say that theoretically the 1906 Renault would go around the same track in 4min 03.756sec.

Here then is the first 20-year instalment of the fastest cars of each year in a century of grand prix racing, with a 'virtual' lap time for the current Spa-Francorchamps circuit.



Renault's first GP winner, Szisz driving

1906 RENAULT

Index Figure: 100

Virtual current Spa lap: 4min 03.8sec

Its 13-litre, four-cylinder, side-valve engine gave 90bhp, enough for a maximum of 92mph in third (top) gear. It was advanced in its use of shaft drive rather than the more commonplace chain. As with grand prix cars for the next eight years, there were brakes only on the rear wheels. Ferenc Szisz, the former riding mechanic of Louis Renault, used it to dominate the inaugural GP, at Le Mans.



Lorraine-Dietrich: fast, but not reliable

1907 DE DIETRICH

Index Figure: 102

Virtual current Spa lap: 4min 01.7sec

Four-cylinder, side-valve, 17.3-litre engine produced 120bhp and drove through four gears. It complied with a regulated fuel-consumption limit of 30 litres/100km (9.41mpg). Even though Fiat won every major race in this year, the Lorraine-Dietrich was capable of lapping faster. Arthur Duray retired it from the lead of the French GP with gearbox failure.

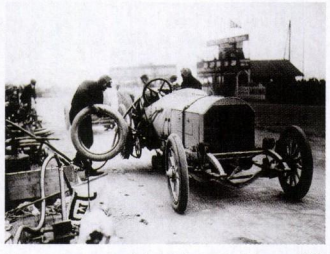
1908 MERCEDES

Index Figure: 105.5

Virtual current Spa lap: 3min 58.1sec

For the 1908 French GP, cars had to have a minimum weight of 1150kg, and four-cylinder engines such as this had a bore size limit of 155mm.





Mercedes vanquished Benz in France '08

The Merc's 13.5-litre engine had side exhaust valves but overhead inlet valves, laying the groundwork for future full overhead valves and the resultant improvement in combustion chamber shape. It all made for 135bhp at 1400rpm. Christian Lautenschlager won the French GP with this car after a close fight with Victor Hémery's Benz.

100 Years of **Grand Prix Racing**

Lautenschlager makes his mark on 1914 GP de l'ACF – but how would his Mercedes fare now?

1912 FIAT S74

Index Figure: 108

Virtual current Spa lap: 3min 55.5sec

GP racing's return saw an unrestricted formula. Fiat's 14.1-litre, 190bhp motor featured an overhead cam and four valves for each of four cylinders, but the car was outmoded in retaining a big straight-profiled chassis and wooden fixed wheels with only the rims detachable, at a time when some rivals were saving pit time with fully detachable wire wheels. In the French GP David Bruce-Brown retired it from a close battle for victory with the more advanced but smaller twin-cam Peugeot.



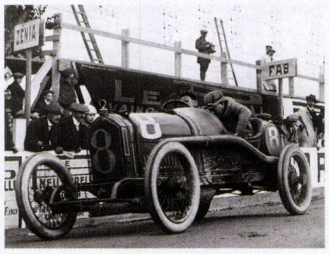
Fiat's S74 was the last of the behemoths

1913 PEUGEOT

Index Figure: 109

Virtual current Spa lap: 3min 54.4sec

A stipulated regulation weight of 800-1100kg and a fuel consumption limit of 20 litres/100km (approx 14mpg) suited the previous year's voiturette-inspired Peugeot double-overhead-cam 16-valve. Capacity was reduced from 7.6 to 5.6 litres. Despite 115bhp versus the previous year's Fiat's 190bhp, it was faster. Its lower weight and dropped chassis allowed for a lower C of G and less drag. It brought Georges Boillot a second consecutive French GP win.



1913 Peugeot had advanced DOHC spec

1914 MERCEDES

Index Figure: 112

Virtual current Spa lap: 3min 51.3sec

This was built to comply with the first GP capacity limit, of 4.5 litres. Based on its aero-engine research, Mercedes built this four-cylinder, 16-valve, single OHC car (main picture) with an engine giving 115bhp at 2800rpm. It had a forged steel block encasing separate cast cylinders. Despite retaining just rear-wheel brakes at a time when the rival Peugeot featured four-wheel braking, the Mercedes had the edge in performance and handling and finished 1-2-3 in the French GP.

1919 BALLOT

Index Figure: 118.5

Virtual current Spa lap: 3min 44.6sec

Ballot's very competitive 4.9-litre Indy car was used in road-racing trim in the Targa Florio, the only major European race of the year. Engine designer Ernest Henry, responsible for the GP-winning Peugeots, came up with a straight-eight, still with his characteristic »

LAT, NMM

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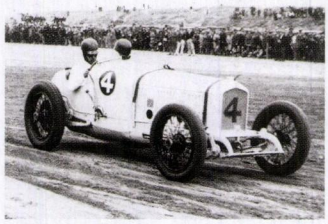
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Straight-eight Ballot took pole at 1919 Indy

twin-cam, four-valves-per-cylinder head. The greater piston area of multi-cylinders had finally been exploited by resolving the strains imposed by the longer crankshaft. René Thomas lost the chance of winning the Targa when his Ballot broke its diff in the late stages; at Indy the car was on pole but suffered tyre troubles.



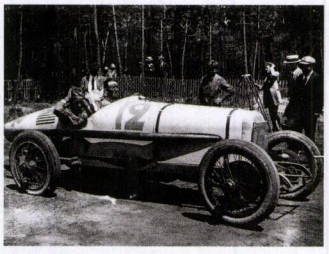
Three-litre Ballot built to 1920 Indy regs

1920 BALLOT

Index Figure: 115

Virtual current Spa lap: 3min 48.2sec

A 3-litre version of the previous year's DOHC, 32-valve straight-eight, meeting the Indy regulations of that year. It had 107bhp at 3800rpm, aided by the innovation of light alloy pistons. There were no major European races. Ralph de Palma was denied a likely Indy victory by magneto failure.



First US victory, for Murphy's Duesy

1921 DUESENBERG

Index Figure: 116

Virtual current Spa lap: 3min 47.2sec

The relaunched grand prix series featured a 3-litre formula and 800kg minimum weight, in line with Indy. Accordingly Duesenberg travelled across the pond to compete – and won, courtesy of Jimmy Murphy. It was the first American victory in a GP, the first straight-eight-engined GP winner, and the first to feature hydraulically operated brakes. The high-revving 24-valve (two inlets per cylinder, one exhaust) engine developed its peak at around 4250rpm, aided by the innovation of high-tension coil ignition.



High-revving engine brought Fiat success

1922 FIAT 804

Index Figure: 111

Virtual current Spa lap: 3min 52.3sec

A further engine-size reduction to two litres meant performance had still not returned to 1919 levels. Fiat achieved the 2-litre capacity by taking two cylinders off the straight-eight 3-litre engine of the 801 that had appeared in the 1921 Italian GP. A twin-cam design but reversing the previous fashion for multi-valves, with just two widely splayed valves per cylinder, it produced 112bhp at 5000rpm. The key was a very stiff forged steel block (rather than iron castings) and a multi-roller-bearing crank, the combination of which liberated high engine speeds. It was hugely influential. Felice Nazzaro took it to victory in France, while Pietro Bordino did the same in Italy.



Fiat 805 brought superchargers to GP

1923 FIAT 805

Index Figure: 116

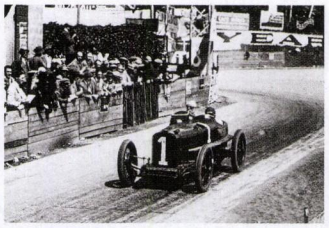
Virtual current Spa lap: 3min 47.2sec

The straight-six of the previous year had been a matter of expedience for Fiat. With time to do a more fully considered 2-litre they reverted to a straight-eight – and added a supercharger, the latter an idea copied from the 1922 Targa Florio Mercedes. The blower was not in constant engagement but was triggered by full throttle. The Fiats retired in France when their superchargers ingested stones. Carlo Salamano won with it at Monza.

1924 SUNBEAM

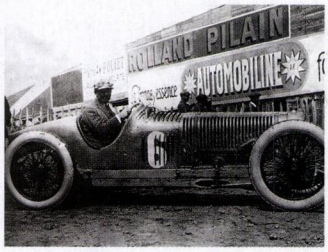
Index Figure: 121

Virtual current Spa lap: 3min 42.0sec



Segrave Sunbeam led but lost French GP

This was based on the GP-winning Fiat-copy Sunbeam design of the previous year (the first British car to win a GP, driven by Sir Henry Segrave). It was designed by ex-Fiat man Vincenzo Bertarione, but with the innovation of a supercharger *after* the carburettor, allowing lower intake temperatures into the cylinders and a considerable power boost. With some 138bhp at 5500rpm, this 2-litre straight-six was capable of almost 130mph. Electrical problems cost it victory in the French GP.



Delage: sophisticated but beaten by Alfas

1925 DELAGE V12

Index Figure: 127.5

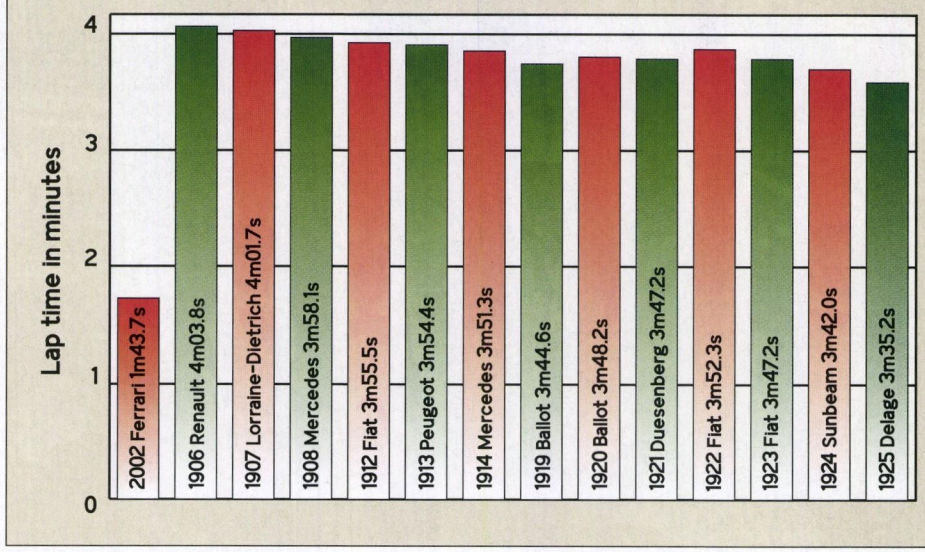
Virtual current Spa lap: 3min 35.2sec

The first successful V12-engined grand prix car, its 2-litre power unit was developed from that of its 1924 forebear by adding supercharging to produce 195bhp at 7000rpm – an almost astronomical rev figure for the time. Robert Benoist and Albert Divo shared victory in the 2LCV in France after Alfa-Romeo withdrew its P2s following Antonio Ascari's fatal accident. Divo set the race's fastest lap. Delages also finished 1-2-3 at San Sebastián. M

NMM Ludvigsen LAT

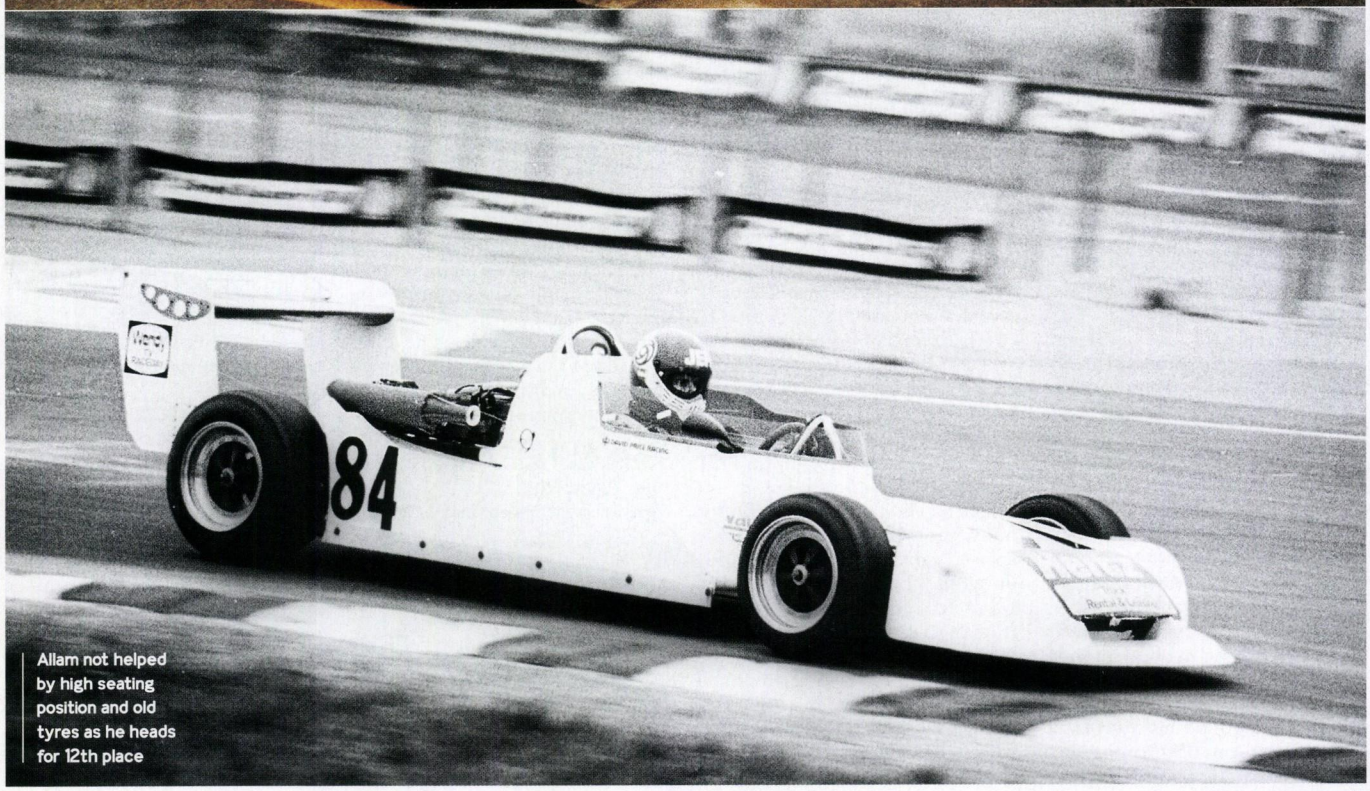
POMEROY INDEX

Performance comparison 1906-1925, using estimated Spa lap times against 2002 Ferrari





No roof, no doors: Allam settles in to F3 March before his only single-seater race



Allam not helped by high seating position and old tyres as he heads for 12th place

Busman's Holiday

Drivers who raced what you wouldn't expect them to...

Jeff Allam

March 793, Thruxton F3, 1980.
By Nick Phillips

It was 1980, and Jeff Allam had just completed his first season as a paid factory tin-top driver with Rover. The 25-year-old was hot property and, to complete an exciting season, he contested his one and only single-seater race – in a Formula Three March 793 in the televised non-championship Thruxton meeting.

Allam had made a name for himself driving Vauxhalls and Fords run by the family firm, Allams of Epsom, and when British Leyland started running the SD1 in the British Saloon Car Championship he was the driver recruited to lead the team.

In the first year the cars were run by David Price Racing, and although it was still a relatively small team it was busy, with a pair of F1 Williams FW06s for the domestic Aurora AFX series and a couple of F3 cars also in the workshops.

The 793 Allam ended up driving (by then almost two years old) had started life as one of the Triumph Dolomite Sprint-powered Unipart cars driven by Nigel Mansell, Brett Riley and Ian Flux the year before. It had been converted to Toyota power and used in early 1980 races, including Monaco, by Riley.

Allam and Price have slightly different takes on exactly how the deal came about. Price says: "It was because we were running the Rover and Jeff was driving that. Alan Jones had driven the Rover at Donington so Jeff wanted to try single-seaters; I'm not sure it was a good idea, just something he wanted to do and we did him a favour."

Allam remembers: "I'd become a factory touring car driver and was the blue-eyed boy at the time. David, being David, said at some stage that he'd give me a run in the F3 car, and I held him to it at the end of the day."

Allam had almost blown the whole Rover deal at the outset when he visited Price's Twickenham premises in 1979. "I can remember going to Twickenham with a bit of a whisper that something was going on with a new works touring car team," says Allam, "but I went to the wrong address and no-one was there. I was worried that I had cocked the whole thing up. I was about an hour late for the most important thing in my career. They were over the road in the workshops and, when I arrived, there was John Davenport, Pricey and his business partner John Bracey. At the time I was the boy they wanted and I couldn't do anything wrong, really. It was like a dream come true."

The factory Rover drive was a big deal for Allam and led to even better times as he drove for the company for most of the '80s in the successful European tin-top squad. That year, though, the car had yet to make a mark; it was on the wrong tyres most of the season and the bits which made the Vitesse version so competitive had yet to be homologated.

One highlight, though, was the late-season non-championship race which Jones won. He had just landed the World Championship in a Williams carrying Leyland sponsorship, and the link-up put him in the car at Donington. Contemporary Allam quotes show Jones to have given useful advice on the single-seater venture and to have been "very helpful and constructive."



Works Rover drive was Allam's 'day job'

Now, though, Allam remembers more the start of another lasting friendship: "What a thing to be driving with an F1 legend. And we've kept it up. When I was over in Australia a lot, I could always ring Jonesy and go round for a beer, and I went out on his boat and things."

So did Allam have what it takes to make it in single-seaters? The verdict is not proven.

He'd never so much as sat in a single-seater before arriving at Thruxton on race morning. It was a cold, windy Saturday in November and there were plenty of plausible reasons why he was just over four seconds off the pace in dry qualifying and just under four seconds off in the wet race. The March 793 certainly wasn't the handiest weapon at the time – the Ralt RT3s in the hands of Stefan Johansson (that year's champion) and Rob Wilson had the legs on it, though Kenny Acheson had been in contention for the title to the final round in his 793.

"One thing I remember," adds Jeff, "is that though the car was there and it was a free drive, I didn't get the brand-new tyres everyone else had – they were distinctly second-hand. And the car was set up for Brett, who was a lot smaller than me, so I wasn't exactly sitting down low in the car."

'When John came round he thought a plane had crashed'

Price jokes: "I can't remember all his excuses, but I'm sure he had lots," though he does back Allam's memory of the tyres: "He'll have had what we had left."

Allam expands: "It was like all touring car drivers who get into a single-seater: they can feel the grip, but what they don't grasp quickly is the braking. Stopping at the chicanes was where I was losing buckets."

He finished 12th in a field of 23. Wilson won from Riley in Price's Alfa-engined March 803B. Allam sums it up now: "I started the race and came back in one piece so I suppose I ended up with a big smile on my face. David said: 'Well, at least you didn't f**king crash it.'"

He never did race a single-seater again. And there were good reasons. "You've got to take a direction," he says. "It was just fun that I was given the opportunity to drive it. I was contracted to BL for touring cars, making money out of it, and the future was fairly rosy, so I didn't want to muck it all up by going off and doing the odd race here and there."

You can't argue with the logic – Jeff's only other significant single-seater experience suggests it was sound. While racing for Vauxhall in the BTCC in the early '90s he was strapped into a Jim Russell Racing Drivers' School Formula Vauxhall Lotus and sent out with similarly mounted team-mate John Cleland around Donington. He crashed.

"I came out of Coppice onto the main straight and did a great big overtaking manoeuvre on John who was struggling to change gear," Allam recalls. "But I changed into third when it should have been fifth and the back end locked up. And when John came round for the next lap he was crying in his helmet with laughter – he said that there was so much glassfibre and shit across the track he thought a plane had crashed. I remember there was mud all over my visor. The engine was still running and the front wheels were still on and pointing in the right direction, so I put it in gear to drive it back to the pits. But there were no rear wheels on it, just a couple of driveshafts thrashing round in the mud."



Blue-eyed boy: once he'd found his way to team HQ, Jeff Allam became Rover's new star

Jeff Allam, Jeff Bloxham

EVENT GUIDE: MAY 11-14

MILLE MIGLIA

You can follow the competitors around Italy - but you'll have to drive fast to keep up, says Simon Taylor

Photography by Gritti, www.raceemotion.com

Mille Miglia – two magical words which sum up how much the Italians love their motorsport. For 30 years, between 1927 and '57, this flat-out road race from Brescia to Rome and back was watched by more than a million excitedly cheering people, who lined the thousand-mile route oblivious to the danger. Today the Mille Miglia lives on as a three-day historic rally which caters for cars that ran, or could have run, in the original event. And the crowds are as big, noisy and foolhardy as ever.

Everyone should go and watch the Mille Miglia at least once. It's not like sitting in a Monza grandstand for three days and watching everything unfold in front of you, because you have to do a lot of hard motoring too. But it's a wonderful way to have a short break in a beautiful country – and put some hectic miles on a rental car.

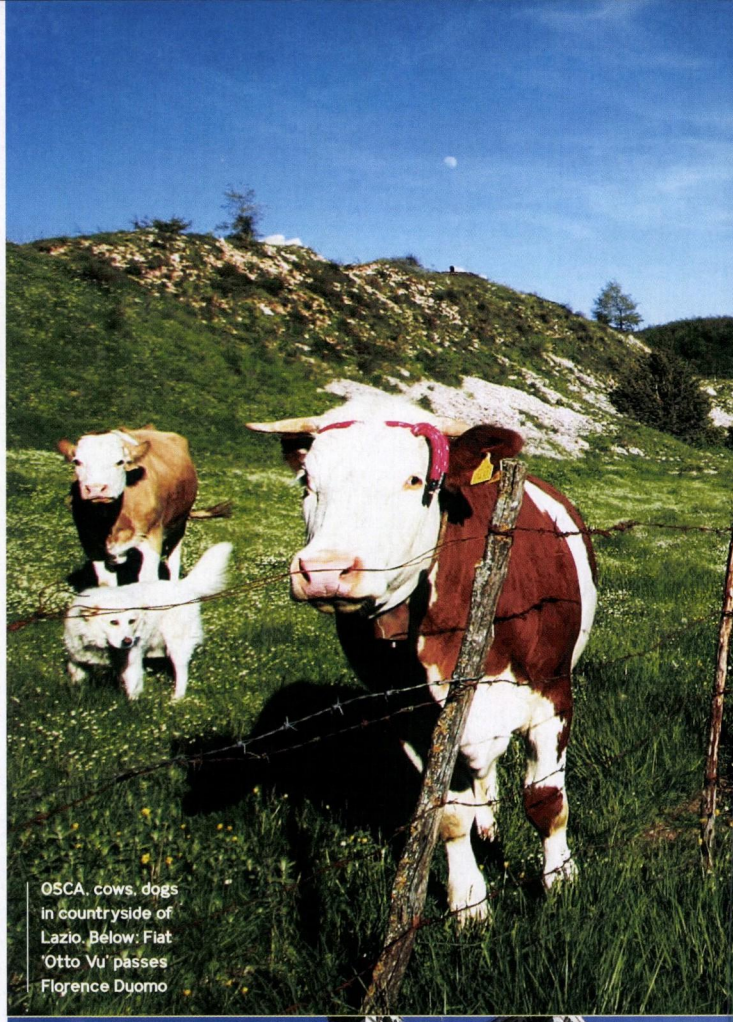
The event really starts with Wednesday's ritual in the Piazza del Vittorio. Millions of pounds' worth of historic sports-racing cars queue through the Brescia streets for hours to file one by one through the scrutineering bay. There's no crowd control, so the place is thronged, and if no priceless aluminium panels get dented it's a miracle.

On Thursday evening the cars drive up the ramp on the Viale Venezia and, to the cheers of the crowd, are flagged off at one-minute intervals, just as they used to start the real race. At Ferrara the crews snatch a few hours' sleep before 14 hours' hard motoring through the mountains and down to Rome. Day three takes them from Rome via Siena to Florence, and then over the Futa and Raticosa passes back to Bologna and Brescia.

There's nothing to stop you following the entire rally route, and every year rock apes in various inappropriate cars – expensive moderns, battered dustbins and dubious replicas – choke up the event, to the dismay of the competitors and the boredom of the spectators. Don't do it: you won't see very much, apart from the car ahead and, in the mirror, the car you are holding up. Many of the wealthier entrants have service cars following them in case of breakdown, so the route is crowded enough as it is.

The way to see the Mille Miglia is to zigzag across the country so you arrive at key points ahead of the competing cars, and watch them come through. You'll end up doing a good thousand miles yourself, but you will see the event unfold and really soak up the atmosphere. You can pick up the route – which varies slightly each year – at scrutineering and spend Wednesday afternoon planning ahead. Watch the start in Brescia, get some sleep and then storm off down the *autostrada* early on Friday morning before turning east to watch the cars climb the snow-lined passes of the Sybilline Mountains. Then you can get ahead to see them arrive in Rome, with huge crowds cheering them in past the Coliseum and through St Peter's Square. Snatch a few hours' sleep and then hurry north to Siena, where the sight of the cars going through the historic Piazza del Campo is simply breathtaking. You may also have time to get to Florence and see the later cars passing through the old streets of one of the world's most beautiful cities. But don't delay – you also want to get to the Futa Pass, or perhaps the Raticosa further along, to watch the tired crews tackling the endless hairpins that were always so crucial in the real race.

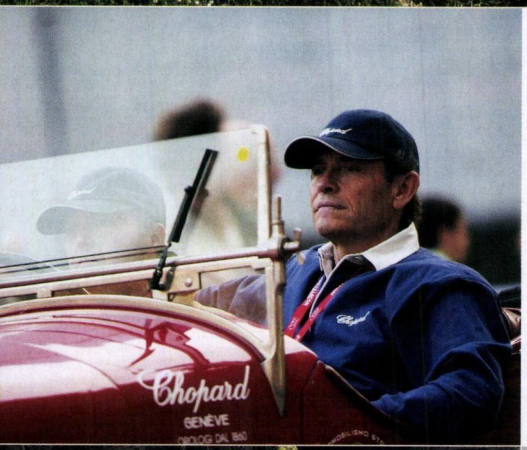
Then it's a flat-out blast north back to Brescia to see the survivors coming in. The restaurants stay open late that night, and you can mix with the crews who have made it. Nobody finishes the Mille Miglia without having stories to last them a lifetime – and as a hard-driving spectator, you'll have a few as well.



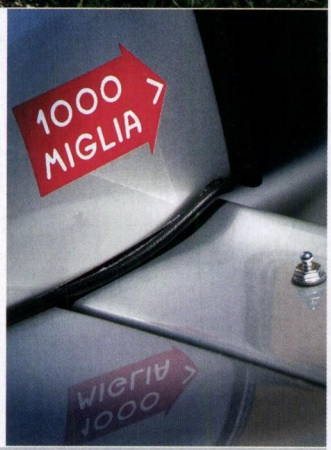
OSCA, cows, dogs in countryside of Lazio. Below: Fiat 'Otto Vu' passes Florence Duomo



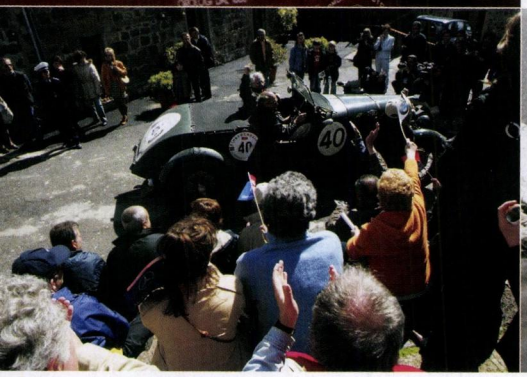




Left: Jacky Ickx was a competitor on last year's event. Right: stuck on to get stuck in



Below left: enthusiastic crowd gets close. Below: Cisitalia high up in the mountains





CAR TO WATCH
BIONDETTI SPECIAL

An intriguing car on this year's event is this unique Ferrari-Jaguar hybrid entered by Massimo Raimondi and Gino Perbellini. Shrouded in mystery, the Biondetti Special was conceived by motorcyle ace-turned-road racer Clemente Biondetti. Despite losing his best years to WW2, the Sardinian had an impressive *résumé*, with four wins on the Mille Miglia (1938 and 1947-49, the '47 event despite lacking two gears in his Alfa Romeo 8C: he still finished ahead of Tazio Nuvolari's Cisitalia) and two Targa Florio victories.

In 1950 Biondetti switched from Italian to British hardware, entering a maroon Jaguar XK120 on the Mille Miglia. He finished eighth. The following year saw the arrival of the new C-type and one was driven at Le Mans by Biondetti. He fell in love with the car and wanted one to compete in on local events. Jaguar refused his advances. Instead it agreed to supply engines and a C-type radiator grille. Taking his existing Ferrari 166 as a starting point, he constructed a new tubular frame in his Florence workshop into which was inserted the Coventry straight-six. To clothe the ensemble, he roped in Rocco Motto (of Turin's Carrozzeria Motto) to construct a new body that closely aped the lines of the C-type. This *barchetta* was then entered in the '51 running of the Mille Miglia but he failed to make the flag. Entered once more for the '52 race, he chose to drive a Lancia instead: the Pezzoli-Cozzulani pairing installed in the Biondetti Special failed to finish. Biondetti was known to have been suffering from cancer and retired from driving that year. He died in February 1955. **RH**



Biondetti Special, or Ferrari-Jaguar

PROGRAMME
What happens where and when

May 11, 9.30-18.00 technical check
May 11, 20.00-0.00 Brescia-Ferrara
May 12, 8.30-20.40 Ferrara-Rome
May 13, 6.30-21.40 Rome-Brescia
May 14, 11.00 prizegiving

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Moss, who took a new lap record, takes inside line in battle against Hodgetts's Toyota

War breaks out among small Saloons

While Capris battled Rovers in the top class, some of the hottest RAC British Saloon Car Championship action of the 1980 season came in the 1600cc division – none more so than when the series visited Mallory in August.

The fight was between Toyota (represented by the Celica of Chris Hodgetts) and Audi – team chief Richard Lloyd was fielding a brace of 80s for himself and Stirling Moss, and had recently drafted in Tony Lanfranchi to drive a third car. With an oversubscribed entry, the two small classes had a race to themselves, meaning that the 1600cc brigade would be fighting for overall honours.

It soon turned nasty, when Hodgetts hit Lloyd as they entered Gerards at the start of lap two. Lloyd had just set his car up for the corner, and the loaded-up Audi veered out of control before flattening the inside barrier and ending up on the infield. Hodgetts would be given a one-month ban for the move.

Moss, who had been having a bad 'comeback' season in modern racing, moved into the lead, but he soon lost out to the recovering Hodgetts. Lanfranchi then loomed into contention, passing Moss and setting off after Hodgetts. With six laps left, Hodgetts braked impossibly late into the Esses in a bid to hold off the Audi, and the Toyota spun into the barriers.

So Lanfranchi went on to win from Moss, with David Morgan keeping up his incredible Mallory form (a race winner at the circuit in F2, FAtlantic and a Mini) to take third in his Colt Lancer. And the new class lap record? It became the property of the 50-year-old Moss.

MALLORY'S TOURING CAR STARS

Björn Rothstein: won 1963 European Touring Car round - in a Saab 96!

Frank Gardner: success in Ford Falcon and Chevy Camaro.

Andy Rouse: three overall wins in Triumph Dolomite Sprints, and another pair in Ford Capris.

Colin Vandervell: a 1979 win in a Capri - he also won at Mallory in F3 and FAtlantic.

Win Percy: the man to beat in small classes in a Toyota Celica.



FJunior grid, April 1961: David Prowse's Elva (20), Brian Hart's Terrier (30) and John Fenning's Lotus (11)



Winning Banks/Rhodes Mini (2) takes high line against Tommy Weber/Mario Cabral (4)

CLARK, RINDT, HULME AND STEWART...

May 17 1964: possibly the finest selection of drivers ever to grace the Mallory Park paddock. Headline event was a round of the British F2 Championship: after jetting back from Indianapolis qualifying, Jim Clark arrived in time to qualify his Ron Harris Lotus among the leading group. On pole was young Austrian Jochen Rindt.

But Rindt stalled at the start and, although Brian Hart bolted into an early lead, Clark and Peter Arundell worked through to take a Lotus 1-2, while Rindt battled back to third in his Brabham. Among those he passed was another future World Champion, Denny Hulme.

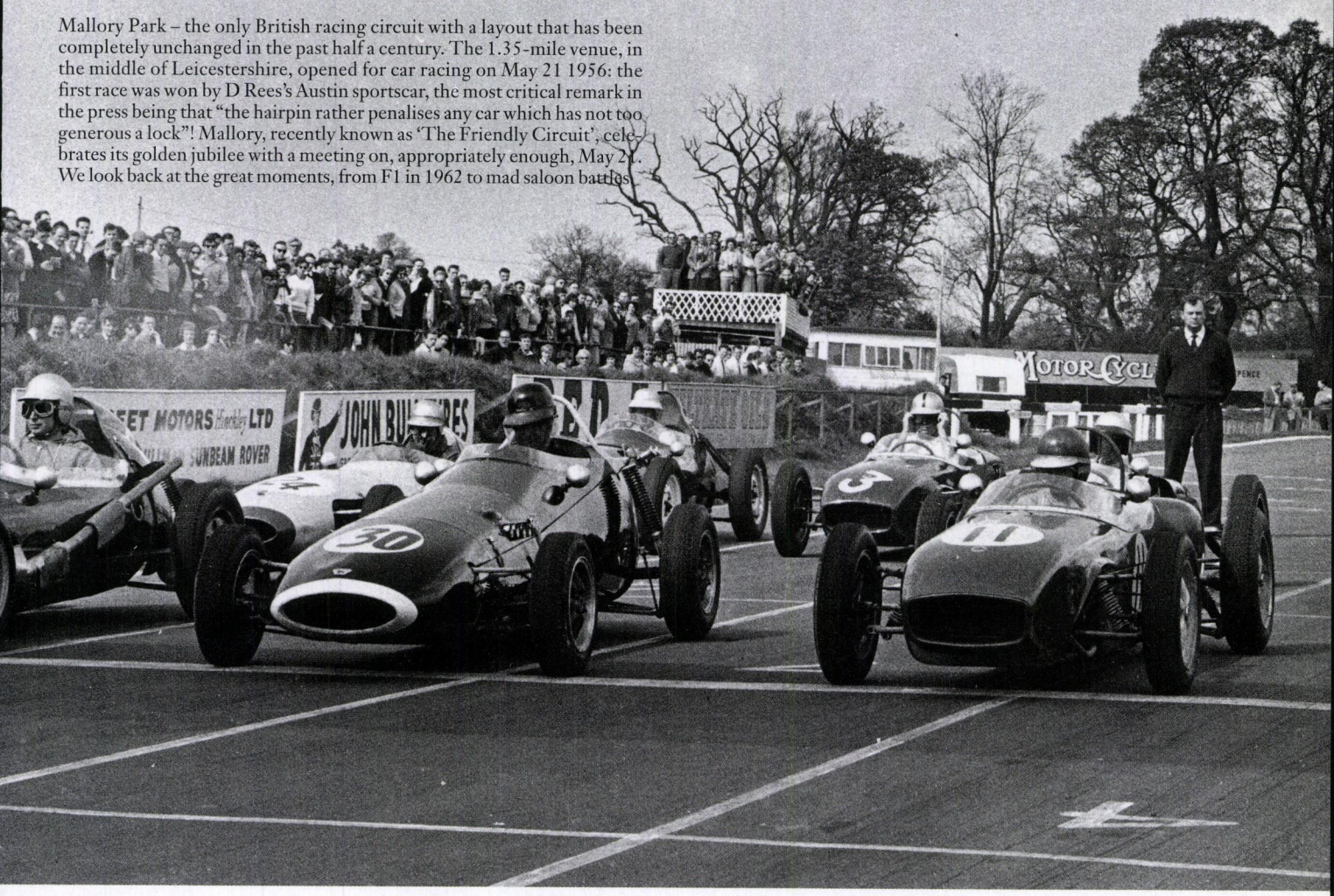
In the F3 race, a young Jackie Stewart led home Tyrrell Cooper team-mate Warwick Banks. But Banks had already had a successful weekend - in the previous day's European Touring Car Championship race, he and John Rhodes had led home the sister Mini Cooper of John Fitzpatrick and Julien Vernaeve.

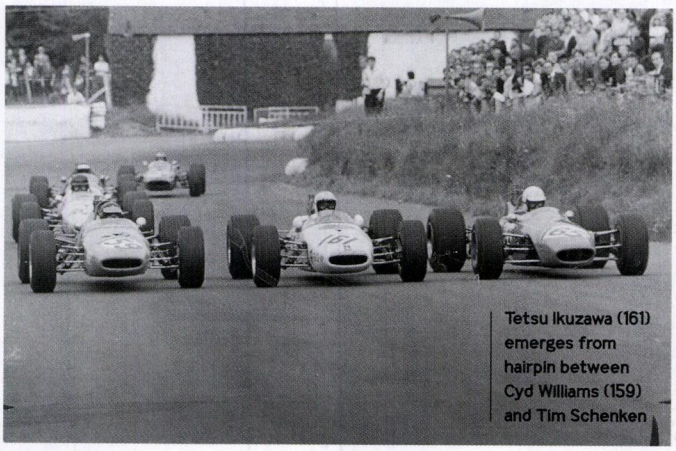
Straight after the F3 race, Stewart hopped into a Chequered Flag Lotus Elan to win the GT race from the similar Ian Walker-run car of Arundell. Clark was also a double winner: before the F2 race he had rumbled his Lotus 30 to a win in the Sports Car thrash. Final winner of the weekend was Fitzpatrick, who won a Mini-dominated 1300cc Touring Cars race.

50 Years of Mallory Park

It may no longer play host to the top international and British stars, but Mallory Park is still going strong. Marcus Simmons pays his respects

Mallory Park – the only British racing circuit with a layout that has been completely unchanged in the past half a century. The 1.35-mile venue, in the middle of Leicestershire, opened for car racing on May 21 1956: the first race was won by D Rees's Austin sportscar, the most critical remark in the press being that "the hairpin rather penalises any car which has not too generous a lock"! Mallory, recently known as 'The Friendly Circuit', celebrates its golden jubilee with a meeting on, appropriately enough, May 21. We look back at the great moments, from F1 in 1962 to mad saloon battles.





Tetsu Ikuzawa (161) emerges from hairpin between Cyd Williams (159) and Tim Schenken

FRANK WILLIAMS WINS WITH JAPANESE ACE

One-litre F3 battles used to thrill crowds at Mallory in the late 1960s. Two such races in 1968 resulted in Lombank championship wins for the recently formed Frank Williams Racing Cars and Frank's Japanese charger, Tetsu Ikuzawa.

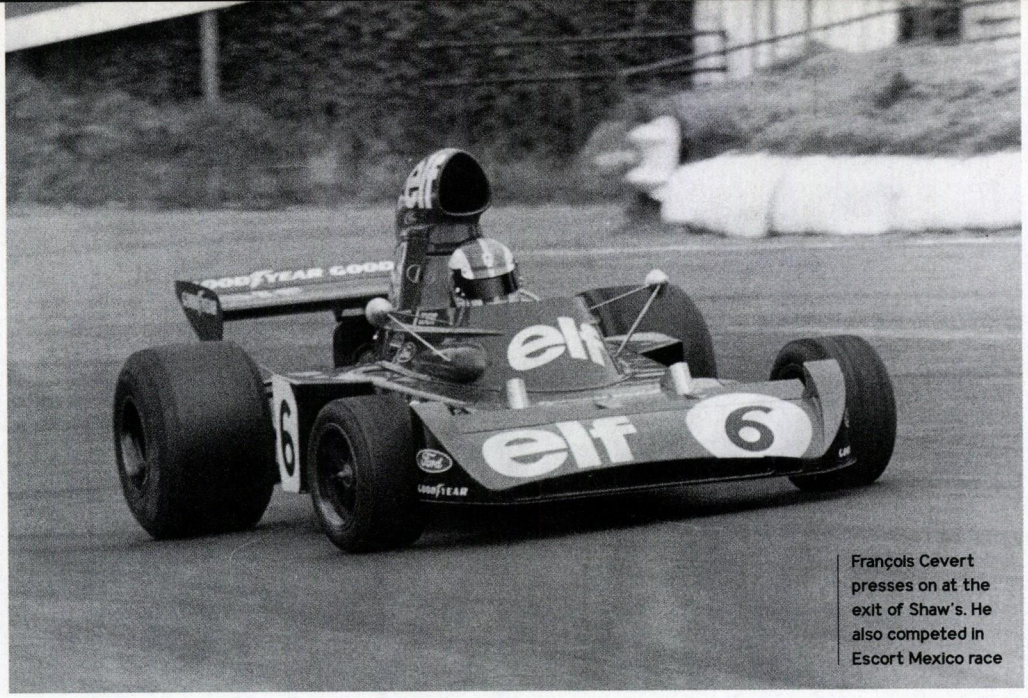
The first of these, in late July, featured a titanic battle between Ikuzawa's Brabham, Australian Tim Schenken's Chevron and Cyd Williams's Brabham. Ikuzawa won, but Schenken and Williams shared a new lap record.

Schenken lost out again in early October after another scrap with the Japanese, but the Australian had a consolation victory in the Guards Formula Ford round that was also on the programme. James Hunt was an early crasher here...

MALLORY'S F3 STARS

Tony Dean: trophy hoarder in 1965.
Alan Rollinson: a string of late-60s wins.
Emerson Fittipaldi: two Lombank victories in 1969 for F3 newcomer.
Tony Rouff: American was unbeatable at Mallory in '74.
Rob Wilson: unexpected win in '78.
Roberto Moreno: beat the title contenders in '81.

LAT Ferret Fotographics



François Cevert presses on at the exit of Shaw's. He also competed in Escort Mexico race

KING PURLEY SHADED BY CEVERT

Driving a Ford Cosworth GA-powered Chevron, David Purley twice won ShellSport Group Eight rounds at Mallory in 1976. But three years earlier he was racking up the successes at the Leicestershire circuit in Formula Atlantic.

Purley's BP series win in August '73 came despite a disputed qualifying time which left him on the third row. His March 722 burst through from the third row to take second place from the start, before moving ahead of Ray Mallock on the third lap. Mallock stopped with ignition trouble, meaning that Ken Bailey and John Nicholson chased Purley home.

A new lap record also went Purley's way – and it was only a second slower than François Cevert lapped his F1 Tyrrell on the same day. Still using the gear ratios from the previous weekend's grand prix at the Osterreichring (rather different in nature to Mallory...), the Frenchman narrowly failed to beat compatriot Jean-Pierre Jarier's F2 lap record. Proving himself a good sport, Cevert also competed in the Escort Mexico celebrity race, demoting Willie Green on the last lap to finish third behind Gerry Marshall and Keith Holland.

MALLORY'S ATLANTIC STARS

Dave Morgan: won at Mallory before his F2 success - and after it.

Bill Gubelmann: double winner in 1972, but sadly sustained serious head injuries at Mallory in '76 when he crashed his F2 March.

Tom Pryce: up-and-coming Welshman won for Royale in '73.

Jim Crawford: successful in '74 and '75.



Lovely shot of John Fitzpatrick's Broadspeed Escort, British Saloons, 1969

A NEW LIFE AS A TOP CLUB VENUE

Amid rumours of housing estates and golf courses, the future for Mallory Park looked bleak through the winter of 1982-83. But Ron and Edwina Overend - key movers in the Midland Centre of the British Racing and Sports Car Club - had been working hard and persuaded former racer Chris Meek to buy the site.

At a rumoured £1 million, property developer Meek became the new owner and the Overend family soon had an operating lease. The circuit was safe, and on May 29 1983 racing resumed in a euphoric atmosphere with a 750 Motor Club meeting.

Inevitably, the international events and glory days were now merely a memory, but the track was busier than ever with club meetings for cars and motorbikes. In fact it was too busy. A total of 62 race meetings in 1984 led to a noise nuisance order being served by the local council in December '85.

An agreement was reached that limited the circuit to 40 days of racing each year, plus considerable mid-week testing. More than 20 years later nothing has changed.

A landmark was reached in 1988 with the first 100mph lap for a Formula Ford 1600. Italian Vincenzo Sospiri lapped his Van Diemen RF88 in 48.44sec to break the 100mph mark that had first been topped by Denny Hulme's Lola T70 22 years earlier.

Also in the late-80s, Nelson Piquet (Brabham) and Keke Rosberg (Williams) used Mallory for pre-Monaco F1 testing: Rosberg reportedly got down into the 36sec bracket!

Ricardo Zunino's official record of 40.06sec survived 17 years through to August 1996, when gruff Lancastrian Tony Worswick dipped down to 39.36sec in his F3000 Reynard during a BOSS race. Less than a year later Johan Rajamaki stormed his Footwork FA13 around in 38.23sec (127.12mph) to set a mark that still stands.

The Overend family handed over the reins to the British Automobile Racing Club soon after the death of Edwina in 2004. With John Ward as circuit manager, a burst of investment has brought a new race control building and enhanced run-off areas at Devil's Elbow and Shaw's in particular. **PL**



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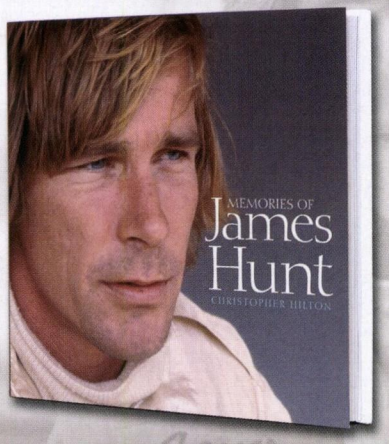
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Unsung Briton beats foreign heroes

They came in their legions. The cream of international young talent: Carlos Reutemann, Niki Lauda, Ronnie Peterson, Jody Scheckter... But they were all beaten at Mallory Park's opening round of the 1972 European F2 Championship by a British underdog driving a converted Formula Atlantic car.

David Morgan didn't even have a 2-litre engine for this, the first race run to the new 2000cc regulations. Instead, car owner Ed Reeves had equipped his Brabham BT35 with an 1860cc BDA engine.

At the time, some of the credit for Morgan's success lay with his reliance on relatively narrow, year-old Firestone YB24 slicks. But these were certainly no advantage in qualifying (see below), when he took second-fastest time to Peterson's March.

Reutemann, driving a Brabham BT38 for Ron Dennis's Rondel team, led the first heat, while Peterson hit trouble with a loose fuel line. Morgan had to work his way ahead of F2 debutant Jody Scheckter's McLaren before closing up on Reutemann and taking the lead with 15 laps to go. Lauda's March too moved ahead of the Argentinian and finished second.

Morgan was protecting a 4.2sec advantage over Lauda in the second heat, while Reutemann had 11sec to make up. It was a tense race, as Reutemann sprinted away and Lauda held off Morgan. For a while it looked as though Reutemann was on course to make up the deficit but, urged on by the crowd, Morgan kept close enough to the two cars in front. He was only third on the road, but he'd beaten all the big names on aggregate.



Carlos Reutemann leads Dave Morgan, with Jean-Pierre Jabouille's March at back of group

DAVE MORGAN: "MY BEST DAY AT A CIRCUIT"

"My first ever circuit race was at Mallory, and I went on to be quite successful there in my Mini Cooper S. It was always a very good circuit for me.

"For the F2 race I had Ed Reeves's Formula Atlantic Brabham. I'd raced it once, at the end of 1971, at Oulton Park. Then Ed said, 'How do you fancy doing F2?' He got David Wood to do an 1860cc engine - far more reliable than the 2-litres but less powerful. We went off to test at Snetterton - it was pouring with rain and at the left-hand curve onto the Norwich Straight the car got away from me. Because of that I was a bit wary of the performance.

"At Mallory I was surprised to see how competitive the car was, and I was alarmed to find myself on the front row against all those illustrious names. I went into the clubhouse after qualifying feeling pretty smug. Everyone was so kind, giving me advice, but all I wanted to do was take some points so we'd get our entries accepted for the foreign races. Nobody outside England knew me from a bar of soap!

"The Firestone YB26 tyres that the others had were far too soft for Mallory, but in the cold they actually wouldn't have been that bad. The harder tyres we had suited the Brabham, which was designed around them, but if I'm going to take any personal credit it's that the soft tyre would have benefited the others in qualifying, while I had to stay on the track for 15 laps to get a good time.

"In the second heat I was trying to gauge my deficit to Lauda. Two seconds felt like half an hour! A few laps from the end Wilson Fittipaldi blew an oil line, and the oil was down at the Devil's Elbow. For two laps we all eased off, but then the only outrageous thing I did was thinking, 'I don't want to lose'. On the last lap I went through there flat-out and got a huge slide, knowing that at this corner, if you lose it you don't crash until you've crossed the finish line. It took me the whole straight to get back in control, and John Surtees said he nearly fell over trying to get away from the pit barrier.

"I was in awe of all those guys I was racing against, so this was the best day at a racetrack I've ever had. We stayed in our caravan in the paddock on Sunday night, and we woke up freezing cold on Monday morning, with dust and debris blowing around. In the caravan there was condensation, empty bottles of champagne and trophies all over the place. The van was low on fuel and we didn't have any money to get home, but then I realised that part of my prize for winning the Man of the Meeting award was some fuel vouchers. So we filled up at the local BP station - and then I had to quickly aspire to an international image!"



Coming through: Surtees whistles past backmarker Colin Davis (11) during 1962 F1 race

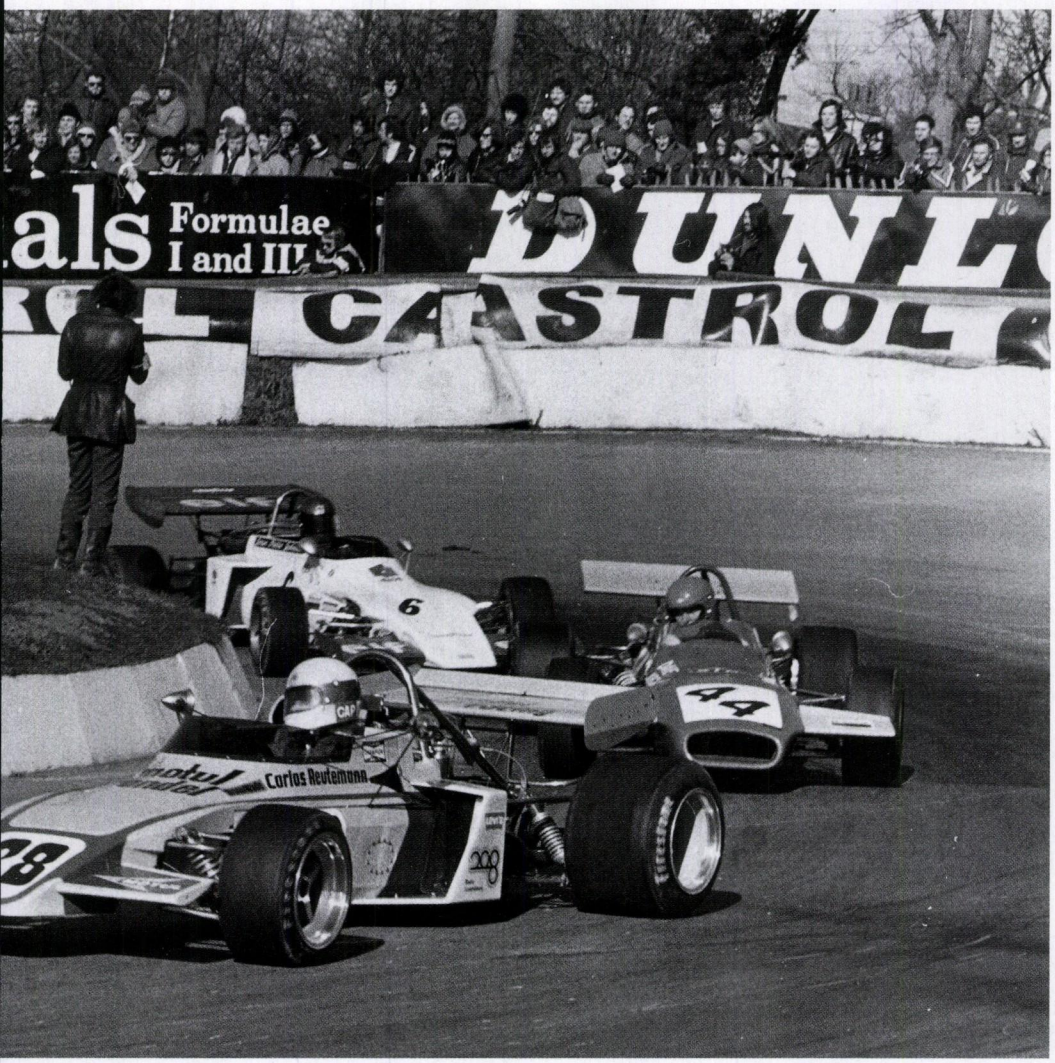
JOHN SURTEES: "I KNEW IT AS A PONY TRACK"

John Surtees gave the Lola Mk4 F1 car its only win in the International 2000 Guineas race at Mallory on June 11 1962.

In a processional race, Surtees led home Jack Brabham and Graham Hill to take his own maiden F1 win. It was just one of many memories Surtees has of the venue: "I'd first visited Mallory with my father when it was still a pony track. He had a motorcycle and sidecar. In fact I think he set the highest speed for a motorcycle on a grass track - he did over 100mph down the back straight with the Vincent.

"It's always been quite a special little place. There was the old pony track, which was just a big oval, and then the road track tended to follow it. Whether it was F1 or an MV Agusta four-cylinder it's not that big a circuit, so you have to work hard, but generally it was a good test, with the fast corners and getting through the hairpin and particularly getting out, because that controlled the speed down to the finish line. I went back there a couple of years ago to do a bike demonstration - we had to use the extra chicane to stop the speed down past the pits and I didn't particularly like that. Other than that it's one of those circuits which has wonderful spectator views; in a way it's like the Indy circuit at Brands Hatch. When you've got a big crowd at Mallory it's all very much part of the event and we certainly enjoyed very good crowds when I was there.

"In 1962 we started the season with the four-cylinder Climax and then we switched to the eight. I think the first race with that car was at Goodwood, where I had a big dice with Stirling for the lap record - we'd both had a pitstop - and of course where he had his shunt. As I was off to Ferrari I knew that Mallory was one of my last drives in England until the grand prix the following year. Victory was a good finishing note, and I think it was the most prize money we won all year, so that was doubly nice!" **AVDB**





Hailwood: double winner for Surtees

THUNDER IN THE PARK WITH F5000

Formula 5000 may have been on its last legs in Europe by October 1975, but that didn't prevent a superb race at Mallory.

Belgian Teddy Pilette led all the way in his VDS Lola, but there was an epic battle behind him between David Purley's Chevron and the Lola of Bob Evans. This ended in a clash at the hairpin, though both men struggled on. Evans, with bent exhaust pipes, soldiered to the end and only lost second place on the final lap, when he was passed by Guy Edwards and Alan Jones.

Evans did equal the circuit lap record of 41.4sec, set the previous year by Ian Ashley.

MALLORY'S F5000 STARS

Peter Gethin: wins in 1969 and '70.
Mike Hailwood: double winner in '71.
David Purley: won two Group Eight races in '76 with F5000 Chevron.

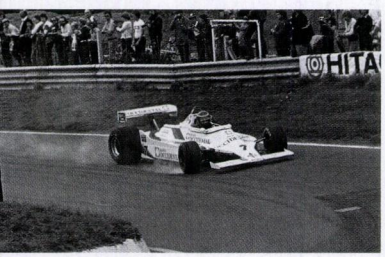
DIZZY HEIGHTS: 40 SECONDS PER LAP IN F1...

Lapping Mallory in 40sec in a ground-effect F1 car – 75 times – must have taken pretty high fitness levels, but that's exactly what happened in the Aurora-backed series.

Emilio de Villota was the circuit's star man – he had already won a Shellsport Group Eight round in 1977 with the F1 Lyncar, and another later that year in a McLaren M23, before adding two Aurora AFX victories in 1980 with his RAM Racing Williams FW07.

The first of the Spaniard's 1980 successes, in May, came after a near-comical first couple of laps. He ran fourth from the start, but within just two laps team-mate Eliseo Salazar and the Theodore Racing Wolfs of Kevin Cogan and Desiré Wilson had been eliminated in accidents.

A year earlier de Villota had qualified the Lotus 78 at 39.49sec, with Ricardo Zunino taking a race lap record of 40.06sec in an Arrows. Those times should have been beaten in '80, but by now Aurora F1 had lost its edge.



De Villota locks up: but he didn't shunt

MALLORY'S AURORA F1 STARS

Geoff Lees: low-budget racer struck gold in Ensign in '78.
Bruce Allison: gave March 781 a win.
David Kennedy: triumphed in Wolf in '79.
Ricardo Zunino: held outright lap record – for 17 years!



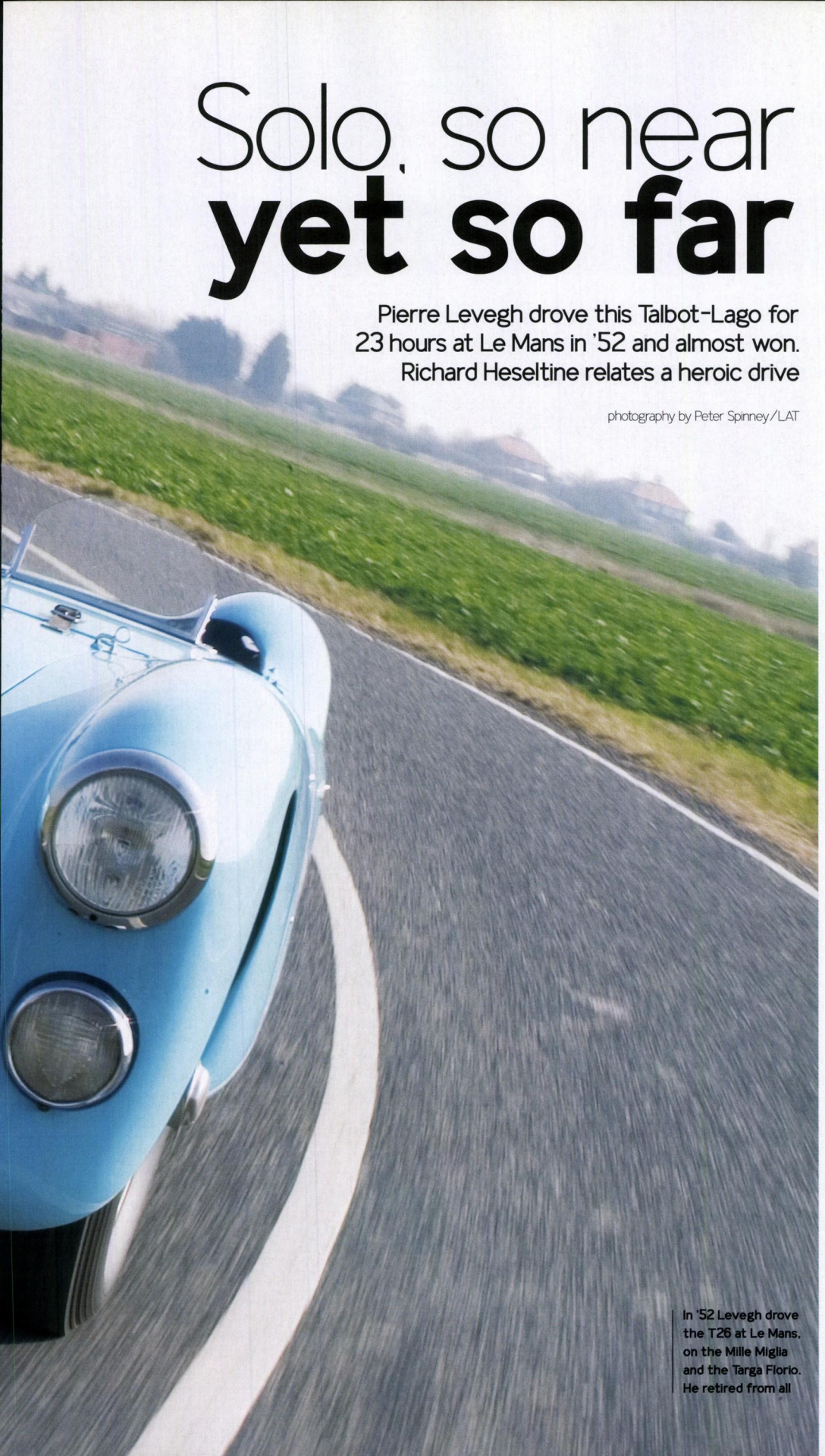
No road danger? 500cc F3 race in 1958, won by Peter Procter. Speedboat racing on the lake was also on the programme!



Solo, so near **yet so far**

Pierre Levegh drove this Talbot-Lago for 23 hours at Le Mans in '52 and almost won. Richard Heseltine relates a heroic drive

photography by Peter Spinney/LAT



In '52 Levegh drove the T26 at Le Mans, on the Mille Miglia and the Targa Florio. He retired from all

His wasted efforts highlighted the glamour gulf between winners and losers. Pierre Levegh's dream of victory in the Le Mans round-the-clock classic had come so close to being realised. Just one more hour and he would have done it. Solo. His drive to near-glory in the 1952 running was a feat of outstanding resilience; some might say obduracy. Right now, the word that leaps most readily to mind is suppleness.

Sitting in the very same Talbot-Lago T26GS 54 years on, you can only imagine that this middle-aged Frenchman must have been a yoga proponent. Or double-jointed. Or perhaps both. Just getting into the car requires an act of physical adroitness. The door – there's only one – is on the left-hand side. Having scrambled over an acre of exposed aluminium, you then have to place your right foot on the driver's side sill and then gently ease yourself into the seat. Which is easier said than done thanks to the size of the steering wheel, width of the transmission, multitude of chassis tubes and positioning of the fly-off handbrake. Oh, and the spare wheel recessed into the area next to where your right knee should be. Comfortable? Like you need to ask.

So why did he put himself though all this? What motivated Levegh to think he *could* do it? He did have a nominated co-driver, after all. To fully understand the Parisian's drive, you have to comprehend just what Le Mans meant to him.

Born Pierre Bouillon in 1905, he became entranced by motorsport thanks to the exploits of his uncle Alfred Velghe who, having rearranged his surname to the more French-sounding 'Levegh', was a racing driver of some renown in those early pioneering days. On entering the motor trade shortly after the First World War, young Pierre watched the inaugural Le Mans 24 Hours in 1923, making the pilgrimage every June thereafter. On buying a Talbot agency, he made his first fledgling steps into competition, participating at the Circuit de la Sarthe in '38. Having run as high as second, a blown head gasket hobbled his semi-works Talbot short of success: this grand prix semi-regular would have to wait until '51 before he was able to have another crack. Teamed up with René Marchand in the works Talbot-Lago T26GS, the duo made the flag come Sunday afternoon in fourth place. For '52, Levegh would enter his own car.

Anthony Lago built six T26GS chassis, the first winning the »

24 Hours when driven by Rosier, *père et fils*. Derived from the T26 *monoplace*, it retained the same basic architecture but with the 4.5-litre straight-six canted over to the left by 50mm. This car, chassis 110056, had been left incomplete following a metalworker's strike. It was bought in 1951 by bicycle (and motorcycle) ace Henry Louveau, who never got to race the completed car after injuring himself in the Swiss GP. It was subsequently returned to Lago, who installed the González/Marimón pairing for Le Mans that year (DNF) and later Georges Grignard for the Coupes du Salon (second overall) before selling it on to Levegh.

For 1952, Le Mans regulations called for integrated bodies, Levegh roping in Charles Deutsch to design new all-enveloping coachwork, with Dugarreau interpreting his brief in aluminium. Having lightened the conrods, installed three twin-choke Weber 40DCO carbs (instead of the works Solexes) and raised the red-line to 5200rpm, Levegh descended on Le Mans with a couple of mechanics and co-driver Marchand. This was a no-frills effort pitted against Jaguar C-types and the Mercedes-Benz factory team.

Come four o' clock on the Saturday afternoon, Levegh belied his age and sprinted to the Talbot. It wasn't the fastest car out there but he was patient enough to ease himself into the race. All of the Jaguars were out within the first four hours, while the assorted Ferraris began to suffer from clutch problems. The Gordini of Manzon and Behra was now in front, with the Mercedes 300SL of Kling and Klenk holding station in second, only to retire after the dynamo packed up. Behind it had been Levegh, who inherited the position with the two remaining silver coupés shadowing him. At 2am on Sunday, the Gordini lost its front brakes and was withdrawn: a Talbot-Lago was now leading. The partisan crowd waited for the 300SLs to take their inevitable place at the top of the leaderboard but, by dawn, car number 8 was still ahead – by four laps.

Despite pleas – and even physical assault – from the rest of his crew, Pierre refused to yield. At the 11am fuel window, Mrs Levegh joined in the haranguing. But her husband wouldn't relinquish his seat. He'd been sick, his legs baked by the dry-sump tank, but he could taste victory: the two remaining Mercs were still a long way behind. Past the 20th hour and one more pitstop. Marchand tried to drag his entrant out of the car but he was forcibly repelled. Anthony Lago implored Levegh to at least lessen his pace but his words went unheeded. Out once more. Then, late in the 22nd hour, Hermann Lang's 300SL streamed past the grandstands: no sign of the Talbot. Its crank had broken. The dream was over. In a matter of picoseconds, Levegh had gone from hero to zero and was off to receive medical care.

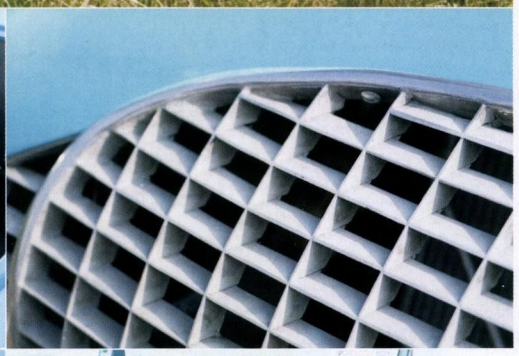
Afterwards, Levegh was understandably chastened by the press reaction. He had over-revved the engine; he'd wrong-slotted second instead of fourth. Everyone had a theory although the man himself remained reticent. It was only after the ghastly accident that claimed his – and so many other – lives at Le Mans in 1955 that what passes for truth emerged in *The Autocar*. Early on in the race, Levegh had become aware of a vibration emanating from the bottom end. His only option if he wanted to last the distance was to baby it to the finish. And, doubting Marchand's mechanical sympathy, that meant staying in the car for the duration. Which makes his efforts all the more astonishing. To have overcome sleep deprivation and not slackened his momentum; to have hidden the car's mechanical problems from his rivals; these were not the actions of some fame-chasing self-publicist refusing to share the glory. More a man with an acute understanding of his car and near-superhuman resolve.

A return visit a year on with the same car and Charles Pozzi as co-driver yielded only eighth place. Aboard a works Talbot for 1954, Levegh's race ended after a crash. But his efforts in the epic '52 event had obviously impressed Alfred Neubauer, who placed him in a factory Mercedes 300SLR alongside John Fitch for the '55 running. Chasing a dream that had kept him ensnared for so long, his name was to be forever inscribed in motorsport history as the fall guy for the ensuing inferno: a tragic and desperately unfair legacy. »



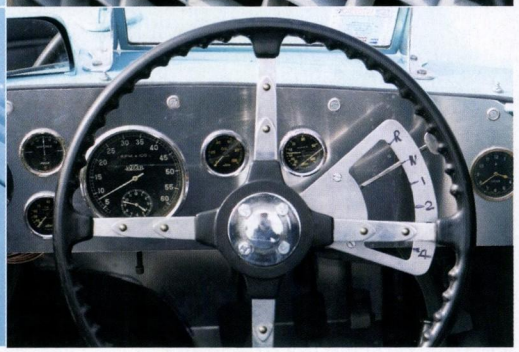
Penned by Charles Deutsch, this T26 bore aero-led details. Below left: GP-derived 'six'







Right: hard to see how Levegh could wrong slot a Wilson pre-selector gear quadrant



'Everyone had a theory but he remained reticent'



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Shortly before that fatal drive, Levegh had experienced one final and ultimately fruitless outing in his hard-worked Talbot in the Coupe de Paris. After his death it passed to dealer Francis Mortarini, who in turn sold it to Los Angeles-based Austrian Otto Zipper. This respected Porsche entrant kept the car until '62, the T26GS subsequently finding a new home with Bernard Benson. Improbably, this expat Englishman retained it for road use around Malibu, later installing Ford Mustang transmission in place of the Wilson pre-selector. On moving to France at the end of the '60s, Benson took the car with him before selling it to Talbot authority Anthony Blight in 1972. Finding the car's expansive bodywork a bit of a hindrance around the narrow roads of his native Cornwall, Blight fitted 1951-style coachwork, complete with cycle wings, but fortunately he retained the Dugarreau panelwork, which was reinstated for the next owner in '83 by André Lecoq.

Up close you can only marvel at the scale and compass of this car. It's not exactly small. Or pretty. Typically for a Charles Deutsch design, it's more than a little bit odd. As a co-founder of DB, father of the fab low-drag CD-Peugeots and the SERA-Porsche 917s, aerodynamic efficiency obviously played a part in the design process. Everywhere you look some little detail catches your eye, not least the NACA duct within the spare wheel cover that's in place to cool the rear drum brakes.

Having wedged yourself into the cabin, the grand prix ancestry is

'How he managed 23 *minutes* in here is a mystery'

immediately obvious. For such a sizeable car, you're still pushed towards the centreline. And seated bolt upright with the wheel cutting grooves into your calves. How Levegh put up with this for 23 minutes, let alone 23 hours is a mystery. He was a tall chap.

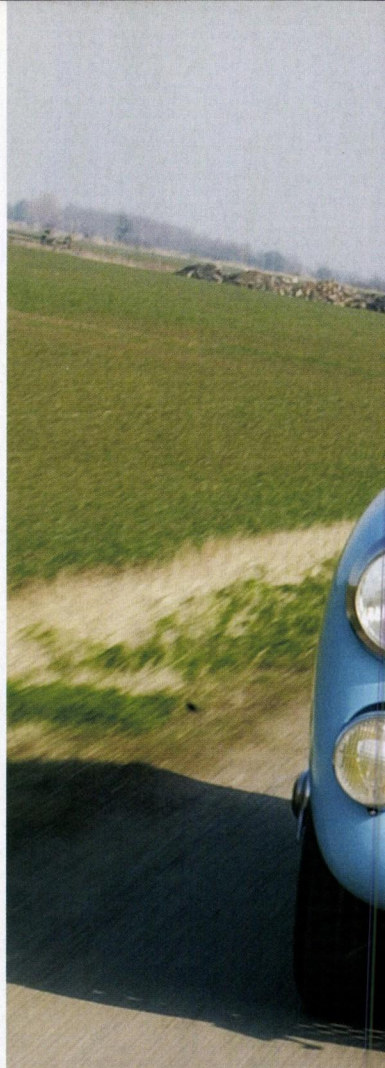
But you can forgive the lack of humane ergonomics. While it's now likely in better shape than at any point in its existence, knowing what was (almost) achieved with this car, and the misfortune that surrounded its one-time owner, there lingers a real sense of history. It's a privilege to be sitting here.

Under advisement, you hold the Talbot on the handbrake. Even in neutral it wants to move. It inches forward, vibrating under you. And predictably it's very, *very* noisy. Select first on the shift quadrant, a little gas and, despite some slippage, it wheelspins off the line. Almost immediately into second, and the rear end squirms as rubber connects with dusty bitumen. The Talbot doesn't want to drive straight.

Shift into third and it all settles down. A bit. This is a seriously quick car, the big pushrod six never sounding stressed or sonorous, only angry. There's no room for tactility here. It's commotion made metal, the gruff backbeat only matched for volume by tyre rumble. But the Talbot doesn't crash and bang and, once warm and up to speed, it feels almost civilised. It's just that the close proximity of, well, everything does tend to crowd you in, and the tight boundaries within the pedal box ensure that panic braking isn't an option. The drums – front and rear – are large but seem reluctant to rein in the car.

Thing is, the Talbot feels special but in no way is it anything other than an out-and-out racing car: you can only ponder just how much time it spent pounding the asphalt when it lived in LA. More than likely, not very much. On wide sweepers the steering loads up with alacrity yet feels strangely dead on the straight-ahead, the tail shimmying under load. What this car needs is space: preferably about three miles of straight.

Driving the Talbot, if only for an hour, lends a sense of perspective to Levegh's accomplishment. Yes, he didn't make the flag, but that shouldn't entirely detract from one of racing's more tantalising 'what might have beens'. If he had come out on top, would the Frenchman still have been demonised for the '55 Le Mans tragedy? Somehow you expect so. But if Levegh *had* won three years earlier, his drive would have gone down in motorsport history as one of the greatest ever. To have run the distance in an outclassed – and unwell – car would have at least ensured that his memory wasn't entirely smeared with catastrophe. He didn't, though, but with drivers nowadays allowed only to complete 14 hours at Le Mans – in stints – his feat of endurance is never likely to be bettered. Cold comfort, but better than no comfort at all. M



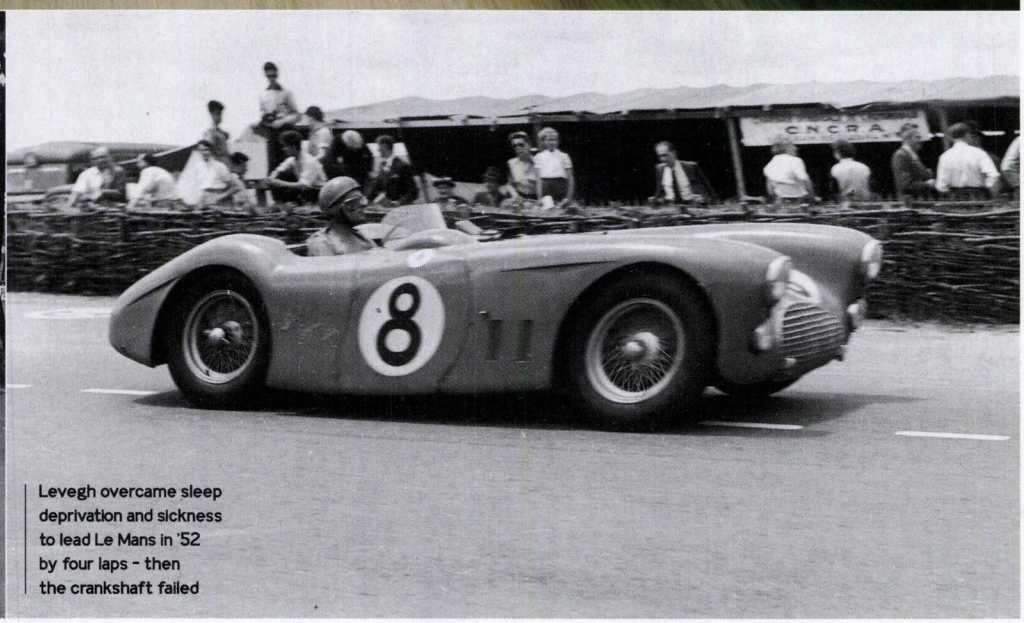
No looker (neither's the car), but the Talbot has plenty of presence. It originally had a skimpy body and cycle wings







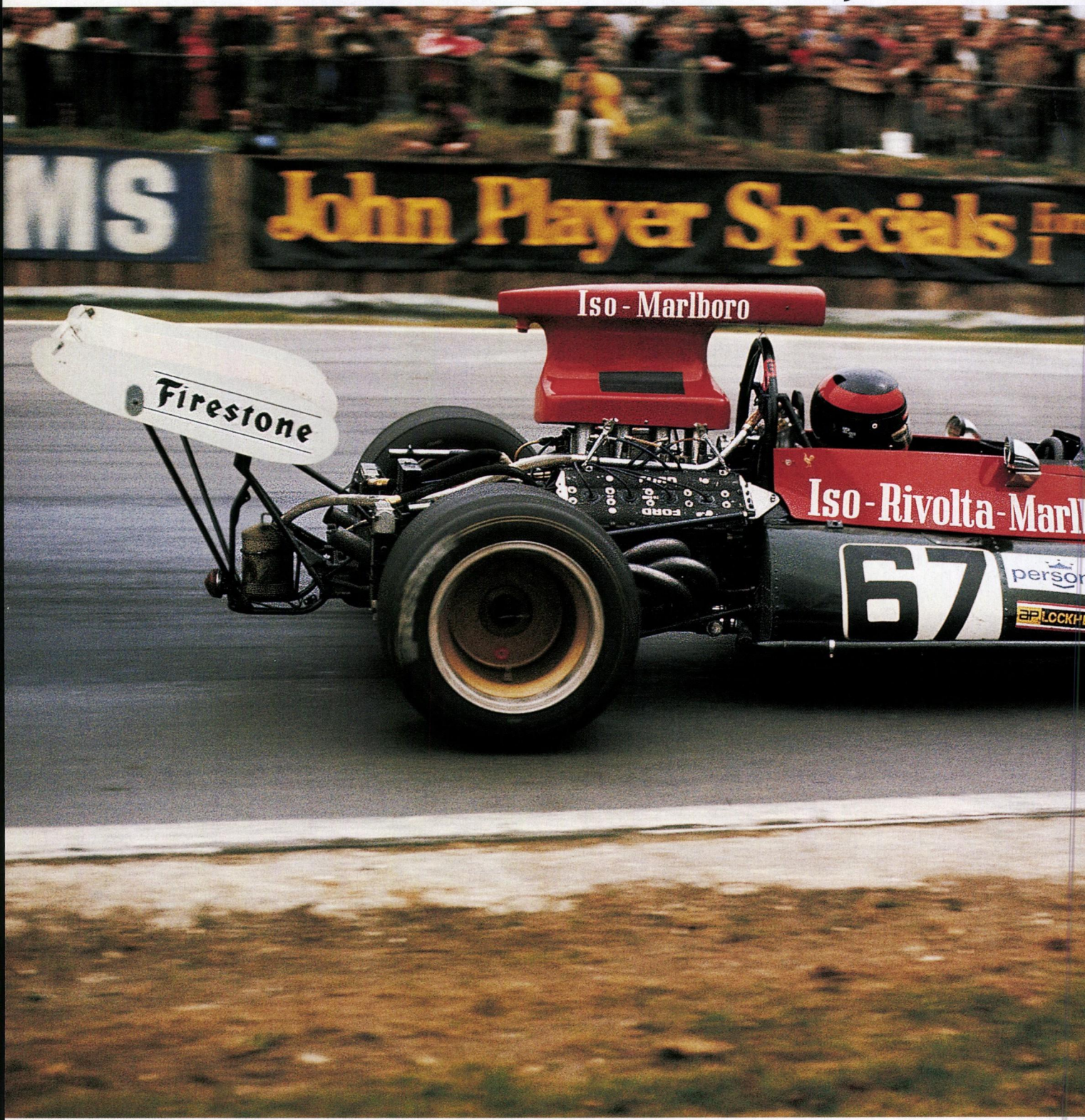




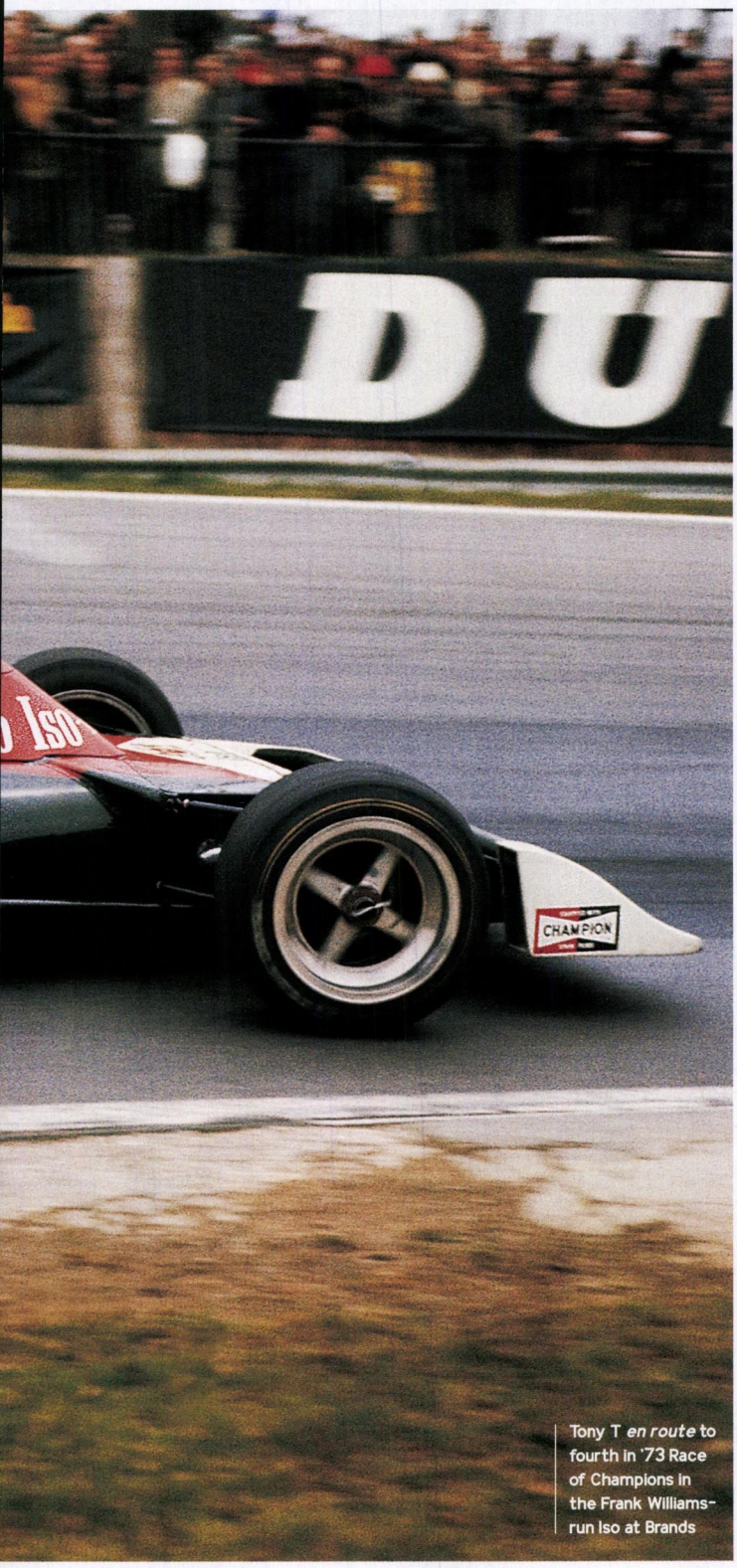
Levegh overcame sleep deprivation and sickness to lead Le Mans in '52 by four laps - then the crankshaft failed

LAT

Have licence, will



travel



Tony T *en route* to fourth in '73 Race of Champions in the Frank Williams-run Iso at Brands



God loves a trier, and few tried harder to be in F1 than Tony Trimmer, as Richard Heseltine reveals

As conversation meanders towards Super Aguri's debut at this year's Bahrain F1 opener, Tony Trimmer starts chuckling: "They did a great job. Really good. I'd drive for them. Love to. That new car of theirs can't be any worse than the Maki. I didn't see Takuma Sato's suspension parting company with the monocoque!"

There you have it. Tony T, the bravest man to ever sit in an F1 car. Really; he has an award from the Grand Prix Drivers' Association saying so. Except the effortlessly affable Kent ace never actually *started* an F1 race. Well, not a World Championship-level one, anyway. Not that he seems overly perturbed: "I'm not bitter and twisted about it. Would have been nice, though."

It wasn't for the lack of trying. Trimmer has either raced, driven or generally endured 23 different F1 chassis, so his lack of enmity towards the hand fate dealt him is commendable. But then he does have a habit of finding perspective: "I started with nothing but have stayed involved in motor racing for 40 years. I haven't become rich doing it but I've beaten a lot of big names along the way."

That he has. Yet for a man still so consumed with racing fervour, the passion was late in arriving. "When I left school I went into the merchant navy," he explains. "After a trip to Australia and Russia, I left and joined a local garage as an apprentice mechanic. Anyway, a while later my father took me to a race meeting at Goodwood; the one where Stirling Moss had his career-ending accident. Even so, I blame Moss for getting me hooked: he was amazing to watch. I couldn't keep still after that so I joined a local motor club and did a couple of hillclimbs in a single-cylinder Cooper. But I didn't really know what I was doing so I went to the Motor Racing Stables school at Brands Hatch. I did well and was told that a car would be laid on for me to do a few races, but it didn't materialise. I got a bit disillusioned after that and went to join the Willment race team in the mid-60s as a mechanic. Then I got head-hunted by Harry Stiller before joining up with Frank Williams to rebuild various F3 cars he'd bought in from the Continent. I was doing about 20-30 a year."

It was this resourcefulness that would finally see Trimmer make the leap to driver for '68: "I bought a crashed Brabham BT21 that Tetsu Ikuzawa had rolled at Mallory Park. It cost me £80. Over a three-month period I produced a Formula Ford car out of it that comprised half the parts that Frank *wouldn't* put on his cars. I then bought a Vauxhall Viva for £20, attached a towing hitch and trailered the Brabham to Brands." Where he finished fourth. "By the end of the year I was the only driver to really get on terms with Tim Schenken, who had been winning everything earlier in the season. For 1969 Frank [Williams] got me an engine from Charles Lucas who ran Titan. He then did a deal for me to race a Titan Mk4. I finished second in both the European series and the Les Leston national championship. Thing is, it wasn't really possible for me to race and be a mechanic, so I split with Frank. He thought I was mad."

Then began a year that should have provided the springboard to success: "I was picked up by Race »

LAT

Cars International to do F3 in '70. The first time I saw its Lotus 59 was in a picture on the front page of one of the national newspapers: it was airborne and upside-down. The first thing I had to do was fix it. We won the [Shell/*MotorSport*] British championship and the Monaco support race [in a Brabham BT28] but, to tell the truth, it was a bit of an anti-climax. Lotus picked me up at the end of the year to do some races in South America and I had planned on going straight into F2 but, despite lots of offers, I just didn't have the backing."

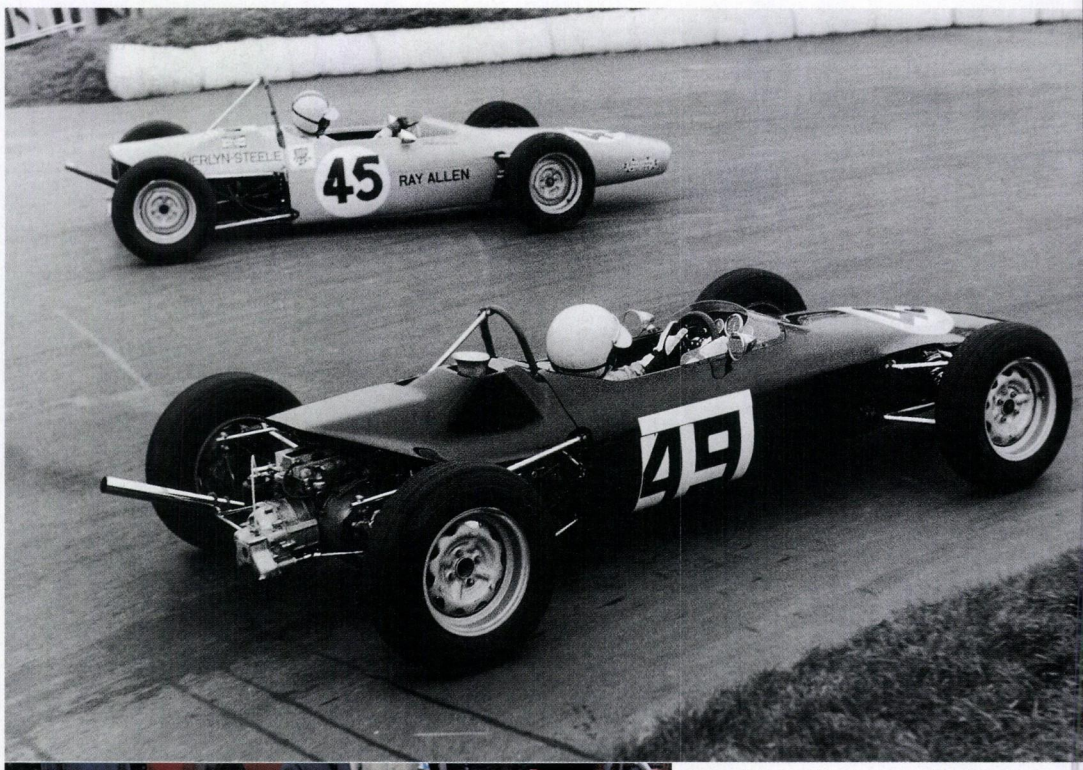
So began a have-licence-will-travel existence that would typify Trimmer's career. Making his F1 debut in the Race of Champions in a Lotus 72, he would return to F3 for 1972: "Lotus kept badgering me and, by this point, I was pretty desperate." So was the car. "The 73 had in-board rising rate suspension and was very difficult to drive. I got pretty frustrated with it and, at a race meeting at Mallory, decided to do my own thing: I raised the front end and lowered the rear ride height. It looked ridiculous but I won the race. At the next meeting it had been put back to the old set-up, which typified my relationship with the team.

"I struggled to qualify at Monaco, but on race day it rained. Colin Chapman saw me looking a bit down and said, 'Boy, we have some new F1 front tyres: we'll put them on all round.' It looked *very* strange but I was running fifth before getting into a tangle at Mirabeau. Then I got a thump from behind and shot off down the hill. I'd dropped to 15th but charged up the order until I was catching the leader, Patrick Depailler, at a second and a half per lap: he won by a second and a half...

'They beat it with a hammer until I could fit!'

"I loved working with Colin but there was a barrier between us: his name was Peter Warr. The deal I had was to do three F1 drives in addition to F3. I kept waiting but... We had a falling out at the end of the year, which was a shame, really."

So it was back to the odd one-off. "I struggled through F5000 and Atlantic; nothing you could really get your teeth into. And then I got involved with Maki Engineering for the last three grands prix of '75. The F101C had already tried to see off





Top: Tony starred in '69 FF1600 in Titan. Above: Trimmer won the Monaco F3 race a year on – he still has cup. Below: Maki at the 'Ring, shortly before suspension fell off



two drivers. The team had built this car with no idea about what materials they should make things from. At the Osterreichring the top suspension arm pulled out of the monocoque, and at the Nürburgring I came to a stop with the rear suspension on top of the engine!

"Everyone told me not to drive the Maki: I had 26 structural breakages. I would be doing 180mph and just spin off but I never even so much as went on to the grass. For the Japanese GP in '76 I was invited to drive the new car [the F102]. I thought, 'Maybe they've learned' but it wasn't even finished and the cockpit was too short for me. They beat it with a hammer until I could fit! In second practice it staggered around for one lap and died. That was it.

"The funny thing is, in doing so it almost did me a favour. Don Nichols agreed to give me a chance in the third Shadow. Then Maki's sponsor kicked up a fuss and I was told that I would be paid but I couldn't drive for another team. I said, 'I don't care about the money. You can keep it!" But I'd signed a contract so... It was as though somebody upstairs was looking out for me – I hadn't killed myself despite all the spins – but he wasn't about to give me much help either!"

Not that 1976 had been all bad: "An old friend was doing some business with an Arab guy. Anyway, he persuaded him to back me in Formula Atlantic, or Indylantic »

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Photo By Kelvin Fagan

I'M LIVING MINE



Q. How did you get into Motorsport?

Sarah says: "I started off doing a few Track days with my family and friends. Our first track day was at Croft in the family car (well you have to start somewhere!). When the day had ended I didn't want to leave. It was an awesome day and couldn't wait till the next. My Dad, swayed by the persuasion of me and my brother, invested in an MK Indy. Well, all I can say is we were LUCKY.

Q. How did you progress?

Sarah says: "Well we attended a few track days in 2004 and I was slowly getting more confident in my driving on the track. I entered a driver challenge in 2004 and they guided me along the right tracks to succeed in Motorsport. Although I didn't win the challenge, it was an exciting experience and it encouraged me to get my licence and enter into the 2005 MGOC series. The MGOC has been such a good stepping stone into Motorsport. It is a very friendly series, but still competitive on track."

Q. What have you gained from your first season?

Sarah says: "My first season has been a HUGE learning curve; I never thought that I would be competing against my brother, but it was all good fun, taking sibling rivalry to the extreme! With the encouragement from the other competitors and the skills I had learnt doing the driver challenge, I came away at the end of the season with the Novice Cup, and surprisingly a 3rd place at Lydden Hill because everybody else fell off the track!"

Q. Where do you go from here?

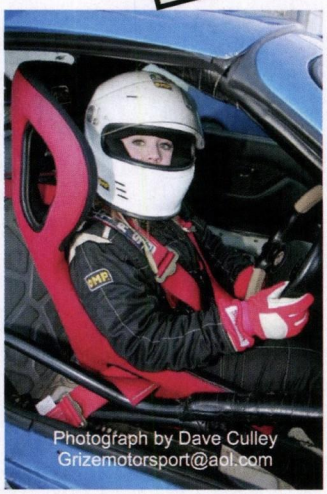
Sarah Says: "This season I'm racing an MG ZR, I'm so excited and can't wait to get back on the track."



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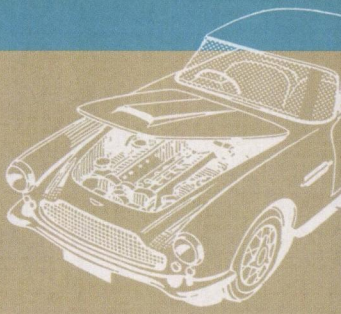
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50 CORGI ANNIVERSARY

as it was called by then. I won a few races; enough to move up to the ShellSport International Group Eight series the following year. We bought a Surtees TS19 and I won the title. That then became the Aurora AFX F1 Championship for '78 and I won it with a McLaren.

"The first time I drove the M23, I loved it. My first event with the car was the International Trophy at Silverstone. It poured down come race day, with standing water everywhere. Around Abbey I just could not get round: I spun off lap after lap. Anyway, I battled on and was third at the flag. Keke [Rosberg] won and Emerson Fittipaldi was second, although they had been out of my sight the whole race. Well, I caught them up on the slowing-down lap and, as we came out of Club, they just turned left and went across the grass. They had been missing out Abbey completely. They'd being doing that lap after lap! I thought, 'So *that's* how they did it. Bastards!'"

Sadly, 1978 would see Trimmer's chances of ever making his World Championship F1 race debut finally derailed: "I was very confident when we went to Brands for the British Grand Prix in July. I'd raced on the GP circuit earlier in the year and knew exactly what sort of times we could do. When we arrived, our team manager was offered a contract with Goodyear for free tyres, which sounded fantastic. It was only when qualifying started that the problems began: I couldn't get within three seconds of my best Aurora time. All the privateers were having the same problem. We didn't cotton on at first: they just didn't want us there. We bribed a fitter to put our Aurora tyres back on but then someone – I'd better not mention his name – threatened to slash

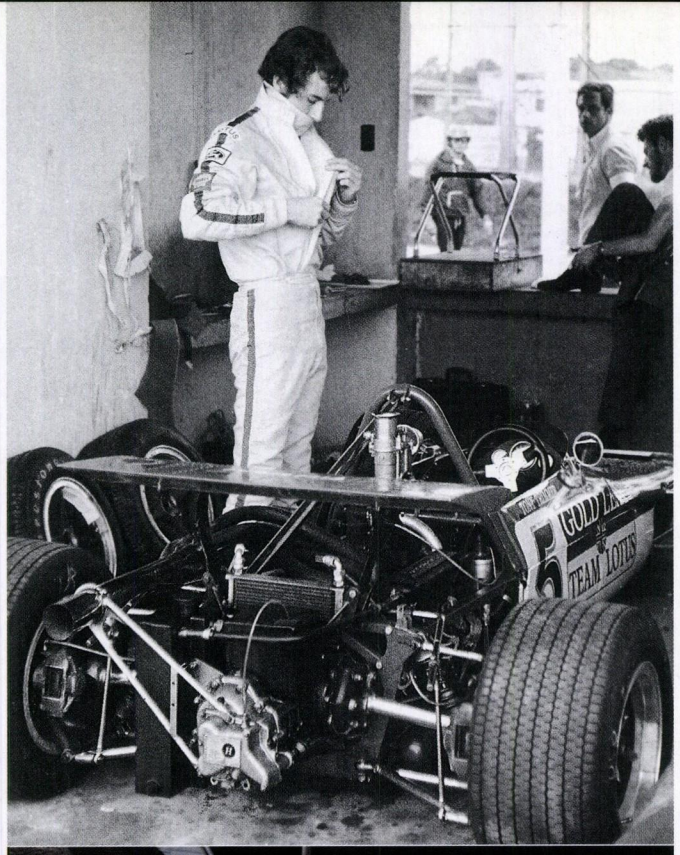
'All the privateers had problems: we weren't wanted'

them if we so much as started the engine. That was the worst time I ever had in racing. That I didn't qualify in a McLaren M23 looks terrible on my résumé. I just hate having to explain why." Sorry...

"It's not like I gave up or anything. I raced for John Jordan who'd bought the BRM P207 and then carried on in Libre [and much later British F3000], but I never had another shot [in F1]."

Was he never tempted to make a go of it in sportscars instead? "Not really. I shared a Dome Zero with Bob Evans at Le Mans in '79 but we had a major oil leak and were out in no time at all. I went back two years later with Ian Bracey's Ibec team. The car packed up at 6am. I also did the '81 Suzuka 1000Km with Nico Nicole in a Mazda RX-7. The heat there was horrific. About half an hour into my first stint I took a sip from my drinks bottle and burned my tongue. At one point we had a huge lead but then it evaporated. Nico was leading on the penultimate lap but we ended up second... Sportscars weren't really my thing."

Never one for sentimentality, Trimmer has kept few of his (many) trophies – although the cup received for winning the 1970 Monaco F3 race acts as a biro receptacle in his office. "When I'm down at Brands [giving demo rides], a lot of the younger instructors ask me how many cars I've driven and how many races I've won. I haven't a clue. It's like asking me how many laps of Brands I've done. Lots! You know, I've always enjoyed my racing. Yes, there have been bad times, but I remember the Maki falling apart at the Osterreichring at the same corner where Mark Donohue had been killed only hours earlier. I walked away. That makes you think." So no lingering regrets that F1 didn't happen? "Well, I watch each grand prix and think, 'I could still do that!' I've probably left it a bit late, but it's nice to dream." Should Super Aguri ever require a substitute, it should look no further... LAT





Top: Trimmer was a Lotus test regular in early '70s. Above: he won five races in Surtees in '77 ShellSport series. Below: in unloved March 88B in British F3000 in '89



TONY'S HIT LIST
F1 cars raced, tested and endured

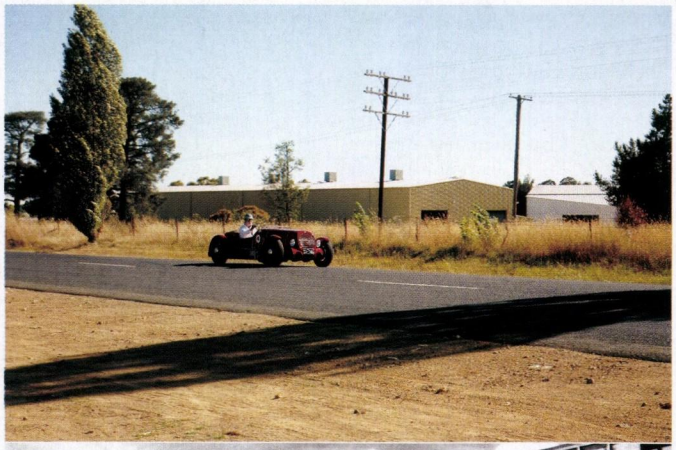
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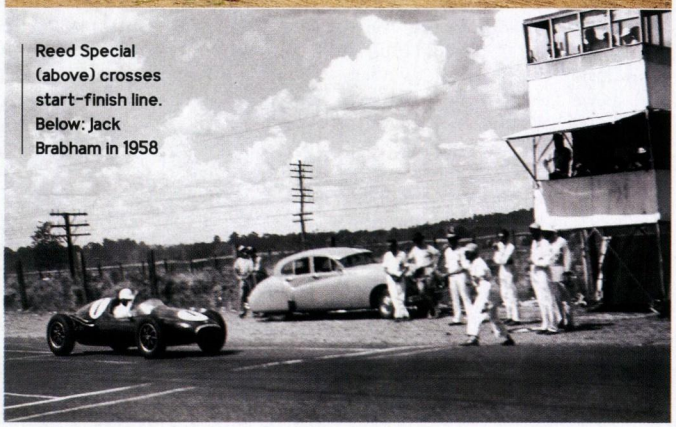
Track visit

Gnoo Blas

Introduced as a rival to Bathurst, just down the road, Gnoo Blas was a scarily fast road circuit in New South Wales. Jim Scaysbrook rediscovers the racetrack they pronounced 'Noo Blah'

Photos supplied by Dennis Gregory; National Motor Racing Museum, Bathurst





Reed Special (above) crosses start-finish line. Below: Jack Brabham in 1958

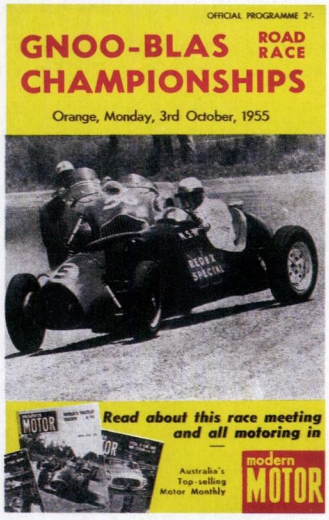
Rivalry is one of the prime tenets of motorsport. But in the case of the long defunct Gnoo Blas circuit in Orange, 177 miles west of Sydney, motor racing was simply the common factor in an intense contest with the neighbouring city of Bathurst, just 35 miles back down the road. Bathurst and Orange had populations of similar sizes, around 18,000 each in the early 1950s, but Bathurst had one thing that Orange did not – Mount Panorama.

'The Mount' had become Australia's premier circuit from the moment it opened in 1938. But the war took its toll on the venue, and little in the way of maintenance or improvements had been done by '52. The promoters of the annual Easter car races, the Australian Sporting Car Club, had been at loggerheads with Bathurst Council for years, threatening to abandon their traditional meeting unless changes were made. The pits and paddock area, in particular, was a disgrace, the slightest shower of rain turning the entire area into a sea of mud. The road surface too had seen better days, with crumbling edges and numerous potholes that were routinely filled with asphalt until the sealed area resembled a patchwork quilt. Bathurst Council drove a further nail into relations by doubling the surcharge on each spectator ticket.

After the Easter 1952 meeting the ASCC was fed up, and this time it had a new arrow in its quiver. After a series of not-so-secret meetings with Orange City Council, the ASCC announced it would not be back at Bathurst for Easter '53, leaving the weekend as a bikes-only fixture. In a short space of time, a 3.75-mile stretch of public gravel roads was mapped out and tar-sealed using mainly voluntary labour. The track was christened Gnoo Blas, meaning 'twin shoulders' in the local Aboriginal dialect – a description of the two mountains, Canobalas and the Pinnacle, that overlooked the area. A date of October '52 was announced for the opening meeting. This came and went after savage winter weather delayed the completion of facilities, but all was in readiness for '53.

Roughly triangular, the circuit had some gentle rises and falls but was basically flat, with Bloomfield Mental Hospital located on the inside of the southern section and the Tiger Aerodrome in the northern infield. As a layout, about the only thing really going for Gnoo Blas was that it was extremely fast, with right-angled corners at three points. The most challenging section came halfway around the lap where the road flicked right, then left over Brandy Creek, at a section known as The Sweep.

It was here, on the circuit's opening day, that Alan Boyle, a rapidly rising star of the motorcycle scene, lost control of his bike and was killed instantly. That first meeting took place over the three-day holiday



Two shillings for a programme in 1955...

'Gnoo Blas meant 'twin shoulders' in Aboriginal dialect'

weekend of January 24-26 1953, then celebrated as Anniversary Day and now as Australia Day. The bikes had the circuit for Saturday, then cars practised on Sunday and raced on Monday. It was meant to be a shakedown for the critical Easter date just two months away, when the question would be answered as to whether the Bathurst tradition could successfully be broken.

The media coverage generated by Saturday's crash resulted in a bumper crowd of 15,000 on Monday for a programme of eight handicap races. Before he threw a tread from a rear tyre, Jack Murray and his Day Special established the initial outright lap record at 2min 32sec, a shade under a 90mph average. The car was derived from a Type 39 Bugatti dating from 1926 that had been driven to victory in the '31 Australian Grand Prix at Phillip Island by Carl Junker. Now with a 5-litre Mercury engine, Murray charged from the back of the grid, but flung the Day Special into a ditch after failing to take Mrs Mutton's Corner. Almost simultaneously, a three-car accident left former fighter pilot Curley Brydon with a broken arm and wrist – and a written-off MG TC. Only a handful of cars completed the race, won by David McKay's TC.

Now it was time for the real test. At the time, strict import restriction in Australia meant that tyres were in short supply, and racing tyres almost non-existent. Consequently, Gnoo Blas's 1.3-mile main straight (originally Mental Straight but changed to the less offensive Hospital Straight) was a real punisher, tyre failures being commonplace on the more powerful cars. By Easter the situation was critical, but fortunately the cool autumn weather had arrived in the region, which is 700 metres above sea level, and rubber catastrophes were kept to a minimum.

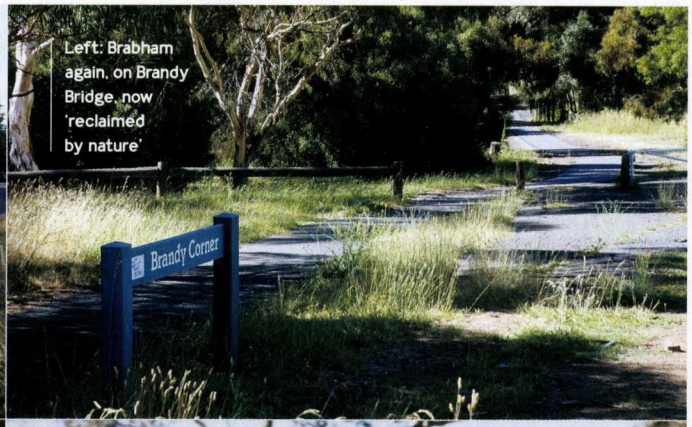
The question of spectator loyalty was answered in the negative, however: only 7000 turned up, with 10,000 claimed for the rival motorcycle meeting on the same day at Bathurst. Star of the day was Tom Sulman and his blown 4C Maserati, which took five wins from as many starts. Peter Vennermark, in the ex-Raymond Sommer 4CL Maserati, pushed the outright lap record to 92mph, although the car's brakes »



Exiting Mrs Mutton's Corner. More wooded than 1955 (below), when Brabham drove Cooper-Bristol







Left: Brabham again, on Brandy Bridge, now 'reclaimed by nature'



Pressing on through 'The Sweep', just as sportscar field did in 1955 (right)



collapsed under the strain.

A third meeting for 1953 took place in October, the feature 100-mile New South Wales Grand Prix being won on handicap by Jack Robinson's Jaguar XK120, with Jack Brabham's Cooper-Bristol collecting a separate award for the fastest race time. But within the ASCC ranks there was much trouble brewing, and a splinter group, calling itself the Australian Racing Drivers' Club, broke away and headed back over to Bathurst, where it resumed promotion in '54.

Now the rivalry was really on. Easter Monday 1954 saw the new ARDC staging the NSW GP at Bathurst, while the ASCC had its own show at Orange. Most of the top names, including Stan Jones and Brabham, went to Bathurst, but Gnoo Blas drew a healthy crowd to see New Zealander Fred Zambucka push his 2.9-litre supercharged Maserati to a new lap record of 2min 15sec – the magic 100mph lap.

The announcement of this 'record' was treated with much raising of eyebrows, and was generally reckoned to be a publicity stunt to claim the title of Australia's fastest circuit. It would be a while before anyone remotely approached the figures quoted on that day. Down the Mental Straight the Maserati reached 142mph, fast enough to keep Arthur Wylie's supercharged Javelin Special at bay.

By 1955 Gnoo Blas had established two dates per year, one on the Monday holiday of the Australia Day weekend in January, the other on the October Labour Day holiday weekend. The January date was touted as an international meeting, with Englishman Peter Whitehead in a four-cylinder 3-litre Ferrari, expatriate Australian Tony Gaze in a similar car, B Bira with a 2.5-litre Maserati, and New Zealanders Zambucka and John MacMillan, the latter in a supercharged 2.9-litre Alfa Monoposto. Bira's Maserati threw a rod after just three laps of practice, while his spare OSCA suffered a scavenge pump failure, dumping its oil all around the circuit. Ian Mountain, following in his Peugeot Special, hit the oil and careered off the road, killing himself and injuring several spectators.

Whitehead took the main 27-lap South Pacific championship from Brabham's Cooper-Bristol, recording 149mph through the flying quarter-mile on Hospital Straight. On the October date, some degree of cooperation saw Bathurst run on the Sunday, with the survivors

'Ian Mountain careered off road, killing himself'

decamping to Orange on the Monday. The feature event, the 20-lap Gnoo Blas Trophy, went to George Pearce in his Cooper-MG.

Partial resurfacing on some of the badly cut-up corners, the relocation of the pits to the inside of the circuit and other improvements helped to quell the grumbling about Gnoo Blas's shortcomings, and the grandly-titled South Pacific Road Racing Championships took place in January 1956. The 27-lap event for Racing Cars went to Melbourne car dealer Reg Hunt in the newer of his two Maseratis, from the Cooper-Bristols of Brabham and Kevin Neal. Displacing Zambucka's dubious lap record, Hunt was credited with 2min 17sec and instated as the circuit's official fastest man.

In the face of stringent new laws governing safety measures at all motorsport venues in New South Wales, Gnoo Blas went into temporary recession while much work was done in the areas of crowd control. It reopened on January 27 1958 for the South Pacific Championships, attracting Jack Brabham and the latest 1.7-litre Cooper-Climax, Stan Jones in his 250F Maserati, Ted Gray in the home-brewed Corvette-engined Tornado and Len Lukey in the ex-Reg Hunt Cooper-Bristol. Gray and Brabham were hard at it immediately, Gray taking the lap record down to 2min 15sec – a real 100mph lap this time – before the Tornado ran out of puff, leaving Brabham with a healthy lead over Jones. In the five–lap handicap that concluded the meeting, Brabham carved chunks off the record to leave it at 2min 12sec – 102.2mph.

Brabham was lured back to Orange in January 1959, bringing with him a works 2-litre Cooper-Climax. Not surprisingly he won the main South Pacific event from Doug Whiteford's Maserati 300S and the Ferrari 555 Super Squalo of Arnold Glass, but torrential rain spoiled any chance of record laps. By now the Australian motor racing public's interest was increasingly taken by touring cars, and the arrival of David McKay's 3.4-litre Jaguar meant that the Sedan Car Championship attracted at least as much attention as the main event. McKay duly dusted off the opposition, mainly Holdens, and set the scene for a much bigger win one year down the track.

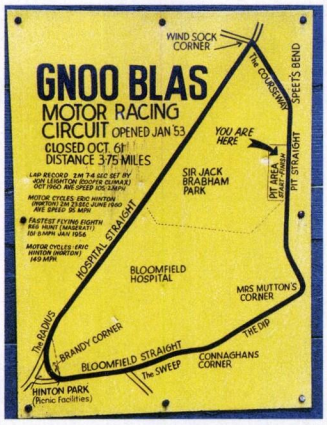
By 1960 the Australian Touring Car Championship had been established as a one-race contest, and Gnoo Blas got the nod to run the inaugural event. In an eventful race, in which all three front-running Jaguars spun, McKay's Jag 3.4 overhauled the sister car of Bill Pitt two laps from the end of the 75-mile event for McKay to become the first Australian Touring Car Champion.

But it marked the end of Gnoo Blas as a frontline circuit. Two more meetings were run, but the draconian New South Wales Speedway Act, which required safety fences to shield all spectator areas, was being rigidly enforced and there was no way the circuit could comply without major money being spent. In the wake of Jack Brabham's dual World Championships, Australia went motor racing-mad and new purpose-built circuits sprang up everywhere.

It was the beginning of the end for the big, old-style public road circuits, and Gnoo Blas was one of the first casualties, holding its last meeting in 1961. The outright circuit record was left in the hands of Jon Leighton (Cooper-Climax) at 2min 7.4sec, an average of 105.2mph, set in October 1960, while Reg Hunt's flying speed of 161.8mph in his 250F in 1956 was never bettered.

Nowadays the road surface of Gnoo Blas is considerably better than it was 50-odd years ago, but traffic islands blight the corners formerly known as Windsock and Speet's. The area inside the northern end of the circuit, which encompasses the old pit area and was originally an aerodrome, is now called Sir Jack Brabham Park. The local sporting car club holds a reunion here every year.

Leaving the old starting grid, the road crests a slight rise before sweeping downhill through what would have been a quick left-hand curve. Then it's a hard brake for Mrs Mutton's Corner – a narrow right-angled bend. This is followed by two crests, the second of which contains a very fast right curve (Connaghan's Corner) leading downhill over a small bridge. This section, known as The Sweep, was the most challenging part of the course, and the only real bends apart from the squared-off corners common to public road circuits. After The Sweep it's a long uphill climb before braking hard for what was Brandy Corner. This is the only part of the track that has changed from the original layout – a new section of highway bypasses what was a four-way intersection. The old road, complete with its



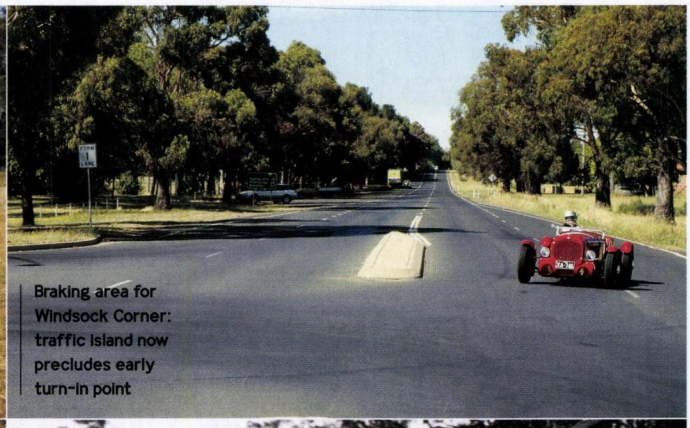
quaint white-posted bridge, is still there, though now partly reclaimed by nature. Hospital Straight (which was renamed Total Straight in 1958 after the French oil company paid £3000 to upgrade safety facilities) begins with a long right curve past the hospital and a golf course and finishes 1.3 miles later with the 110-degree Windsock Corner. A short squirt leads you to Speet's Bend and back to the start/finish area.

We drove the circuit in the Reed Special, the car that won the 1951 Australian GP at Narrogin in Western Australia. George Reed, from Bathurst (a mere 2500-mile drive away!), had two self-built short-wheelbase specials with Ford V8 engines ready for the event.

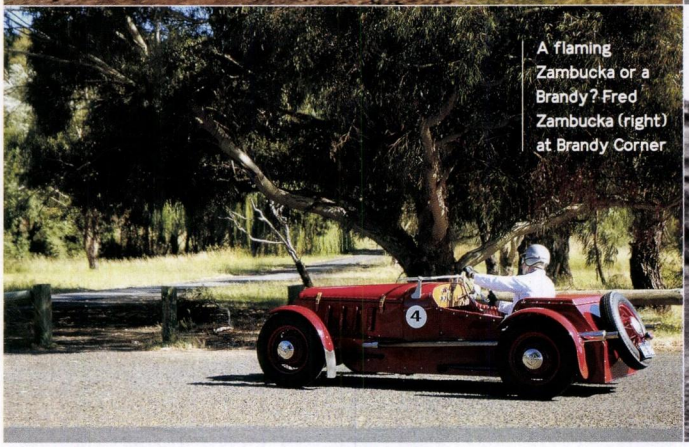
Reed drove one, with Warwick Pratley in an earlier version. It was Pratley whose car lasted to win the event on handicap, and the GP-winning 'Skate' continued to ply the circuits until it was destroyed in a crash. Around 1990 Reed assisted mechanics at the motor workshops of Bathurst Council to recreate the car, which was then donated to the National Motor Racing Museum located beside the famous circuit at Mount Panorama. The specification used the original highly modified 1926 Essex Six chassis, which was reversed with the rails running over the front axle and beneath the rear axle; a 1940 239 cu-in Flathead motor is coupled to a '39 Ford gearbox and diff. George Reed, who in 2006 is approaching his century, was not only a keen driver/constructor but a prolific photographer, so there was plenty of visual reference for the reconstruction. The 'Red Car' is a comfortable road car as well as being a spirited performer, and it makes regular appearances at events such as the annual Gnoo Blas Classic Car Show.

Both car and circuit revive a long-lost period in Australian motorsport history.





Braking area for Windsock Corner: traffic island now precludes early turn-in point

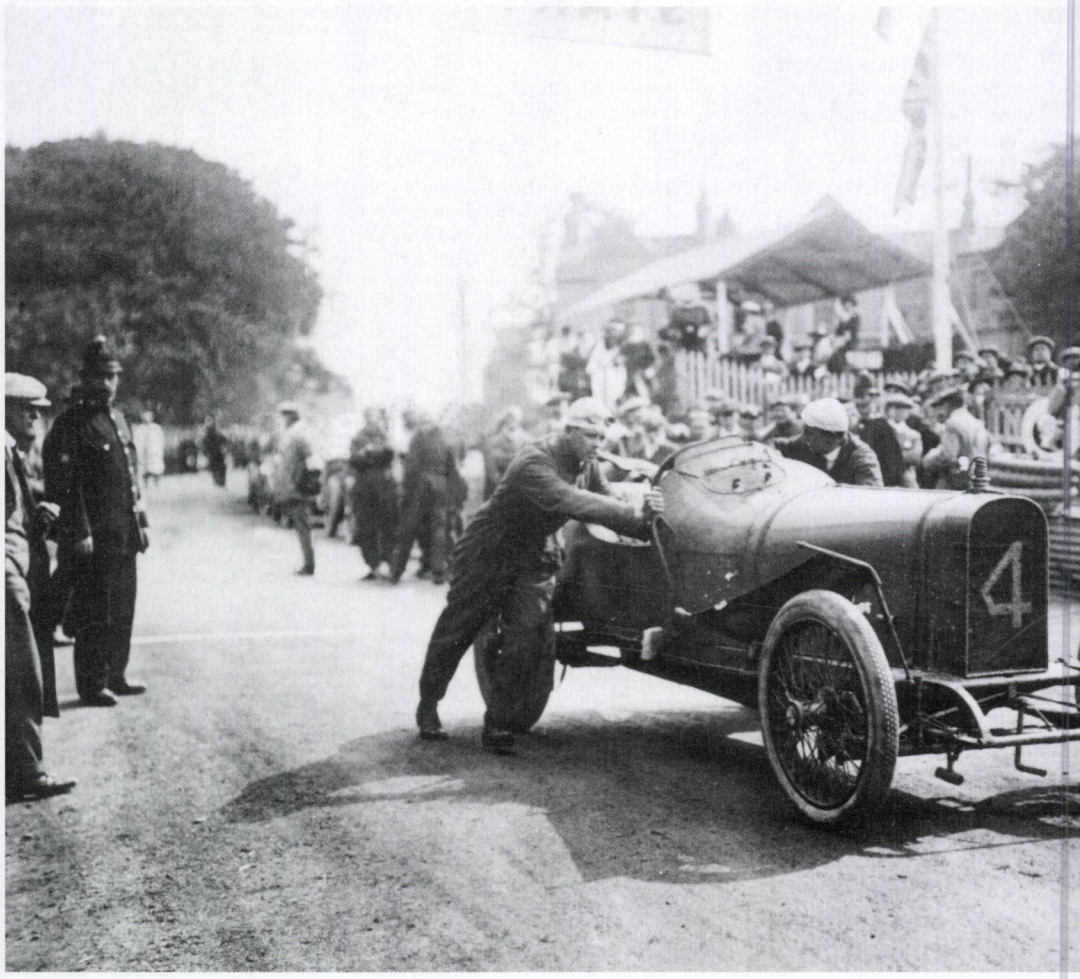


A flaming Zambucka or a Brandy? Fred Zambucka (right) at Brandy Corner





WB



Array of Sunbeams

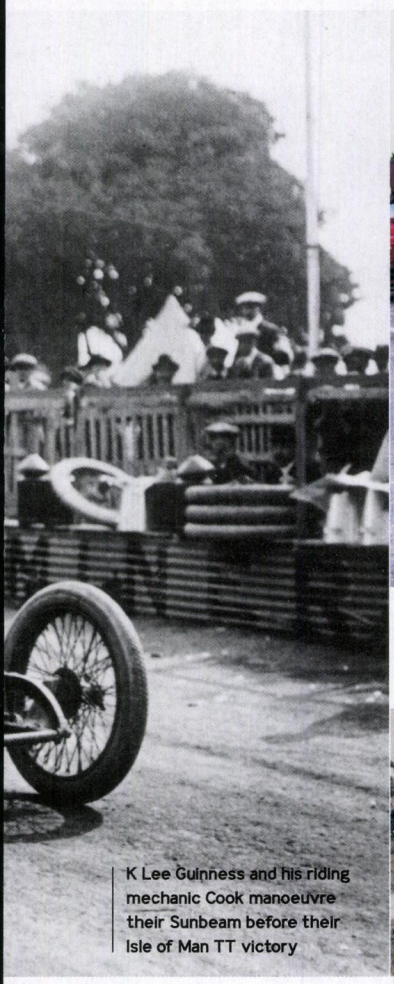
As Nick Pellett has rightly remarked, it is a minor miracle that all three of the 1914 Tourist Trophy Sunbeams have survived to appear together as at last year's Isle of Man TT Centenary, where his car performed so well, as described last month. Their preservation began after the VSCC accepted Edwardian cars and Kent Karslake, the celebrated contributor of 'Sideslips' to *MotorSport*, had encouraged the resurrection of by then historic racing cars.

By 1949 Sir Francis Samuelson's TT Sunbeam was raced against Kenneth Neve's 1914 TT Humber at Silverstone, and the discovery of the other TT Sunbeams had commenced. (All three of the 1914 TT Humbers also survived but did not come together as the Sunbeams did, although Judy Portway, Neve's daughter, competes with one today.) Cecil Clutton had found one of the Sunbeams abandoned outside a Maidenhead garage and took it to Bill Short's London premises, from where Anthony Heal, the acknowledged expert on all Sunbeam racing history, undertook its restoration. The other team cars were similarly found and put into good order, a miraculous survival.

Louis Coatalen designed these TT cars with four-cylinder 3.2-litre twin-cam 16-valve engines, with which Kenelm Lee Guinness was to win that two-day 600-mile race over the punishing Manx mountain course, involving driving for 10hr 37min 49sec. The other cars were driven by Dario Resta and KLG's brother Sir Algernon Guinness. Resta's car broke a big-end bolt on the first lap and Algy Guinness's Sunbeam, after being in a secure second place on day two, retired when a propellor-shaft joint seized. But KLG had vanquished two sleeve-valve Minervas and three other cars, out of 22 starters, to win at 56.44mph. His fastest lap was 59.3mph, an indication of how difficult was the IoM course. (In the 1922 TT over the same course Jean Chassagne in an eight-cylinder Sunbeam averaged 55.78mph in the now one-day race, but in rain.)

A spare car with the same body and bolster fuel tank as the other 1914 cars, as it might have had to be nominated for the race, was taken to the IoM. Two months before, one of the cars was sent to Brooklands for tests, driven by LG Hornsted and CD Day, Sunbeam's subsequent production manager.

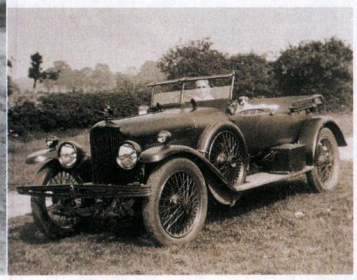
All four Sunbeams were driven from Wolverhampton to the Fort Ann hotel in the IoM. They wore number plates MN 523 to MN 526, these apparently being trade plates, indicating that Coatalen disdained paying tax on cars intended to uphold British prestige.



K Lee Guinness and his riding mechanic Cook manoeuvre their Sunbeam before their Isle of Man TT victory



Above: Sunbeam survivors, plus one. L-R: IoM 1, 1914 TT Humber, IoM 2, IoM 4. Below: IoM 1 with 1925 touring body



After the 1918 Armistice there were other racing Sunbeams to occupy Coatalen, and the pre-war TT team was put to rest except for the car with which CV Cozens, Sunbeam's sales manager, took class and formula wins at the Liverpool speed trials in 1920, and that which Segrave drove at the Holme Moss speed hillclimb in July 1921, with second fastest time. In 1924 CWF Hamilton, after a visit to England, took one back home to New Zealand to win the 1924 Muriwari Beach race and set the NZ five-mile record to 100.2mph.

Otherwise no more was heard, until late in 1930 Kent Karslake wrote No2 of *MotorSport*'s 'Veteran Types' feature, a piece headed 'Kenelm Lee Guinness's Tourist Trophy Winner', with beneath it a picture of KLG in the winning Sunbeam. But Karslake began: "Having firmly inscribed the title of this article I may as well admit at once that I am not quite sure whether the car which I came across recently is actually the Sunbeam with which KLG won the last TT, or whether it was one of the other cars. But it has IoM engraved on the radiator." It had a fully-equipped touring body, cord-bound steering wheel and a 1914 TT-type engine. It belonged to an acquaintance of Karslake's (possibly Clutton or Heal), and was awaiting him in Hyde Park. Another picture showed it registered as AJ 2088, a Yorkshire number. By 1940 Anthony Heal had possession of the Sunbeam which in the 'Veteran Types' article No21 was described as having a clumsy wood-decked sports body and a welded-up inside exhaust manifold.

Encouraged by the *MotorSport* article by Karslake and the VSCC's introduction of an 'Edwardian' category the search for the older racing cars continued, and the TT Sunbeams did well in this and other Clubs' events. CR Abbott OBE competed in the Brighton Speed Trials in his, and in 1951 Stanley Sears won the Edwardian class at Prescott. In 1952 he was third in the VSCC Itala Trophy race, beaten only by a GP Bugatti and the 10½-litre Delage, and was second at Prescott to Clutton's 1908 12-litre Itala. The following year Eric Sears was beaten only by a 1927 Lancia Lambda in the Pomeroy Trophy contest. Jack Sears was fourth at the VSCC Silverstone vintage Seaman race behind a Type 35B Bugatti and two 4½-litre Bentleys. In 1954 Jack Sears won the Pomeroy Trophy, the aged Sunbeam vanquishing cars of all ages, and achieved this astonishing feat again in 1963. Sir Francis Samuelson drove his TT Sunbeam in the veteran drivers' parades at Silverstone and Goodwood in 1954 and 1961. But even now which car was which in the1914 team puzzles the experts.

All three are still intact, the most recent recommissioning being by Tony Fabian before the Christies auction sale in 2004, where it went for a final bid of well over £480,000. The present owners of the cars are Nick Pellett, Brian Moore and Neil Corner. The TT race numbers had been 4 for KLG, 15 for Resta and 21 for Sir Algernon. This gave rise to the cars being known as IoM 1, 2 and 3. But there doesn't seem to be any evidence that Sunbeam used this numbering, and although the engine components and the chassis frames were numbered, whether this was in order of manufacture or race entry is not known. Christie's quoted No1 on the car they sold and suggested that "The Sunbeam was a race winner".

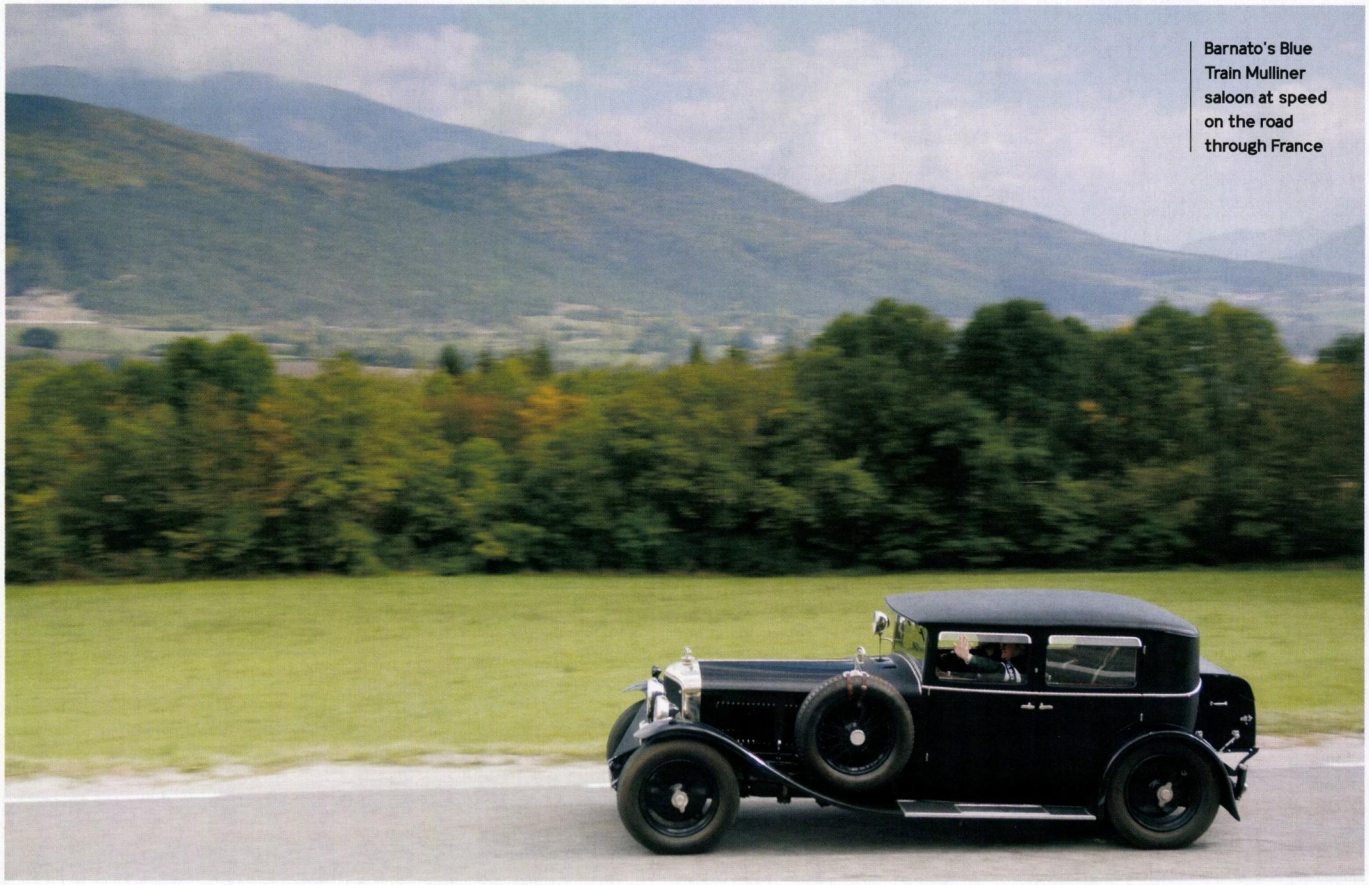
More very interesting information has now arisen concerning this complicated historic record. Mrs Jennie Greaves informed the STD Register that she had found some forgotten photographs of cars owned by her grandfather, Mr Brodie Dunwell, one of which was the Sunbeam AJ 2088, which he had owned from 1925 until 1949 or a little later. It took her father to his wedding in 1945 in Forest Hill and was repainted a year later.

Mrs Greaves's photographs show the Sunbeam with a smart touring body and its radiator to have a Sunbeam badge and to be inscribed IoM 1, so that it was accepted as the TT winner. Sunbeam apparently put touring bodies on its pensioned-off racing cars – on one of the1916 Indianapolis cars for instance – and we know that AJ 2088 had a TT engine. But its radiator had a protruding top associated with the 1912 Coupe de *l'Auto* cars and these do not seem to have been badged or numbered. Would a reasonably spacious four-seater body have been put on a TT chassis with a wheelbase of 8ft 10in? More likely that a production 14hp chassis with a wheelbase 1in longer was used. (In which case one of the surviving TT cars must have had its chassis shortened and been given a replica body and bolster tank.)

Indeed, in a piece about the cars which Kent Karslake wrote for the book *From Veteran to Vintage* (Temple Press, 1956) he remarked that "...two of them survive, or at least their engines do. Neither of them [the Samuelson and Sears cars] can be called complete TT cars because it seems that after the race the engines were installed in more normal frames with longer wheelbases."

I am therefore not prepared to say which of the survivors is the car which served Lee Guinness so well 82 years ago.

NMM, Nick Pellett, Mrs J Greaves



Barnato's Blue Train Mulliner saloon at speed on the road through France

Blue Train re-enactment

The BRDC Bulletin, a long way from when it was just a short item every month in *MotorSport*, had in its January issue an enthralling article by Mike Cassell, reproduced with permission from the *Financial Times*, about a re-enactment of the memorable run made by the late great Woolf Barnato in a Speed Six Bentley to win a bet that he could not beat the renowned Blue Train express from Cannes to London. He achieved it with time to spare.

In reports of this epic run there has been confusion about exactly which 6½-litre Bentley Barnato had used, but this has since been cleared up. After US businessman Bruce McCaw bought the Gurney Nutting coupé previously thought to be the car, and illustrated in Terence Cuneo's famous picture, further research showed that Barnato must have used his saloon 6½. McCaw then tracked down the actual chassis and its Mulliner body, then on a different chassis, and reunited them. For the re-run he brought both cars.

I had never been quite sure whether the £200 wager was for the Cannes-Calais section or for the finsh in London, but this article confirms that the challenge was to end in London. Indeed, Barnato was back in his Berkeley Square flat before the Blue Train had disembarked its affluent passengers at the French port. I did not know that his golfing friend Dale Bourne had accompanied Barnato, nor that the millionaire driver had arranged for repeated fuelling places for a car "that barely managed 12mpg".

As Barnato had done, Cassell left the Carlton Hotel in Cannes before dawn, a sprinkling of snow on the mountain peaks of the Napoleonic route. In newspaper-speak it is told that "we turned on the fuel pump, clutched the huge willowy steering wheel, and pulled out of the hotel just as the train was leaving the station, the Bentley's headlamps, as big as frying pans, alight ahead of the six-foot-long bonnet".

Mike Cassell and his team presumably did not get lost looking for the booked petrol stop near Auxerre, nor did they have a puncture, both of which it is said Barnato suffered. But they did succumb to a meal and a short night's sleep near Dijon, and they "eased their green chariot up when it began to object to a speedometer 90mph, bearing in mind its £1m insurance value".



McCaw's 'other' Blue Train car, the G-N coupé, joined in the re-enactment

An unscheduled stop can put one off a bit; I recall how, before the war when I was trying to get a 4¼-litre Derby Bentley from London's Parliament Square to John O'Groats as quickly as possible, I was perturbed when my navigator Tom Lush and photographer Jim Brymer wanted a breakfast pause, which I could not deny to two close friends...

However, the *FT* writer made it in 37 hours for their 750 miles. Barnato did his journey in 20hr 35min, four minutes before the train was scheduled to pull into Calais.

It is good to note that the re-enactors were greeted at the finish by Diana Barnato-Walker, Woolf's daughter, who has written a splendid book about her eventful life.

The VSCC Pomeroy Trophy contest started as an idea of the late Laurence Pomeroy, whose father had engineered the pre-war Prince Henry Vauxhall, to prove that the one he owned was, despite its age, the ideal fast touring car. He devised a complicated system of rules embracing interior body dimensions, tests of acceleration, speed, braking efficiency and fuel thirst over a road course. For this one event, contested annually at Silverstone, the VSCC abandoned its ban on cars made after its then limit of 1940.

The first 'Pom' in its current form took place in 1952, as a memorial to L H Pomeroy, who had died in 1941. The trophy was a Rex Hays model of the best racing car LH had designed, the 1914 GP Vauxhall, presented by his son and Mr T W Badgery, who had given his 1914 Prince Henry Vauxhall free to Laurence Pomeroy Junior.

Fine fast tourer as this Vauxhall was, it never beat 'moderns' in the VSCC tests, although the spirit was nearly achieved on the first two occasions when the winners were a 1924 30/98 Vauxhall and a 1927 Lancia Lambda. But a 1914 TT Sunbeam took over in 1954 and again in 1963, and in the first 13 years a Triumph TR, a sporting 4½-litre Bentley and a DB Aston Martin had the impertinence to outclass the more peaceful tourers, although the idea was enshrined when the trophy was won by an Alvis Speed 20, an 18/80 MG and a Type 57 Bugatti. But then the racing Sunbeam and a Type 35 Bugatti won, against the entry of 2½-litre-plus more recent cars – hardly what Pomeroy Jnr had hoped for!

This year's Pom at Silverstone was won by Charles Gillett's 1929 Frazer Nash Super Sports, I am delighted to record. Seven First Class Award winners were headed on points by Simon Smith's 1928/29 Boulogne Vitesse Frazer Nash, and the nine Second Class winners by Mike Preston's 1926 Type 35 Bugatti. The Densham trophy went to Dudley Sterry's HRS sportscar and the Pomeroy Edwardian Trophy to Michael Graham's 1922 Fiat 501, a special age dispensation, apparently.

It cost each driver of a 'modern' £140 to enter, against £67 for vintage car entrants. Out of 80 competitors the 'Pom' was too much for a vintage Frazer Nash, a Jensen CV8, a 2-litre Lagonda and a Speed 25 Alvis.



Overall victor at a freezing Silverstone was Charles Gillett's Frazer Nash Super Sports

Finding the ideal tourer

Rolling in privilege

I note that Rob Aherne, editor of *Autocar*, in announcing the new Rolls-Royce Phantom, writes that "it wins nothing on privilege, it wins on merit, because the inequality and unearned privilege of life in the old days would now stick in the craw". Perhaps. Anyway, there is an example to please him in *The Life of Ian Fleming*, by John Pearson, to which I referred last month. Fleming, by then the important author of the James Bond 007 books, was travelling to America to spend Christmas with friends and was looking forward to being met at Idlewild airport by his friend's Rolls-Royce. He had rung his New York agent Kemsleys to arrange this.

All the way across the Atlantic he had anticipated finding an immaculate Rolls-Royce waiting to purr his wife and himself off to the friend's house. But instead of a Rolls-Royce there was a Lincoln, and as Pearson says "true, it was the latest model, but a Rolls and a Lincoln aren't quite the same". Fleming was so disappointed that he stayed only one day in New York, and he spoke to the Kemsley girl sharply about the mistake.

A friend had asked Fleming's opinion of a Bentley Continental and received a favourable reply, but apparently a Rolls-Royce was purchased instead. At home he and his wife used a 2½-litre Riley for fast runs from London to Fleming's house at St Margaret's Bay and on continental tours such as over the Pyrenées to Monte Carlo.

Fleming later consulted "his friend Whitney Straight, then chairman of Rolls-Royce", about who would build a body for the *Goldeneye* film that would be a cross between a Bentley Continental and a Ford Thunderbird. Fleming's last car was a Studebaker Avanti with the optional supercharger which gave him great satisfaction until he found an exactly similar car parked outside his London apartment.

Incidentally, those who do historical research of any kind may like to know that before writing the biography, John Pearson is said to have travelled over 100,000 miles and interviewed over 150 people. It resulted in a wonderful coverage of the creator of James Bond; "not since Sherlock Holmes had any fictional character had such an enormous following".

THE GASMAN NEVER CAME

Gordon Cruickshank, in his look at experimental racing and record gas-turbine cars, the most complete I have read, explained the problems of producing practical road cars with turbine power, so that none were ever available as catalogue models.

Nevertheless, in 1963 I was among those British writers privileged to drive a turbine that Chrysler had brought over for us to try. We assembled at the Bridge Hotel in Dorking to be driven round the test route in a Chrysler Newport or Plymouth Fury to make sure we did not lose this unusual car, with turbine engine in a four-seater Ghia body: maximum revs 44,610, top temp 982 deg C.

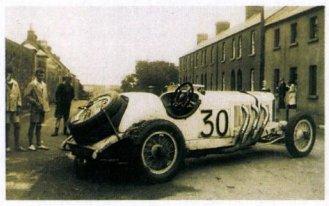
I told of Chrysler's coast-to-coast and other long-duration tests of its turbine vehicles, of how 50 such cars had been built to lend at no charge to 200 people, and of course recorded my driving impressions. Each of us was given a wallet full of publicity material, ending "listen for it – the exciting new sound of the Chrysler Corporation's Turbine Car. How soon will this sound become familiar?" Of course, it never did.



This year's Brooklands Society Reunion will take place on June 25, from 10am. It will include the usual attractions like the Test Hill ascents, etc, but the main theme will be a display of Invicta cars, appropriate because the Cordery sisters gained a second coveted Dewar Trophy for their 30,000-mile run there in 1929 with a 4½-litre tourer, although under RAC observation, so not a BARC event. There is also to be a display of pre-1940 three-wheelers staged by the Morgan and BSA clubs, and of course the paddock should be full with BS members' cars.

The pre-1915 Humberettes were not as prepossessing as the post-war small cars but they were good nonetheless, and it was pleasing that last year eight took part in a 10-mile run, possibly the largest gathering of such cars for 80 years. Never mind that one had magneto trouble, another had to reverse up the hills and for a time one was delayed by dirt in its jets. One Humberette had made the journey from Essex to Surrey, but one was on a trailer, not yet restored. The runners comprised three 1913 air-cooled, and two 1914 and one 1915 water-cooled versions of these little vee-twins. John Tarring's 14/40 Humber was there to look after the brood.

A reader has sent this picture (below) of a Mercedes-Benz SS, apparently taken in a side-street before WWII. However, the race number 30 does not seem to correspond with known TT, Brooklands or other major race entries. Can anyone elucidate?



A UK de Dion Bouton Club has been started for this pioneering marque. The inaugural meet was held on April 1 at the old Michelin depot in London, and the first rally is on the first weekend in May, at Codicote, where the club's treasurer, Nick Pellett, lives. He has owned a 1903 Q-type de Dion for over 20 years. Open only to single and twin-cylinder cars, more than 25 owners had joined within the first two months. Those interested can contact Mr Pellett on 01438 622036, fax 01438 822036.

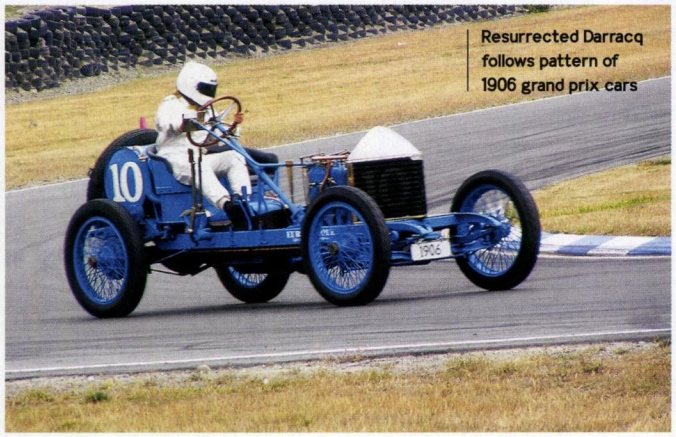
Dominic Fraser, Jim Hodgrave

GP Darracq is reborn

We referred recently to what could be a 1906 grand prix Darracq engine, now installed in a suitable chassis. As the celebrations for the first grand prix, in France in 1906, approach, the question arises of which type of Darracq this engine was originally installed in. The 1906 GP cars were of 12,711cc (170 x 140mm), but the engine in question has a bore of 180mm, suggesting it was from one of the 1907 Darracqs, which had a stroke of 150mm (15,268cc). There was a suggestion that this engine in New Zealand came from Malcolm Campbell's Darracq 'Blue bird' which he raced at Brooklands in 1912, but in fact this had an engine of 150x140 (10,567cc).

Otherwise the enormous engine conforms, with bi-cylinder blocks and pushrod-operated overhead valves, described as having three valve seats as on the Hornsted Blitzen Benz. The total-loss lubricating system has been converted to pump-and-jet feed. A new carburettor had to be made to feed the inlet manifold, round which copper tubes were wound to improve cold starting. A crack in the crankcase had to be plated, but the bearings and con rods did not require replacement, though new piston rings were made.

The correct gilled-tube sharply veed radiator with a curved top cover is as on a 1906 GP Darracq. The engine has been put into a lengthened Darracq chassis with new side members – the production chassis had a wheelbase 2in shorter than that of those racing cars.



Resurrected Darracq follows pattern of 1906 grand prix cars

A production four-speed gearbox was used instead of the three-speed one on the racing cars, which required the engine to be an inch forward, with an 18in propshaft. For road use it was thought desirable to have a back axle with a differential. Where necessary, items such as spring hangers and front cross member were copied from the GP cars. An Albion lorry yielded a 1.5 to 1 crown and pinion for the differential, and a great many parts had to be replaced, such as all the gearbox pinions and the transmission brake shoes. The body was based on the Vanderbilt Darracqs, with just two bucket seats and a bolster tank behind, with nothing between the driver and the foot pedals, reminiscent of the famous 1905 200hp Darracq. Unusually, the radiator tank is beneath the driver's seat, with pump feed, this and the fuel tank being of 3mm aluminium. The wheels on the car as bought were centre-lock American 24in items, which were retained but respoked to the original pattern.

Anne Thomson drove her car with determination at the Stope vintage car event at Ruapuna Park, Christchurch in February. How the Darracq first got to New Zealand is not known. A former owner of the engine was Bill Clark, when it was on the premises of the Hampton Tyre company in Christchurch in the late 1950s, before which the *Star* newspaper used it to drive a standby generator. The rebuilding of what does appear to have a 1907 GP engine in a reasonably correct replica chassis might or might not be welcome at any centenary of the first French GP which may be arranged.

MASTERWORKS OF THE PAST

We have received some stupendous books about historic racing cars and their history recently. All credit to their industrious authors; but let us not overlook some equally magnificent works from the past. For instance, TASO Mathieson's *Grand Prix Racing 1906-1914*: the pictures are black and white but give absolutely splendid coverage of this fascinating period. Nor should the enormously complete record in *The Star and the Laurel - The Centennial History of Daimler, Mercedes and Benz 1886-1986* by Beverley Rae Kimes, published in 1986 by Mercedes-Benz of North America, Montvale, New Jersey, be ignored. A trawl of old motor book dealers, perhaps?

Wolves and secrets

George Wingard has had published a superb book entitled *Red Wolves in Sheep's Clothing* (ISBN 1 5 9971 0587) describing and illustrating the cars in his American collection, which include 1908 and '14 GP Mercedes, 200hp Benz, S74 Fiat and similar ones. It is available free to anyone who donates $100 or more to Prostate Cancer Research in the USA. This is a quite exceptional record of these important historic cars. Indeed, I have never before seen such magnificent presentation of large, immaculate pictures over landscape-format pages. Available from George Wingard, at 2323 Fairmont, Eugene, OR 97401, USA.

The Rolls-Royce Heritage Trust has published its eighth book in its technical series. It contains reprints of papers produced in the 1920s from Derby, to enable employees and officials to understand "the operation and driving of motor cars". Much of this is elementary, but in its 190 pages with 126 sketches and graphs most aspects are covered, from acceleration to cooling systems and torsional vibration. The compilers were Messrs Hives, Lovesey and Robotham – so these are historic records.

Apart from being told why R-R servo brakes, and R-Rs in general, are superior to other cars, there is much of use to those overhauling Silver Ghosts up to 1924, starting with a file marked 'Secret – to By from Hs'. £15 to non-members, post free, from Box 31, Derby DE24 8BJ.



Club magazines often contain valuable items of motoring history. Recent examples include the very complete account of the Triumph copy of an Alfa Romeo 8C; the straight-eight Dolomite, by Derry Aust, in the Triumph OC magazine, and in the Riley Register Bulletin a study of Percy Riley's engine innovations from 1903, leading to the ingenious valve-gear of the Riley Nine and subsequent Rileys. The Bulletin of the Alvis OC contains a description of rebuilding a front-wheel-drive Alvis, disclosing design features of this rare model, and an article about the 1930s Speed Twenty (AXV 323) used by Maurice Platt, Technical Editor of *The Motor*, up to where Captain E M Donaldson, DSO, AFC, who in 1946 set the Air Speed Record to 616mph in a Gloster Meteor, had it. Does it still exist?

In the Journal of the Society of Automotive Historians in Britain there is a brief history by Michael Worthington-Williams of friction-drive transmission, listing an extraordinary number of cyclecars and cars so endowed (but not the Stoneleigh), and a piece on the cars of Mr Brown of Devizes from 1898. Only by being members of such organisations are such articles normally available, but sometimes it may be possible to obtain copies which will help to fund the clubs involved.

The owner of a Lea-Francis tourer, CN 3333, is looking for information on the car. It was first owned by a naval architect, who sold the 1927 car to Barry Dove in 1946 (it was illustrated in *MotorSport* in connection with one of the European touring articles Dove wrote). An advertisement for the Lea-Francis appeared in 1950. Can anyone fill in the gaps?

What an effective club the VMCC is. Founded in 1946, it has 76 sections, which between them organise over 1000 events a year. It recognises six categories, from pre-1915 to machines over 25 years old. It has specialists able to help with information on makes from ABC to Zenith (did you know that Maserati made 'bikes?), a library holding more than 25,000 items, staffed by a librarian who is available to assist members, with back issues of most motorcycle magazines and 10,000 makers' publications, and it publishes a monthly magazine. The VMCC's address is Allen House, Wetmore Road, Burton-on-Trent, Staffs DE14 1TR.

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WHEEL TO WHEEL

THE MONTH IN HISTORIC MOTORSPORT

Edited by Paul Lawrence

Michael Hibberd held off Mark Woodhouse for Fjunior win







Family duels: Schryver sports above; Dodd saloons left

FAST TIMES

KEEP TRACK OF ALL THE ACTION

Wet-tyred and emotional: Mark Dwyer made the correct choice of rubber



Dwyer takes win in last-lap thriller

Historic Sports Car Club: Donington Park April 2

Sitting at the back of the grid for the opening Derek Bell Trophy race at Donington Park, Mark Dwyer didn't look like a potential race winner. But as changing weather hit, Dwyer swept his March 742 past Simon Hadfield's Lola T300 on the final lap for an improbable victory.

A broken driveshaft followed by fuel-pump failure left Dwyer at the back for his maiden race in the ex-David Purley/Ian Jacobs March 742. Meanwhile, Hadfield led the front-runners back to the pits for slicks as the track dried.

Once the race started Hadfield stormed away, but by mid-race he was fighting to control the Lola as the rain returned. Dwyer had elected to stay on wets and was now taking a massive profit, romping up the order to take second from Stuart Tilley's Modus. Then, on the final run out of Coppice, Dwyer sailed past Hadfield for victory. "We knew the weather was dodgy and we hadn't scrubbed the slicks, so we stayed on wets," said an elated if surprised Dwyer.

Family contests featured in several races, with Michael Schryver having to push quite hard to keep his now BMW-powered Chevron B6 ahead of the B8 of nephew James in the Classic Sports Car race. "Bloody whippersnappers," joked uncle Michael, as Hadfield joined them on the podium after starting David Clark's Elva Mk8 at the back of the grid as first reserve.

In Historic Racing Saloons, Graeme Dodd took his second win of the weekend by pushing his Jaguar Mk2 well clear of the Alfa Romeo Giulia GT of son James.

Michael Hibberd had to race hard to deal with the constant threat of Mark Woodhouse in Formula Junior, but Lotus 27 ultimately prevailed over Lotus 22. Matthew Watts also had to press on for Classic Racing Car glory after spinning his Brabham BT16 mid-race at the Old Hairpin when oil went down. That allowed Ian Jones (Lotus 59) back ahead, but when Jones got crossed up on the exit of Redgate on the final lap, Watts nipped through to win.



A late puncture for their Porsche 911 didn't prevent Jimmy McRae and Campbell Roy achieving a dominant victory in North Wales

Astra Historic Stages
April 1

McRAE TRIUMPHS IN SHORT SHARP ASTRA

Jimmy McRae swept to victory on round two of the Armajaro MSA British Historic Championship, the Astra Stages in North Wales on April 1. Partnered by Campbell Roy in the Prepfab-entered Porsche 911, McRae was only troubled by a late puncture on his way to a fine victory.

Leading the chase of McRae was the Escort Mk2 of Gareth Lloyd/Ryland James, which won the classic category with what Lloyd justifiably described as his best-ever performance on gravel.

With four stages in the Clocaenog complex and then two in Aberhirnant forest, the Astra was a short, sharp event, and a mere 10sec covered the next three Escorts from the post-historic category.

With his new Porsche 911 not quite ready in time, Steven Smith reverted to his Escort RS2000, and though not able to run with McRae he managed to get the Pinto-powered car home ahead of the BDA-engined Mk1s of Mark Solloway / Mark Crisp and David Stokes/ Guy Weaver. With a big attack on the last stage , Solloway edged Stokes by a single second.

In the historic category, Patrick Watts/Elgan Davies made it two wins from two events in 2006 in their Sunbeam Tiger, but had to survive suspension failure on stage four. Having welded the breakage up at service, Watts ran very late through the remaining two stages but held on to win by just over half a minute.

A tremendous battle for second among the historics went to Dessie Nutt/Geraldine McBride (Porsche 911) by a single second from Neil Calvert/Arlene Cookson (Lotus-Cortina).

BRDC Historic Sports Car Ch'ship: Silverstone April 1

FAST-STARTING DODD SCORES COOPER WIN

Cooper Monaco driver Graeme Dodd was a runaway winner of the opening round of the BRDC Historic Sports Car Championship at Silverstone at the start of April. Less than four-tenths of a second had blanketed the top three in qualifying, but a blistering start by pole man Dodd left his rivals toiling.

"On practice times, I thought that I was in for the race of my life. I got the lead and thought that I must concentrate. It was oily and slippery out there," reflected a jubilant Dodd.

Philip Walker (Lotus 15) led the chasers, but a spin at Luffield on lap eight thwarted his hopes even though he resumed without losing a place. John Harper's misfiring Cooper Monaco held third until a rear wheel parted company exiting Becketts for the sixth time.

"It felt a bit squiffy at the rear, and I was considering pitting," said Harper, surveying a rear hub which had all four wheel studs sheared as well as half the brake disc missing. The brake caliper was nowhere to be seen.

Harper's demise left Barry Cannell to fill a distant third spot, just ahead of the Class B-winning Peter Horsman and Jamie McIntyre, the latter having recovered well after a quick trip through the Brooklands gravel trap.

Classic Touring Cars: Snetterton April 2

HOWARD'S WAY BRINGS DOUBLE

David Howard made it three wins inside a week when he guided his mighty Jaguar XJ12 to a double triumph at Snetterton. With the XJ-S V12 of Brian Stevens out on the last lap of the Classic Group One race, Howard claimed a 6sec victory over the BMW 2002 of Roger Stanford.

Howard's Post-Historic win was no stroll in the park as the battling trio of Mark Lucock, Dave Nixon and Stephen Primett kept the Jaguar well in sight in their 2-litre cars. »



Monaco in Northants: Graeme Dodd capitalised on an explosive start in BRDC sports

RESULTS

Astra Historic Stages, April 1
1 Jimmy McRae/Campbell Roy (Porsche 911); 2 Gareth Lloyd/Ryland James (Escort Mk2); 3 Steven Smith/John Nichols (Escort Mk1); 4 Mark Solloway/Mark Crisp (Escort Mk1); 5 David Stokes/Guy Weaver (Escort Mk1); 6 Ernie Graham/Robin Kellard (Escort Mk1). **Class winners:** Patrick Watts/Elgan Davies (Sunbeam Tiger); McRae/Roy; Lloyd/James.

Silverstone, April 1
BRDC Historic Sports Car Championship: 1 Graeme Dodd (Cooper Monaco); 2 Philip Walker (Lotus 15); 3 Barry Cannell (Willment-Climax); 4 Peter Horsman (Lotus 17); 5 Jamie McIntyre (Rejo MkIV); 6 John Clark (Lola Mk 1). **Class winners:** Dodd; Horsman; McIntyre; Ben Eastick (Jaguar D-type). **Fastest lap:** Dodd 1m06.205s (89.12mph).

Donington Park April 2
Historic FF1600 Championship: 1 Neil Fowler (Merlyn Mk20); 2 David Gathercole (Jamun T2); 3 Paul Sleeman (Jamun T2); 4 Nigel Bancroft (Crosslé 20F); 5 David Wild (Lola T200); 6 Dave Lowe (Lotus 69). **Class winners:** Fowler; Michael Wales (Merlyn Mk20). **Fastest lap:** Nelson Rowe (Crosslé 20F) 1m34.184s (74.81mph).
Historic FJunior Championship: 1 Michael Hibberd (Lotus 27); 2 Mark Woodhouse (Lotus 20); 3 Simon Armer (Cooper T59); 4 Barry Westmoreland (Lotus 22); 5 Derek Walker (Terrier MkIV); 6 Robin Longdon (Lola Mk5A). **Class winners:** Walker; Malcolm Cook (Deep-Sanderson DS104); Paul Davis (Lotus 20); Hibberd. **Fastest lap:** Steve Smith (Cooper T59) 1m42.954s (68.44mph).
Historic Racing Saloon Championship: 1 Graeme Dodd (Jaguar Mk2); 2 James Dodd (Alfa Romeo Giulia); 3 Jonathan Gomm (Lotus-Cortina); 4 Les Ely (BMW 1800); 5 Roger Godfrey (Austin Cooper S); 6 Neil Wood (Ford Anglia). **Class winners:** Graeme Dodd; James Dodd; Gomm; Godfrey; Mike Hanna (Hillman Imp); Roger Cope (BMW 1800). **Fastest lap:** Graeme Dodd 1m33.291s (75.53mph).
Derek Bell Trophy Series: 1 Mark Dwyer (March 742); 2 Simon Hadfield (Lola T300); 3 Martin Stretton (March 712); 4 Stuart Tilley (Modus M1); 5 Frank Lyons (Lola T332); 6 Paul Drayson (March 712). **Class winners:** Hadfield; Dwyer; Tilley. **Fastest lap:** Tilley 1m16.626s (91.95mph).
Classic Sports Car Championship: 1 Michael Schryver (Chevron B6); 2 James Schryver (Chevron B8); 3 Simon Hadfield (Elva Mk8); 4 David Beckett (Nerus Silhouette); 5 Sean Walker (Lotus Elan 26R); 6 Philip Nelson (Marcos GT). **Class winners:** Michael Schryver; Hadfield; Walker; Jamie Boot (TVR Griffith 400); Nelson; Andy Shepherd (Lotus 23C); Les Ely (Jaguar E-type); Chris Clarkson (Austin-Healey 3000); Simon Ashworth (MGB); Tony Bailey (Osca); Michael Ashley-Brown (Lotus Elite). **Fastest lap:** Michael Schryver 1m23.520s (84.36mph).
Classic Racing Car Championship: 1 Matthew Watts (Brabham BT16); 2 John Moulds (Brabham BT23); 3 Ian Jones (Lotus 59); 4 Nelson Rowe (Crosslé 20F); 5 Ian Gray (Brabham BT30); 6 Richard Kendle (Brabham BT21B). **Class winners:** Watts; Moulds; Rowe; Cliff Giddens (Brabham BT16); Paul Davis (Lotus 20); Stephen Wilkinson (Brabham BT21). **Fastest lap:** Watts 1m17.785s (90.58mph).
Historic Road Sports Championship: 1 Laurence Bailey (TVR Griffith); 2 Malcolm Sanders (Lotus Elan); 3 Andy Shepherd (Lotus 7); 4 James O'Mahony (Chevrolet Camaro); 5 Robert Barrie (Porsche 911); 6 Chris Burbury (Triumph TR5). **Class winners:** Bailey; Burbury; Sanders; Barrie; Jim Gathercole (MG Midget); Tim Burrett (Lancia Aurelia). **Fastest lap:** O'Mahony 1m45.733s (66.64mph).
Classic F3 Championship: 1 Steve Maxted (Argo JM6); 2 Martyn Porter (Chevron B43); 3 Paul Smith (Ralt RT1); 4 Neil Dunkel (Argo JM3); 5 Iain Rowley (March 793); 6 Hugh Price (Chevron B38). **Fastest lap:** Maxted 1m31.114s (77.33mph).
70s Road Sports Championship: 1 Matthew Bannister (Datsun 240Z); 2 Rory Stockbridge (Lotus Europa); 3 Chris Holland (Lotus 7); 4 Andrew Sharp (Porsche 928); 5 Jim Baynam (TVR Tuscan); 6 Howard Bentham (Lotus Elan). **Fastest lap:** Bannister 1m43.849s (67.85mph).

Charlie Wooding Writtle Photographic Jim Hougrave



Spice of Life

MotorSport

HSCC

Variety is what you get in an HSCC paddock. Whilst modern meetings are often filled with series and championships dominated by a single marque, historic racing is different. You could see this at the HSCC's season opener at Donington Park recently. The paddock was bulging at the seams with an entry of nearly 300 cars for the nine-race programme. A quick run through that programme showed cars ranging from a formula one March 761 and a half dozen F5000s in the "Duo" Derek Bell Trophy to a grid including Camaros, Mustangs, Healey 3000s, and a diminutive Ginetta G4 in the "School Garage" Historic Roadsports race. Petite Elva 100s in Millers Oils Formula Junior contrasted with a rumbling Corvette Stingray in Classic Sports Cars. Part of the delight of a club like the HSCC is that, be you a driver, marshal or spectator a typical race-day really does have something for nearly every taste. HSCC members like "nice and proper" historic cars and this makes the paddock an interesting and friendly place to be.

After Donington the HSCC championships head off to beautiful Cadwell Park on Sunday 23rd April. Classic F3 and Derek Bell Trophy don't make the trip but the Club is joined at this event by an attractive grid from the JEC XK Jaguar series. This circuit, sometimes referred to as a mini-Nurburgring, is looking better and better under the care of Motor Sport Vision and HSCC cars look great in the parkland setting.

Next comes the big Brands Hatch HSCC 'Superprix' over the weekend of May 6/7. This is Britain's oldest historic meeting. This year the 'Superprix' presents not just the packed HSCC championship programme but also three generations of Formula 1 from HGPCA and the Masters series. There are races for classic front-engined and later rear-engined pre-1961 cars, fleet footed cigar shaped pre-1966 and awesomely fast 3-litre pre-1978 cars. Marques are likely to include, Maserati, ERA, Cooper, Lotus, Brabham, McLaren, BRM, Hesketh and Tyrrell and many more. Add to this races for pre-1974 Le Mans sports racers and sports prototypes from Porsche, Ferrari, Lola and Alfa Romeo and this should be a great weekend of racing.

At Silverstone on May 20/21 the Club will be celebrating its 40th Anniversary. There will be lots of longer racing for the members. Centre stage in the programme will be a re-creation of the HSCC's very first 1966 Griffiths Formula race and the Club will be encouraging members past and present to come along and join in the fun. Add in races for the newly formed European F2 series and it should be a most enjoyable occasion.

If you want to spice up your motor racing life and the HSCC sounds like your sort of Club why not come along to one of the meetings or contact Grahame, Martin or Emma at the Club office on 01327 858400 or visit the website at: www.hscc.org.uk

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Solloway first in Armajaro opener

Robin Hood Stages March 4/5

Although hit by snow and ice early on, it was the final gravel stage that decided the result of the Robin Hood Historic Forest Stages, the opening round of the Armajaro MSA British Historic Rally Championship.

Into Birklands, the last test, David Stokes/Guy Weaver and Mark Solloway/Mark Crisp were level after Solloway lost his 15sec lead with a half-spin in Harlow Wood. Sensing his chance, Stokes attacked, but slid his Escort Mk1 sideways into a pile of dirt and spent 26sec stationary as spectators pushed the car clear.

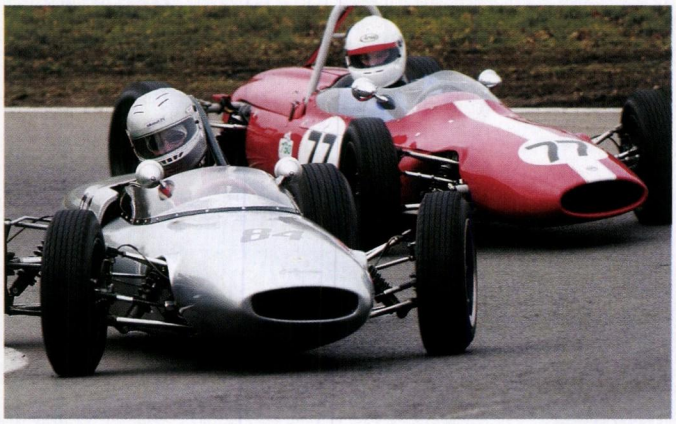
That left Solloway clear for victory in his Mk1, but it was only quick work before the final stage that saved his rally. "I had problems with the gear selector, so I pulled it apart and changed the gear lever," explained Solloway. So close was the less powerful Escort RS2000 of Steven Smith/John Nichols that they jumped ahead of Stokes to claim second, just 9sec adrift of the winners.

Patrick Watts was a clear Category One winner in his Sunbeam Tiger, partnered by Elgan Davies, with only a fuel-induced misfire to trouble them. An inspired Philip Atkinson, co-driven by Simon Coates, led the chase of the Tiger in the best of the Lotus-Cortinas.

From the strongest Classic entry to date, packed with Mk2 Escorts, it was Peter Slights/Joyce Champion who took a half-minute victory. Gareth Lloyd and Ryland James dropped time on Saturday evening on the ice, but stormed through Sunday's stages to bag second.



No sign of earlier snow as Escort of Mark Solloway/Mark Crisp pulls off an opening win



Mark Woodhouse stamps his mark on the Formula Junior opener with his Lotus 20

Formula Junior: Mallory Park
March 12

WOODHOUSE BEATS SNOW, ICE AND FIRE

Mark Woodhouse claimed opening glory in the Formula Junior Championship as Mallory Park dodged snow and ice to open the season. Woodhouse's Lotus 20 just had the legs on Steve Smith's Cooper T59.

Many eyes were on the progress of Simon Diffey. A drama over crash helmets meant that he missed the scant seven-minute qualifying session and his Lotus 20 started from the back of the grid, but once into his stride he scythed up the field to hunt down Smith - only to pit from third place. "The rear brake linings were on fire," said Diffey. A change to drum brakes for the Monaco race in May was the root of the problem.

Barry Westmoreland moved back into third in his Lotus 22, but he could never relax as Paul Smeeth gave chase in his Lotus 20. Best of the front-engined pack was John Truslove's Lola Mk2 from Crispian Besley's Elva 100.

Classic Touring Cars: Castle Combe
March 25

BELCHER AT *TOUTE VITESSE* IN THE WET

Julian Belcher made easy work of winning the opening Pre-66 Touring Car race of the season in rapidly failing light at Castle Combe. Belcher took his Triumph Vitesse clear of the pack at a prodigious rate to win by a minute after 10 laps.

Running last race of the programme on a wet and dismal day meant that the pack assembled on the grid in poor light. It only got worse, and visibility became a real problem for some drivers.

But Belcher was peerless and romped away, building a 5sec lead on the opening lap. Thomas Lailey de Ville gave chase in his 1.5-litre Anglia as Andy Messham stretched clear of Tim Dodwell in a battle of Minis for third place.

Classic Touring Cars: Silverstone
March 26

HALLFORD STORES UP TOURING POINTS

Pete Hallford, David Howard and French raider Gérard Faber were all winners during the opening rounds of the Classic Touring Car Racing Club race series at Silverstone in late March.

Hallford's Group One series victory was the result of a beautifully executed drive that carried him from fifth to first in the space of five laps. Once ahead, the Chevrolet Camaro man eased clear of the Jaguars of Brian Stevens and David Howard, while Roger Stanford claimed a class victory in his BMW 2002 against opposition which included the identical car of his son Jack.

Hopes of Hallford repeating his victory in the Post-Historic race were dashed when the car expired while running second. Its demise left the Jaguar XJ12 of Howard with a clear advantage. Howard was then able to relax his pace, clear of the battling Dave Nixon (Mazda RX-3) and Stephen Primett (Escort RS2000).

Frenchman Faber had never seen the circuit prior to qualifying but romped to victory in both legs of the Classic Thunder double-header. His 6.6-litre Chevrolet Camaro easily had the legs of Nigel Garrett (Rover SD1) and veteran Dave Brodie (Ford Sapphire Cosworth).



Hallford's Camaro: beautiful car, fab drive

RESULTS

ROBIN HOOD HISTORIC FOREST STAGES, MARCH 4/5

1 Mark Solloway/Mark Crisp (Escort Mk1); 2 Steven Smith/John Nichols (Escort RS2000); 3 David Stokes/Guy Weaver (Escort Mk1); 4 Peter Slights/Joyce Champion (Escort Mk2); 5 Ernie Graham/Andrew Stokes (Escort Mk1); 6 Gareth Lloyd/Ryland James (Escort Mk2). **Class winners:** Patrick Watts/Elgan Davies (Sunbeam Tiger); Solloway/Crisp; Slights/Champion.

MALLORY PARK, MARCH 12

Formula Junior Championship

1 Mark Woodhouse (Lotus 20); 2 Steve Smith (Cooper T59); 3 Barry Westmoreland (Lotus 22); 4 Paul Smeeth (Lotus 20); 5 Simon Armer (Cooper T59); 6 John Truslove (Lola Mk2). **Class winners:** Woodhouse, Truslove, John Chisholm (Gemini). **Fastest lap:** Smith 51.89s (93.66mph).

CASTLE COMBE, MARCH 25

Classic Saloons/Historic Touring Cars

1 Julian Belcher (Triumph Vitesse); 2 Thomas Lailey de Ville (Ford Anglia); 3 Andy Messham (Austin Mini); 4 Tim Dodwell (Mini Cooper); 5 David Hall (Lotus-Cortina); 6 Tony Preston (Morris Minor). **Fastest lap:** Belcher 1m42.191s (65.17mph).

SILVERSTONE, MARCH 26

Classic Group One Touring Cars

1 Pete Hallford (Chevrolet Camaro); 2 Brian Stevens (Jaguar XJS); 3 David Howard (Jaguar XJ12); 4 Stephen Keating (Rover SD1); 5 Roger Stanford (BMW 2002); 6 Mark Fowler (Ford Capri). **Fastest lap:** Hallford 1m07.955s (86.82mph).

Post-Historic Touring Cars

1 David Howard (Jaguar XJ12); 2 Dave Nixon (Mazda RX-3); 3 Stephen Primett (Escort RS2000); 4 Mark Osbourne (Triumph Dolomite Sprint); 5 Mark Lucock (Escort RS2000); 6 John Wright (Escort). **Fastest lap:** Hallford 1m09.010s (85.50mph).

Classic Thunder Touring Cars - Race One

1 Gérard Faber (Chevrolet Camaro); 2 Nigel Garrett (Rover SD1); 3 Dave Brodie (Ford Sapphire Cosworth); 4 Kevin Williams (Ford Sierra Cosworth); 5 Trevor Collar (Ford Sapphire Cosworth); 6 Les Lyons (Ford Escort RS1800). **Fastest lap:** Faber 1m03.398s (93.06mph).

Classic Thunder Touring Cars - Race Two

1 Faber; 2 Williams; 3 Garrett; 4 Dave Carvell (VW Scirocco GTi); 5 Tony Gorman (BMW M3); 6 Lyons. **Fastest lap:** Faber 1m13.036s (80.78mph).

Writtle Photographic. Steve Jones

DATA LOGGER

KEEP TRACK OF ALL THE NEWS



Colin McRae is expected to star on Goodwood rally stage along with other aces

Festival races for glory

F1, Can-Am, Trans-Am, cowboy boots and Richard Petty - it could only be Goodwood...

Key theme for the 2006 Goodwood Festival of Speed will be 100 Years of Grand Prix Racing. Under the banner 'racing for glory', cars spanning a century of GP racing will take to the hill on July 7-9 as past and present stars of the sport enjoy the event's garden party atmosphere.

At least seven current F1 teams will have cars in action, while the earliest car will be a 1906 Mercedes that has not been seen running for two decades. Four Auto Unions and three Mercedes 'Silver Arrows' of the 1930s will provide a spectacle on the hill, while other landmark cars in action will include a Vanwall, Lotus 49, an AAR Eagle-Weslake and the Cooper T43 in which Stirling Moss won the 1958 Argentinian GP for Rob Walker.

Current F1 drivers confirmed for the Festival include Jenson Button, David Coulthard and Rubens Barrichello, while the organisers hope to get Fernando Alonso to drive at the Festival for the first time.

Other celebrations include the 100th anniversary of the Targa Florio, which will feature Nino Vaccarella, Vic Elford and Jacky Ickx driving appropriate cars. Forty-year celebrations for Trans-Am and Can-Am will include performances from Bob Tullius (Jaguar) and Hurley Haywood (Audi) along with a rare ex-Danny Sullivan March 817 Can-Am car (see page 105).

Former World Rally Champions Colin McRae, Petter Solberg and Marcus Grönholm will take to the freshly extended rally stage as tributes are paid to Richard Burns and Michael Park. Rally cars from four decades will also be in action.

Finally, making his Goodwood debut will be NASCAR legend Richard Petty. "It'll be good to see cowboy boots in Goodwood House again," said promoter Lord March.

Redman back to race Surtees F1 car

Veteran Brian Redman will tackle the Grand Prix Masters series this summer when he guests in the 1972 Surtees TS9B run by James Hanson.

Redman will race the car at Pau in France in late May and then again in the Silverstone Classic at the end of July.

The Lancastrian will start his European campaign at Monaco, racing a rare 1962 Scirocco. A week later he will make his debut in the Surtees at Pau, more than 35 years after he raced for Team Surtees in the South African GP. Then, in July, he will be a star of the Silverstone event in this, his 70th year.

"Giving the GPM drivers the chance to race against one of the most respected drivers of a generation is a logical step for the series," said Hanson, who was a GPM race winner with the TS9B last summer. Hanson will race the Surtees in other races, which may well include the Masters-organised race at the French GP at Magny-Cours in July.

US father and son Bobby and Danny Baker are also staying on after Monaco to join the grid at Pau, driving a Brabham BT33 and Shadow DN5 respectively.



Hanson won at Spa last year in the TS9B

MAMMA MIA - A JS17!

The Ligier JS17 that won the 1981 Austrian Grand Prix in the hands of Jacques Laffite will return to racing this season after an extensive rebuild by James Watt Automotive.

Part of the collection of cars owned by Abba Kogan, the Matra V12-powered car has not raced for more than 20 years, but should join the TGP grid in the second half of this season.

"The engine is about to go on the dyno and we hope to do some testing in May," said Watt. The main goal is to have the car ready for the GP100 celebrations at Magny Cours in mid-July.

HOPE SPRINGS...

Yet another race series for 1960s saloon cars complying with Appendix K has been launched with the backing of H&H Auctions. Created by Tony Collins and Simon Hope of H&H, the new series will offer two-driver, hour-long races at mainly UK venues, starting at the new Knockhill Classic Speed Fair on July 23.

The series will have only two races in 2006, but that should grow to three or four in 2007, including one race on mainland Europe.

"We're principally running a series of one-off races," said Collins. "We want to run a small number of quality events." A number of V8 cars have already been pledged, while Richard Shaw's BMW 1800 should also feature.

SIMPLY PEERLESS?

The short-lived Peerless marque will compete at Le Mans this year for the first time since a one-off works entry splashed its way to an unlikely 16th in the wet 1958 24 Hours.

British pairing Celia Stevens and Ian McDonald have secured an entry for the Le Mans Classic in their Peerless GT Phase 1, a similar car to the near-standard model that was raced in France by Peter Jopp and Percy Crabb. it was the only four-seater car in the race and was driven back to the UK afterwards.

"It's completely unmodified. It's got the original TR3A engine in it with a fast road cam, but otherwise it's had nothing done to it," said Stevens. "I just cannot believe we've actually got there. It'll cost an arm and a leg, to be honest, but it will be worth it!"

BROCK REUNION

Australian touring car hero Peter Brock hopes to drive the Vauxhall that he shared with Gerry Marshall in the 1977 Spa 24 Hours later this summer.

The ex-works Group One Firenza has been totally rebuilt for new owner Adrian Goding by Martin Thomas with support from former DTV engineer Gerry Johnstone, who built the car in 1977. It had lain unused for 15 years before Godin bought it at auction in 2005.

NOISE THREAT JEOPARDISES MONZA HISTORICS

The Coppa Inter Europa historic festival is one of the major casualties of the drastic noise restrictions recently imposed on the Monza circuit after a protracted legal battle. The 2006 event, scheduled for May 13-14, has been axed and the future of historic racing at the famous Italian track is now in doubt.

The number of noisy days permitted at the parkland circuit has been severely reduced and priority has gone to major commercial events like the Italian Grand Prix and Superbikes. The Coppa Inter Europa is one of several meetings that have been cancelled.

Most notable of the historic race series affected by the news are Thoroughbred GP and Group C/GTP. The TGP organisers have pulled off a coup by arranging a replacement date as a support to the Spanish Grand Prix at Barcelona on May 12-13. A Saturday afternoon race is thought likely. "This is great news for TGP," said series organiser Oli McCrudden. "When the Monza race was cancelled we knew that we had to find a replacement event of a suitable calibre and identified the Spanish GP as the ideal option."

The Group C/GTP season, meanwhile, will now start at Brands Hatch on June 3-4 and a Monza replacement race in late August is currently being negotiated.



Group C/GTP is among the series affected by noise restrictions at Monza. Historic racing at this hallowed circuit is now in doubt

Goding had enlisted the assistance of Marshall in the early stages of the project, prior to Marshall's death last April, and has now offered the car to Brock for a reunion run this summer.

BRONSON TO COOPER

Seasoned historic sportscar racer Julian Bronson will make his first major foray into single-seaters this season with the ex-Anthony Ditheridge Cooper T53.

While his mighty Lister-Chevrolet sportscar is based in the US for a programme of summer races, Bronson will campaign the 2.7 Tasman-engined car in VSCC and HGPCA events, both in the UK and continental Europe.

"I've not done much single-seater racing before," admitted the Bristol-based racer, "but it's going to be an exciting season." The T53 will put Bronson into direct competition with his friend Barry Cannell, who runs a 2.5-litre T53 in a similar programme.



The Candyman, er, can't. Lee Brahin (Tyrrell 009) didn't make the flag in Monterrey A1GP support races which were won by '70s F3 man James King (March 761) and Hamish Somerville (Williams FW07). Divina Galica drove a Lotus 79 to eighth and a DNF

BIG GRIDS FOR LMC

Three-hundred cars spanning more than 50 years of Le Mans history will pack the paddock at the Circuit de la Sarthe for the Le Mans Classic over the weekend of July 8-9. From a 1925 Bugatti T35 to a 1979 BMW M1 via small displacement sportscars and V12 monsters, just about every type of car that raced in the endurance classic will be represented.

The field is split into six grids, which will each race three times during a 24-hour period.

Ray Bellm, a winner at the LMC in 2004 and a multiple entrant in the 24 Hours during the 1980s and '90s, heads a field of 10 Ford GT40s. Four-time Le Mans winner and endurance legend Henri Pescarolo campaigns a fabulous 1976 Inaltera in the grid for the most recent cars.

TRIMMER UP FOR F1

Prolific race and title winner Tony Trimmer (see feature on page 78) is keen to land a drive in one of the major historic single-seater series, such as Thoroughbred GP or Grand Prix Masters.

Trimmer's most recent competition has been in historic Formula Ford: "For most of my career I've relied on the generosity of others. I've still got a lot of racing left in me and would love to be out there more often." Enquiries to Trimmer via *MotorSport* will be passed on.

NEWS IN BRIEF

Another shuffle in the TGP calendar revolves around a mid-summer date at Silverstone. Instead of running within the Silverstone Classic over the July 28-30 weekend, TGP competitors are now likely to run on the GP circuit two weeks later as a support race to the Grand Prix Masters event.

The 25th anniversary of the World Rally Championship victory of Ari Vatanen and David Richards will be a key feature of Rallyday 2006 at Castle Combe on July 22. It was in 1981 that they took their Rothmans-backed Escort Mk2 to the world crown and a selection of rally cars from that era will be among the demonstrations.

Mike Stripe has been appointed secretary of the VSCC following Stuart Pringle's departure. Mike has been with the club for a number of years in various roles.

The Gentleman Drivers GT and Sports Endurance Masters series has secured a race slot during the Silverstone Classic on July 28. A timetable shuffle has resulted in the allocation of an hour-long mini-enduro on Friday afternoon on the Historic GP circuit.

Michael Eschman and his wife Karen dominated the Rally Isla Mallorca in late March in their 1973 Porsche 911RSR. Run to a similar format to the Tour Auto, the event drew a 64-car field, and it was the Lotus Elan of John Sheldon/Simon Jefferies which led the chase, with only three of the tests being the same as the 2005 event.

Holland's incurable motorsport addict Jan Lammers will race the Triumph Spitfire of Jigsaw Racing in the Zandvoort round of the pan-European Equipe GTS Challenge on May 27. The pre-66 series, which features TVRs, Triumphs, Elvas, MGs, etc, is set for a 38-car entry for the Snetterton opener on April 17.

The Blockley Tyre Co is to support new VSCC awards in headline races. Leading competitors running on Blockley rubber in three categories will be rewarded; namely Pre-War Racing Cars, Post-War Racing Cars and 1950s Sports Racing Cars.

The Masters Series has gained backing from collector-car insurance company Hagerty International. Hagerty becomes the motorsport insurance partner to the organisation, and also lends its name to what will now become known as the 'World Sportscar Masters in Association with Hagerty'.

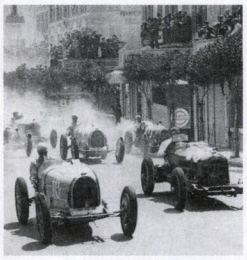
Jakob Ebrey, Charlie Wooding, GpC/GTC Racing, Chippy Hayes



MONTE CARLO

21 May 2006









CLASSIC & SPORTS CAR

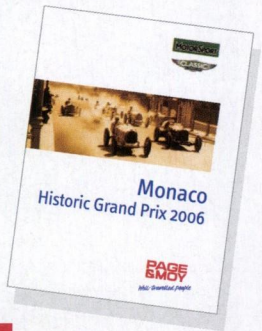
THE 5TH MONACO GRAND PRIX HISTORIQUE

This biennial event is the highlight of the historic racing year and is a spectacular recreation of the golden ages of motor racing. The race takes place the week before the Formula One Grand Prix on the famous street circuit of Monaco, using the roads that have little changed since the very first Grand Prix in 1929.

You can enjoy two full days of racing on our three or four night holidays staying in Monaco - with a choice of 2, 3 and 4-star hotels. A ticket in Grandstand K is included for Saturday's practice sessions and on Sunday you can watch the racing with the Classic and Sports Car team from the garden terrace of the Hotel de Paris overlooking the circuit - and including a splendid lunch.

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PACE NOTES

YOUR GUIDE TO WHAT'S COMING UP



Lotus veteran Michael Schryver will likely feature at the sharp end of the HGPCA field at Brands

Superprix attracts big grids

Brands Hatch: HSCC
May 6/7

An earlier date than usual will do nothing to dampen the importance of the HSCC's Historic Superprix on the Brands Hatch Grand Prix circuit over the weekend of May 6/7.

Around 450 entries are expected for the annual event, which is headlined by the opening rounds of the Grand Prix Masters and World Sportscar Masters series. Both Masters categories will present a race each day, and a field of up to 30 pre-78 3-litre flat-bottomed F1 cars will make a fabulous sight on the acclaimed track.

Much interest will centre on the planned return to competition of the Amon F101, now restored by Masters boss Ron Maydon. If the car gets to the grid on Saturday, it will be only the second race start ever for the ex-Chris Amon chassis.

Adding further quality to the programme will be two HGPCA races as their season starts. Pre-61 and Pre-66 grids should draw fine entries for the Sunday races.

The rejuvenated Classic Sports Car Championship has a special 40-minute race on Saturday, with mandatory pit-stops and optional driver changes, and the club is confident of a 40-car field.

Meanwhile, the HSCC's Historic Road Sports and '70s Road Sports grids get to play on Sunday as Classic F3, Historic FF1600 and Historic Racing Saloons pack out Saturday's programme.

Single-seater contests for the Derek Bell Trophy, Classic Racing Cars and Formula Junior complete a fine line-up, with the Juniors tackling the GP circuit for the second time in four weeks.

Brands Hatch: Lurani Trophy
April 15

MUSSON BEGINS JUNIOR DEFENCE

A rare opportunity to race on the Brands Hatch Grand Prix circuit has ensured bumper entries for the opening races for both the FIA Lurani Trophy Formula Junior Championship and Top Hat's Sebring Salute series.

Defending champion Kevin Musson starts his Lurani Trophy title defence in his Lotus 18 in the pair of 25-minute races. Typically, for one of the most popular and well-supported categories in historic racing, a cracking entry has been assembled covering both front and rear-engined cars. Michael Hibberd (Lotus 27) and Martin Walford (Lotus 22) will take on the European raiders.

The Sebring Salute has a 30-minute race and a strong field is being gathered, tempted by the thrill of tackling the GP circuit. Heading the entry will be the Ford GT40 of Shaun Lynn and the Lola T70 of Nigel Hulme, while David Clark's ex-Chris Amon Elva Mk8 will use nimble handling to harry the V8s. Also notable will be the return to racing of a Piper GT, in the hands of Eddy Perk.



Musson: back on song in his Lotus 18?

Cadwell Park: HSCC
April 23

CADWELL THRASH FOR HISTORIC RACERS

The splendidly three-dimensional Cadwell Park circuit in Lincolnshire is sadly underutilised for classic and historic racing, but the annual visit by the Historic Sports Car Club is always a highlight.

Most of the club's championships will be on the schedule on Sunday April 23 as well as Historic Formula Junior and Jaguar XKs. However, circuit licence restrictions preclude a Derek Bell Trophy race.

Historic FF1600 and Historic Racing Saloons are sure to deliver close racing, with Neil Fowler and Nelson Rowe again heading the FF1600 field.

Total entries for the eight races are heading for the 200 mark, with capacity 28-car grids for several races.

Hockenheim: TGP, Orwell Supersports
April 28-30

F1, F2, CAN-AM FOR TRIBUTE TO JIM CLARK

Hockenheim in April will be forever linked with Jim Clark: it is now 38 years since the sublimely talented Scot died in an F2 race at the German circuit.

In his memory, the financially troubled circuit is developing a major historic racing festival and this year's event, running from April 28-30, promises to be the best yet.

In a mammoth 19-race schedule, the opening rounds of three major series take pride of place. The Thoroughbred Grand Prix, Orwell Supersports and European Formula Two championships are all set for bumper seasons, and with a support programme that takes in the Shell Ferrari Historic Challenge and FIA GTC races, the meeting has plenty to offer race-goers.

With well over 40 registrations, including 10 Can-Am leviathans, the Orwell Supersports Cup will be magnificent. Hockenheim will favour the big bangers as Richard Piper (McLaren M8F) opens his title defence. Jost Kalisch is back with the BRM P154 and former Formula Ford ace Frank Bradley has eight litres of Chevy power in his March 717.

Meanwhile, the F2 grid should be a strong one after the 1600cc and 2-litre contingents got together to run a combined series this year.

All the regular TGP front-runners are expected in a grid likely to be around 28 cars, topped by 2005 race winner Christian Gläsel (Brabham BT49D). The defending champion faces the BT49C of Joaquín Folch, the Williams FW08 of Richard Eyre and the Arrows A4 of the ever-attacking Hubertus Bahlsen.

Also trading up to an Arrows A4, and chasing another podium, is Eyre's partner Janine Payne, while Peter Sowerby has stepped up to the ex-Freddy Kumschick Williams FW07C.

John Delane runs Tyrrell 001 in the pre-71 class, and local racer Peter Wuensch should top the post -71 non-ground-effect runners in his Wolf WR2. Newcomers to TGP include Frenchmen Christophe d'Ansembourg (Lotus 76) and Patrick d'Aubreby (Tyrrell 012).

Charlie Wooding, Jim Hougrave



Expect Gläsel to feature in TGP encounter









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THE DETAILS

The run starts at the National Motor Museum on Thursday 6 July – you will have the chance to look around the museum before you are waved off at 18:00 for check-in at Portsmouth at 20:30 to catch the overnight ferry. Our first ferry is already full, so the second group will sail to St Malo and meet the others in Le Mans.

Following a refreshing night's sleep you will wake up on Friday morning in France ready for your drive from St Malo across to Le Mans, a distance of approximately 125 miles. Once in Le Mans you will check into your accommodation for a well-deserved rest before you join us for a welcome aperitif and an optional buffet dinner in the evening in the Grand Touring Club marquee within the circuit. Practice takes place on Friday both during the day and night so there will be plenty to see.

Saturday is the start of the 24-hour racing. Everyone will be given passes enabling them to get to the paddock and grandstands and those with eligible cars (as defined by the organisers) will be provided with privileged parking inside the circuit. Racing starts at 16:00. On Saturday evening we invite you to join us once again for dinner where the evening will start with a champagne reception followed by a three-course meal with wine. After dinner you can carry on watching the excitement on the track.

On Sunday, you can either go back to the circuit and carry on enjoying the thrill of the racing or use the morning to visit other parts of the circuit such as the paddocks and the trade village before going back and seeing the finale of the racing at 16:00. Once the event is over we will be hosting a farewell BBQ and drinks where you can compare notes on how the weekend went.

After breakfast on Monday morning you can take a leisurely drive north to Normandy to visit the D-Day landing beaches and have lunch and maybe a look around the shops before checking in at Caen to catch your ferry home. You will arrive back in Portsmouth at 21:45.

PRICES, PER PERSON, FROM

- £459, based on two people in a car and camping at the circuit
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Faille/Chattilon Porsche 911RSR is typical of exotica attracted to the Tour Auto, although Lotus or AC are expected to be victors

Wide open for 'driller' Sheldon

Tour Auto
April 25-29

Le Mans veteran John Sheldon will be the man to beat when the 15th Tour Auto heads away from the Fontaines du Trocadero in Paris on Tuesday April 25.

Ahead of 'Driller' and his 120 rivals lie five days of races and timed stages on closed public roads *en route* to the finish in Cannes on Saturday afternoon. The balance of the 200-strong entry will run in the concurrent regularity event.

Sheldon won both the Tour Auto and the Tour of Spain last year in his 1965 Lotus Elan, using the car's race pace to good effect and then hammering home his advantage on the challenging closed road sections where the more powerful cars can prove less effective.

The locations of the closed public road sections remain guarded secrets until the start of the event, but the circuits to be visited are well known. Dijon comes first as the route heads for the overnight halt in Beaune, while Magny-Cours is on Wednesday before the halt in Vichy. Charade at Clermont-Ferrand features on Thursday and the final race is at Lédenon on Saturday before the run to the finish.

As last year, Sheldon can expect a big challenge from the AC Cobras and Jaguar E-types, and the partnering of Frank Sytner and Simon Hadfield in a Cobra could be strongest of all. Ludovic Caron's AC was a major threat in 2005, while Frédéric Puren will be determined to go one better than second place last year in his E-type.

Donington Park: Top Hat
April 30/May 1

EXPECT PLYMOUTH TO ROCK AT TOP HAT

Now well established over the early May Bank Holiday, the Classic Festival meeting at Donington Park is the highlight of the Top Hat racing season.

All six of the regular Top Hat categories will be in action along with several significant guest races in an 11-race programme split over Sunday April 30 and Monday May 1. Mini-enduros are common, with most of the races running for at least 45 minutes.

Running over an hour and a quarter will be Sunday's Cloth Cap and Sebring Salute races along with Monday's Top Hat contest. Father-and-son pair Grahame and Oliver Bryant will team up to share a Plymouth Barracuda in the pre-66 touring car race and then switch to their Cobra for the 45-minute Shelby-Tojeiro AC Trophy encounter later on Monday.



Bryant duo will share 'Cuda at Donington

Chris Beighton and Joey Eckford will be key Cloth Cap contenders in their Sunbeam Tiger, and Beighton should also star in the Sebring Salute race alongside Jon Finnemore in a Lola T70 Mk3B.

Guest slots go to the second round of the FIA Lurani Trophy FJunior series.

MSA British Historic Rally Championship
April 29/30

SOLLOWAY TIPPED FOR EPYNT SUCCESS

Round three of the Armajaro MSA British Historic Rally Championship is the first foray onto asphalt for the '06 title contenders as they shape up for over 100 stage miles on the Epynt ranges in Wales.

The Brecon-based event starts on Saturday April 29 and continues on Sunday for what is always one of the most challenging events on the schedule.

Starting as favourite will be Mark Solloway, who has extensive knowledge of the roads. The similar Escort Mk1 of David Stokes will offer a big challenge in the post-historic category.

Patrick Watts won the historic category in '05 in his Sunbeam Tiger and he will likely set the pace once again in '06.

RACE PROGRAMME

Check out where the action is

APRIL

When & where: April 15 Brands Hatch GP
What: FIA Lurani Trophy and Sebring Salute races
Admission: £12
Contact: Tel: 01474 872331; www.motorsportvision.co.uk

When & where: April 15-17 Nogaro (F)
What: Classic Endurance Racing Series
Contact: 0033 142 597340

When & where: April 17 Castle Combe
What: Top Hat saloon car races
Admission: £12
Contact: 01249 782417

When & where: April 23 Cadwell Park
What: HSCC race meeting, including Formula Junior
Admission: £12
Contact: Tel: 01474 872331

When & where: April 25-29, various locations in France
What: Tour Auto
Contact: www.tour-auto.com

When & where: Apr 28-30 Hockenheim (D)
What: Jim Clark Tribute meeting, including TGP, European F2 and Orwell Supersports
Contact: www.tgpf1.com

When & where: April 30 Curborough, Staffordshire
What: VSCC sprint
Contact: 01608 644777

When & where: April 30/May 1 Donington Park
What: Top Hat Donington Classic
Admission: £10
Contact: www.donington-park.co.uk

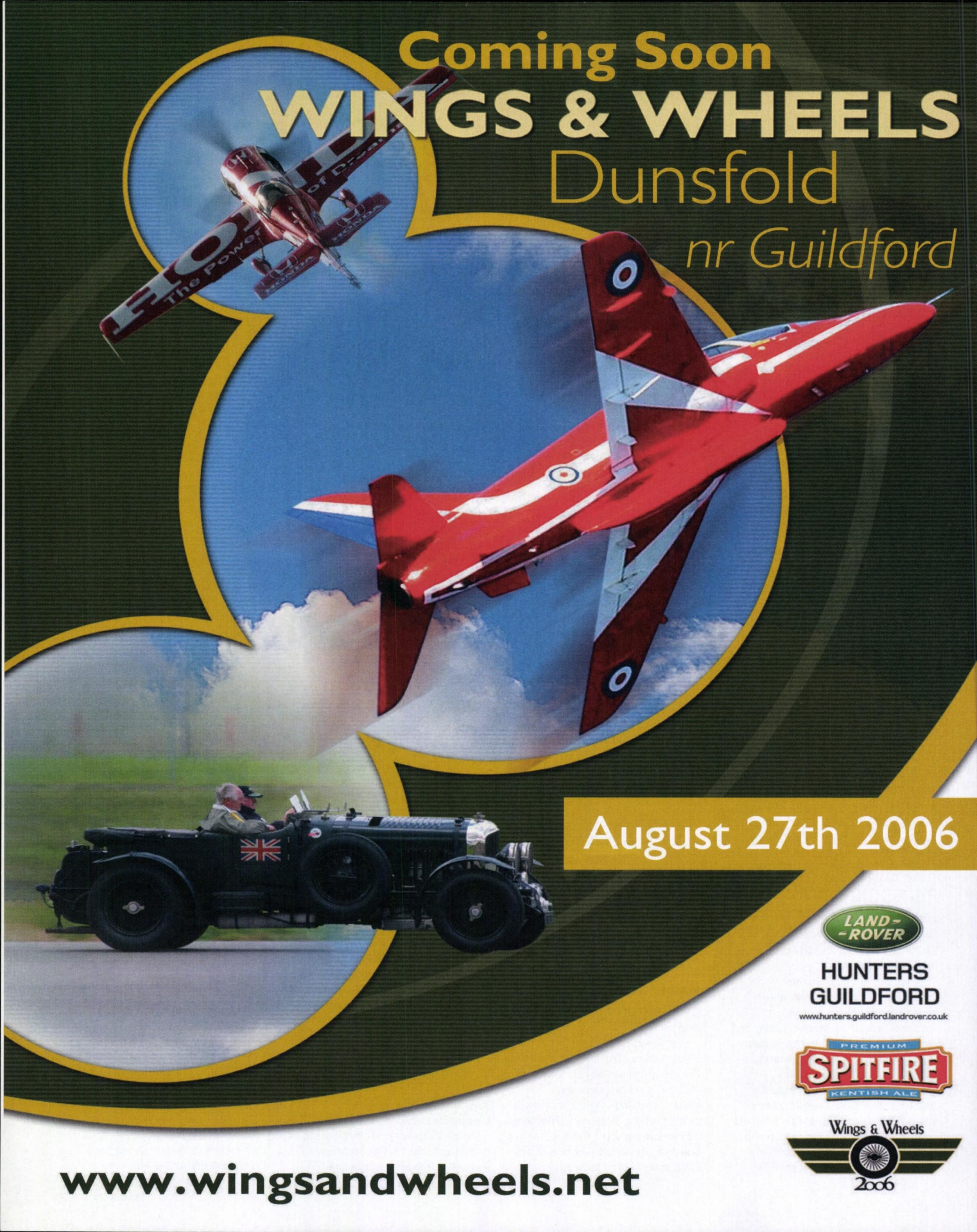
When & where: May 6 Donington Park
What: Round two of the BRDC Historic Sportscar Championship
Admission: £10
Contact: www.donington-park.co.uk

When & where: May 6 Thruxton
What: BARC race meeting featuring Classic FF1600, FF2000 and historic saloon cars
Admission: £12
Contact: 01264 882200

When & where: May 6/7 Brands Hatch
What: HSCC Superprix, including Grand Prix Masters and World Sportscar Masters
Admission: £12
Contact: Tel: 01474 872331; www.motorsportvision.co.uk

When & where: May 12 Spa (B)
What: Classic Endurance Racing Series
Contact: 0033 142 597340

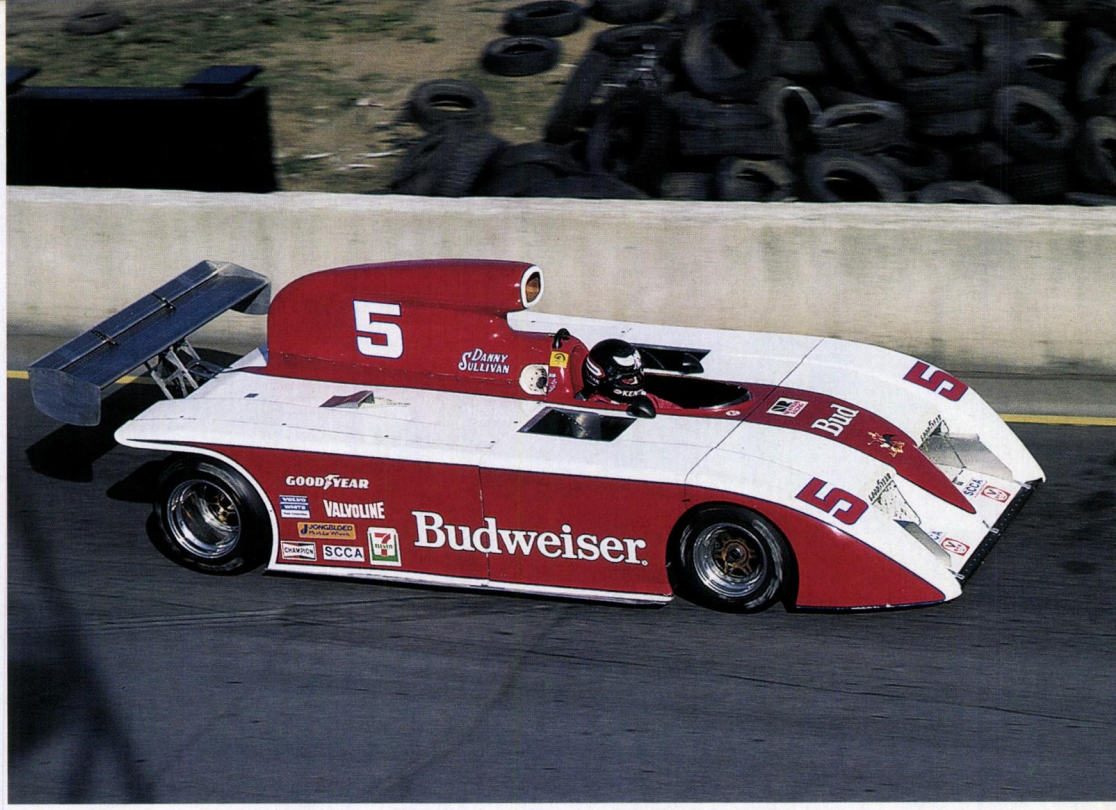
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Marcus Pye's Diary

Opposites attract our columnist this month, from a Can-Am monster to a dainty, and obscure, Rhodesian GP winner



Rebodied for 1982, this slab-sided Can-Am March 817 looked and handled like an upturned powerboat - but still pulled off a victory

GOODWOOD: Incongruous it most definitely looked against the elegant backdrop of Goodwood House, but that is precisely why the 1982 March Can-Am dinosaur was the car of last month's press day for me – and editor Simmons!

It's not that I don't appreciate the intricate engineering of a Bugatti T35, but the malevolent look of this gargantuan Chevrolet V8-engined brawler would make it the dog this judge would take home every time.

And it was an absolute dog. Even March founder Robin Herd branded it so. But at least it won a Canadian-American Cup race, unlike the 707 model, the marque's first entry in the series – then a frontline affair – 12 years previously.

Three 707s, soon dubbed Boeings for reasons of scale, were built, but only chassis 1, raced by German Helmut Kelleners in Europe's equivalent Interserie series, tasted victory. At Croft, in England's frozen north-east, of all places.

That chassis was uniquely updated in '71 to 717 specification, with side radiators and a shorter snout replacing the original canard-finned nose, which drew its styling cues from the contemporary GP car, the 701.

March returned to big-bangers in '81 when Budweiser beer backed actor/racer Paul Newman's team for a new era of Can-Am. A shadow of its former self, the name had been revived four seasons earlier – after a two-year gap – to mop up redundant Formula 5000 cars. Again a trio of cars emerged, the 817s based on the designed-by-committee 811 F1 chassis, albeit dressed to meet the regulations with long side sponsons shrouding their wheels.

Unsuccessful in initial guise, this copy of Williams's all-conquering FW07 was good enough to win four Can-Am races with Teo Fabi, if not to beat Team VDS driver Geoff Brabham to the title.

Fabi wrecked one of the three tubs at Elkhart Lake, but the ex-Al Unser Jnr/Bobby Rahal 817-1 was reclothed for '82 by French aerodynamicist Dr Max Sardou in a style reminiscent of his IMSA GTP-spec BMW M1C. It was as ugly a pro-racer as ever ran.

Even bulkier than before, with all-enveloping sides, two vast nostrils in its nose and a high slab-sided airbox, it resembled an inverted offshore powerboat. It may, indeed, have handled like one on land.

Nevertheless, while champion-elect Unser Jnr spun his Frissbee GR3, Danny Sullivan somehow managed to thread the brute between the concrete at Caesar's Palace and claim a solitary victory.

Bought by a Swedish collector at the end of the season, and occasionally exercised on his own track, it's now with Briton Paul Lovett.

ASHFORD: Obscure cars have always fascinated me more than mass-produced ones, so I went down to Kent for a closer look at the unique Heron which raced exclusively in Southern Africa in the early '60s and took flight at last year's Goodwood Revival after a frantic restoration by Eddy Perk.



South African Heron resurfaced at Goodwood Revival in 2005 after a frantic restoration

Dutch by birth, Perk emigrated in the period to Cape Town, where he worked on Bob Olthoff's racing cars, including his ex-Jack Sears Ford Galaxie and a McLaren M1B. I first met him as the Piper Engines man at Brands Hatch in the late '70s.

Designed by Les Redmond of Gemini fame, the Climax-engined Heron was commissioned by Tony Maggs on the strength of a shot in a Mk3A Formula Junior – which it unsurprisingly looks like – at Brands.

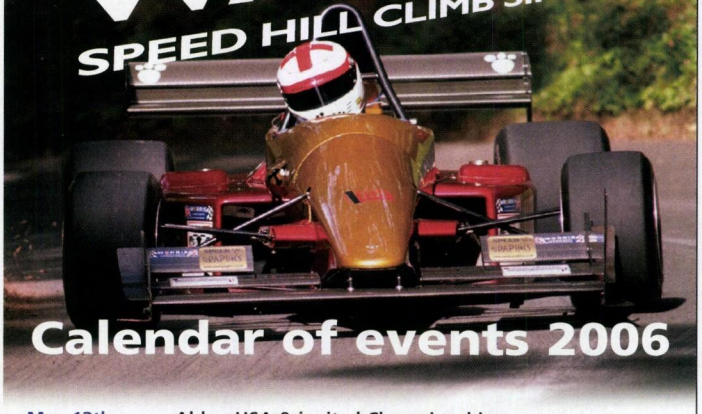
The venture with Jim Diggory to build cars did not last and its debut at Killarney in 1960 was a disaster. A fundamental transmission problem left Maggs with four reverse gears and a solitary forward cog.

Disillusioned, he sold the chassis to Ernest Pieterse, who fitted a less exotic but easier to service 1.5-litre Alfa Romeo engine and immediately won the Rand Spring Trophy and Rhodesia GP. A few wins later he sold it to Dave Hume. It was then converted into a sportscar.

Many moons later, historian Jannie van Aswegen discovered the remnants of the chassis and Perk took on the huge task of renovating the car. Their next project is equally compelling, being the 1.1-litre Dart-Climax sportscar in which Hugh Carrington and Chris Fergusson triumphed in the 1959 Rand Nine Hours at Kyalami. M

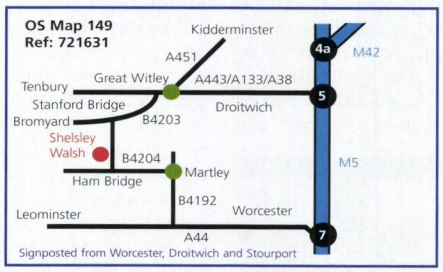
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Jun 3/4th Sat & Sun	**British, Leaders and Midland Hill Climb Championships. Paul Matty Lotus Championship, plus special feature classes** Practice Saturday - Event 10.00 Sunday
Jul 1st Sat	**Invited Championships.** Practice 09.30 - Event 14.00
Jul 2nd Sun	**Vintage Meeting in association with the Vintage Sports Car Club** Edwardian to pre-war sports & racing cars Practice 09.30 - Event 14.00
Jul 15th Sat	**Members Competition Day.** Practice 09.30 - Event 14.00
Jul 16th Sun	**The Classic Meeting** Practice 09.30 - Event 14.00
Aug 19/20th Sat & Sun	**British, Leaders and Midland Hill Climb Championships, plus special feature classes** Practice Saturday - Event 10.00 Sunday
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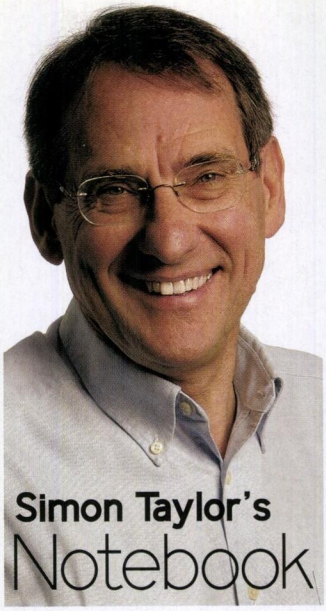
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Simon Taylor's Notebook



Pedro Rodríguez won '70 Belgian GP in Southgate's BRM P153, perhaps the prettiest F1 car of its day

Tony Southgate has gone from the 750 Motor Club to Formula One glory and Le Mans, and then back again

The 750 Motor Club has always served as a nursery for budding designers. The first Lotus to race was Colin Chapman's Austin 7-based MkIII, which dominated the 750 Formula in 1951, and led to some of the most innovative and successful F1 cars of all time. Eric Broadley's first Lola was a home-built Ford 10-derived special: it won the club's 1172 championship in 1957 and spawned a long line of sophisticated racing cars.

One Austin 7 special-builder, who went on to a glittering four-decade career designing race-winning Formula One and Le Mans cars, has returned to his roots in retirement. Tony Southgate started building his first car in 1958: as a £4 a week apprentice design draughtsman he took two years to finish it. The smart little grey car with yellow wheels taught Tony the rudiments of race car design: "It looked very shiny, because it doesn't cost much to keep a car clean, but I raced on remoulded tyres because I couldn't afford new ones." Scrutineers were more lenient in those days.

The Southgate Mk1's short life ended in a comprehensive engine blow-up. With no money to mend it, Tony promptly retired as a racing driver and signed on as a race car designer. Eric Broadley had now graduated to building Lola F1 cars for John Surtees and Roy Salvadori, as well as a string of small sports-racers and Formula Juniors, but it was still run from a shed in Bromley with just five full-time employees, including Broadley. Tony was paid £13 a week, and would draw a part upstairs, then go downstairs to make it: "Eric taught me to weld, but the important bits, like wishbones, he still welded himself."

Tony worked with Broadley on the design and development of the Lola GT, which Ford turned into the GT40. He moved briefly to Brabham – then run by Jack himself and Ron Tauranac – before returning to Lola. Dan Gurney was a T70 customer, and he persuaded Tony to move to California and join All-American Racers. But, after designing a hugely successful Eagle USAC car which finished 1-2-4 in the 1968 Indy 500, he was lured back to England to join BRM.

Tony's P153 and P160 won GPs for four different drivers, and BRM lifted second place in the 1971 Constructors' Championship. The team's Yardley sponsorship totalled just £25,000 – at a time when the team budget was £25,000 for five chassis, £36,000 for 12 engines and £5000 for gearboxes.

Tony was at UOP Shadow when Chapman came knocking, and doubled his salary: "As a designer Colin was always my idol, but he wasn't easy. Working for a genius you are always on a knife-edge. I had to sort out the Type 77, a nasty car; always breaking." By the end of the season the car was reliable, and competitive.

'Chapman wasn't easy. You were on a knife-edge'

"Mario Andretti was fantastic to work with. He was so brave. He won the Japanese GP by staying out on wet tyres, and he was on the canvas by the end." After Lotus it was back to Shadow, and then Arrows and Theodore, before Tony moved away from F1 to earn a new reputation as a sportscar designer.

At Ford he produced a Group C car [the C100] and the RS200 rally car, and then came the charismatic Jaguar sports-prototypes for Tom Walkinshaw. The XJR-9 won the 24 Hours in 1988 with Lammers, Dumfries and Wallace, and in 1990 the XJR-12 clinched a magnificent 1-2, with Martin Brundle heading the winning line-up. Tony designed long-distance racers for Toyota and Ferrari (the 333SP, of which 39 were eventually built) and then went back to Walkinshaw to mastermind the Nissan Le Mans project, which brought a third place at Le Mans in '98 behind the two Porsche GT1s. Finally he was hired on a two-year design consultancy by Audi, which wanted to download all his knowledge and experience in the marque's bid to win Le Mans – which it duly did in 2000.

After the Audi stint "I was knackered. The Germans had sucked me dry." Tony had now designed racing cars for 14 different teams over a 34-year period and decided it was time to retire. But he couldn't quite kick the motor racing habit. For some time the 750MC, still clinging to its philosophy of cheap racing, had been running a kit-car championship. Within a month of leaving Audi Tony went to Lincolnshire to see Jeremy Phillips at Sylva and ordered a Phoenix kit. It was built up for him to full-race spec with all the trimmings for just £15,000: "I couldn't believe it. At Audi we used to spend £15k on a new upright!"

Running on Webers, the Sylva's 1800 Zetec engine has 160bhp: "It only weighs 535kg, so it's quite quick. I've resisted the temptation to change things – it wouldn't make a lot of difference, because the rules are quite strict." He does about half a dozen races per year, including the Silverstone Six Hours relay, a 750MC institution for which Tony's Tigers lines up a team of five Sylvas. It's a cheap and fun way to go racing, with full grids, and Tony usually runs "in the front half".

How reassuring that someone who has worked in the exalted atmosphere of Formula One and top Le Mans teams can find fun and relaxation in a clubby kit-car championship. Clearly, throughout a high-pressure motorsport career, Tony Southgate is one man who has always managed to keep his feet on the ground. LAT


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Parting Shot

ITALIAN GRAND PRIX, MONZA, SEPTEMBER 11 1977

Joy at Monza as Italian-born Mario Andretti fulfils a lifetime ambition by winning at the track he attended as a boy. Far behind his Lotus, Niki Lauda finished second in his Ferrari to virtually guarantee himself a second World Championship title

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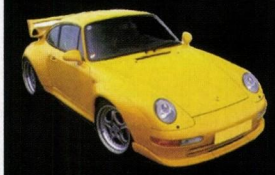
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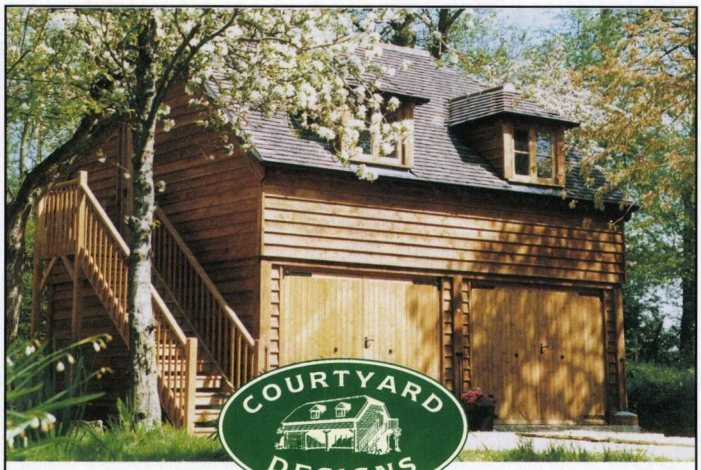
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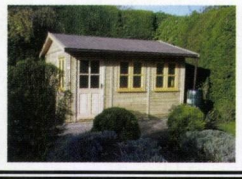
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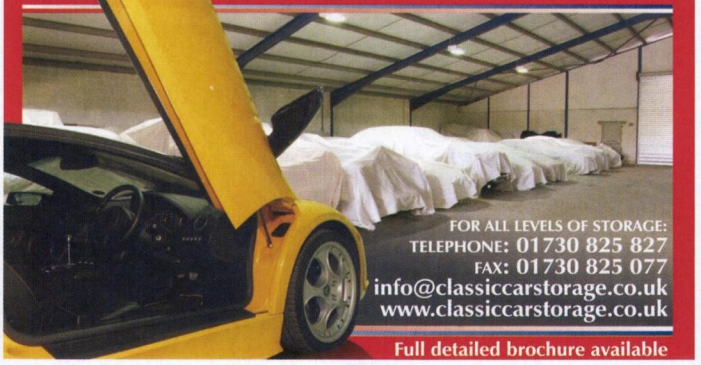
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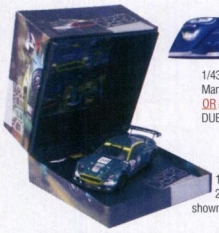

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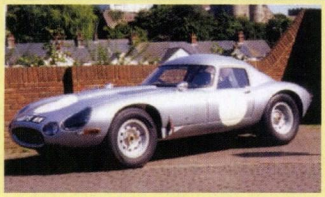
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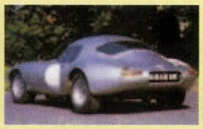



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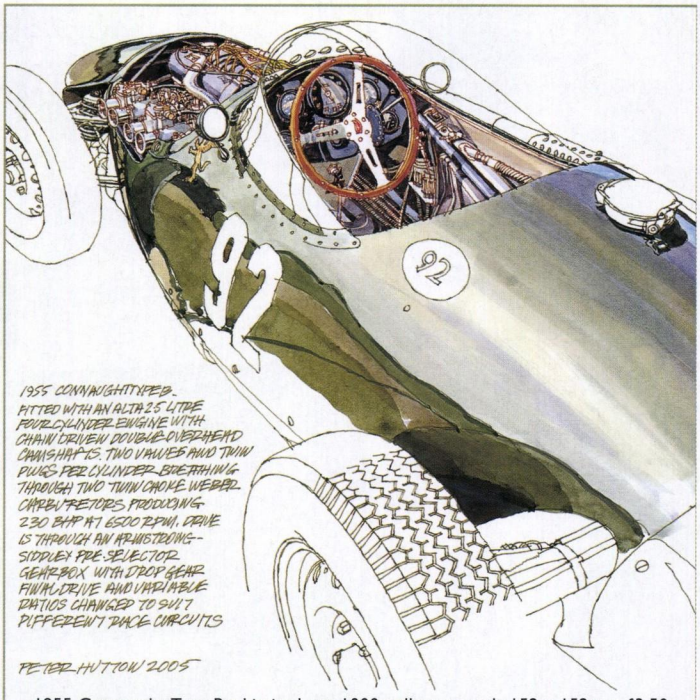
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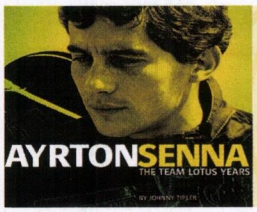
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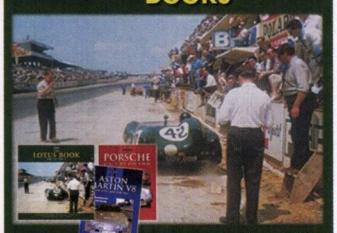


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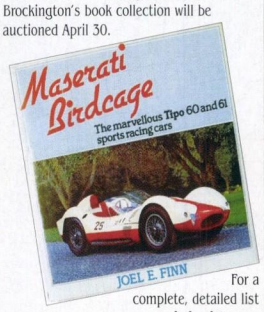
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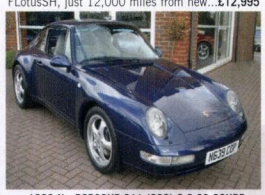
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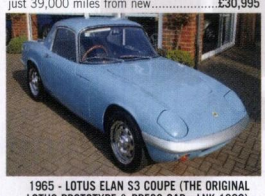




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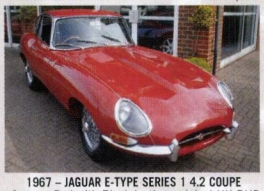
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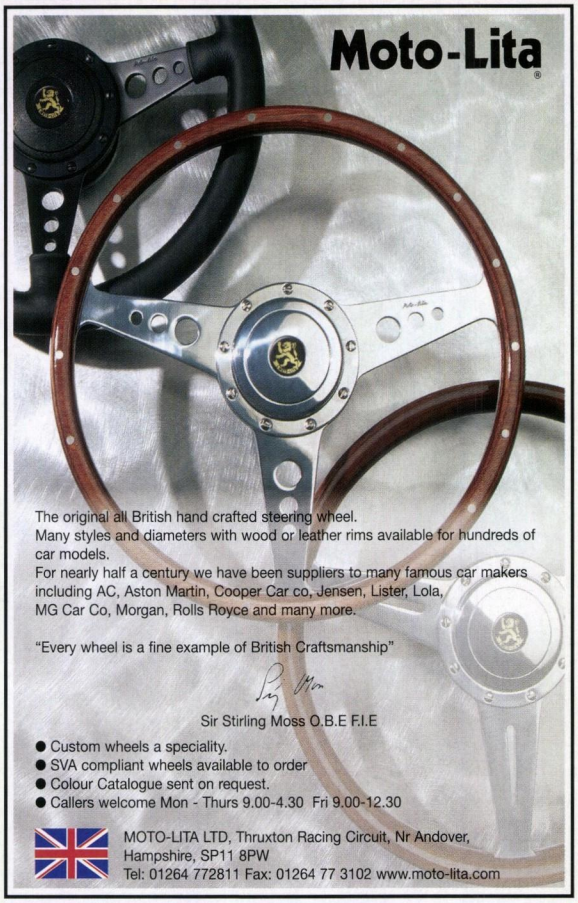
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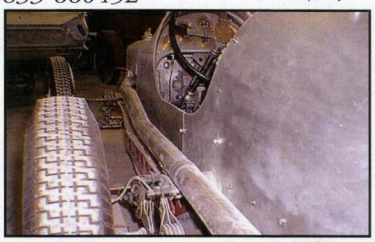
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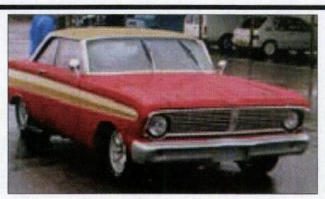
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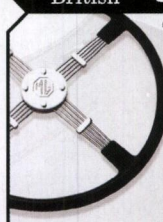
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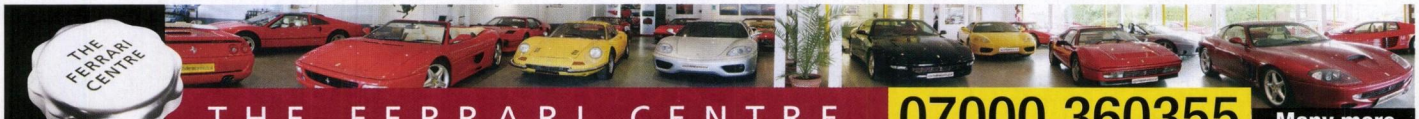
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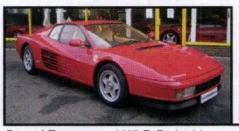
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Have you ever found yourself on the other side of an argument where essentially you are agreeing with the other party, but for whatever reason they can't see it. I was involved with an argument just like with this, the charming daughter of a friend at a dinner party, over of all things big exhaust pipes on modern cars. We had been discussing the young people who were coming into work for me as mechanics and the fact they had an interest in cars but had never really worked on cars mechanically, basically because modern cars are so good. The cars I was brought up with, Minis, Mark I Escorts, Mark II Cortinas. Unless you put a different exhaust manifold, ported the head, found a twin choke carburettor, or in the case of a Mini put an automatic inlet and exhaust manifold with a 1? carb, they just didn't go. If you didn't lower them, stiffen them, and put decent tyres on, they didn't handle. So most of the people that I knew, the young petrol heads, had a fairly intimate understanding of how a car worked, suck, squeeze, bang, blow, as my college lecturers used to like to point out. That all changed with the Golf GTI. There was a car that from the factory was fast and handled and while only 1600cc would give the ultimate car of the period (from our point of view), the 3-litre Capri, a run for its money.

Nowadays cars are so good, more or less anything you do to them mechanically makes them worse, hence my nephew putting a four inch exhaust, neon lights and a kicking sound system in his Peugeot 205 GTI, what else are you going to do? As it turned out my friend's daughter helped to promote shows that sell this kind of styling accessory, so she assumed that I was criticising 'yoof' culture. What I was actually saying was that anybody involved with cars likes to improve their car and this had become the only avenue open to someone with a car that is as good as a 205 GTI. While it wasn't mechanical the urge to modify the car and learn how to do it, and do it well, was a good start to becoming involved in the business of car restoration.

Before the war the modifications were even more extreme because the average car available was pretty dull. Hence my Dad's first car (in the fifties) was an Austin Seven Special, with weight pared to the minimum and radically re-worked 750 side-valve engine, which on a good day was probably capable of seventy miles an hour, an amazing improvement over a standard saloon.

In England we have a long tradition of specials which are championed by the VSCC and seen as the cornerstone of vintage racing. Because my involvement in the vintage world I seem to have spent a lot of time building specials over the years and the combination of the Frazer Nash and GN to build a four-wheel JTOR engined hill-climb special, through the most sophisticated special I ever built based on Bugatti Type 44 components which we called Bilko. It started as a way for me to go trialing but wound up as such a good all-rounder, was mainly used for touring and hill-climbing, combining as it does Type 43 performance, with almost GP car agility, and a big box to allow you to carry some luggage. The car is for sale again, and amazing value when you think it is a sporting Bugatti, but the worst bit was digging out the pictures of when I built it and realising it was nearly fifteen years ago. I had hair!

What is quite strange is that the VSCC attitude to specials allows one of the few places for someone interested in building a car today to produce a figment of their imagination and still race it. You know the scenario. Find a chassis from something small, find the biggest engine that will fit (or to be really extreme an aeroplane engine), pick a good gearbox, a pair of axles, nail on the right sort of brakes, a nice hydraulic system, clutch out of a modern Formula III car, and you've got a bit of motoring history, haven't you? I've never actually checked but I wonder how many cars in Bolsters Book have a Model A Ford engine. It's a bit like the Sealed Knot allowing machine guns because all the elements were available at the time its jut that no one had thought to put them together.

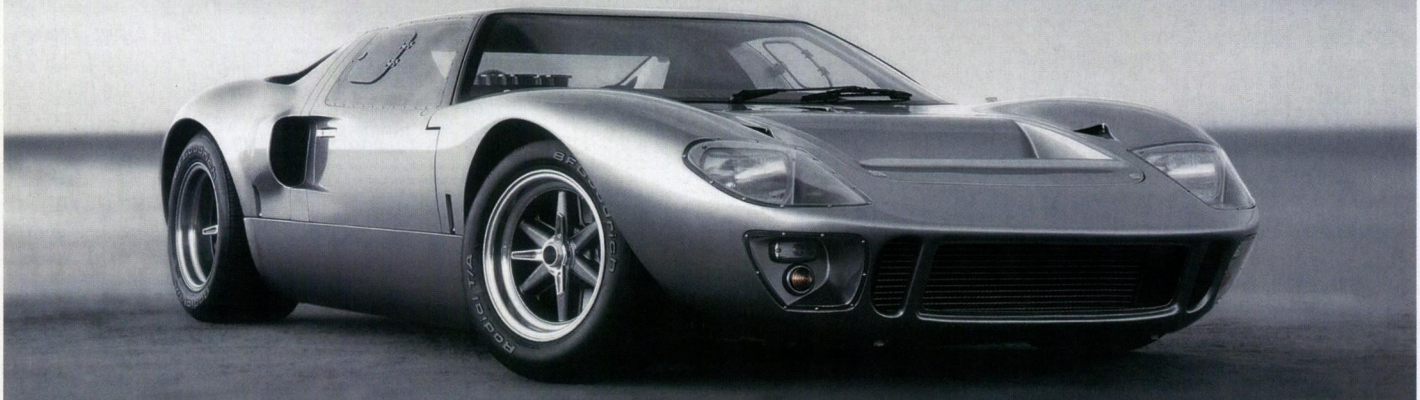
Against all this modern thinking and development it is amazing how good Bugattis are. On the Hereford Trial Jim's Brescia won by 23, nearly a whole hill from all the assembled throng of specials, and that is a standard Bugatti, granted with a little bit more compression and a Raymond Mays cam profile developed for Cordon Rouge back in the twenties, but essentially a standard car.

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An interesting point about original Bugattis, especially the Grand Prix cars when they come to us, is that they've generally been personalised: an additional screen, some different instruments, perhaps an outside exhaust and a Brooklyn silencer, but in most respects they are as they left the factory. Owners always seem to like to stamp their personality on a car, but when it is as good as a Bugatti it doesn't leave you much scope.
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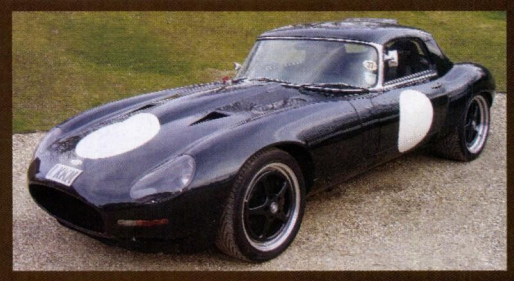
Duncan Hamilton ponders on how to start his beloved ERA Remus, 1949



Jaguar D-Type by Lynx
Ecosse Blue. This long nose version is the original well known Lynx demonstrator, registration number 57 SAL. Beautifully constructed to Lynx's usual very high standard and with correct dry sump engine. Very interesting history and in superb order throughout. £85,000



1991 Ferrari F40
Right Hand Drive. This is a very rare car previously owned by the Sultan of Brunei and converted by Pininfarina to right hand drive at vast expense. Superb in every way, the whole car has been beautifully restored and contains many interesting and unusual features. 3000 miles only – it has to be seen to be appreciated. £POA



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Dark Green with black interior. 7.3 litres, 660 bhp, 6 speed gear box, 6 pot Brembo brakes etc. This unique E-Type was developed and constructed at vast expense by Lynx Engineering to their usual extremely high standard. Fully road useable with staggering performance, now offered at a fraction of it's original cost at £125,000



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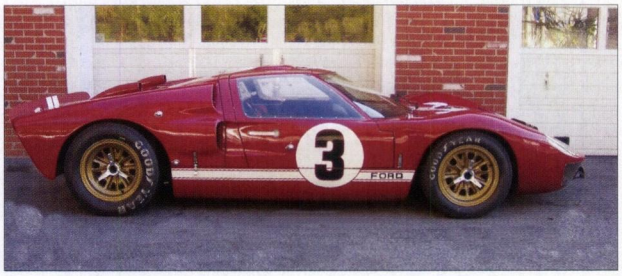




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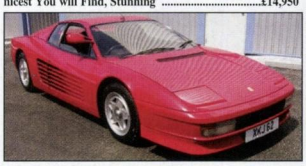
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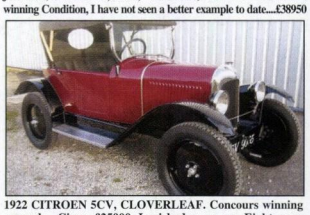
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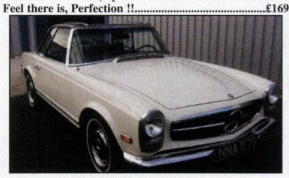
1985 BENTLEY MULSANNE TURBO, Lagoon Blue with Champagne Leather, Blue Dash Top And Blue Carpets. 63000 miles Only with FSH. Sold By Us To its last Two Owners (10 Year Period) Without Question One of The nicest You will Find, Stunning £14,950



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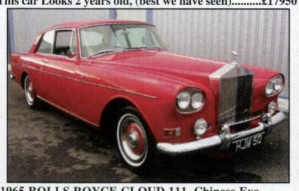
1966 BRISTOL 409 COUPE AUTO. goodwood green with tan leather trim, minilite wheels, selectaride,massive history file. supurb example, very hard to find like this, please view our web-site. £25950



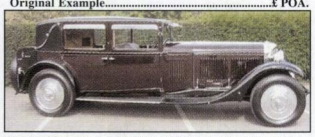
1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get better than this £15,950



1990 MERCEDES 500SL (W129). Silver with Blue leather, alloys, aircond, cruise,power hood, hard-top. Music, 90000 Miles with Full, Mercedes Main dealer History. This car Looks 2 years old, (best we have seen).....£17950



1965 ROLLS ROYCE CLOUD 111, Chinese Eye, Continental Coupe, by MPW. Signal red, with Original black leather, Air-cond, Over-Rugs, This superb car has just Received a Circa 26K, RE-Comission after storage. (not to be confused with other examples) Number Plate with or with car if Required. A superb Original Example.....£ POA.



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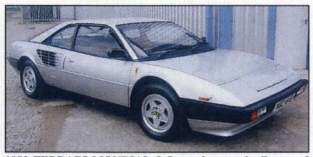
1987 MASERATI QUATTROPORTE, 111. LHD. Masons Black with full oatmeal Leather. Auto, air-cond, full Electric Pack, ESR, 37000, Miles only with FSH. Has just been fully Recommissioned, after dry storage (circa £5000) Superb, Stunning, Example.....£12950



1906 DE-DION BOUTON (MODEL AM) 9HP. 2 seater Restored by its last owner of 23 years VCC registered with dating CERT. No 1461. Has just been fully Re-commissioned in our work-shops after storage, please see our website.....£36950



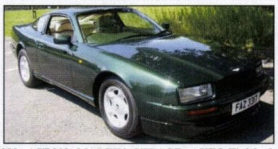
1971 JAGUAR E-TYPE V12 FHC, auto, Black with Original tan leather, Air-cond, Chrome W/W, LHD. In mint, rust free Condition, this stunning car looks 2 years old, and has matching numbers, and total history, The best we have seen £24,950



1982 FERRARI MONDIAL 8 5 speed manual. silver, red leather 48,000 miles FSH, all books, tools, etc. Aircond, superb, original mint example (very very rare like this)..... ....£18,750



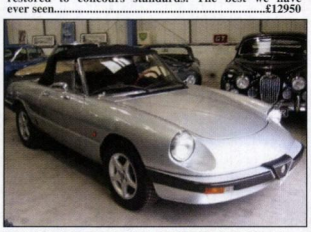
1964 ALFA ROMEO GUILIA SS BERTONE (LHD) matching numbers. This Superb, mint Example is in Alpine White with Blue/Grey Trim. Paris Main Agent Show car and has spent all its main life in France. Car Recently Fully Recomissioned by Swallow Engineering, arguably the best there is.....£34950



1990 ASTON MARTIN VIRAGE AUTO.Finished in Balmoral Green With magnolia leather piped Green, alloys Air-cond , 34000 miles with FSH, (90% Aston Factory). Please see our web-site for more details etc.....£29950



1968 PORSCHE 912 , GP white, with Black leather trim. Fusche alloys, unleaded engine, Superb west cost car, restored to concours standards. The best we have ever seen.....£12950



1986 ALFA ROMEO 2000 SPYDER S3. LHD. Silver with Black Trim, Alloys, 43000 Miles Only, with Full Alfa Service History. Owned From new by Alfa Dealer, sold two second and last owner, In Concours winning, Condition. The Best 86 model there is.....£10950



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1994 MERCEDES SL280. Sports. Nautic Blue with Light Tan Leather. alloys, Aircond, Power-Hood, Hard Top. Full Electric Pack, 60000 Miles FSH, Mint and Stunning Value £14950



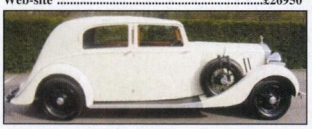
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1957 JAGUAR 3.4 MK1, MANUAL. Black with Original Red leather Trim, and rear Spats. 54000 Miles only with a total History From new, Superb Mint Original car, with all books tools etc, Matching numbers , original bill of sale, log book etc. Stunning.....£16950



1964 BRISTOL 408 MK1. silver over Black, with light grey Leather. subject of a concours Boby Restoration in 1997. and a full restoration program over the last 10 years (3000 Miles) since. This is one of the best examples in the world. Please see our Web-site £26950



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1968. CORVETTE STINGRAY.327CI (upgraded to 400 BHP.) Manual , sindwinders, 54000 miles Only, in superb mint condition, all books, papers, tools, etc.please view our web-site, ...£27950



1997 BUILT, DAX COBRA, 4.0LTR V8, (very high Build Quality, and Spec.) Space frame chassis, Full Jaguar Running Gear, Genuine hallibrand Wheels, Bronze Green, with silver centre, Black Leather, Cobra seats, side-winder Exhausts, Chrome roll-Bar. Less Than 4000 miles, Stunning and very Fast.....£24950



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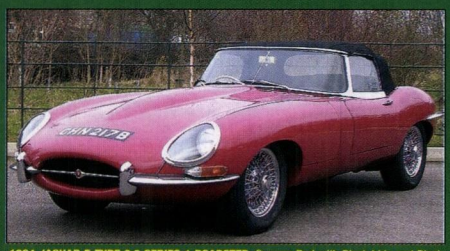
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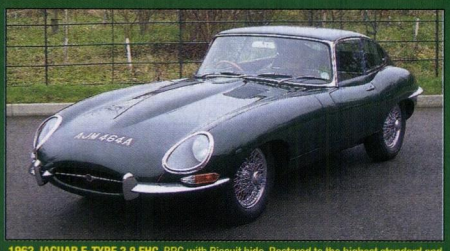
1964 JAGUAR E-TYPE 3.8 SERIES 1 ROADSTER. Carmen Red with Black hide and Black mohair hood. Total no expense spared restoration and upgrades carried out, only 7,000 miles since. Spec includes CR all synchro gear box, stage 2 engine, 6" CWW, sports exhaust, 4 pot callipers with series 2 servo, elec ignition, up-rated cooling system, kenlowe fan, solid rack mounts, adjustable shocks, large anti roll bar. A most outstanding example, could not be replicated for less than £80,000; you will not be disappointed. **RHD** **£49,995**



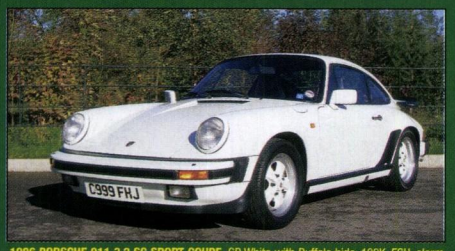
1955 JAGUAR C-TYPE 3.4 by Peter Jaye, in Dark BRG with Suede Green hide, triple webbers, drum brakes, harnesses, FIA papers, half and full tonneau covers, an exact copy of the original using many original parts, seriously beyond criticism, has competed in the retro Mille Miglia and is ideal for the drum braked series, simply sensational. **RHD** **£125,000**



1960 AUSTIN HEALEY 3000 MKI TO WORKS RALLY SPEC. Red with Black interior. Full FIA spec with FIA papers. Alloy body, raised boot, spot lamp pods, 4 wheel disc brakes, 3.5 diff, comp O/D, 72 spoke wires, works hard top, competition seats, high ratio steering box, alloy tank, 140mph speedo, sump guard, uprated eng & susp. Total re-build & upgrade to the highest standard by marque specialist, could not be replicated for twice this price; sensational. **RHD** **£39,995**



1963 JAGUAR E-TYPE 3.8 FHC. BRG with Biscuit hide. Restored to the highest standard and less than 8K miles since. 4 pot callipers, Kenlowe fan, Koni shockers, alternator, unleaded head, radio, CWW, halogen lights; impeccable condition and ready for some serious motoring. **RHD** **£37,995**



1986 PORSCHE 911 3.2 SC SPORT COUPE. GP White with Buffalo hide. 100K, FSH, alarm & immobiliser, momo steering wheel, elec roof, windows & mirrors. A most exceptional example of what must be the most usable sports car; very sensibly priced. **RHD** **£14,995**



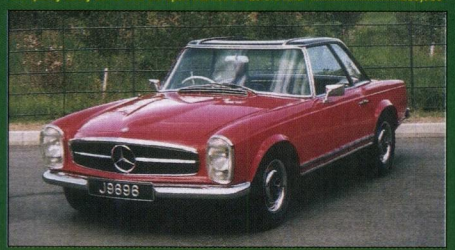
1963 AUSTIN HEALEY 3000 BJ7. Ivory with Black hide piped Cream. Professional restoration to the highest of concours standards; less than 1000 miles since. O/D, wire wheels, adjustable column, stage 2 engine with unleaded head, mohair hood. Examples of this quality rarely come onto the open market. BE QUICK! **RHD** **£33,995**



1967 MGC ROADSTER. Signal Red with Black hide piped Red. Total ground up restoration to a standard seldom achieved. Stage 3 tri carb engine, O/D, 72 spoke CWW, uprated suspension, mohair hood, period radio, servo brakes. The attention to detail is second to none. Extremely quick and sure-footed; you would be hard pressed to find a better example if it exists. **RHD** **£15,995**



1965 DAIMLER 250 V8 SALOON AUTO. Opalescent Silver Blue with Dark Blue hide. Low ownership, & only 90k miles with most extensive history. Last owner since 1983, maintained to the highest of standards, recent engine overhaul and unleaded heads. Original radio, elec ignition, HRW, reclining seats, a most outstanding example that would satisfy the most critical. **RHD** **£12,995**



1964 MERCEDES BENZ 230SL AUTO. Signal Red with Black hide. 70K miles from new with FSH, ex-Jersey, equipped with PAS, factory hard top in Black, radio, tonneau cover etc. It would be hard if not impossible to find a better example, be quick! **RHD** **£28,995**



1969 MGB 1.8 ROADSTER. Royal Blue with Black hide & Black mohair hood. An exceptionally well restored example, panel gaps to die for, uprated with five speed gearbox, gas flowed head, K & N filters, 5" CWW, uprated suspension, wood rimmed steering wheel etc. An outstanding example. **RHD** **£10,995**



1965 TRIUMPH TR4A SOLID AXLE. Sebring White with Black trim, wire wheels, wood rimmed wheel, dual exhaust, walnut dash, seat belts, racing mirrors, reclining seats with head restraints, professionally restored 6 years ago to an exceptional standard. Light use only since; superb. **RHD** **£13,495**



1973 TR6 PI. Triumph Racing Green with Black interior/hood, original UK car, O/D, 125 BHP. A total, chassis up restoration completed some years ago using a new heritage shell; little use since. Very few owners with an interesting history; not your average example. **RHD** **£13,995**

1968 TRIUMPH 2000 MKI. White with Red trim. Prepared for historic rallying using the best of components in a superb shell. Works type dash, competition seats, overdrive, Motolita wheel, adjustable suspension, minilite wheels, spot lamps, reversing light. Could not be replicated for double this figure..... **£15,000**

1981 PORSCHE 924 CARRERA GT. Black with Black pinstripe interior. 3 owners, 50K miles from new, total annual service history, incl every MOT & service bill. Air con, 7" & 8" Fuchs alloys, rear seat belts, alarm, PDM, only 75 RHD cars were produced, 210 BHP will see off 911's, a true homologation special, can only appreciate..... **£13,995**

1965 MGB 1.8 ROADSTER. Guards Red with Black hide. O/D, wire wheels, stainless exhaust etc. A very well restored example in superb order..... **£11,995**

1977 TRIUMPH STAG. Man with overdrive in Inca Yellow with Black trim. 66K miles with extensive service history. A very well restored example, over £18K spent, PAS, elec windows, alloy wheels, radio, wind deflector, hard & soft tops, outstanding value..... **£11,995**

1980 PORSCHE 924 LE MANS. GP White with Black pinstripe trim. Local car, 49K with total service history, elec windows/mirrors, radio/cass, twin spot lamps, sun roof. A most outstanding low mileage example of this limited edition Porsche..... **£5,995**

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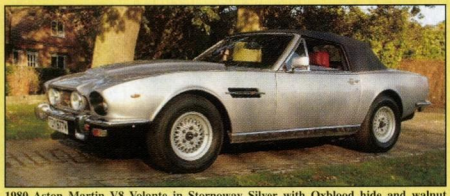
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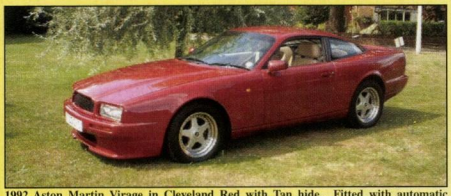
1979 Aston Martin V8 Volante in Buckingham Green with dark green hide and walnut cappings and a new black mohair hood. Only 45,000 miles from new and has been stored since 1990. Original GKN alloy wheels, Avon turbospeed radials, automatic transmission and new chrome. Beautiful throughout. £39,950



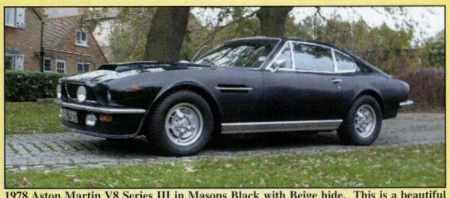
1980 Aston Martin V8 Volante in Stornoway Silver with Oxblood hide and walnut cappings. This car during the past six years has been the subject of a virtual rebuild in that it has been re-trimmed, re-painted and the engine has had an unleaded conversion. Its hood has also been replaced in dark blue mohair and the car performs faultlessly. £39,950



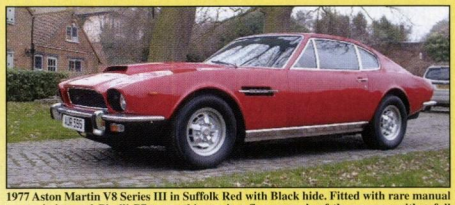
1979 Aston Martin V8 Coupe in Agaean Blue with Magnolia hide. Fitted with Vantage front spoiler and automatic transmission, this is an excellent example. Comes with total service history from new and has had only 3 owners. Just serviced and sensibly priced at £29,950



1992 Aston Martin Virage in Cleveland Red with Tan hide. Fitted with automatic transmission and all usual refinements including OZ alloy wheels and sports suspension. 37,000 miles with full service history with HWM and it is perfect throughout £26,950



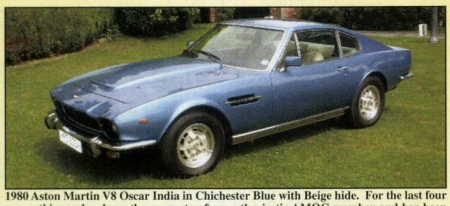
1978 Aston Martin V8 Series III in Masons Black with Beige hide. This is a beautiful example with low mileage and comes with a most comprehensive service history file. 42,000 miles, please enquire for more details. £29,950



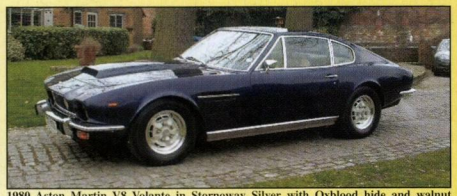
1977 Aston Martin V8 Series III in Suffolk Red with Black hide. Fitted with rare manual transmission and Pirelli P7 tyres, this car is a fine example of the marque with a full service history file. A bargain at £24,950



1973 Aston Martin V8 in deep Royal Blue with Tan hide. Fitted with the very desirable Manual gearbox, Walnut trim and centre armrest. Mechanically sound but very little service history, hence realistically priced at £19,995



1980 Aston Martin V8 Oscar India in Chichester Blue with Beige hide. For the last four years, this car has been the property of an enthusiastic AMOC member and has been fastidiously kept. There are recent servicing accounts with the car totalling around £4,000 and a considerable file detailing previous works. The car is in very fine order. £32,950



1980 Aston Martin V8 Volante in Stornoway Silver with Oxblood hide and walnut cappings. This car during the past six years has been the subject of a virtual rebuild in that it has been re-trimmed, re-painted and the engine has had an unleaded conversion. Its hood has also been replaced in dark blue mohair and the car performs faultlessly. £39,950



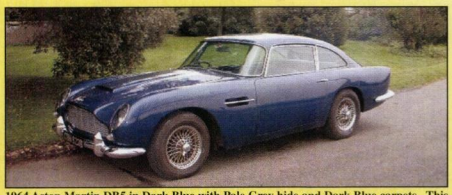
1988 Ferrari 412 GT in Ferrari Red with beautiful Tan hide interior. Fitted with the very rare Manual 5 speed gearbox, electric sunroof, air conditioning and all usual refinements. This is a real long distance cruiser and is exceptional value for money at £23,950



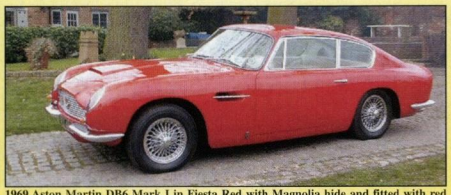
Aston Martin DB4 Lightweight Race Car. Probably the most campaigned and most successful DB4 racer ever! This car has been raced by the same individual for over 30 years and has collected numerous prizes and championship wins. Ready for this season's racing. Enquire for more details.



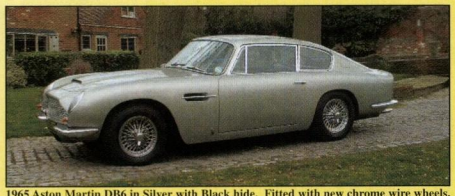
1982 Aston Martin V8 in Dubonnet Rosso with Biscuit hide interior and Burgundy carpets. Fitted with automatic transmission, power steering, CD player, electric mirrors and windows, leather headlining, BBS alloys and enlarged AP callipers. Very nice example and excellent history. Sensibly priced at £26,500



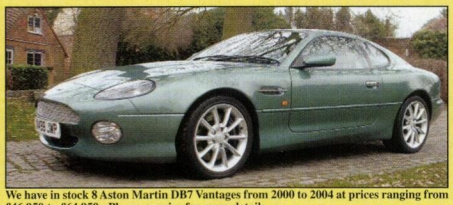
1964 Aston Martin DB5 in Dark Blue with Pale Grey hide and Dark Blue carpets. This is a beautiful example of this rare and highly desirable model. This car was the subject of an in-depth restoration in the 90's and has had little use since. It therefore remains in excellent condition throughout. £89,95



1969 Aston Martin DB6 Mark I in Fiesta Red with Magnolia hide and fitted with red carpets, chrome wire wheels, Manual 5 speed gearbox and has a fairly comprehensive history file dating back 14 years. In 1991 the car had a complete restoration when the body was removed from the chassis and a complete rebuild carried out. This is a very attractive example and is sensibly priced at £49,950



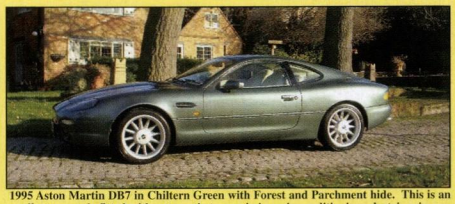
1965 Aston Martin DB6 in Silver with Black hide. Fitted with new chrome wire wheels, this is a beautiful example with a 4.2 fast road engine built to unleaded specification and producing 320bhp. Fitted with 5 speed ZF Manual gearbox and beautifully detailed engine bay. (similar to photo) £59,950



We have in stock 8 Aston Martin DB7 Vantages from 2000 to 2004 at prices ranging from £46,950 to £64,950. Please enquire for more details.



2001 Aston Martin DB7 Vantage Volante in Mendip Blue with Grey hide. Fitted with automatic transmission, Tiptronic and sports exhaust. One owner, full service history, excellent condition £51,950



1995 Aston Martin DB7 in Chiltern Green with Forest and Parchment hide. This is an excellent example fitted with automatic transmission, air conditioning, electric mirrors, alloy wheels and new tyres. Comes with full service history and has covered 71,000 miles. It is faultless. ..... £29,950 (similar to photo)

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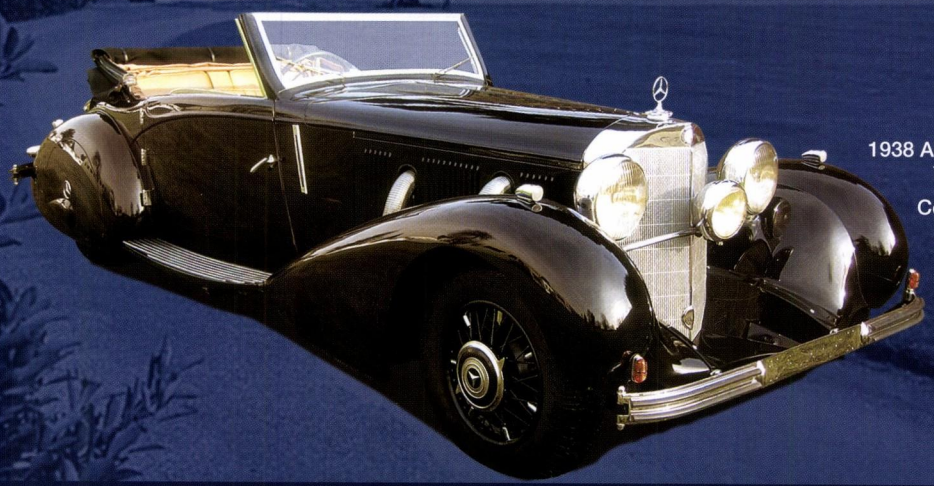
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