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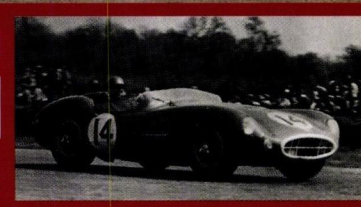
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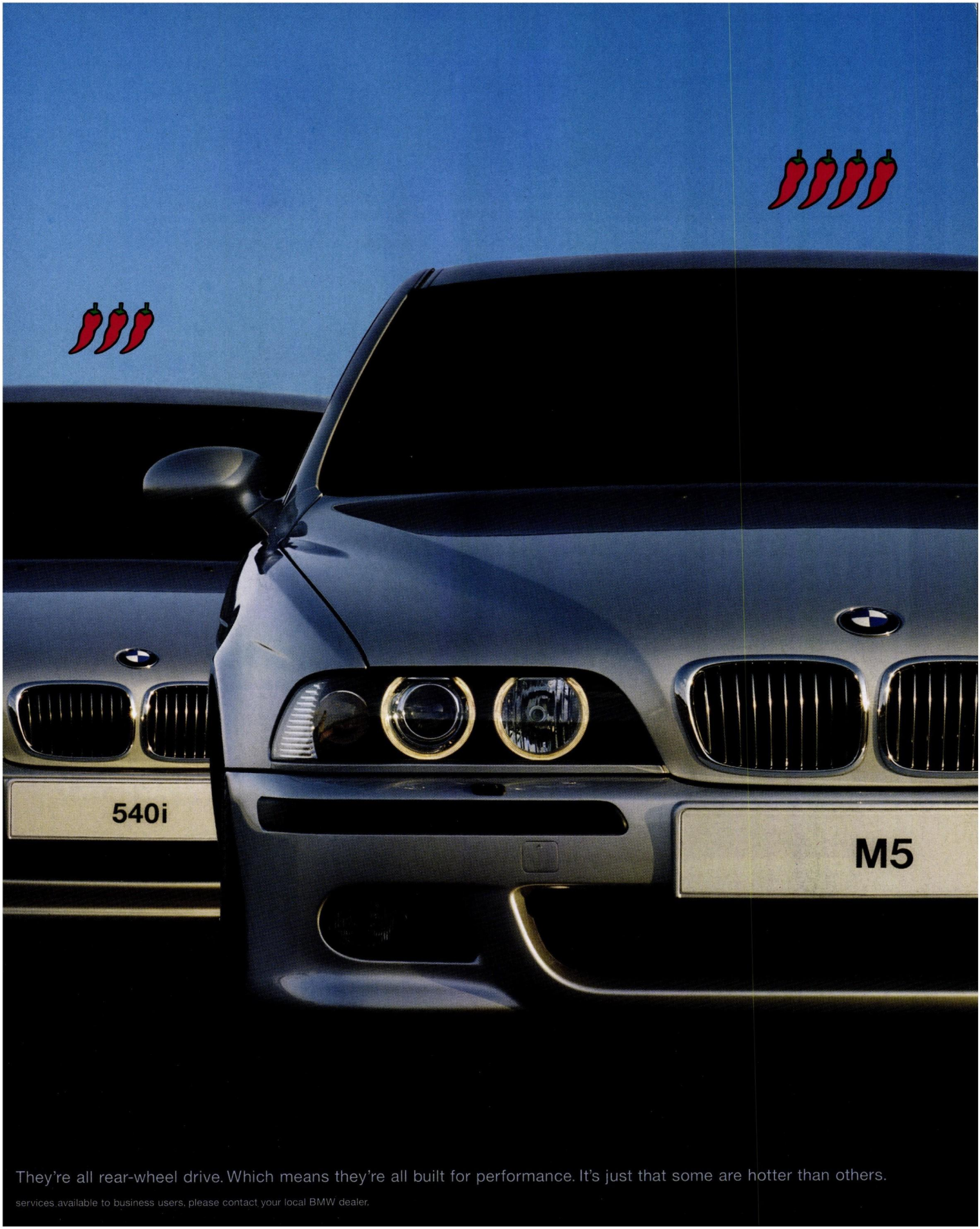
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editorial



MICHAEL SCHUMACHER GOT A shock at Interlagos. Not that Juan Montoya's Williams jinked and juddered to take the lead of the Brazilian GP off him – everyone knew the confident Colombian star was going to grasp the first chance to put down his marker. Not that he looked so confident at the head of only his third GP – he's well used to leading, and winning. But that his BMW-powered car was romping away despite carrying more fuel than the Ferrari. Of course, Montoya then got an even bigger shock courtesy of Jos Verstappen.

These are the moments that make motor racing so compelling. Much of it is predictable – Ferrari and McLaren have won every race since Johnny Herbert's victory for Stewart in the 1999 Luxembourg GP. Think of all the laps that have flashed by you: thousands upon thousands. Now think of how many incidents have lodged firmly in your mind's eye. Hundreds? Not a great ratio. But it's more than enough. A lot of coal has to be gouged out to unearth a diamond.

Such stasis makes the inevitable twists and turns all the more memorable. Senna and Prost's wins in the Marlboro McLaren-Hondas tend to blur, whereas Ayrton's tripping-over of the substituting Jean-Louis Schlesser at Monza sticks out like a sore thumb.

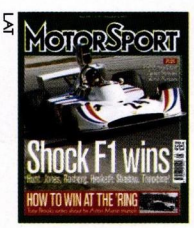
On a more positive note, who could ever forget Keke Rosberg winning the International Trophy at Silverstone in a Theodore? A glorified Ralt F2 car. In the pouring rain. Gawd bless him.

Or Vittorio Brambilla winning the 1975 Austrian GP for March – and crashing as he took both hands off the wheel in celebration? Or John Watson's McLaren winning from the back of the grid at Long Beach in '83? Or Gunnar Nilsson's Zolder success for Lotus in '77?

Perversely, for me, the biggest F1 shock involved a Formula 5000 car, when Peter Gethin won the 1973 Race of Champions at Brands in one of Lancashire's finest – for any Yorkshiremen who might be reading, that's a stock-block Chevron B24. Had Colne-born Brian Redman been driving it, my biased cup for local people would, verily, have overflowed.

However, after a healthy debate with my esteemed colleague, David Malsher, it was decided not to include Gethin's win in our cover story – mainly on the basis, I have to admit, that my F5000 leanings were being catered for by this month's seven-page track test. This was ably conducted by 1974 champion Bob Evans, a thoroughly decent bloke and driver – despite not having the good fortune to be born in Lancashire.

But to show I'm aware of how vital editorial balance is – Chevron was notable by its absence from our three-car test, while the great Tony Brooks was born in Dukinfield, just over the border, in Cheshire. That I used to live in the town is pure coincidence.



Cover: James Hunt's 1974 Hesketh 308, pictured here at Parabolica, Monza

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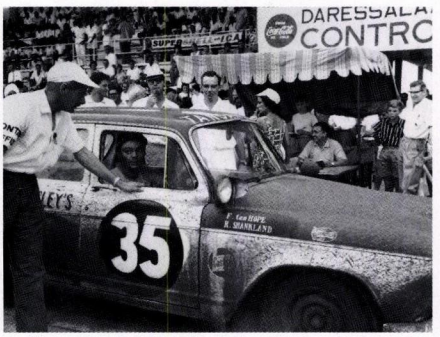
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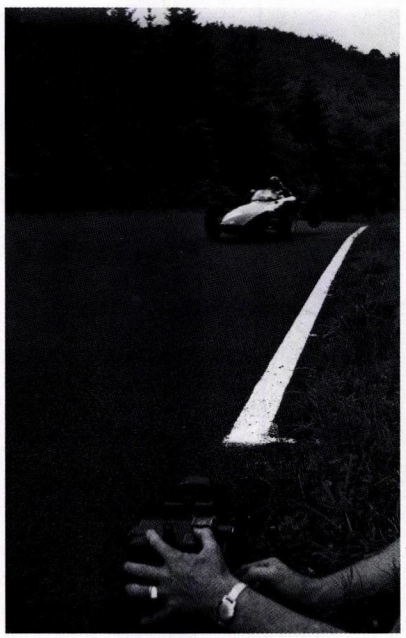
MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



***Formula 5000** Champion Bob Evans tests the machines that shook the Seventies. Page 49*



***Bert Shankland** The Scottish engineer who became a double Safari Rally winner. Page 42*



***Jesse Alexander** A sharp eye and a fast shutter on Europe's great tracks. Page 70*

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MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

FERRARI MILESTONE TO BE HONOURED AT SILVERSTONE AND BRANDS

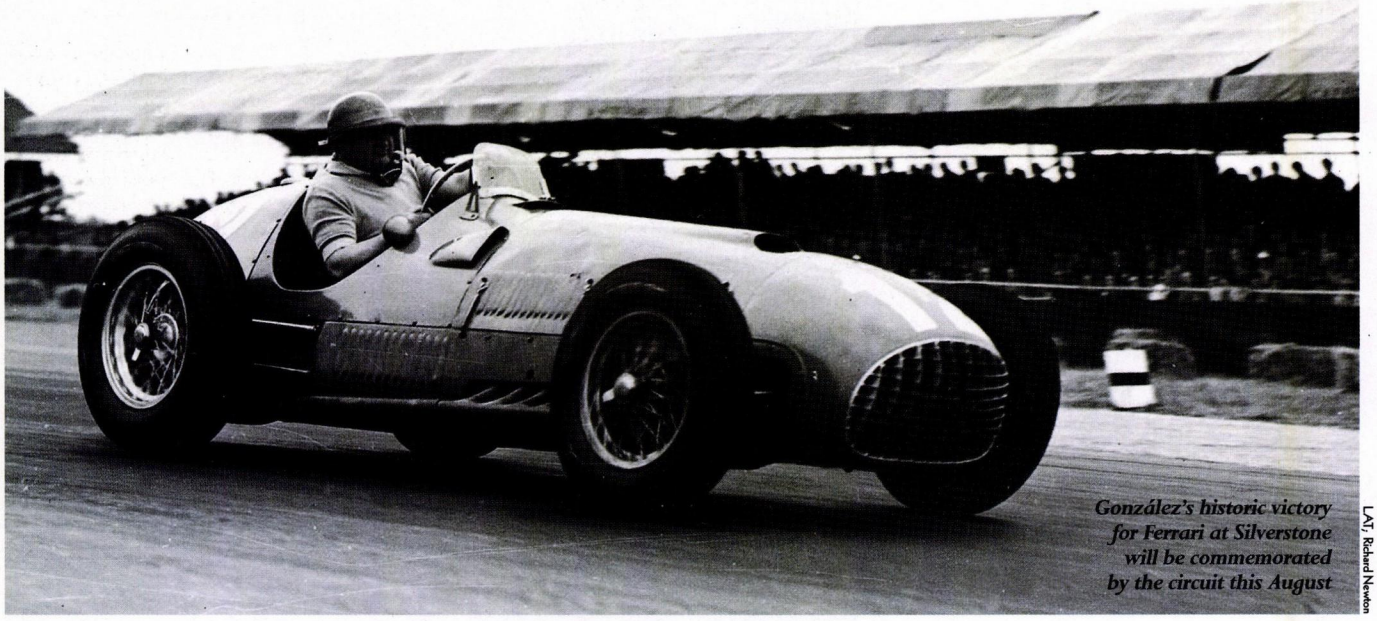
BRITISH FERRARI FANS HAVE A GREAT SUMMER AHEAD as both Silverstone and Brands Hatch celebrate the 50th anniversary of the marque's first world championship win. José Froilán González's Ferrari 375 beat the Alfa Romeo of Juan Manuel Fangio at Silverstone on July 14, 1951, starting a tally of almost 140 GP victories for the Prancing Horse.

Silverstone's Historic Festival over the weekend of August 25-27 will feature Ferraris in three of the races, under the banner 'Italy vs the rest of the world'; these will be for pre-74 Le Mans cars, '50s drum-braked cars and pre-67 endurance cars.

For the first time, motorcycles also feature in the Silverstone festival, with the Mike Hailwood Memorial Trophy, which commemorates one of Britain's motorsport legends.

The 75th anniversary of Brands Hatch and the 50th anniversary of González's win will each be celebrated in a joint event at the Kent track over the weekend of July 20-22; the circuit first hosted motorcycle grasstrack racing in 1926.

The event, dubbed 'Big Red', is set to feature the largest-ever gathering of racing Ferraris, with three double-header encounters for the Shell Historic Ferrari Challenge and more modern Ferraris. There will also be races for the Thoroughbred GP F1 cars and the FORCE Formula 5000 series.



González's historic victory for Ferrari at Silverstone will be commemorated by the circuit this August

LAT; Richard Newton

GOLDEN AGE RETURNS FOR SPORTS PROTOS

THE EUROPEAN SPORTS PROTOTYPE TROPHY IS SET TO FEATURE excellent grids this season with 60 drivers registered in cars from the late 1960s and early 1970s.

Topping the field will be Ferrari 312PBs for Bill Binnie and Christian Glasel, while it is hoped that as many as four Alfa Romeo T33s will be racing. Porsche will be well represented with the 917 of Austrian Otto von Jacobs and 908s for August Deutsch and Dr Sigi Brun. Elsewhere, Lola T70s, Chevron B16s and Ford GT40s also feature.

The championship's season-opener is at Monza on May 19/20 during the Coppa Intereuropa event, and this will be followed by a round at Rockingham's inaugural Coys Historic Festival on May 26-28 .

TWIN-CHASSIS LOTUS 88B RACES – AT LAST!

NEARLY 20 YEARS AFTER AN ABORTIVE ATTEMPT TO contest the 1981 British GP at Silverstone, the Lotus 88B made an encouraging race debut in the FIA Thoroughbred Grand Prix series in Barcelona. Owner and racer Steve Hitchins drove the twin-chassis car, extensively rebuilt by Vin Malkie Racing, to fifth place despite the loss of second gear.

The 88B was one of Colin Chapman's ground-breaking concepts. It utilised a clever twin-chassis set-up which let the car sit tight to the ground at speed, but complied with the ride height regs of the day.

It first appeared during qualifying for the 1981 British race, driven by Nigel Mansell. However, concerted pressure by rival teams banned it, and the 88B spent most of the next two decades in the USA, but was never raced.



Lotus 88B had to wait 20 years for its debut

The car returned to the UK late in 2000 and, 1000 man-hours later, has finally hit the tracks.

"Mike Wilds tested the car at Silverstone and he was amazed by how good it felt," said Malkie. "It has lots of potential."

SICILY TRIP FOR 'NASH GANG

DURING THE FIRST TWO WEEKS IN MAY, 25 FRAZER NASHES will take part in a commemorative trip to Sicily with Tony Brooks as guest of honour. The event will include laps of the full Targa Florio road circuit, and has been instigated by John Aldington, whose family built Frazer Nash cars from 1928-57.

The 'raid' celebrates the 50th anniversary of Franco Cortese's 1951 Targa Florio victory in Count Lurani's Le Mans Replica Frazer Nash.

For Brooks, it is a return to the scene of one of his most famous victories. In 1955, he made his Formula One debut in the non-championship Syracuse GP in a Connaught and scored the first F1 win for a British car and driver for 32 years. Brooks has not been back to Syracuse since 1957.

Joining the trip will be the 1906 Fiat of Graham Rankin, which is identical to the car in which Felice Nazzaro won the 1907 Targa Florio. Rankin is intending to use the trip as a recce for a planned visit in 2007 to celebrate the centenary of Nazzaro's win.

AUTO UNIONS WARM UP



Donington bark – A-Us head racecard

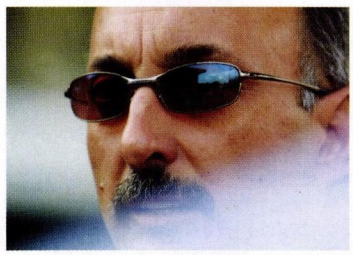
THE VSCC AND HGPCA PLAN A 13-RACE PROGRAMME for the Auto Union weekend at Donington on May 19/20. Six races on Saturday include an HGPCA race for rear-engined GP cars and the Historic Seaman Trophy race for pre-war racing cars.

Sunday's programme includes the Vintage Seaman Trophy (pre-31 racing cars) and the Ron Flockhart Trophy (pre-61 GP cars).

Each day opens with a motorcycle race and includes demonstration runs of 1937 and '38 Auto Unions as well as more recent Audi racing cars.

U.S. STARS SET FOR GOODWOOD

ONE OF THE FEATURE attractions at this year's Goodwood Festival of Speed will be the car which won the first Indianapolis 500 race, in 1911. The Marmon Wasp will make its first ever appearance outside the USA to celebrate the 90th anniversary of the race.



Boddy Rahal one of Indy aces to attend

The Wasp, named for its black-and-yellow colour scheme, was raced to victory by Ray Harroun and has spent many years in the Indianapolis Hall of Fame.

Among the eight ChampCars being air-freighted in for the event will be the Brawner-Hawk in which Mario Andretti finished second in the 1965 Indy 500, and the Lola-Ford which took Al Unser Snr to second in '67. Also present will be the prototype McLaren M16 ChampCar in which Mark Donohue led the 1971 race and which will run for the first time in 30 years.

Indy legends Bobby Unser, Bobby Rahal and Danny Sullivan will also be at the Festival run over July 6-8.

The event will also celebrate 100 years of Ford in motorsport and the 25th anniversary of James Hunt's 1976 Formula One championship win.

news in brief

MOTOR SPORT IS SAD TO report the death of innovative motorsport engineer Mike Keele. In the 1960s his work included the Keele kart and Speedcraft Matador. He also built a Cooper Monaco and Lotus-Climax for Stirling Moss.

* * *

JODY SCHECKTER HAS repurchased the Merlyn MkIIA Formula Ford that he raced in 1971, his first season in Europe, and is having the car restored.

* * *

AS A RESULT OF FOOT and Mouth disease, MSA postponed the Motorsport Classic Experience, scheduled to start from Goodwood on 30 March. The two-day event will now take place on Friday 10/Saturday 11 August.

* * *

THE JIM CLARK TROPHY Rooms in Duns will form the centrepiece of a Scottish National Motorsport Collection if the plans of a group of Borders enthusiasts are realised. It could be the home for a display of racing cars, motorcycles and other motorsport exhibits with a Scottish connection.

NICK SHRIGLEY-FEIGL HAS recently acquired the ex-Frank Gardner Lola T190 and T192 Formula 5000s. They will undergo complete rebuilds with a view to racing in the FORCE series.

* * *

THE FAMILY OF THE LATE Hon Amschel Rothschild has sold the ex-Jo Bonnier BRM P25 to historic racer Spencer Flack. The car, in which Bonnier gave BRM its debut grand prix victory, is reported to have realised more than £1m.

* * *

BRITISH DRIVERS ACCOUNT for 50 of the 60 entries announced for the Le Mans Legend race. To be run during the weekend of the 24-hour classic, it includes cars covering the race's history from 1949 to 1964. The entry ranges from a diminutive 750cc Monopole II to 5.3-litre Iso Bizzarini, and includes the 1952 class-winning Jowett Jupiter of Peter Dixon.

* * *

CORRECTION: LAST MONTH we published the wrong number for information on the Bexhill Festival of Motoring. The correct number is 01424 730564.

EVENTS OF NOTE

APRIL

25-28 ISLE OF MAN (GB)
Three days of hillclimbing on closed public roads. Tel: 01624 670150

27-29 SPA-FRANCORCHAMPS (B)
Includes the opening round of the Shell Historic Ferrari- Maserati Challenge. Tel: 00 33 1 4259 7340

28-29 BRANDS HATCH (GB)
Aston Martin Owners' Club on the Indy Circuit. Tel: 01353 777353

MAY

5-6 DONINGTON PARK (GB)
More than 30 F1 cars for the second round of FIA's Thoroughbred GP series. Tel: 01332 810048

6 CADWELL PARK (GB)
HSCC takes many of its championships to Britain's most challenging venue. Tel: 01327 858400

6-7 MONDELLO PARK (IRL)
FORCE's Classic GP Series and F5000 Transatlantic Challenge. Tel: 00 353 458 860200

6-7 BEXHILL-ON-SEA (GB)
12th Festival of Motoring takes place on the seafront. Tel: 01424 730564.

7 CADWELL PARK (GB)
Popular BARC Classic race meeting. Tel: 01264 882200

10-13 SILVERSTONE (GB)
BRDC Historic Sportscar Championship supports FIA GTs. Tel: 01327 857271

11-13 SPA-FRANCORCHAMPS (B)
Includes International Supersports Cup and GpC Revival. Tel: 00 32 4254 1950

19-20 DONINGTON PARK (GB)
Auto Union return will be highlight of the VSCC season. Superb support races for pre-61 and pre-66 GP cars from the HGPCA. Tel: 01608 644888

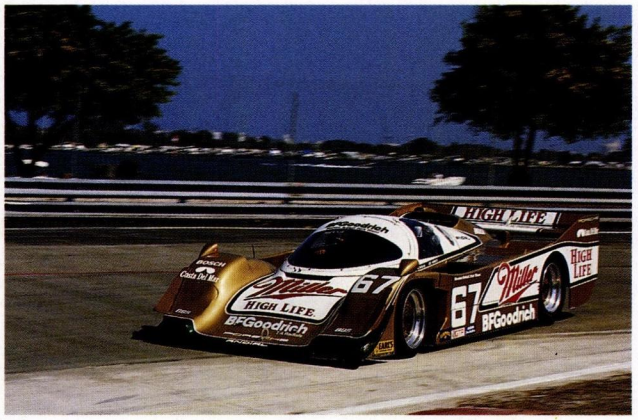
19-20 SILVERSTONE (GB)
Two-day meeting is a high spot of the HSCC's season. Tel: 01327 858400

19-20 BRANDS HATCH (GB)
BARC Classic race meeting enhanced by the Red Arrows and Battle of Britain Memorial Flight. Tel: 01264 882200

19-20 MONZA (I)
FIA Thoroughbred GP series headlines, along with Historic F2 and Sports Prototypes. Several FIA historic series also feature. Tel: 01621 892814

19-20 MONT VENTOUX (F)
La Ronde du Ventoux revives the 20km hillclimb which was last run in 1976. Tel: 00 33 142 59 73 40.

In light of Foot and Mouth, we advise you to check with organisers that event is on before travelling



LAT

Wollek became a Porsche stalwart, scoring frequent successes in the US

obituary
Bob Wollek

LE MANS LEGEND BOB Wollek lost his life in a road accident in Florida on March 16. The super-fit 57-year-old French racer was cycling from the Sebring circuit to his hotel when he was struck by a vehicle driven by an elderly man.

Wollek was one of the unsung motor-sport heroes of recent times, rarely getting much recognition for his extraordinary achievements in the field of sportscar racing. He will always be best known for the race he failed to win; he competed in the 24 Hours on 30 occasions, but his luck always conspired to defeat him.



A successful skier in his teens, Wollek briefly tried rallying before moving into single-seaters. A big shunt in an Formula Three race delayed his progress, but he then showed well in F2 with Ron Dennis, finishing a creditable seventh in the European championship of 1972, and sixth the following year.

An F1 break never happened, so sportscars became his focus, and he established a strong reputation as a leading Porsche racer with Kremer and later Joest. After a spell with Lancia he finally landed a works Porsche drive in 1986, establishing a relationship with the factory that endured until his death.

Wollek's Le Mans struggle took on epic proportions. His most frustrating outings there came in 1995 and '98, when errors by team-mates stranded him in second.

He had better luck in the States, winning Daytona four times and Sebring once.

His driving career was compromised by his role in the family garage business, which he inherited from his father. He had a tough period when they lost the Strasbourg Mercedes franchise in the '80s, before linking up with Jaguar.

Wollek was an intriguing character. Witty and articulate in both English and German as well as his own tongue, he was also something of a loner. He did not always establish a good relationship with his co-drivers, an attitude which sometimes stemmed from his frustration with the 'superstar' reputations of the F1 or Indycar aces with whom he was often paired. But teams always rehired him, because they knew he'd do the job.

Wollek lost out in the recent move from GT1s to prototypes, and had not driven a front-running car at Le Mans since 1998. He had reluctantly accepted that the elusive win there would never come, and four weeks before his death told me: "If I drive a GT3 Porsche, it's just to say that I'm at Le Mans, I'm still racing, and I'm enjoying it."

Sadly, he won't be there this June.

Adam Cooper

FIA THOROUGHBRED GRAND PRIX, BARCELONA

WILLIAMS DOMINATE IN SPAIN

DUNCAN DAYTON KICKED OFF THE 2001 FIA Thoroughbred Grand Prix season with a dominant victory at Barcelona on April 8.

The American's Hoole Racing-run Williams FW07C set fastest time during both qualifying sessions on Saturday, and led Sunday's 11-lap encounter from start to finish. He built an early advantage and was never threatened.

"The car was perfect," said Dayton, "and I'd like to thank the team for making me look good."

Swiss Fredy Kumschick made it a Williams 1-2 in his FW07, impressing on his first outing with the car. He qualified third, but made good use of backmarkers to draft by the FW08 of local man, Joaquin Folch, on lap six.

The Spaniard, who was nursing sore ribs, the result of some karting, was also having his first run in a Williams, and he was hampered again three laps later, the Martin Stretton Racing-run Brabham BT49D of Christian Glasel slipping by to prevent a Williams 1-2-3.

Stretton himself scored his usual victory in Class B (for pre-ground effect cars 1972-79), but his six-wheel Tyrrell was not without its problems. Only after the team changed a crank sensor on Saturday night did its DFV refrain from cutting out. The reigning champion made an early charge from 20th on the grid, but spent much of the race holding the car in third gear and fending off the Lotus 78 of Mauro Pane to finish seventh.

Steve Hitchins was fifth in the amazing Lotus 88B (see story page 4), Richard Eyre (FW08) was sixth, his Simon Hadfield-prepared car losing 1.5sec per lap between testing and the race, while Steve Allen (FW07) and Switzerland's Hubertus Bahlsen (Arrows A4) rounded out the top 10.

Paul Ingram enlivened the race in his Tyrrell 011, which he got up to fourth by lap two only to spin out.

Sid Hoole completed his weekend by taking the Class A spoils in Dayton's 1970 Brabham BT33.

Paul Fearnley



Richard Newton

Christian Glasel finished third in his Brabham BT49D, despite this moment

HSCC DONINGTON PARK

THRILLING START TO SEASON

STRONG GRIDS AND CLOSE RACING marked the first HSCC meeting of the season on April 8.

Star race came from the Historic Saloons, with Richard Evans demonstrating his talent in his father's Alfa GTV against the BMW of Simon Garrad and the Jaguar of Graeme Dodd. Garrad eventually won through after some crowd-pleasing dicing.

Geoff Farmer took Roger Swanton's Brabham BT18 to a Classic Racing Car victory, but only after a mighty battle with Stephen Worrad's BT28.

Journalist Marcus Pye was lucky to emerge relatively unscathed after flipping a Formula Ford Jamun during a last-corner tangle of wheels.

- Abba Kogan (McLaren M23) and Malcolm Carter (March 711) shared the wins in the FORCE Classic GP Car races at Nogaro on April 1.

Festival of Speed

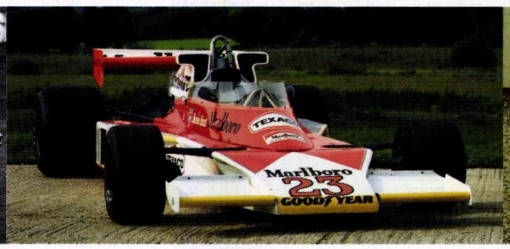
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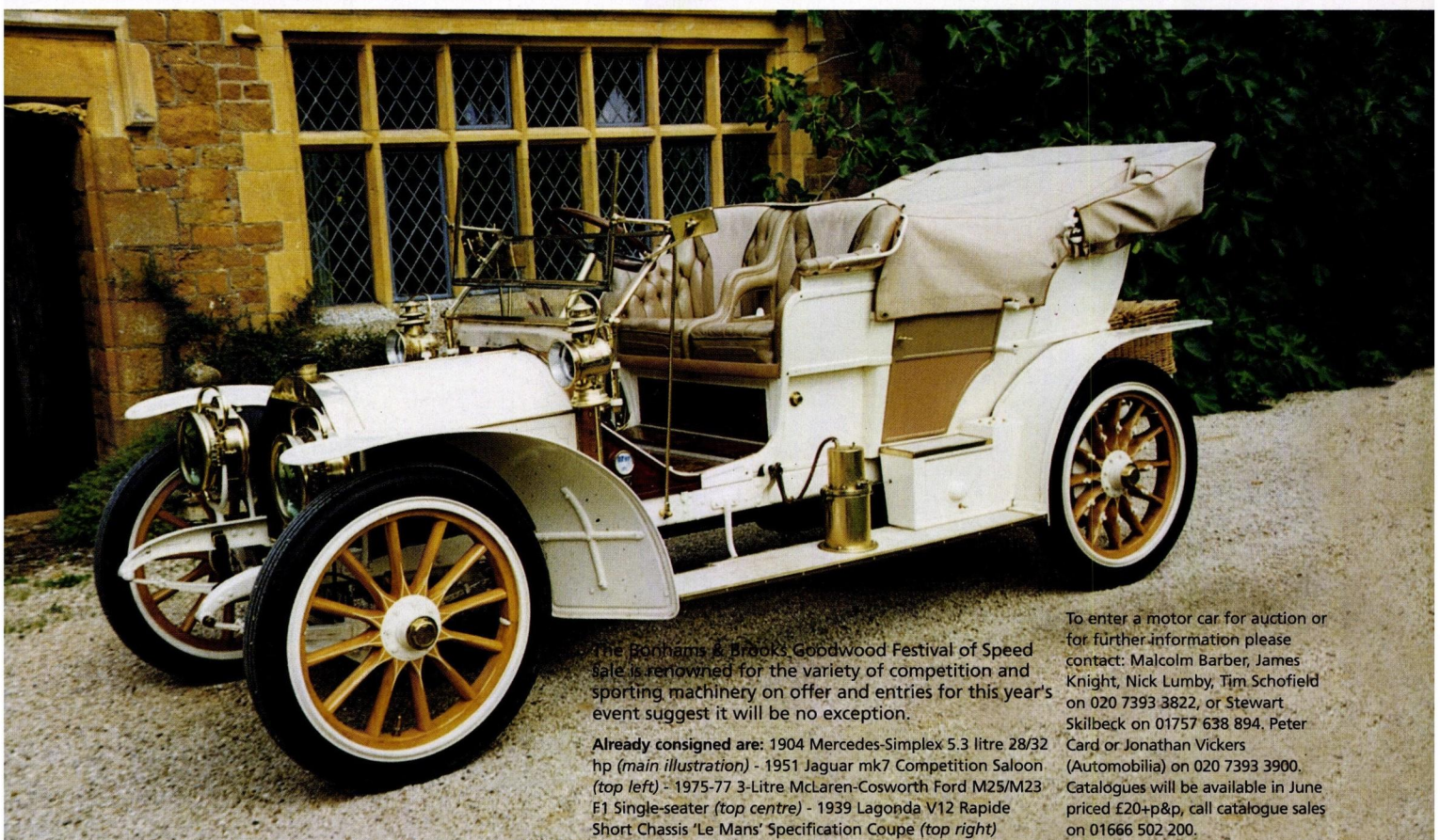
GOODWOOD

Entries are invited









The Bonhams & Brooks Goodwood Festival of Speed sale is renowned for the variety of competition and sporting machinery on offer and entries for this year's event suggest it will be no exception.

Already consigned are: 1904 Mercedes-Simplex 5.3 litre 28/32 hp *(main illustration)* - 1951 Jaguar mk7 Competition Saloon *(top left)* - 1975-77 3-Litre McLaren-Cosworth Ford M25/M23 F1 Single-seater *(top centre)* - 1939 Lagonda V12 Rapide Short Chassis 'Le Mans' Specification Coupe *(top right)*

To enter a motor car for auction or for further information please contact: Malcolm Barber, James Knight, Nick Lumby, Tim Schofield on 020 7393 3822, or Stewart Skilbeck on 01757 638 894. Peter Card or Jonathan Vickers (Automobilia) on 020 7393 3900. Catalogues will be available in June priced £20+p&p, call catalogue sales on 01666 502 200.

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LETTERS FROM READERS

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The Editor reserves the right to edit all letters

BRM – WE HAD OUR REASONS

SIR,

I very much appreciated your 27-page special feature on BRM. It sometimes seems a long while ago and yet, at other times, only yesterday.

BRM was born to turn a British-built car and, if possible, a British driver into winners of the Formula One championships. In 1962, BRM finally achieved its goal of winning both the drivers' and constructors' titles with Graham Hill. Every single part of the car was British-made, a feat I suspect is impossible to repeat with a global auto industry.

Many people may not know that my father, Alfred Owen, had to leave his engineering studies at Cambridge University at 21 to take charge of the Rubery Owen Group of Companies. He was never able to finish his degree, yet he had a deep understanding of engineering and understood how to give value for money in component manufacture.

Rubery Owen had many competing needs for its funds. We were committed to keeping up our investment within the Group to stay competitive. Many of our MDs supported BRM and wished it every success, but were conscious that they didn't want it to starve them of funds, hence my father's commitment to see if he could get BRM to contribute more revenue towards its racing programme.

Many people suggested after BRM's success in 1962 that we should pull out having achieved our aims. I remember my father saying that it had taken us long enough to get there and, with a successful team and ongoing stability in F1 under the 1.5-litre regulations, that we should not pull out now. When Formula One changed to 3-litre cars for '66, I think he felt we should have one last shot at regaining the championship. The one sacrosanct thing was that BRM should continue to build its own engine, gearbox and chassis, and each engine that was developed had at least one GP victory.

In the early 1970s, Rubery Owen, as a family company, had to sell some assets to pay for investment in some of its fast-growing companies. To compete with the 'big boys' who were starting to invest heavily in F1 technology, our projected budgets began to look thin. Facing a possible budget deficit of over £1m for the 1975 season, we reluctantly called it a day. It was time to let other British teams 'have a go'. At least there were far more then than in 1949, when BRM acted as pioneers.

When we celebrated BRM's 50th anniversary, in August 1999, we were so pleased to see 10,000 cheering people and to discover that BRM's heritage lives on.

Long may British companies be at the forefront of grand prix racing – one of the most innovative and exciting sports in the world. We hope history will show that we played our part.

I AM, YOURS ETC,

A DAVID OWEN, CHAIRMAN,

RUBERY OWEN HOLDINGS LTD

DEREK DALY REPLIES

SIR,

You appear to have overstepped all ethical boundaries by printing *Getting Bad Brakes* (March 2001), as apparently told by Derek Warwick. With a story that bordered on libellous, you had an obligation to at least check whether it might be true or not, which of course it was not.

Winning the 1976 Formula Ford Festival was indeed my highlight of the season. For Derek to try to blame me or any of the 'Paddies' for his brake problems is a cheap shot that is very unbecoming of any champion. We had nothing to do with his car at any time during the weekend because we were too busy concentrating on doing the best job we could on my car.

As a matter of interest, the following year we both ran identical Chevron B38 F3 cars. This time Warwick's lack of success was blamed on the Chevron. Then he purchased a new Ralt, but the wins still did not come. Meanwhile, myself and the 'Paddies' were still concentrating on doing the best job we could with the Chevron. Without tampering with anyone's brakes, we managed to win the British Formula Three championship.

Blame shifting is an embarrassment. This is not the Derek Warwick I know.

I AM, YOURS ETC,

DEREK DALY, VIA EMAIL

* * * *

CLAMPING UP

SIR,

I was the mechanic for the US importer of Hawke cars from 1974-78, and Derek Warwick's story reminds me that the first three DL17s we brought over suffered the same problem he describes. An hour's track time would fracture the rear brake pipe at the union – the result of vibration, not sabotage. We fixed the situation by clamping the offending pipe to the lower frame rail.

As to the missing bevel on Derek's car, one can only speculate.

I AM, YOURS ETC,

GARY BELL, VIA EMAIL



Derek Daly's Chevron B38 on its way to winning the British F3 title

SOUND TRACK

SIR,

May I express my thanks to Messrs Cruickshank and Dawson for their track test of Brooklands.

Being born in '54, I have never experienced the 'real thing', but the combination of archive and contemporary photography had the thundering soundtrack running in my head; remarkable.

Your publication remains the best.

I AM, YOURS ETC,

JAMES PINK, CHARING HEATH, KENT

* * * *

CREDIT OVERDUE

SIR,

Your Brooklands article did not give credit to the late Kenneth Evans, who secured preservation orders on parts of the Track, Campbell Circuit, Test Hill and buildings, an incredible feat without which all 300 acres would have been lost to development.

Thanks to him, Elmbridge Borough Council secured a 99-year lease on the present museum site and established the Brooklands Museum Trust.

By any standards the saving of part of Brooklands, with its unique history in the development of cars, aircraft and motorcycles, stands high among efforts to preserve history around the world.

I AM, YOURS ETC,

K R DAY, OATLANDS CHASE, WEYBRIDGE

* * * *

THANKS FOR THE MEMORIES

SIR,

Having read MOTOR SPORT for just on 70 years, I feel my first letter must start with a heartfelt 'thank you' for all the pleasure the magazine has given.

I write, firstly, to agree wholeheartedly with Nigel Roebuck that too little credit has been given over the years to John Cooper, his dad Charlie, and all the enthusiasts that made up the crew.

Secondly, as an 80-year-old, I found the Brooklands article fascinating. Again so many memories: in those days I occasionally played 'hookey' from school and rode my bicycle to Brooklands. I knew the man in the little box at the entrance, and he would tell me what was going on.

One day the news was that ERAs were testing, so I paid him my week's pocket money of 6d (2½p in modern terms). Just before the entrance turned under the Members Banking, there was a 30mph speed limit disc which was changed to '302' when Sir Malcolm Campbell set a new world record in 1935.

Before I begin to sound like an old man – which would never do! – I will finish where I started, with thanks to all at MOTOR SPORT – all the new guys as well as the older chaps like Bill Boddy and the never-to-be-forgotten Jenks.

I AM, YOURS ETC,

A THOMSON, OAKHAM, RUTLAND

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THE BEAUTY IN THE BEAST

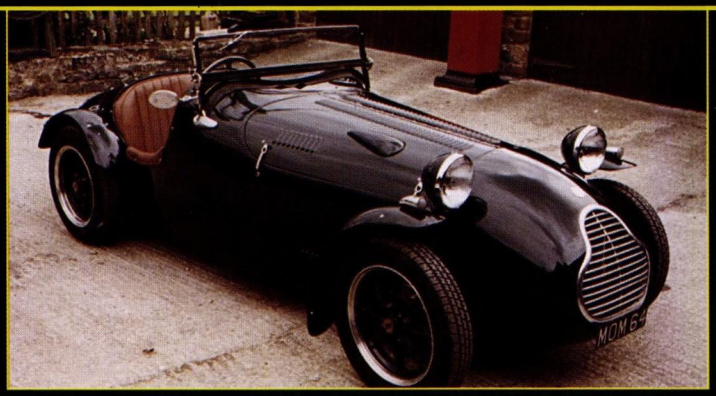
1966 AC COBRA 427 SPORTS

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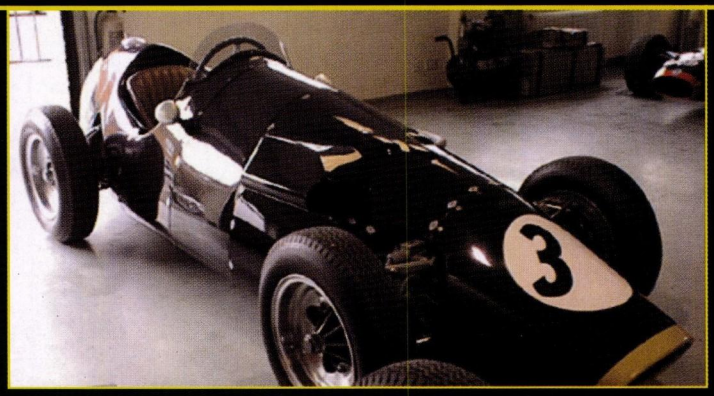
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LETTERS FROM READERS

POWERING INFERNO

SIR,

While reading the January 2001 issue, I came upon a photo on page 32 that looked very familiar to me. I have enclosed a print of René Arnoux's blazing Renault – only from a different angle.

There were very few places at Long Beach where a fan without credentials could get clear shots of the cars. The Queens Hairpin had an elevated stand, as it was on an entrance/exit ramp for one of the area highways. I was able to take several good pictures from that spot, but the enclosed photo was one of my favourites.

I AM, YOURS ETC,

GLENN SCHAEFER, BROOKFIELD, USA



Glenn Schaefer

Queens Hairpin, Long Beach, was place to snap a fiery Renault

* * * *

PROTECT THE MARSHALS

SIR,

May I express my deepest sympathy to the family and friends of the marshal who sadly died at Albert Park. This, after the recent tragedy at Monza, must require action to be taken.

I have had some experience of marshalling and would like to suggest that all marshal posts be surrounded and roofed with debris fence, as used to protect spectator areas. Access would have to be protected too and protection made large enough for all marshals on the post to carry out their duties in safety. These points could also be used as TV camera points. Surely there is adequate finance, knowledge and desire to ensure the safety of these volunteers who, as David Coulthard said, make all motorsport possible.

Finally, may I thank you for a splendid magazine, particularly the items on former circuits. The article on Crystal Palace was especially nostalgic as I started my marshalling there and many memories came back.

I AM, YOURS ETC,

JOHN S WINTER, LONDON

* * * *

PLANS OF ATTACK

SIR,

In Matters of Moment, 'Crystal Palace Heritage Under Threat' (April 2001), I read that Bromley Council is planning to return the park to a condition mirroring its state in Victorian times. This would presumably remove any meaningful remains of the motor-racing circuit.

Of greater concern, bearing in mind the efforts of Brooklands Museum Trust and the Brooklands Society, are the recent planning applications that could detrimentally affect the setting of Brooklands Museum.

Brooklands still manages to retain its unique character which is a tribute to Hugh Locke King, the originator, and Brooklands Museum Trust Ltd who, over the past years, have carried out much sensitive restoration work. It would be most regrettable to consider that this character could be diminished by a development of siting, scale and massing that compromises Brooklands.

I AM, YOURS ETC,

PAUL GIBBONS, BEWDLEY, WORCS

* * * *

SUPER COOPER

SIR,

I was pleased to read Nigel Roebuck's tribute to John Cooper and, in particular, his view that this great man's achievements may have been underrated. John Cooper, together with his father, founded the British motorsport industry as we know it today, and I believe the abiding reverence for Colin Chapman has tended to unfairly cloud Cooper's massive influence upon the sport.

I was very fortunate to be present at the final meeting at Snetterton in 1955 and watch the race which surely provided the clearest signpost to the future when Jack Brabham, driving his special single-seat Bristol-powered version of Cooper's 'Bobtail', had his famous dice with Stirling Moss' Maserati 250F.

Those who witnessed Brabham's progress through Coram Curve could not have been in any doubt that something very special was happening. The car was able to carry higher speeds through the corners and respond to the driver in a way no current front-engined car could.

One can only wonder why it took Chapman and others five seasons, from 1955 to 1959, to see the light.

I AM, YOURS ETC,

PETER NICHOLS, MALMESBURY, WILTSHIRE

* * * *

BRM'S DYING DAYS

SIR,

Through the mists of time comes the BRM P207. I fondly remember seeing this car at Mallory Park in 1978 with Teddy Pilette gamely wrestling it in an Aurora AFX British Formula One event.

Having become interested in motorsport through buying your magazine as a lad, I could never understand why BRM could never qualify for a grand prix in 1977. I was under the impression they were a top team. Further investigation revealed they had been in decline for some time and the '78 season was to be their last. That Mallory race may have been the end.

I remember the car made a glorious 'zing' noise from its V12, which seemed much more civilised than its DFV-powered rivals. I also remember Pilette made several trips to the pits before eventually retiring, even though the car sounded fine. Perhaps the 'Stanley Steamer' was overheating.

The ground-effect car which was built and briefly ran at Donington Park was the P230. This car was pictured in the press around 1979 and featured a nose-mounted oil cooler and looked considerably better than the P207. A gentleman by the name of John Jordan was its owner and he intended to race the car, with Neil Betteridge as the driver, under the Jordan-BRM banner in the Aurora AFX series. Jordan said he intended to revive the BRM name in grand prix racing but, as far as I am aware, the car did not race.

Does the P230, truly the last BRM, still exist?

I AM, YOURS ETC,

DAVID CLARIDGE, WALSALL, STAFFS

* * * *

GETTING IT SLIDEWAYS

SIR,

My congratulations on a well-balanced article treating the subject of driver skill and control in the correct fashion.

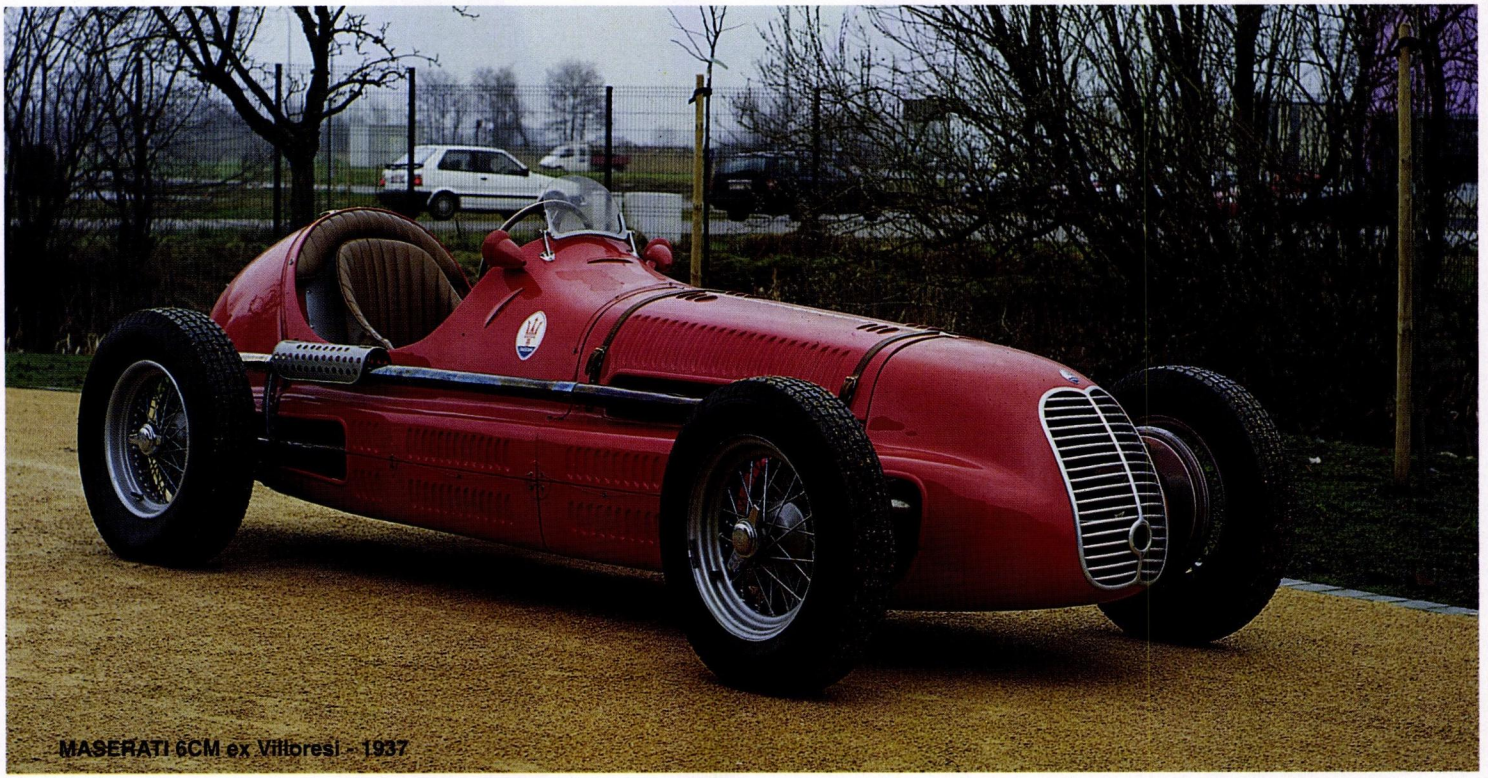
Two items came to mind as I read your article: first, it is a shame that the Race of Two Worlds was a one-way exchange; I have the feeling the maestro Fangio might have had a thing or two to show the Indy crowd had he been permitted to engage them on an American dirt track. What an idea – Fangio at Williams Grove or Langhorne!

Of the true exponents of the art of the controlled slide in road racing, however, there was a name which should have been mentioned: Dave MacDonald. In a relatively short career (1960-64) he was the prime exponent of this technique in the US scene. He showed that the way around limited grip and negligible downforce was to get the tail out as early as possible, keep it out as long as you could maintain corner speed, and use the momentum to give better drive off the corner. Isn't that the essence of driving skill as we used to know it?

Perhaps you could engage Mr Scalzo in a piece about this potential great whose life was lost in the 1964 Indy 500 first-lap accident. I can recall seeing a film of his win in the King Cobra at Riverside where his slide 'line' was so wide he almost hit the cameraman on the outside of the corner. It seems no-one else could use that piece of track real estate properly but him.

I AM, YOURS ETC,

NORMAN E GAINES, JR, NEW YORK STATE, USA



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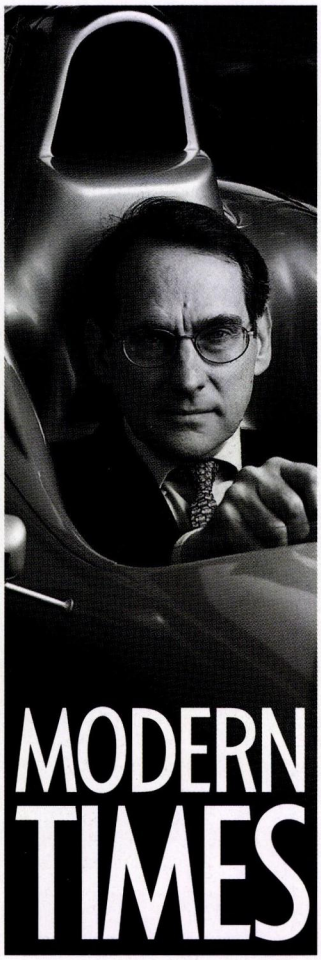
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SOTHEBY'S



MODERN TIMES

EVERY SO OFTEN, FORMULA ONE delivers up a special moment. At the time it may merely be part of the general excitement. But, as the dust settles, you decipher a greater historical significance, and you realise you've been shown a glimpse of the future.

When Juan Pablo Montoya dived inside Michael Schumacher at the end of that bumpy, undulating 190mph straight at Interlagos into the plunging second-gear Senna S, we witnessed such a moment. On the third lap of only his third grand prix, the young Colombian was elbowing through to take the lead, rubbing wheels with the Ferrari and edging it briefly onto the grass. And there was nothing that Schumacher, so talented, so experienced, so hard, could do about it.

Afterwards – surprisingly for today's F1 – there was no acrimony, for Schumacher realised here was a new rival he had to respect. "He got it right," said the world champion. "He braked very late, he pushed me wide, we touched. It is not a problem. It is normal racing." Reading between the lines, that says Schuey is relishing further battles with Montoya, and on the track rather than in the press room.

In Formula One, the pendulum swings slowly: but it is certainly swinging up now for Williams and for BMW, who are generally believed to have produced the most powerful engine on the grid. Nevertheless, a mass of power in a chassis that needs lots of wing to get around the corners isn't going to win races, and it's clear that the Michelin-shod 2001 Williams makes up an excellent package.

And Montoya is making wonderful use of it. Almost more impressive than his race performance was his wild qualifying session. It isn't in Juan Pablo's nature to be daunted by an F1 car, as his opposite-lock slides around Turn Eight at Interlagos bear witness. On his first flyer in qualifying, he got out of shape at Mergulho, a 120mph left. Rather than aborting the lap, he kept his right foot buried and fought the car. After a tank-slapper of heroic proportions, the car won, and on his pits TV, Patrick Head saw the upsetting sight of the Williams in the barriers. Expletives deleted.

But Montoya redeemed himself by pounding back up the hillside in the heat – the accident had happened far away on the other side of the circuit – to be strapped into the spare car. That he followed all this by qualifying it on the second row shows we are dealing with someone special.

The next day, as Montoya drew away from Schumacher, we all surmised that the Williams had to be carrying less fuel than the Ferrari, and was on a two-stopper. Actually it was the other way round. Montoya had 40kg more fuel on board than did Schumacher, as we realised when the Ferrari came in at one-third distance, and the Williams sailed serenely on.

The ridiculous incident when the lapped Jos Verstappen missed his braking point and slammed into the back of the Williams leaves us guessing how Montoya and the Michelin wets would have dealt with the rain, let alone an inspired Coulthard in a McLaren set up for a wet track. As it was, the shunt brought more proof of Montoya's mental strength: back at the pits afterwards he was relaxed and good-humoured. "In racing," he said, "I have learned to be patient." I don't think he'll have to be patient for long before he's an F1 winner.

If Juan Pablo had won his third grand prix, he'd have been – apart from Giancarlo Baghetti's freak 1961 Reims win – a record-breaker.

Emerson Fittipaldi, won his fourth, the 1970 United States Grand Prix. It was a moving day for Colin Chapman, whose Team Lotus had been devastated by the death of Jochen Rindt four weeks before. That, plus the departure of John Miles, had abruptly elevated the 23-year-old Brazilian from apprentice to team leader, and the Watkins Glen win did a lot to put Lotus morale back together – not unlike Damon Hill's 1994 Barcelona win for Williams, four weeks after Senna's death.

Jacques Villeneuve, like Montoya a ChampCar champion, equalled Emerson's mark when he won his fourth F1 race, the 1996 European Grand Prix at the Nürburgring.



All photographs LAT

After Monaco 1984, Alain Prost knew that Ayrton Senna (above) would be a thorn in his side, given a decent car...



...unfortunately for Schumacher, Montoya already has a decent car And we saw in Brazil, he knows what to do with it

Equally impressive in its way was the achievement of Clay Regazzoni. The moustachioed Swiss started his F1 career in 1970 at the ripe old age of 30, finished third in that year's championship behind Rindt and Ferrari team-mate Ickx, and won his fifth-ever grand prix, in front of the ecstatic *tifosi* at Monza.

Watching Montoya pulling away from Schumacher in Brazil, my mind was rewinding some special moments of the past. Senna, in the lorry-like Toleman, closing in on Prost's McLaren in the wet at Monte Carlo in 1984. It was his fifth grand prix; but, unlike Montoya, he was in an uncompetitive car. Mike Hawthorn outfumbling Fangio to win the French Grand Prix at Reims in 1953 – he'd done a handful of grands prix the year before in an F2 Cooper-Bristol, but it was only his fourth Ferrari drive. Jochen Rindt coming alive in the closing laps of the 1970 Monaco GP, his Lotus 49C bearing down on Jack Brabham's leading BT33 and pressuring him into a mistake on the final corner of the race. But that was Jochen's 54th grand prix, and only his second victory. The man of whom Jenks said: "If he ever wins a grand prix, I'll shave off my beard" drove only six more grands prix. He won four of them, and by the time we were mourning his loss, he was champion.

And I thought of other moments that marked a change in F1's direction. Stirling Moss in Argentina in 1958, of course, beating the Ferraris on threadbare tyres and heralding the coming of the rear-engined revolution. But also Jackie Stewart in the rain at Zandvoort 10 years later, using Dunlop's latest wet-weather tyre on the Matra-Ford to score the first of 25 grand prix victories for Ken Tyrrell.

And the maiden Williams win, ironically for Regazzoni after Williams' main man Alan Jones had retired with water pump failure, at Silverstone in 1979. It had taken Frank 88 hard and rocky grands prix to get to that first win, but of the next 290 his cars won an extraordinary 102. That was a change of direction right enough.

There hasn't been a Williams win since they lost the Renault engine at the end of 1997, 54 races ago; but now the BMW engine deal is bearing fruit. And while we fête Montoya, let's remember that Ralf Schumacher qualified on the front row and, after being another victim of Barrichello's early-lap enthusiasms, restarted after repairs and conclusively set fastest lap.

But most of all, seeing Montoya lead Michael Schumacher put me in mind of another seminal moment on the same circuit seven years ago, when the young Michael Schumacher in a Benetton was outpacing three-times world champion Ayrton Senna in his Williams – until Senna spun off.

Most people think of Alain Prost as the major rival of Senna's career, but the man a top driver most fears is the one on the way up who shows he can beat him. (It's no coincidence that the wily Fangio was keen to have Stirling Moss join him at Mercedes in 1955.) Senna's tragic death robbed us of mighy battles to come between the greatest driver of his era and the young pretender. Now Michael is where Senna was, the greatest driver of his era. After Brazil, he may well see Montoya, in terms of aggressiveness and threat, as the young pretender.

Usually, Michael will acknowledge only Mika Häkkinen as a rival whose talent he takes seriously – although this may have something to do with winding up David Coulthard. And David certainly did the job in Brazil.

In Malaysia, Ferrari had the luck – both cars off the track meant they were slightly later in the pits for their change to rain tyres than were the McLarens, and those vital few extra seconds were enough to tell Ross Brawn that the Safety Car was coming out and that intermediates would therefore be a better bet.

In Brazil, by contrast, David's insistence on going for a wet-weather chassis set-up played a major part in his win – and it makes his aggressive charge in the early laps all the more impressive, for his McLaren can't have been nice to drive during the majority of the race, when it was dry. It was perhaps the strongest and most mature of David's 10 victories, and it was water in the desert for the beleaguered McLaren team.

But Schumacher's defeat in Brazil, initially by Montoya and ultimately by Coulthard, doesn't mean the end of Ferrari's superiority quite yet. Schumacher's car wasn't handling as he wanted over the Interlagos bumps, and the degree of wing needed on this circuit meant that the lack of balance the McLarens had shown in Australia and Malaysia was less in evidence.

So, while Coulthard has put a stop to Schumacher's run of wins, Michael has to remain favourite for the championship. It's just great news that, thanks to McLaren's recovery, the rebirth of Williams, and a sparkling new recruit to the ranks of the world's real racers, he may have to work a little bit harder for it. M

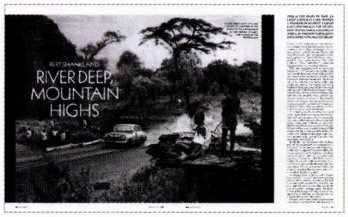
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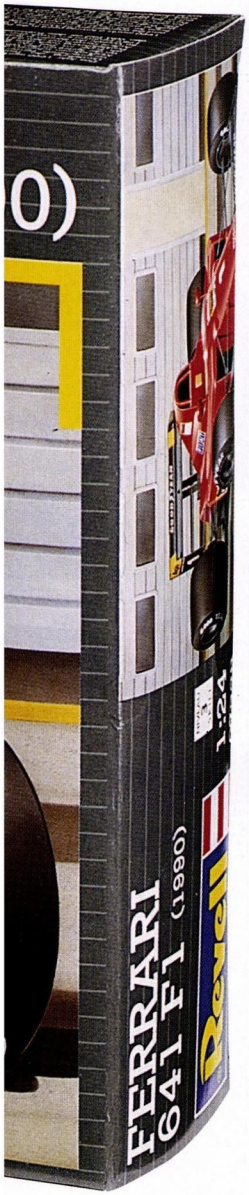


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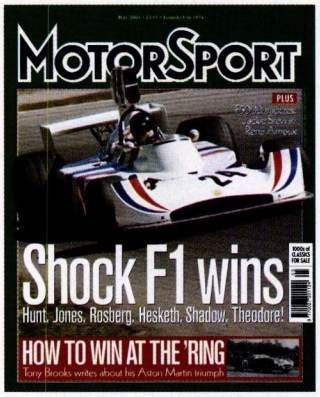
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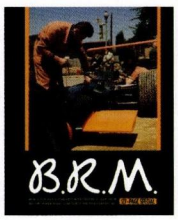
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LEGENDS

MONTJUICH PARK, 1971

IT IS TRUE WHAT THEY SAY ABOUT TIME accelerating as you get older. When I go to Barcelona for this season's Spanish Grand Prix, it will be 30 years, almost to the day, since I first covered a motor race, and it seems to have gone by in a beat. It was the April of 1971 when I started, and the venue was also Barcelona – albeit at the magnificent parkland circuit at Montjuich, rather than the bland Autodromo de Catalunya.

Perhaps I should make it clear right away that this was not the end of a long, hard struggle. Very far from it, in fact. At the time I was without a job, having escaped the shackles of industry a few months earlier. It had long been my airy resolution to become a racing journalist, and eventually I concluded I had to resign, thereby obligating myself to do something about it.

That said, things were looking decidedly shaky as 1971 loomed. Some time before, I had written to Simon Taylor, then the editor of *Autosport*, and received from him a charming letter inviting me to do club reports from such as Castle Combe. Taylor had missed the point, I felt; had he not understood I was talking about Formula One? My dismay was no rival for my naïvety.

By early spring, the situation was getting serious. The Labour Exchange was on the horizon, and I rather doubted there was much demand for grand prix reporters, no previous experience necessary. Almost as a last resort, I dropped a line to *Car and Driver* in New York; it was the best thing I ever did.

At that time, the magazine was without a racing journalist in Europe, which was fortuitous. More than that, though, my letter found its way to Caroline Hadley, the managing editor. She was originally from England, and that was good, but what was better was that she didn't bin my note. If you want to take a chance, she said, go to Barcelona – on your own coin – and write a story for us; if we like it, we'll run it – and if we run it, we'll pay you for it.

After the euphoria had subsided, I panicked. Where to begin? I had no contacts in motor racing, didn't even know how to set about getting a press pass. At the Oulton Park non-championship race on Good Friday, I approached Rob Walker for advice.



Stewart heads Ickx on his way to Tyrrell's first win. The race marked Roebuck's F1 debut

He was delightful – of course – and endlessly patient, suggesting hotels in Barcelona, giving me the address of the organising club, and counselling me about the right approach: "They tend to get a bit excitable down there, but you'll be all right if you don't argue with them."

The roads being rather less clogged in those days, I decided it would be the work of a moment to drive from Regents Park Road to Barcelona. At the time I had a Lotus Elan, red with gold bumpers, subdued as a Mafia wedding, and about as capricious. Like all Elans, it went when it felt like it, which was not always. Hardly the ideal vehicle for a trip to Spain, but I never gave that a thought. All day I pounded through France, and through the evening kept putting off the idea of looking for an hotel. Narbonne. Perpignan. And finally, late in the evening, the Spanish border.

There was a café there – and parked outside was the Ferrari transporter. It was as if I'd scripted the trip. I went in, for coffee and armagnac, and somehow got into conversation with Giulio Borsari, chief mechanic of legend. "Right colours, wrong make," he said on seeing my Lotus, and then he went to the truck, dug out a Ferrari Yearbook from 1970, and presented it to me.

Back on the road, I now felt I could drive for ever, and at three in the morning arrived in Barcelona, parked on the only available spot – a building site – and slept in the car. Next morning I followed Rob Walker's instructions, collected a pass without too much difficulty, then drove up to Montjuich Park, which sits on a hillside overlooking the city.

That day will stay with me always. In dazzling sunlight I wandered about among my gods, too shy at first to





All photographs: LAT

From side street to sidelines: Andretti's Ferrari retired with fuel pump failure

speak to Ickx or Siffert, Stewart, Regazzoni or Rodriguez. It was enough simply to be there.

In a side street by the track, I came upon the Ferrari transporter again, and there were three gorgeous 312Bs parked at the kerb. While I gazed, feeling all was right with the world, I realised someone was sitting in the last of them, number six. Andretti! There was no-one else around, and I felt almost like a voyeur as he shuffled in the cockpit, gripped the wheel, played with the gear lever, adjusted the mirrors. Never try persuading me there was ever a driver who loved racing cars more than Mario.

In the paddock I thanked Rob for his help. He proceeded to introduce me to every member of the team, and I felt as though a mountain had been climbed.

Next morning I got a similar response from Chris Amon. These two, the first people in the business to befriend me, have not unnaturally remained high in my affections.

Thirty years ago, the age of uniformity had still to arrive in Formula One, and the three practice sessions – all timed – were run in early evening; under a low sun they came out finally to take on this most spectacular and daunting of all street circuits. At more than 150mph they turned slightly left past the pits, immediately launching themselves over a crest, then plummeting downhill to a left-hand hairpin.

It was here, in 1969, that the tall, flimsy rear wings on the Lotus 49s had failed, causing huge accidents to both Graham Hill and Jochen Rindt. And it was at this point, too, in 1975, that Rolf Stommelen's rear wing fluttered away, his car then somersaulting over the barriers. Several marshals were killed, and with them died their magnificent circuit.

There were no disasters in 1971, however, despite the air of *mañana* which hung over the place. The race started half an hour an late, which these days would have meant a massive fine from the FIA, but TV schedules were not a consideration then, and no-one seemed to mind.

On the front row the Ferraris of Ickx and Regazzoni were joined by Amon's screaming Matra, but by the first corner Stewart's Tyrrell had already come cleanly through to second place behind Ickx. They were not friends, these two, but their fight was clean, Stewart eventually taking the lead before the hairpin on lap six, the two cars for an unforgettable second side by side and airborne.

By now, too, Amon had got by Regazzoni under braking, and for a time was able to stay with Stewart and Ickx. "Bloody engine not only doesn't have any horsepower," Chris says, on my tape from the day, "but also uses gas like it's going out of style. I had to start with 220 litres – so bloody heavy we got left behind at the start.

"Because of the weight thing, too, the car tends to eat tyres and dampers in the early part of a race. Once I'd got up to third, everything looked fine for a while, but then, after about a dozen laps, the handling suddenly got mushy. Another damper."

Hobbled or not, Amon and the Matra maintained third place to the end, well clear of Pedro Rodriguez's BRM and Denny Hulme's McLaren, but almost a minute behind the two front runners.

Ten seconds behind at one point, Ickx really got the hammer down in the late stages, running no fewer than 10 laps inside his own pole position time, the best of them a full 0.8sec faster. At the flag, though, Jacky was still three seconds behind the implacable JYS, who thus scored the very first victory for Tyrrell.

They didn't have press conferences in 1971, nor press releases, for that matter. But neither, it seems to me now, did they have many press men. Afterwards, it was easily possible to talk to the drivers, and five weeks later, in Monte Carlo, it was easier still, for now I was an old hand.

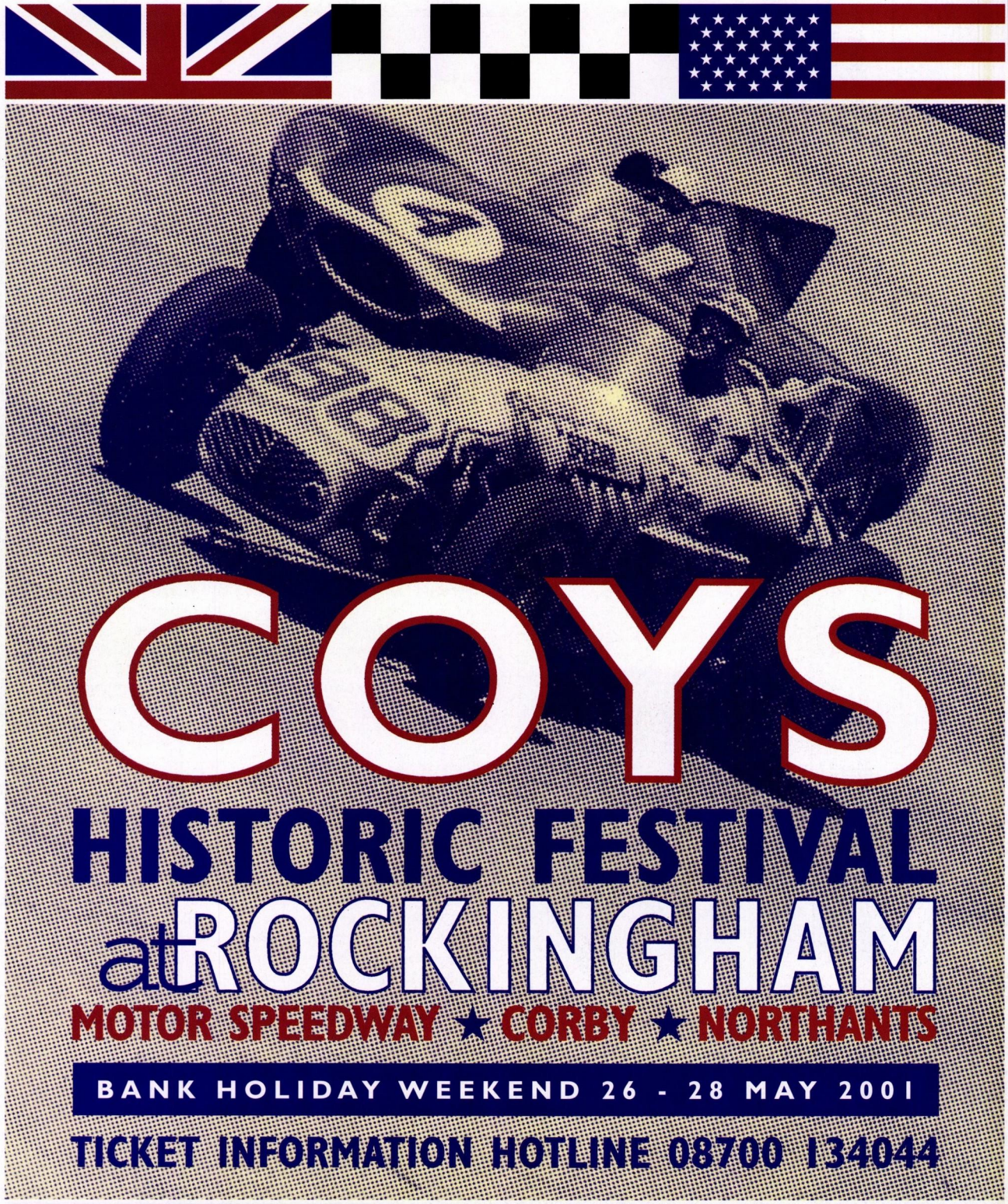
Stewart won there, too, and at Ricard, Silverstone, the Nürburgring, pretty well everywhere I seemed to go that first summer. It didn't matter too much that one man dominated, for there was plenty of racing and passing down the field, and so much pleasure to be had in watching the cars being steered on the throttle, tail always trying to come around. Even with less than 500bhp, the drivers had more power than their chassis could comfortably handle, and there lay the eternal secret of motor racing, as Tony Brooks has always maintained.

Downforce, happily, they knew little about in 1971. M

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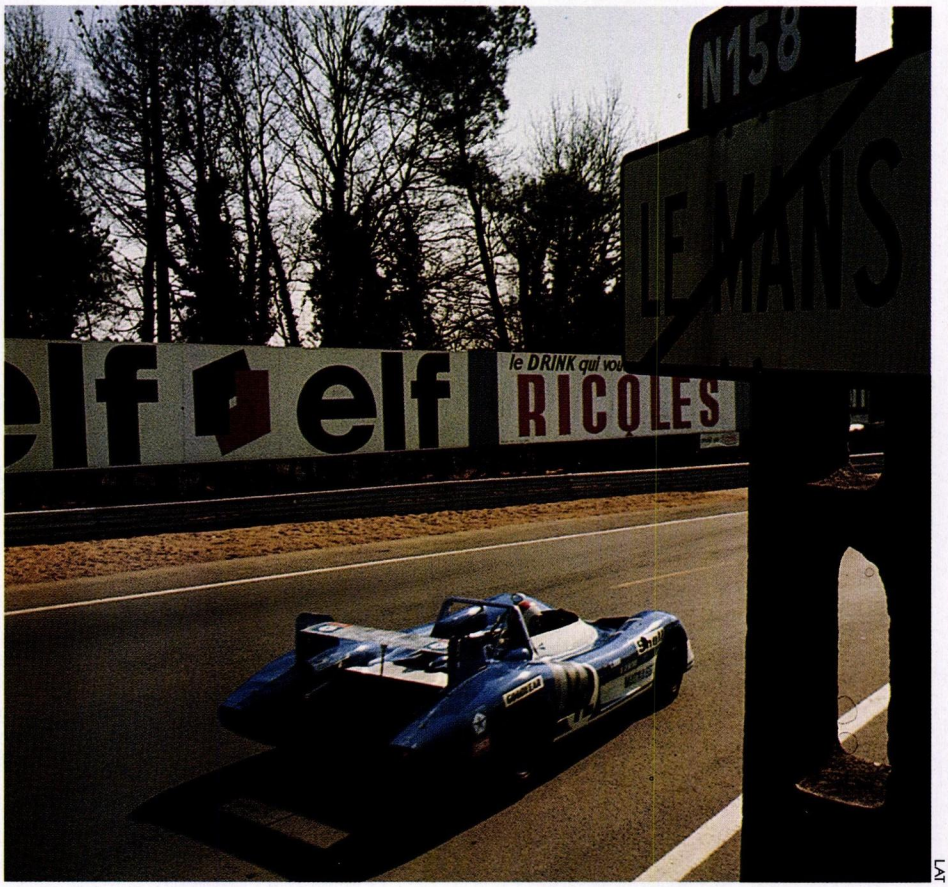
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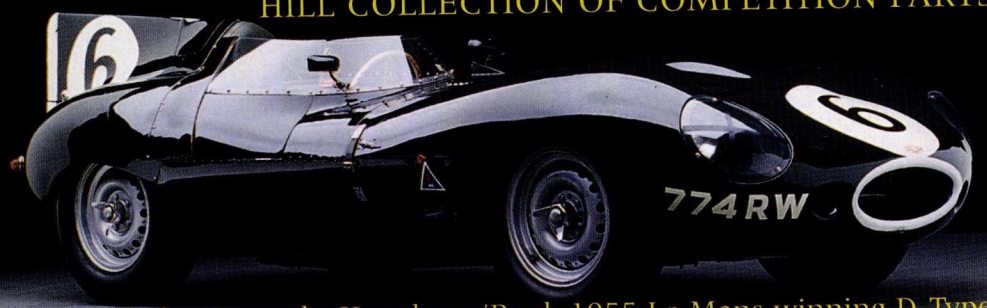
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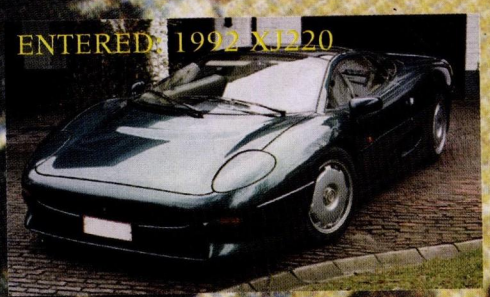
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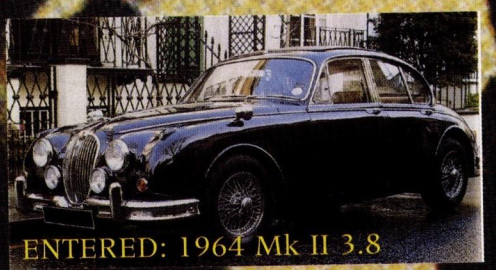
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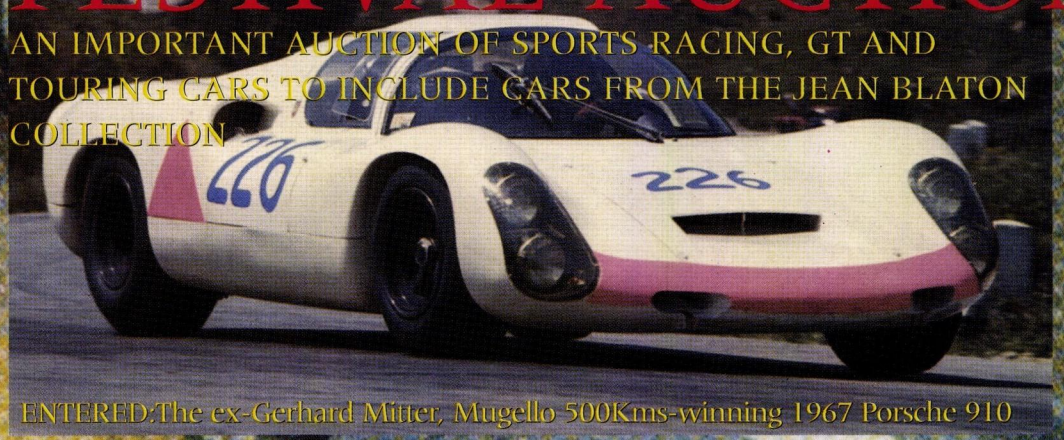
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Sunday drive in the Eifel

TONY BROOKS IS ONE OF THE ALL-TIME GREATS AND A MASTER OF UNDERSTATEMENT – THE HEADLINE IS HIS. IT REFERS TO HIS EPIC WIN FOR ASTON MARTIN ALONGSIDE NOEL CUNNINGHAM-REID IN THE 1957 NÜRBURGRING 1000KM. MOTOR SPORT IS DELIGHTED THAT, AFTER SOME CAJOLING, HE AGREED TO WRITE ABOUT THAT MOMENTOUS VICTORY

painting by Michael Turner courtesy of Chris Nixon

ON PAPER, WE DIDN'T STAND A CHANCE. A 3-litre Aston Martin driven by two relative rookies versus Juan Fangio and Stirling Moss in a 4.5-litre Maserati over 1000 kilometres of the awesome Nürburgring. Denis Jenkinson (DSJ) thought the same and commented that, although there was opposition from Aston Martin, Ferrari, Jaguar and Porsche, none seemed likely to challenge Scuderia Maserati.

It was the 1957 1000 Kilometres and no bookie would argue about the odds-on favourite. There were five Maseratis: two 4.5-litre 400bhp cars driven by Fangio/Moss and Harry Schell/Hans Herrmann, an experimental V12 3.5-litre, a 300S 3-litre and a standard 3-litre, with drivers Jo Bonnier, Giorgio Scarlatti, Francisco Godia and Horace Gould.

Then there was the problem presented by the works Ferraris: 4.1-litre and 3.8-litre V12s driven by Mike Hawthorn, Peter Collins, Wolfgang von Trips, Maurice Trintingnant, Olivier Gendebien and Masten Gregory. There were also two private Ferraris: a 3-litre Monza and the Testa Rossa prototype.

Four D-type Jaguars were entered: three by Ecurie Ecosse, with nominated drivers Ron Flockhart, Ninian Sanderson, Jock Lawrence, Jack Fairman, Ivor Bueb and Richard Steed, and a private one to be driven by Henry Taylor and Archie Scott Brown.

Our Aston Martin team consisted of two DBR1/300s, with 240bhp under the bonnet, a private DB3S to overcome fuel/oil contract problems, and a works standard DB3S, which had been driven from Dunkirk, for practice and as a spare. All three cars ran as an official team and the drivers were Tony Brooks/Noel Cunningham-Reid, Roy Salvadori/Les Leston and the Whitehead brothers, Peter and Graham with their own car. This was Aston Martin's first world championship event of the year, and only the second race for the DBR1/300 which had made its debut two weeks earlier in an international sportscar race at Spa, where I had managed to win after a temporary gearbox problem; Salvadori was second. King Baudouin had apparently been impressed by the cars at Spa and requested that a DBR1 be taken to the palace for demonstration. If a sale was made, neither Roy nor I received any commission – but with a season's signing-on fee of £50 we didn't even bother to enquire.



Bernard Cahier

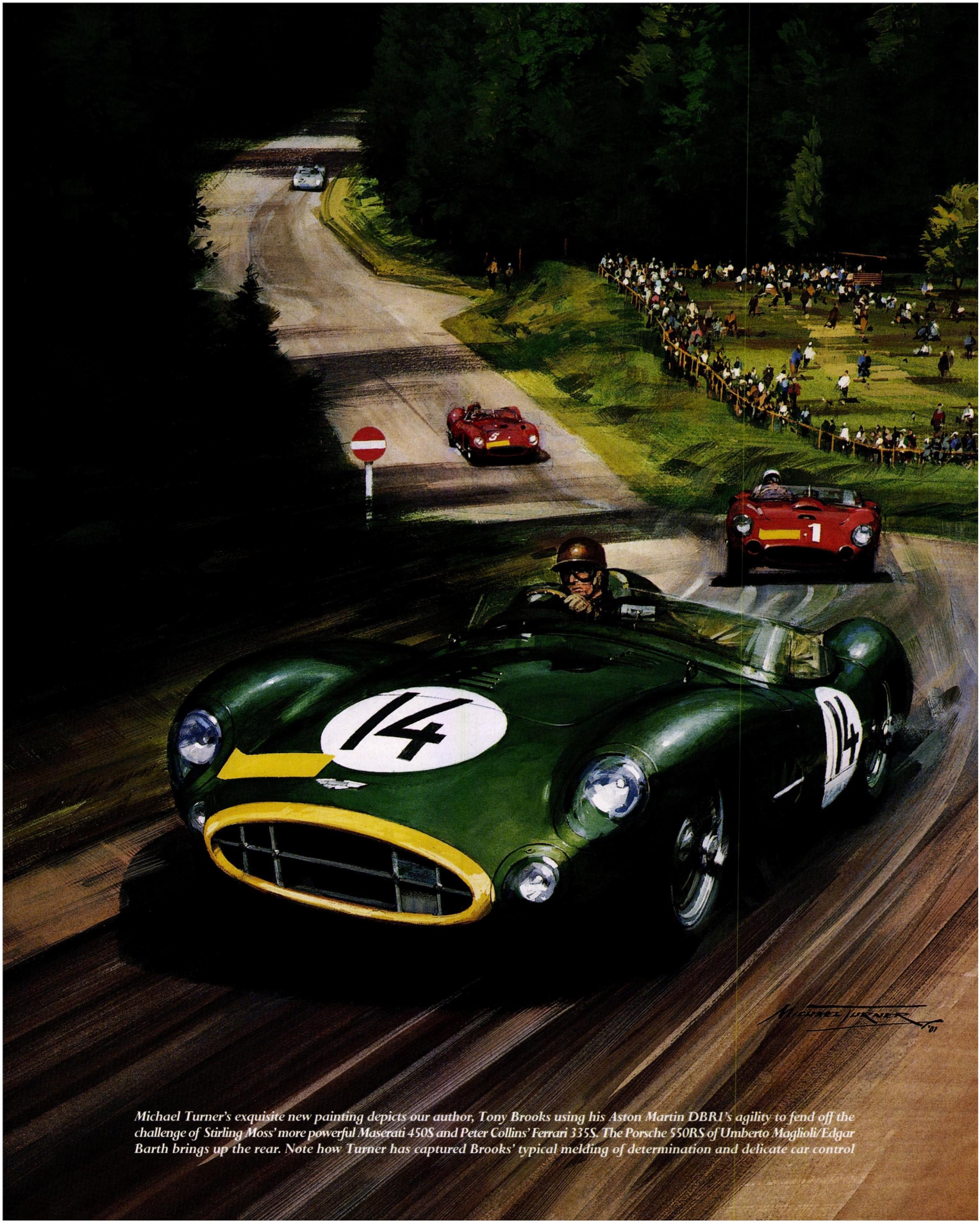
Brooks (right), Cunningham-Reid and the spoils

The cars were garaged and serviced in Brussels between the two events, which included work on the undertrays as the drivers had been soaked in the wet Spa race, and the problem 'box was sent back to England for examination.

If the car was relatively untried, so too was I. This was my first proper Formula One season (the 1956 BRM raced rarely) and I had had my first continental world championship grand prix at Monaco the previous weekend: I finished second for Vanwall behind Fangio's Maserati 250F.

This was also only my second trip to the Nürburgring so, overall, I considered myself a rookie compared to the opposition. I'd shared an Aston DB3S with Peter Collins the previous year, finishing fifth, and have since confessed that this race was the start of an all-consuming passion for the 'Ring, a gladiatorial arena where one mistake could be your last. Just to do well on it provided a unique sense of satisfaction. The 14.5-mile circuit gave the driver a fantastic roller-coaster ride with its 170 corners, many of them blind, and innumerable dips, with g forces that thrust ➤

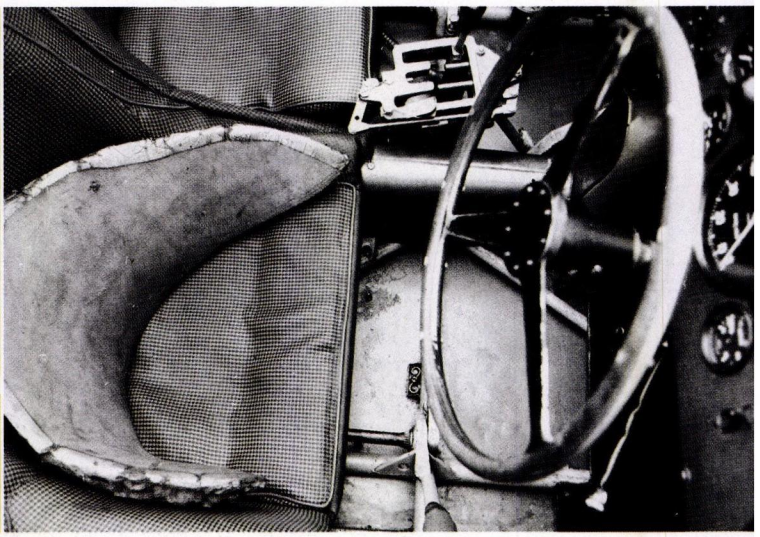
'... an all-consuming passion for the 'Ring, a gladiatorial arena where one mistake could be your last. Just to do well gave a unique sense of satisfaction'



Michael Turner's exquisite new painting depicts our author, Tony Brooks using his Aston Martin DBR1's agility to fend off the challenge of Stirling Moss' more powerful Maserati 450S and Peter Collins' Ferrari 335S. The Porsche 550RS of Umberto Maglioli/Edgar Barth brings up the rear. Note how Turner has captured Brooks' typical melding of determination and delicate car control

Brooks knew a good start was vital if he was to make the most of the agile Aston – and he got one (above), while Moss' Maserati proved reluctant to start. It would take Stirling eight laps to catch up and take the lead from the green car. Mechanics fuss over the winning DBR1 (below left) in only its second outing. The office (below right): note extra padding provided for the shorter Brooks







The Klementaski Collection

Hawthorn (behind car) and Trintignant finished third in this 3.8-litre Ferrari 315S

your guts to the depths of the abdomen. It created a tremendous sensation of speed too, as it was little more than a hedged lane at the time, weaving through the pine forests of the Eifel mountains.

Groups of corners come in rapid succession with compromises on line having to be made to achieve the quickest time through any given series. The DBR1 was superb in such circumstances, responding to the need to swing quickly from left- to right-hand drifts with no more than a caress of the accelerator and the steering wheel, which was held loosely to absorb the kickback from the rather rough surface.

The process was complicated further by the organisers' insistence on mixing relatively slow production GTs and saloons with the works sports-racing cars, which meant mobile chicanes were hiding around blind corners or in the dips. A 70-car entry (66 started the race) meant there could be no let up in concentration.

On Thursday, the first day of practice, the circuit was shrouded in mist and this strengthened the initial sense of mystery and awe I had experienced the previous year. This arena, dominated by the castle which appeared, slowly and menacingly, as the fog lifted, was where all my pre-war heroes had done battle.

Noel and Les had never driven on the 'Ring before so the practice DB3S was worked very hard. Noel, who was originally paired with Salvadori, achieved a remarkable 11min 3.3sec on only his second lap in a DBR1, after just five in the DB3S. I went round in 10min 16.5sec and Stirling, who was clearly only warming up the 4.5-litre Maserati, did a 10min 32.5sec.

Noel's impressive progress continued on Friday. He did two more laps in the practice DB3S and then recorded a 10min 23sec, just 6sec slower than Salvadori, in Roy's DBR1. I managed a 9min 48.2sec, but the Maserati drivers had started to flex their muscles, Fangio recording 9min 43.6sec. Ferrari also joined in the fun. Trintignant was credited with 9min 57.6sec in the 3.8-litre, although it was generally believed that Mike Hawthorn was at the wheel; Mike was officially credited with 10min 2sec in the 4.1-litre.

Reg Parnell, Aston's team manager, informed me that my time (86.73mph) was 38 seconds better than the best I had achieved with the DB3S the previous year, some measure of the brilliance of the DBR1's designer, Ted Cutting, who has never received the credit due for creating one of the all-time great sportscars. Technical progress was also marked by the fact that the lap was apparently 1mph faster than Bernd Rosemeyer's fastest in the 1937 German Grand Prix on the same Nordschleife circuit. His time required 600bhp from his 6-litre supercharged Auto Union, and Bernd would have driven much harder, probably on the ragged edge.

Aston only used the DB3S for the Saturday morning practice, and it was then that Reg Parnell decided to pair Noel with me – after he had completed just 11 official practice laps.

The start was a Le Mans-type run-and-jump, the order for which was: Maserati (Schell/Herrmann), Maserati (Moss/Fangio) – although DSJ maintained both cars had been qualified by Fangio – our Aston, Ferrari (Hawthorn/Trintignant), Ferrari (Collins/Gendebien), Ferrari (Gregory/Olinto Morolli), Maserati (Bonnier/Gould), and then Roy and Les in the second DBR1. The new Ferrari pairings were prompted by von Trips' crash on Saturday.

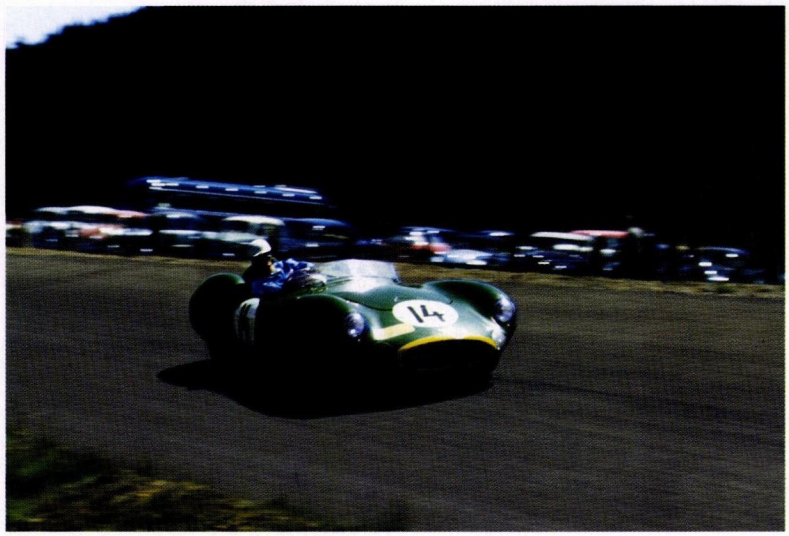
Noel was to do the middle of the three stints at the wheel. I knew I had to try to beat the big boys to the first corner, the Sudkurve, because it would be extremely difficult to pass them on the sections where I thought I was gaining some time. What's more, they would blow me away on the three-kilometre straight, so I not only needed to get the lead, I had to build it up sufficiently on the back of the course to still hold it into the south turn after the straight and the pits.

John Wyer, Aston's racing director, was a stickler for ensuring his drivers practiced Le Mans starts which we did assiduously every year. It's amazing how many mistakes can be made, from overrunning the door, to putting a foot through the steering wheel, to mistaking the next car's engine roar for one's own. That last scenario happened to Mike Hawthorn on this occasion – but ➤

'I knew I had to beat the big boys to the first corner, because it would be extremely difficult to pass them on the sections where I was gaining time'

Aston Martin

The Klementaski Collection, Ludvigsen Library



The Klementaski Collection

Aston Martin

Cunningham-Reid was inexperienced but proved very capable in the role of co-driver

he made up for it by passing 52 cars in the first two laps.

The race started at 9am on Sunday, in warm and dry conditions. Fortunately, Stirling also uncharacteristically made a poor start, and I was first into the south turn. Now I needed that buffer and drove at 'eight-tenths', bearing in mind there'd been no warm-up lap (formation lap for F1 buffs) and conditions could have changed significantly since my last practice session on Friday. My standing-start lap was completed in 10min 9sec, which was just fast enough to give me the gap I needed – I led Schell past the pits by 1.3sec. He was followed by Collins, Salvadori and Moss.

Now I knew the condition of the circuit I stepped up the pace to nine-tenths, and steadily pulled away from Schell. I was lapping the tail-enders by the third lap, and had built up a lead of 23sec by the end of the fifth. I found that by taking many of the faster corners in a gear higher than I initially thought was right was actually quicker as the engine had good torque and it saved one upward gearchange. I also believed I was making time on the tricky run down to Adenau Bridge where the Aston was nimble and there is a natural tendency to be less forceful on such an incline where gravity makes it more difficult to recover from a mistake.

Stirling had also stepped up his pace and was second by the end of the sixth lap. With pit signals available only every 10 minutes, driver information was limited and frequently out of date. If the timekeeper and signaller were really quick, they could hang out your board from the back of the pits – where the road double-backed on itself from Sudkurve to the Nordkurve – in a bid to provide more current info than that given from the front.

I was surprised not to see Stirling in my rear-view sooner, but on lap eight a red car seemed to be very slowly gaining on me, the vibrating mirror and occasional split-second glances making judgment and recognition difficult. I thought it unlikely that Schell had suddenly found an extra gear – and sure enough Stirling blew by me on the long straight, where I was flat out at 6000rpm in fifth (152mph) to lead me across the start-finish line by a couple of seconds.

Subsequently, I learned that Stirling then put in what would be the fastest lap of the race, a time of 9min 49.9sec (86.4 mph), so it was not surprising that my 9min 53.5sec could not prevent the Maserati from slowly edging ahead. I consoled myself with the thoughts that the race was over 44 laps and the 400bhp Maserati consumed tyres, necessitating longer pit stops. I resolved to keep up the pressure.

On the 10th lap, I was surprised to see black tyre marks at the Schwalbenschwanz bridge. The Maserati had spun but appeared to be undamaged, so I knew Stirling was all right. Apparently, it had broken a rear hub-shaft and shed its left-rear wheel. Stirling was powerless to control the three-wheeler and was very lucky ➤

NOEL CUNNINGHAM-REID

"Tony won that race; I just kept my end up," says Noel modestly. "He knocked the hell out of them at the start, and I was thinking, 'I don't need this.' I didn't really know the circuit, but was told not to drop below 10-minute laps."

The pressure was immense. Rivals were rubbing their hands when the rookie climbed aboard. But 13 laps later, he handed it back with a lead doubled to four minutes. "I kept it smooth, and because the others were playing catch-up, they were wrecking their cars. The relief was tremendous."

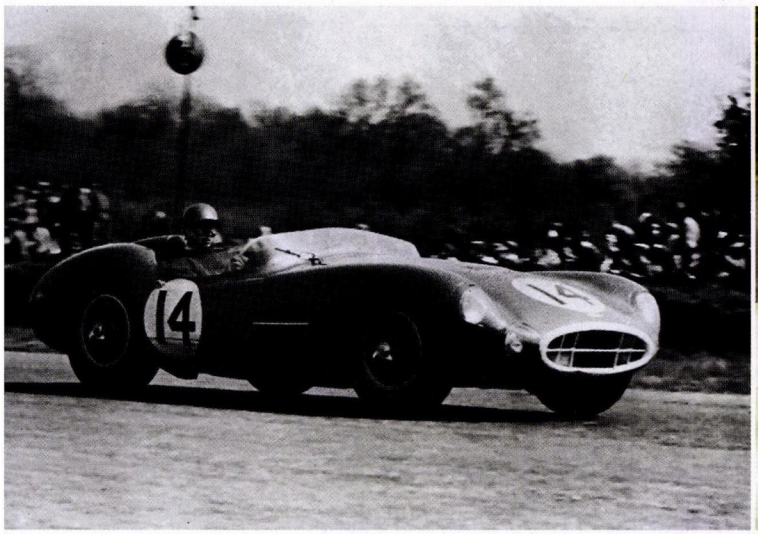
Now he was in demand. He was flattered. But not persuaded. He retired at the season's end. Business commitments, marriage, family pressures, all played a part: "But the real reason was that I believed you should always know your limits. I was fast, safe, but was never going to be the best."

He'd seen 16 friends die in three years. He'd seen enough and walked away – with the calm assurance he'd displayed that time at the 'Ring.

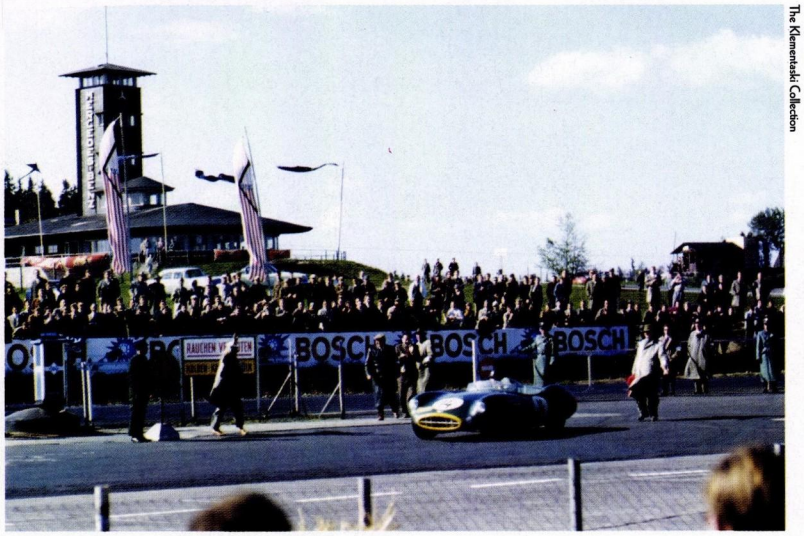
'I consoled myself with the thought that the race was over 44 laps and the 400bhp Maserati consumed tyres. I resolved to keep up the pressure'

Ludvigsen Library, The Klementaski Collection

The powerful Italian cars were much faster than the DBR1 on the straights, so Brooks had to be on his mettle through the corners (above), of which the Nürburgring kindly provides more than 170! The beautiful lines of the Aston (below left) matched its performance; Brooks believes designer Ted Cutting doesn't get the credit he deserves. Collins' Ferrari (below right) was second







The Klementaski Collection

Tired but elated, Brooks tours back in after the DBR1's first world championship victory

that the car stayed on the road. Schell brought the remaining 450S into the pits a lap later and handed over to Fangio instead of Herrmann, which let Collins and Hawthorn into second and third places respectively – 1min 15sec and 2min 4sec behind me.

I had lapped all the Jaguars by lap 14, by which time the pits were a hive of activity, the game of musical chairs being played to the tune best suited to each team, making it difficult to establish which second driver was in which car. We made our move on lap 16; I stopped to hand Noel a two-minute lead. The rear wheels were changed and the oil topped up in 1min 28sec, and Noel rejoined the race still in the lead, followed by Trintignant (Ferrari), Fangio, whose Maserati was shortly to stop due to an oil tank which had come adrift, and Gendebien (Ferrari).

Maserati required two laps to fix the oil tank and Stirling, who had somehow hitched a lift back to the pits, took the car over but brought it in after only one lap, the repair having proved unsuccessful. He hates being out of work, so Maserati called in the only roadworthy Maserati, driven by Gould, and in 10th at the time; the Bonnier/Scarlatti car, although still circulating, had broken a rear shock absorber. Stirling set off with his usual total commitment to see what could be done.

Although the two DBR1s were identical, Noel had not driven mine in practice, and he must have still been learning the circuit in the race, yet he drove brilliantly for 13 laps, modestly explaining afterwards that the lead cushion had enabled him to relax and drive in a smooth style which produced consistently fast lap times. He handed the car back to me in very good order and with a 4-minute lead over Gendebien and Trintignant on lap 29.

Noel's polished performance meant new tyres were not required, but refuelling with cans and topping up the oil took 44sec. Several teams pitted at the same time and I rejoined the race chased by Collins and Hawthorn's Ferraris, two of the three cars still on the same lap. Stirling had carved his way through the field and was hounding Roy, who was suffering a repeat of the problem I had experienced at Spa, except that on this occasion the lever was permanently stuck in fourth. Stirling passed him on the 35th lap. The Maserati then had to stop for fuel and tyres, letting the Aston regain its position, but Fangio took over and caught and passed Roy.

I had a lead of more than 5min by lap 33, ahead of the Collins/Trintignant Ferrari and began to ease back from an average of 86mph. This is a potentially dangerous situation as concentration can lapse and careless mistakes creep in. I've always believed that it is the car that should be given the easier time in such circumstances, not the driver, by changing up earlier, conserving the brakes and tyres, but otherwise driving as hard as ever because this maintains your essential focus.

After 7hr 33min 38.2sec, averaging 82.4 mph, we ran out the unlikely winners by over four minutes from the Collins/Gendebien and Hawthorn/Trintignant V12 Ferraris, with the Salvadori/Leston DBR1 in sixth and the Whitehead DB3S in ninth, a combined effort which won the manufacturers' team prize for Aston Martin. The DBR1 was the first British car to win a major international race at the 'Ring, and Fangio and Moss were among the first to congratulate us.

It might, though, have turned out very differently. After the race the offside front trailing link bearing carrier was found to be broken around the stud mounting bosses on our car, and the chassis frame was also broken around the bearing mounting. It was a very rugged car and we could only imagine the state of some of the other 42 cars that finished the most gruelling sports-car race on the calendar.

This was only the second world championship victory for Aston Martin after an interval of four years and was greatly appreciated by a proud David Brown who had enthusiastically supported the team for so many years. It might also have pleased him to know that the grand total cost of the team's travel and accommodation for the event was £1318 9s 0d! M

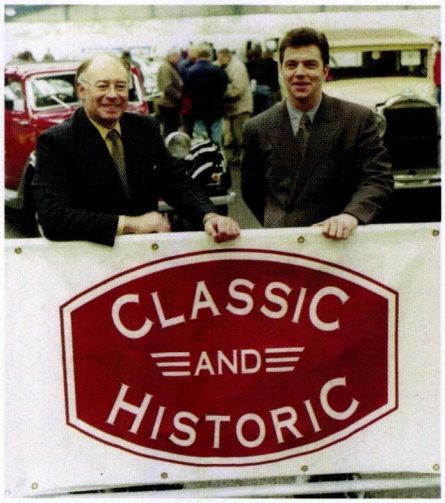
'I've always believed that it is the car that should be given the easier time in such circumstances, not the driver, because this maintains your focus'

A Summer Auction of Fine Cars and Motorcycles

Monday 21st May at BCA Blackbushe

Building on more than half a century of experience, BCA has announced a number of new initiatives to further enhance their established position in the Classic and Historic vehicle market. At the next sale on Monday 21st May, a specialist motorcycle auction will precede the major entry of cars from the Veteran, Vintage and Post-War era. In addition, as the pleasures of summer motoring beckon, auction goers can enjoy a special ambience with live jazz and a barbecue.

Robin Lawton, Head of BCA's Classic and Historic Division commented that "Our forthcoming sale in May will be one of the most notable in our long history. Alongside our expected entry of 70 Vintage and Classic cars, we will be presenting around 30 specialist motorcycles - all in all, an unrivalled early summer draw for enthusiasts looking to buy and sell the very best collector's vehicles. This sale also marks the appointment of Peter Bourne to the Division whose specialist knowledge of auctions and considerable enthusiasm for period motorcycles will bring an extra dimension to the service we provide to our many customers in the UK and abroad."



Robin Lawton is joined by newly appointed Peter Bourne (right).

Undoubted future highlights of BCA's auction calendar will be the July and September sales to be held at BCA Bridgwater, the West Country's premier auction centre, and prospective vendors of significant cars and motorcycles are urged to reserve their place at these sales without delay.

For further information on BCA's next sale on Monday 21st May at BCA Blackbushe starting at 4.30pm for motorcycles followed by cars at 6pm, please contact Robin Lawton or Peter Bourne on 01252 877317 (Fax 01252 878741 bcahistoric@bca-group.com). To view future sale catalogues, access www.classic-car-auction.co.uk

Classic & Historic Automobile Division,
British Car Auctions, Blackbushe,
Blackwater, Camberley, Surrey GU17 9LG

2001 AUCTION PROGRAMME

May	**Monday 21st - 4.30pm**	**Blackbushe**
July	**Monday 23rd - 4.30pm**	**Bridgwater**
September	**Monday 24th - 12 Noon**	**Bridgwater**
December	**Monday 3rd - 12 Noon**	**Blackbushe**



1955 Ford Thunderbird in largely original condition sold for £14,000



Dating from 1931, this unrestored RHD Packard 833 Limousine sold for £15,000



A delightful 1926 Armstrong-Siddeley 4-14 Tourer sold for £8,250



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

British Car Auctions

OLIVIER PANIS
1996 Monaco Grand Prix, Monte Carlo

A cliché, proved less often than you'd think, is that at Monaco, the man who leads at the first corner will win. The 1996 result blew away all preconceptions.

Qualifying hardly hinted at it, Michael Schumacher somehow wrestling the Ferrari F310 onto pole, half a second up on Damon Hill's Williams-Renault, which had won four of the opening five rounds. The Benetton-Renaults of Jean Alesi and Gerhard Berger filled the second row. Olivier Panis was down in 14th in the Ligier-Mugen.

"We had an engine failure in practice," says Paulo Cantone, Panis' race engineer at Ligier, "but we showed our pace in the warm-up, and Olivier was in a special mood, very confident."

Panis ended the first lap in 12th, but up at the front, Schumacher, having been beaten to the first corner by Hill, was one of many drivers to crash out. Now Damon led the two Benettons, Eddie Irvine's Ferrari and the Sauber of Heinz-Harald Frentzen. A gearbox problem accounted for Berger on lap nine, while his team-mate was losing a second a lap to Hill. Panis, though, was gathering momentum, passing Martin Brundle's Jordan and the McLaren of Mika Häkkinen to lie ninth.

On lap 18, Frentzen tried down the inside of Irvine at Ste Devote and got his nosecone swiped off; pitting for repairs, he asked for slicks, but had his request turned down – a decision that cost Sauber a win. Six laps later, both Heinz-Harald and Panis stopped for slicks, and they immediately knocked three seconds off their lap times. "It was a decision between all of us," says Cantone, "and Olivier agreed over the radio. I was certain that he would keep it off the barriers, even with slicks."

As the other teams hastily responded by calling their drivers in, Olivier vaulted up to fourth, behind Irvine; like Frentzen had before him, he found Eddie was in particularly unco-operative mood but, anxious not to lose his rhythm, he barged past the Ferrari on lap 36, and then charged after Alesi.

Just five laps later, however, Panis spun on oil – Hill's Renault unit had let go comprehensively, leaving Alesi in the lead and Panis facing the wrong way, and 30sec down. It looked all over, but immediately after setting fastest lap on his 59th circuit, Jean was into the pits with a broken torsion bar in the Benetton's rear suspension. ➳



TALES OF THE U

SOMETIMES BETTING ON THE RACE FAVOURITE MEANS YOU LOSE YOUR SHIRT. DAVID MALSHER RECALLS SOME SURPRISE LONG-ODDS WINS

LAT



Monaco marshals salute Olivier Panis after his remarkable victory in 1996

NEXPECTED

Gordinis of Manzon (far right of front row) and Behra (no.4) should have been thrashed by the Ferrari of Ascari (10) on the endless straights of Reims. But an elated Behra (below) won after breaking the Italian challenge on sheer pace



Dominic Pascal

'By the time the pack reached the Thillois hairpin Behra's Gordini had the lead. The crowd went wild, and now they were expectant'

Cantone recalls it wasn't now just a case of Panis keeping it pointed the right way for the last 16 laps. "As the track dried, all the cars were going faster, and using more fuel, and we were right on the limit. And when David Coulthard's McLaren closed in, Olivier had to respond."

At the end, DC was five seconds down, ruing McLaren's conservative call when slicks were required. Johnny Herbert and Frentzen brought their Saubers home third and fourth.

"Straight after the race, we were just very very happy," says Paulo. "It took a day for Olivier and I to appreciate that he had scored Ligier's first win for 15 years."



Ludvigsen

JEAN BEHRA
1952 Marne Grand Prix, Reims

Alberto Ascari arrived in France that June for the non-championship Marne GP full of confidence. He had the best car for F2 regulations: a Ferrari 500. He had dominated the non-championship grands prix at Syracuse, Pau and Marseilles, and a week earlier had done the same in the Belgian GP.

France's underfunded Gordini outfit provided a stark contrast, and seemed likely to struggle. In Pau, Jean Behra had been thrashed by Ferrari, and success in the GP du Lac at Aix-les-Bains had come against minimal opposition. At Spa, Robert Manzon's Gordini finished almost a full eight-mile lap behind Ascari.

At ultra-fast Reims, Manzon and Behra beat Luigi Villoresi's Ferrari in qualifying, to grid third and fourth under a scorching sun. Ascari and Farina, predictably, took the first two slots.

Three hours in heat that caused members of the pre-race marching band to collapse was going to test the drivers' mettle, but if there was one man who never knew how to take it easy, it was Behra. Passing Manzon at the start, he immediately harried the scarlet cars, and by the time the screaming pack reached Thillois hairpin at the end of lap one he had the lead. The crowd went wild, and now they were expectant.

Cynics assumed Jean's efforts would prove futile – the long start-finish straight would allow the four-cylinder Ferrari to overhaul the Gordini six. Not so. Behra and Ascari were side by side as they screamed past the pits, but the Frenchman had no intention of dropping back into line. Alberto had a fight on his hands. Indeed, on lap four, they swapped places three times between Thillois and the village of Gueux.

Their mesmeric duel pulled them 19sec clear of Farina by lap 10, but it couldn't go on. Remarkably, it was the Ferrari that wilted. Ascari pitted on lap 14 to change plugs, lost over three minutes in the process, and handed his car over to mentor Villoresi, whose own car had retired on lap four. Bill Boddy suspects this was because Ascari did not want to be seen being beaten by a Gordini. And with no championship points at stake, Alberto was not likely to crucify himself in this heat to race a rival with an apparent advantage.

Having lost his scarlet shadow, Behra eased back – a bit. He had Farina covered and Ascari was effectively out of the running. And that was it. The Gordini rasped on for the next 2hr 20min; Farina was 1.2 miles behind at the flag. Ascari charged to third having retrieved his car from Villoresi, but the Ferraris had been beaten on sheer pace. How?

Legendary motorsport journalist Jabby Crombac was there: "There were strong suspicions Behra's car had a 2.3-litre (instead of 2-litre) engine, but because the race was

non-championship, no-one cared, not even Ferrari.

"A strong Gordini challenge created tremendous interest with the public whose enthusiasm had been a bit dormant because of the Ferrari supremacy. If it had been a world championship event, the scrutineers would have acted, but..."

But it wasn't, and the crowd got the result they wanted.

JAMES HUNT
1974 International Trophy, Silverstone

Jackie Stewart's retirement at the end of 1973 had left a void in Formula One. Ronnie Peterson, the fastest driver of the time, would obviously remain a major force at Lotus, as would Emerson Fittipaldi, now at McLaren. But British patriots, who had enjoyed a glut of driving talent in the 1950s and '60s, braced themselves for a drought.

Though Hesketh had attained fine results in '73 with a March, there was a feeling that Lord Hesketh had bitten off too much by building his own car for his second full season in F1. The team did not agree. As team manager 'Bubbles' Horsley recounts, "We tested the Hesketh the day after the Brazilian GP, and in four runs round Interlagos, James lapped half a second quicker than Emerson Fittipaldi's pole position time. And then we discovered that the Firestones were *very* good at Silverstone."

So the sceptics got a rude wake-up call in qualifying: the white Hesketh 308 was on pole, 1.7sec ahead of SuperSwede in Chapman's latest, the Lotus 76, which Ronnie elected to run without its electronic clutch. On the outside of the front row was the Surtees TS16 of Jochen Mass, and behind them sat the McLarens of Mike Hailwood and Denny Hulme.

When the flag dropped, Hunt rocketed off the line, only for his overheated clutch to slip almost immediately. He was engulfed by the pack, dropping behind even the F5000 cars that were bolstering the grid. The 32,000-strong crowd groaned; little did they know that a real treat was in store.

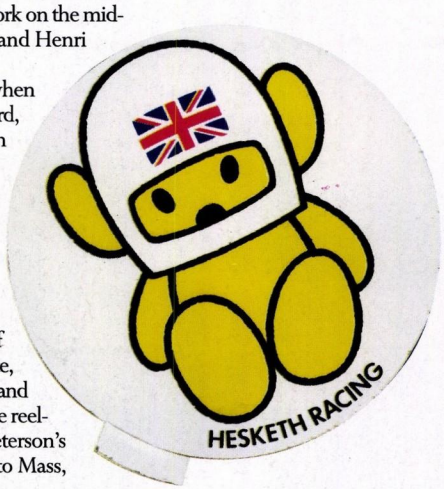
Mass led for one lap before ceding to Peterson and then Hailwood. But all eyes were on the Hesketh. Hunt made mincemeat of the backmarkers, then set to work on the midfield – the BRM P160s of François Migault and Henri Pescarolo, and Graham Hill's Embassy Lola.

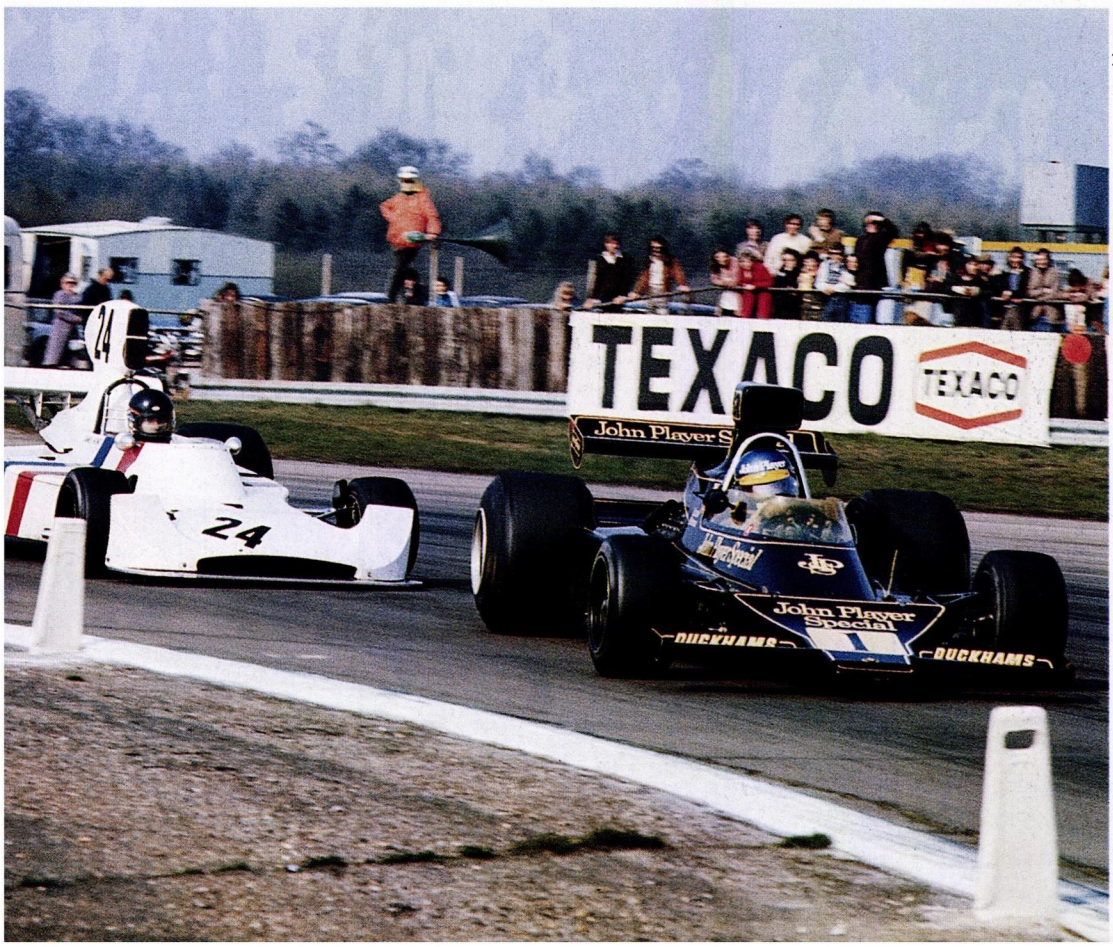
Hailwood lost a potential podium finish when his clutch gave out on lap five, so Hunt was third, and closing on Mass, who he passed easily on lap 12. Peterson, now 7.5sec ahead, would be a different matter, but James got to it, hunting him down at the rate of a second a lap.

Ronnie was in trouble – the Lotus 76 was not to his liking, and his left-rear Goodyear was blistering. Hunt, setting fastest laps, drifting elegantly through Woodcote, was on his tail by lap 20, and being hit by chunks of Ronnie's rubber. Eight laps on, into Woodcote, James grabbed his chance, dived for the inside and took the lead to cheers from the crowd, before reeling off the remaining nine laps. On lap 31 Peterson's DFV seized, so a distant second place went to Mass, with Jean-Pierre Jarier's Shadow third.

"I think that day Hesketh captured the patriotic spirit of the crowd," remarks Horsley. "We got a lot of column inches in the *Daily Express*, and went on to lead several other races until James would have one of his habitual brainstorms."

The Hunt-Hesketh combo would have to wait another year for a grand prix win, but it became clear on that bright spring day that Britain had found Stewart's successor. ➳





Marcus Pye, LAT

'The sceptics got a rude wake-up call in qualifying: the white Hesketh 308 was on pole, 1.7sec ahead of Ronnie Peterson's Lotus 76'

Ronnie Peterson fights Hunt's Hesketh, but the Lotus 76 was no match for the 308 penned by Harvey Postlethwaite. James' hugely popular victory at Silverstone signalled the serious intent behind his team's 'fun' image (above)

JO SIFFERT
1965 Mediterranean GP, Enna

Before Jo Siffert became an established star in F1 and an ace in sportscars, he sprung to prominence by beating demi-god Jim Clark in Enna – twice! The first time, in 1964, was reasonably straightforward for a scrapper like Jo. He took pole in his Brabham BT11, and the Climax engine in Clark's Lotus 25 was no match for Siffert's BRM unit over Enna's full-throttle layout – no chicanes then.


Adriano Cimarosti

"I think the power of the Climax and the BRM was about the same," recalls Rob Walker, who ran Siffert's car in '65, "but the BRM attained its peak power higher up. Enna being the shape it was, the BRM therefore was the engine to have."

Solid defence is one thing, matching Clark lap for lap in the same event in 1965 was even more admirable. The Lotus 33s of Clark and Mike Spence took first and second on the grid, Siffert alongside them in his Brabham, now run by Walker, while Chris Amon (Lotus-BRM) and Denny Hulme (Brabham-Climax) made up the second row.

Clark made a rare bad start and was back in seventh at the end of lap one. Enna had very few braking zones, so the Scot's sheer driving talent was not going to be the deciding factor; hooking up to his quarry's slipstream was.

But drafting was hazardous on this stone-peppered track. As Clark moved into fifth at the end of lap three, Masten Gregory was pulling his BRM into the pits, his goggles and a spectacle lens smashed by a stone.

Spence was leading, with Siffert closing, but Clark was relentless. He passed Hulme and Gardner on lap nine to take third, just as Siffert made his move on Spence.

The top two should perhaps have settled down to tow each other away from the scrap behind, but Jo was never going to settle for that. Clark, closing inch by inch-perfect inch, had a grandstand seat for Spence's almighty accident. The Lotus shot off the track, its driver having been struck in the face by a stone, and flipped when its wheels dug into the turf. Clark feared for his friend, but when he got the signal from his pits that Spence was okay, Jimmy picked up his pace.

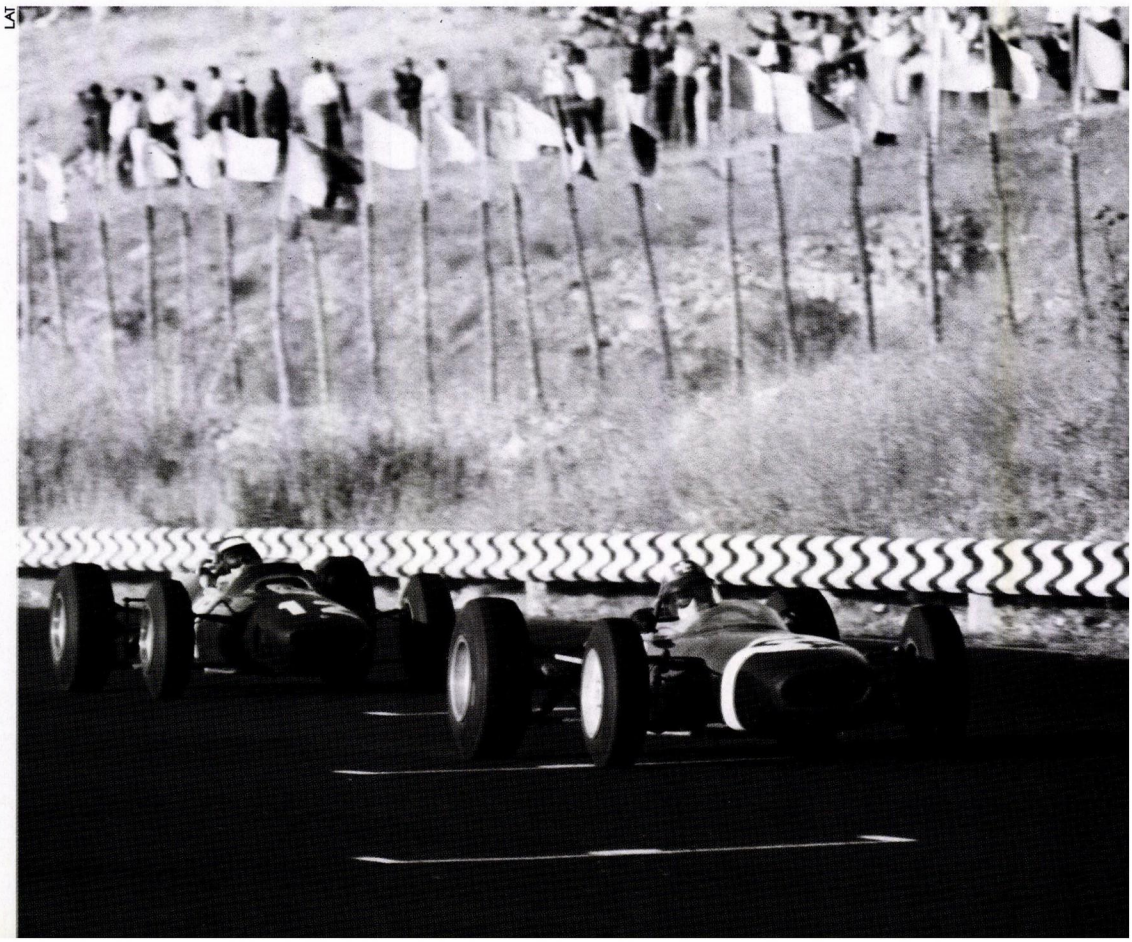
Soon after the halfway point of this 60-lap race, the Lotus passed Siffert, but perhaps psychologically boosted by his victory here the year before, Jo regained his advantage a lap later, and the pair pressed on at undiminished speed. By lap 43, they had lapped everyone else in an outrageous display of dominance; but there was nothing between them. Clark was the smoother, Siffert the more inspired.

Rob Walker remembers, "I was standing in the pits and one time 'Seppi' got absolutely broadside, facing straight at us [at 150mph]. Jim afterwards said he didn't know which way Jo was going to go next, so he couldn't pass him! I don't know what got into Jo in Sicily, but he was always unbeatable there." This time the gap was 0.3sec in Siffert's favour. An amazing double.

ALAN JONES
1977 Austrian GP, Osterreichring

Alan Jones, by his third season of F1, was thought of as a trier, a tough racer who lacked the flair to become an ace. By the time the circus reached Austria, he had yet to start from the

'By lap 43, Siffert and Clark had lapped everyone in an outrageous display of dominance; but there was nothing between them'


LAT

Siffert defeated Clark at Enna in 1964 by a scant 0.1sec (above). Yet his brave but scary Sicilian performance in 1965 (right) was even more meritorious. Driving a Rob Walker Brabham, this time he edged Jimmy's Lotus by 0.3sec!



LAT

Jones' committed style was always apparent before ground-effect took over F1; in Austria, it was rewarded with a fine victory, that owed little to luck. Confidence bolstered, Shadow's '77 season ended with some excellent results

'Stuck's mirrors were full of white Shadow; Jones passed the Brabham on lap 15, – and then took Scheckter on the very next circuit'

first five rows of the grid. Tony Southgate, chief designer for Shadow at the time, explains why.

"Jonesy used to say spending a whole practice session trying to go half a second quicker just for qualifying didn't make any sense. Instead, he'd have a big go on the first lap."

A J's sterling efforts at Monaco and Zolder had yielded points, but to those outside the team, neither Jones nor the Shadow DN8 appeared podium material. Qualifying here changed nothing; Alan was 14th, while Niki Lauda delighted his home crowd by beating James Hunt's McLaren and the Lotus 78 of Mario Andretti to put his Ferrari on pole. Hans-Joachim Stuck, always quick here, had got the Brabham-Alfa onto the second row.

It poured down on Sunday morning, but as race time arrived, the rain stopped, and most drivers chose slicks, preferring to risk it in the opening laps to avoid a pitstop later on.

Andretti shot into the lead and, by the end of the first lap, Hunt was past Lauda, too. Next time round, Scheckter's Wolf (a brilliant start from eighth) had also passed Niki's Ferrari.

Those drivers on wets made startling progress initially, Gunnar Nilsson (Lotus) and Jones' team-mate Arturo Merzario slicing through the field. But by lap 11, slicks were the things to have, and Jones was up to fifth, having passed Mass (McLaren), Lauda and Tambay (Ensign). This became fourth the following lap when Andretti's Cosworth blew, leaving Hunt with a comfortable lead over Scheckter and Stuck.

Hans-Joachim, however, had his mirrors full of white Shadow. Though he had not yet acquired the intimidatory image he would cultivate at Williams, A J's tenacity was remarkable. On lap 15, he passed the Brabham, quickly reeled in Scheckter, and overtook him on the very next circuit.

That looked to be as far as he would go; bit between his teeth or not, the Jones/Shadow force was no match for the reigning world champion and his McLaren M26. But then, drama – Hunt's Cosworth burst on lap 44. A 23-second lead lost in a cloud of smoke.

Southgate was confident the same thing wouldn't happen to the Shadow. "Jonesy looked rough'n'ready but he had mechanical feel, real sympathy for the equipment."

And so, sensationally, Jones ran out the victor, having benefited from the ill luck of just two cars. In a straight fight, he had beaten both Ferraris (second-placed Lauda by 20sec), a Brabham and a Wolf that already had two wins to its credit in its first season.

"He didn't look shocked that he had won," recalls Southgate, "because he had always been confident. But the win increased the confidence of the whole team, and that was reflected in our results after Austria."

Jones and Shadow went on to record a third and two fourths in the remaining five rounds of '77 and, significantly for Jones, one Frank Williams had taken notice.



LAT

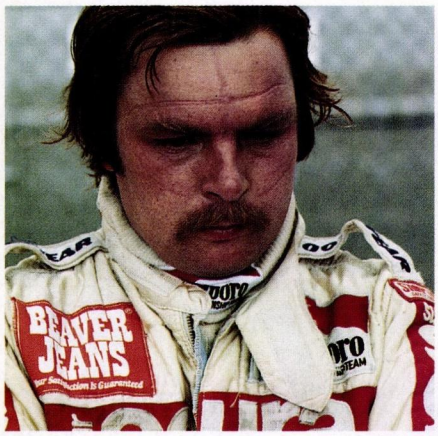
KEKE ROSBERG

1978 International Trophy, Silverstone

If you can keep your head when all about you are losing theirs, then you can win – even at the wheel of a Theodore, as Keke Rosberg proved at Silverstone in 1978.

He qualified 11th in the TR1 (simplistically, an F2 Ralt with a DFV in the back), three seconds behind poleman Ronnie Peterson in the Lotus 78, and over two seconds ➤

behind Niki Lauda's Brabham, the new Lotus 79 of Mario Andretti, and the McLaren of James Hunt. But the rain was pelting down, and Keke's car control was sensational – and the conditions had already caused problems in the warm-up. Peterson spun into the Woodcote catchfencing, and his repaired Lotus would have to start from the pitlane, while Lauda was in the spare having stuffed his race chassis. The Austrian's new mount would suffer a throttle linkage problem, and retire at the end of lap one.



LAT

Even so, the first corner leader was a surprise: Derek Daly, from the fifth row, slotted his Hesketh 308E in front of Hunt and Andretti, before spinning, along with Hunt, at Abbey. But while the '76 champion went off the track and into retirement, Daly was able to resume just ahead of Rosberg in fourth. Both men then benefited when Emerson Fittipaldi rotated his Copersucar at Abbey second time around, and the same corner accounted for Andretti on lap three.

This was crazy: from an original field of 17 cars, just 10 were left after four of 40 laps. Stuck's Shadow DN9 now led Daly, Rosberg, Patrick Depailler (Tyrrell 008), Fittipaldi, and the old McLaren M23s of Tony Trimmer and Brett Lunger. And then Depailler spun at Woodcote.

Stuck, a fine wet-weather driver, might have excelled had his car been up to it, but the conditions were playing havoc with his engine; at the end of lap seven, Daly and Rosberg came through at the head of the field; H-J was dropping back.

The excitement was too much for Derek and Keke who spun at Abbey on lap eight, somehow avoiding each other and the scenery. On resuming, Keke elected to temper his pace. Derek didn't. Pulling away at the rate of 5sec per lap, despite losing his visor, he crashed out on lap 12.

The crowd, soaked to the core, were going to need a *very* good reason to stay and watch five healthy cars circulating for the remaining 26 laps. They got it, as the rain eased.

Rosberg's caution had dropped him back into the clutches of Fittipaldi, so now the Finn unleashed his talent. Fishtailing over standing water on straights, catching slides on the exit of corners, driving like a man possessed, he dragged the Theodore 10sec ahead of the twice world champion – temporarily. But as a dry line emerged, Emerson in the space of just five laps, cut the gap back to just one second.

"It was incredible pressure," recalls Keke, "to be leading an F1 race and to have a chance to win, but knowing that if you put a wheel wrong, Emerson's gonna go straight by. The thing was to stay on the dry line because there was no way he was going to go onto the wet to try and pass. The wet tyres were completely finished by then, so on the wet or dry, you were going to be on opposite lock. People might say, 'Well, you always were', but that day it was more frequent than usual."

A loosening nose section and a misfiring engine further hampered Emerson's car, so pressuring Rosberg was his only hope. But the greatest pressure on Keke came from within. The Theodore had failed to qualify for the first three rounds of the GP season, so this was Keke's F1 race debut. Yet he held off the past master to the flag, to win by a little over a second; Trimmer was three laps down in third.

Despite this debut win, Rosberg's obvious talents were wasted for four more seasons – two, ironically, at Fittipaldi. Then he joined Williams. M

'Fishtailing on straights, catching slides on corner exits, Keke dragged the Theodore 10 seconds ahead of Fittipaldi, temporarily'



LAT

Keke usually looked like this (above) during his season with Theodore – pensive, drained and not in the car. But when the skies turned black at Silverstone, the Finn shone through, beat a twice world champion, won his F1 race debut



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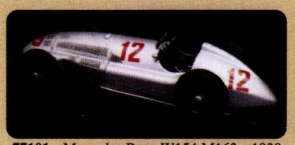
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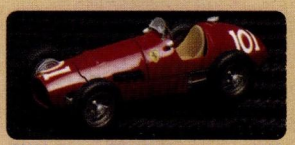
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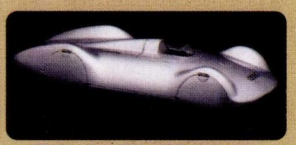
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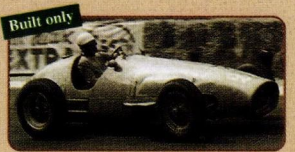
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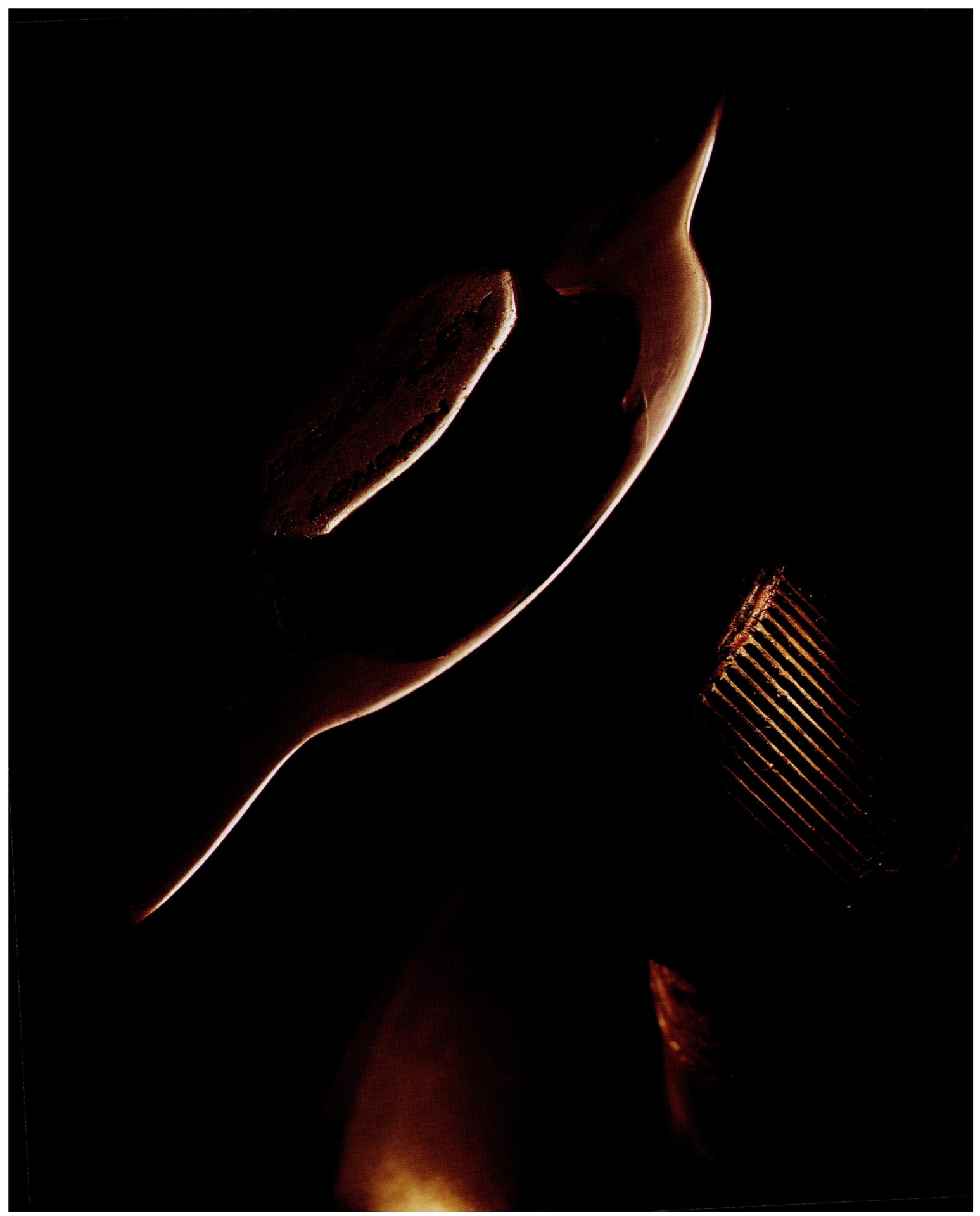
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RUDGE-WHITWORTH HUB

INVENTED TO DEAL QUICKLY WITH FREQUENT PUNCTURES, THIS RAPID-RELEASE SYSTEM BECAME STANDARD IN GRAND PRIX RACING AND LASTED UNTIL THE 1960S. KEITH HOWARD DESCRIBES WHY THE KNOCK-OFF HUB-SPINNER IS EVEN MORE INGENIOUS THAN IT LOOKS

photography by Charles Best

Legend has it that the centre-lock wheel – originally known as the QD (quickly detachable) wheel – came into being as a result of two Coventry men sharing a car one day during the early 1900s. One of them was John Pugh, whose father Charles had established the Whitworth Cycle Co in 1891 and three years later rescued the ailing Rudge Cycle Co to form Rudge-Whitworth Ltd. The other was Victor Riley of the rival Riley Cycle Co.

When the car they were travelling in suffered a puncture, the two men agreed there must be a better way of dealing with a flat tyre than the Stepney rim system then in use, whereby rim and tyre were removed from the wheel and a replacement slid into place. Inspired by this shared experience, Pugh and Riley each designed centre-lock wheels that could be quickly removed by undoing a single large wheel nut, although the details of their fixing arrangements differed.

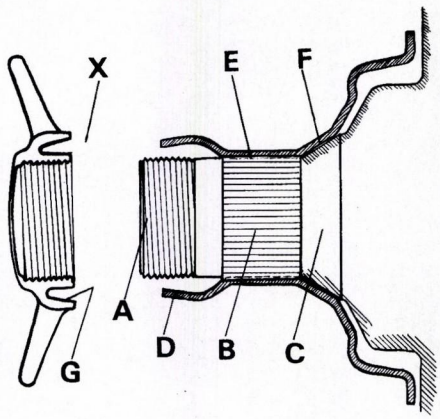
Legend also has it that, following many years of consequent patent litigation between their two companies, Pugh and Riley agreed to bury the hatchet in a train carriage on the eve of WWI.

Whatever the truth of these two incidents, the essentials are correct. Rudge-Whitworth, Riley and the Goodyear Wheel Company were all involved in prolonged legal wranglings as to who owned the intellectual rights to the detachable wheel, right up until the outbreak of hostilities in 1914. In fact the Great War intervened in more ways than one. Once it was over, Riley considered there were bigger fish to fry and withdrew from wheel manufacture, despite having supplied a remarkable 183 car makers worldwide by 1912. Rudge-Whitworth continued.

Amazingly, the Rudge-Whitworth wheel was originally sold as what today we'd call an aftermarket fitment. Automobile tyres were in their infancy in the early years of last century and tediously puncture-prone, so being able to repair a flat tyre quickly was important. Pugh's centre-lock wheel was fast to remove and replace but, like the Riley equivalent, it required changes to the hub as well as to the wheel itself. So hub and wheel kits were offered as replacements for the most popular cars of the time, some hubs even including brake drums.

If everyday motoring was blighted by tyre unreliability, in the emerging sport of motor racing it was a major issue. Being able to change a wheel quickly in the event of a puncture, or when the tyres were worn, could win you races. So it was inevitable the detachable wheel should find its way into competition. Some people fretted about retaining a wheel with a solitary nut – particularly one that lacked the Riley wheel's evolving positive locking arrangements – but they didn't appreciate the subtlety of Pugh's design. By an apparent miracle, it was self-tightening.

In its essentials the Rudge-Whitworth wheel comprised three key components: a splined hub and two pairs of matching tapers (conical surfaces), one comprising the inboard end of the hub and the inboard wheel centre, and the second the retaining nut and outboard wheel centre. These tapers served three functions. First, they automatically centred the wheel on the hub. Second, they transmitted a significant fraction of the drive and/or braking torque so as to reduce the load on the hub splines. And third, they made the wheel-retaining nut self-tightening – or as Donald Bastow (ex-Rolls-Royce, ex-Bentley, etc) was to express it many years later, "perhaps more importantly, not self-loosening".



Invisible engineering: friction on tapers makes design self-tightening : A – hub thread; B – splines; C – hub taper; D – outer wheel taper; E – wheel splines; F – inner wheel taper; G - spinner taper; X – spinner

To picture why, imagine that the nut loosens slightly so that the tapers on the wheel and nut touch at only one point on their circumferences. Because the male taper is now of smaller effective diameter than the female taper, rotation of the wheel on the hub under braking will cause the nut to rotate on its thread. If this rotation is in the correct direction – which is ensured by using differently handed threads on either side of the car – then the nut will automatically retighten itself.

In the original Rudge-Whitworth design, the male taper was on the wheel and the female taper on the nut, so the car's left-hand wheels required a right-hand thread and vice versa. On wheels where the male taper is on the spinner (such as those fitted decades later to Special Equipment versions of the original Lotus Elan) the thread sense is reversed.

If it sounds a precarious arrangement, competition proved otherwise. At the 1908 TT race, 21 of the 35 entrants used Rudge-Whitworth wheels, and only one of the finishers didn't. By 1913, the use of detachable (Rudge and Riley) wire wheels was universal in grands prix, and they were widely employed immediately after WWI on such LSR contenders as Henry Segrave's Sunbeam Tiger and Parry Thomas's 1926 Babs.

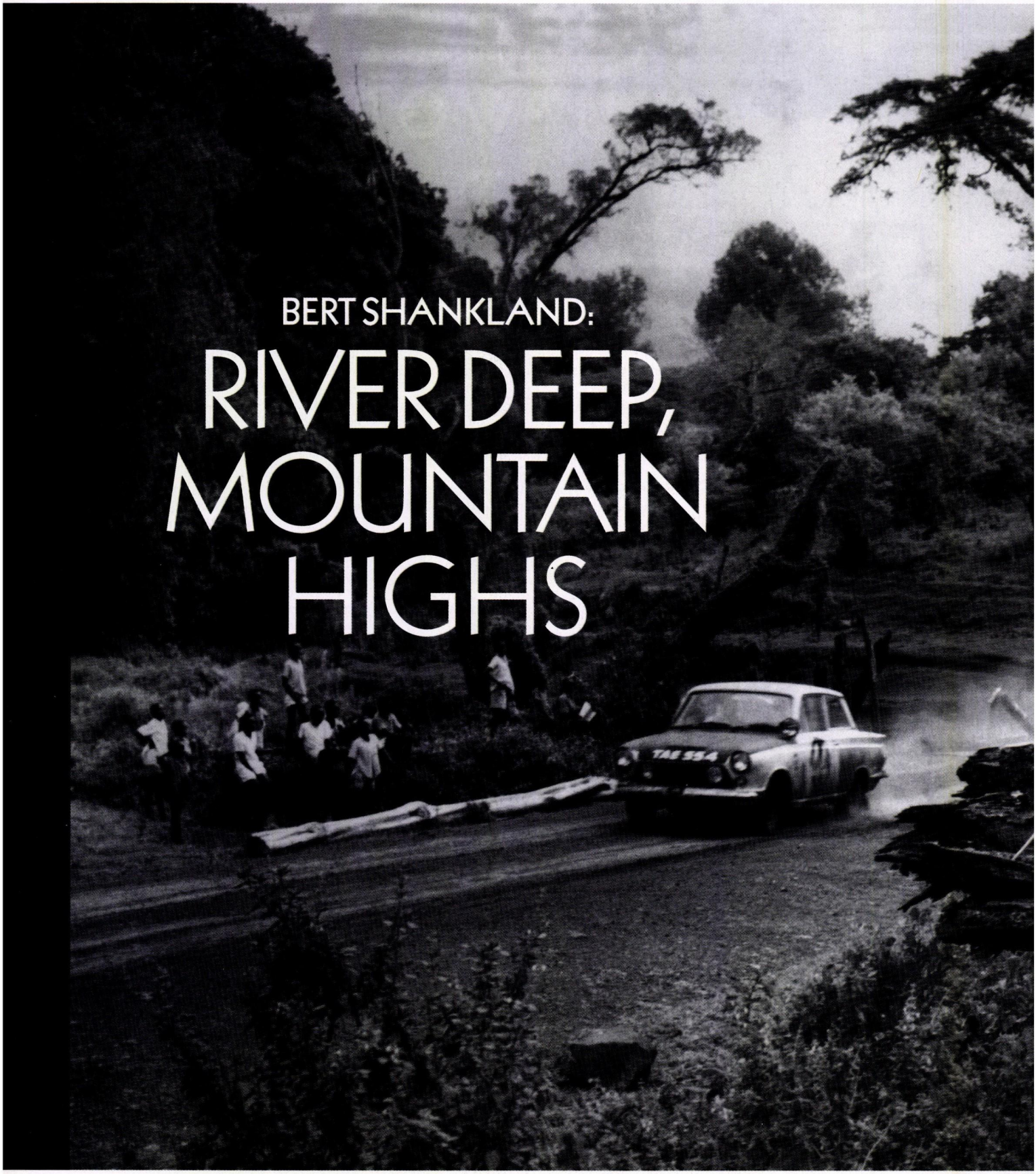
Italian Carlo Borrani licensed the Rudge-Whitworth design for his famous wire wheels, which Ferrari used on its grand prix cars into the early 1960s. Rudge's wheels were also used by German giants Auto Union and Mercedes during the 1930s, proving themselves well able to transmit engine power in excess of 500bhp and sustain speeds of over 250mph in the *Rekordwoche* runs. All with just a couple of firm, not heavy, blows of a copper-faced hammer to tighten the eared spinners – a refinement of the original Rudge design introduced by Peugeot in 1913, in place of a large spanner.

But the 1930s weren't kind to Rudge. Profits had been largely spent on its motorcycle racing exploits, so when the Great Slump struck, there was nothing in the kitty to tide the company over. The Receiver had to be called in and Rudge was sold off piecemeal. When John Pugh died, broken-hearted, in 1936, only the motorcycle business remained.

EMI, of all people, eventually bought that with the intention of moving operations to its Hayes factory in Middlesex, but war with Germany once again intervened. Jaguar acquired the rights to Rudge's wheel business and together with Dunlop continued to exploit the design – first with wire wheels, then disc wheels – long after WWII finished, on the XKs, C-type, D-type and E-type. Similar designs were used by others like MG.

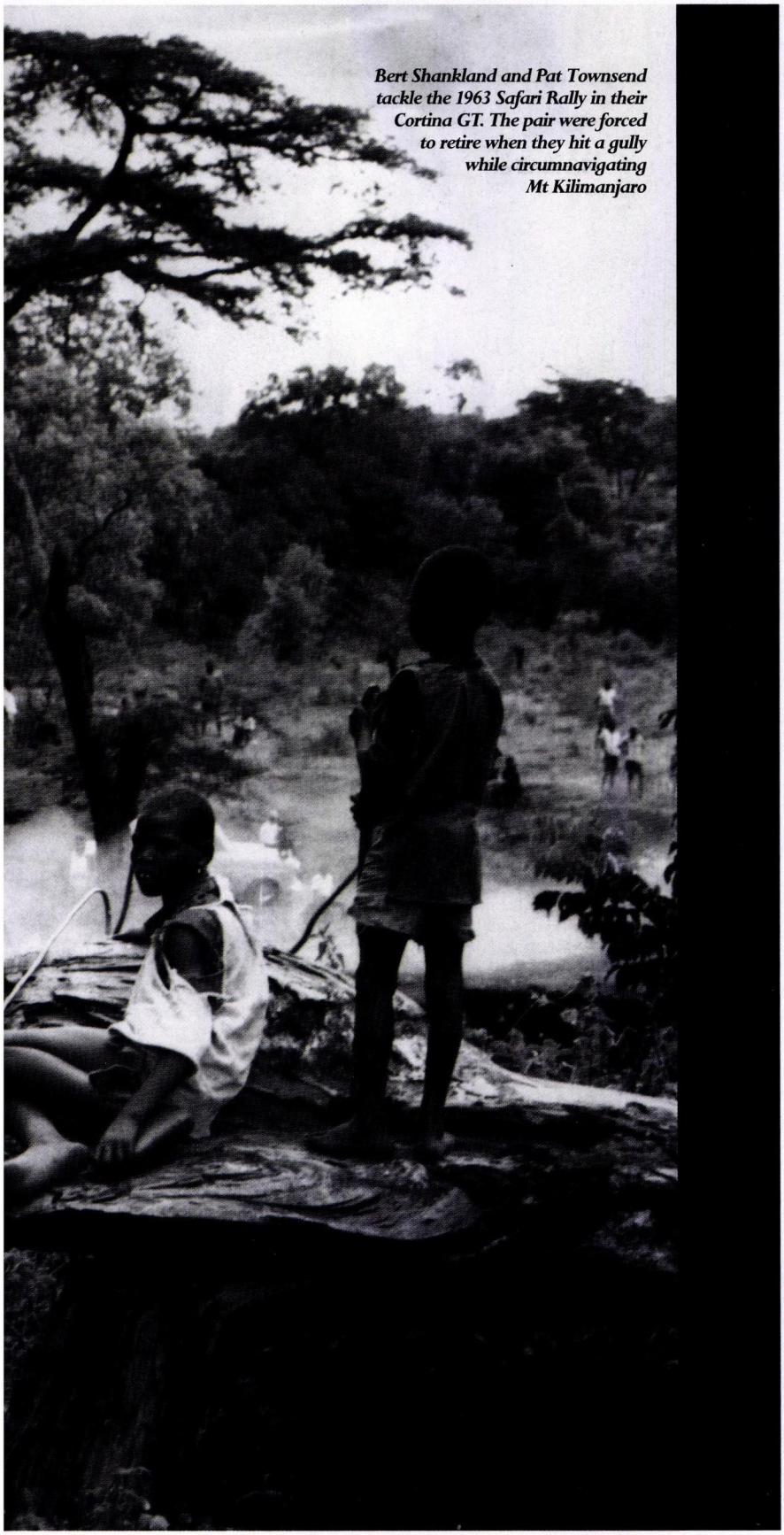
Simple, effective, failsafe, the Rudge-Whitworth wheel was an object lesson in how a little original thought can save a lot of engineering complication. So why isn't it still used? ■

LAT



BERT SHANKLAND:

RIVER DEEP, MOUNTAIN HIGHS



Bert Shankland and Pat Townsend tackle the 1963 Safari Rally in their Cortina GT. The pair were forced to retire when they hit a gully while circumnavigating Mt Kilimanjaro

THIS IS THE STORY OF HOW AN EXPAT SCOTSMAN CAME WITHIN A WHISKER OF SCORING A SAFARI RALLY HAT-TRICK IN THE SIXTIES. BERT SHANKLAND IS A LEGEND IN AFRICA, AN UNKNOWN HERE. JOHN DAVENPORT PUTS MATTERS RIGHT

DURING THE LATE 1980S WHILE DRIVING TOWARDS Dar es Salaam, Bert Shankland discovered the true meaning of fame. Thirsty, he stopped to buy a coconut from a roadside salesman. The man had a dog that preceded him, walking jauntily as they went to get the fruit. "That's a fine dog you have," said Bert. "Yes," replied the man, "he's called Shekland." "Why?" asked Bert. "Oh, after that champion driver who won the Safari twice."

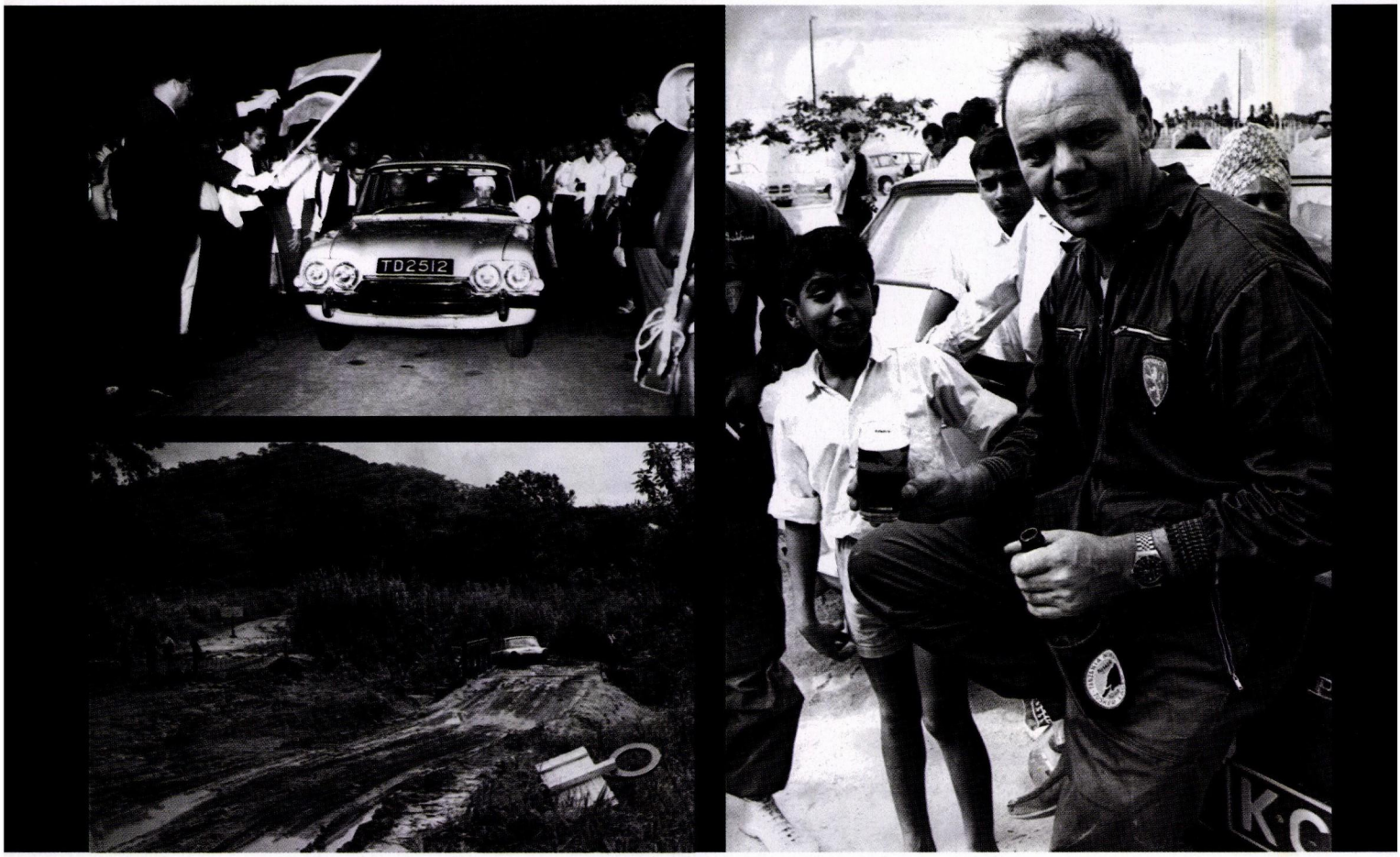
When Bert Shankland moved from Scotland to Tanganyika in 1957, he had no idea that he might become a rally driver or indeed one of Tanganyika's most famous sportsmen. Trained as an agricultural engineer, he learnt of a vacancy at the main Ford dealers, Riddoch Motors in Arusha, while doing a hydraulics course at Ford's agricultural site in Boreham. Rallying only entered his life when a local cattle buyer, John Aitkenhead, asked him to co-drive his Ford Consul Mk2 on the 1958 East African Safari Rally. They took along Erik Nielsen, a Danish engineer who worked for Riddochs on the car side of the business. Preparation comprised fitting two mud-grip tyres to the rear wheels and two spotlights to the front of the car. They were finishers in a year when there was no overall classification.

The following year, Bert teamed up with a local farmer, David Read, to compete in a Ford Zephyr Mk2 and things were going well in what was quite a dry year until the stub-axle broke and catapulted them into retirement. For his third attempt on the Safari, Riddoch Motors came up with a Ford Anglia. This was a 998cc version, absolutely standard and consequently far too high-geared for rallying. His co-driver was Aitkenhead and, despite some worrying moments in the mud of Tanganyika, they came through to finish 23rd.

Shortly after that, Bert moved to Dar es Salaam and took over responsibility for servicing Ford cars for Riddoch Motors but lost his connection, temporarily, with a supply of Ford cars for rallying. He did not compete on the 1961 Safari but was offered a Simca Montlhéry 1500 for the '62 event by the importers, a Danish firm called TOM Overseas Trading. The car came with Fritzten Hope as co-driver, but was sadly considerably below both their expectations. Prior to the event, Fritz's boss had enquired, "This bloke Shankland works for Ford – do you think he'll drive it properly?"

According to Bert, the Simca was the "biggest heap of rubbish I ever saw". Just about everything broke on the dry northern leg in Kenya. The final blow came on the way into Mombasa, when the petrol tank fell out and started digging into the ground, severely impeding progress. Bert threw it away and jury-rigged the engine to run on a supply from a petrol can. But their time loss was too great and they were time-barred.

It was about six months after that traumatic run in the Simca that Chris Rothwell came into ➳



Top: Shankland's Classic won '63 Tanganyika 1000. Left: With a bridge down, Cortina finds an alternative route. Right: Bert with very welcome refreshment

Riddoch Motors to arrange a service for his Anglia. Chris had come out to Tanganyika after leaving the army to develop a Special Forces programme for the Colonial Police. He got talking with Bert and evinced an interest in rallying, mainly based on doing navigational events back in England. Bert suggested that he should come along to the Tanganyika Motor Sports Club, and they started contesting small rallies together.

For the 1963 Safari, Riddoch Motors provided Bert with a Ford Cortina 1500 and Hughes Motors in Nairobi fitted it with Pat Moss's recce engine before the start. His co-driver was Pat Townsend, an Arusha man who should have known the roads round Mount Kilimanjaro well, but 'forgot' one ditch and ended their rally by driving into it at high speed. Until then, they had been doing rather well, mixing it with the works Cortinas. Encouraged, Riddochs gave Bert a 1340cc Consul Classic for the 1963 Tanganyika 1000 and he took Chris Rothwell.

In the course of what they both describe as a 'tricky' event, they discovered an ability to work together in difficult situations to create a successful outcome. For example, at night near Handeni, the road and the area surrounding it had deteriorated into a bog dotted with trees and rally cars. The Classic had lost reverse gear so no mistakes were permissible. Chris went off into the undergrowth with a torch and found a way through. Bert took on a bit of speed and followed the signals. For Chris it was a character-forming exercise as, at the furthest end of his recce, he was convinced that he could hear lions roaring. Bert heard them too, but he was able to reassure Chris afterwards that the growling was nothing more than a car with a broken silencer trying to drive through deep water.

They won the rally – the first of six wins on the Tanganyika 1000 – and a partnership formed that was continue for another seven years. Their first Safari together, however, was not until 1965. At the end of 1963, Bert left Riddoch Motors to join the Peugeot dealer Tanganyika Motors, and for the 1964 Safari he shared a 404 with one of their regular drivers, Ken Kassum. They finished sixth overall in a year that was fairly wet and saw only 21 cars get to the finish.

The following year, the car was a 404 Injection, supplied by the factory, but with final preparation done locally under Bert's supervision. Driving the new car back from Mombasa to Dar es Salaam before being worked on, Bert had problems with the fuel feed that were not fully identified; they came back to haunt him on the rally. The problem was a small in-line fuel filter whose purpose was to protect the fuel injection pump from dirt that could get into the tank. But there was too much dirt and the filter blocked easily. Unblocking it required the crew to lie down on their backs under the front wheel, uncouple the filter and blow out the line with compressed carbon dioxide. Meanwhile, petrol would be cascading down on them. Chris in particular took more than his fair share. Control officials on the event were often treated to the sight of a man leaping from a rally car wearing only underpants. The overalls were drying out in the rear of the car in an attempt to prevent petrol burns to sensitive parts.

It's worth mentioning that the seats on these rally cars were just normal standard production affairs (a split bench job). This enabled Bert and Chris to change drivers while on the move and thus prevent another car from repassing them and making them

'Rothwell was sure he heard lions roaring; Bert assured him it was a car with a broken silencer driving in deep water'



Flooded roads were common on the Safari, and Shankland/Rothwell were very adept at dealing with them. Ingenuity was a key factor in their two victories

eat dust. The manoeuvre started with Chris getting into the back and reaching over Bert to put his hands on the wheel. Bert would then duck sideways while keeping his feet in play and Chris would swing his legs over the back of the seat to complete the change. "It was best done at about 50mph on a reasonably straight downhill stretch," Bert confides. The 404 also benefited from what Peugeot called 'thermostable' brakes. The system comprised much larger drums fitted with special shoes, both of which were trailing, plus a double-size servo.

"I never found anything better until we got discs with the 504," says Bert. "They were as good in water as out of it. The only thing you had to be careful with was that they had a very quick and effective action in reverse."

With all the fuel problems, it was not surprising that Bert and Chris finished a relatively lowly 11th. But it might have been considerably lower still had it not been for their creation, with Hugh Lionnet and Phillip Hechle, of the first four-wheel-drive Peugeot to tackle the Safari. From Bagamoyo up to the main road at Msata was always a horror in the mud, and this year was no exception. To get up the hill, they simply lashed the two Peugeot 404s together, fitted chains to all four driving wheels and drove flat out past dozens of other cars.

By the time of the 1966 Safari, Bert and Chris had won the Tanzanian rally championship four times – the change in title came with Tanganyika's amalgamation with Zanzibar in 1964. All they needed was a good starting number from the draw and they felt they were in with a chance. They got number 15 and, with a wet Tanzania kicking off the event, were never far from the front. By quarter distance at Dar es Salaam, they led Erik Carlsson in the Saab by just one minute. By the halfway point back in Nairobi, Erik was out with a broken sump and only 16 crews out of 88 starters were running. This was despite the total permitted lateness being increased to 12 hours.

The Tanzanian pair led by 100 minutes setting out on the northern leg. The only driver to erode that lead was Vic Preston Snr, but then, running first car on the road, he got stuck at a bridge behind a lorry and the Peugeot's lead was safe. They came home 55 minutes ahead of Preston, top finishers of just nine survivors.

The following year could not have been more different. The conditions were dry and many of the sections were easily completed in the time allowed. The run down to Mombasa through the Taita Hills saw Bengt Söderström take an early lead in a Ford Cortina GT, with Bert and Chris second by six minutes. So dry was it that the flying Swede took only two more minutes off them on the whole of the Tanzanian section back to Nairobi. But then Söderström crashed into some roadworks.

The next challenger to the Peugeot's inherited lead was another Cortina, driven by Jack Simonian, which flew through the classic Kerio Valley section, one of the few that was not driveable in time, to be 12 minutes quicker than Bert and Chris. But it was a short-lived lead since Simonian crashed while avoiding a deer on the run up to Meru behind Mount Kenya, and once again it was left to Vic Preston to follow a triumphant Shankland and Rothwell over the finish. Their only disappointment? "Well, we didn't get quite as good odds with the bookies that second year."

Peugeot were delighted and, with these wins added to that of Nick Nowicki's in 1963, East ➳

'To get up the hill, they lashed the two Peugeot 404s together, fitted chains to all driving wheels and drove flat out'



Having joined Peugeot dealer Tanganyika Motors for 1964, Bert took the 404 to sixth place overall, but got a 'pot' for taking victory in the 1601-2000cc class

Africa was indeed, as their adverts suggested, looking like 'Peugeot Country'. The Safari had had double winners before – D P Marwaha/Vic Preston and Bill Fritschy/Jack Ellis – but now came the question as to whether the Tanzanians could make it a hat-trick. That they so nearly did is stuff of legend.

It was wet in 1968 and a mere seven cars were destined to finish – just as there had been in 1963. The first leg went into Uganda and back round Mount Elgon. It was damp and slippery but nothing like what lay ahead for the second leg down in Tanzania. Joginder Singh in a Datsun Cedric was the pace-setter but then he got stuck for a couple of hours so that the Cortina of Peter Huth was leading at Dar es Salaam. Then Huth got stuck on the infamous Kiroka Pass and took an hour and a half to cover 20 miles, letting the Peugeots into the lead.

Bert and Chris were now a close second behind Nowicki. They had a few problems, one of which was that a baffle inside the sump of the 404 that had been spot-welded in place had worked loose, and the spot-weld itself had started to leak oil. "Every time we saw the red light come on, we would stop and pour some more oil in," recalls Chris.

The engine rattled horribly but seemed to be coping with the strain. They had an agreement with Nowicki and Paddy Cliff that they would pull over before Nairobi in order to allow the hat-trick. But it was a ploy that was never needed as, going into Arusha with three controls left in the 3500-mile rally, a connecting rod broke. For a long time, Bert and Chris assumed it was the lack of oil that had caused it to go, but the Peugeot engineers brought back the bearings to show them. They were perfect.

In 1969, Tanzania fell out with the Safari organisers because the event always started in Nairobi, and forbade any of their nationals to compete. The rally was held only in Kenya and Uganda; Bert and Chris went fishing.

The following year, the rally started in Kampala, with a promise to start in Dar es Salaam in 1972. Literally at the last minute, the Tanzanian crews were authorised to compete. Their numbers were not drawn in the ballot but allocated at the end of the field, so Bert and Chris drew 94. The car was a Group 1 Peugeot 504; to say it was hastily prepared would be a gross understatement.

Even so, this event proved their most satisfying Safari drive, even if it only netted third place. To pass so many cars – they were 12th car on the road by Mombasa – in an unproven car was a feat to be proud of. "I think everyone was feeling sorry for us and pulled over in the dark," says Bert, "but we were also driving fit to bust with nothing to lose. It was the car that was suffering."

This was also the swansong for this Tanzanian double act. In 1970, Chris Rothwell returned home to live in England where he became an Estate Manager in Dorset. Bert Shankland quit his post as Managing Director of Tanganyika Motors 17 years later, and returned to Midlothian where he pursues his hobbies of fishing and shooting. It was a further three years before Chris came home one evening to hear familiar tones enquiring: "Do you know of any good shooting round here?"

Nowadays, their joint activities are restricted to some quiet fishing on a loch and exchanging stories about rallies past, though the mention of getting 'Old Number 15' out of the Peugeot museum for a possible Safari revival in 2002 was well received. The driver-swapping might have to take a back seat of course. M

'The 1969 Safari was their most satisfying. To pass so many cars in an unproven car was a feat to be proud of'

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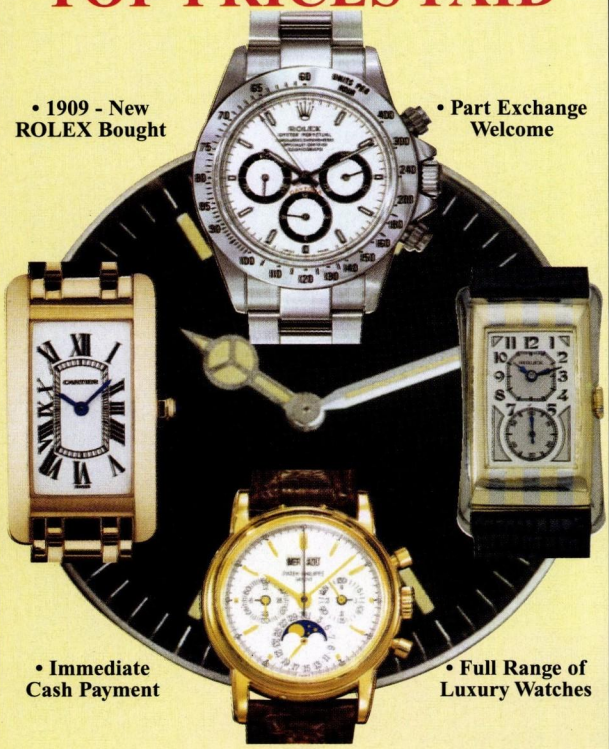
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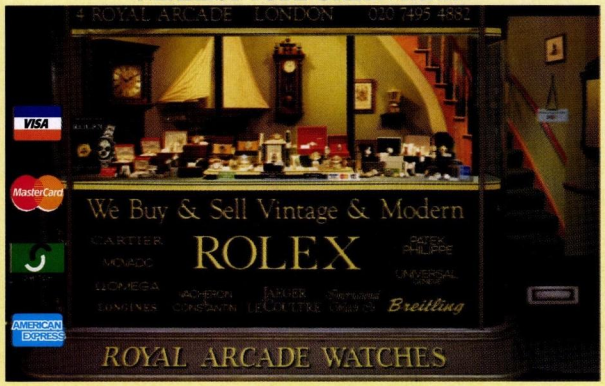
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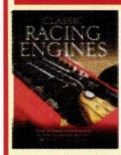
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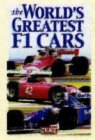
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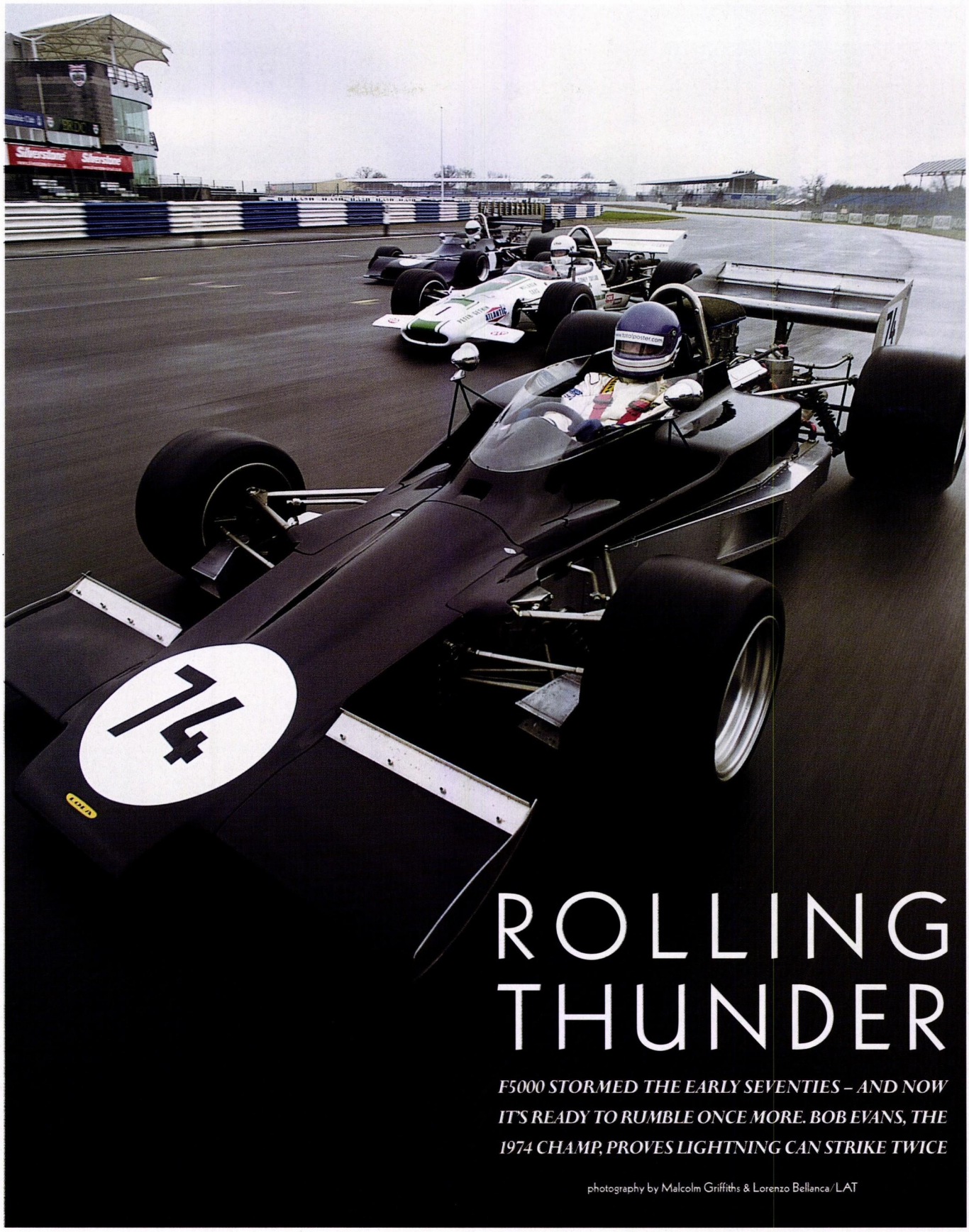


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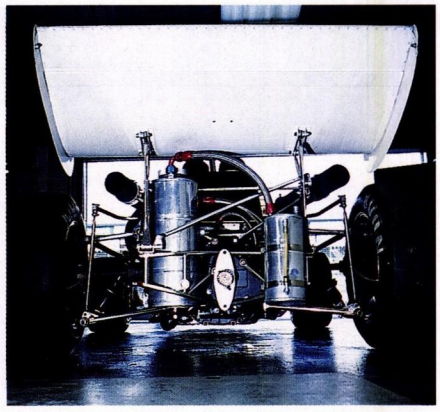
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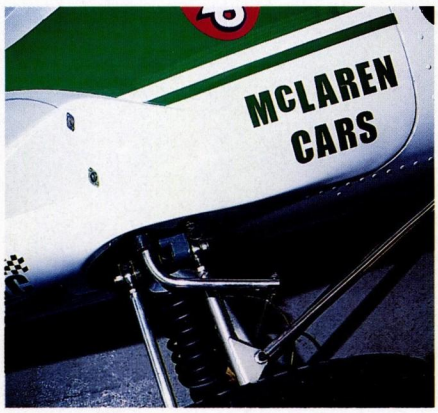
F5000 STORMED THE EARLY SEVENTIES – AND NOW IT'S READY TO RUMBLE ONCE MORE. BOB EVANS, THE 1974 CHAMP, PROVES LIGHTNING CAN STRIKE TWICE

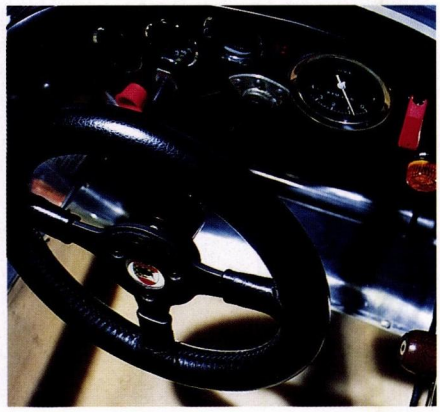
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Clockwise from above: Evans was soon getting his points across; double-wishbone front end; M10B turns a wheel for the first time in years; rear end typically cluttered; when steering wheels were round

HE HAD SOUNDED KEEN ON THE PHONE. JUMPED AT it. Now he's not so sure. Can't say I blame him. Silverstone hardly rests easy on the eye even on the most glorious of days, and this morning has dawned slate grey, dank and dour. The Nissan Micra hire car he's driven from Gloucestershire is vivid (almost livid) in lilac – but its performance has hardly lifted his spirits.

He raises a smile, though, as I reach out a hand in greeting. He's not changed much, has Bob Evans, the 1974 Rothmans European F5000 champion; spotted him a mile away in the paddock.

His unsure demeanour descends again, however, when I impart my news. Only one of the three cars promised has so far arrived. The ex-Peter Gethin 1970 championship-winning McLaren M10B is immaculate in its original Sid Taylor green-and-white livery, but it has yet to turn a wheel in anger since its winter rebuild – and now it won't start. Its Chevy 302, a cathedral of grunt with eight twisted-spire inlets, is as quiet as a church mouse.

Better news. The second car has arrived. Bob beams. It's a Trojan T101, like the one he drove for Alan McKechnie in the 1973 F5000 series. He won the penultimate round that year, at Snetterton. He climbs aboard and immediately feels at home. Until the team point out they have no wets. It snowed yesterday and the track is saturated. The last high-powered single-seater Bob drove had two chassis and the mechanics reported back to Colin Chapman. It's been 20 years. Will it all come back to him? What's he forgotten? Can he still hack it? This is no time for risks. We will have to wait, our fingers crossed.

And then the Lola turns up, a 1973 T330, the forerunner to his title-winning T332, the car he remembers most fondly. The bodywork is off, revealing its spindly aluminium bathtub monocoque. More a foot spa than a bathtub. He slides his legs under the 'bent wire' dash hoop. But what's this? It feels alien. And they too have no wets. Can't possibly drive it like this. Oh.

"IT WAS TERRIFIC FUN," BOB REMINDS HIMSELF AS WE crowd into the Micra and out of the cold. "People talked about Formula 5000 as being the country cousin of Formula One, and I suppose it was to a certain extent, but they were magnificent cars to drive and provided a great spectacle, particularly the starts." He pauses. "I had the nickname 'Don Garlits' because of my knack of making quick getaways, of just smoking the tyres enough." He smiles at the recollection. It is starting to come back, well up. That feeling. Still yet to define it – but it is there. No doubt about it.

"It was a tremendous time," he continues. "We

McLAREN M10B (Chassis 400-6)

ENGINE

Type	Chevrolet, 5000cc, 90-degree V8, cast-iron block, alloy head, pushrod, 2 valves per cylinder
Max power	460bhp @ 7000rpm
Carburation	4 Weber 48IDA

DRIVETRAIN

Transmission	Hewland DG300, 5-speed transaxle
Clutch	AP, hydraulic, dry, multi-plate
Final drive	3.44:1

CHASSIS

Type	aluminium monocoque
Wheelbase	101in
Track	59.5in (f), 60.5in (r)
Weight	1300lbs
Suspension (f)	double-wishbone, outboard coil springs/Armstrong dampers
Suspension (r)	twin radius arms, single upper links, lower wishbones, outboard coil springs/Armstrong dampers
Brakes (f)	Lockheed, four-pot, 10.5in discs, vented
Brakes (r)	four-pot, 11.63in discs, vented
Wheels	11 x 15in (f); 15 x 15in (r)
Tyres	Avon, 11 x 23in (f), 15 x 26in (r)



The colours of mercurial Irishman Sid Taylor were a familiar sight on the circuits during the 1960s and early '70s. In 1970, he landed the semi-works F5000 McLaren deal – and made the most of it

were doing things right. We were winning. Beating good people. Alan's team was very tightly knit. He had an apple farm and vineyard, and I lived there in one of the workers' cottages. So did the [two] mechanics. And there was a small purpose-built workshop in the middle of it."

They were David; Goliath was Count Van der Straaten's Chevron squad, which consisted of Gethin, aka Mr F5000, and 1973 European champion, Belgium's Teddy Pilette. But hang on, we are getting ahead of ourselves. First, a step back.

MORGAN AND TVR RACER MATTHEW WURR IS JUST seconds away from his maiden run in a powerful single-seater, but he is happy to demur, step out and let Bob in.

Evans was making his name in a mauve Palliser Formula Ford when Gethin was winning with this car, and he's never driven an F5000 McLaren until today. He's looking forward to the experience – joint owner and rebuilder Mark Longmore and his team have brought some Avon wets, you see.

Mauve – it's a bit of a theme – skid-lid jutting out of the cockpit, Bob slips the clutch just enough and trundles down the pitlane. And disappears. Nervous glances are cast as he is now long overdue. A spin and stall? Another electrical glitch? A shunt? No, none of these things. The marshal wouldn't let him



Gethin and M10B dominated F5000 during 1970

'People talked about it being the country cousin of Formula One, but they were magnificent cars to drive and provided a great spectacle'

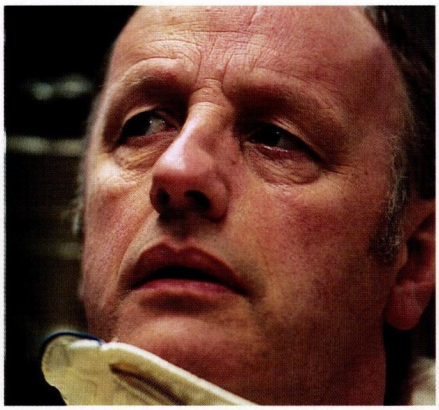
out; he'd forgotten to sign on. Like I said, it's been a long time.

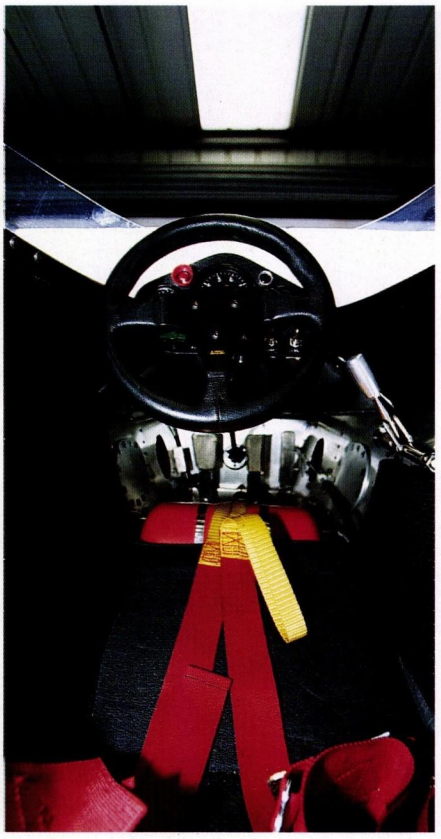
A lap, at last, and pit. Visor up. Eager crew lean in. Racer's tic-tac, he's still fluent, describes pitch and roll. Too stiff. Soften the bars. And lose some psi from the tyres. What are you running? Fourteen and 16. Thinks, 'What did we run?' Try 14 and 12.

And out again. Couple of laps. Red flag. Couple of laps. Red flag. For some, the track is set on fast spin. But Bob keeps it clean.

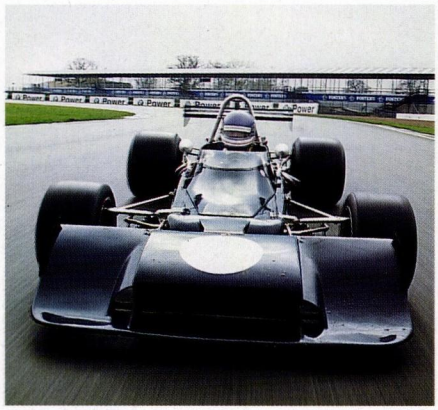
"I didn't spin much during my career," he says. "Maybe I got a reputation for not trying hard enough because of that. There are stories of people going out and spinning on purpose in an effort to find the limits of a car. But that's bollocks. The way to do it is to gradually hone the car." Bob was in demand as a test driver. For him, racing was more a battle between himself, his car and the track. Dicing was secondary. He was happy to mix it when necessary, but his smooth, unhurried style was better suited to running at the front.

"That felt very easy to drive," he says of the M10B, the relief all too apparent. "The early F5000 cars were very docile – until you pressed the loud pedal. The McLaren does not have much downforce and is much softer than the cars I am [note present tense] used to. You can feel what's going on, plenty of warning. Which is handy because F5000s were ➤➤











Clockwise from above: Trojan's F2 monocoque provides tighter fit than M10B; full-width nose not very effective; man in hot seat; stock-block noise can bring house down; eight chokes gulp in air

never any good in the rain – especially if you were on Goodyears, which were crap by their own admission. I learned more about wet-weather driving from Jacky Ickx in one Dutch GP than I did in the whole of my F5000 careër. Those cars were very twitchy and it really was a case of point-and-squirt."

The day is under way, the sun is peeking through – metaphorically as well as meteorologically.

On the understanding that we will not exceed 50mph, Bob is persuaded to drive the slick-shod Lola in the wet for the on-track photography. He does so deftly, its chisel nose sat squarely on – and occasionally, under – the bumper of the camera car. Viewed through a rear-view mirror, those looming radiators endow the Lola with a menacing aura – motor racing's very own linebacker, padded up, hunkered down, ready to do some damage.

In its cockpit, a revelation is in genesis. Even at unrepresentative speed, Bob can tell this car is yards better than the McLaren. He had worried whether he would be able to spot any difference, whether he's lost that feel, but it's still there. The track is drying. He's getting a taste for it.

THE M10 WAS THE FIRST GREAT F5000 CAR. GETHIN used it to take the European title in 1969, the formula's first year, and 1970, winning eight of the first 12 rounds in the latter season. Formula One took preference thereafter and Swede Reine Wisell inherited the drive, adding another three wins to the car's tally. Based on the M7 F1 car, it was the class of the field. The bulk of them were built under licence by Peter Agg's Trojan concern in Croydon, although this particular chassis is said to be one of two constructed at McLaren's Colnbrook base.

When McLaren pulled out of F5000 at the end of 1972 in order to concentrate on Formula One and Can-Am, Trojan decided to go it alone, hiring Ron Tauranac to meld McLaren M21 Formula Two chassis with big block power. The T101, the second piece in today's puzzle, was the result. Simple, small (the M10B is whale-like in comparison), neat, quirky but effective. Jody Scheckter used this very chassis to kick off his L&M Championship campaign in 1973, winning three times before a crash forced him to switch to a Lola T330, with which he won once more to round out the title. In Europe, the T101s were driven by John Watson, Brett Lunger, Keith Holland – and Bob Evans.

"It's just like I remember it," he grins after his dry-line laps. "Even down to the slightly awkward gear change. I remember they had trouble getting a direct linkage; the mechanics of it, the throw, weren't very good, but we just had to live with it.

"It was a twitchy old thing, the Trojan. It would put its power down very well exiting slow corners

TROJAN T101 (Chassis H102)

ENGINE	
Type	Chevrolet, 4998cc, 90-degree V8, cast-iron block, alloy head, pushrod, 2 valves per cylinder
Max power	435bhp @ 7000rpm
Carburation	4 Weber 48IDA
DRIVETRAIN	
Transmission	Hewland DG300, 5-speed transaxle
Clutch	AP, hydraulic, triple-plate, dry
Final drive ...	3.44:1
CHASSIS	
Type	aluminium monocoque
Wheelbase ...	100.5in
Track	58.5in (f), 60in (r)
Weight	1350lbs
Suspension (f)	double-wishbone, outboard coil springs/Trakspax dampers
Suspension (r)	twin radius arms, single upper links, lower wishbones, outboard coil springs/Trakspax dampers
Brakes (f) ...	Lockheed, 4-pot, 10.3in discs, vented
Brakes (r) ...	Girling, 2-pot, 10.3in discs, vented
Wheels ...	11 x 13in (f); 17 x 13in (r)
Tyres	Avon, 10 x 20in (f), 15 x 26in (r)



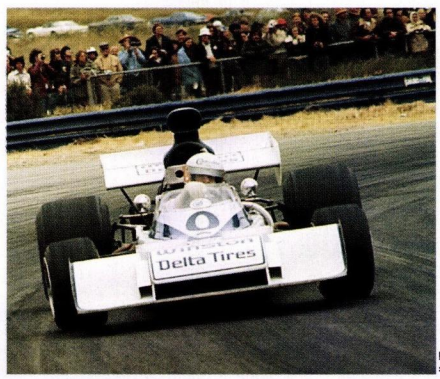
Later F5000s moved away from adapting F1 cars, instead preferring smaller F2 chassis. Trojan T101 gave Evans first taste of category success. Car was exactly how he remembered it – quick but twitchy

(it was fantastic out of Druids at Brands), was quick in a straight line and braked well, but it wasn't very well balanced and didn't like changing direction – you never could get much downforce with those full-width noses.

"It suited certain styles, like Keith Holland, who was a brave, sideways driver, if you like. But it was this car that made me realise that I could do it. After catching a slide at the old Woodcote during the 1973 International Trophy meeting, I came into the pits thinking, 'Now you can call yourself a real racing driver'. It was the same today. Getting the feeling of the back breaking away was uppermost in my mind. Once it had happened a couple of times and I had dealt with it, I was able to forget about it and concentrate on everything else."

The 1973 season was a learning one for Evans and McKechnie Racing; they finished ninth in the championship, but full of confidence because of that late-season win at Snetterton. With increased support from STP, who had pulled out of F1 at the end of 1973, and Henley Forklift Trucks, the team's £50,000 budget allowed them to buy and run a brand-new Lola T332.

The Huntingdon marque had struggled in F5000 initially, the T190 proving a dog, and it wasn't until Frank Gardner drastically increased its wheelbase that it was able to match, and occasionally beat, the



LAT

Scheckter's 1973 American success began in T101

After catching a slide at the old Woodcote, I came back into the pits thinking, 'Now you can call yourself a real racing driver'

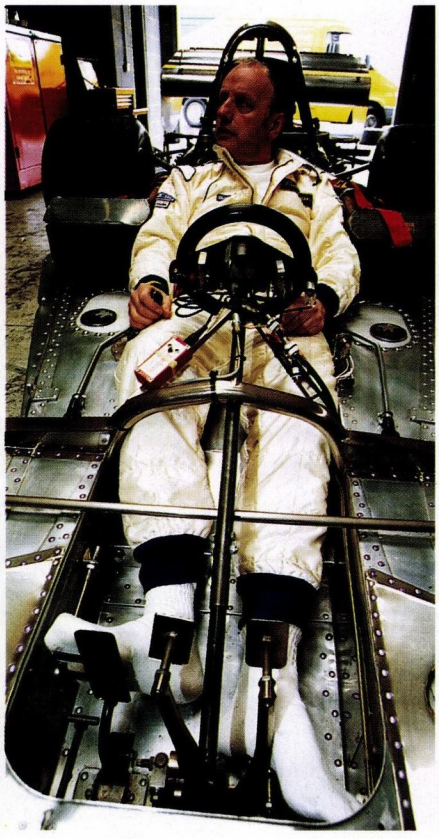
M10B in 1970. The Australian took the title the following season using a T192 and, more significantly, a T300 – the car that launched the high-rad look. Based on the T240 Formula Two car, it was, by the brutish standards of the day, svelte.

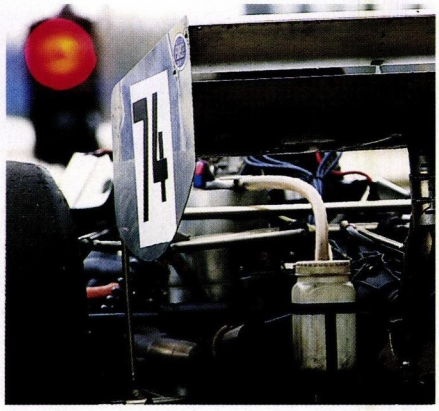
By 1974, F5000 in Europe had boiled down to Lola versus the VDS Chevrons. The latter outfit won the title in '73 and would defend it on the back of Gethin's hard-fought Tasman title win of the Down Under winter. But McKechnie Racing were ready for them. Evans started the season slowly, but kick-started his year with a memorable, calm-under-pressure victory over benchmark Brian Redman's similar car at Brands Hatch on Easter Sunday. In the second half of the season, Bob was the quickest man in the field, regularly setting pole, and he strung three wins together, at Mallory Park (a thriller with Gethin), Mondello Park and Thruxton.

But a double-points finale at Brands meant the title was up for grabs. An early blow-up left Bob with a tense wait. If Gethin could finish second or higher, the title would be his. He finished third, rueing his decision to fit intermediates to the rear of his Chevron B28. They chunked as he flunked.

ALL OF A SUDDEN, THE OLD LOLA FEELS EXTREMELY comfortable. As soon as the bodywork was refitted and its skyscraper cockpit sides – "You can't see ➠











Clockwise from above: Evans did not feel at home in Lola – initially; all the right mauves; chisel profile developed more downforce than rivals; 74 doffs cap to Evans' title win; red-lined at 7000rpm

anything out of the damn things" – hugged the shoulders, it all made perfect sense. The Lola was another step again: better driving position, better attention to detail, better everything. Better get on with it.

As soon as the motor fires, its bottom pulley fizzing ominously close to the driver's neck, second is selected – Evans always ignored bottom gear on the five-speed Hewland DG300 – and the car is moving. Despite a tendency to jump out of fourth, and an engine that felt 50bhp down (partly down to not getting full throttle), this is the car that makes an ex-racing driver very happy.

"The Lola is a different level of sophistication," says Bob. "You had to work very hard in the Trojan to make it do things the Lola would do easily. The later cars, with more downforce and their better suspension geometry, were much more nervous, much closer to the way a Formula One car behaved.

"The Lola is much better than the Trojan at putting its power down, under braking, at changing direction and dealing with bumps and camber changes. It almost made Luffield [the tiresome, never-ending right-hander at the end of Silverstone's lap] enjoyable – it's that good. It's more adjustable, has much more wing area and downforce, which meant you didn't get the terminal understeer you had with the Trojan.

Lola T330 (Chassis 04)

ENGINE

Type	Chevrolet, 4998cc, 90-degree V8, cast-iron block, alloy head, pushrod, 2 valves per cylinder
Max power	480bhp @ 7300rpm
Carburation	4 Weber 48IDA

DRIVETRAIN

Transmission	Hewland DG300, 5-speed transaxle
Clutch	AP, hydraulic, twin-plate, dry
Final drive ...	3.44:1

CHASSIS

Type	aluminium monocoque
Wheelbase ...	102in
Track	64in (f), 63in (r)
Weight	1362lbs
Suspension (f)	double-wishbone, outboard coil springs/Armstrong dampers
Suspension (r)	twin radius arms, single upper links, lower wishbones, outboard coil springs/Trakspax dampers
Brakes (f) ...	Lockheed, 4-pot, 10.35in discs, vented
Brakes (r) ...	4-pot, 10.5in discs, vented
Wheels ...	11 x 13in (f); 16 x 13in (r)
Tyres	Avon, 10 x 20in (f), 16.2 x 26in (r)

"The Chevrons always seemed to be quicker in a straight line than us, but I think the Lola had the better chassis. That was proved to me when it jumped out of gear at Copse just now; had that happened in the Trojan, I think I would have spun.

"The Lola, as Mario Andretti would have said, is a boulevard cruise. That's the sign of a good car; you could run it softer and get more grip. You could really load it up; you always wanted as much wing as you could possibly run.

"I always liked it because it responded to smooth driving. Because of that big, heavy, cast-iron block mounted high in the chassis, something the designers could do nothing about, the car would set up its own momentum, a kind of oscillation, through a long, fast corner like Stowe or Monza's Curva Grande; I got into one today when I had a clear run through Maggotts. 'The old girl's moving around' – that took me back. Just when you thought these cars were about to oversteer, they would lurch as the engine tried to overtake you. To avoid that you had to adopt the Jackie Stewart approach. If you started changing gear roughly, or changing gear more than you should, you could upset it.

"It was the same with braking. There was no point braking as late as you could because that only served to spoil the balance by making big changes in ride height and wing attitude. By braking that



Rad mist: dozen Lola laps enough to convince Evans he's missed buzz racing generates, T330 better in every respect than other two cars on test. Radical shape first seen on Gardner's T300 in '71

much earlier and changing gear only when I had to – I would often go from fifth to third or fifth to second – I found I was faster. These cars might look all brute force and ignorance, but they responded well to being treated gently."

As do 53-year-old self-confessed desk jockeys: "I had forgotten how physical these cars can be. There you are doing your best to coax them around, and all they're doing is beating you up. They were good preparation for F1, although you had to run at 100 per cent all the time in F1, whereas you could get away with 80 per cent of the time in F5000.

"The acceleration is phenomenal, especially when you are not on the nail. If you pussyfoot around, and then give it a bootful, it feels like you are falling down a lift-shaft. I got exactly the same feeling when I jumped from F3 to F5000.

"Getting used to the brakes is very tricky, too. I remember them being not very good, but it would take a while to work up to the right braking points."

IT'S BEGINNING TO CLOUD OVER AGAIN, BUT NOTHING can darken Bob Evans' reinvigorated spirit. He has been transported back 27 years. The details and anecdotes are flowing and there's a faraway look in his eye as we saunter behind the pits.

"I'd forgotten how much I enjoyed it."

In truth, F5000 never quite lived up to its billing – by 1977 it had been swallowed up by the Aurora F1 series in Europe – but Bob doesn't care; he was there when the series was in its pomp. And won.

Unfortunately, his title was not the springboard to Formula One success he had hoped. He drove for BRM in 1975 and Lotus (briefly) in 1976, but neither of these famous teams were able to provide him with a competitive car.

"Formula One was a fantastic experience and I'm glad I had the opportunity to sample it. But I wasn't prepared for the politics; I wasn't good at that side of the sport. I wouldn't push myself forward. When the phone stopped ringing, I was not willing to sit in people's foyers, pestering them until they saw me.

"In racing, you don't lose the ability, you lose the desire."



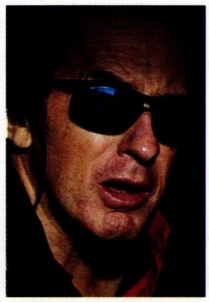
LAT

Regazzoni drove this chassis at Brands in 1973

'The Lola, as Mario Andretti would have said, is a boulevard cruise. That's the sign of a good car; you could run softer and get more grip'

TWO MILES FROM THE CIRCUIT AND THE HEAVENS open. Wide. Lightning flashes. A Nissan Micra is hustling west, its driver, in his mind's eye, at the wheel of a thundering Lola F5000. On slicks. And loving every minute of it.

Thanks to David McLaughlin of FORCE, the HGPCA, Silverstone, Martin Birrane, Dave Scotney, Mark Longmore, Matthew Wurr, Peter Denty Racing and Othmar von Diemar for their help in this feature M



THE ONE THAT GOT AWAY

U.S. OIL BARREN

JACKIE STEWART 1966 INDIANAPOLIS 500

JUST OVER A YEAR ON FROM HIS DEBUT IN FORMULA ONE, A YOUNG SCOTSMAN ASTOUNDED BRICKYARD REGULARS WITH HIS SPEED, RACECRAFT AND REFUSAL TO CRY OVER SPILT MILK

JACKIE STEWART IS BETTER KNOWN FOR WINNING THAN losing, but there's one glaring omission from his impressive CV. With just eight laps to go, victory in the 1966 Indy 500 slipped from his grasp; the wee Scot would never come so close again.

Jack Brabham opened the door for the European invaders when he contested the 500 with Cooper in 1961, and two years later Jim Clark and Colin Chapman shocked the establishment there. Clark won at his third attempt in 1965, and the following year JYS and Graham Hill were tempted over to join him.

"I first went there to try a car out in October of 1965 for John Mecom," recalls Stewart. "I signed to drive with Graham and Rodger Ward in a three-car team in 1966. Of course, I was a rookie, and it was a whole new experience. In reality, I don't think any of the Europeans who went over there drove an Indycar anything like they drove an F1 car, although they were given a lot of credit for being on the pace. Mainly of course because we knew how rear-engined cars drove, and we could maybe get a bit more out of them.

"But the technology at Indianapolis was totally different. We didn't know what stagger meant, and of course we were driving offset cars. There were a whole lot of different elements that were new to us. For instance, suddenly seeing the shadow of your own wheel against a concrete wall at high speed was a bit novel! But it was a pretty good car, an Eric Broadley-designed Lola."

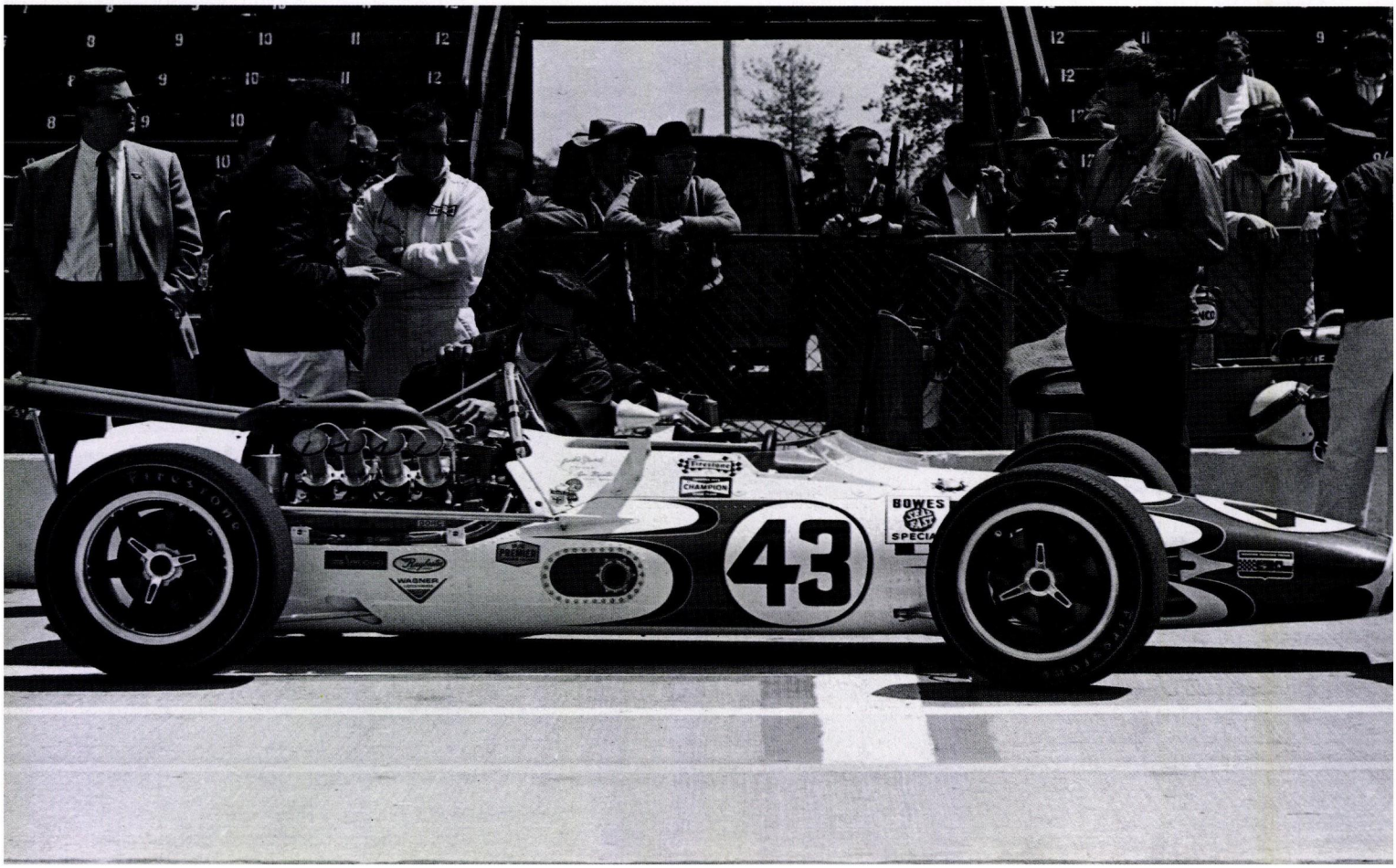
The action kicked off on 4 May, when Stewart successfully passed his rookie test. Ten days of practice led up to the high-pressure roulette wheel of Pole Day.

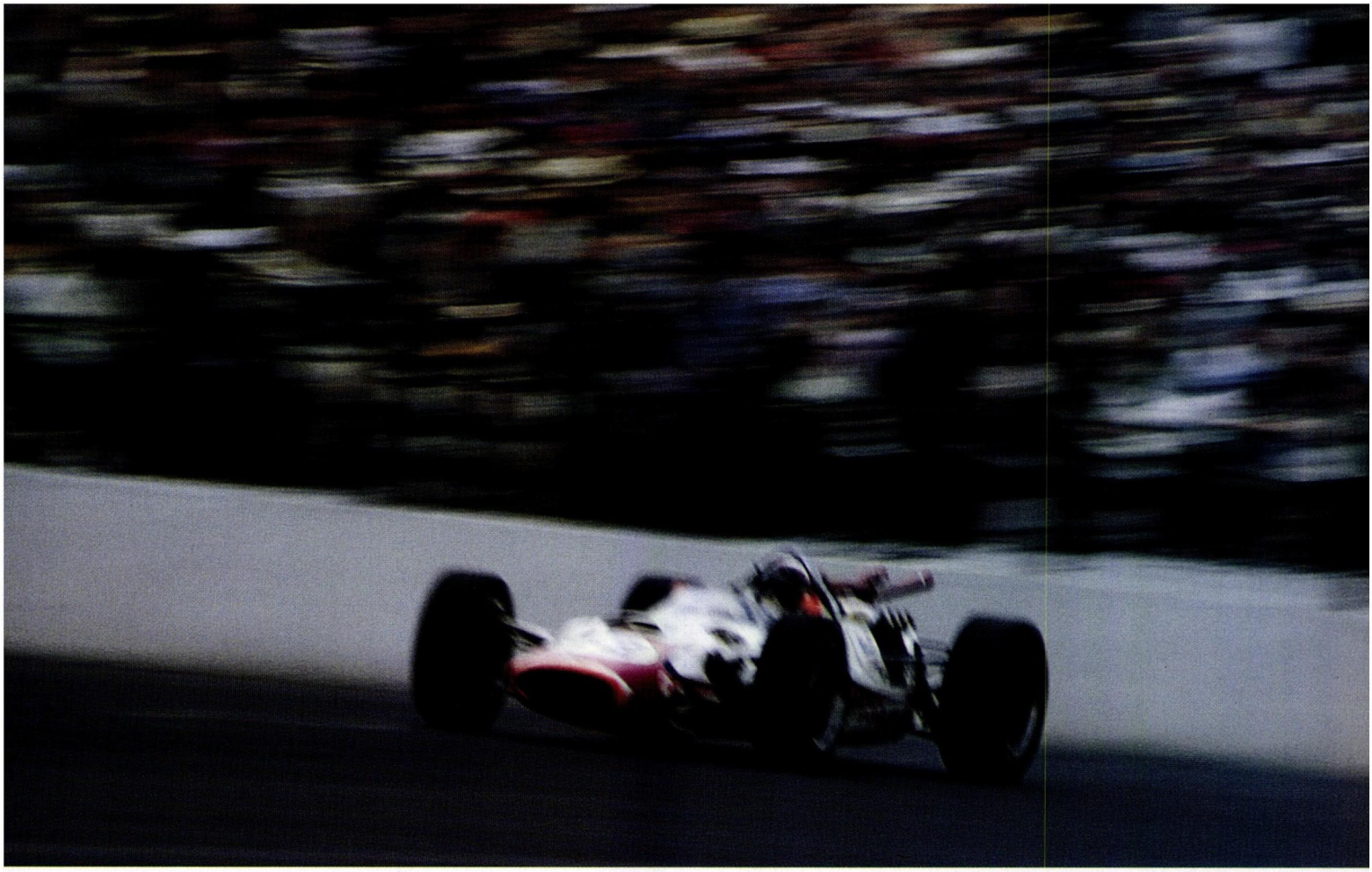
"Qualifying wasn't bad. Being a rookie, it was quite a daunting experience. But I felt pretty comfortable with it. I wasn't overly nervous, and I was sure that consistency was going to provide the time – and I didn't want to put it off the road. It was just a question of being conservative since it was my first Indy. I was on middle of the fourth row of the grid, which was okay."

Jackie spent most of his spare time at the Brickyard in the company of his compatriots: "We

Stanley Rosenthall/Ludvigsen Library

Stewart's superbly presented, John Mecom-run Bowes Seal Fast Special, aka a Lola T90, would let him down a mere eight laps from a famous victory





Running at such high speed, so close to concrete walls, was daunting, but not for the first time, nor the last, Stewart proved to be a very quick learner

spent a lot of time together as a group. It was great fun. Graham and I had adjacent rooms, and it was always a laugh. We always had a good time over there, and everybody was very welcoming to us. We were the odd lot."

Having secured places in the field, the three Brits skipped the second qualifying weekend to head back to Europe for the Monaco Grand Prix – a race Jackie won for BRM.

"There was quite a contrast between the Hotel de Paris and the Speedway Motel!"

Then they flew back for the 500 itself. Jackie admits he had never seen anything like raceday.

"The big build-up! It's quite an impressive thing walking out from Gasoline Alley into that immense crowd. I don't think anybody could not be touched by the experience, the whole shebang. It was a very exciting occasion and I wouldn't have wanted to miss it.

"The beginning of the race was traumatic, and in fact it was Billy Foster alongside me who turned right and hit the wall and caused the mayhem behind. I was one of the last cars through of any speed, but I never saw him go off, because I was busy looking for where I was going to go."

Foster's shunt triggered the most spectacular crash ever seen at the Brickyard, and footage was used in the Paul Newman racing movie *Winning*, made two years later.

"I never saw the crash. It wasn't until I was halfway down the back straight that I looked in my mirror and saw there was nobody behind me. And I thought, 'Jackie, you're driving a helluva race today!' Then the red flags came out and we stopped. You could see there was a lot of carnage around, and I remember there was a long wait."

It was actually 1hr 24min before the race restarted, with some 11 wrecked cars, including that of A J Foyt, missing from the field. Mario Andretti led the early laps until his engine went off song, and then Clark took a turn in front, before the first of two spectacular spins. Lloyd Ruby also led before hitting engine problems. All the while, Jackie worked his way carefully up the depleted field.

"I had a very good race. I had a great battle with Wally Dallenbach, and there was a lot of passing. I climbed the order with good use of the yellows. I was getting all the information – George Bignotti was the chief mechanic; they were like gold dust over there, and Bignotti was *the* man. And so he was calling it."

Gradually Jackie's number 43 rose to the top of the circuit's famous illuminated scoreboard.

"I never saw it on the pole, I just saw all the pit signals. I found it mentally tiring, but I didn't find it physically tiring in those days. In the end, by lap 192, I was leading by nearly two laps. And then it happened.

"There was a scavenge pump that was pumping oil from the bottom of the engine to the top. And it just let go. The engine started to tighten up, and I switched it off. I coasted all the way round to the exit of Turn Four, and then I walked back. The crowd were fantastic. They gave me an amazing reception. As far as I was concerned, I had driven a really good race – and I was totally satisfied.

"I always worked out the business of emotion; I got rid of that early on. So I went down smiling, and they thought that was great. But the next morning was a bit of a disappointment. Anyway, I still finished sixth, got Rookie of the Year, and won a supply of meat for the whole year – but I didn't get it because it was in America!"

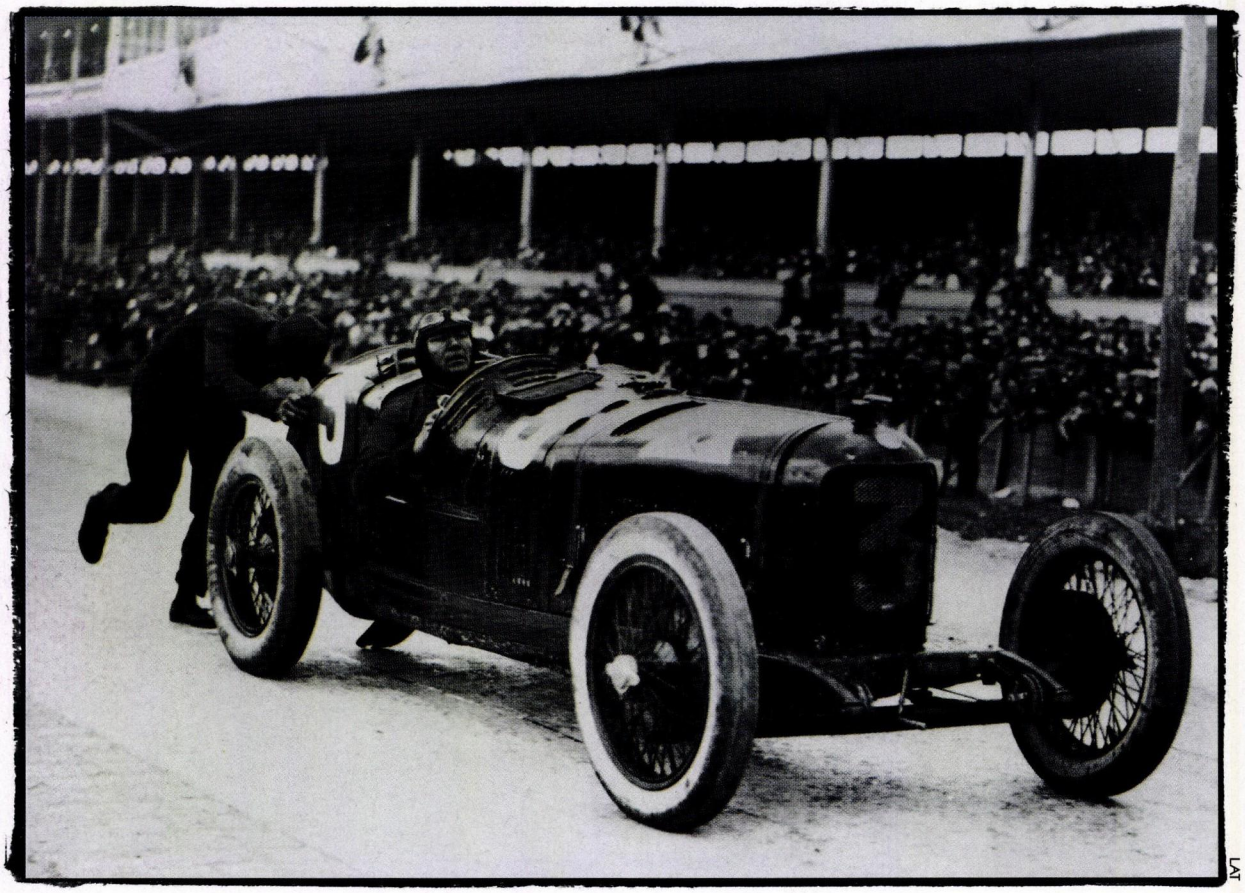
The good news was that team-mate Hill won – the first rookie in 39 years to do so – although Chapman was convinced that Clark was in front. But Graham drank the milk, and that was that.

Jackie took the whole thing with good grace, but had he known at the time that he would get only one more chance to win the biggest race in the world, he might have been more upset about that failure in '66.

"The next year I was lying second and the damn thing broke down with the same oil pump problem at the same part of the circuit – and I stopped in exactly the same place!

"Then in '68, I was scheduled to drive the STP Turbine, but I broke my wrist at Jarama in an F2 race, and I couldn't do it. Mike Spence took my place and was killed in testing.

"I never went back, but I'm glad I did it. It's the most regretful race that I've lost, and I really would have liked to have won it." M



LAT

An exhausted Giulio Ramponi pushes Antonio Ascari's Alfa P2 in the 1924 French GP. Ramponi went on to become a driver

TAKE YOUR

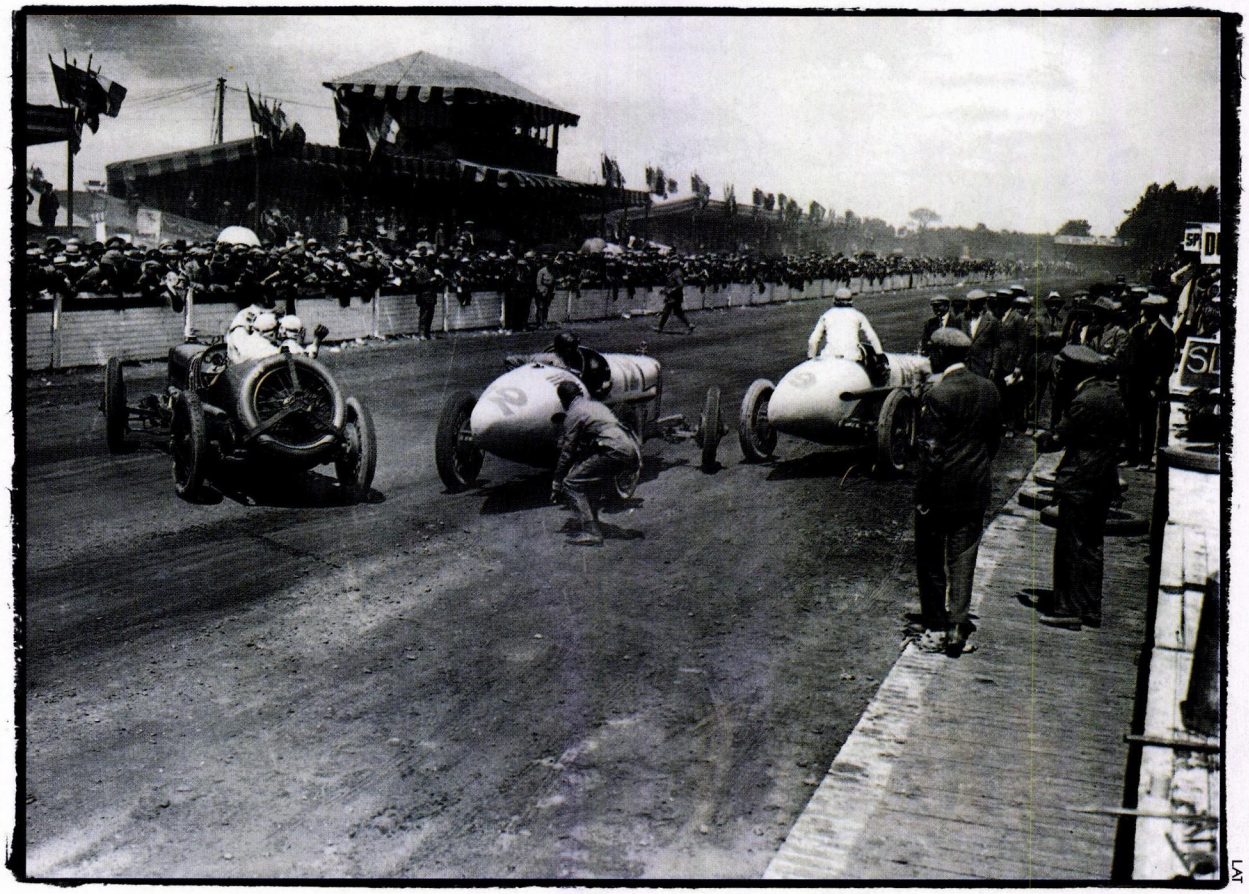
AND YOU THOUGHT RACE DRIVERS FROM THE EARLY 20TH CENTURY WERE BRAVE! AS BILL BODDY POINTS OUT, THEIR RIDING MECHANICS WORKED JUST AS HARD FOR FAR LESS GLORY

Gilbert and Sullivan have it that a "policeman's lot is not a happy one", perhaps with some exaggeration for operatic reasons. But what would they have said of riding mechanics in racing cars?

The dedicated enthusiast rode in races beside his or her driver for the sheer pleasure and fun of it. But the professional racing mechanics had sometimes a very tough and dangerous task to fulfill. Last month, in my piece about Charles Jarrott and the long-distance town-to-town races, I mentioned how some well-known personalities had had enough of riding beside drivers in the classic contests which marked the beginning of the racing game. The uncomfortable and exposed seating, the dust, the exhaustion, removing punctured tyres from stubborn wheel-rims at the roadside, attending to oilers, the petrol-feed, etc, with no proper protection from the elements, was enough, after just one race, for some of them.

In later times it was still not exactly a picnic. In a typical grand prix car of the early days – particularly the 1920s – the cockpit was cramped, the riding mechanic having to occupy a sparsely-upholstered seat and hang on where he could, one arm draped behind his driver, the other hand grasping any hold available. The cockpit got very hot, oil was probably present, and sometimes bits of machinery intruded on any space the mechanic had – Bugatti, for one, had no compunction about magnetos protruding from the dash. Upholstery, if any, was minimal, the hard suspension of a vintage racing car made the ride very punishing, and the wind pressure and eternal noise contributed to the mechanic's discomfort. The driver, with much to engage him, and think about, was somewhat more immune.

Yet it could be enjoyable. *The Autocar*'s Sammy Davis, after riding, beside Count Zborowski in the unsuitable track-racing 2-litre Miller in the 1924 French GP at Lyon (until the front axle came adrift), said that "after four rounds, neither of us cared who was winning provided the Miller would only go on for hour after hour over that wonderful



Ernie Olsen gives Jimmy Murphy's Duesenberg a hefty shove during the 1921 French Grand Prix. The pair won the race

PARTNERS

course in the sunlight, with the purring roar of the exhaust behind and that ribbon of road, flanked by palisades, in front." He could only speak to his driver when, for a few moments, Zborowski cut out for a corner; at full blast he could not hear him. Every few minutes Davis would look back to see if another car was approaching, just able to turn in his narrow seat. If a car was coming up to overtake, he would give the Count a tap on his shoulder, to prepare him. When the rival car was ready to pass, two taps. He then waved the faster car on, exchanging a grin with its mechanic as it drew level.

That sort of thing apart, a mechanic had to keep watching the gauges, the oil gauge especially, keep up air pressure in the fuel tank – what a nuisance that can be if one forgets, to be reminded as the engine falters and your driver shouts abuse – and perhaps keep a lap score. In addition, when the rules permitted only the driver and his mechanic to work on the car at the pits, a mechanic had to be smart at refuelling, replenishing the oil, changing one or more wheels and doing anything else necessary. Much later, of course, the driver could sit impassive – or otherwise – while a squad of trained mechanics did the job, having pushed the car out to the starting grid beforehand.

Some thrived on the job, whether professionals or amateurs. Most, I suspect. It was also a path into becoming a racing driver: a classic example is that of Giulio Ramponi, who after going as riding mechanic to top drivers such as Antonio Ascari in the GP-winning Alfa Romeo P2s, not only went on to be an effective driver himself but a very skilled engineer, able to rebuild that 10-year-old 1H-litre straight-eight Delage into a race-conquering car for Dick Seaman. Other examples must occur to you.

But with the skills, there were sometimes menial tasks. Remember how, when Dick Seaman had forgotten his goggles at Donington Park and went to retrieve them, Neubauer restrained him, sending a mechanic instead. Or how, after Jean Chassagne's 1H-litre Talbot-Darracq burst a tyre in the 1922 Brooklands JCC 200-Mile Race and shot over the Byfleet banking, it was his mechanic, also flung out, who he sent to find his shoes, torn off and lying on the Track.

Although it was for sportscars, the Le Mans 24-hour race regulations initially specified that only the driver could work on the car, later that his co-driver could assist him, then that a mechanic could join in, provided that only two of them were in the pitlane at the same time. So a head mechanic had to be appointed, hopefully of all-round skills. Thus it is somewhat amazing that when the legendary Tazio ➳

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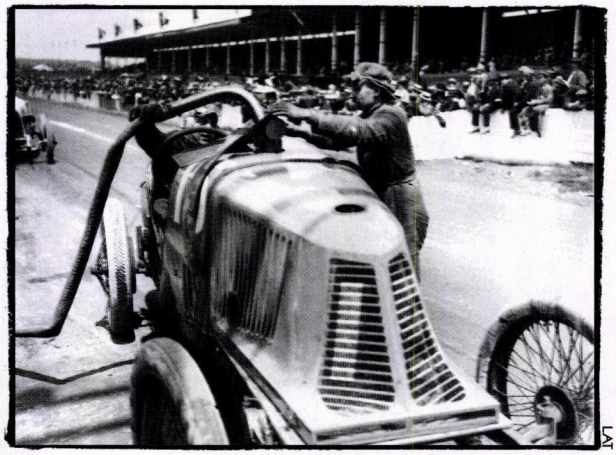
Nuvolari came to Ulster to win the TT for MG, he could not converse, for lack of English, with Alec Hounslow, of the Abingdon racing department, who couldn't speak Italian, but was to ride with him. Surprisingly, the only pitstop went satisfactorily. Even deciding when the MG Magnette should go in was left to Hounslow, who told Nuvolari when the danger-strip showed on the tyres, on the 14th of 34 laps.

Even how they should then work together was left to chance. Hounslow leapt out and started to change the back wheels, having opened the fuel-filler as he grabbed the lifting jack. Thus prompted, Nuvolari took the fuel churn and poured in 18 gallons and also two gallons of oil. Alec was by then pushing the car off the jack, thus moving it along, but Nuvolari spotted this and moved with it, not spilling any lubricant. Each front wheel had its own jack. Hounslow got his wheel off, then passed the hub-nut hammer to Tazio, who had raised the other wheel. Passing the hammer back to Alec the wheel on his side was secured, then the hammer went over to Tazio again, who did the same for his wheel, the jacks were removed, and he ran around the car checking that all the wheel nuts were properly tight. It took 3min 9sec to change those four wheels and refuel.

It was a rather vital pitstop, because Hugh Hamilton's MG Midget was ahead on handicap until it had a fateful 20sec stop on the last lap, for a splash of fuel. Two laps from the finish, Nuvolari had a handicap lead of only 3sec but with Hamilton's pitstop, which was slow, he won by 40sec after 462 miles, and nearly six hours. Had Hamilton not stopped, would they have won? One of motor-racing's 'ifs'! Tazio had signed to Alec to get down in the cockpit for more pace, but he had broken the class lap record several times and Alec thought Nuvolari had never been quite flat out, so he probably had something left. On that tense last lap, they had gone onto the reserve fuel supply – the engine faltered but Alec moved the tap over in time.

Apart from a mechanic's invaluable help at pitstops, they have been known to exceed their normal duties. As in the 1923 French GP, when the clutch on Guinness's Sunbeam began to slip, Bill Perkins put a rope round the pedal and pulled on it until it began to cut into his wrist. Leaning into the cockpit he became exhausted and nearly collapsed. Guinness had to stop and replace him with Jack Smith – with no telecommunication to warn his pit what was happening.

In the same race the following year, Divo's mechanic Hivernat was hit by a stone and rendered unconscious, and similarly Marocchi, riding with Segrave, was knocked out by a piece of tyre tread from Ascari's Alfa Romeo and the Sunbeam had to stop to replace him.



LAT

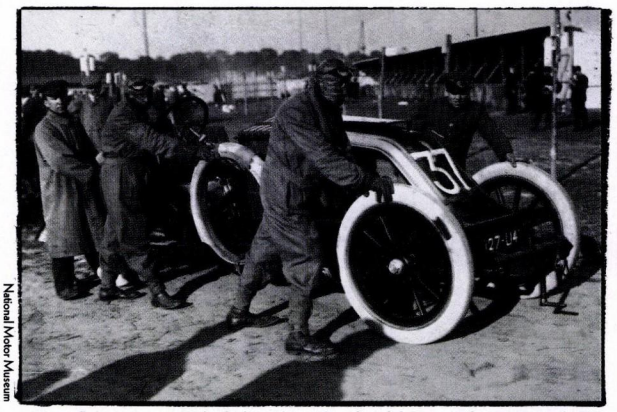
Refuelling was part of the mechanic's job, as on Pietro's Alda in 1914



National Motor Museum

Boillot and Prévost in a Peugeot head for victory in the 1913 French GP

'Apart from being knocked out, mechanics have been run over, and been in accidents and fires'



National Motor Museum

'Ware flying stones: Dimitri and mechanic with Renault, '08 French GP

And when Salamano's Fiat ran out of fuel far from the pits, it was mechanic Ferretti who had to set off with a heavy can.

Apart from being knocked out, mechanics have been run over, and been involved in accidents and fires. When Perkins, the dedicated Sunbeam mechanic, came to STD meetings in recent times, the effects of his narrow escape at Brooklands – when Resta went through the fence and was killed – were still evident. Frank Bill walked with a limp, using a crutch, due to the crash in a Wolverhampton side street, after going with Joseph Christaens at Indianapolis and lesser American races, when this driver was demonstrating another Indy Sunbeam.

The noble role of riding with great drivers ended in GP racing in 1925. The FIA thought it too dangerous. Most of the accidents had involved drivers only, although in the 1924 French GP, Jack Barrett, a Sunbeam mechanic, was killed when K Lee Guinness crashed. The new rule was not immediately universal, and in the first German GP at Avus in 1926, two mechanics were badly injured when Rosenberger's Mercedes and Chassagne's Talbot crashed in separate accidents on the flooded track.

'One death at a time is enough', it was felt. However, for 1925 and '26 two-seater bodies were still stipulated, with a minimum width of 80cm, but with only the driver occupying them. This was presumably to give time for new narrower chassis and bodies to be planned without eliminating existing cars. It is possible that the single-seaters were seen as faster, and although one associates speed with racing, you know how the FIA was forever trying to reduce it, by fuel consumption restrictions, weight limits, which the Germans overcame, and ➳

engine capacity restrictions from 4H litres in 1914 to 1H litres by 1926. And now, in 2001, comes the idea of changing today's wonderful 800bhp V10 Formula One power units for 650bhp 2H-litre V6s. A sigh, perhaps, for the *formule libre* years – 1912, '31-33 and in 1934-37 by default, thanks to Mercedes and Auto Union.

The ban on riding mechanics caused much controversy. Pietro Bordino saw no need for a mechanic in the car. They received such punishment that they often required several minutes to recover before getting to work at a pitstop. He was about to race for Fiat in America and was certain he could read the instruments himself. Louis Wagner, head of the Alfa Romeo team, thought two men induced complicated racing cars only they could cope with, and that more simple ones were possible. André Boillot, boss of Peugeot's racing department, said, "Away with the mechanic, all the time and every time." A driver unable to read a rev counter should use a governor and a mirror to see overtaking cars – but someone said a mirror vibrated too much on a racing car – or a powerful Klaxon horn, as some did in touring car races. Facetious?

Jack Scales, reserve Sunbeam driver and in charge of Talbot-Darracq testing, felt that a mechanic was required in road races, when a concentrating driver could not see every 300rpm on the rev counter, which might reach the engine's blow-up point. But Bugatti expert de Vizcaya thought a racing car should do 500 miles without attention, so no job for a mechanic, but two seats should be retained for ordinary usage – one senses an advertising point here! Both Louis Delage and René Thomas said nothing about mechanics, but like all the others



National Motor Museum

Nuvolari and Hounslow: this unlikely partnership won the 1933 TT

'Riding mechanics often required several minutes to recover before getting to work at a pitstop'

were against the 2-litre rule coming down to 1500cc with an 11cwt minimum empty weight. Such cars in 1926 would be doing 115 or 120mph and the 1924 ones were almost impossible to control.

Having no mechanic would reduce weight, and it was thought that the change was being suggested by those who had never driven a racing car – "the utmost folly", said Louis Wagner. Sad that even racing-car builders sought speed reductions; but suspension techniques were vastly different then, with no downforce aids, so why not a 50 per cent safety move?

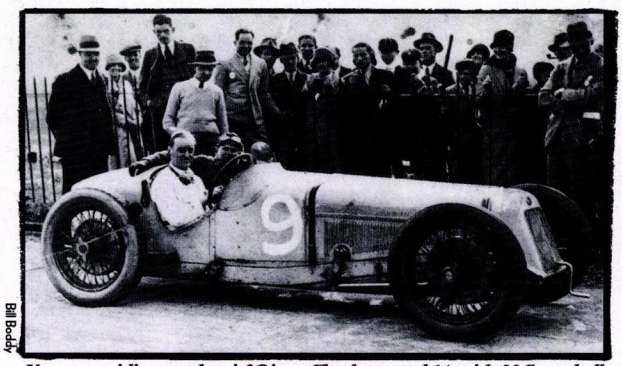
However, S C H Davis, and Col Arthur Waite for Austin, saw riding mechanics as necessary, Sammy for checking pit signals, cleaning goggles, lap-scoring, checking the tyres and being able to crank a reluctant engine while the driver sat operating the throttle, ready to go. Ramponi had to push, until exhausted, Ascari's Alfa when it refused in the 1924 French GP. Waite thought single-seaters would produce high seating over the transmission, increasing instability, or resulting in unbalance if using an offset seat. As for risk, he quoted the poem:-

> *"No game is worth a rap for a rational man to play*
> *to which no accident or mishap can possibly find a way".*

In the 1930 TT Waite crashed his Austin Ulster 7 and he and his mechanic were injured.

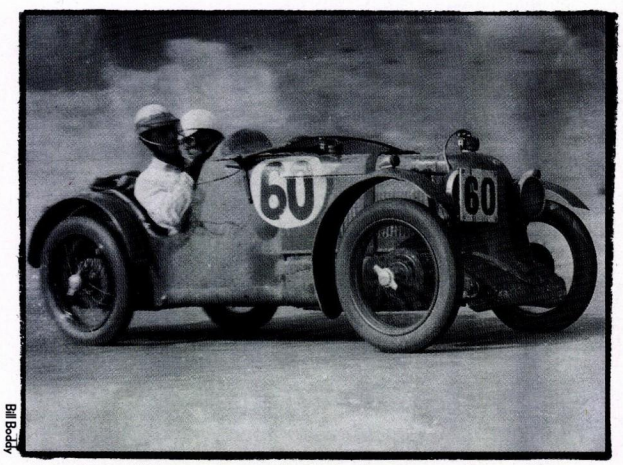
Sammy also said mechanics liked racing, many even if unpaid. But Montlhéry adopted the 'no mechanics' rule in 1924 even before it was official, ready for the 1925 GP. Louis Coatalen, who was responsible for the Sunbeam and Talbot-Darracq teams, wanted wider bodies, to reduce speed to about 112mph, and said absence of mechanics would make cars lighter and thus help to increase speed. By 1927 single-seater cars had to be 85cm wide, and some makers added cockpit-side bulges to bring them up to width.

The problem in naming outstanding mechanics is that most two-seater racing cars ran two-up until the 1925 GP ruling, and in many other races this continued, at least for some years. There is, however, just enough space to record that when Szisz won the 1906 French Grand Prix for Renault, his mechanic was the gallant Marteau, that the great Georges Boillot had Prévost beside him in the winning Peugeot in 1913, that Hans Sieger rode with Christian Lautenschlager in the convincing Mercedes victory of 1914, Jimmy Murphy brought Olsen as his racing companion and won the 1921 French GP for Duesenberg, and that Paul Dutoit shared with Segrave the first British win, in the Sunbeam, in 1923. M



Bill Boddy

Youngest riding mechanic? Rivers Fletcher, aged 14, with M Campbell



Bill Boddy

Montlhéry Midget passenger looks back to warn of overtaking cars



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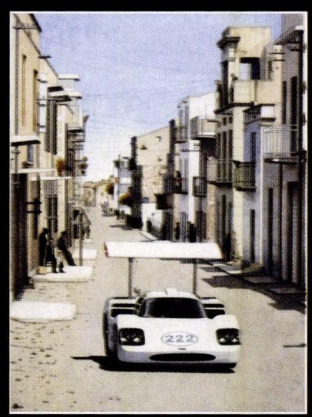
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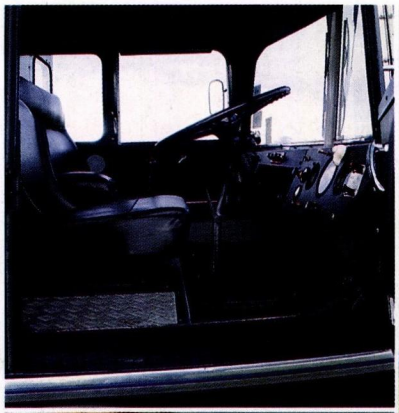
Ecurie Ecosse Transporter

THE FAMOUS SCOTTISH TEAM'S FLAGSHIP HAS BROUGHT PADDOCKS TO A HALT SINCE 1960. GORDON CRUICKSHANK TAKES A LOOK AT THIS HGV'S IMPRESSIVE CV



photography by Mick Walsh

RAKISH, FUTURISTIC, ADVENTUROUS, EFFECTIVE AND CAPABLE. AND THAT'S JUST THE TRANSPORTER. D-TYPES WERE HAULED ABOUT BY ECURIE ECOSSE'S PRIDE AND JOY, BUT C-TYPES PRE-DATED ITS BUILD. TRIO MAKES FOR A FINE SIGHT, THOUGH







Few teams have enjoyed such loyal patrons as Ecurie Ecosse. Privately funded by a self-effacing benefactor and a desperately keen supporters' club, it rode high on a tide of national pride to international success. One of the keys to this hearty support was its strong and visible identity – the unique blue livery and slick presentation brought by founder David Murray. And one of the best weapons in the publicity battle was VSG 7 – the Ecurie Ecosse transporter.

Striking and adventurous, this double-decker hauler hit the paddocks of 1960 like a UFO, and was quickly immortalised by Corgi as the model every little boy wanted for Christmas. It only carried Ecosse cars for a few years, and those well after the days of Le Mans triumph, yet it remains a symbol of the little team's style. And against the odds, the most famous race transporter of all not only survives but once again carries Ecurie Ecosse cars to meetings across Europe.

Charming and passionate, Murray drained his own accountancy and wine businesses as well as cajoling funds out of anyone who stood still too long in the paddock. By 1959 his two converted coaches were weary; he wanted a sleek three-car vehicle which would fly the Ecosse flag, and he set about persuading people to pay for it. Helped by the very active Ecurie Ecosse Association, he pulled in deals and sponsorship from many sources, including the dealer who supplied the Commer chassis. Even building it was a back-door job. Murray happened to be friends with the boss of Alexanders, commercial bus and van coachbuilders, who offered to slide the vehicle in alongside the paying projects.

'That's how this blue bombshell started life as 'Bread van no140'

It was sheer luck that their flamboyant chief designer, Selby Howgate, had aeronautical training and was a Bentley-owning car enthusiast. Here was a project which excited his creative juices, and he gave it bold lines which lifted it far above the average truck. From its beetle brows to its upswept tail fins, it had a degree of flair unmatched even in Formula One. According to a colleague of his, quoted by Graham Gauld, Howgate's inspiration for the upswept tail was a fish, the most streamlined form in nature, though its practical benefit is actually to conceal the ramp lifters. If anyone had been counting, his constant revisions would have cost a fortune; as it was, there were more people working on this moonlighter than on anything else. Soon the company accountant got twitchy about how to account for all these man-hours; the solution was to label it as one of a current run of jobs. That's how this blue bombshell began life as 'Bread van no140'.

Constructed on a coach chassis, it used Commer's wild TS3 engine design, a supercharged 4.2-litre flat two-stroke with three bores but six pistons, each pair going head to head in a shared combustion chamber. Drive comes from the outer ends, via meaty rocker-arms and con-rods back to a central crankshaft underneath. Power was a lowly 114bhp, but the extensive torque peaked at 1250rpm. With a crawler first and five other (non-synchro) ratios, it made a complex but strong power unit easily able to haul three

SPARTAN CABIN, TOP LEFT, REMAINS AS BARE AS IT WAS IN SIXTIES, EXCEPT FOR CARPET INSTALLED TO DAMPEN SCREAM OF HARD-WORKING TWO-STROKE; ONE-TIME WORKSHOP, ABOVE LEFT, NOW A SIMPLE MAHOGANY-LINED HOSPITALITY AREA WITH FRIDGE AND COOKER TO REFRESH CREW AND VISITORS; RAMPS ARE ORIGINALS, ABOVE RIGHT, BUT PREVIOUS TIMBER FLOORING HAS BEEN REPLACED BY TOUGHER DIAMOND TREAD SHEETING

BRIGHTWORK DETAILS ON SCULPTED CAB, BELOW, HAVE ALMOST ALL SURVIVED – ONLY 'COMMER' BADGE HAD TO BE MADE BY LYNX; CARS ORGINALLY HAULED ABOARD BY WWII BOMB WINCH FROM VICKERS WELLINGTON, BUT ADVANCED CORROSION MEANT REPLACING THIS WITH NEW ELECTRIC UNIT; HYDRAULIC RAMP LIFT SYSTEM BROADLY RETAINED BUT WITH MUCH STRONGER STAINLESS LIFT WIRES AND MORE SECURE LOCKING MECHANISM

racing cars over the Alps to Monza.

Downstairs there was room for one car behind plus a small workshop and a couple of bunks. Above, on the terrace, space for two cars 'al fresco', with an elevating ramp lifted by cables pulled by a hydraulic ram under the floor. By today's standards it was not luxurious – no air-con, icebox, or even power steering – and you had to unbolt a seat to check the oil. But it was a hell of an advance on the two old buses.

Its first appearance came at Charterhall on 29 May 1960, and immediately it was the talk of the tracks. Through the early Sixties it became a mobile mascot for the popular team. It only carried D-types to a few meets, as by 1960 the Jags were obsolete and the last was sold in December that year. From then on, the team ran a Cooper Monaco and the custom-designed Tojeiro coupés.

Sometime around 1967, during another cash crisis when Murray's personal financial troubles forced him to flee to the Canaries, the vehicle moved on. Neil Corner bought it and used it regularly until 1971, still in EE blue but with his name on the side. Racer and restorer Tony Merrick worked for Corner at the time, and often drove it: "Noisy and slow, but it always caused a stir."

Coming back from a meeting with R4D and Corner's Maserati 250F up top, Merrick pulled up at a traffic light and glanced at the rig's reflection in a shop window. "I thought, 'Hang on, they're touching!' So I jumped out, climbed on top and discovered that two ally tie-downs had fractured. The only thing holding the ERA on was that it had hit the Maserati's tail and holed it, and a nut on the steering idler was caught."

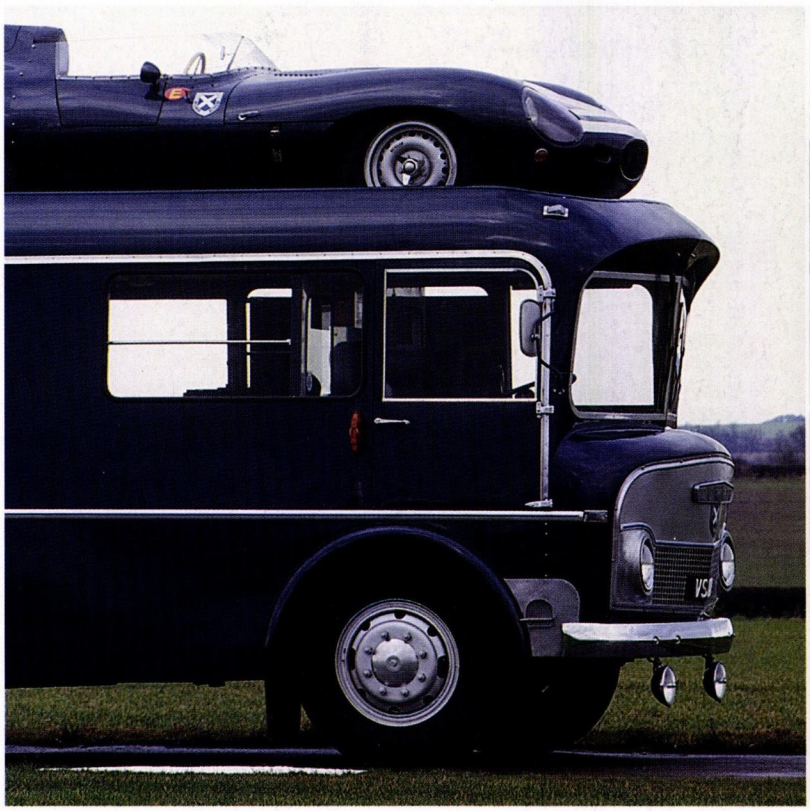
Despite these adventures, Merrick bought the big blue bus from Corner in 1971 and used it for a year or so, reinstating the EE signwriting. "But an open vehicle wasn't practical for delivering customer's cars," so in 1972 he passed it on to EE fan Campbell McLaren.

When the latter was disposing of his collection in the mid-Eighties, including the transporter, the Jaguar Drivers' Club became interested and asked Roger Ludgate to inspect it. Roger, one of Lynx's founders, recalls, "I was horrified to discover they wanted to cut the back off and make it a sales kiosk for their merchandise." Instead he decided somebody had to save it – so he took it on himself.

'By today's standards it was not luxurious – no air-con or power steering'

For a while he used it to take friends' cars to meetings at nearby Brands Hatch, but its condition was deteriorating. "It smelt like a church crypt; someone had fibreglassed its leaky roof, but it was rotting away underneath." Finally he removed the roof and made a new aluminium panel and, with the help of a friend with commercial vehicle experience, overhauled the chassis and running gear. "The engines were made in nearby Maidstone by Tilling-Stevens, and I knew one of their engineers. He checked out the engine, and also gave me a lead to a spare, which I tracked down to the fifth floor of a docklands office; we had to lower it down on the building's Victorian hoist."

Now serviceable, but bare of paint and fittings, the Commer's restoration stalled, a victim of its sheer size. "I would have finished it," says Roger, "if I could have got it into ➳

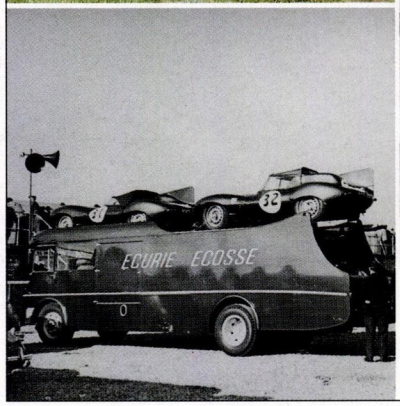




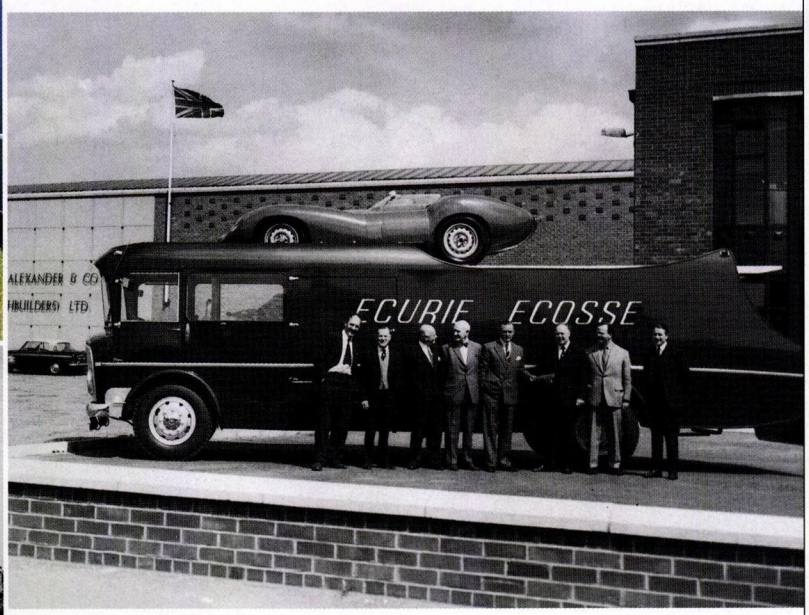


LAT, Guy Griffiths





TRANSPORT OF DELIGHT



DESIGNER SELBY HOWGATE (ABOVE, FAR LEFT) AND DAVID MURRAY (THIRD FROM RIGHT) POSE IN FRONT OF THEIR NEW TOY OUTSIDE ALEXANDERS' FALKIRK FACTORY IN 1960. LATER THAT YEAR AT SILVERSTONE (LEFT); NOTE D-TYPES WITH UGLY LE MANS 'SUITCASE' COMPARTMENTS. TRANSPORTER WAS BOUGHT BY NEIL CORNER IN '67, AND IS SEEN HERE AT OULTON (ABOVE LEFT)

my building. We built a sort of plastic igloo over it for protection, but no-one wanted to work on it there, out of doors."

That's how things lay in 1992 when Dick Skipworth came on the scene. Having added an Ecurie Ecosse C-type to his Lynx D, the enthusiastic racer already had a strong interest in the Scottish team. Though Ludgate was in no hurry to sell his prize, he had recently had a tempting offer from Holland. "But I knew we'd never see it again. They were offering more money, but I felt Dick was the right owner for it."

In October 1992, the huge machine was winched onto a low-loader and delivered to Lynx's Worthing base, where even their large workshop struggled to cope; they removed a staircase to fit it in.

Some hard-worn areas such as the tail valance needed new metal, and some of the ash frame was rotten, but most of the aluminium panels were sound; however, the rivets had gone brittle which meant drilling out and replacing. Thousands of them. Before long, five people were working on the vehicle. Yards of dubious wiring were replaced, and the hydraulics recommissioned. Sadly the original winch was too corroded to keep – it had come from a Wellington bomber and bore the date 1945. A modern electric unit now hauls cars up the steep ramps, with improved locking devices to keep the cargo

'Even their large workshop struggled; they removed a staircase to fit it in'

in place. Very wise, given today's values.

Ludgate already had the motor running, and the bus chassis was essentially sound. Brakes were refurbished but not updated – they just about cope with its 58mph cruise. Spares are naturally rare now, but Lynx's John Hay once worked on commercial vehicles and knew where to find replacements and how to look after the completed project.

After a trip to a local commercial vehicle paint shop able to handle a 29ft 10in billboard, reassembly began. In stripping the vehicle, Ludgate had carefully retained the parts down to the lights, bumpers, trim, even the ignition keys and the documents, so most of what you see is what arrived at Merchiston Mews in 1960. (What you see *through* is new – Ludgate had the potentially dangerous plate glass replaced with laminated.) In order to fit an awning, Lynx neatly fitted a slide channel in place of one trim strip. It's almost invisible, yet allows for a covered race-prep area – this machine does work for a living.

There's little concession to modernity in the cab: the dash has been repainted in the same spartan flat black as before, carrying the original dials; the 41-year-old seats have been recovered, and instead of hi-fi and air-con there's a Sixties radio and the Commer heater. Luxurious it's not. But they have added a cigarette lighter – not for a quick Marlboro but to charge a phone.

Only in the back room are things different. Instead of a small workshop with bench and vice, Skipworth felt the vehicle should be more hospitable in its new life. Now you can rest on an upholstered bench and enjoy the benefits of a cooker, sink and fridge, all clad in marine mahogany – appropriate, as Skipworth is a keen sailor. It's restrained and tasteful, in tune with its Sixties surroundings.

It required five solid months' work, but Skipworth now has a practical vehicle which is a show-stopper wherever it goes. And it goes everywhere: "We've been to Monaco, three times to Copenhagen, Scotland four times, including a visit to Merchiston Mews. The only drama was shedding a piston coming back from Le Mans. We were towed to Calais at 70mph – that's the fastest it's ever gone!" Ludgate's spare engine saved the day.

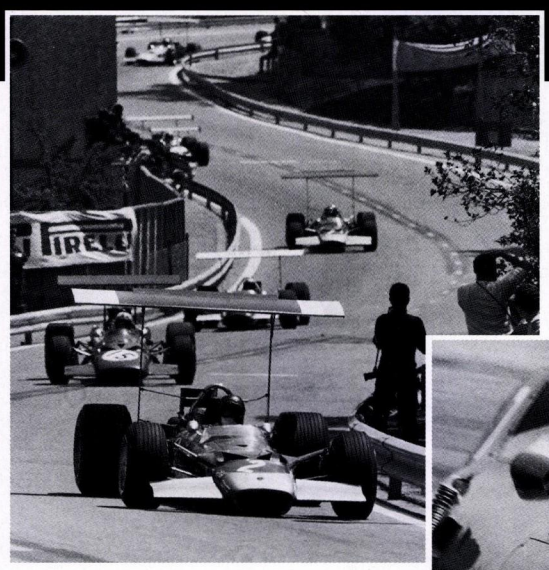
"It's a lovely old thing to drive," says its fond owner. "Apart from the brakes – there's very little engine braking with a two-stroke. But it's quite economical – around 18mpg."

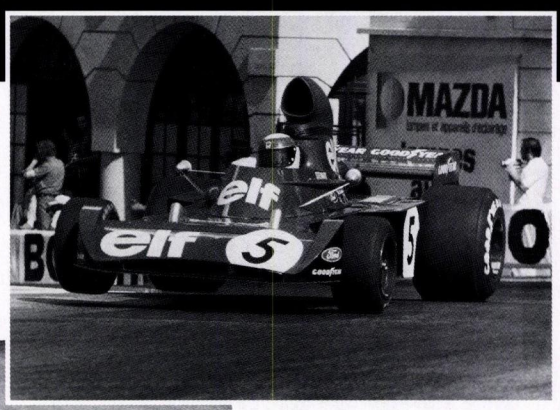
Not bad for 30ft of mobile multi-storey car park. M

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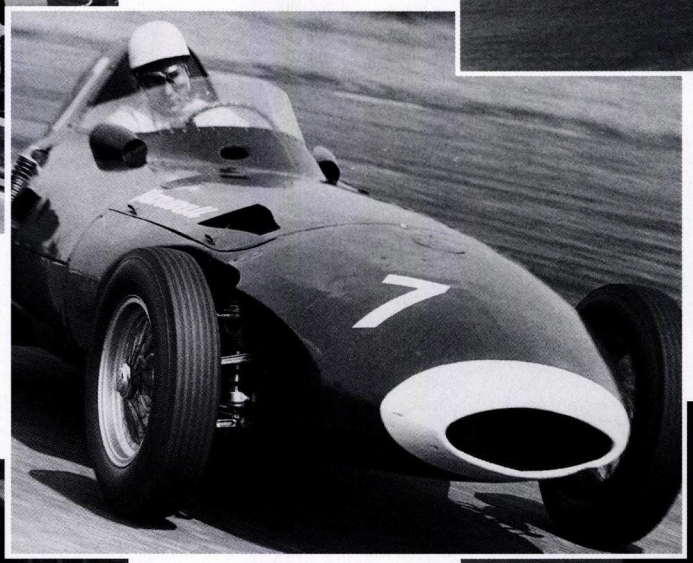
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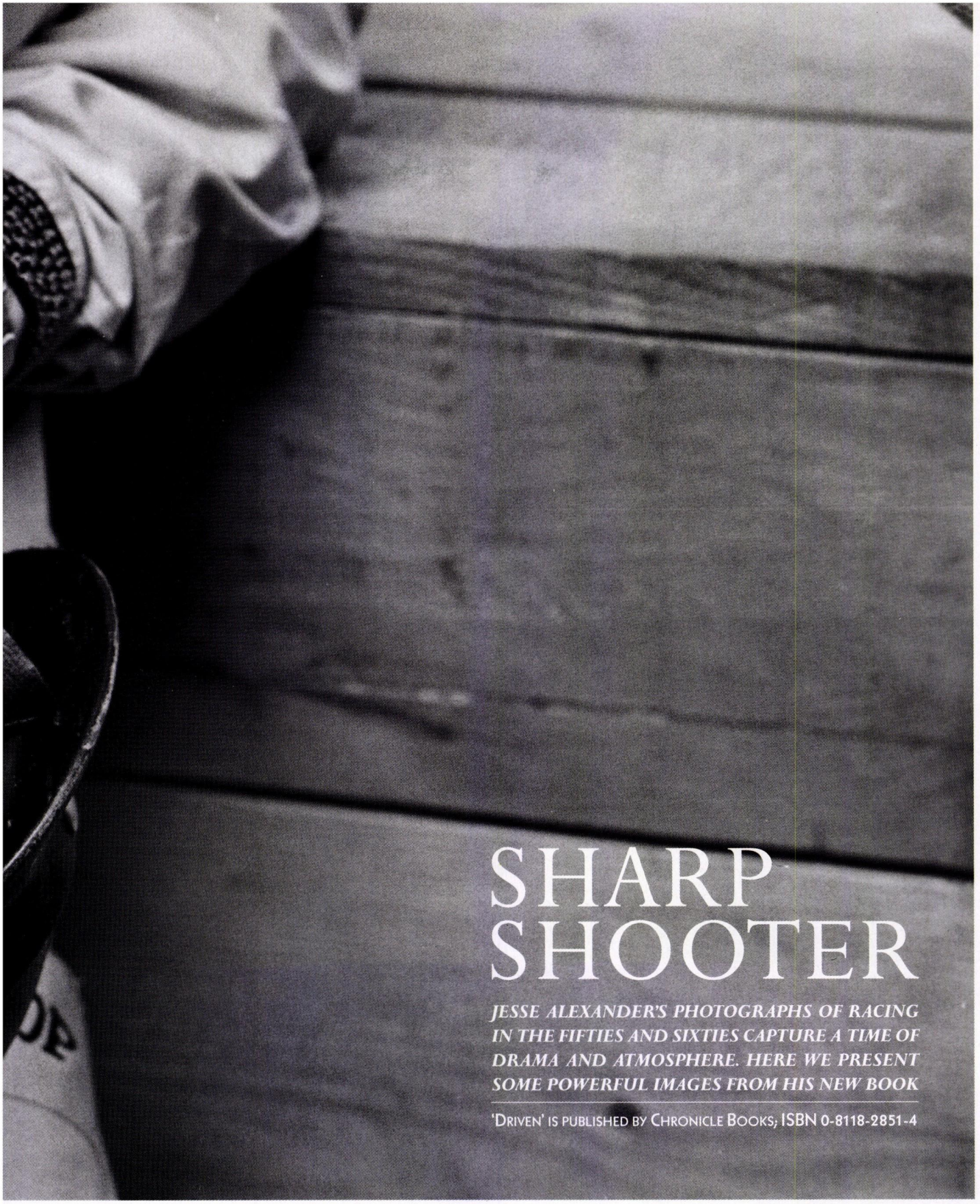
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The characteristic black helmet of Dan Gurney. Even his hands of genius couldn't weave any magic with the fragile BRM P48, here at Monaco in 1960



SHARP SHOOTER

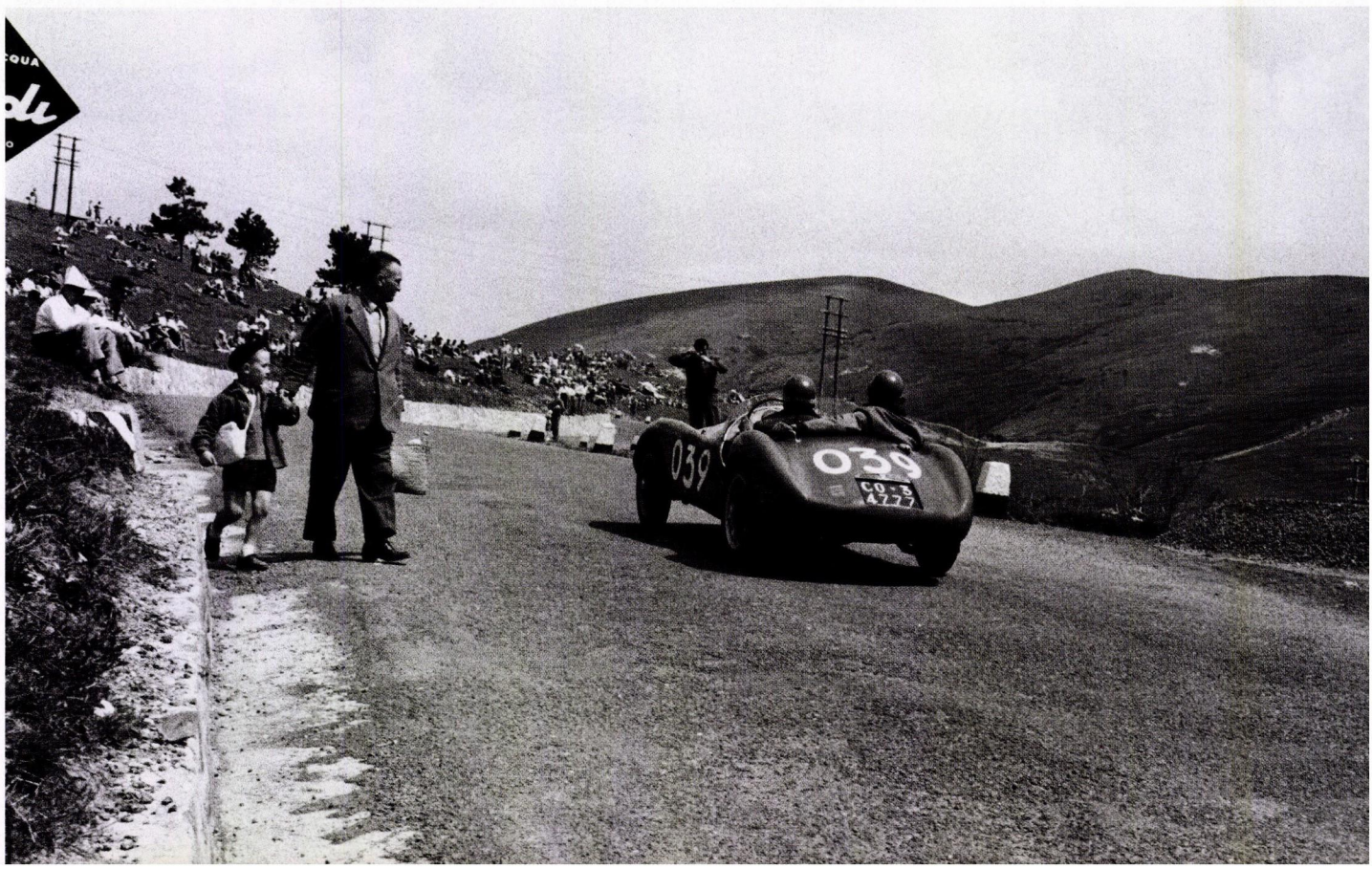
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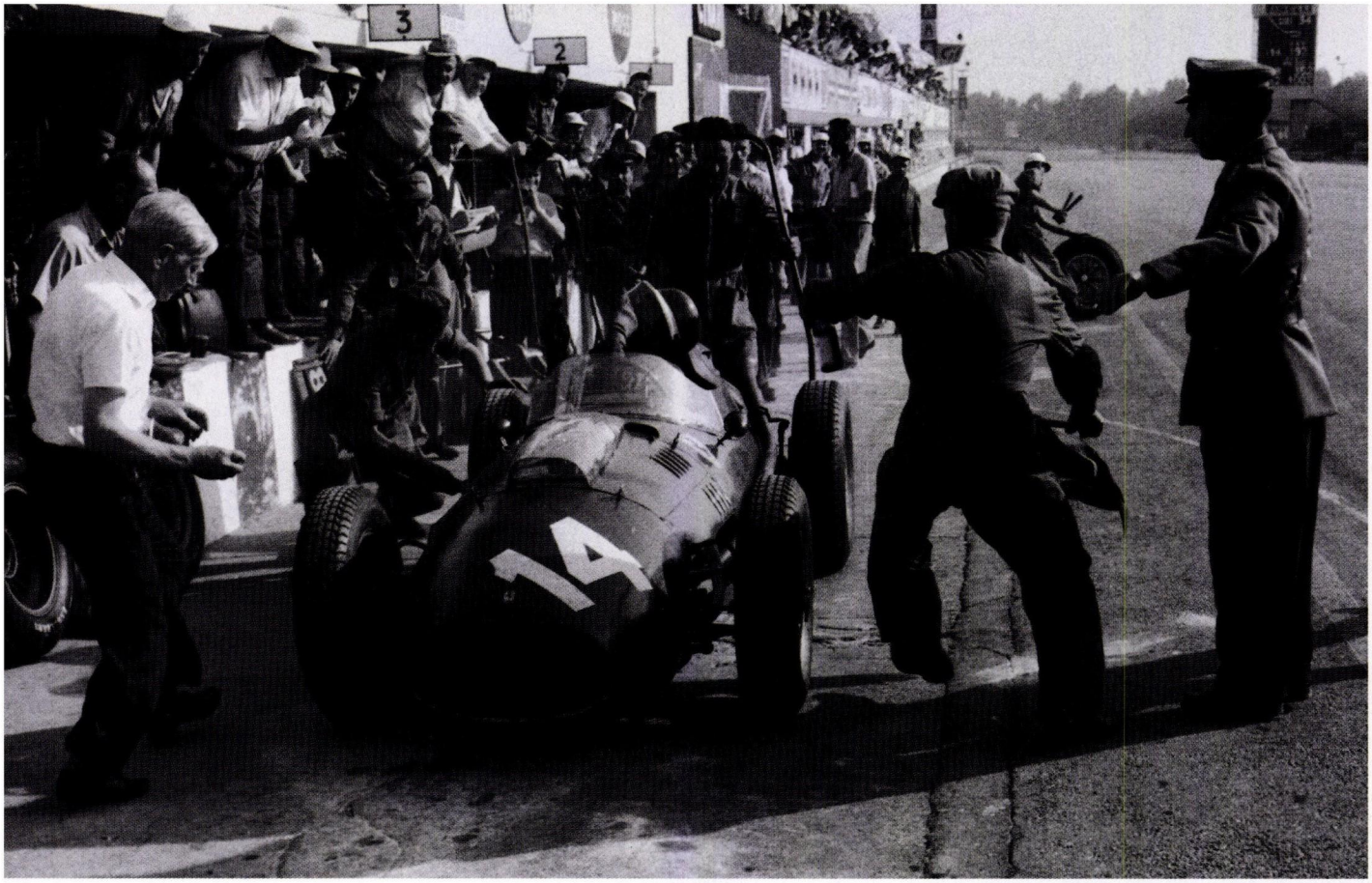
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The occasion is the annual press visit to Maranello at Enzo Ferrari's invitation. In the race shop, Dinos and Testa Rossas are prepared for the 1958 season

Anna Maria Peduzzi urges her Stanguellini up the Raticosa Pass, 12 hours after starting the 1955 Mille Miglia. The little boy must have some great memories





Mike Hawthorn stops for new rear tyres on his way to second in the 1958 Italian GP. In the background, a Vanwall mechanic prepares for winner Tony Brooks

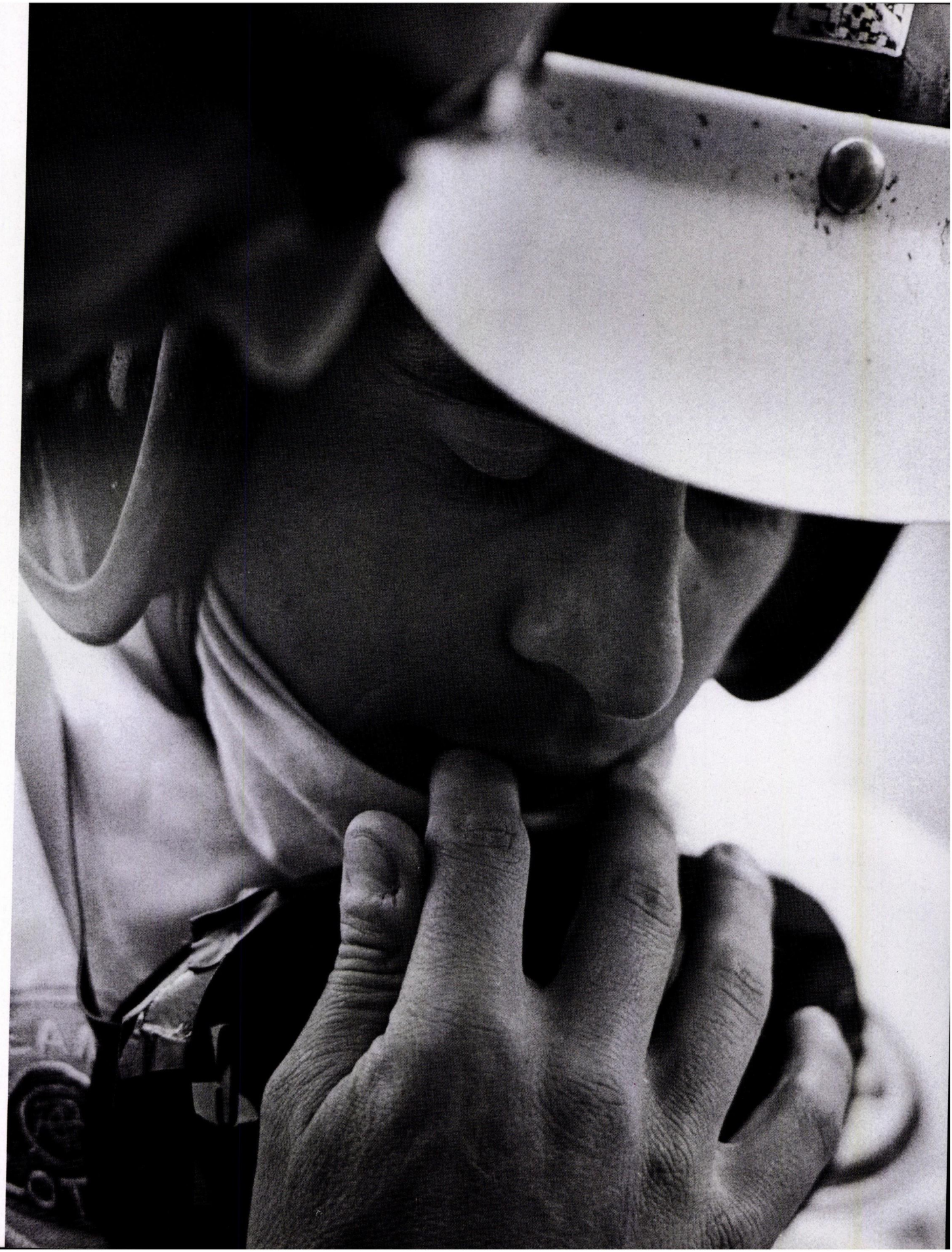
Graham Hill awaits the start of Aintree's 1962 British GP. He will finish fourth, but the four remaining rounds of 1962 yield three wins – and the championship

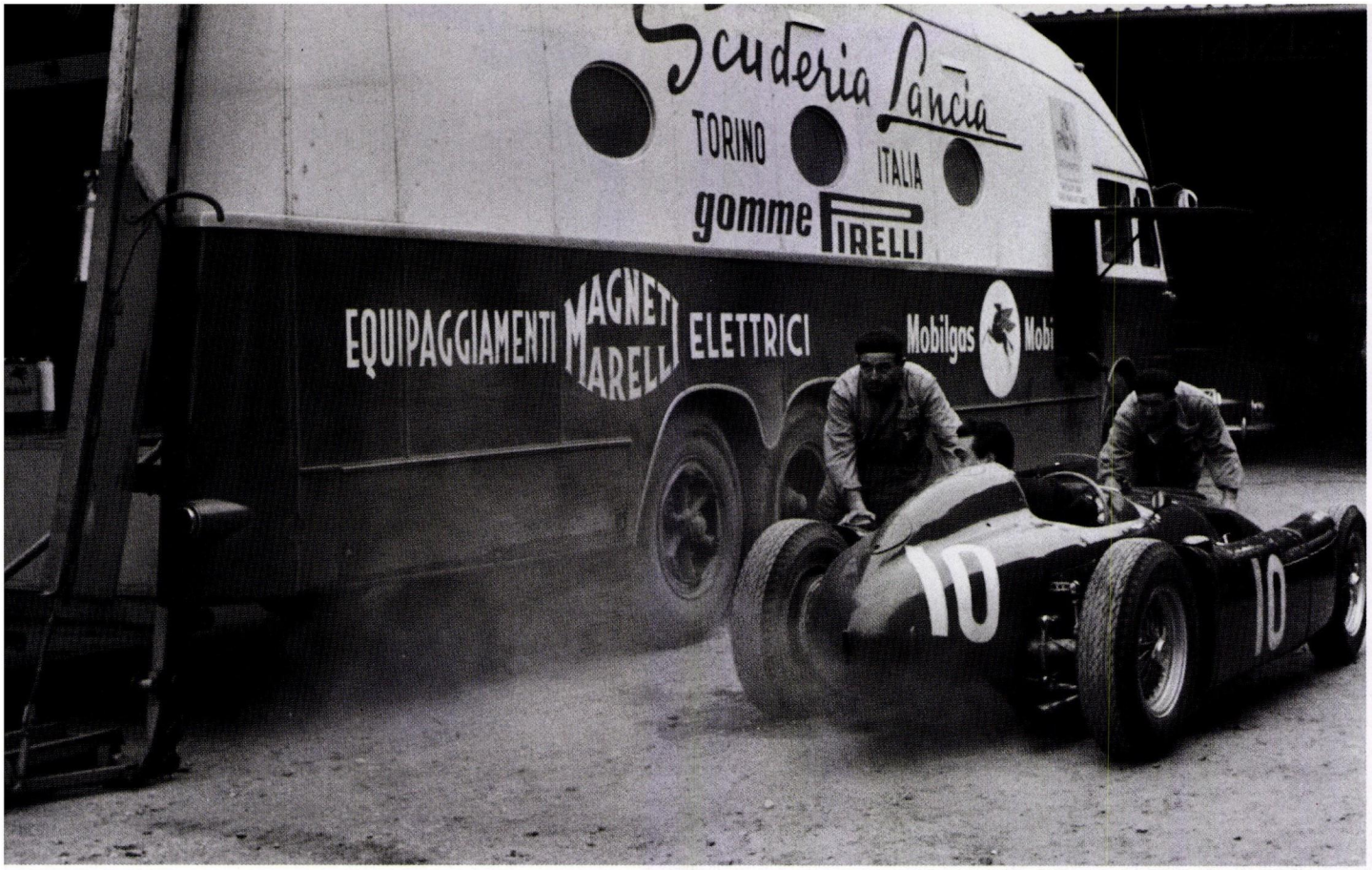




When racing at Le Mans, Porsche based themselves in a garage in Teloché village. Here in 1959, two 550RS models and (foreground) a 718RSK attract locals

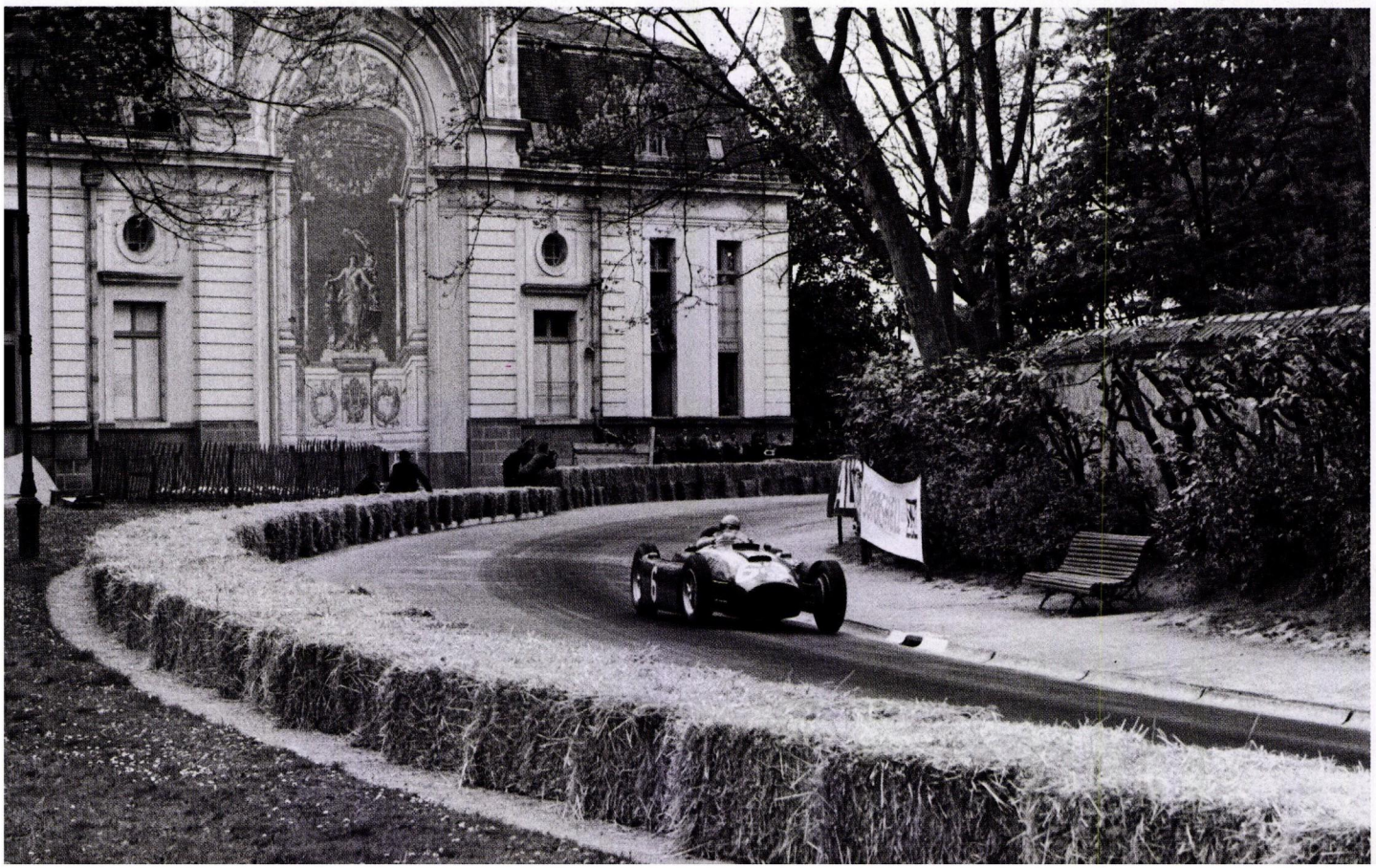

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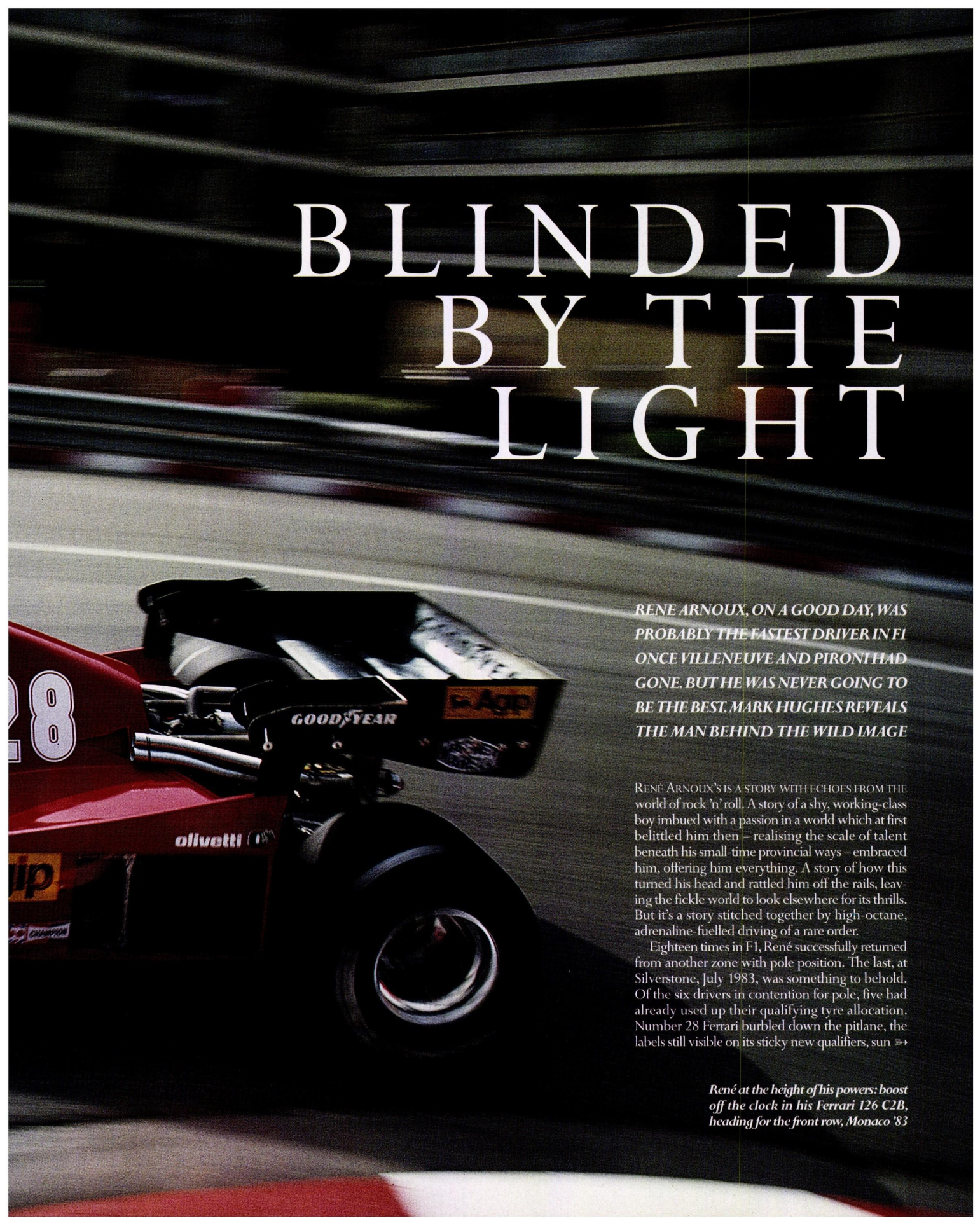
Left: What did Jimmy Clark have to worry about? He was the best. Above: Eugenio Castellotti's Lancia D50 is pushed towards the paddock at Pau

Still Pau, still a D50, but here piloted by the master, Alberto Ascari. He dominated the weekend until a brake pipe fractured, necessitating a lengthy pitstop




R.Arnoux
LONGINES
FIAT
FERODO

BLINDED BY THE LIGHT



RENE ARNOUX, ON A GOOD DAY, WAS PROBABLY THE FASTEST DRIVER IN F1 ONCE VILLENEUVE AND PIRONI HAD GONE. BUT HE WAS NEVER GOING TO BE THE BEST. MARK HUGHES REVEALS THE MAN BEHIND THE WILD IMAGE

RENÉ ARNOUX'S IS A STORY WITH ECHOES FROM THE world of rock 'n' roll. A story of a shy, working-class boy imbued with a passion in a world which at first belittled him then – realising the scale of talent beneath his small-time provincial ways – embraced him, offering him everything. A story of how this turned his head and rattled him off the rails, leaving the fickle world to look elsewhere for its thrills. But it's a story stitched together by high-octane, adrenaline-fuelled driving of a rare order.

Eighteen times in F1, René successfully returned from another zone with pole position. The last, at Silverstone, July 1983, was something to behold. Of the six drivers in contention for pole, five had already used up their qualifying tyre allocation. Number 28 Ferrari burbled down the pitlane, the labels still visible on its sticky new qualifiers, sun ➤

René at the height of his powers: boost off the clock in his Ferrari 126 C2B, heading for the front row, Monaco '83



With Ferrari in '83, Arnoux was a true contender for the title, scoring three wins and four pole positions

glinting off the red bodywork, Arnoux's plain-white helmet in characteristic head-forward stance.

There was enough time left for one warm-up lap, one flyer. Pure theatre. As he accelerated away to where Maggotts met the sky, a thin trail of black exhaust smoke testified to qualifying boost off the scale. The lap was raggedly magnificent, untidy but awesome, and it secured him pole by almost 0.7sec. Afterwards, when the faraway look in his eyes had faded, he sunbathed behind the pits, cold drink and stunning blonde to his side, overalls rolled down to his waist. Rock 'n' roll.

It was all a long way from Grenoble, rural France. His father, a company accountant there, had built René a kart and the passion was ignited. "He didn't have a lot of money," says René, "but we did everything together." René raced the kart locally and, on leaving school, became a trainee mechanic with a Grenoble garage specialising in Alpine Renaults.

"The two parts of motor racing – driving and technology – always fascinated me," he says. "A friend of my father's knew a guy in Turin who ran a proper racing team, so I went there as a mechanic and stayed for two years." The team was Alfa Romeo experts Conrero, and René worked on touring and sports cars for, among others, Giorgio Pianta between 1969 and '71.

He moved back to Grenoble for '72, ready for the next stage of his dream – the Winfield Racing School at Magny-Cours. "My father and I would set off at four in the morning," he recalls, "and drive the 400 kilometres, do the driving on the track, then drive back."

"They became known by the other pupils as *Père et Fils*," school boss Mike Knight remembers, "they were always together."

At the end of the year, pupils could enter for the Volant Shell award, the prize for which was a fully paid drive in Formula Renault. "René was in a class of his own," says Knight, "quite outstanding. A lot of the pupils were saying, 'It's not worth me entering this year.' He completely destroyed them."

"I was a member of the jury," says journalist Jabby Crombac, "and I went down to a corner with Jean-Pierre Jarier. René was the second or third guy through. We saw him arriving obviously too fast and the car went sideways and he caught it in an absolutely beautiful way; Jarier and I looked at each other and said, 'You can tell the others to go home'."

"He wanted it desperately," says Knight. "He was going to take his chance and grab it by the throat." He demonstrated as much by winning the Formula Renault championship with his prize drive. Along the way he moved to Magny-Cours to be taken under the wing of constructor Tico Martini. A girlfriend, Nelly, who would later become his wife, began to accompany him.

"He was very shy and didn't have much money," recalls Martini, "but he was bloody fast, very aggressive – completely different outside the car – made very few mistakes and, once he had someone in his aim, he would just not let them go.

"I helped him but I think this caused a certain animosity among some drivers who had big budgets but weren't going as quickly. Certain people found his weak point was that he didn't have a fantastic outgoing personality, couldn't express himself very well, and they played on it. Just basic racing stuff, really. It bothered him a bit, but it just made him even more aggressive on the track."

Then Shell pulled out of motor racing. He worked for Surtees in 1974, not as an F2 driver as planned, but as a storeman in between an abortive F5000 programme and a Lotus F1 testing contract that failed to yield a single lap.

"Really, to have any future at that time as a French driver," recalls Crombac, "you needed to be on the Elf ladder. I pushed very hard to get them to take him on. A colleague of mine was at the same time pushing them to take on Richard Dallest instead, but luckily they chose René."

Back on course, he immediately repaid the faith. He won the '75 Renault Europe title – "sometimes that year I didn't know where I was going to sleep, but as long as I had my new tyres and a good engine, I was happy," – and in 1976 was the fastest man in F2, even though he narrowly lost the championship to his future Renault team-mate Jean-Pierre Jabouille. He took that crown in '77.

But still there was resentment. "A lot of it came from the guys who were with Elf already," says Knight. "He was still considered a rock ape from ➤



Gilles Villeneuve and Arnoux, the men whose titanic scrap ensured the 1979 French GP would pass into legend

'Jarier and I looked at each other and said, 'You can tell the others to go home'

Jabby Crombac



Fresh from F2 success, René struggled in his debut grand prix season, with Martini (shown here) and then Surtees

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Grenoble, and a lot of these guys were sophisticated Parisians." Yet he was blowing them away.

Even as the drivers he'd comfortably beaten graduated effortlessly to F1 as fashionable new names, it was difficult to see how Arnoux could go with them. His face just didn't fit, somehow.

Martini came to the rescue, putting together his first – and last – F1 project, for 1978. It was an underfunded effort, plagued with problems, and only two late-season races with Surtees rescued Arnoux's F1 career. "Gérard Larrousse was watching him carefully in America, assessing him as a potential Renault driver," confirms Crombac.

There were some boardroom grumbles about the strong provincial accent and the image, but Arnoux was duly confirmed as a Renault driver for 1979. He'd made it. It took a while to adapt to turbo lag, but by Dijon he was getting on top of it. He threw away his front-row grid position with a muffed start – the trigger that allowed him to show F1 just what it had nearly missed. As he scythed through the pack his speed was of a different order to anyone else's, his best lap a full second quicker than team-mate Jabouille, who was in the process of winning the race. René was up to third when his engine began cutting out; then came the battle with Villeneuve that has since passed into legend. Rarely, if ever, has a duel featured such raw desire, and of all the fabulous moves and counter-moves in those final couple of crazy laps, none was better than Arnoux's side-by-side pass into the fast downhill left-hander, never previously thought of as a passing place.

There was an animal quality to Arnoux's fighting spirit, as though he couldn't help himself once the buttons had been pressed – all instinct, nothing cerebral. It gained him access to some special personal territory and produced performances like those at Dijon or his pole lap of the Österreichring in 1980, a full 1.2s quicker than the rest, or his staggering drive from the back to second at Dallas 1984. None of them were pretty performances – there is the story of how a passengering Carlos Reutemann was unimpressed at how Arnoux didn't release some steering lock as they traversed mid-corner ridges across the road – but for all the lack of technical niceties, Reutemann would have been well served if he'd had just half of Arnoux's gloves-off fight.

Qualifying in the turbo era was made for Arnoux. "There were two qualifying sessions in those days," he recalls, "at one o'clock each day. At these times I would be very excited. Each part of the car is there just for this one lap where you have an extra 200-300 horsepower and fantastic grip.

"You had no time to build up to it; you just had to do it, to get everything from yourself to do one fantastic lap. We had a button that gave even more boost, but you couldn't use it the whole lap or the engine would blow – you just hit it when you had a second in between fighting the car. You couldn't remember what you had done afterwards."

1984, a season to forget. His team-mate Alboreto usually held the upper hand, but Arnoux's drive in Dallas was stunning

In between Renault several turbo blow-ups, Arnoux's career was progressing nicely, but in 1981 came a development which mixed ➤

turmoil into René's previously serene environment: Alain Prost arrived in the team.

"Alain came at his racing from a completely different angle to anyone else I have ever met," says Knight. "There are drivers who think a lap ahead, or a race ahead, or even a season ahead, but Alain – even in the junior formulae – was thinking a whole career ahead. He applied so much thought and so much guile. René couldn't possibly have competed with that; his mind just didn't work that way."

"Alain always wanted my engine, or my gearbox, everything, and the atmosphere in the team changed. It became more nervous and I found it difficult," says Arnoux.

"Alain came in and took the initiative," says then-team manager Jean Sage. "René didn't respond well." There were flashes of the fiery Arnoux that year but no more than that. He seemed dispirited, outpsyched. "In between then and the following season, Gérard Larrousse helped René a lot," says Sage. "He helped him get his confidence back up, made him see that there was nothing to stop him competing with Alain."

After a poor '81 season, René was back on form for 1982, and matched team-mate Alain Prost – on the track, that is

'He was quicker than Alain over a lap, for sure. But he was not as intelligent'

Jean Sage

Arnoux, 1982-spec, was a different driver. All the old fire and aggression returned, but now more relentless than it had ever been before. At Kyalami for the season-opener, he outqualified Prost by 1.8sec; at Monaco, his early laps were stunning as he left the field behind at 2sec per lap. There were victories too – a dominant one at Monza and a controversial one at Paul Ricard. "It was René who suggested he let Alain past if we were running 1-2, for the sake of the team's championship chances," recalls Sage, still dumbfounded by what transpired. "Then he just changed his mind. He was no longer working for the team." Prost helped ensure the fallout was volcanic. René's Renault days were numbered.

Arnoux was good in the wet; at Monaco in '84, he was fourth, as Lauda, Alboreto and Mansell gyrated around him

Even in the midst of his frustration with him, Sage could not help but be impressed by the new Arnoux's driving. "He was quicker than Alain over one lap, for sure. But he was not as intelligent."

It wasn't just René the driver who'd changed, though. René the man was somehow different. "He was more sure of himself. I think that's what Gérard had helped with," says Sage. It was as if his eyes had suddenly opened to his position and the possibilities surrounding him."

"He definitely changed," confirms Knight. "No-one could quite figure it. Maybe it was the pressure; we always thought F1 was a big deal for a lad like that. Even now, although he seems settled, you sometimes still see the mark it left on him."





His marriage to Nelly came to an end just as he signed a Ferrari contract for '83. For someone of the disposition he had recently displayed, the position of Ferrari driver seemed sure to offer limitless temptations away from the track. Old friends wondered about his new circle of non-racing acquaintances with whom he enjoyed the life of a Ferrari driver in Italy – an Italian-speaking one at that. On-track, he was still delivering. He was a title contender right up to the last round in 1983, and won three times. Had an ignition wire not come adrift when he was dominating Detroit, he'd have been the champion.

In '84, however, his performances dropped off alarmingly. There was the unbelievable drive at Dallas where, on a melting track, on a day the Prosts and Laudas stuck it in the wall, he was magnificent as he shaved the concrete, millimetre-perfect from beginning to end. But that highlight aside, this was not old Arnoux. After the first race of '85, Ferrari sacked him, using the pretext of an off-season operation he'd had to relieve pressure on a leg muscle, without the team's consent. "There was a lot of politics about it all," is as much he'll say about it today.

He disappeared for the rest of the year, making a low-key comeback in the Macau F3 event in November, in preparation for his F1 return with Ligier. The '86 Ligier-Renault was a reasonable car and there were days – notably when he led in Detroit – that he looked his old self. Away from the track he seemed to be living a cleaner, healthier life too. But the French team was on a downward spiral and for the next three years produced terrible cars. It eventually showed in Arnoux's driving and, after a desultory 1989, he called it a day.

With the spotlight off him, he'd recovered a personal equilibrium that had looked in real danger when he was at the height of his career. The magnificent fighting driver was no more, but at least he'd faded away rather than burnt out. M

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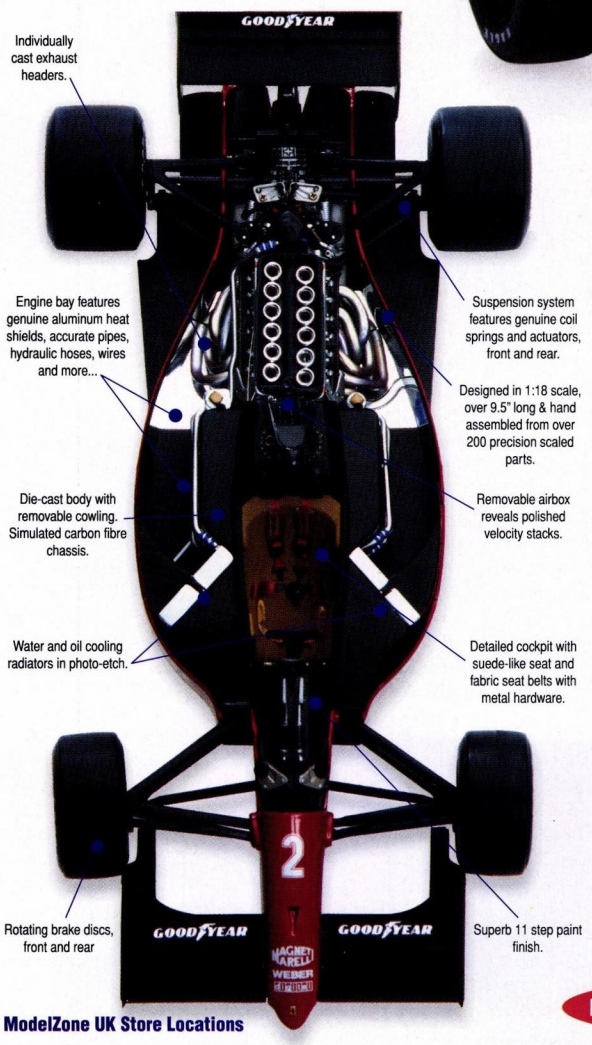
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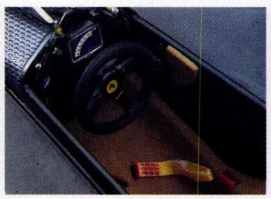
Removable airbox reveals polished velocity stacks.

Detailed cockpit with suede-like seat and fabric seat belts with metal hardware.

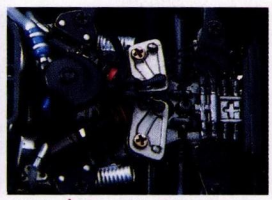
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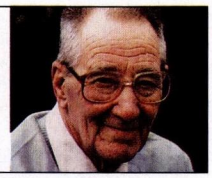
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1937 ALTA

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LEN TERRY
Freelance designer



THIS GOES BACK TO WHEN I FIRST BECAME INTERESTED in motor racing. Aged about 9 or 10, I started to go to Crystal Palace, around 1937, where the George Abecassis Alta was my favourite car and I began to bone up on it. It was that car which got me sufficiently interested to become a designer myself. I was very pleased to see a couple of them at the Goodwood Revival.

I consider Geoffrey Taylor, the Alta's designer, as a sort of pre-war Colin Chapman – ahead of his time and very concerned with lightness. And he designed and built virtually everything – the engine, supercharger and chassis.

That twin-cam engine was very novel: it was built in an unusual way so it was easy to convert from 1100cc to 1500 or even two litres. Each pair of cylinder liners formed a block within the main aluminium block, which effectively formed a water jacket around it. You could pull out the liners and swap them; the stroke was always the same.

It was tuned for torque rather than outright horsepower, which is important because a racing car spends the majority of its time accelerating, and only a little bit braking and cornering. He was getting over 180bhp from the 1.5-litre version. And a development of that engine went on to power the Syracuse GP-winning Connaught.

It was supercharged with a Roots blower he designed himself, like everything else, to fit his own concepts which he'd been developing since the 1920s on his 1100cc sportscar. That was very low with an underslung chassis, and he utilised it as his prototype for new ideas. He used it for about four years in trials and rallies before he was ready to produce Altas.

He did most of the machining himself – he was a perfectionist, and not an easy man to get on with. Alta was always a small company; I'm sure he had ambitions to grow, but was always short of finance.

He was ahead of his time in building a very rigid chassis with independent suspension front and rear, which relied on sliding pillars between cross-tubes. There were single pillars at the front and twin pillars at the rear with the driveshafts passing between them. And no shock absorbers at all, just the friction of the mechanism. The Wilson preselector gearbox meant the driver could concentrate on other things – it just needed a stamp on the pedal at the right moment. He was also one of the first people to use twin-leading shoe brakes, even if they were cable-operated.

The chassis was very rigid for its time, a narrow single-seater with channel-section rails, but with the open sides outwards so you could undo the cross-members more easily for repair, and the fuel tank formed the tail of the car. I think the Alta's rigid chassis and independent suspension would have had much more influence if the war hadn't got in the way.

It was very light – the car weighed 11½cwt, less than the ERAs, the 4CLT Maserati or the MG and Riley specials it was up against. With a 2-litre engine it began to match, even sometimes beat the ERAs, which were the top voiturettes at the time. And I don't think Abecassis was a top-line driver; he was not in the class of Raymond Mays or Arthur Dobson.

The car had excellent traction, and Taylor increased that by using twin rear wheels at Crystal Palace; before that they were used in sprints and hillclimbs but hardly ever on circuits.

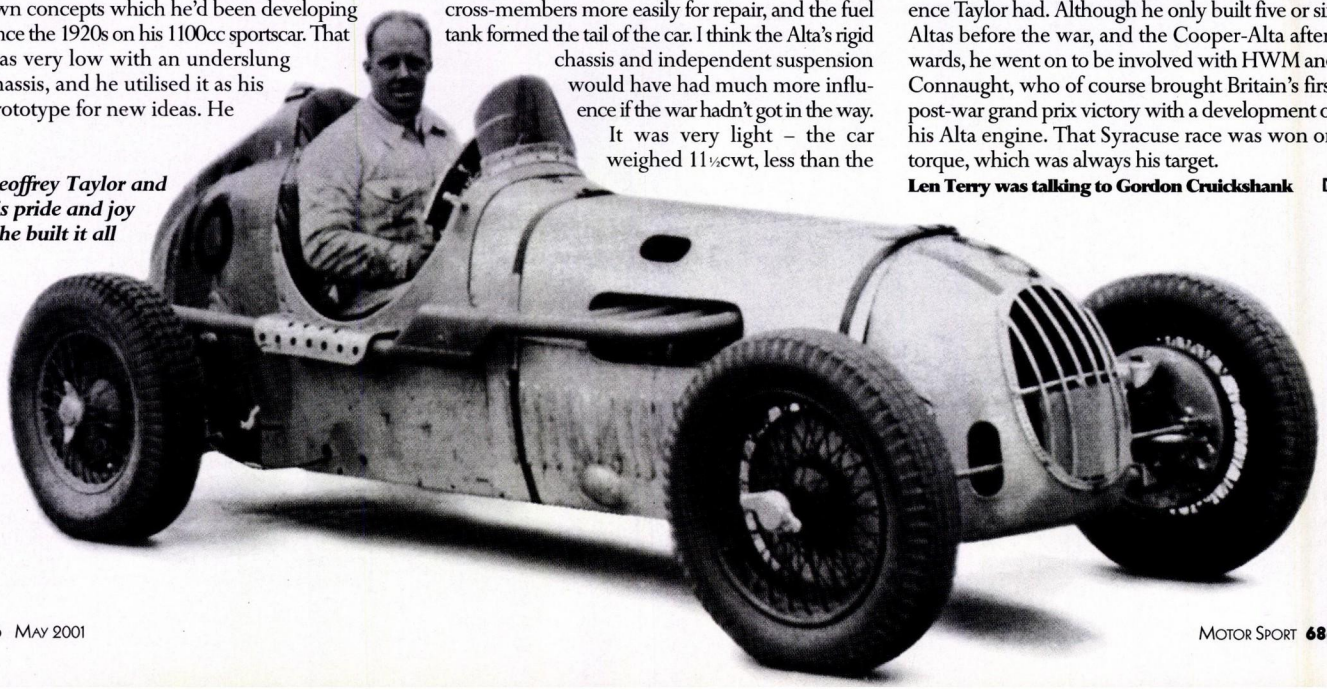
The Abecassis car was good-looking, too; Hugh Hunter also bought one, but it had a different body built by Jacksons at Brooklands.

After seeing Abecassis race at the Palace, and going once to Brooklands, I decided I was going to be a racing driver *and* a designer. I raced for about five years in the 1172 formula. I was never any good, but I think it was important then for a designer to have done some racing. Not so much now, when the drivers all come up through karting and the cars are like very large karts.

But I was about 30 when I eventually got into the business. I'd been racing the JVT Special, a Lotus 3B copy, which I rebuilt into the first Terrier. Then Brian Hart asked me to build Terrier Mk2 for 1172 racing, which took 18 wins out of 21. I went to Lotus, leaving them in 1959 for Gilbey, where we built an F1 car for £5000!

I don't think people appreciate how much influence Taylor had. Although he only built five or six Altas before the war, and the Cooper-Alta afterwards, he went on to be involved with HWM and Connaught, who of course brought Britain's first post-war grand prix victory with a development of his Alta engine. That Syracuse race was won on torque, which was always his target.

Len Terry was talking to Gordon Cruickshank M



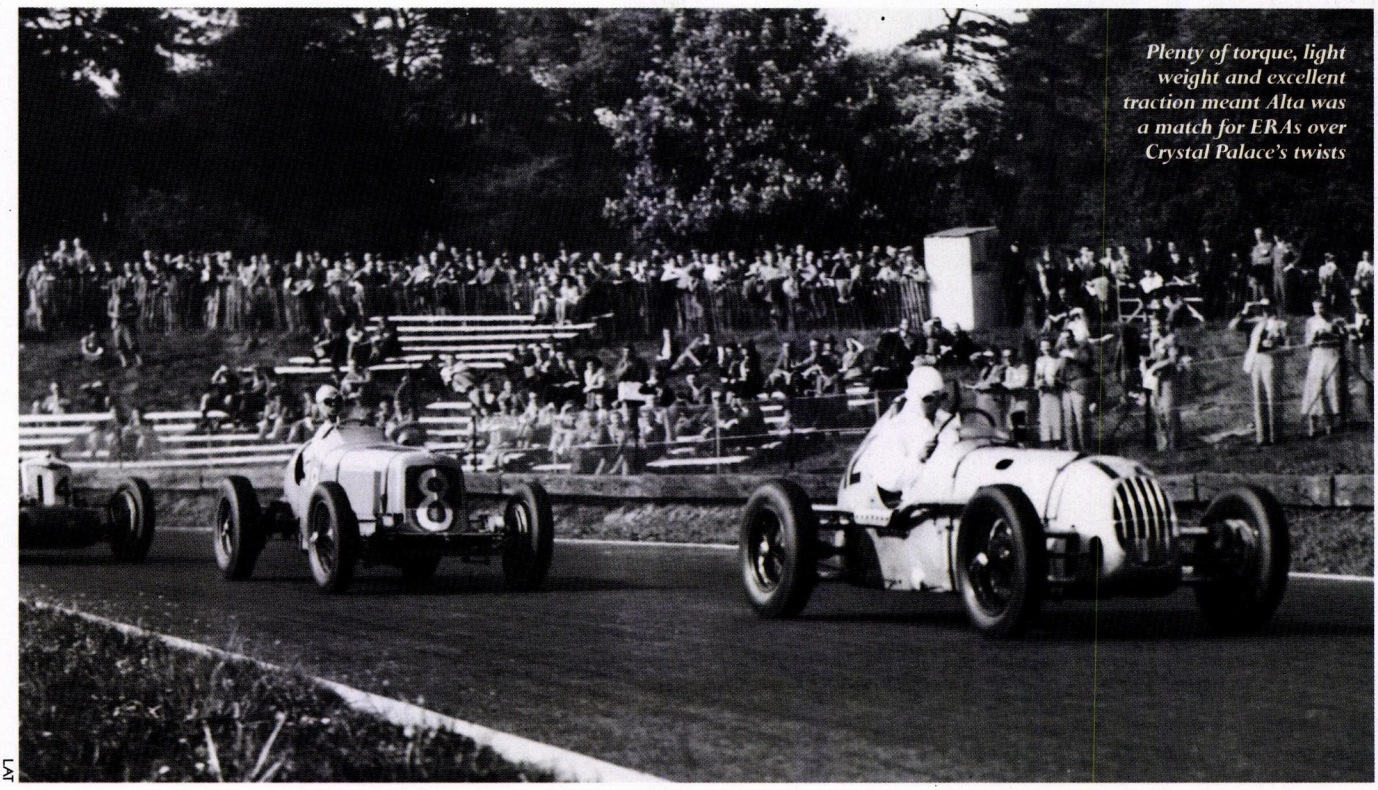
Geoffrey Taylor and his pride and joy – he built it all

Guy Griffiths



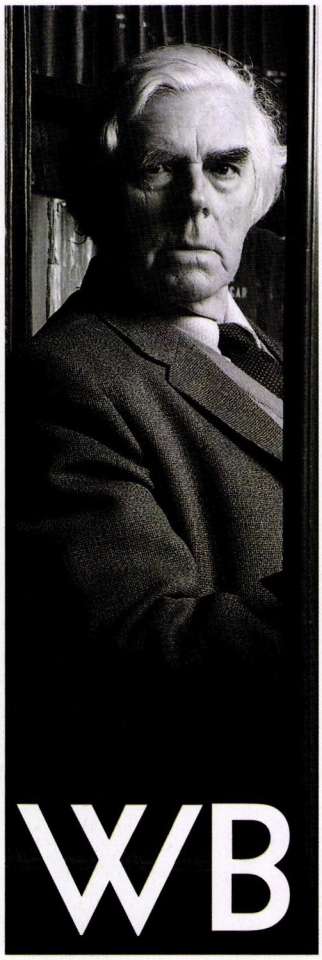
Abecassis negotiates Prescott's Pardon in '39. Note twin rear wheels, a bid for extra grip Alta also used on circuits

LAT



Plenty of torque, light weight and excellent traction meant Alta was a match for ERAs over Crystal Palace's twists

LAT

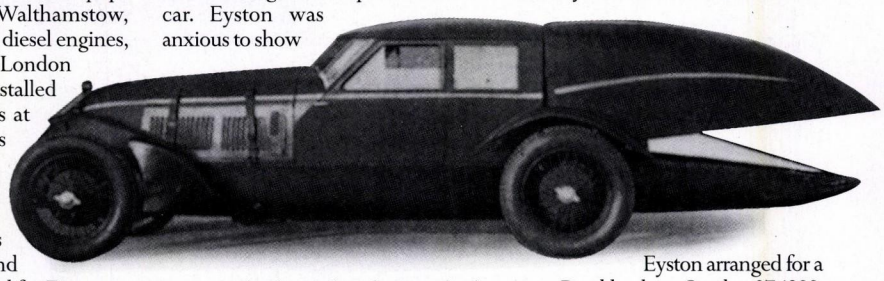


Early diesel-car records

IT WASN'T UNTIL THE 1930S THAT diesel engines began to extend from the commercial vehicle, 'bus and coach world into that of the private car. Foreseeing this, that doyen of record-breaking, Captain George Eyston, decided that he would show how fast and effective a compression-ignition engine could be. Eyston was a director of the Associated Equipment Company of Walthamstow, and used one of their diesel engines, of the kind found in London 'buses, which was installed in a Chrysler chassis at C T Delaney's works in Maida Vale.

AEC introduced the CI engine for heavy-duty vehicles from about 1920, and were no doubt pleased for Eyston to publicise their power units in this way. The engine used was an 8850cc four-cylinder weighing 1414lbs. Eyston had business associations with Chrysler Corporation in this country, hence the choice of chassis. The engine gave 130bhp and the Chrysler's final-drive ratio was changed to 1.94:1. Eyston realized that a smart, practical-looking vehicle was necessary and he got Vanden Plas to make an impressive, streamlined, narrow saloon body for the AEC Safety 6 Special. It was road-equipped with modest mudguarding and lamps, and weighed 2½ tons; with its louvred tail strapped down like the long bonnet, the appearance suggested a racing special.

At this time, late in 1933, diesel-class records were not recognized by the FIA. But in the US, C L Cummings was claiming 100.75mph for a diesel car. Eyston was anxious to show that a British car could do better. The AEC power unit at first had three-branch exhaust pipes for each pair of cylinders, merging into two single pipes led outside the near-side chassis side member, but these were changed for single pipes for each exhaust port, with the two single pipes within the side-member. A second radiator was slung between the front dumb-irons, both being made specially by Galley. No doubt with bonuses in mind, Eyston specified BP fuel-oil, Castrol lubricating oil, Rudge wheels with Ewart wheel discs, Dunlop tyres, Jaeger instruments, a Dover steering wheel, a Laminex windscreen, Andre Tele-control shock-absorbers, and he sat on a Moseley "Floaton-Air" cushion.



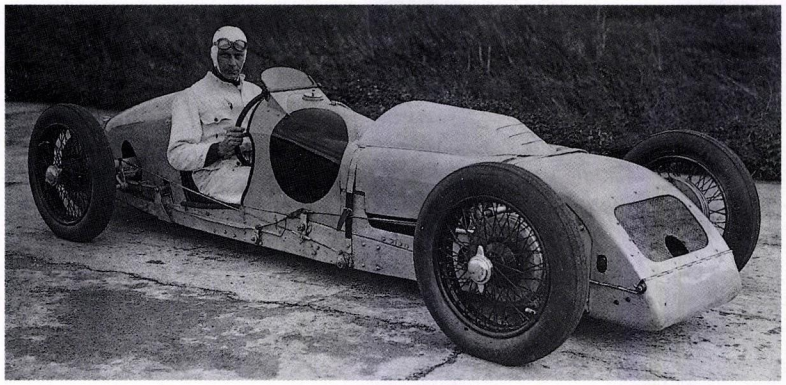
Eyston's diesel record car later received an even longer tail to boost speed

Eyston arranged for a run at Brooklands on October 27 1933. It was a pouring wet day, people watching under a sea of umbrellas. The AEC was timed officially over the two-way flying-start km and mile after the racing tyres had been changed for ribbed ones. GET was drier than we were inside the car, the spray from it rising higher than its roof, as the back mudguards were not fitted.

Though he had difficulties when one wiper blade blew off and the other lifted, he averaged 104.86mph



GET Eyston with the AEC diesel special on the wet day he set records at Brooklands



Reg Munday fitted a diesel into one of the Thomas 'Flatiron' Specials for records in 1935

for the km, 101.98mph for the mile. The publicity handout told us that at 100mph the AEC gave about 20mpg of diesel fuel.

The FIA did not recognize CI records until 1935, but in 1934 Eyston took the AEC to Montlhéry and did a lap at 115.41mph and 10km at 115.07mph. In 1936 the AEC was set to establish long-distance CI records, with co-drivers Albert Denly and Tommy Wisdom. All went well for three hours (97.64mph), with lanterns put round the track. Then, in the dark, Denly had a very narrow escape when a front wheel came off. But in 1927 the 24-hour target was achieved, at 97.05mph. Eyston, the supreme record man, then had a Ricardo-converted Rolls-Royce Kestrel aero-engine put into his special long-distance 'Speed of the Wind', also built by Delaney's, and renamed 'Flying Spray'. After an abortive winter test on Pendine Sands, he took the fs km and mile CI records at Utah in 1936, the former at 159mph. At the Paris track he and Denly raised 14 such records with the AEC saloon, which did over 97mph for 2330 miles, its nose-cowl cut back for better cooling.

Meanwhile, Reg Munday, of Leyland Thomas and 30/98 Vauxhall fame, had put a 2.7-litre Perkins diesel engine into a 'flatiron' Thomas Special. Supercharged, it set a British fs km record of 94.7mph and, with blower removed, five longer ones, with 88.25mph for the hour, round Brooklands in 1935. Back to 1937, Marchand led a team of drivers with a 1.7-litre Yacco Special at Montlhéry where Eyston had left off, putting up CI figures for 5000km to 8 days, at from 70mph to over 68mph for the total 13,091 miles. In 1939 a 2-litre Hanomag driven by Haeberke set standing-start km and mile CI records, the latter at 61.3mph, and broke the fs mile, 5km and mile ones, the km record at 96.9mph.

Missing horsepower

A READER FROM MILAN, AFTER EMBARRASSING me by saying that after 45 years of readership he finds me "almost never wrong", takes me to task for attributing 90mph from 41bhp to the 1935 TT Singers. He compares this with the 90mph he can get from his 1934 Singer Le Mans Special which has a Rootes Group 1656cc engine as used for the 1950s Sunbeam Alpine, the Singer and Humber Vogues, and the Hillman Hunter, etc. With twin 1 in SUs, a fairly 'hot' camshaft, and extractor exhaust system it develops just over 100bhp and this car will push to 100mph, he says, with a tailwind, which against it reduces the pace to 85 on the 3.95 axle-ratio.



TT Singers: was official horsepower figure 'massaged' to disguise tuning?

I think he must be right about 41bhp not giving 90mph. My defence is that these TT Singers, of which production replicas were promised but never materialised, were not available to me for road-test, and that motoring writers are not well enough paid, especially me, to afford their own dynamometers! I have always regarded *The Autocar* of those days as accurate, and it quotes 90/41 for the TT Singers, as does Kevin Atkinson in one of the best one-make books, *The Singer Story*, adding the axle ratio as 4.77 to 1. The cars were tuned for racing and so the 41bhp we all quoted was very likely false. Maximum safe revs were, I believe, 5500rpm. Sorry.

miscellany

CORRECTION: IN LAST month's Georges Irat piece, one of these cars was 29th at Le Mans in 1923, not ninth as printed, and Eyston's 132mph hour-record with Panhard was in 1932, not 1930.

* * *

KENT ROBINSON HAS prepared a new register of Rover 8s, one of the better air-cooled twin-cylinder light cars of the 1920s. Known survivors number 43, in spite of them spanning only the years 1920-1925. All types, two-seater, four-seater, coupé and van, are represented, plus a Rover-engined ultralight aeroplane. Two more cars are also believed to exist, and a dozen missing ones are sought.

* * *

TWO THOUGHTS ABOUT modern motor racing. Rockingham is described as a modern race track, in the tradition of Brooklands, which closed 62 years ago to aid the war effort. One expects progress to mean faster racing. To date a driver in a fast single-seater has lapped Rockingham at 144.77mph, with a top pace of 155mph. The Brooklands lap-record was set in 1935 to 143.44mph and 151.97mph was achieved there. Obviously Rockingham will get faster...

* * *

I KEEP IN CLOSE TOUCH with VMCC happenings through its magazine, but I have overlooked a recreation last year of the Newham hill-climb, dating back to 1905. Held in conjunction with the Rotary Club of Daventry, the freak grass hill-climb first held in 1923 was also re-enacted. The programme had a long article by Alan Burman about the former event, which later included cars, the 1200-yard course near Daventry having an average gradient of 1 in 11. WO Bentley competed and there was a lady riders class. It stopped with the war but the nearby grass hill was then used.

* * *

WHEN REVIEWING THE book about sand-racing at Pendine, I said I hoped other venues would receive the same coverage. Now *Dash Between the Tides*, by Ernie Crust, does this for the racing at Saltburn and Redcar between 1905 and 1965. This is a pictorial history, with 149 photographs. The bikes predominate, but the cars are of much interest, from the massive 300hp S76 Bordino Fiat and Lee Guinness 200hp V8 Darracq downwards. The publishers are ITOA Publishing, 9A Gipsy Lane, Nunthorpe, Middlesbrough, Cleveland TS7 ODY

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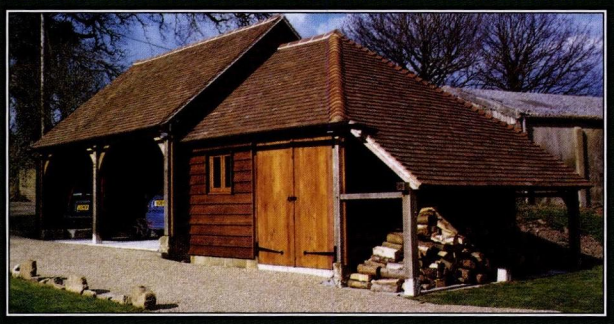
THE ALVIS OC'S BULLETIN is a source of many pictures of these cars, especially the later models, and it has just become a limited company. Issue No 466 has a piece about what led to the Alvis TA21, and another about Morgan-bodied Alvises. The cover picture is of George Grant the Scottish whisky magnate with his then-new 1939 Alvis Speed 25. Membership Secretary: Charles Maconochie, on 01892 832118.

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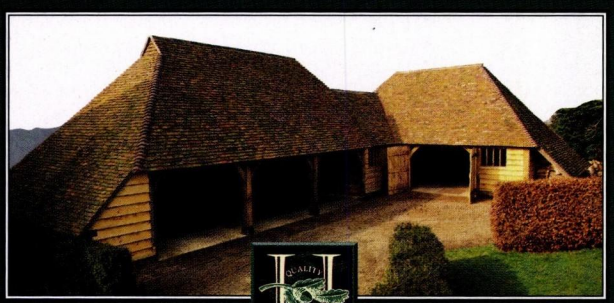
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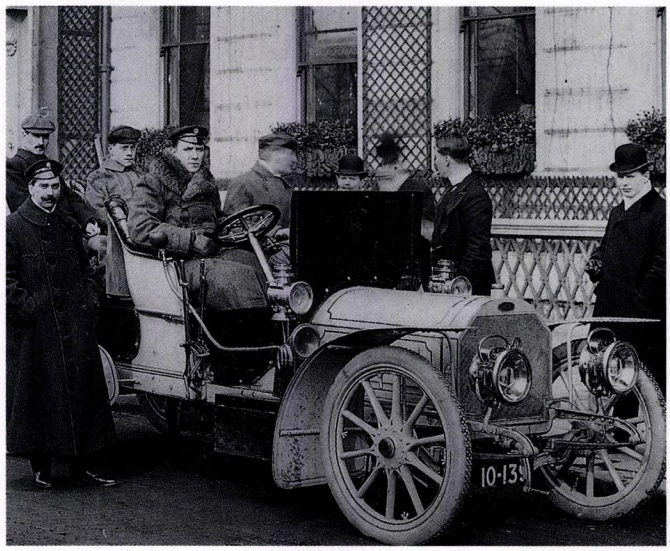
Motoring to Monte

IN THE ADVENTUROUS PIONEERING days, there was a satisfying challenge, not quite so demanding as competing in the great town-to-town races or the Grands Prix, but more strenuous than the excellent MCC long-distance trials – trying to beat the London-Monte Carlo record. It offered good publicity for the cars used and was a decent feather in the caps of successful drivers.

On the roads as they were before 1915 this was a tough task, and though such attempts were not exactly encouraged, official observers were carried to confirm that the time taken was acceptably accurate. It seems that Charles Jarrott started the ball, or the cars, rolling when he proposed to drive from the Automobile Club in Piccadilly to Monte Carlo in one of the then-new 40hp 7-litre Crossleys in two days, over roads described as 'in very bad condition'. The time was to include the Channel crossing and getting through Customs. The famous British racing driver set out in April 1906 and took 37H hours, averaging nearly 25mph for the 771-mile Boulogne-Monte Carlo section.

The challenge was on! The Hon Charles Rolls immediately accepted it and drove a 1906 TT Rolls-Royce back from Monte to England in 37hr 28½min. In France, Rolls had been considerably quicker than Jarrott, including getting lost and having a puncture, but he lost 3hr 11min waiting for the steamer, so beat the Crossley by a mere 1Hmin. H R Pope was off next, in the 7H-litre Itala he had driven in the Targa Florio. This was, like the other cars, a four-seater, fully laden. The time was 36hr 5min in spite of much tyre trouble. In 1907, Arthur Earp tried with a six-cylinder Iris, but snow on a pass and lamp failure meant a night in the car, which ruined his attempt.

Jarrott then tried again, with a 6.7-litre 30/40 Crossley and three passengers and got the time down to 35hr 20min. This S F Edge could not endure, so he sent E A Paul off in a big Napier touring car which, in bad weather but on durable tyres, clocked 33hr 34min. But you should never reckon without Mercedes! In May 1907 AG Brown's 6785cc Mercedes 45 knocked 4hr 14min off the record, in spite of observing the speed limit in Cannes.



Bill Boddy

Charles Jarrott started the trend by timing his 40hp Crossley to Monte Carlo

The French authorities objected to such runs, but Pope, in a 45hp Itala, had a go from Monte Carlo and made London in 29hr 16min, in spite of hitting an errant cart, apparently observing English speed limits and losing two hours in fog. These exploits then seem to have rested until 1913, when James Radley in a Rolls-Royce Silver Ghost bettered the record by 3hr 12min with a time of 26hr 4min, delayed by shut level crossings but aided by the AA holding a ship for the sea crossing, when the RAC had refused help.

After the war these publicity dashes were replaced by efforts to beat the renowned Blue Train from the Riviera to its London terminus. In 1930 Dudley Noble beat it by 20min, driving a 16hp Rover Light Six saloon, but only as far as Calais, an average of 48mph in spite of some delay due to fog.

However, that year Woolf Barnato went all the way, in his 6H-litre Bentley Gurney Nutting two-door coupé complete with cocktail cabinet, and was in his London house some time before the train pulled into Waterloo station, having beaten it by four hours.

In the same year a private owner, Mr E J P Eugster, took his turn after a golfing holiday. With a friend, he left St Raphael in his Alvis Silver Eagle tourer just after the Blue Train steamed out, in the dark cold night. Soon they were cruising at 55-60mph towards Brignoles. Aix-en-Provence was made on schedule. Ten minutes were gained by Avignon where they changed drivers. Then came rain, the Alvis sliding a little at speed, so the hour's advantage they had hoped to gain by Lyons was reduced to a 10-minute deficit.

Difficulties finding petrol followed, as well as level crossing delays and slower roads. But five hours later the Alvis was at Avalon where the shivering crew poured in lots of petrol. Dawn at Sens, and with the speedo showing 70, the dirty car speeds on. Fontainebleau by 7am; 300 miles to go. A crossing shut for 20 minutes, another stop for fuel, then the Alvis goes at top speed to Calais, and they are three hours ahead of the famous train. Even amateurs could do it.

But *The Autocar* hoped "others will not start a series of such runs now that it has been proved that a car can beat the train." A slightly topical note?

miscellany

THE SINGER OC INTENDS TO recognise its 50th anniversary by having a run on October 6 taking in such pre-war public-road speed hill-climb venues as Britwell Hill, Aston Hill, Kop and Waterworks, with a look at the old Dancers End speed-trial course, which I well remember. An excellent idea.

* * *

MOTOR SPORT IS NOT NORMALLY political. But as we have received a letter from Robert Symes MP, Shadow Transport Spokesman, telling us of the party's policy on our "right to drive", whereas the other two parties have remained silent, we feel you should hear some of them. Briefly, Tory policy includes a cut in petrol and diesel fuel tax, abolition of tax on business parking, more new roads where required, abolition of inefficient bus lanes, such as on the M4, raising the motorway speed limit to 80mph where safe, opposing the use of speed cameras as a means of more stealth taxation, while fairly enforcing speed limits, and reducing nuisance road works.
The Tory message is that Labour will mean more tax, and the Liberals will support Labour against car owners, but the Conservatives will stand up for your "right to drive", while appreciating that illegal and dangerous drivers must be apprehended.

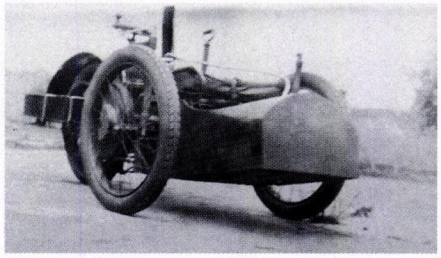
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THE VSCC OF AMERICA IS trying to reduce or eliminate the number of 'illegal' cars at its events, having noticed more and more instances of, for example, non-original items, from rack-and-pinion steering, increased steering negative-camber, and suspension alterations, to larger and more powerful power units never used to begin with. Members will have until 2002 to alter things. Good show!

Bollées – fast, but difficult

GOOD STORY BY NICK JONKHEERE IN THE CURRENT VSCC Bulletin about the veteran Léon Bollée three-wheelers, which did well in early races, Jamin winning the 'cycle' class of Paris-Trouville in 1897 with one, and S F Edge, H O Duncan and Charles Jarrott being others who used them. In later times these fast but difficult tri-cars were seen in our Brighton Runs, Sammy Davis of *The Autocar* a regular entrant, who once pushed his stricken Bollée 'Beelzebub' 12 miles to the finish.

Davis described changing gear on this 1897 Bollée as "switch off, close the throttle, adjust the gear lever, feel for the next gear, mesh if lucky, tighten the belt, switch on, open the throttle, adjust the air, adjust the governor, and if all goes well, you have changed up; if not, then you haven't." But he got to the finish year after year, except in 1948 when, after a mild bump into a modern car, a wheel collapsed. Indeed, at one time a team of three Bollées took part, those of SCHD, Wood and Barnes, and a Naval commander appeared with a fourth.



Sammy Davis's faithful Bollée tri-car 'Beelzebub'

I recollect being at a VCC dinner when a Frenchman at the top table heard that I had a Léon Bollée and was determined to buy it. I knew he thought it was one of the single-cylinder three-wheelers, but mine was actually a derelict vintage specimen with four wheels. I held up four fingers and explained as well as I could, but it took some time to calm him down.

Survey shows extreme views

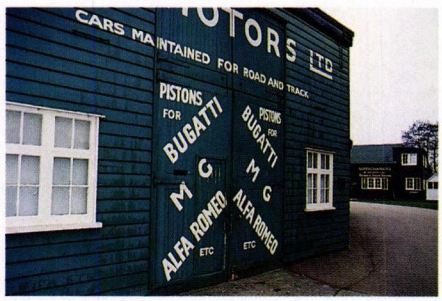
JUST AS I WAS ABOUT TO COMMEND Princess Anne for driving her Bentley at 93mph on a motorway, which sensible drivers know is safe under clear weather, low-density traffic conditions, I was caused to brake heavily when I received the NavTrak survey of views of a 'representative poll of British drivers'. Because 55 per cent of those consulted agreed with Labour's proposal that a 10-year jail sentence should be imposed on anyone causing death by careless or dangerous driving. The latter yes; but careless driving used to be a much milder charge. 42 per cent wanted special punishment for doing 100mph.

This poll also backed a ban of up to 10 years for a second speeding offence (17 per cent), and 23 per cent wanted a prison sentence for speeding in built-up areas! So if you were caught doing 35mph in such an area your liberty would end. More polls showed 39 per cent wanting the motorway limit raised to 80mph and 10 per cent to 90mph. An automatic ban for doing 90-100mph, no mitigating circumstances allowed, got 54 per cent.

When a 70mph limit was to be imposed on the M1, when traffic density was lower than now, MOTOR SPORT instituted a petition of enormous volume, which Earl Howe presented to Downing Street, backed by Graham Hill. Even the Peer's pleading did not have the desired result; but it may have stopped a suggested lower limit being imposed. Of course, road safety is paramount; but the war on vehicle owners does seem to be attaining absurd proportions.

Brooklands planning threat

NOT ONLY HAS THE BROOKLANDS Museum suffered so badly from the winter floods, damage now estimated at around £2m, but Helical Bar plc has applied for planning permission for a £2m plan to build five office blocks and a double-decked car park providing 'a continuing flow of development of office, retail and industrial schemes', backed by a gross profit of £43.5m last year.



Proposed blocks would dominate historic buildings

The proposed building would closely overlook the Paddock, and the restored Campbell and Jackson sheds, and the remaining part of the Campbell circuit. Poor Brooklands! Helical Bar is trying to revive a 13-year planning permission existing before the museum opened, and aims to begin work as soon as, and if, Elmbridge Borough Council gives permission.

The Museum Director Designate J Michael Phillips says he is not against development but is very worried about these plans to erect offices on a flood plain and on the Brooklands Conservation Area overlooking listed and historic buildings. Is there no respect for British Heritage? Protests to the Head of Town Planning, Elmbridge Borough Council, Civic Centre, High Street, Esher, Surrey KT10 9SD

miscellany

THE INTER-REGISTER CONTEST, IN which the Clubs and registers compete against one another, still happens. The Alvis fold have a scatter rally in Buxton planned for June 17, the Crossley Register joins in with a treasure-hunt in North Yorkshire on August 28, the Humber Register with a navigation event near Evesham on September 9, and the Riley fraternity with a similar contest in the Devizes area on September 16.

* * *

BEFORE FOOT-AND-MOUTH SHUT things down, the VSCC held its Pomeroy Trophy event at Silverstone on March 24. One Edwardian, 15 vintage, 12 post-vintage and 65 moderns made a splendid entry of 93, with tests of speed, acceleration, braking and body measurements, etc, to decide the best of a vaguely touring car nature.

This year the winner was S Smith (1926 1½-litre Frazer Nash) by 0.15 marks from Sam Stretton's 1966 2-litre Westfield, and 11.79 marks ahead of the opposite class leader, J Baxter's 1928 1½-litre Frazer Nash which took the Densham Trophy. First Class Awards went to a Triumph TR3A, a Datsun 140Z and a 1928 Frazer Nash; Second Class Awards to two Morgan Plus-4s; a Triumph TR3, 1930 and 1931 Frazer Nashes, a Ford Sierra and a Lagonda Rapier.

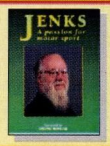
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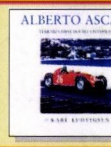
BARRY SMITH IS RESTORING A San Sebastian Salmson, which has its original twin-plug head, and is anxious to discover if it had a competition history. It is car no432, Reg No HC 8147, which was delivered on May 2, 1927 and registered by J Passadoni that August. Later owners include Stanley Fitzgerald Ball of Twickenham in 1948, and Kenneth C Radburn in 1950, after which the car was laid up in 1957. If anyone has any information, letters can be forwarded.

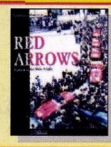
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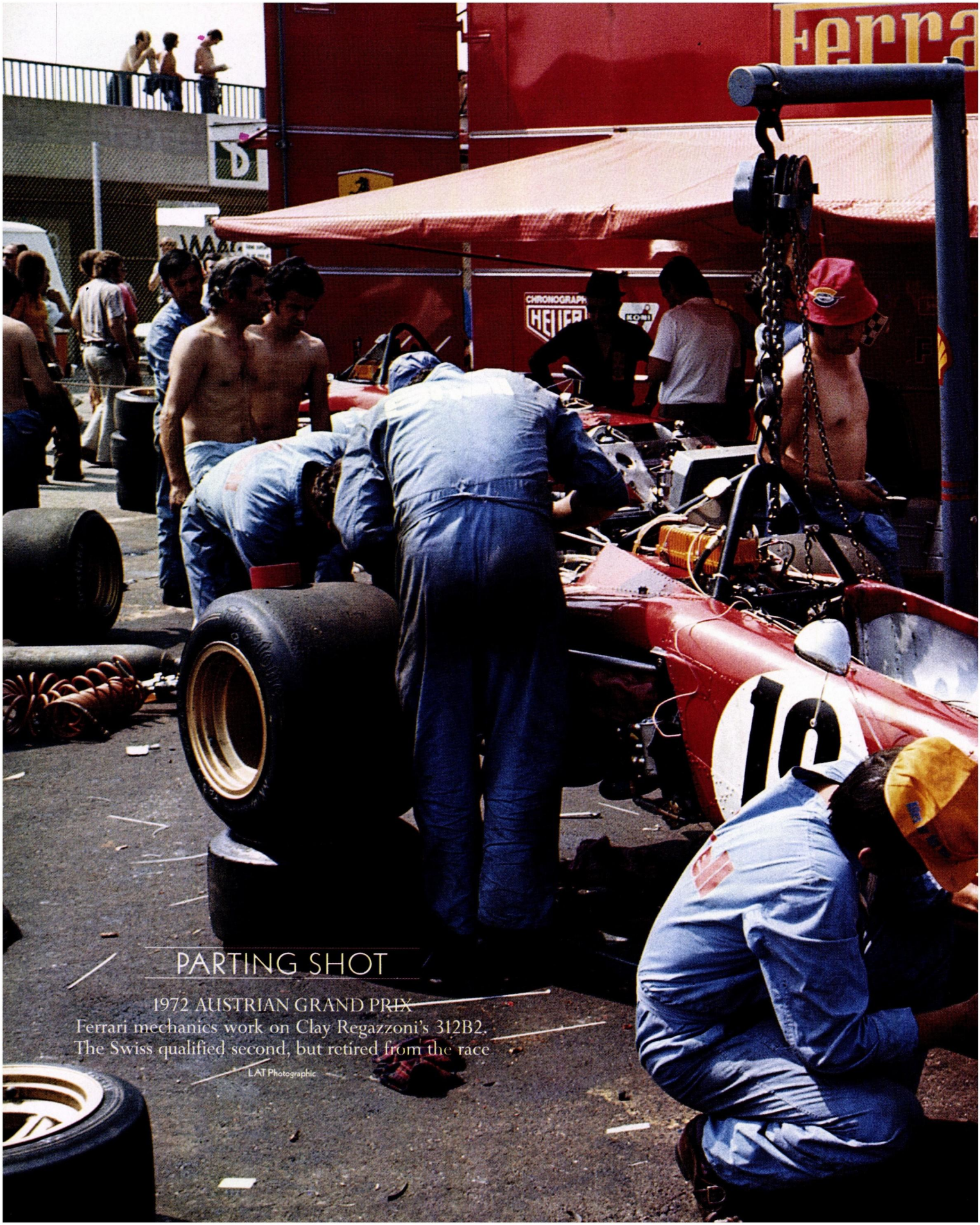
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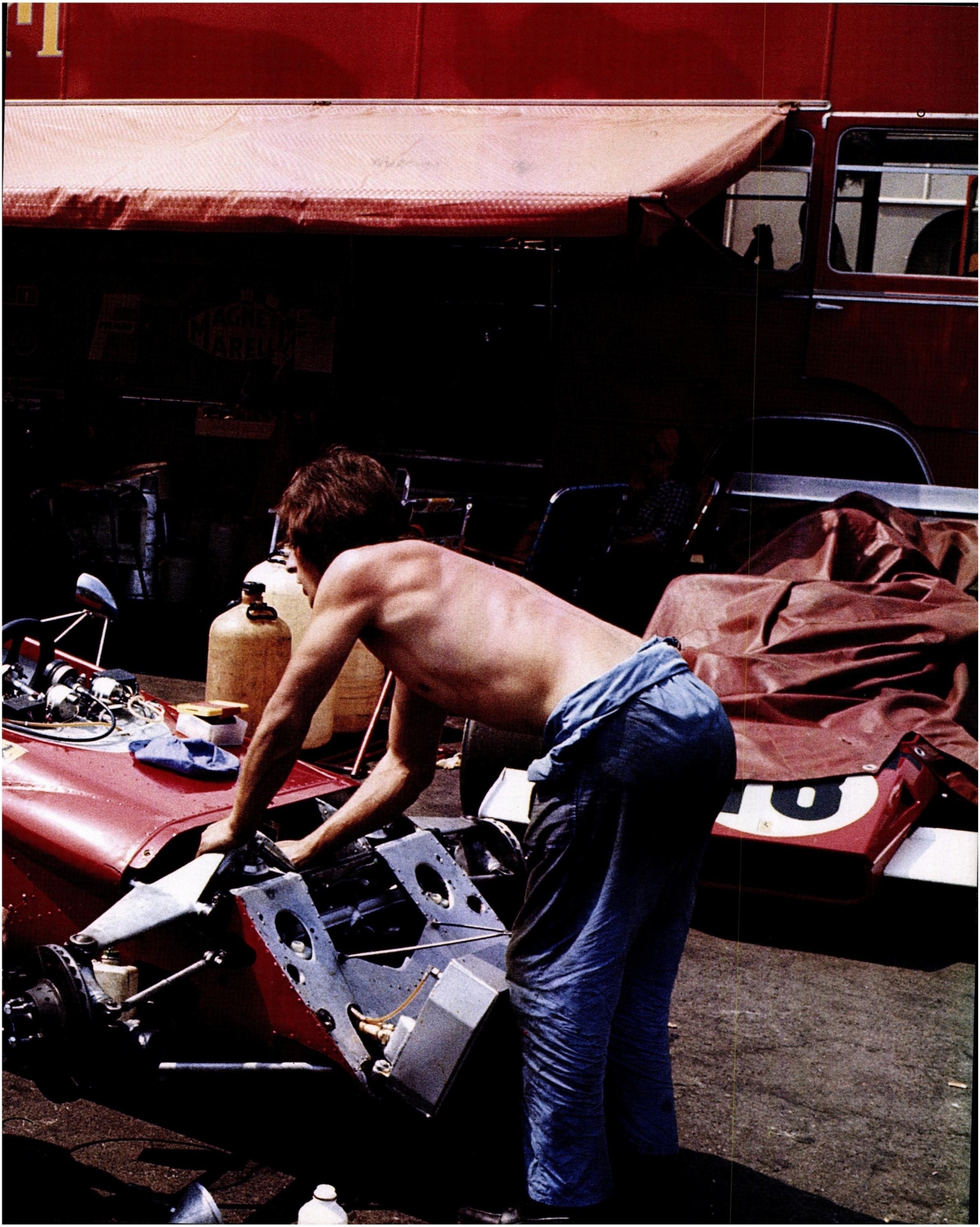



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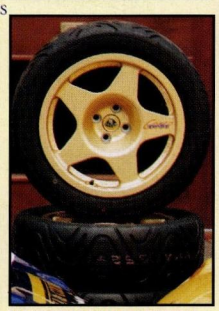
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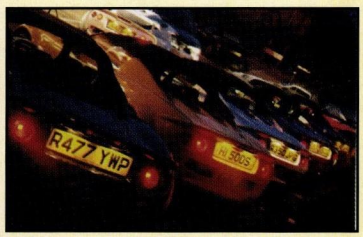
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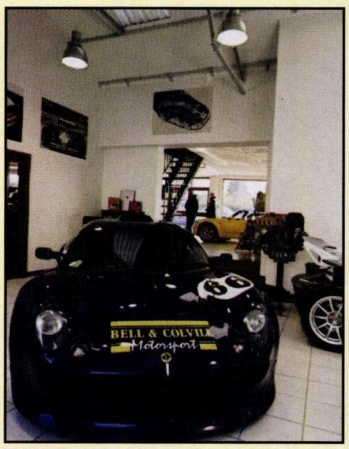
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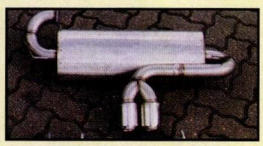
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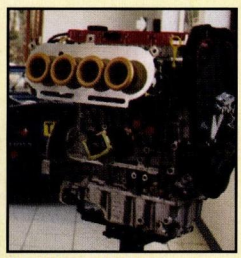
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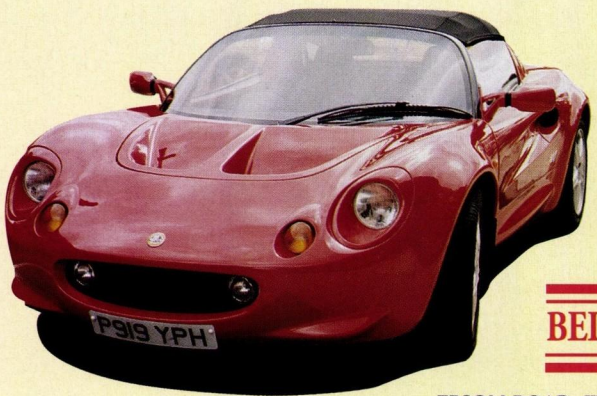
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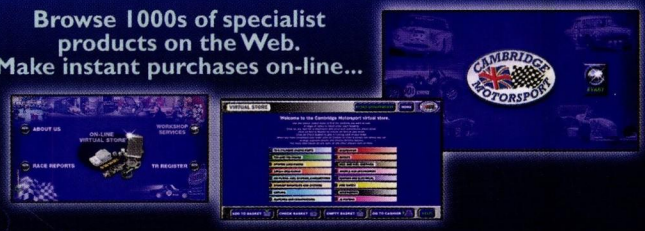
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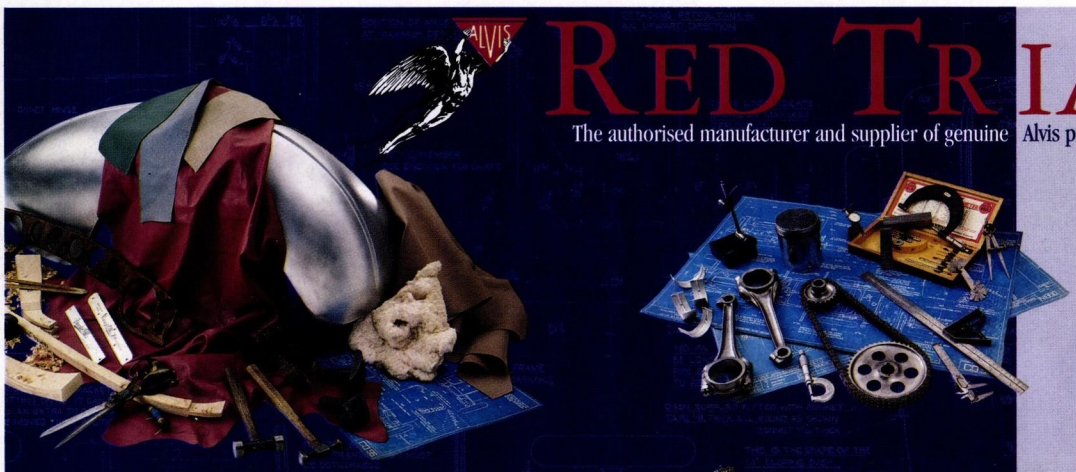
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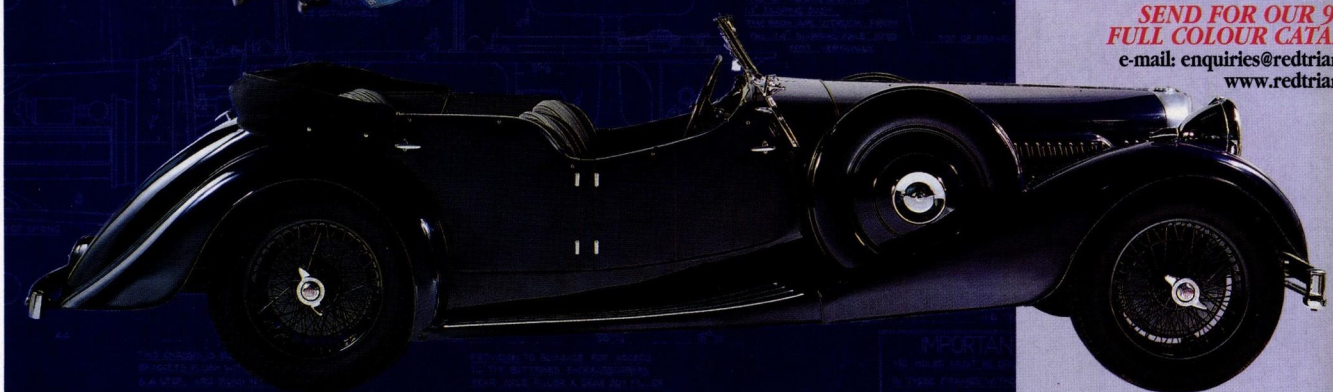
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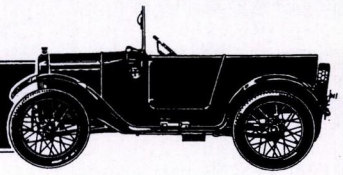


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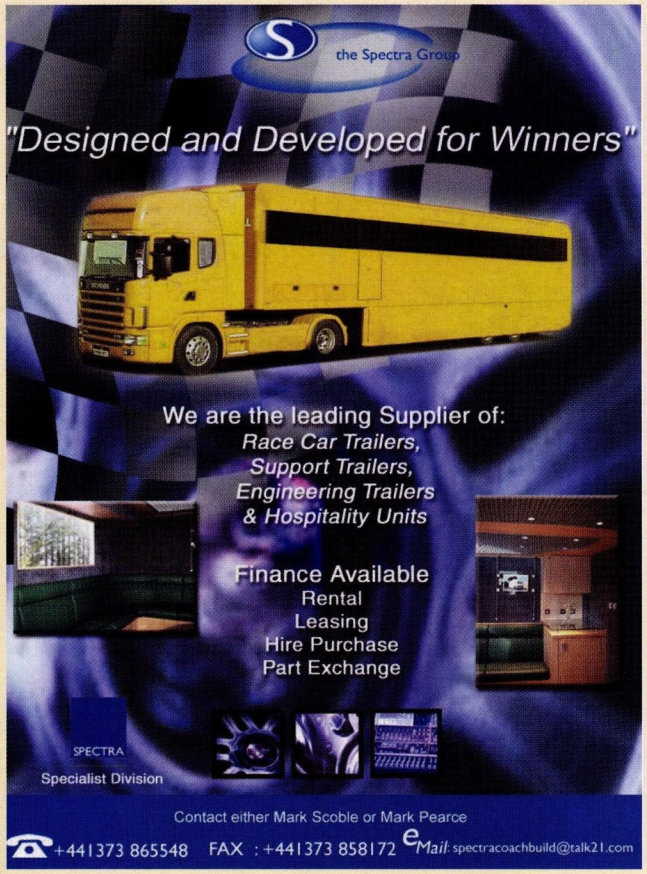


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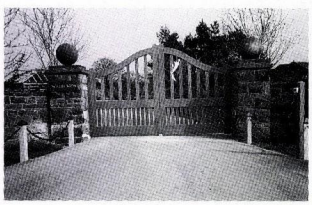


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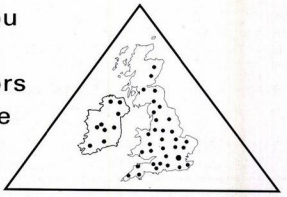
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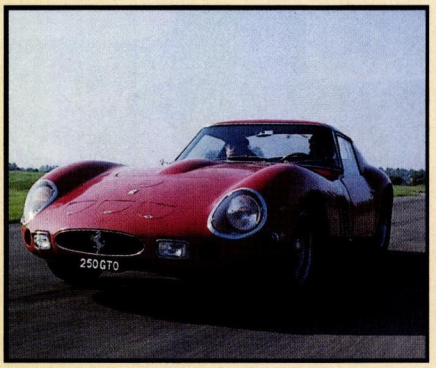
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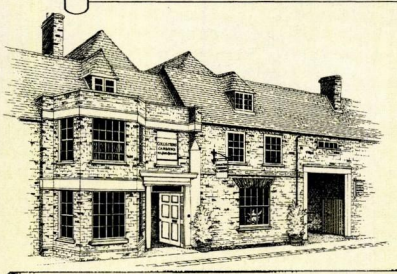
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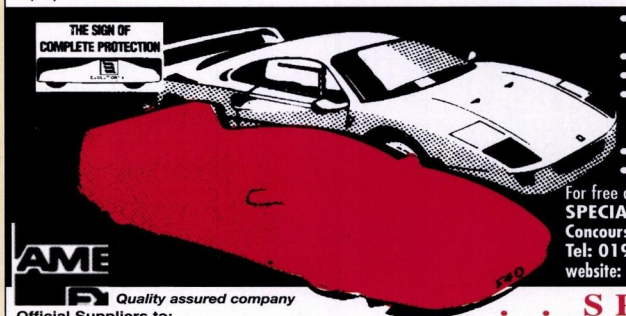
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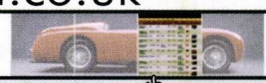
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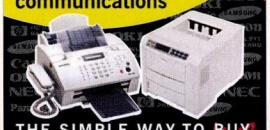
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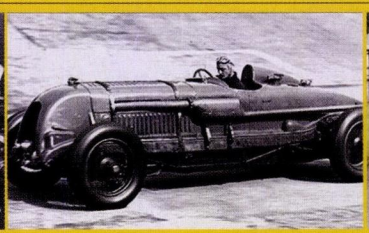
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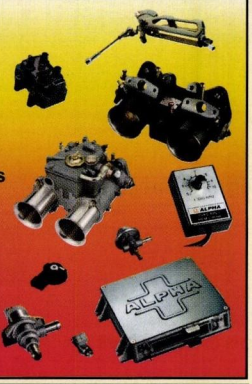
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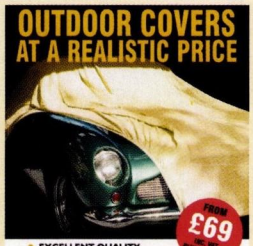
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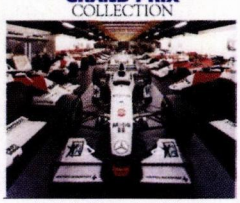
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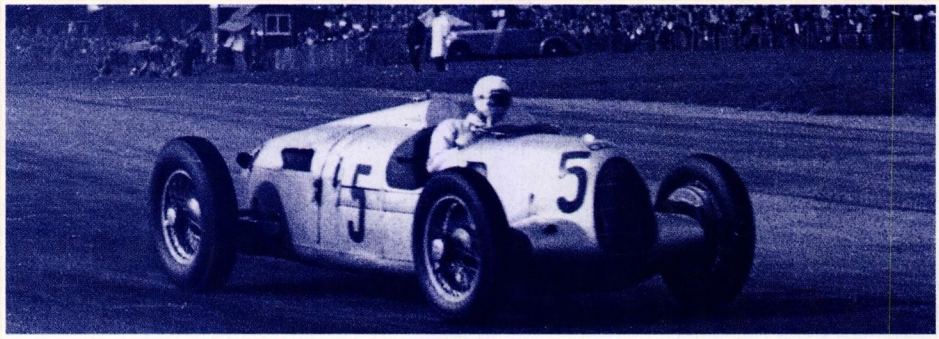


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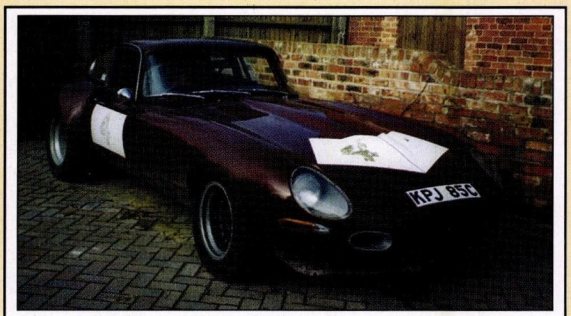
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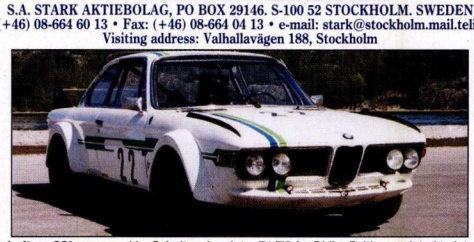


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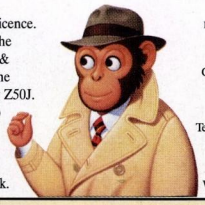
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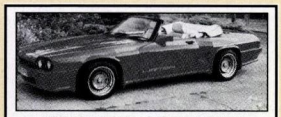
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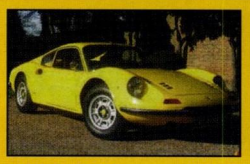
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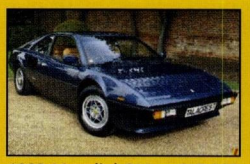
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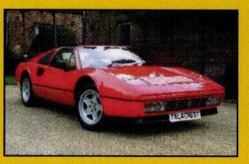
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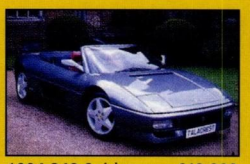
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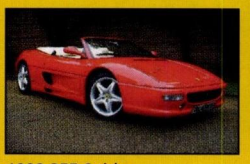
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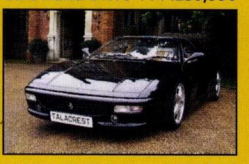
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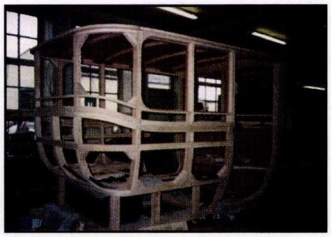
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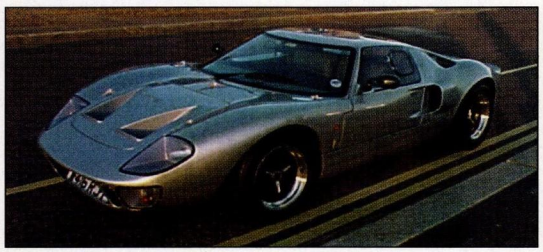
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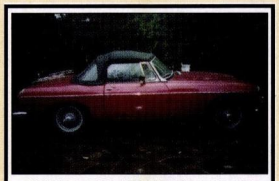
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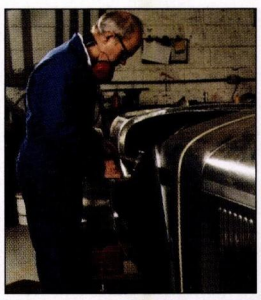
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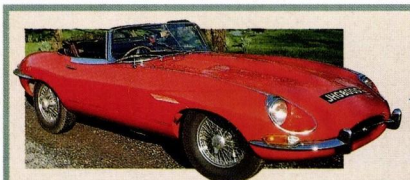
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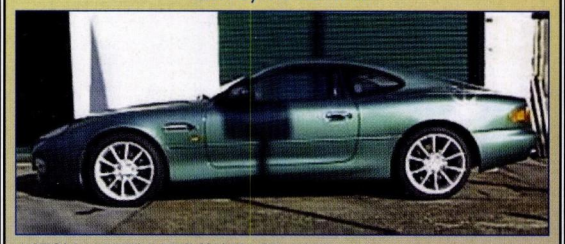
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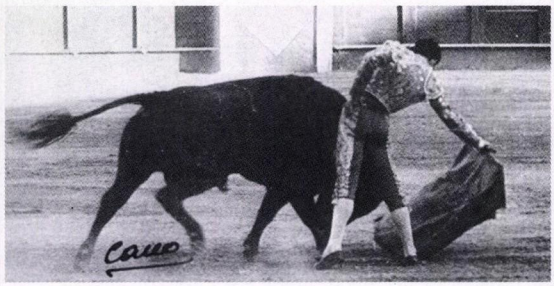
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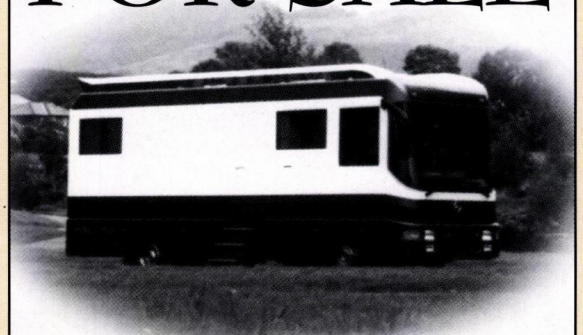
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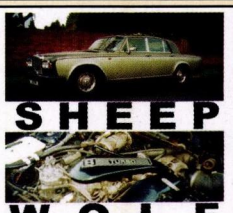
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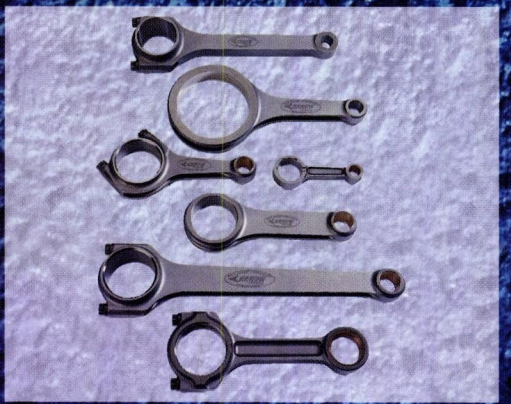
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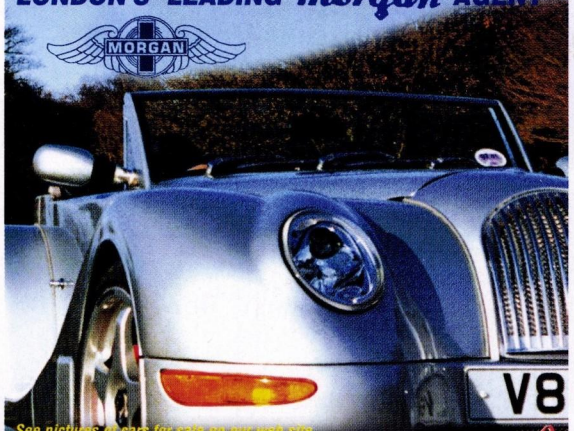
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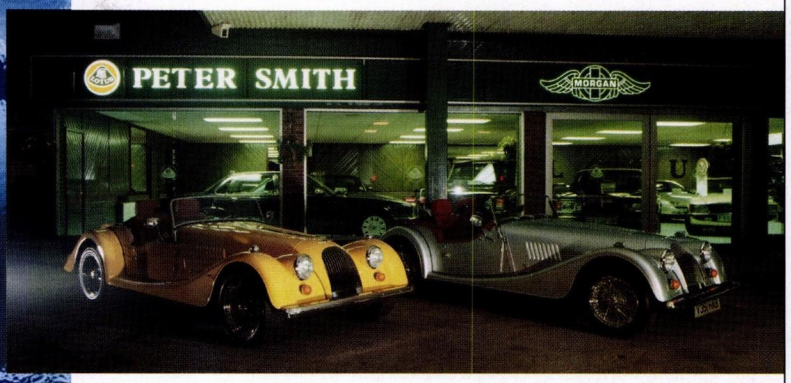
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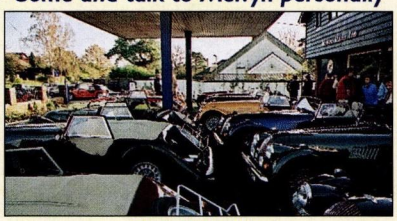
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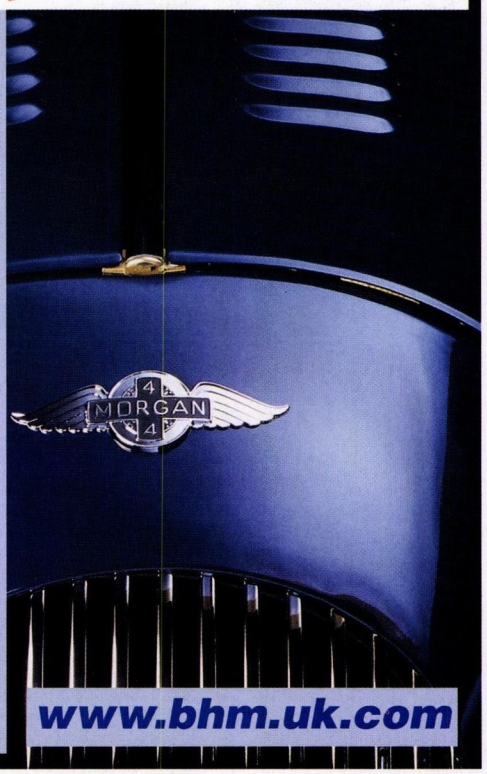
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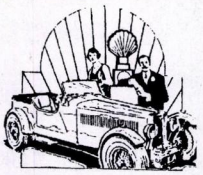
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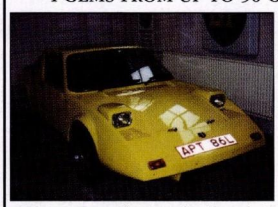


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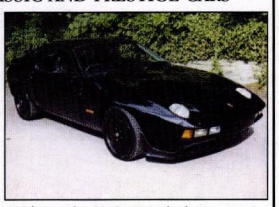
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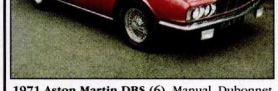
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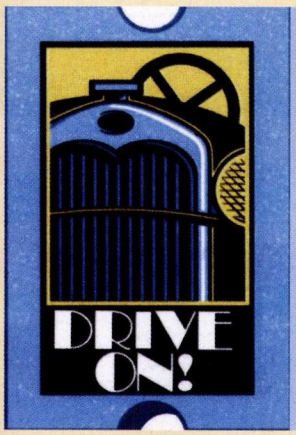
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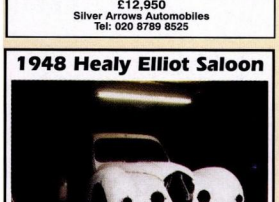
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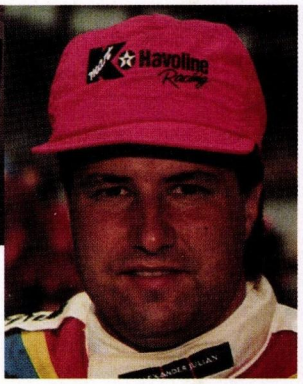
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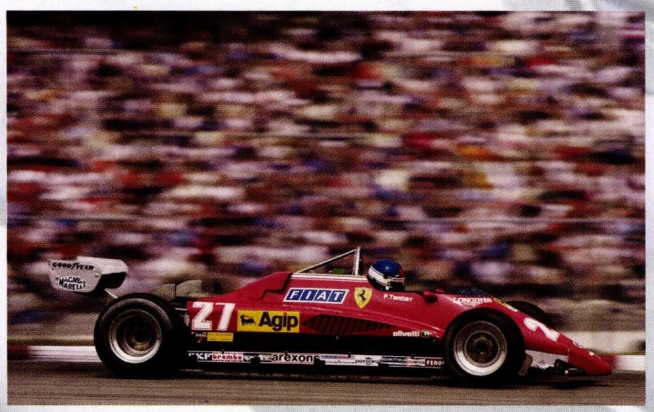
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1979 312 T4
Chassis 039
Scheckter, Villeneuve



1982 126C2
Chassis 061
Tambay, Andretti



1983 126C2B
Chassis 064
Arnoux

Background Photo: Alberto Martinez

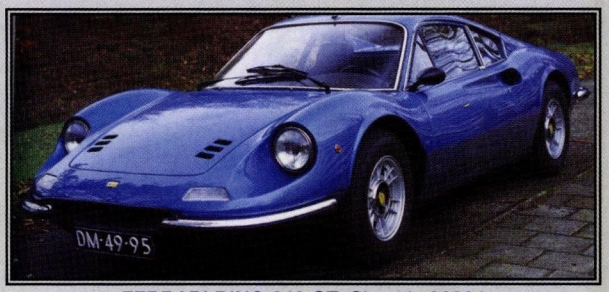
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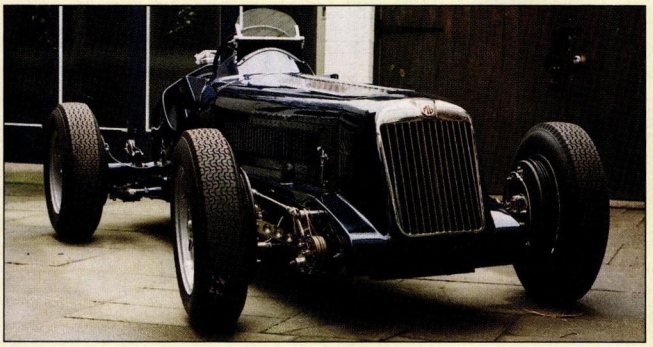
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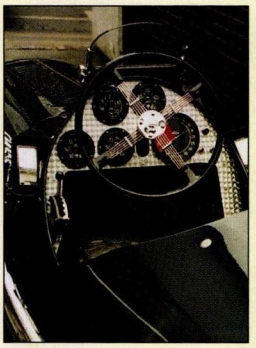
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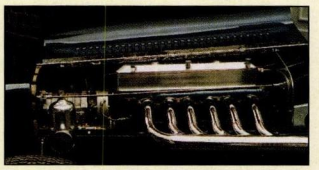
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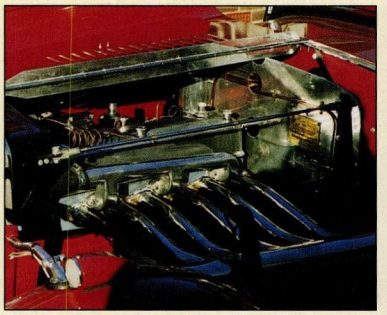




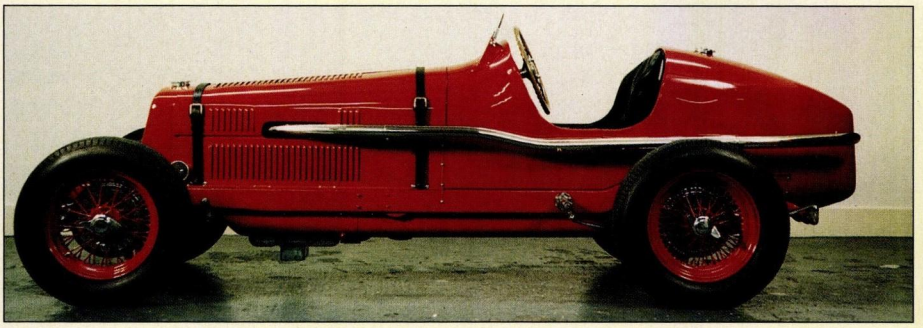
1933 MG K type supercharged racing monoposto. Fabulous K-type MG with R-type single seat racing bodywork. 1479cc highly developed K-type 6 cyl engine with Marshall K200 supercharger supplying methanol fuel mixture via 2½ inch S.U. carburettor; providing the maximum available power & producing awesome performance. Fitted close ratio, roller bearing, racing, pre-selector gearbox, 9/41 differential, twin leading shoe 14½ diameter magnesium brakes, high ratio steering & 16 inch wheels with Dunlop R5 pattern racing covers. Ex-Ross McCall & has just been rebuilt over 2 year period to the highest possible standard; attention to detail being paramount. Capable of taking on all comers this must be one of the fastest pre-war 1½ Litre cars in the U.K. V.S.C.C. papers. **P.O.A.**

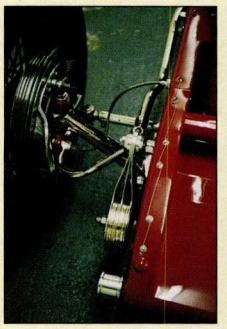


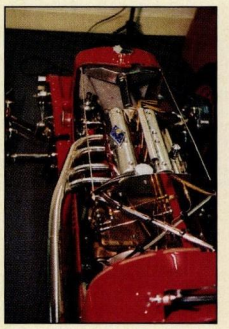




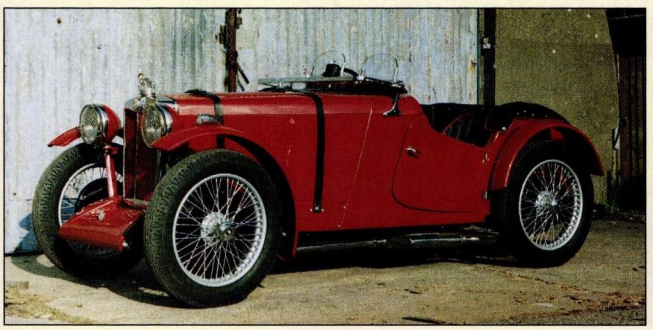
M.G. K3. An almost exact recreation of the Mille Miglia team car driven by Lurani/Eyston in 1933. 1408cc. Engine with steel crankshaft & con rods, Cosworth pistons, high capacity magnesium finned sump, Marshall IZ 85 supercharger & developing around 160 bhp. Wilson pattern, high ratio, road racing pre-selector gearbox with 4.55 axle radio & 13 inch magnesium brakes converted to hyrdaulic operation. Just rebuilt & restored to concours condition & ready for circuit racing or European retrospectives. **P.O.A.**

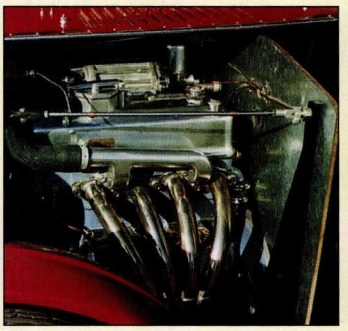


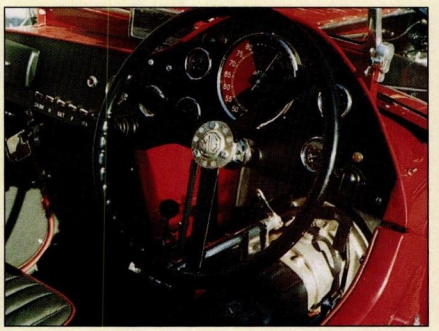




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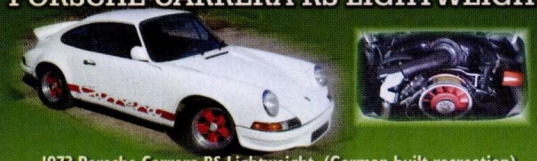
MG supercharged PB 1936. Original factory built supercharged car with E.N.V. pre-selector gearbox & cycle wings for 1st owner Scott-Hepburn & later, again, specially prepared by M.G. factory for racing at Brooklands, Crystal Palace etc for Ernest Cooper-Harewood, many original programmes of these events remain with the car incl. also Goodwood, post-war, with the same driver. Restoration to concours condition just completed & ready to race, road or circuit. F.I.A. papers etc. **£39,950**

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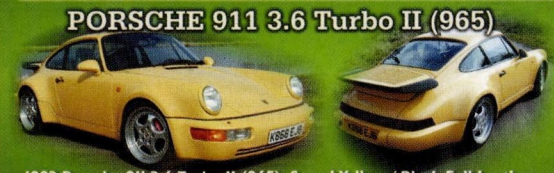
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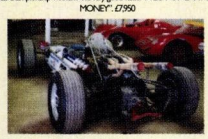
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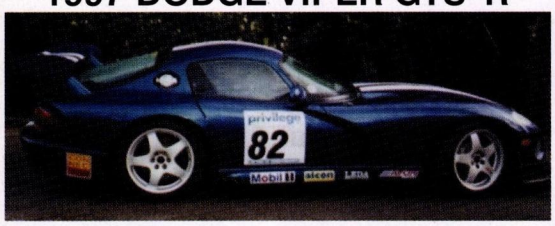
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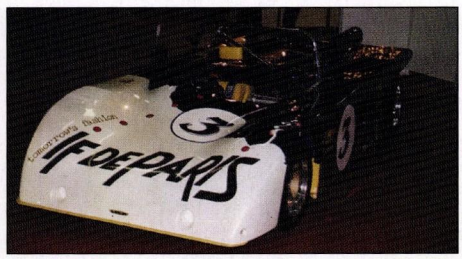
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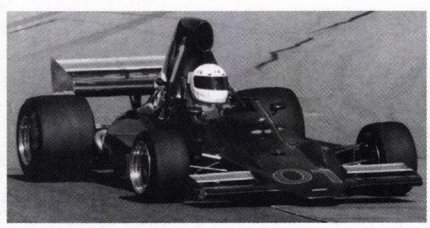
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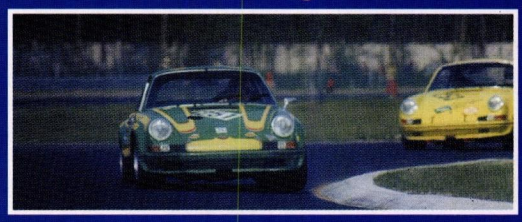
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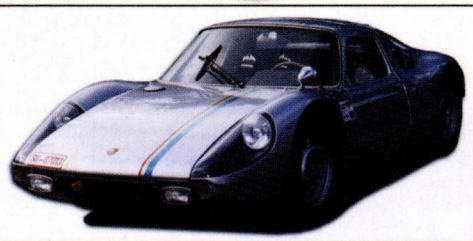
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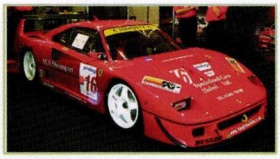
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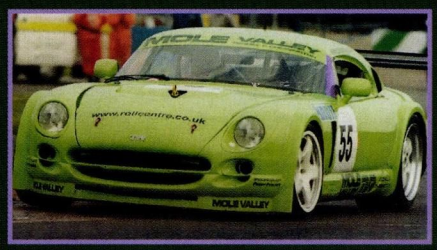
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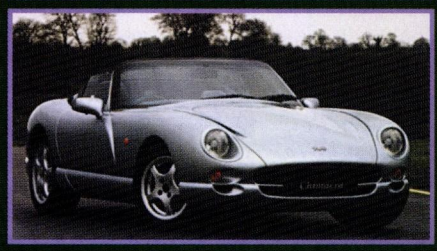
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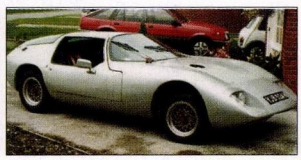
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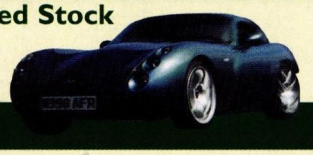
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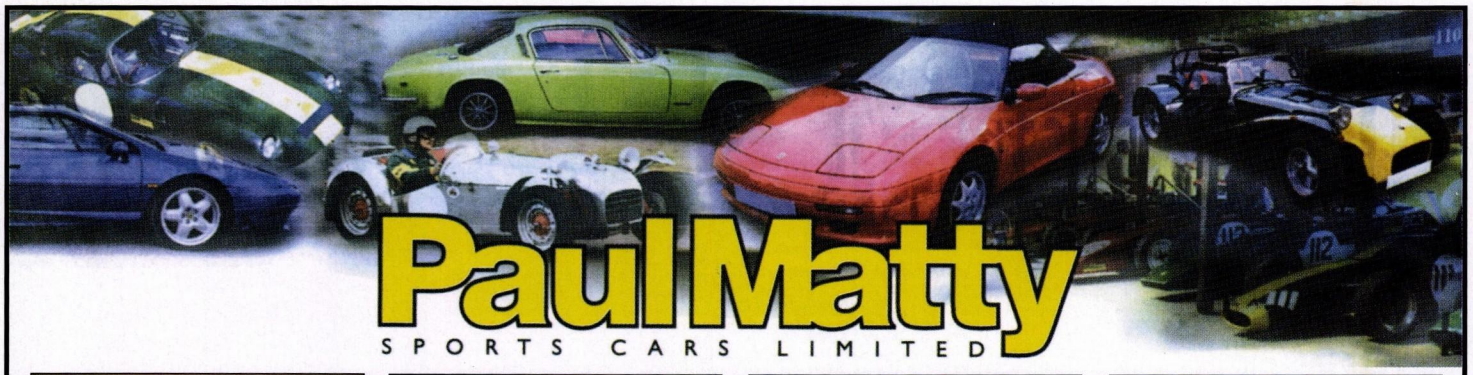
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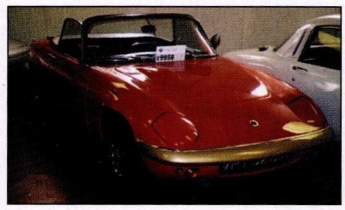


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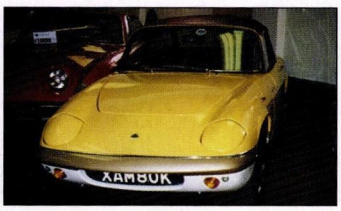


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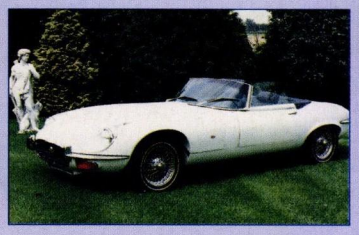
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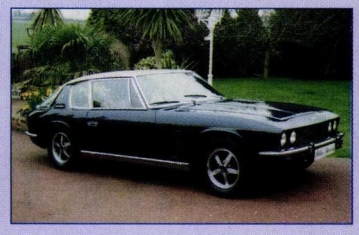
FERRARI MONDIAL T. 1989. Left drive, finished in silver metallic with soft black hide interior, usual Ferrari extras, power sun roof, only 22,000 miles from new, 2 owners, excellent service history, unmistakeable from new **£19,750**



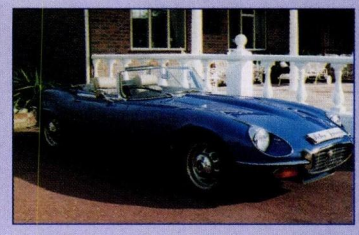
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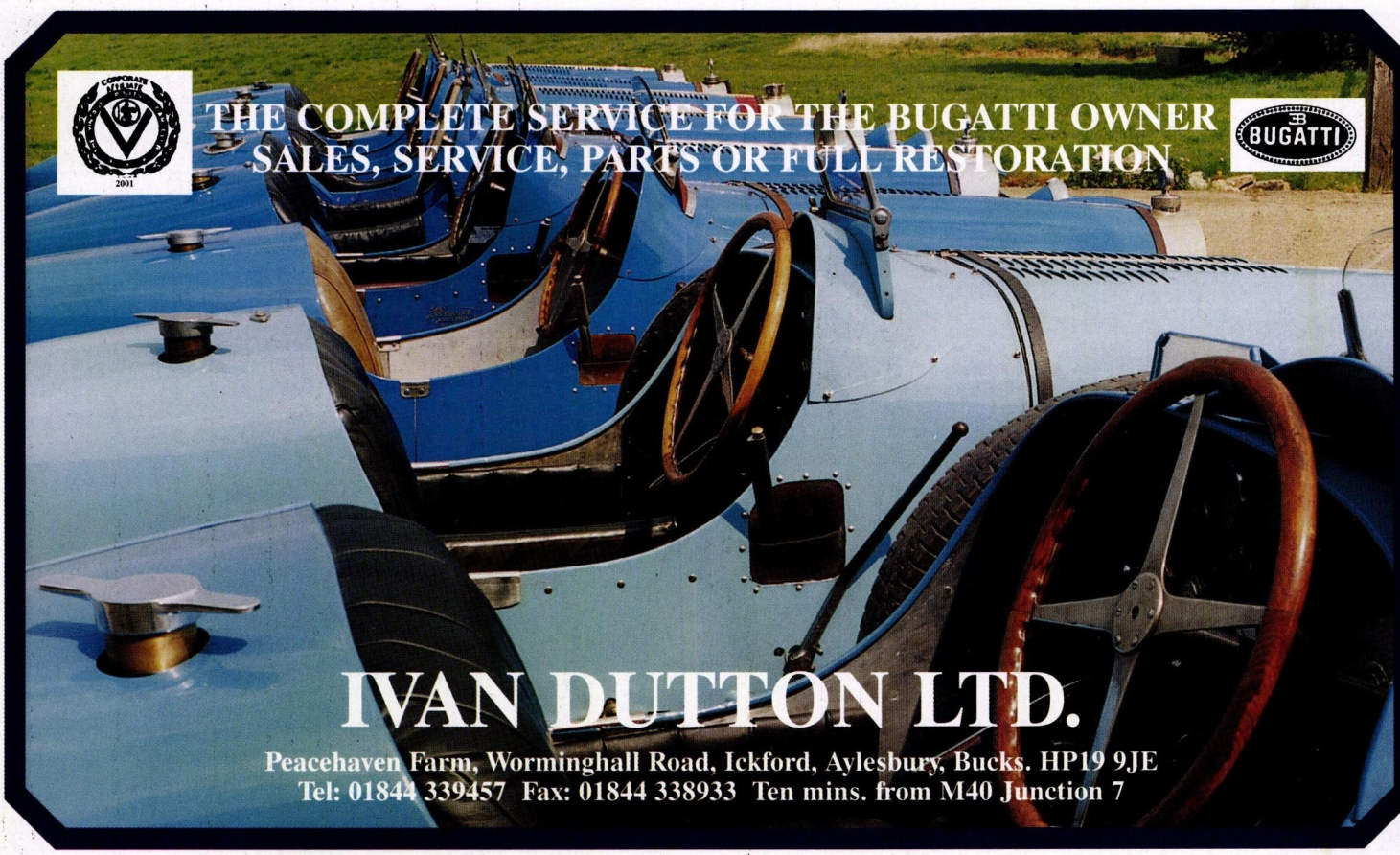
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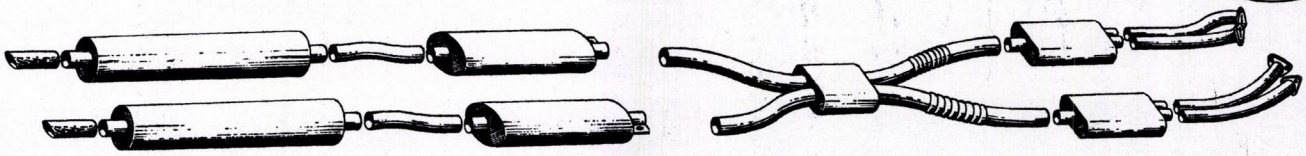
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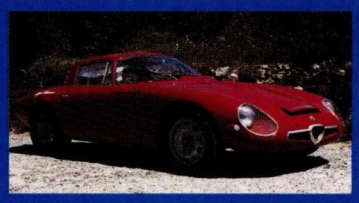
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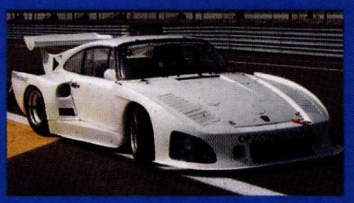
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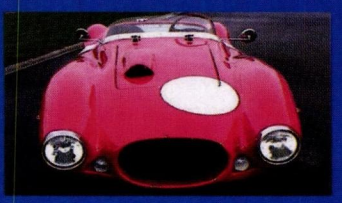
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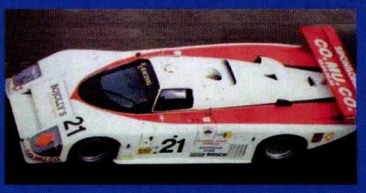
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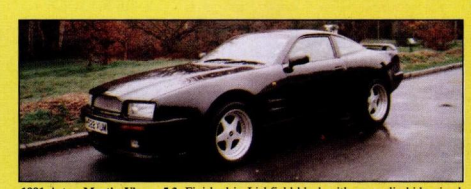
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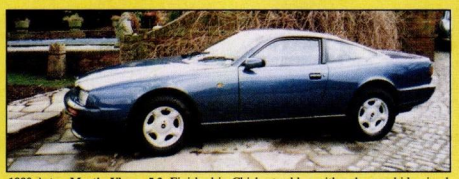
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1991 Aston Martin Virage 5.3. Finished in Lichfield black with magnolia hide piped black. This is a wide bodied car, upgraded at the factory with deeper front spoiler, Vantage rear spoiler, wing vents, large brake discs with AP calipers and enhanced handling. It has all usual refinements including auto transmission and air conditioning and has covered only 23,000 and has full Aston service history **£49,500**

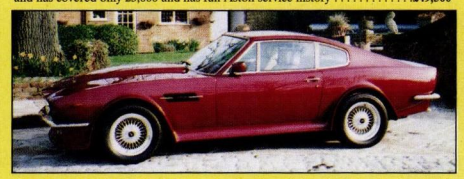


1990 Aston Martin Virage 5.3. Finished in Chichester blue with pale grey hide piped blue. This is a perfect car having covered only 16,000 miles from new and is fitted with the popular manual transmission, sensibly priced **£37,950**

Another similar car in Bucks green @ £34,950



1991 Aston Martin Virage Auto. Finished in Cumberland grey with pale grey hide piped black, fitted with DB7 wheels & low profile tyres, and in fine condition throughout **£36,950**



1979 Aston Martin V8 To Vantage Specification. Finished in Cleveland red with magnolia hide piped red and fitted with numerous later upgrades which include tilt steering, Ronal wheels, sports exhaust, Vantage grill & driving lamps, stunning throughout **£29,995**



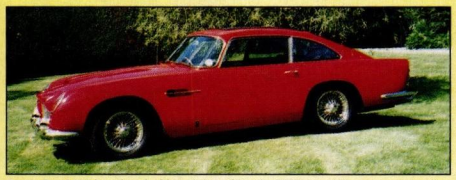
1982 Aston Martin V8 Coupe. An excellent example, finished in Buckingham green with blue hide piped green. It is in truly remarkable condition having covered only 37,000 miles. It was originally supplied to the 1st owner on Jersey and has had only 2 owners since. Fitted with auto transmission and BBS cross spoke alloys **£34,950**



1997R Aston Martin DB7 (similar to the above) but finished in Pentland green with magnolia hide piped spruce. 60,000 miles to date but with total Aston history from new. In fine condition and priced to sell at only **£49,950**



1985 Aston Martin V8 Volante. Finished in a Salisbury blue with magnolia hide interior with dark blue mohair hood. This is a very interesting car in that it is fitted with 'Vantage' carburettors and cmas with the resulting extra power. The car has covered 62,000 miles and has a comprehensive service history. Also fitted with cross spoke alloy wheels and Vantage front air dam. Very realistically priced at **£49,950**



James Bond 007 has played a big part in making the DB5 one of the most sought after road going Astons ever built. The car that we are able to offer for sale is a fine example which has been the subject of a total rebuild five years ago by ex Aston Martin employees. A lot of time and care went into the rebuild and ownership of this car would prove rewarding **£59,950**



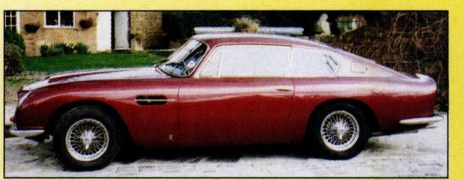
1991 Aston Martin V8 to Vantage Specifications, finished in Salisbury blue with magnolia hide piped blue and upgraded to 1988 design, fitted with open front spoiler, Ronal wheels, Vantage grill and driving lamps, very quick **£32,950**



1961 Aston Martin DB4 Series IV. Finished in Cleveland red with black interior and fitted with chrome wire wheels, uprated brakes and suspension, triple su's and overdrive. It is in excellent condition throughout.



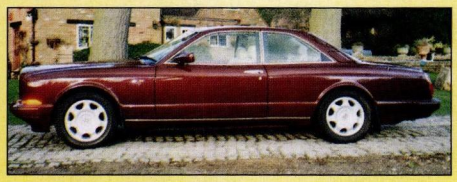
1970 Aston Martin DB6 MkII Manual to Vantage Specification. Finished in Chichester blue with beige hide and fitted with Webasto sun roof & chrome wire wheels. This car has covered 96,000 miles and has had very little use in recent years **£38,500**



1969 Aston Martin DB6. Finished in burgundy metallic with beige hide. Fitted with 5 speed ZF gearbox, PAS and chrome wire wheels. Very tidy but not concours hence only **£29,950**



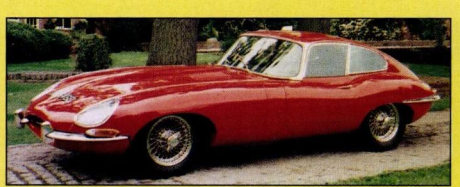
1959 Aston Martin DB4 Series I. Finished in British racing green with tan hide interior. Fitted with chrome wire wheels and webasto sun roof. This car is in very good condition, the engine was completely rebuilt three years ago by RS Williams and was also repainted at that time.



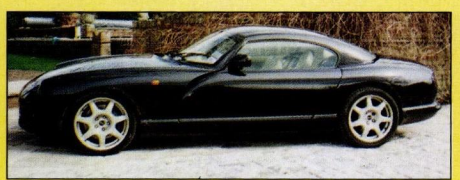
1993 Bentley Continental R. Finished in wildberry with magnolia hide, fitted with all usual Bentley refinement and 18" alloys. This car has a complete service history. A rare opportunity to acquire what has already become a milestone in Bentley history **£64,950**



Aston Martin DB MkIII. Finished in silver grey with original red hide interior with optional reclining seats, fitted with overdrive and disc brakes to the front and Alfin rear drums. Mechanically excellent but in need of minor paintwork hence sensibly priced at **£35,000**



1958 Jaguar XK150 Coupe. Finished in red with tan hide and black hood. Chrome wire wheels. Body off restoration with photographs. Interior by Suffolk and Turley. Mechanical aspects of the car were overhauled by Colborne Restorations under the guidance of John Markee. The brakes were overhauled and upgraded. The rear axle, suspension and instruments were also overhauled. A new 3.8 litre twin SU engine was fitted. The recent invoice total £40,000. The car has covered approximately 4,000 miles since restoration **£39,950**



1998 S TVR Cerbra 4.5. Finished in Masons black with beige hide, air conditioning, electric windows, 17" alloys. The car has covered only 11,000 miles and is perfect. 0-60 in no time at all **£28,950**

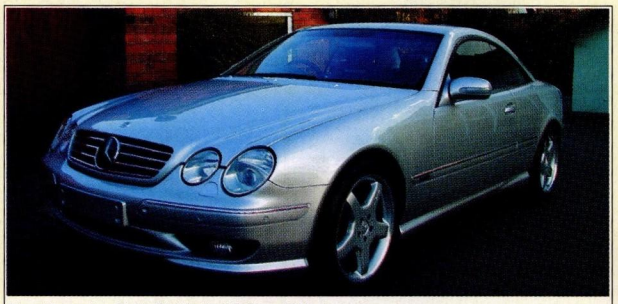


1956 Jaguar XK140 FHC. Finished in red with new red hide interior. This car has been in the same ownership for the last 20 years during which time it has been regularly used and well maintained **£22,950**

We are constantly seeking more stock – telephone us if you have something to sell – Commission sales undertaken. We are situated 12 miles west of Heathrow – please phone or fax for an appointment to view. We will pick up from Heathrow by prior arrangement. Photographs and more detailed specification on request.

View all our cars on our website:

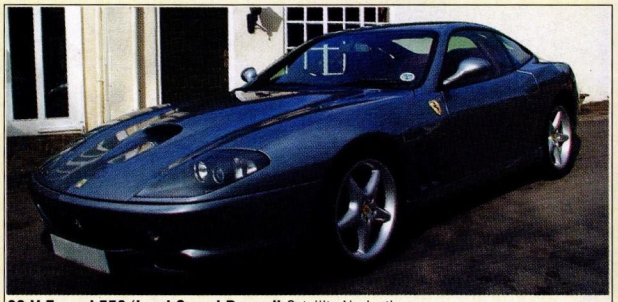
www.williamloughran.co.uk



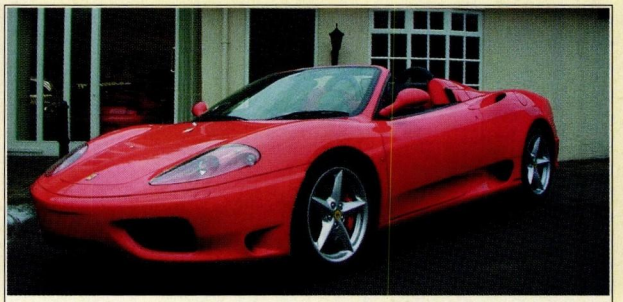
New Mercedes CL55 F1 Limited Edition RHD 1 of 5 Cars, Ceramic Brakes, Unique Opportunity ..... **£POA**



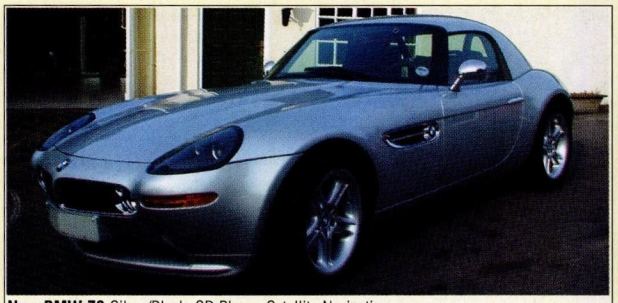
New Mercedes CL55 Argonite Blue/Grey Hide, Distronic, Keyless Go, Delivery Miles, UK Car ..... **£POA**



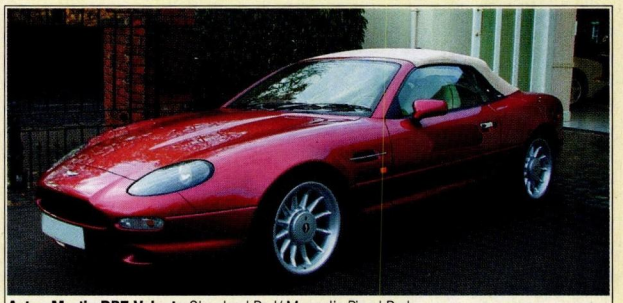
99 V Ferrari 550 'Land Speed Record' Satellite Navigation, CD Player, Climate Control, 5,000 Miles **£127,995**



New Ferrari 360 Spider Red/Black, Daytona Seats, Xenon, Delivery Miles ..... **£POA**



New BMW Z8 Silver/Black, CD Player, Satellite Navigation, Phone, Delivery Miles, UK Cars **£79,950**



Aston Martin DB7 Volante Cleveland Red/ Magnolia Piped Red, CD Player, Climate Control, 9,000 Miles **£64,950**

New Mercedes S600 "Pullman" Obsidian Black, Grey Hide, Huge Spec, One of the First Factory Limos ..... **£POA**
New Mercedes S500 "Pullman" RHD, Silver, Black Hide, Huge Spec, One Of The First Factory Limos ..... **£POA**
New Mercedes S500 "Pullman" LHD, Black, Black Hide, Huge Spec, One Of The First Factory Limos ..... **£POA**
New Mercedes CL55 Black, Black Hide, TV, Keyless Go, T'Phone, Bose, Big Spec ..... **£POA**
New Mercedes CL600 Tansanite Blue, Helios Exc Nappa, 18" Alls, T'Phone ..... **£POA**
New Mercedes ML55 Silver, Black, Comand, Privacy Glass, CD ..... **£POA**
New Mercedes ML55 Green, Black Hide, Comand, Sunroof, CD, Del miles ..... **£POA**
New Mercedes ML55 LHD Azurite, Black Hide, Comand, Privacy, Bose **£54,950**
New Mercedes ML270 CDi Black, Black, Lux Pack, CD, Big Als, Good Spec **£34,950**
New Mercedes SLK320 Auto Silver, Black, 17" Alloys, Wood Trim, CD **£35,950**
New Mercedes SLK230 Auto Lazulite Blue, Black, 17" Alloys, CD, Big Spec **£31,950**
New Mercedes SLK200 6 Speed, Silver, Black Cloth, CD, AC, Del Miles ..... **£POA**
00 Mercedes CL500 Black, Grey, Comand, CD, 19" AMG Als, 4,000 mls **£69,950**
00 Mercedes CL500 Black, Grey, Comand, CD, Phone, 18" AMG, 10,000 mls **£67,950**
00 Mercedes CLK55 Silver, Black Hide, Comand, Safety Car Spec, 1,000 mls **£62,950**
99 Mercedes CLK430 Cab Azurite, Grey Hide, Climate, CD, 14,000 miles **£39,950**
99 Mercedes ML430 Silver, Grey Hide, 17" Alloys, CD Stack, Tow Pack, 11,000 Miles **£31,950**
98 Mercedes SLK230 Silver, Black, AC, CD, Alloys, 15,000 miles **£23,950**
New BMW X5 4.4i Sport Silver, Black Hide, TV, Sat Nav, CD, Delivery Miles ..... **£POA**
New BMW X5 3.0 Sport Silver, Black Hide, Comms Pack, Big Spec ..... **£POA**
New BMW 330Ci Coupe Topaz Blue, Montana Hide, CD, S'Roof, Big Spec, Saving **£32,950**
New BMW 530D SE Sport Auto Scheiffer Silver, Black Hide, M5 Look, Saving **£34,950**
New Ferrari 360 Spider, Red, Black Daytona Hide, Red Calipers, Del Miles ..... **£POA**

00 Ferrari 550 Land Speed Record Titanium, Bordeaux, Wing Sheilds, CD, 4,000 Miles **£129,950**
99 Ferrari 550 M Red, Black Hide, CD, Climate, 5,000 miles **£119,950**
96 Ferrari 355 TB Verdi, Tan, CD, AC, 24,000 Miles **£59,950**
66 Ferrari 275 GTB 4 Cam Red, Fully Restored, Probably One of the Best in UK ..... **£POA**
New Porsche 996 Turbo Tipt Lapis Blue, Grey, PCM, T'Phone, Big Spec, Del Miles ..... **£POA**
01 Porsche 996 Turbo Black, Black, Carbon Pack, Big Hi Fi, 6,000 miles ..... **£POA**
00 Porsche 996 Turbo Lapis Blue, Black Hide, Sunroof, Crested Seats, 2,000 mls ..... **£POA**
99 Porsche 996 C4 Cab Black, Black, 18" Alloys, CD, Alum Dials, 9,000 Miles **£69,950**
99 Porsche 996 C4 Silver, Blue, 320bhp, PCM, T'Phone, Huge Spec, 29,000 mls **£57,950**
90 Porsche C2, Red, Black Piped Red, 17" Cup Alloys, S'roof, Outstanding, 49,000 Miles **£25,950**
93 Jaguar XJ220 RHD, Blue Le Mans, Grey Hide, AC, CD, 5,000 Miles ..... **£POA**
97 Jaguar XJ220 LHD, Spa Silver, Grey Hide, CD, Climate, 4,000 Kms ..... **£POA**
New Jaguar XK8 Cab Sapphire Blue, Ivory Hide, Good Spec **£51,950**
96 AM DB7 Volante Cleveland Red, Magnolia Piped Red, CD, 9,000 Miles **£67,950**
95 AM DB7 5 Speed Mendip Blue, Grey Hide Piped, 18" Split Rims, CD, 18,000 miles **£49,950**
00 RR Seraph Fountain Blue, Magnolia, Sat Nav, 1,500 mls, Big Saving on New **£114,950**
98 Bentley Arnage Emerald, Barley Piped Green, S'Roof, Climate, 12,000 Miles **£76,950**
94 Bentley Cont R Wildberry, Wildberry/Parchment, CD, Alloy Upgrade, 34,000m **£74,950**
91 RR Corniche III Conv. Bordeux/Magnolia, 18,000 Miles, Stunning **£64,950**
New Audi RS4 Estate Silver, Black, Elec Roof, CD, Climate, Del Miles ..... **£POA**
New R'Rover 4.6 Vogue Auto Oslo Blue, Lightstone Hide, Sat Nav, 18" Alloys, Saving **£45,950**
70 Morris Minor Traveller Ivory, Black, Full Restored, Exceptional **£7,950**

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1933 MG J2 SWEPT WING. In black with biscuit trim. A ground up concours restoration carried out in 1993. First owner Viscount Anson, a most extensive and fascinating history. Many period extras including deluxe dash. They don't come any better .....£19,995 - RHD



1965 FRUA JAGUAR 3.8 COUPE. The 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. Equipped with overdrive, PAS, CWW, restored in 1990/95 at a then cost in excess of £100,000 to the highest of standards. A unique styling exercise by Frua. I know not why, other than maybe the cost of production, as the whole concept is absolutely stunning - 'unrepeatable' .....POA - LHD



1947 MGTC. Red with biscuit hide and weather equipment. Very well restored with many period extras. A delightful example ready for this summer's rallies and shows .....£17,995 - RHD



1972 TRIUMPH TR6 PI 150. In Mallard blue with black trim. O/D, walnut dash, uprated suspension etc. Ground up restoration to concours standard carried out in 1994/95. Little use since, absolutely stunning..... .....£14,995 - RHD



1959 AUSTIN HEALEY FROG EYE SPRITE. Just undergone a total concours restoration on the most original rust-free shell imaginable. Has been uprated, modified and fitted with hard top, mag. race wheels, built to Sebring spec. The finest example available .....£14,995 – RHD



1935 MORRIS 10/4 SPORTS SALOON. Black over Brunswich green with green trim. Only three owners from new. Professionally restored in 1989 to the highest of standards, over £11,000 spent. Your search is over, this one is superb .....£5,495 - RHD



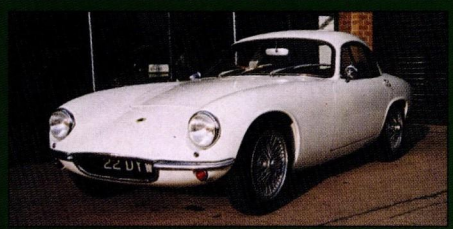
1967 SUNBEAM STILLETTO 1000CC. Modena Green. Built last year with no expense spared by Rally Tech to FIA RAC international rally spec. 110bhp, Chesman engine, twin 40's, C.R. gearbox, plus everything needed for the toughest of international rallying. It would be impossible to replicate this perfect example for less than £25,000 .....£9,495 - RHD



1964 JAGUAR 3.4 S TYPE MOD. In British Racing Green with Biscuit hide, over £35,000 spent on restoration and upgrades. All synchro box, rack & pinion, PAS, unleaded head, uprated suspension, CWW, alarm, reclining seats etc. Incredible value.....£8,995 - RHD



1963 JAGUAR E-TYPE 3.8 FHC. British Racing Green with contrasting Cinnamon hide. This exceptional example has covered only a few miles since being the subject of a £40,000, fully documented and photographed restoration, completed to the highest of standards. Specification includes CWW and an unleaded fuel conversion. Impeccable in all respects.....£29,995 - RHD



1962 LOTUS ELITE S2 1220 CLIMAX, 1205 BHP, CR GEARBOX. White with black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order.....£31,995 - RHD



1962 TRIUMPH TR4 SURREY TOP. Blue with black top and trim. 415 VC is one of the most important TR4's available, to works spec, stage 2 head, overdrive, wire wheels, twin spot lamps, Kenlowe fan, feartures in numerous books and magazines incl. The Original TR by Bill Pigot, Classic & Sports Car-July 95, TR Action etc. Winner of many concours. A very special car .....£19,995 - RHD



1952 SUNBEAM TALBOT 90 DHC. In grey blue metallic with grey hide. One lady owner until 1984, 62K miles with history from day one. Never restored, just maintained to an incredible standard. Your search is over .....£10,995 - RHD

1967 LANCIA FLAMINIA 2.8 3C. Ivory with black hide. Last owner since 1972 and a warranted 25K. One of only 17 RHD out of a total production of 180. Works hard top, Nardi steering wheel, period radio. This must be the lowest mileage example available.....£29,995

1960 AUSTIN HEALEY 3000 BT7 MKI. Colorado red over black with red hide. UK car, equipped with overdrive, wire wheels, heater and motolita steering wheel. Restored from chassis up to perfection and only 2,500 miles since. They don't come any better £19,995

1966 JAGUAR 3.4 MK2 M.O.D. Warwick grey with red hide. Only 28K miles from new with a most comprehensive service history. CWW, period radio, reclining seats, original, unrestored and superb. Hard if not impossible to find in this condition £19,995

1962 JAGUAR 3.8 MK2 M.O.D. British racing green with suede green hide. Restored by Colburns. CWW, O/D, period radio, the Classic & Sports Car Aprill 99 roadtest car, driven by Derek Bell. Original UK car, exceptional value £16,995

1964 TRIUMPH TR4 SURREY TOP. British racing green with tan hide, restored to the highest of standards in 92/97. Second in class at T.R. concours, Malvern 1999. Overdrive, wire wheels, immobiliser, unleaded head etc. An exceptional example £15,995

1969 VOLVO 1800 ES COUPE. Sandglow with black hide. Three owners, 39,000 miles believed genuine. Extensive history, overdrive, factory alloys, radio, etc. Very original and totally corrosion free. Quite unique £8,995

1965 FORD CORTINA GT MKI. 2 DOOR HISTORIC RALLY CAR. Full RAC & HRC papers. Built with no expense spared, circa £20K. A one owner low mileage shell, competed successfully for the last 3 years on both tarmac and stage events. LSD, CR gearbox, FIA cage, fire eater system, Halda, HR rack. Plus every thing you could want to compete in historic rallying £7,995

1952 MGTD 1250 SPORTS. Signal red with black trim, UK car with history from new. Equipped with boot rack, wood rimmed steering wheel, tonneau cover etc. Runs very well and at this price is for stone wall nothing.....£7,950

1969 JAGUAR E-TYPE SER 2 ROADSTER. Yellow with black trim. CWW running & driving, needs some TLC. The cheapest roadster you'll possible see. LHD.....£7,500

1980 PORSCHE 924 LE MANS. GP white with black pinstripe trim. Only 2 local owners and a mere 45,000 miles with FSH, sunroof, elec windows & mirrors. An impreccable example of this very rare model. Would be hard if not impossible to better £6,995

1974 MGB GT JUBILIEE. British racing green. Restored to the most finite detail with full photographic records. Winner of many major concours. V8 wheels, radio, overdrive etc. A very proper car.£6,995

1973 MGB GT V8 CHROME BUMPER. In Mineral blue with tan trim, 4 owners, 98,000 miles with a total history from new. Equipped with O/D, webasto sunroof, original radio. An extremely original example in superb order £6,995

1975 FIAT X19. Finished in bright red with contrasting biscuit and beige interior. This as new, one owner example has covered approximately 12,500 miles from new and comes with full factory specification including tinted glass and heated rear window. A time warp example, impossible to duplicate £4,995

1949 MORRIS Z TYPE GPO VAN. Green with black wings. Brown rexin trim. Restored at great expense by Ristes Motor Co and used very sparingly for promotion work. A rare opportunity and sensibly priced £3,995

1973 ROVER 2000 SC MANUAL. In Tobacco with tan hide. 2 owners, 60,000 miles, FSH, original un-restored and outstanding. Unsed only in summer months as a second car. I doubt if a more original example exists £1,995

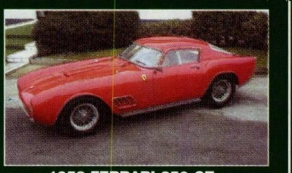
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1977 FIAT 131 ABARTH RALLY.
32,000 KM SINCE NEW. TWO OWNERS SINCE NEW. PERFECT.



1958 FERRARI 250 GT - SCAGLIETTI TYPE.
REBODIED.



1967 MASERATI MISTRAL 3700.
TWO CARS IN STOCK. BOTH COMPLETELY RESTORED.



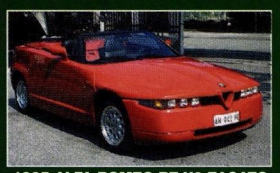
1963 ALFA ROMEO GIULIA SPIDER 1600. CONCOURS RESTORATION.



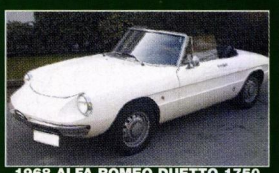
1953 PORSCHE 356 55CV DAME.
CONCOURS RESTORATION (SEVERAL 356 A B C AVAILABLE).



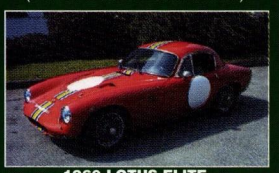
1968 FIAT DINO SPIDER 2000.
EXCELLENT ORIGINAL CONDITION



1995 ALFA ROMEO RZ V6 ZAGATO.
VERY RARE. 5,000 KM SINCE NEW. ONE OWNER



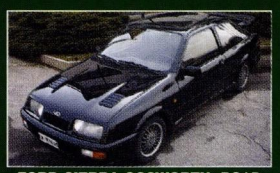
1968 ALFA ROMEO DUETTO 1750 LONG TAIL. VERY GOOD ORIGINAL CONDITION.



1960 LOTUS ELITE.
RACE READY.



1971 ALFA ROMEO GT JUNIOR 1300. PERFECT CONDITIONS.



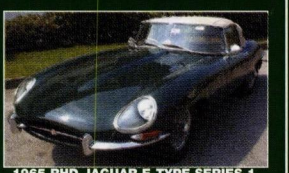
FORD SIERRA COSWORTH. ROAD CAR. MINT CONDITION. ONLY 19,000 KM SINCE NEW.



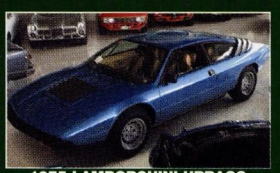
1954 JAGUAR XK120 ROADSTER.
CONCOURS RETORATION.



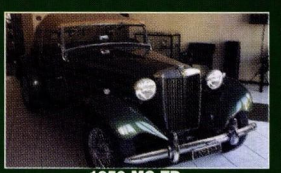
1978 FERRARI 400i CABRIOLET PAVESI.
VERY RARE AND EXCITING



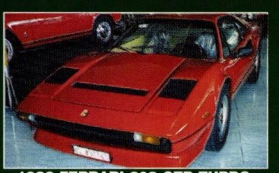
1965 RHD JAGUAR E-TYPE SERIES 1.
4200CC. CONCOURS RESTORATION. 00KM. AIR CONDITIONING (OTHER MODELS AVAILABLE).



1975 LAMBORGHINI URRACO P200. PERFECT CONDITION.



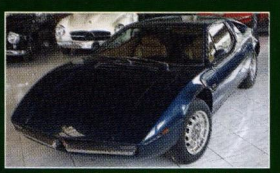
1950 MG TD.
ALMOND GREEN - GREEN LEATHER - JUST COMPLETELY RESTORED (OTHER MODELS AVAILABLE)



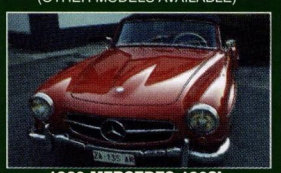
1983 FERRARI 208 GTB TURBO.
MINT CONDITION.



1959 GIULIETTA SPRINT 1300
SEVERAL CARS COMPLETELY RESTORED



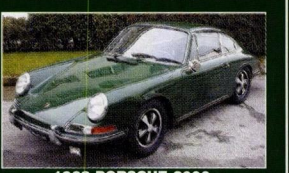
1975 MASERATI MERAK 3000.
PERFECT CONDITIONS. NEW TAN LEATHER INTERIOR.



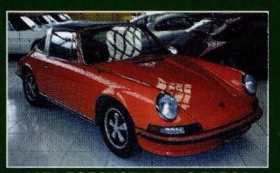
1960 MERCEDES 190SL.
CONCOURS RESTORATION - 5,000KM, AIR CON, HARD TOP, 4 OTHER CARS AVAILABLE.



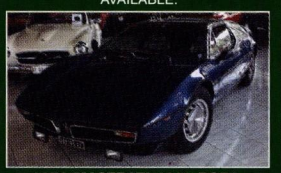
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MERCEDES E260. 1990/1 6-door limousine by Mercedes, finished in metallic black with dove grey interior, headrests all round, A.B.S., power windows, air conditioning, radio/stereo, alloys, very low miles, one owner, service history, mint condition throughout,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



ROLLS ROYCE SILVER SHADOW SERIES II SPEC. LEFT HAND DRIVE. Finished in unmarked gleaming white coachwork, with superb hide interior. Usual extras including air cond, lambswool overugs. Superb example.....**£P.O.A.**



MERCEDES SPORTS 280SL. 1984. Finished in unmarked gleaming Signal red with superb interior - hard & soft tops - rear seat, ABS, alloys, power windows, auto, power etc, etc, 62,000 miles, FSH, totally magnificent.....**£12,750**



DAIMLER 8 SEATER LIMOUSINE. 1990 model. Left-hand drive. One of the last built. Finished in unmarked embassy black. Superb interior, walnut veneer cocktail bar, curtains to rear. Occasional seats, lambswool overrugs, air conditioning, power glass divider, power windows. Central locking, power steering, automatic transmission. Superb investment. Choice of 10 .....**£39,500**



ROLLS ROYCE SILVER WRAITH SERIES II, 1980 model, finished in unmarked gleaming white coachwork. Beige hide interior piped in brown, every extra, lambs wool overrugs, picnic tables, FSH, 79,000 miles, always garaged, totally superb, must be seen.....**£13,750**



MERCEDES SPORTS 300SL. 1989. Finished in Signal Red with Cream hide interior. Hard and soft tops, ABS, alloys, alarm, stereo, rear seat etc etc. Only 62,000 miles from new, two owners. 62,000 miles from new. Two owners, service history. Just magnificent **£16,750**



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



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



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



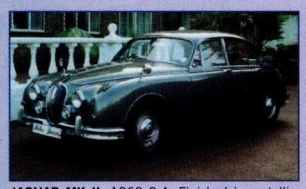
MERCEDES E260, 1991 6-door limousine by Mercedes, finished in unmarked gleaming white coachwork with grey interior, headrests all round, A.B.S., power windows, air conditioning, radio/stereo, alloys etc, very low miles, full service history, absolutely mint condition **£16,750**
Choice of 6. All one owner cars



ROLLS ROYCE SILVER WRAITH. 1949. Finished in Old English White with Cherry Red hide interior. P100 headlamps, footstalls, sunroof, picnic tables, vanity mirrors, original kneeling lady, coachbuilt by Park Ward.....**POA**



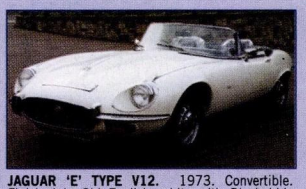
DAIMLER 8 SEATER LIMOUSINE, 1989, finished in Royal blue with superb interior, walnut veneer cocktail bar, cut-glass decantor set, occasional seats, lambswool over rugs, many more extras, LHD. We have a choice.....**£POA**



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



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



JAGUAR 'E' TYPE V12. 1973. Convertible. Finished in Old English. white with Black hide interior. Chrome pressed wheels, auto, power. Only 49,000 miles from new. Bills, MoTs etc. This car has been cherished from new and Ziebarted. Show condition **£29,500**



MERCEDES 500 SL SPORTS, 1985. Finished in Glacier white with black hide interior, rear seat, power windows, ABS, alloys, cruise control, H/S tops, service history, excellent example.....**£12,750**



DAIMLER DS420 LIMOUSINE. Finished in unmarked gleaming white coachwork with superb interior, glass divider, occasional seats, Walnut veneer, cocktail bar, cut glass set, Lambswool over-rugs. Totally superb....**£13,750**



MERCEDES SPORTS 1970 MODEL 280 SL. Finished in Signal Red with Black interior, hard and soft tops. Auto, power, only 70,000 miles from new. Always garaged. This car has been nursed and cherished from new. Probably one of the finest available. Must be seen for its condition **£25,750**



JAGUAR MKV. 1951. Three position drop head finished in unmarked metallic silver with cherry red hide interior and matching convertible top, twin sidemounts. This car is unbelievable, only 7,000 miles from new and one owner. A find of a liftetime **£67,500**



ROLLS ROYCE SILVER SHADOW. 1975/6. Series II spec, left hand drive, finished in two-tone blue with matching hide interior. Every extra including air conditioning, white side tyres, colour coded, front and rear headrests. Superb throughout.....**£16,750**



BENTLEY MULSANNE. 1984. Personal reg. no. Finished in unmarked vermillion red with cherry red hide interior, sun roof, alloys, twin headlamps, colour coded, looks much newer, service record, magnificent **£15,750**



MERCEDES SPORTS 300SL 24V. 1993. Finished in signal red with cream hide interior, rear seat, hard and soft tops, power seats, power windows, etc, etc. Only 41,000 miles from new, service history, mint condition throughout **£24,750**

DAIMLER LIMOUSINE. 1990/91 model. Finished in unmarked Embassy Black. Superb interior with cocktail bar, power windows, air conditioning, lambswool overrugs, power glass divider, head restraints, cut glass decanter set, power steering, power brakes, automatic **£39,500**
DAIMLER LIMOUSINE. State Landaulet. Left-hand drive. Finished in unmarked Porcelain White with matching convertible top to rear. Cocktail bar, lambswool overrugs, occasional seats. Usual extras .**£P.O.A.**

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

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JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD. – Dark Blue/Grey hide and Dark Blue carpets, 16" chromed wire wheels, matching numbers, subject of a total chassis off restoration 5 years ago to a very high standard, many updates. Stunning.

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

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

JAGUAR XK 150 S 3.8 LITRE DROPHEAD COUPE RHD. - British racing green/green hide and carpets, 16 inch chrome wire wheels, subject to a total concours restoration by JD Classics, full matching numbers, original rhd, excellent attention to detail throughout.

JAGUAR XK 150 SE 3.4 LITRE DROPHEAD, RHD. - Primrose Yellow/Black hide and carpets, black hood, 16" chromed wire wheels, subject of a total chassis off restoration, unique colour specification, free sunglasses included! What can I say.

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

JAGUAR E-TYPE SERIES 3 V12 2+2 MANUAL. Opalescent silver/grey hide piped blue, dark blue carpets, chromed wire wheels, JD Sport engine, Weber carburettors, hand made stainless steel exhaust manifold and system, JD detailed engine bay, etc. Stunning example.

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

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JAGUAR MK II 3.8 LITRE SALOON, 5 SPEED MANUAL – Opalescent Silver/Beige hide and carpets, chromed wire wheels, 5 speed Getrag gearbox, air conditioning, restored 8 years ago (not by J.D. Classics) to a good standard, very useable.

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

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

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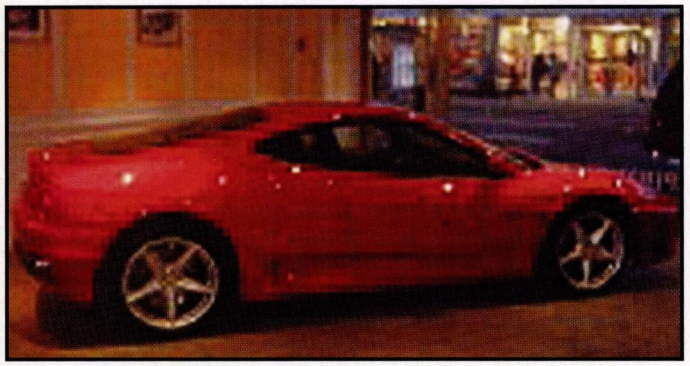
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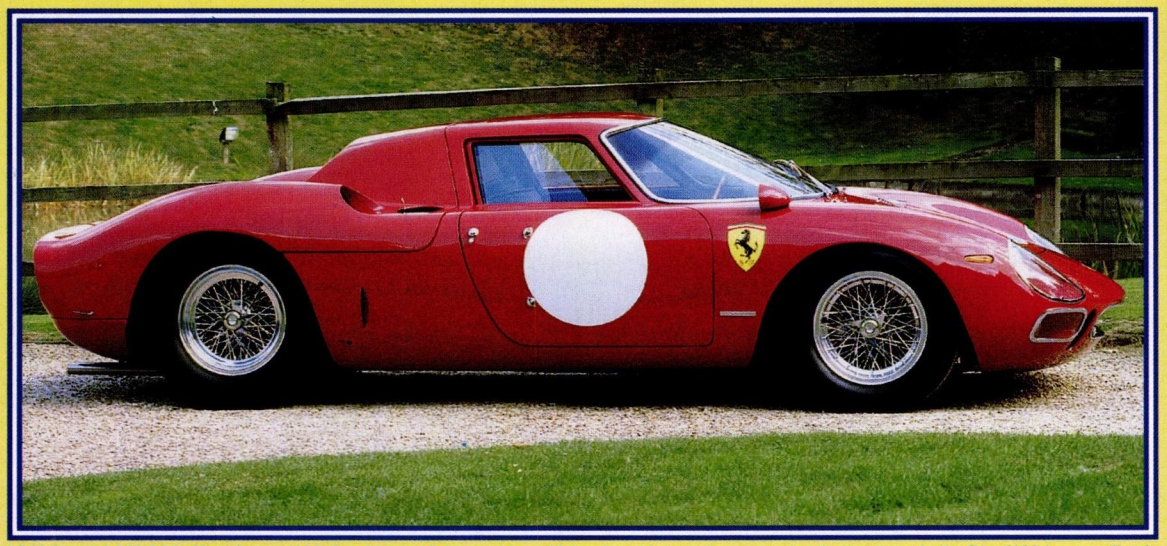
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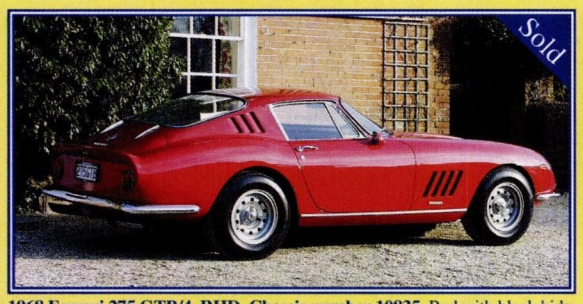
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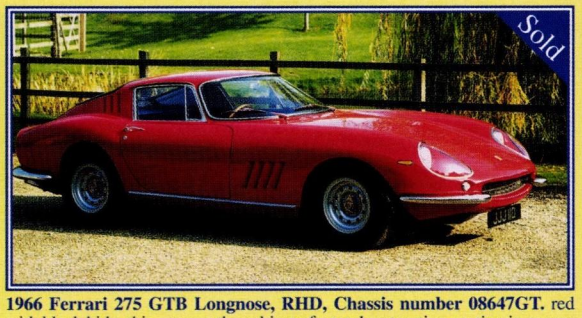
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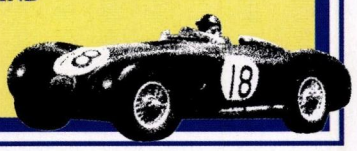
1968 Ferrari 275 GTB/4, RHD, Chassis number 10835. Red with black hide. 13,000 miles only. This car has recently arrived from a well known Ferrari collection in New Zealand. Proven history. Outstanding example **£POA**



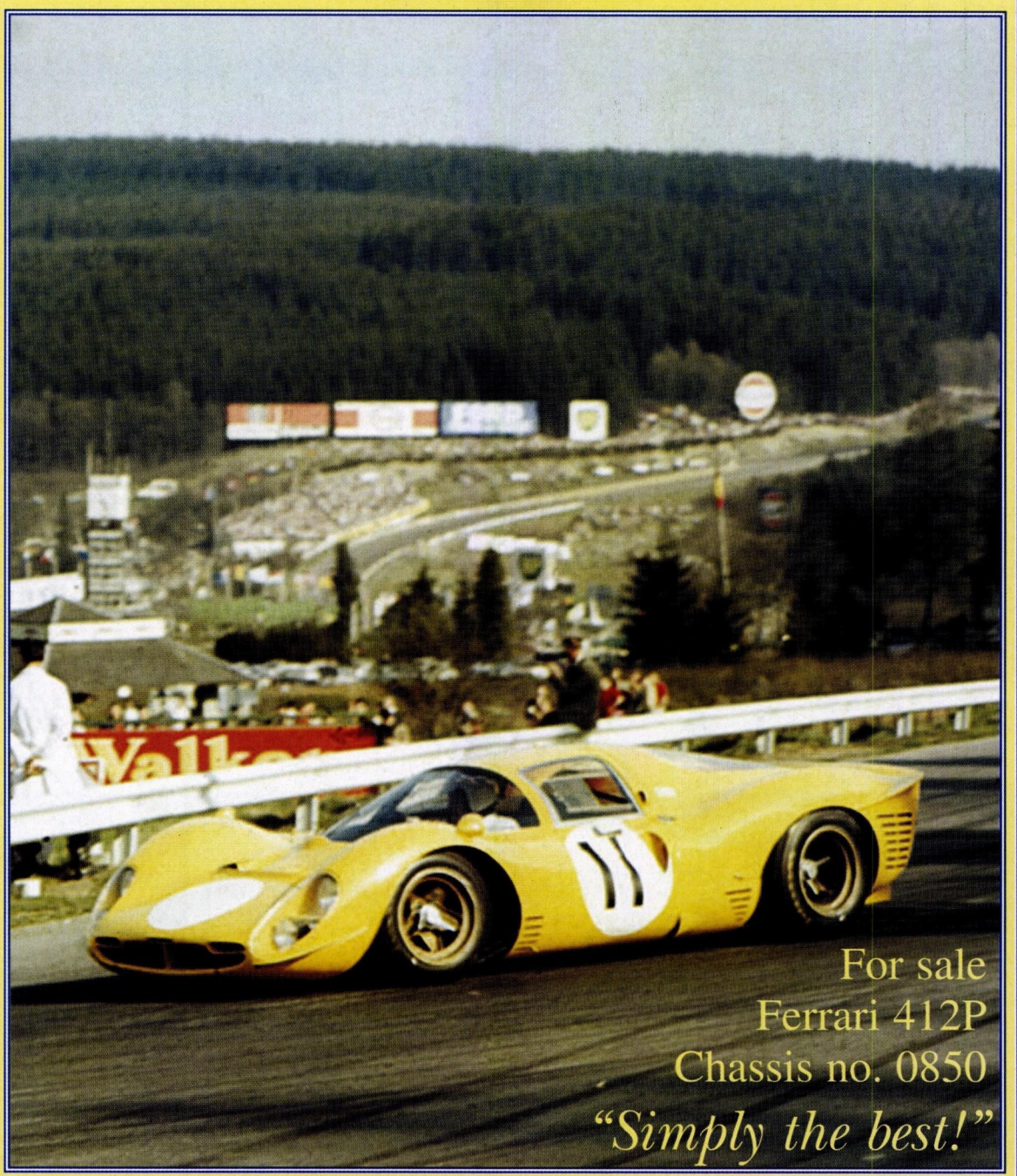
1966 Ferrari 275 GTB Longnose, RHD, Chassis number 08647GT. red with black hide. this car was the subject of a total restoration costing in excess of £100,000 by Maranello Concessionaires. Stunning in every respect. **£POA**

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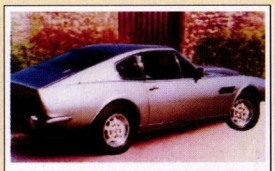




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ASTON MARTIN

The one-stop Aston Martin facility

Paul Lawrence reports.

Based at Bovingdon in Hertfordshire, Car Care Works truly is a one-stop facility for anything related to Aston Martins. The company, which celebrated its 30th anniversary in 1998, is widely-renowned as one of the leading independent Aston Martin specialists in the world.

The company is able to offer comprehensive sales, service, repair and renovation facilities to Aston Martin owners and has a staff of 25 ready to take on any project, large or small. From a routine service to a ground-up restoration, Car Care Works is ideally placed to provide a skilled and personal service for owners of these glorious British sports cars.

The vehicle sales department holds an extensive and constantly changing stock of all types of Aston Martin including a wide choice of DB7s, together with a selection of quality modern and classic models.

But it is for the DB7 that Car Care Works has a special affinity. An association with Aston Martin that dates to the earliest days of the company has culminated in it being commissioned by Aston Martin sales of Mayfair to design and produce the limited edition DB7-GTS.

The modifications to produce the Zagato-style bonnet, Le Mans-style mesh grill, colour coding of panels and wheels, exterior and interior detailing and refinishing of the instrument panel are all carried out at the Bovingdon works.

Car Care Works has already modified more than 40 vehicles to GTS specification. This conversion work is available on new and previously enjoyed DB7s including the new V12 Vantage DB7, several of which we have already had GTS conversion work commissioned.

Development of the GTS concept has now entered phase two, with the addition of Supercharged Vantage-style rear light clusters, discreet GTS monograms and other individually tailored refinements. In fact, Car Care Works is able to offer a wide range of personalisation for all Aston Martins, including new models.

The mechanical department caters for a wide variety of work, ranging from servicing for private customers, corporate and fleet clients to major restoration projects on classic Astons. Skilled technicians also carry out performance, braking and handling improvements to customers' vehicles to further enhance the enjoyment of owning an Aston Martin. Accident repair, engine rebuild and coachwork projects are all handled in-house.

Specialist projects carried out by the bodyshop craftsmen include paint preparation on yet to be released new models being prepared for international launches. Work undertaken includes paint refinishing using the peel-coat technique, which achieves temporary colour changes for photographic and television purposes.

As part of the company's commitment to customer satisfaction, a free collection and delivery service with modern courtesy cars is available by arrangement. Visitors to Car Care Works at Bovingdon are welcome to drop in and discuss their requirements. Visitors may be able to see Aston Martins undergoing modification and restoration.

For more details about the total Aston Martin service provided by Car Care Works, telephone: **01442 833177**, fax: **01442 834800** or visit: **www.db7centre.co.uk**

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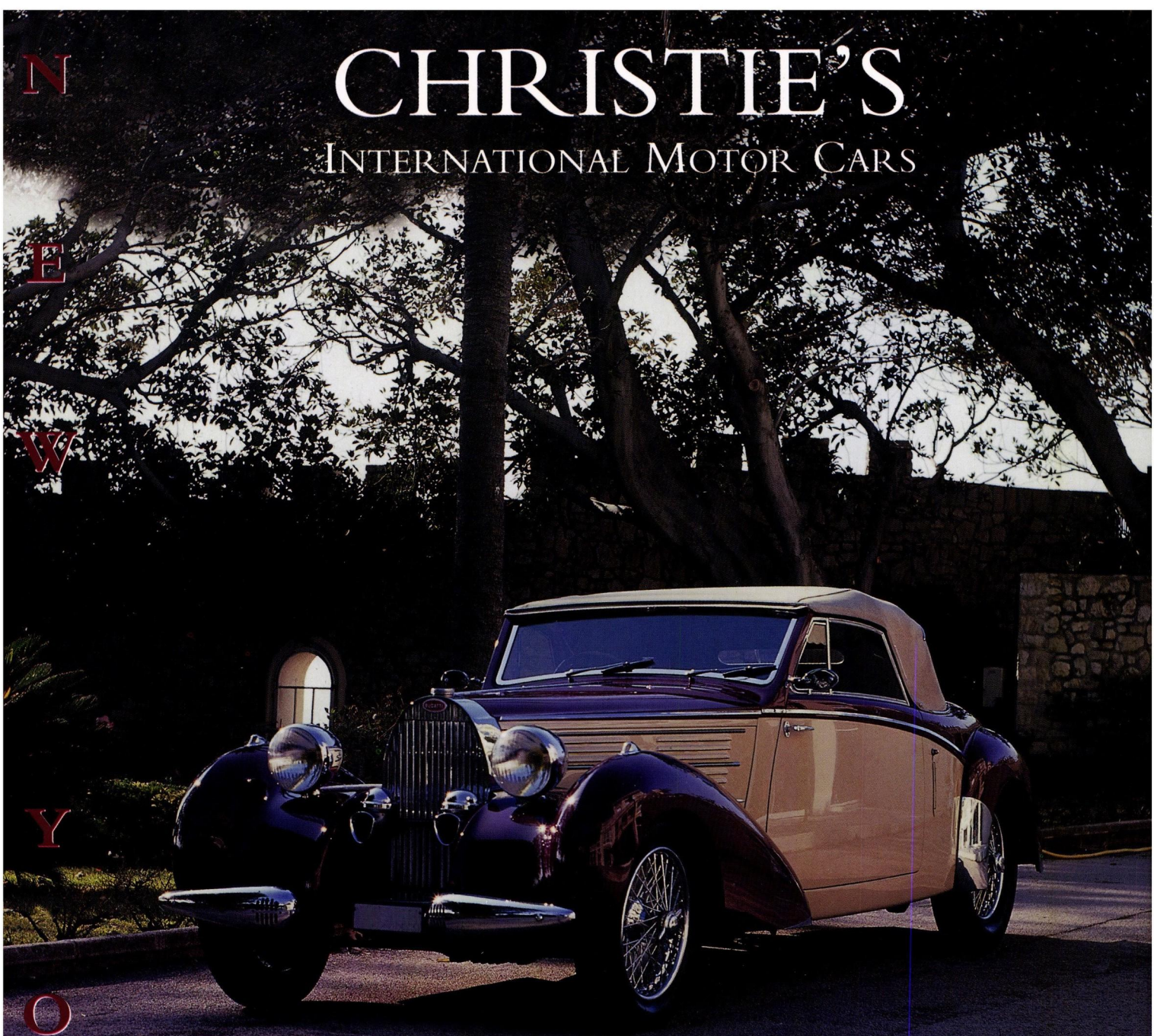
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