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1924 Alfa Romeo RL Sport Targa Florio Two Seater. A fantastic example of this great vintage racing Alfa Romeo, so evocative of the earliest days of this legendary motor racing manufacturer. This particular motor car boasts its original dry sump engine and gearbox, so very rare on a sporting motor car of this era. Equally at home in long distance European road racing or on the circuits of Britain and an essential addition to any serious collection of pre-war competition Alfas.



1965 Ferrari 275 GTB/2 - Right Hand Drive. Delivered new through the U.K. agent Maranello Concessionaires, this original right hand drive car formally the property of Max Aitkin, Lord Beaverbrook, is offered in first class restored condition throughout and that restoration was carried out by two of Britain's premier specialists. Since the restoration was completed the car has covered a limited but enthusiastic mileage, much of it on tours organised by the Ferrari Owners Club and has been maintained correctly by a noted Ferrari servicing specialist.

1924 Alfa Romeo RL Sport Targa Florio Two Seater
1963 AC Cobra 289, 21,000 miles only
1929 Aston Martin 1½ Litre Short Chassis, Ex Bertie Wooster
1955 Aston Martin DB3S Roadster
1962 Austin Healey 3000 MkII, Ex Works Rally Car
1926 Bentley 3/4½: 2/4 Seater, exceptionally fast!
1928 Bentley 3 Litre Open Tourer
1929 Bentley 4½ Litre Supercharged, The famous Russ Turner, UU44
1930 Bentley Speed Six Le Mans Tourer
1931 Bentley 4 Litre H J Mulliner Lightweight Saloon, ex company demonstrator and ex Woolf Barnato, superb documented history
1936 Bentley 4¼ Litre Malcolm Campbell design Sports Tourer
1926 Bugatti Type 35/51 Grand Prix Supercharged
1932 Bugatti Type 37/44 Grand Prix Monoposto Ex Lemon-Burton
Bugatti Type 59 Grand Prix replica
1934 Bugatti Type 57 Series I Ventoux
1938 BMW 328 Roadster
1949 Delahaye 135M 3 Position Drophead by Chapron
1958 Ferrari Pontoon Fender Testa Rossa, (exceptional conversion of 250GT Boano)
1960 Ferrari 250SWB Competition
1961 Ferrari 161 'Sharknose' Grand Prix recreation as featured in motion picture 'La Passione'
1961 Ferrari 246SP recreation as featured in the motion picture 'La Passione'
1965 Ferrari 275 GTS/2 Rosso Corsa, RHD
1966 Ferrari 275 GTB/2 Giallo Fly, restored
1974 Ferrari Daytona, RHD, 38,000 original miles
1956 Fraser-Nash V8 Continental Le Mans Rep
1955 Jaguar D-Type, XKD 527, exceptional car
1955 Jaguar D-Type
1937 Lagonda LG45 Rapide Type Tourer
1955 Lancia B24S Spyder by Pininfarina
1965 Lola T70 Spyder, F.I.A. papers, ready to race
1962 Lotus 24 Grand Prix Single Seater, Ex Jim Clark
1955 Mercedes-Benz 300 SL Gullwing, silver, blue plaid
1958 Mercedes-Benz 300 SL Roadster, silver, red leather
1967 McLaren M1C, Class Winning Supersports Entrant with F.I.A. papers, Ex Harrah Museum
1912 Rolls Royce Silver Ghost 'Roi des Belges' Tourer
1926 Rolls Royce 20 HP, Open Tourer by Park Ward, rare original coachwork
1927 Rolls Royce Phantom I Sedanca de Ville by Hooper
1961 Rolls Royce Silver Cloud II, LWB w/division

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COYS OF KENSINGTON, 2-4 QUEEN'S GATE MEWS, LONDON SW7 5QJ

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GRAHAM HILL WINNING THE 1963 TT AT GOODWOOD IN MARANELLO CONCESSIONAIRES' FERRARI 250GTO

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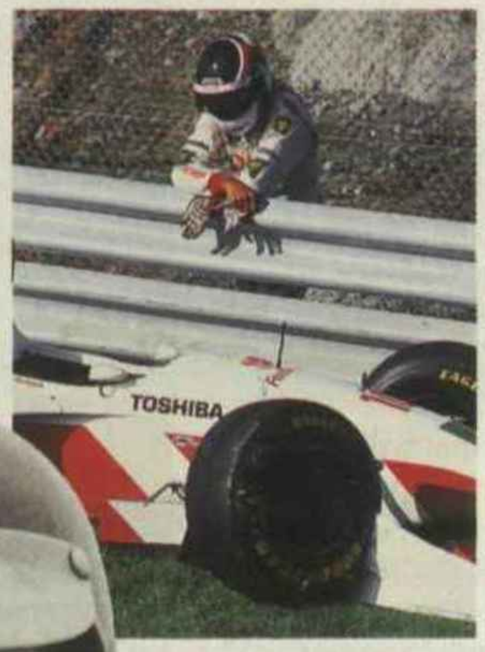
MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE

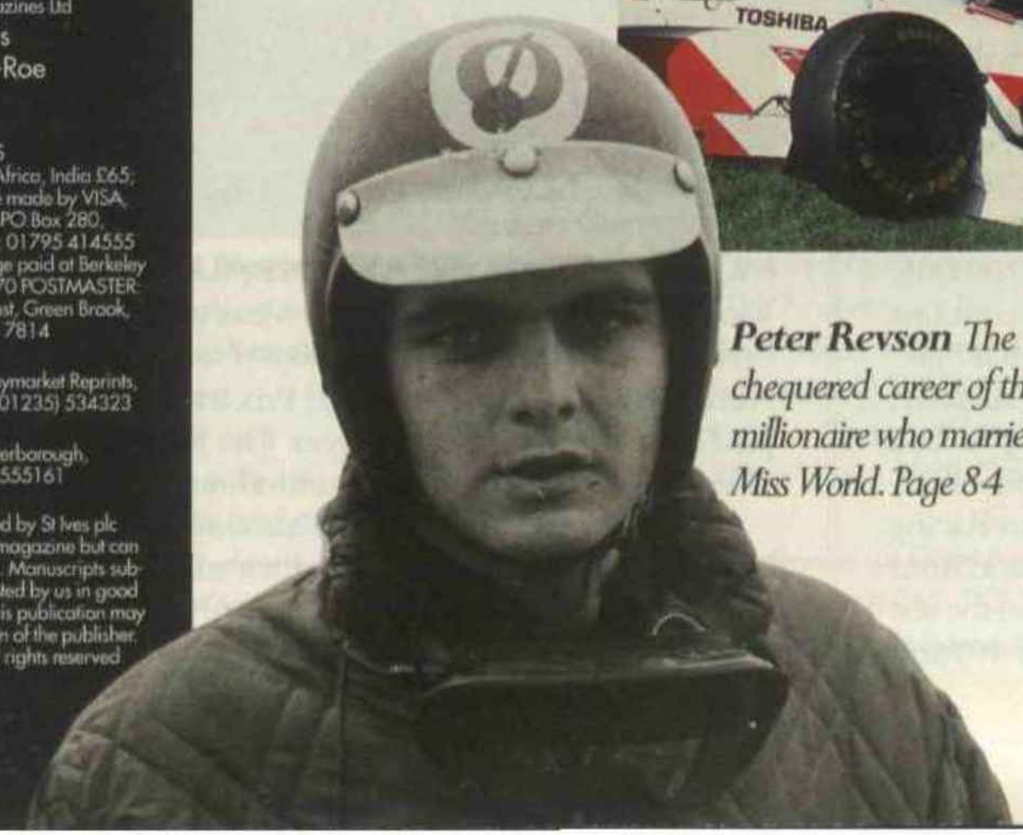


GOODWOOD CIRCUIT REVIVAL *As racing returns to Goodwood, we preview the revival, drive Moss' TT winner and talk to those whose careers started here. Page 28*



Arrows *Twenty years in Grand Prix racing and still no win in sight. We examine the team Jackie Oliver started. Page 58*





Peter Revson *The chequered career of the millionaire who married Miss World. Page 84*

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Coys Festival *We report on some great racing at the annual three day historic bean-feast from Silverstone. Page 64*

MATTERS of MOMENT

NEWS, VIEWS AND COMMENT

editorial



Andrew Frankel
EDITOR

GIVEN ALL THE FUSS ABOUT ROLLS-ROYCE AND Bentley right now, you'd be forgiven for not noticing that automotive GBH is already being committed on the name of one of our most proud and innovative marques. Have you seen the brand new Rover-BRM? If not you should know that it is neither gas-turbine powered nor likely to be competing at Le Mans any time soon. This Rover-BRM is an entirely unremarkable Rover 200 hatchback equipped with an interior as unsuited to such a car as any you're ever likely to see. There are too many details to bore you with but if I just mention quilted red leather upholstery with chrome eyelets and a turned aluminium insert around the alloy ventilation controls, I'll leave the rest to your by now presumably rampaging imagination. To be fair it has a peppy engine, revised gear ratios and tuned suspension, but that is scarcely the point. Too many great names have fallen under the marketing steamroller of the company that now calls itself Rover; remember if you will the Wolseley Hornet, Riley Elf, Allegro Vanden Plas and MG Maestro. I hope that BRM is the last victim of this horrid policy and that Rover's BMW parent puts a stop to the nonsense once and for all. If not, I do not fancy the chances of Rolls-Royce clinging to its vital and unique identity over the years and decades to come.

◆ ◆ ◆

FORMULA ONE WOULD NOT BE FORMULA ONE WITHOUT ITS FAIR SHARE OF conspiracy theories but I worry that paddock paranoia is reaching epidemic proportion. Since Hockenheim I have been told so many tales of backstage jiggery-pokery that if I published them here, I'm certain you'd change your view of the sport. Sadly, I'm equally sure I'd also land this magazine in court and me in the nearest dole queue so you will forgive me for declining to go into detail. Besides, I wonder how much of it can be believed. Cheating, whether it be by way of professional foul, proscribed drug or launch control system, is a fact of life in all major sports and always has been; it should, of course, be policed as rigorously as possible and proven offenders punished without mercy. But we should not forget that if you are able to cast the shadow of doubt on your opponent, subject them to global suspicion and their operations, however innocent, to official scrutiny then that will have a material and adverse effect on their ability to prepare for competition. Which, from where I'm sitting, doesn't sound exactly like cricket either.

◆ ◆ ◆

A PIECE OF PAPER HAS JUST LANDED ON MY DESK ABOUT FIFTEEN YEARS TOO LATE. It comes from the Swansea Institute of Higher Education and contains details its all new Motorsport degree. Yes, dammit, you did read that right. It's the first time anything like it has been tried in Europe and surprise, surprise, interest in the course is described as 'intense'. It trains you for a career in the motorsport industry by subjecting you to such educational terrors as crewing for the institute's championship-winning Darrian Racing Team. I'm not saying the result will be an army of fledgling Franks and Rons but I reckon any teenagers kicking their heels right now could spend the rest of their lives waiting for a better reason to go and live in Swansea for a few years.



New evidence suggests Clark's Lotus 49 is alive, well and living in the States

FUEL FILLER CLUE TO CLARK'S ZANDVOORT WINNER

A unique fuel filler is thought to have identified the monocoque of a Lotus 49B as R2, the car in which Jim Clark won the 1967 Dutch GP, scoring the famous debut victory for Ford's 3-litre Cosworth DFV engine.

Owner Pete Lovely, the American ex-Team Lotus driver who bought it from Colin Chapman in 1969, believing it to be the R5 chassis raced by Graham Hill and Mario Andretti, had it renumbered R11 following modifications by the factory.

The exposed filler cap was a feature of chassis R1 and R2 only. For subsequent cars (and R1, rebuilt after it was crashed by Hill at Silverstone in '67) it was covered by a panel. This and holes drilled drilled for a throttle bell crank to Clark's preference give it away, and were confirmed by his mechanic Allan McCall at the Watkins Glen F1 reunion.

British researcher, Michael Oliver, whose book on 49s is due out next year, is convinced by the evidence. Classic Team Lotus' Clive Chapman would not comment on the matter.



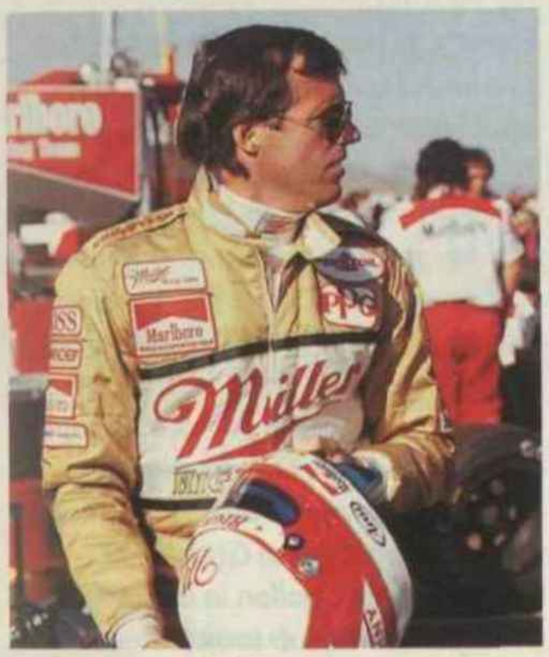
MAWP + Sport

Alfa Romeo TZ2 Berlinetta one of the highlights of the Oldtimer auction

MOSS VANWALL BREAKS 1998 AUCTION SALE RECORD

Vanwall VW10, in which Stirling Moss won the Dutch and Portuguese Grands Prix in 1958, was sold for £800,817 including premium by Brooks at the Nürburgring's Oldtimer Grand Prix earlier this month -- the highest price paid for a car at auction this year. The first Alfa Romeo TZ2 Berlinetta to be offered at auction, made an extraordinary £572,457 at the same sale.

Star of the Coys Silverstone auction, a fortnight before, was a stunning Ferrari 250 Spyder California, which sold for £370,538. Bargain of the event was the ex-Alan Jones/Vittorio Brambilla/Divina Galica Surtees TS19-04, which sold for £39,199, complete with a rebuilt DFV engine! **MP**



Indy champ Sullivan to race GTO

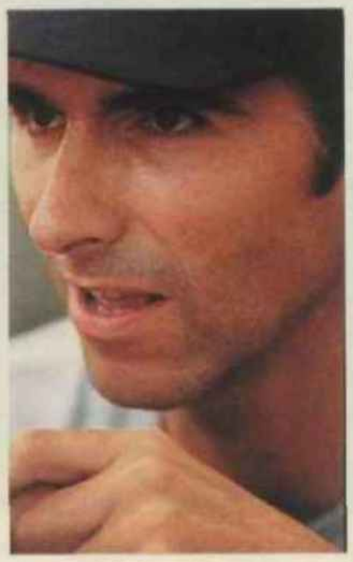


Barry Sheene heads for Goodwood Revival and his first motorcycle race in 15 years. He rides a Manx Norton

SHEENE, HILL, BRUNDLE AND MORE FOR GOODWOOD

Barry Sheene is to race a motorcycle for the first time since he retired from the sport in 1984 at Goodwood's Revival meeting on September 18-20. The double World Champion, who has appeared at Goodwood's Festival of Speed, is coming from Australia to ride a classic 500cc Manx Norton in the Lennox Cup, only the second bike race to be held at the circuit.

A sensational entry for the Goodwood Tourist Trophy is also promised, and includes such celebrities as 1988 Indycar champion Danny Sullivan who will race a Ferrari 250 GTO in the Tourist Trophy race against former Grand Prix driver Martin Brundle, on board the famous low drag coupé E-type 'CUT 7' and Stirling Moss in his 1961 Ferrari 250 GT Short Wheelbase TT-winner tested in this month's issue (see page 34). Plans are also afoot to reunite former world champion Sir Jack Brabham with a Grand Prix Cooper and find 'Black Jack' an entry in the TT race as well.



Hill set for demo runs

Damon Hill is rumoured to be making an appearance and may demonstrate some of his father's early race cars, while a 'Dream Grid' feature on the Sunday has attracted Phil Hill, John Surtees, Tony Brooks, Frank Gardner, Peter Gethin, Dan Gurney, Tony Marsh, Moss, David Piper and Roy Salvadori, all of whom turn out in classic Goodwood machinery.

Watch out also for no fewer than three BRM V16s, which will race together in the hands of Peter Gethin, Rick Hall and Nick Mason.

Lord March has bought a Ford Galaxie in which to contest the St Mary's Trophy race, and will also run a Lola Mk1 sports-car against the similar machines of Moss and Derek Bell. **MP**

PA News

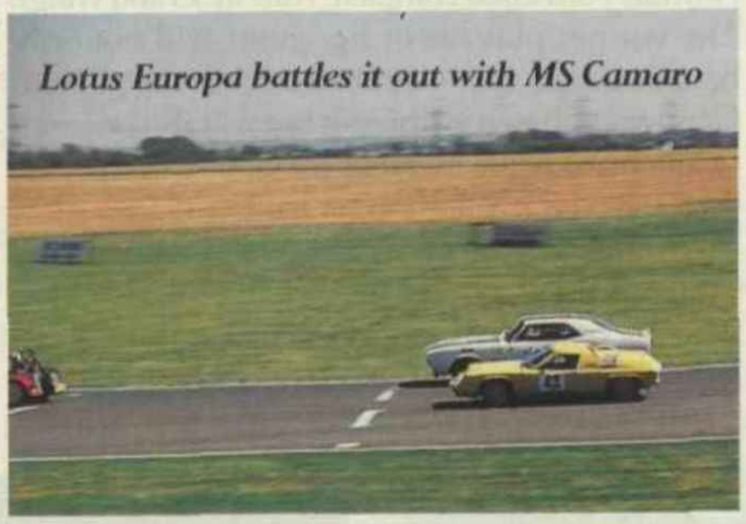


It seems that the angle-grinder Lord Brocket used to slice up part of his car collection will no longer be required, following his release from behind bars at Spring Hill prison.

Brocket claimed in 1991 that four cars from his collection had been stolen, only to have three turn up in parts in a crate and a Maserati survive an attempted melt-down.

In-mates cheered Brocket as he made his getaway on a turquoise Harley Davidson. **MF**

Gavin Conway



Lotus Europa battles it out with MS Camaro

CAMARO HEADS BACK IN TO THE FRAY...

MOTOR SPORT's Camaro was back in action at Castle Combe on August 8. With two race series combined to create a 38-car grid, the Camaro qualified 12th overall and fifth in its series. I lost three places at the start and spent eight of the ten laps battling with an annoyingly tenacious Lotus Europa to recover the lost ground. The Camaro crossed the line in exactly the position it started with just a streak of blue paint from an over-ambitious Porsche 911 on its back bumper to show for its troubles. **AF**

...AND G P CARS BACK TO THE GLEN

Thirty Formula One cars, the largest gathering at Watkins Glen since the 1980 United States Grand Prix, wowed spectators in a celebration of the New York state venue's 50th Anniversary last month.

Mexican driver Rudy Junco won the Chrysler Formula One Tribute feature in his 1981 Williams FW07C, from Briton John Fenning in the Wolf WR2, one of two chassis taken to the 1977 Grand Prix for Jody Scheckter.

Americans Bert Skidmore (in Gary Arentz's Lotus 79-4), James King (March 761-3/3) and Chris Bender (March 811-6) were next home. **MP**



F1 out in force at Watkins Glen Golden Jubilee

Ben Redgrove



VSCC AT PRESCOTT
1-2 AUGUST

The VSCC returned to Prescott for its annual two-day bash as the hill celebrates 60 years of competition. While bad weather made Saturday for die-hards only, the sun shone on Sunday giving cars from tiny Austin Seven specials (Rachel Bergman, left) to Bentleys and ERAs the chance to show their mettle. Star of the show was the newly restored 4.9-litre supercharged ex-Kaye Don Bugatti Type 54 which was demonstrated on the hill by VSCC stalwart Julian Ghosh. FTD went to Bruce Spollon in ERA R8C, while Julian Majzub took fastest vintage slot in his T35B Bugatti.



COMPETITION

RATHER DO MORE THAN MERELY SPECTATE AT GOODWOOD?

You will not be able to finish this magazine without realising that the Goodwood race track offers a finer blend of excitement for the driver and history for the spectator than any other in the country.

This competition is your chance to win a day for two not simply driving around the extraordinary Sussex circuit but doing so behind the wheel of anything from recreations of the AC Cobra or Jaguar D-type through a Porsche 911 RS Carrera to a Formula Ford 2000 complete with slicks and wings. The winner plus his or her guest will not only benefit from expert tuition from a crack team of Goodwood-based instructors but will also be taken to lunch inside the magnificent Goodwood House itself. The day in question is October 15.

The day is being offered in association with the Morland Brewery, makers of Old Speckled Hen who not only sponsor the Goodwood Revival but have also been involved with MG for nearly 70 years.

All you have to do to enter is name the famous driver (from a famous family) in the picture below driving an MG TF at Goodwood, and enjoying a first-ever win on a race track. Simply fill in the form below and return it to the following address: Goodwood Competition, MOTOR SPORT, 60 Waldegrave Road, Teddington, Middlesex TW11 8LG. The closing date for entries is Friday, 18th September. All normal Haymarket competition rules apply and the editor's decision is final.

"OLD SPECKLED HEN"



Magna Press

ENTRY FORM

The driver of the MG TF is _____

Name _____

Address _____

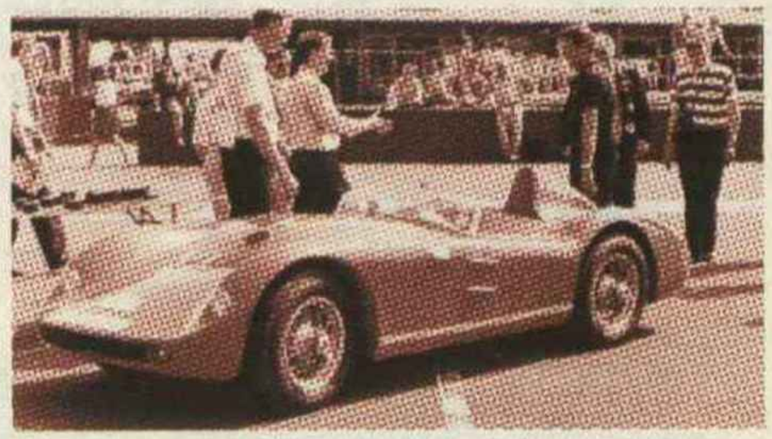
Postcode _____

Telephone number _____

Please return this form (photocopies are acceptable) to
Goodwood Competition
MOTOR SPORT, 60 Waldegrave Road, Teddington, Middlesex TW11 8LG







london

A Sale of Collectors' Motor Cars and Automobilia, 7 October, 1998, Olympia, London

Entries are currently invited for Brooks's opening Auction of London's Autumn 1998 sale-season.

True to the tried and proven Brooks Formula, the Olympia sale will offer a wide-ranging selection of of classic, historic, Vintage, Veteran and Collectors' cars to suit all pockets.

Recent stars of past Brooks Olympia sales have included the 3½-litre Bentley (December Sale) sold for £54,300, the Lamborghini Countach (December Sale) which realised £36,700 and the one-time Leningrad Grand Prix-winning dohc works Skoda sports-racing car (April Sale) which attracted a record bid of £46,600.

To enter a car for sale by auction or for further information please contact Malcolm Barber, James Knight, Nick Lumby, Stewart Skilbeck (motor cars), Peter Card or Jonathan Vickers (automobilia) on 0171 228 8000.

Catalogues for all Brooks's sales can be ordered individually or you can subscribe at an annual discounted rate. Credit cards are accepted. For further information call 0171 228 8000 and ask for catalogue sales.

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EVENTS OF NOTE

AUGUST

21-23 ALPI ORIENTALI (I)
FIA Trophy Rally Series.
☎ 00 33 1 4312 4471

22-23 SALZBURGRING (A)
CGE Energie German Open series visits the high-speed Austrian circuit.
☎ 00 41 22 348 3286

22-23 SILVERSTONE (GB)
Feast for Ferrari lovers as 308s to F50s joust in the Goodyear Maranello Ferrari Challenge. ☎ 01757 702053

22-23 1000 LAKES RALLY (SF)
FIA Trophy Rally for Historic cars runs with Neste Rally Finland World Championship event. ☎ 00 358 4162 8660

23 CADWELL PARK
ERAs return to their native Lincolnshire as intrepid VSCC racers strut their stuff in the Shuttleworth, Nuffield and Williams Trophies meeting. A must. ☎ 01608 644777

23 BRANDS HATCH
AC, Aston Martin, Jaguar and Porsche teams battle it out in AMOC Inter-Marque event on the Grand Prix circuit.
☎ 01353 777353

28-30 SPA (B)
Belgian Grand Prix.
FIA Formula One World Championship, round 12.
☎ 00 33 1 4312 4471

29 OULTON PARK
Flemings Thoroughbred Sportscar series always provides top value at Oulton, with Jaguars and TVRs to the fore. ☎ 01829 760301

31 DONINGTON PARK
RJB Thundersports guests on FIA Truck Grand Prix programme. ☎ 01332 810048

SEPTEMBER

2-5 ENSTAL CLASSIC
Sixth running of top Austrian Historic Rally, based on Grobming. Usually attracts stars of yesteryear.
☎ 00 43 3685 22131

5 OULTON PARK
More thrilling Lotus Elan versus Marcos capers in HSCC Richardson Hosken Classic Sportscar race.
☎ 01829 760301

5-6 DONINGTON PARK
Britain's round of the FIA Historic Championships centres on a Thoroughbred Grand Prix thriller.
☎ 01332 810048

5-6 CROFT
Historic weekend at the rejuvenated Darlington circuit stars Aston Martins, Inter-Marque and Anglo-American Challenges. ☎ 01353 777353

6-14 CLASSIC MARATHON
Special 10th anniversary edition of the original Philip Young-masterminded classic rally starts in Paris and culminates in a gruelling lap of Morocco. ☎ 01235 851291

10-12 MANX INT'L RALLY
Frantic tarmac action on British Championship finale, features concurrent Historic element. ☎ 0121 378 2828

10-13 WATKINS GLEN (USA)
SVRA race meeting continues the fabulous New York circuit's 50th Anniversary season.
☎ 00 1 603 643 6161

11-13 MONZA (I)
Italian Grand Prix.



Wide straight at Monza has seen many GP starts. Hakkinen and co return on September 13

FIA Formula One World Championship, round 13.
☎ 00 33 1 4312 4471

11-13 SPA-FRANCORCHAMPS (B)
Motor Classic's Six Hours is the best-supported enduro of the season, with 90 starters. Strong supporting programme too. ☎ 00 32 4254 1950

11-12 NURBURGRING (D)
Eifel Klassik pitches Historic aces against Nürburgring's fearsome Nordschleife, but clash with Spa splits loyalties.
☎ 00 49 2691 3020

12 BRIGHTON
Frosts National Speed Trials continues the seaside sprint tradition founded there in 1905. A grand day out.
☎ 0860 730349

12 CASTLE COMBE
Fast and furious action as Goodyear Maranello Ferrari Challenge visits the super Chippenham track.
☎ 01757 702053

12-13 BRANDS HATCH
Historic sportscars and International Supersports Cup monsters support the contemporary GTR Euroseries on Britain's best drivers' circuit.
☎ 01474 872331

13 MADRESFIELD
Vintage Sports Car Club driving tests promise relaxed fun at Madresfield Court. Spectators welcome.
☎ 01608 644777

13 ABINGDON SPEED TRIALS
The Bentley Drivers Club hosts this sprint meeting for devotees of the marque, and friends. ☎ 01279 813189

18-20 GOODWOOD
Thirty-two years on, the Motor Circuit Revival is the most eagerly-awaited Historic racing event this year (preview, page 28). ☎ 01243 755000

18-20 RALLY OF INDONESIA
FIA World Rally Championship, round 11.
☎ 00 33 1 4312 4471

19-20 ANGOULEME (F)
Historic cars on the streets in splendid Circuit des Remparts Celebration. Great fun for the racing socialite.
☎ 00 33 1 4594 9567

20 CADWELL PARK
Thoroughbred Sportscars given their head over the climbs and swoops of Lincolnshire's mini-Nürburgring circuit.
☎ 01507 343248

24-26 ELBA HISTORIC (I)
Penultimate round of the FIA Rally Trophy series brings together Europe's top Historic competitors.
☎ 00 33 1 4265 9951

24-27 ISLE OF MAN
10th Manx Classic encapsulates super Hillclimb, Sprints and Race meeting on island steeped in motorsport history. ☎ 01624 670150

26-27 LOTON PARK
VSCC Hillclimb on Sir Michael Leighton's charismatic estate near Alberbury, Shropshire. ☎ 01608 644777

Ben Redgrove



VSCC hillclimbers head for Loton Park at end of September



A Sale of Rolls-Royce and Bentley Motor Cars and Automobilia to be held in London at Olympia on 14 November 1998

Now established as part of the Brooks sale calendar, the annual London sale of Rolls-Royce and Bentley motor cars will once again offer a wide selection of vehicles from these famous stables.

Notable past entries have included the ex-King of Denmark 1952 Bentley MK VI Drophead and the ex-HH Maharajah Gaekwar of Baroda 1935 Rolls-Royce 20/25hp Landaulette.

This auction sale is focused and targeted towards a specific audience to generate the best possible market price for these two marques.

If you have a good quality Rolls-Royce or Bentley you are considering selling, this sale will provide the optimal platform to you.

Further entries for this important sale are now invited.

To enter a car for this sale or for further information please contact Malcolm Barber, James Knight, Nick Lumby (motor cars), Peter Card or Jonathan Vickers (automobilia) on 0171 228 8000 or Stewart Skilbeck on 01757 638 894.

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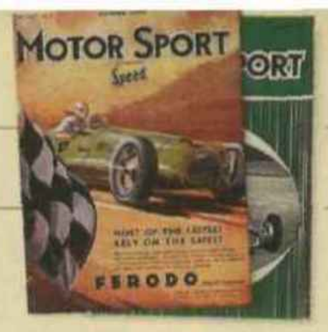
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Vol LIV No 2 February 1978

RALLY REVIEW

Why not a World Rally Championship for Drivers?

IN DECEMBER'S MOTOR SPORT, WHEN WRITING of the Tour of Corsica, we mentioned briefly the result of the World Rally Championship for Makes, and the events leading up to Fiat's taking the laurels after a stirring fight with Ford. This issue appears just after the first of the 1978 qualifiers, the Monte Carlo Rally, takes place, but it is still worth reflecting again on the 1977 series.

How would tennis fans react, we wonder, if the Wimbledon final were billed as a contest between Dunlop and Slazenger? Or the nation's football followers to a Cup Final between boot manufacturers? Just as nonsensical to rally enthusiasts is a World Rally Championship which has no champion. True that points are given to car makers, but the drivers get nothing and the sport is left without a figurehead. Even the non-enthusiast public knows who is the Champion Grand Prix driver each year, but there is no such person as a Champion Rally Driver for them to get to know.

Instead, the laurels are stretched to the limit over the shoulders of an inanimate company. No-one will deny Fiat any of its spoils of victory after the hardest-fought championship since the series began, but you can't shake hands with a motor car, nor interview it on television. Time after time representations have been made to the CSI to set up a proper World Rally Championship for Drivers but they steadfastly refuse to do anything about it, some of their members remarking privately that the manufacturers are against it. Some of them may be, on the grounds that publicity for a driver would detract from publicity for the car, but we know that others are not. Among the latter are the sensible ones who realise that acclaim for a driver would certainly rub off on the car he drives.

No one wants the Manufacturers Championship to be dropped, for it would be a ridiculously easy job to run two series based on the same string of qualifying events, as it is done in Grand Prix racing. It would take no more effort than merely to keep track of an extra set of simple scores, even simpler, in fact, than the present manufacturers series which combines overall points with group points.

For 1977, the CSI threw a few crumbs to those who saw that rallying had a vast hole in its side by not having a champion driver, in the form of a trophy called the FIA Cup for Rally Drivers. It was based on a ridiculously complicated series of rallies, including all the qualifiers of the World Championship, all the qualifiers of the European Championship and four other extra events making a total of 55 rallies in all. Such a top-heavy list was stupidly ponderous, and hardly anyone took an interest in it save for the Italians when it was learned that Sandro Munari would be having a serious attempt at winning it. He had no challengers and he won it comfortably. But he was not called World Champion, a title which the CSI had the bad grace to refrain from using.

In the absence of a proper World Championship for Drivers, our weekly sister journal *Motoring News* some years ago announced one of its own, basing the points scoring system on that of the manufacturers series and using the same events. Encouragingly, other publications took it up, even overseas, but not even a flicker of interest manifested itself outside the ivory tower of the CSI.



Moral victor, but no champion - Björn Waldegård



Bernard Darniche, Europe's champion in Stratos

Although it was Fiat which won the World Championship for Makes, it was not a Fiat driver who became unofficial World Rally Champion, for Fiat's five wins in the series were accomplished with five different drivers. In fact, the only driver to have won more than one event in the series was Björn Waldegård who took first the Safari Rally, then the Acropolis Rally and finally the RAC Rally. In all three events he was driving a Ford Escort with his regular partner Hans Thorszelius, and together they are unquestionably World Rally Champions of 1977 in their own categories.

As significant as Waldegård and Thorszelius coming out on top with three outright wins was the second place of Simo Lampinen and Sölve Andreasson without a single win at all. They indulged in no win-or-bust tactics during the year and showed that reliability can achieve results as well as performance pressed into the floorboards. With team-mates striving all the time for wins, their dependability was a valuable asset to the Fiat team.

Whilst the World Championship was for manufacturers, at least the European Championship was for drivers, though overburdened as usual by no less than 40 rallies, each graded at one of four coefficients. Overlapping, especially of the pre-rally practice periods, would have caused headaches for anyone determined to tackle as many as possible, but the few drivers who did were selective and only chose those rallies in which they had the best chances of success and which had the highest coefficients to give them the greatest number of points.

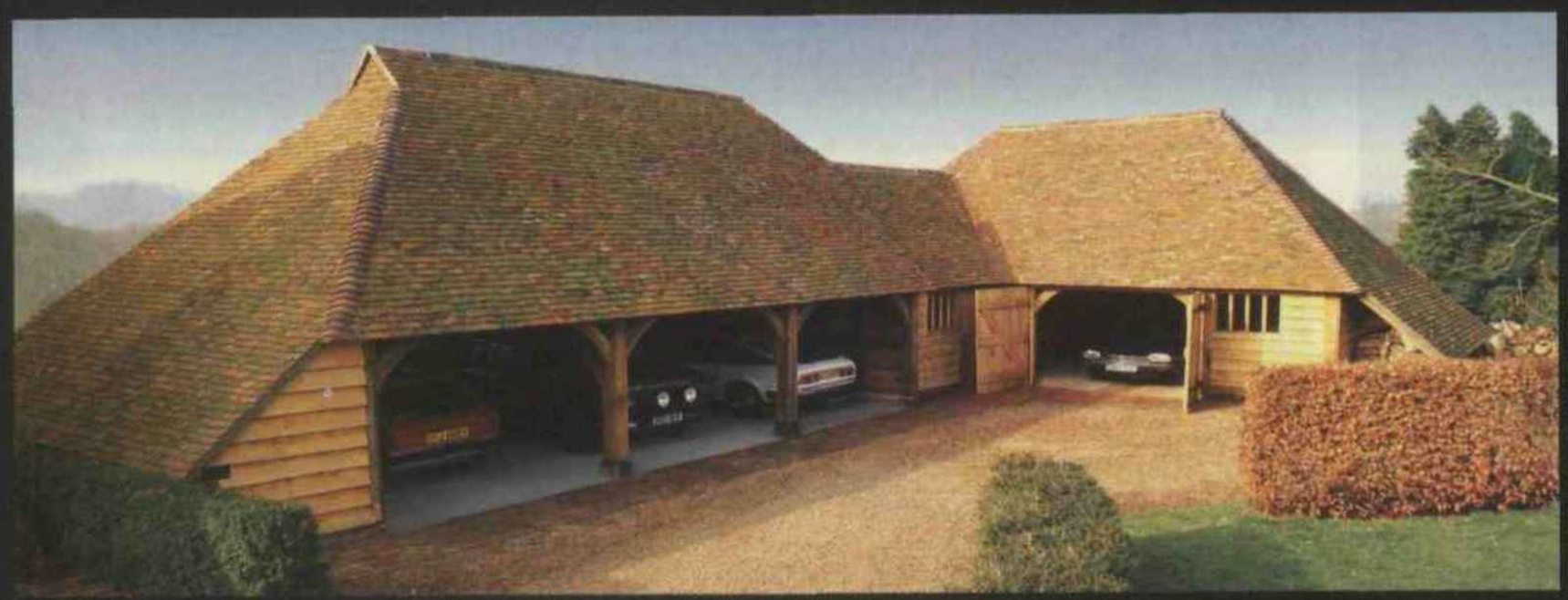
The most successful driver in the series, both at winning and at selecting the right events, was Frenchman Bernard Darniche who, with his co-driver Alain Mahé, drove a Lancia Stratos prepared and entered by the French importer, André Chardonnet. They won the total comfortably, but we should mention that runners-up were French girls Michèle Mouton and Françoise Conconi who put up a most impressive performance.

For 1978 the CSI's Championships remain largely unchanged, although that FIA Cup for Drivers seems to have been dropped. The World Championship for Makes keeps the same list of qualifying events and the long string of European Championship qualifiers keeps its coefficient system. As we have said, there is to be no official World Rally Champion Driver yet again. **GP**

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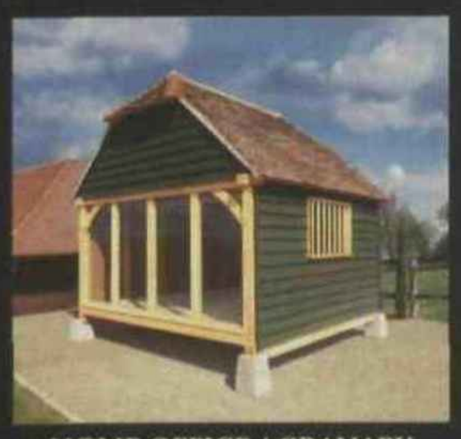
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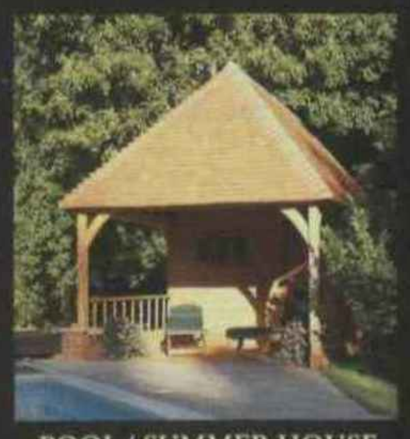
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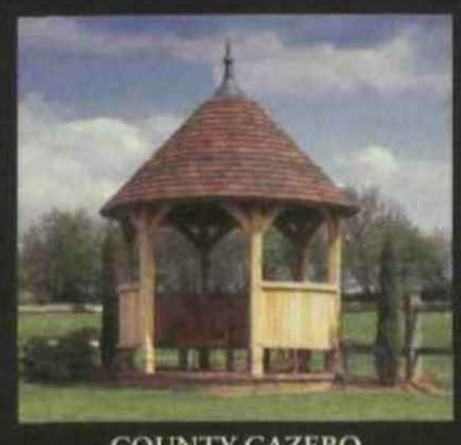
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SIMON TAYLOR



MODERN TIMES

GREAT BRITAIN, AUSTRIA, GERMANY: three Grands Prix in four weekends. Not to mention a three-day Monza test, the first confirmations of 1999's driver signings, and FIA hearings in Paris. It's been a busy month for the boys.

Those three races brought a third win on the trot for Michael Schumacher, two more McLaren one-twos, and 26 more championship points for Mika Hakkinen. But don't think you can accuse F1 of being predictable. Sylvester Stallone, if he ever gets round to making his Hollywood film about F1, could do worse than point his scriptwriters towards the changes of fortune between the first Friday session at Silverstone and the chequered flag at Hockenheim 23 days later.

Most notably Ferrari, whose horse was prancing so successfully when we last met on these pages a month ago, is back in trouble. But there's more. After dramatic redesign work a Williams has qualified, and finished, a Grand Prix in third place. Jordan have gone from being the team without a 1998 score to four finishes in the points: and D Hill has beaten M Schumacher. Giancarlo Fisichella, with a little meteorological help, has earned the first pole position of his career. Ralf Schumacher has outqualified his brother and, but for a misjudged pitstop strategy, outpaced him on the track. And Michael himself has made two expensive driving errors, and finished his home Grand Prix a disconsolate fifth.

It's another reminder, in today's constantly developing Formula One, how dramatically things can change from one race to another as the competitive edge shifts from team to team. At Hockenheim, a rare mistake from Michael Schumacher on Saturday morning put the Ferrari off the track and curtailed his track time, but the problem ran deeper than that. Dealing resignedly with the battery of cameras and microphones that afternoon after qualifying a mere ninth, Schumacher said: "We have to go back now, and work and work. And work."

And this was the same man who, a few weeks before, had embraced Jean Todt after Ferrari's McLaren-crushing one-two in France, and punched the wet Northamptonshire air from the top step of the Silverstone podium. Silverstone, of course, provided a shaming example of how the weather can expose weaknesses in a race's organisation. After 44 laps of the 60, with the track awash and ten cars in the gravel, the race director decided – not before time – to deploy the safety car. Bad news for Hakkinen, who'd built a huge lead over Schumacher, but had damaged his front wing in a monumental high-speed spin across gravel and grass at Bridge Corner. Behind the safety car the field closed up, and once the race was on again Hakkinen's now ill-handling McLaren could no longer fend off the Ferrari, which went by with 10 laps to go and disappeared into the distance.

But, before the safety car came out, Schumacher had been seen lapping Wurz's Benetton under a stationary yellow flag. The normal penalty would have been a 10-seconds stop-go in the pits. Only if the transgression occurs in the last 12 laps of the race do the FIA rules allow the penalty to be the much less costly addition of 10 seconds to a driver's total race time: and Schumacher's sin was committed on lap 43, with 17 laps to go.

However, with the safety car taking priority, 25 minutes elapsed before the Ferrari team were notified, and even then the penalty wasn't published on the electronic screens. So, that late in the race, Ferrari were told that the penalty would simply be the addition of ten seconds to Schumacher's race time. That would have left him with victory anyway, while a stop-go in the pits would have certainly dropped him to second place. But Ferrari boss Jean Todt, knowing that the incident had happened earlier and that protests might ensue, ingeniously decided to bring him in to serve the penalty in the pits on his final lap – as the race ended. Which is how motor racing history was dubiously made: Schumacher won the race driving down the pit-lane – although he then went out and did a couple more laps in case somebody found a rule to say that to win a race you had to cross the finish line...

It was all a sorry confusion, and left the Silverstone spectators, and the world's TV audiences, bewildered. McLaren protested, unsuccessfully, and then turned to the FIA's Appeal Court. They lost their appeal, and the next day the three stewards, the race director (Charlie Whiting) and his deputy were up before the World Council. It was the stewards, Howard Lapsley, Roger Peart and Nazir Hoosein, who got the blame, losing their steward's licences. By then the transporters were rolling into Spielberg for the next race, and F1 had other things on its mind.

In Austria the rain played its part again, producing on Saturday the first fully wet fight for the grid since one-day qualifying began in 1996. With 15 minutes to go the weather lifted and in the closing moments a dry line was beginning to appear, so whoever was last to cross the start-finish line before the chequered flag came out had the strongest chance of pole. The man who timed it precisely right was Benetton's Giancarlo Fisichella, with Jean Alesi next to give Sauber their first-ever front-row position. But Hakkinen managed third quickest, and on race day, from the moment the lights went out, he was in command, dominating to the finish.

As usual, Michael Schumacher provided most of the excitement. Opting for a two-stop strategy, he was light



Villeneuve's return to the podium in Germany may signal a Williams revival



A little bit of history, as Michael Schumacher takes his pitlane penalty at the British GP... after winning the race

enough on fuel to be able to attack Hakkinen from the start. He ran wide at one point and lost second to Fisichella, got it back again, and then went right off the rails on the downhill right-hander, bouncing wildly over the gravel and losing his nose cone. When he rejoined he was dead last, and his race-long fight back up to third was classic Schumacher.

But this time the drive of the day came from David Coulthard. He'd lost out in the qualifying lottery, started 14th, got tangled up in other people's accidents on lap one, and also needed a pitstop for a new nose. He made up 14 places in 13 laps, finished second five seconds behind Hakkinen, and set fastest lap. It was one of the drives of his life. Behind the two McLarens, Eddie Irvine held third until obediently moving over for the recovering Schumacher to earn his points – all very sensible, and the only pity was that lack of clarity about the FIA's official view of team tactics (since clarified) meant that Irvine had to claim he lost third place to Schumacher because of a braking problem, which fooled no-one.

When the 1998 rules stipulated grooved tyres and narrower cars with lower downforce to reduce speeds, we wondered how long it would be before the new breed of slower F1 car was going faster than its predecessor. At Hockenheim we got the answer: Mika Hakkinen's pole for the German Grand Prix was a new record. Of course, at Hockenheim a quick lap is all about speed down the long straights, and thanks to their smaller frontal area the best of the 1998 cars were seeing well over 220 mph. "That's a serious speed", said a serious-faced Hakkinen – and then his face split into a delighted grin.

But in the corners this year's cars, running the small wings that Hockenheim demands if you're not to be slow down the straights, were frighteningly twitchy. As usual Michael Schumacher drove, as Murray Walker would say, out of his skin. He knows no other way. The sight of him so nearly losing the Ferrari in the final corner onto the start-finish straight in the closing laps haunts me, his right fist on the wheel flicking up once, twice to the top of the cockpit in microseconds of lightning reaction as he defied the car's efforts to fling itself across the gravel trap. In low-downforce form, the Ferrari is clearly not nice to know.



Jordan are also on the up, Ralf Schumacher on the pace at Hockenheim

By contrast Jacques Villeneuve, having qualified the revised Williams third, was in a position to discomfit the McLarens when Hakkinen's car began to use its fuel too quickly and his pit told him to ease his pace. Coulthard, unaware of his team-mate's problem, was obliged to slow too, as team tactics dissuade him from overtaking the championship leader: but if Villeneuve got any closer he would have to. Sadly a problem in the Williams' electronic differential in the final laps robbed us of the prospect of a Williams overtaking a McLaren, and Ron Dennis' script was maintained.

The Jordans were very competitive, too, more than at any time since this race last year, when Fisichella in the Peugeot-powered version led the race. They qualified a startling fourth and fifth, and Ralf Schumacher reckoned he could lead his home Grand Prix if he went for a two-stop strategy. He didn't lead but, light on fuel, he harried the McLaren duo until his first stop: meanwhile Damon Hill opted for a more sensible one-stop plan, and took a strong fourth place. After 200 miles of hard racing Hill finished just seven seconds behind the winner.

We now know the Ferrari, McLaren and Benetton driver pairings will not change for next season, and the betting is that Jordan will manage to hang onto the much-improved Ralf Schumacher (although BMW would like him at Williams the year after), and will also retain Damon Hill for perhaps his last F1 season. We also know that Jacques Villeneuve will spearhead the new BAR team, and expect Alex Zanardi to return from a glorious Indycar career to lead next year's Williams challenge, maybe with test-driver and F3000 star Juan-Pablo Montoya as No 2. By Monza most of the pieces of the driver jigsaw will be in place.

Before then, the twists of Hungary (where overtaking is harder than at Monaco) and the swoops of Spa (where it will probably rain and Schumacher M should be mighty). But High Noon will come when this intriguing championship battle reaches that shrine to the works of Enzo in the old park north of Milan next month. At Monza, it really matters to Ferrari: and it's at Monza that Ron Dennis would most like to beat Jean Todt. We should see something special. M

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The kids are screaming. In stereo. Two feet behind your ears. They're bored with their colouring books and are restyling the look of the car's upholstery with their primary-coloured felt pens.

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Secondly, throw away the felt pens and colouring books. You can have a screen (or three) in the back to keep the kids entertained. Because as well as showing route details, the monitor with Alpine's navigation system can also display computer games, videos and, of course, TV. Or remove the map CD and you can play your favourite music.

And that burger bar? Alpine's navigation system has a huge database of facilities – from sports halls to petrol stations, from hospitals to restaurants. Press the "local points" button control and all the eating places in your locality will be displayed on the screen to tell you how far and in which direction they can be found. In fact, it's child's play.

So Alpine's in-car navigation system isn't simply about guiding you to your destination. It also makes an occasion of the journey.

Most high-tech car equipment claims to be so simple that even a 10-year-old can use it. Truth is, they're often so complicated that only a 10-year-old can use it. Remember, kids are always the first to suss how to

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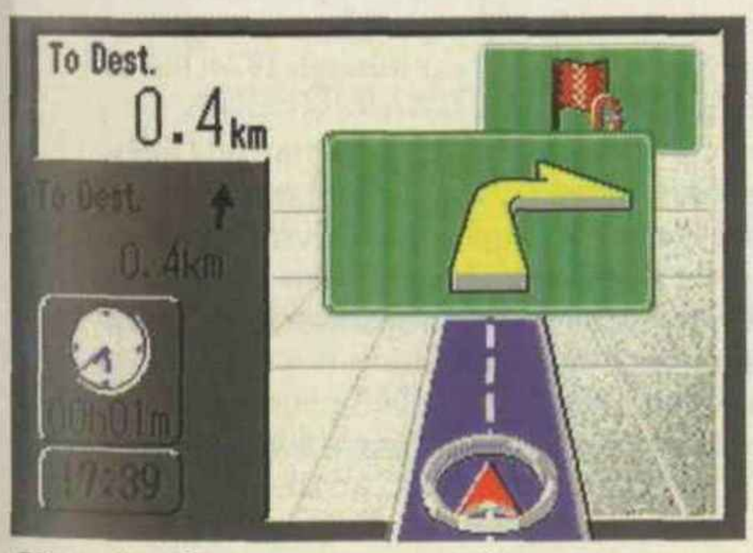
make the latest electronic gizmo work, like the new video. However, the Alpine car navigation system is so simple that even an adult can use it. Simply select your chosen destination, which normally takes less than 45 seconds, and the system takes care of the rest in a straightforward, easily understood way.

For a start, it talks your language. (There's the choice of English, French, German and Italian, actually.) A calm, female voice guides you to your destination with directions such as: "Right turn 300 metres ahead, then left turn". The colour monitor zooms in to display the junction ahead and then scrolls along with you, showing your actual position as you approach the junction. So you can forget about that frustrating business of having your destination on the edge of three separate maps.

If you decide to ignore the directions – because the traffic looks too heavy, for instance – it isn't a problem. The system automatically reroutes you and the instructions continue to flow in real-time, with plenty of warning.

Because the maps and Alpine's operating system is compiled on CD-ROM, it can be updated easily. Future advances in route guidance will be software based, so your Alpine navigation hardware won't be superseded in a year or two, either. Travel to France, Germany, Italy, Belgium or Switzerland and the maps and directions (in English) are only one CD away. It's hardly surprising that Alpine's in-car route guidance is the preferred choice of drivers in Japan, the world's most demanding market.

For decades, Alpine has been showing the way ahead in the electronic entertainment field. Now it is showing the way ahead for you.

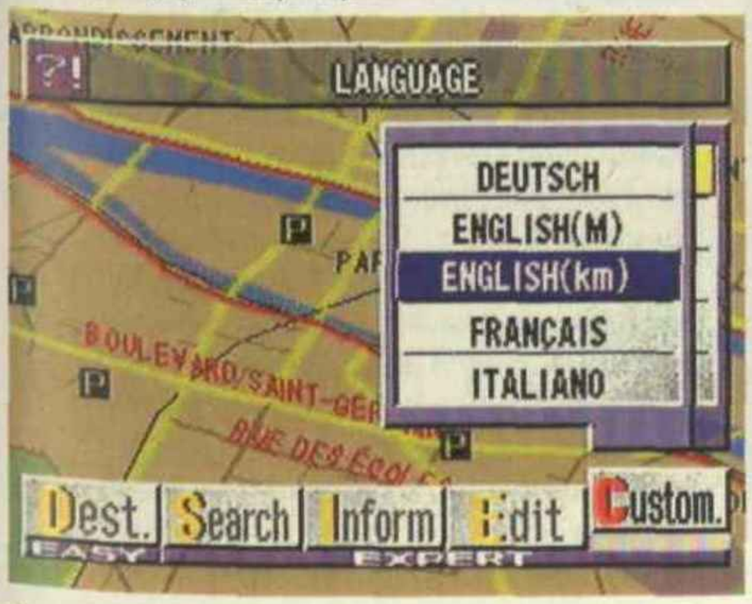


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Some car makers, such as Rolls-Royce and Bentley, have Alpine's full multi-media system fitted as standard, while others – like Jaguar – include Alpine's navigation as an approved option. You too can have them fitted as an aftermarket item. Jeffrey Marks of in-car audio-visual specialists Designer Installations says: "With our experience, multi-media systems can be fitted discreetly and sympathetically to any car."



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WHEN WINNING WASN'T EVERYTHING

SIR,

I beg to ask the question "Who won Le Mans in 1927?"

In July you credit Dr Benjafield and Sammy Davis, and this misconception is certainly supported by the British press at the time, but not by the French press who correctly credit Salmson with victory, as do the ACO.

Le Mans in 1927 was the final of the Rudge Whitworth Triennial Cup. It was not until 1928 that the race was reformatted, with the winner being judged by total distance covered. Bentley therefore did not win in 1927, although they covered the greatest distance.

The relative importance of the achievements is demonstrated by the prize money. Salmson received 60,000 francs, with a further 40,000 francs for the Prix St Didier for their second car. The Prix St Didier was awarded to the car which beat its Rudge Whitworth target speed by the greatest amount, but which was not qualified for the Triennial Cup. By contrast Bentley won 1200 francs for covering the greatest distance – hardly enough to cover the petrol bill.

Mr Petit said the Salmsons could easily have speeded up to catch the Bentley, and their performance at other events supports this, but as he said "Why risk 100,000 francs to gain a further 1200?"

It would be nice to think the English claimed victory because they did not understand the regulations, but the subsequent reluctance of Bentley followers even to this day makes this seem unlikely. Please can you set history straight: Salmson won Le Mans in 1927, and Bentley covered the greatest distance.

I AM, YOURS, ETC,

CHRIS DRAPER, KÖLN, GERMANY.

(When you say a Bentley did not win Le Mans in 1927, you do have a point of sorts. Under the rules prevailing at the time, there was no official winner of Le Mans in 1927, a fact which has been acknowledged in this magazine on many occasions in the past. This is because each of the early Le Mans races was effectively a heat of the Rudge-Whitworth Triennial Cup, which was awarded just once, to Chenard et Walker.

Given this, I think it more relevant to focus on the fact that the Bentley travelled further and faster than any other car in the race, hence giving it a rather better claim to outright, if unofficial, victory than any other car in the race.

I am interested to note your contention that the Salmsons could have breezed into the lead any time they liked, given that the damaged Bentley crossed the line somewhere the far side of 200 miles ahead of the nearest Salmson, a distance which would have taken over three hours even for the Bentley to cover. I am interested too to learn that the Automobile Club de l'Ouest supports your claim. In the most recent edition of the official ACO Le Mans 24 Hours book, the winner of the 1927 Le Mans is listed as a Bentley, a judgement with which I concur. **AF)**

BIRTH OF A LEGEND

SIR,

What a magnificent surprise awaited me today when I collected a parcel marked 'too large for delivery'.

Birth of a Legend is the sort of motorsport video that will be appreciated by a non-motorsport person. Where on earth today would you see such a driver leap out during a pitstop to try and locate a mechanical fault? To see the cars fly (literally) at the 'Ring, and huge powerslides at many of the other tracks is goosebump stuff.

Our tinpot currency makes me feel guilty about subscribing to MOTOR SPORT, for a few moments – then I turn to the first page and am blissfully lost to the real world for ages. Keep up the good work.

I AM, YOURS, ETC,

TONY BALL, SOUTH AFRICA

* * * *

EARLY DAYS

SIR,

Having worked with Mercedes-Benz for many years on their rally projects, I was interested to see the photograph in your July edition of the Mercedes service halt. I am not sure whether you have realised, but the gentleman standing second from the left, with his arm resting on the door, has gone on to much greater things – it's Jean Todt.

Jean was co-driving for Timo Makinen (third from left, standing just in front of the door). They had just rolled in the Amazon and were trying to get the car back to being roadworthy (they succeeded!).

I AM, YOURS, ETC,

JONATHAN ASHMAN (DIRECTOR OF MAJOR EVENTS AND MARKETING OF RAC), SLOUGH

* * * *

THE UNFAIR ADVANTAGE

SIR,

Thank you so much for Sam Posey's essay on one of my heroes, Mark Donohue. In 1974 I was the chairman of an SCCA advanced race drivers clinic at Lime Rock, and Mark Donohue was our chief instructor.

I remember sitting in on Mark's presentation of his friction circle theory. Sitting next to me was an SCCA National Competition-licensed, fee-paying student, scribbling intently on a large notepad. I glanced down at his notes and saw written across the top of the page "The Gospel According to St Mark". Such was the awe and respect accorded Mark by his contemporaries.

Many people were baffled as to why, if Mark was such a great driver, it was not unusual on a race weekend for him to spin out at almost every corner of the track during practice. When asked about this, he would explain you can't find 10/10ths without knowing where 11/10ths is.

Rumours surrounding Mark's retirement from racing in 1973 had it that Mark was going to manage the Penske F1 project and that Peter Revson had been signed to drive for the 1975 season. Revson's death at Kyalami in the UOP shadow in 1974 is said to have seriously comprised Penske's plans and caused Donohue to reluctantly agree to not only develop the F1 car through 1974, but to race it in 1975.

For further reading I highly recommend Donohue's autobiography, *The Unfair Advantage*. It is perhaps the best racing book I've ever read, filled with great anecdotes. The title refers to the level of perfection achieved by the partnership of Mark Donohue and Roger Penske.

I AM, YOURS, ETC,

CRAIG THORNTON, NEW JERSEY, USA

* * * *

INDUSTRIAL REVELATIONS

SIR,

In response to B Wylie and his distress at the disposal of Rolls-Royce Motors to VW, I am in complete agreement with all of his sentiments but would like to focus the grievance more precisely. The relentless and seemingly inevitable disposal of old British (sic) manufacturing and industrial concerns is caused by the accountancy profession. This body concerns all of British commerce and enterprise and has representatives on every board in the land.

Their *modus operandi* is short-term profit regardless of the long-term consequences, and their motto is "cheapest is best". Manufacturing of any sort is always expensive, so the easy sale of an expensive overhead which generates a big profit for the major shareholders cannot be ignored. Investment, quality, loyalty, continuity are all too expensive, indeed anathema to this august profession. As for the customers, they can go whistle. The whole disgraceful betrayal is made even more inevitable by previous financial mismanagement and lack of investment. This in turn means reliance on the City, British banks and lenders which is invariably fatal.

Obviously fiscal prudence is necessary, but it should not be the only priority.



Todt and Makinen survey their Mercedes-Benz deep in the Amazon

If you stand back and look at the shabby, third-rate philosophies which characterise so much of this country the end results are hardly surprising.

I AM, YOURS, ETC,

PAUL PARKER, HERTFORDSHIRE

* * * *

GOODWOOD MARSHALS REUNION

SIR,

As one who marshalled at Goodwood in the 1950s and '60s I am, with the organisers' blessing, hoping to have a get-together at the September Revival Meeting of those of us who are still about.

If any reader is, or knows of, one of those who wore a BARC marshal's or observer's armband back in those days, they can contact me on tel/fax: 01225-420832, or by E-mail at DerryCookRadmore@compuserve.com.

I AM, YOURS, ETC,

DERRY COOK-RADMORE, BY E-MAIL

* * * *

A DENTIST AND A GENTLEMAN

SIR,

Thank you for your warm observation of CAS Brooks (May 1998). Fangio once asked Brooks whether he was as good a dentist as he was a driver! I was thrilled when Tony won the Syracuse GP and saw the winning Connaught at a Boxing Day Brands driven by "sideways" Archie Scott Brown.

CAS Brooks is a motor racing genius and a gentleman on and off the circuit.

I AM, YOURS, ETC,

GRAHAM WHITE, JOHANNESBURG, SOUTH AFRICA

* * * *

QUESTION OF PROPORTION

SIR,

I did appreciate June's article by Andrew Frankel about the Straker Squire and am rather sorry that it wasn't just a little more technical in its nature. I am, however, mystified by the car's proportions. When I looked at the original photographs, were the drivers all midgets, or is Andrew a large fellow and tall with it? Or maybe the drivers of that time had the seat squabs removed and ran on the floorboards?

In the picture on page 49, both of the drivers must have had to look through the steering wheel to see where they were going, whereas Andrew's head is at least 9in higher. On the original model the back of the tailcone was level with the driver's collar (both pictures show this) where Andrew is driving the cone lines up with his shoulder blades. I wonder why?

On an entirely different matter, I see that Bill Boddy is unhappy about the loss of Rolls-Royce to the Germans. Could I gently and respectfully remind him that when I first started taking MOTOR SPORT (and it was 1/6d a copy then) Bill Boddy was always banging on about this wonderful little German car that had its air-cooled flat-four engine at the back, and how it was the way for all of us to go!

What goes around comes around as they say, Bill; now we are stuck with them. But we must be cheerful about it: they are, according to one report I read recently, buying up Lamborghini and the Bugatti name as well, so some of the class may rub off on the people's car after all.

I AM, YOURS, ETC,

CLIVE DICKINSON, FINDON, WEST SUSSEX

(You are, sir, correct to describe me as a large fellow and tall with it. Kind too. **AF***)*

* * * *

STRAKER SOCKS

SIR,

I was delighted to read your article on the Straker Squire which I owned, raced and loved for a long time. I think she gave me more pleasure and fun than any car I have ever owned. The only sadness I have is that Mr Howell did not know that she should have a red roundel on the tail. The story goes (and I had it first hand from Mr Kensington-Moir) that his fiancé, later Mrs Kensington-Moir, knitted and presented Bertie K-M a pair of black and white striped socks with a red heel for his birthday, and after dinner that night he went out and painted the Straker to match the socks.

I can confirm that she is well capable of 100mph and that I used to see it up once a lap when entering Woodcote just before braking.

I AM, YOURS, ETC,

ADRIAN LIDDELL, UZES, FRANCE

* * * *

RECORDS AT REIMS

SIR,

I thoroughly enjoyed your article on the old circuit of Reims and, like you, lament the fact that the circuit is not used any longer.

As a matter of interest, you noted that Bandini set the last lap record in a Ferrari, during the final Grand Prix of 1996, at a speed of 145.3mph. In fact, the final lap record was taken by Paul Hawkins at the last Reims 12-Hour race in 1967, at somewhere over 147mph. This was in the dark and on full tanks, in a Lola T70 coupé! Hawkins reported that he was taking the bend just after the pits at somewhere just over 180mph.

I AM, YOURS, ETC,

JOHN STARKEY, SAN DIEGO, CALIFORNIA

* * * *

REDMAN AND ROEBUCK

SIR,

Many thanks for the latest superb edition of MOTOR SPORT, which improves with each issue.

May I say how much I enjoyed Nigel Roebuck's article on the legendary Brian Redman, who happily chatted to all and sundry about anything and everything – perhaps you could persuade Nigel to pay him the ultimate accolade and co-operate in a biography on the great man, as it is unlikely he will actually ever announce his retirement!

What a wonderful story he could tell of Porsche 917s, long-distance races, drivers like Siffert, Rodriguez, Ickx, and Peterson, in that wonderful Lancastrian way – it would be so much more interesting than anything currently in circulation – but don't leave it too long, the great man is already 61!

I AM, YOURS, ETC,

JULIAN NOWELL, BRENTFORD

* * * *

HOSPITAL VISIT

SIR,

Your recent article on Brian Redman brings back memories of Oulton Park, watching Red Rose Motor's lightweight E-type piloted by one young Brian Redman. Later as a technician at Christie Hospital in Manchester I had the chance to meet him when he was undergoing surgery on his Targa Florio burns. I cut up my MOTOR SPORT and stuck the pictures in scrapbooks and I left these with Brian; he very kindly autographed pictures of himself. He must have also had a visit from Richard Attwood as when I retrieved my scrapbooks his pictures were also autographed. As a youngster I was thrilled to bits.

I AM, YOURS, ETC,

PETER K NELSON, THURNHAM, LANCASTER



The Straker Squire stripes may have come from an unusual source

* * * *

BITTER TASTE

SIR,

I regret that I cannot direct Baron de Graffenried to the Cornhill Hotel to revive old memories at Silverstone, but if he wants a glass of good English beer I would suggest that he steers clear of the circuit, where on the day of the 50th anniversary British GP a pint of that essential beverage was unavailable. All that chain-link fencing is bad enough, but to be forced to drink Australian imitation beer is adding insult to injury.

I AM, YOURS, ETC,

WM GREENWOOD, WARWICKSHIRE



LEGENDS

AYRTON SENNA

GERHARD BERGER NEVER MADE ANY bones about why he left McLaren for Ferrari at the end of 1992. "It was because of Senna," he said. "I really liked the guy – he was the closest friend in racing I ever had, but while he was there, McLaren was always going to be *his* team.

"McLaren were very good to me," Berger said, "and I would say that Ron Dennis and I were friends, and still are. But he never realised that his team was built completely around Senna. He accepted anything from Ayrton, never really stood up to him. Then again, *no one* ever really stood up to him, did they?"

In point of fact, someone did, albeit some time before Senna became the cornerstone of Grand Prix racing. In 1984, Ayrton's first season in Formula One, he drove for the Toleman team, and when he blithely signed for Lotus while his existing contract had more than two years to run, Toleman chief Alex Hawkridge decided to give him time off for bad behaviour. At the Italian Grand Prix, Senna was stood down, his car taken over by Stefan Johansson.

Ayrton was almost speechless with indignation. We were to see it many times over the years, and invariably it was the consequence of his not getting his own way. "I was not born to be second," he would say, a sentiment one might expect from any driver at Grand Prix level; from the mouth of Senna, though, the words carried a Messianic conviction.

Mention contracts in a Formula One paddock these days, and folk will shrug derisively: "OK, so you have to pay more to get the guy..." Fifteen years ago, though, the breaking of them was relatively uncommon. "We're not used to this," Hawkridge said. "In the past a contract was always something you shut away in a drawer and forgot about. It isn't worth a light if you have to look at it..."

I understood his outrage, sympathised with his decision to teach his driver a lesson, and wrote an *Autosport* column on the subject immediately before Monza.

On the bench he might have been that weekend, but still Ayrton went to the Italian Grand Prix. I had suspected, because he was one – unlike countryman Nelson Piquet – who devoured every racing magazine, that he might be a touch frosty, and I was right. When first he noticed me, in the Toleman pit on Friday morning, he resolutely avoided eye contact, just stood there, glowering at the sight of Johansson being strapped into *his* car.

I remained 'in Coventry' all that day, and most of the next, but when we bumped into each other late on Saturday afternoon, he could keep quiet no longer. "Why the hell did you write that stuff? I thought you were a friend..."

That had nothing to do with it, I said. You signed a three-year deal with Toleman – and now you're leaving after one season. "Well, the Lotus thing has only come up recently," he interjected. Come on, I said, Nigel Mansell told me at Brands (in July) that Peter Warr was trying to get him out of the team, to make way for you.

Senna fell silent for a few moments. "But it's a better car," he said finally. "It's my career..." Of course, I said, but still the fact remained that Toleman, after giving him his first Formula One drive, had been shafted. "Well," Ayrton responded, as if this justified everything, "I was going to Lotus *this* season, except that they weren't able to get rid of Mansell, because of the sponsor..."

Convoluted thinking, it seemed to me, but we shook hands, and agreed to differ. I saw him again at the airport a couple of days later, and by now his mood had lightened. He could understand my point of view, he said, and respected my freedom to write as I saw fit.

Ayrton like this could be utterly disarming, and I began to slip from my high horse. You will win with Lotus, I said. "Yes," he agreed, "for sure. I can win *races* with them – but maybe not the World Championship..." It was as if his next move were already in the planning stage; probably it was.

In point of fact, he had very nearly won a race already, in the Toleman-Hart. At Monte Carlo, the sixth Grand Prix of his career, he had qualified only 13th, but the day was wet, and a combination of that track and those conditions was heaven-sent for a genius in the bud: ninth on lap one, eighth on lap three, seventh on lap six, he relentlessly climbed the order, until, by lap 16, only the McLarens of Prost and Lauda were ahead.

They were in trouble, too, their carbon brakes snatching badly, thanks to uneven heat build-up in the torrential conditions. Ayrton passed Niki on lap 19, and set off after Alain, every lap taking seconds out of a sizeable lead. Even more remarkable, was that another novice, the lamented Stefan Bellof, was up to third in his Tyrrell – and closing on both of them.

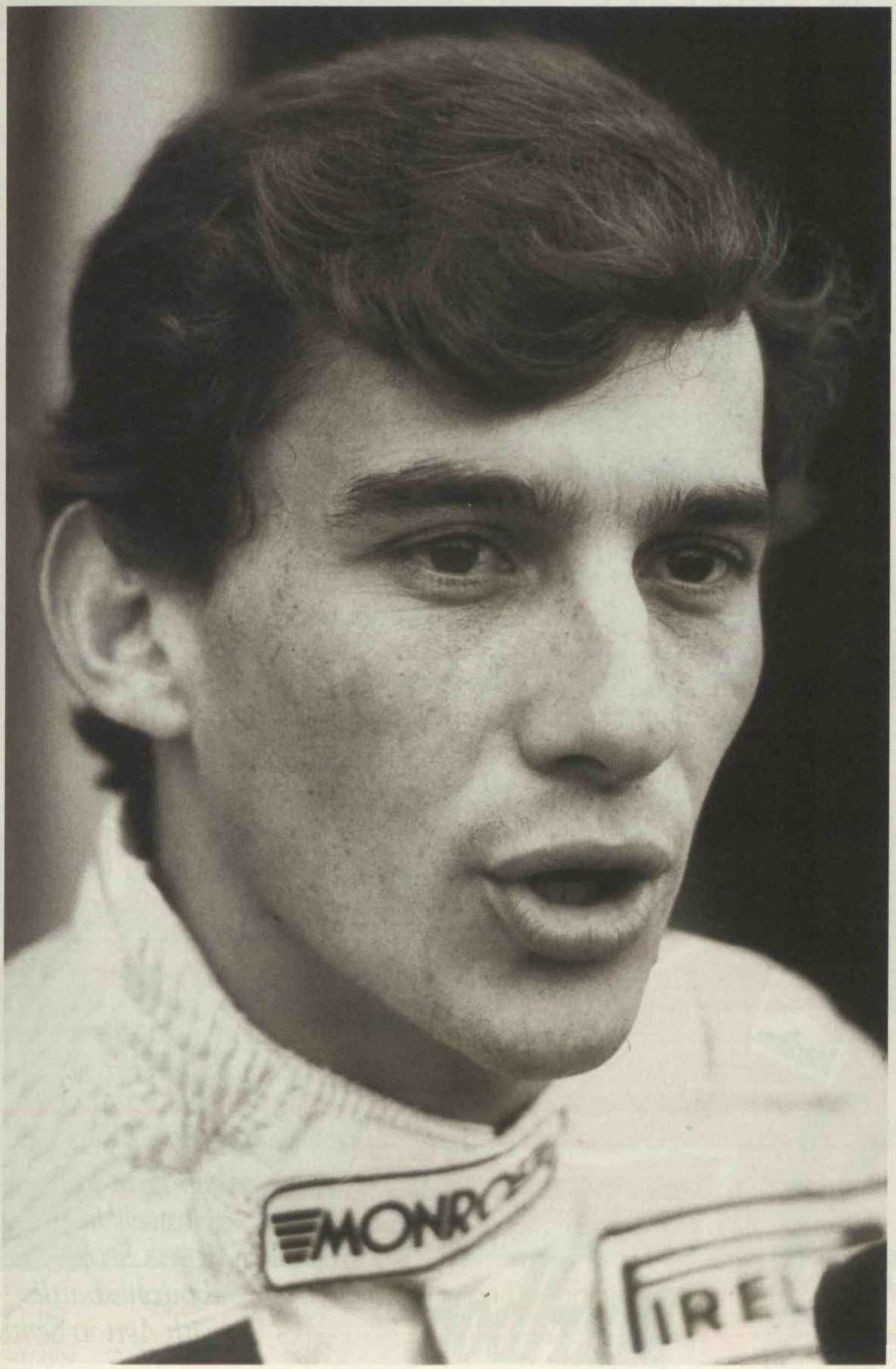
"The brakes were so bad," Prost said later, "that I'd have let Senna through. If I'd tried to fight, I'd have gone off, and I was thinking more of the championship." In the event, though, it never came to that, for the rain worsened to the point that visibility was negligible, and Jacky Ickx, the Clerk of the Course, took the decision to bring proceedings to a halt after 31 laps.

In fact, the red flag was displayed at the end of the 32nd, and as they went past it Senna actually passed Prost on the road, and briefly believed he had won. Thus, when he splashed to a halt at the end of his slowing-down lap, he was not exhilarated by a brilliant drive, but livid that he was only second. Clearly, this was not a young man of ordinary expectations.

In repose, though, Ayrton could be ruthlessly honest with himself, and in those early days would even admit to weaknesses. In Montreal, a fortnight afterwards, if still incensed by the loss of what he felt should have been his first Grand Prix victory, he admitted



Senna harries Prost under a Monaco deluge



The most single-minded Grand Prix driver of all time? Ayrton Senna felt destined to become an F1 world champion

that the rain had allowed him a priceless opportunity to show what he could do. "If it had been dry," he said, "the car would have been nowhere."

True enough. But then he surprised me. "And neither would I." How so? "I'd have got tired. I'm not really fit enough for F1 yet. To get used to the power, the speed, all that, no problem. The surprise for me has been the physical strain – the races are so much longer than anything you do before."

Early in the season, at Kyalami, where he scored his first championship point, I had seen Senna at the end of the race, looked on as the mechanics lifted him from the cockpit. It was unusual, certainly, but the day had been hot, and he had struggled most of the way with steering made even heavier by contact with a piece of debris. "It was very hard, that race," he acknowledged, "but still I know I wasn't strong enough."

After that first season in Formula One, needless to say, Senna was never troubled by lack of fitness again – indeed, like Prost, he worked endlessly on his physical condition, and none of their celebrated battles was ever resolved by lack of stamina, one way or the other.

Through that first season with Toleman, the car was wretchedly unreliable, but Ayrton made the podium three times, and by the end of the year none doubted that here was someone who would soon be World Champion. The pity was that, as the boy became the man, so he built a shell around himself, lost his willingness to confide.

Senna was right when he said he would win races with Lotus; right, too, when he doubted he could win the title with them, felt that another move – McLaren, as it turned out – would be necessary for that to happen. Thinking back now, it seems he had his path to the World Championship plotted before he so much as sat in a Grand Prix car. It was only a matter of time.

One morning in the spring of 1983 I picked up a ringing phone in the *Autosport* office, and the voice at the other end asked for Jeremy Shaw, then the magazine's Formula Three correspondent. He's not here, I said; who's that? "Ayrton Senna. Who's that?" I told him. "Ha! We should meet, have a meal. I want to talk to you – I'm going to be in Formula One next year..." M

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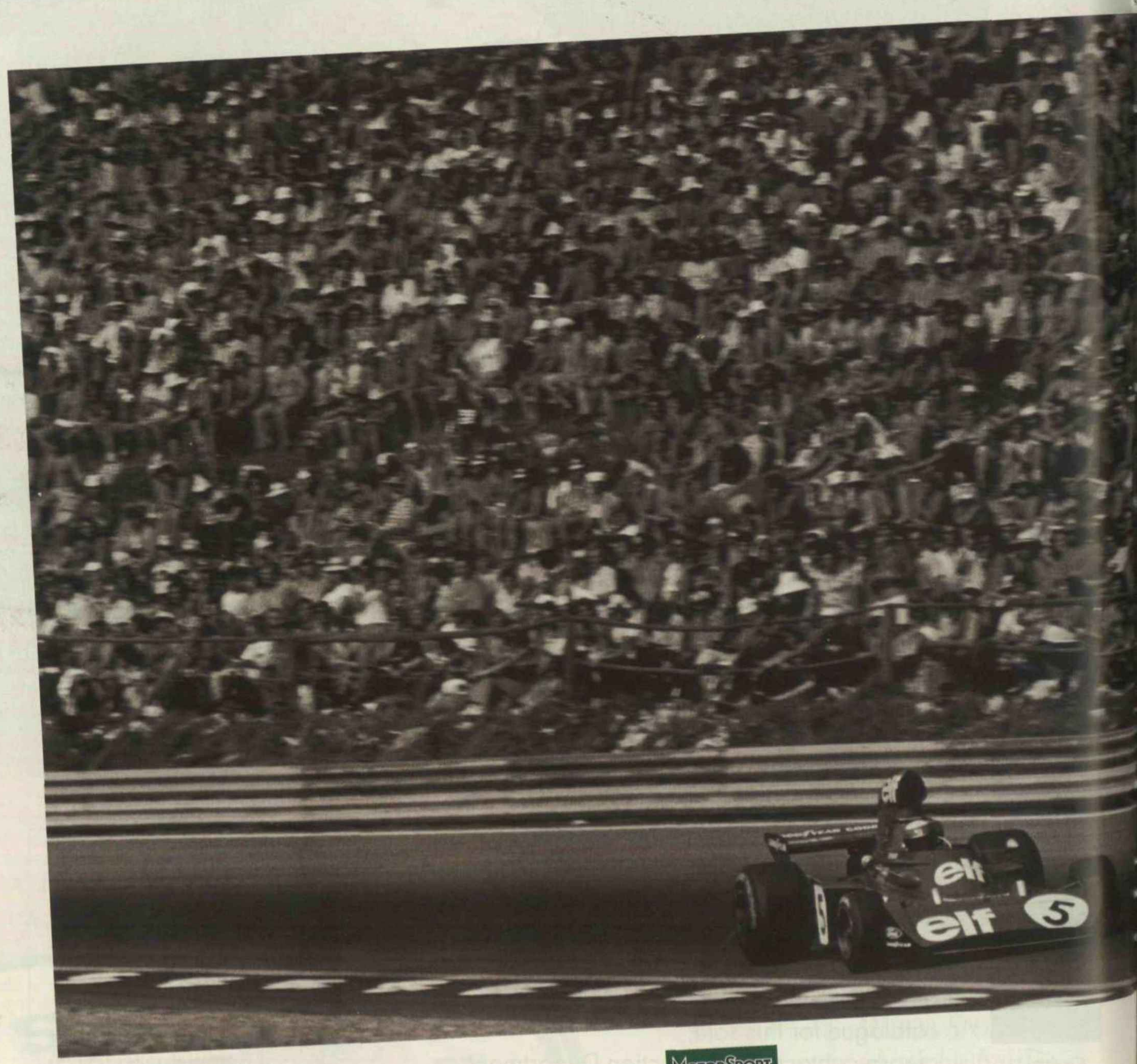
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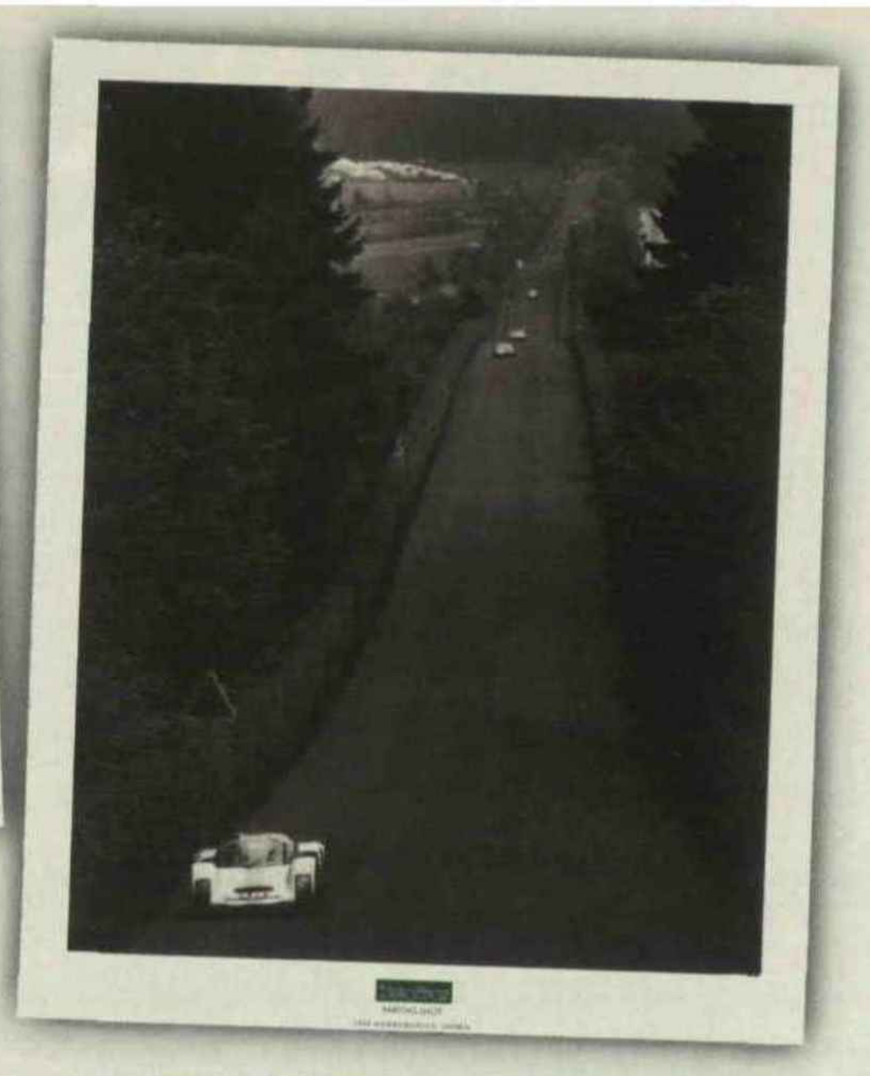
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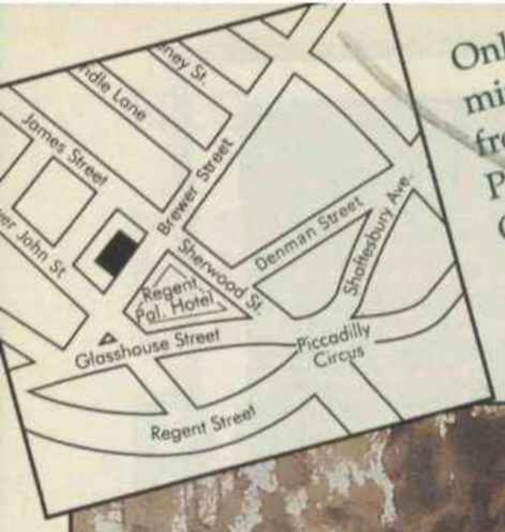
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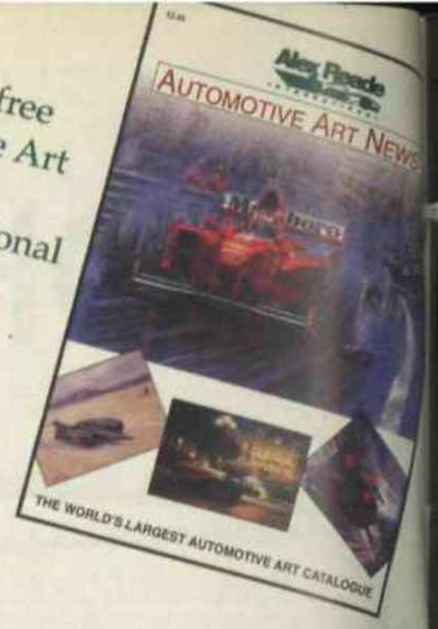
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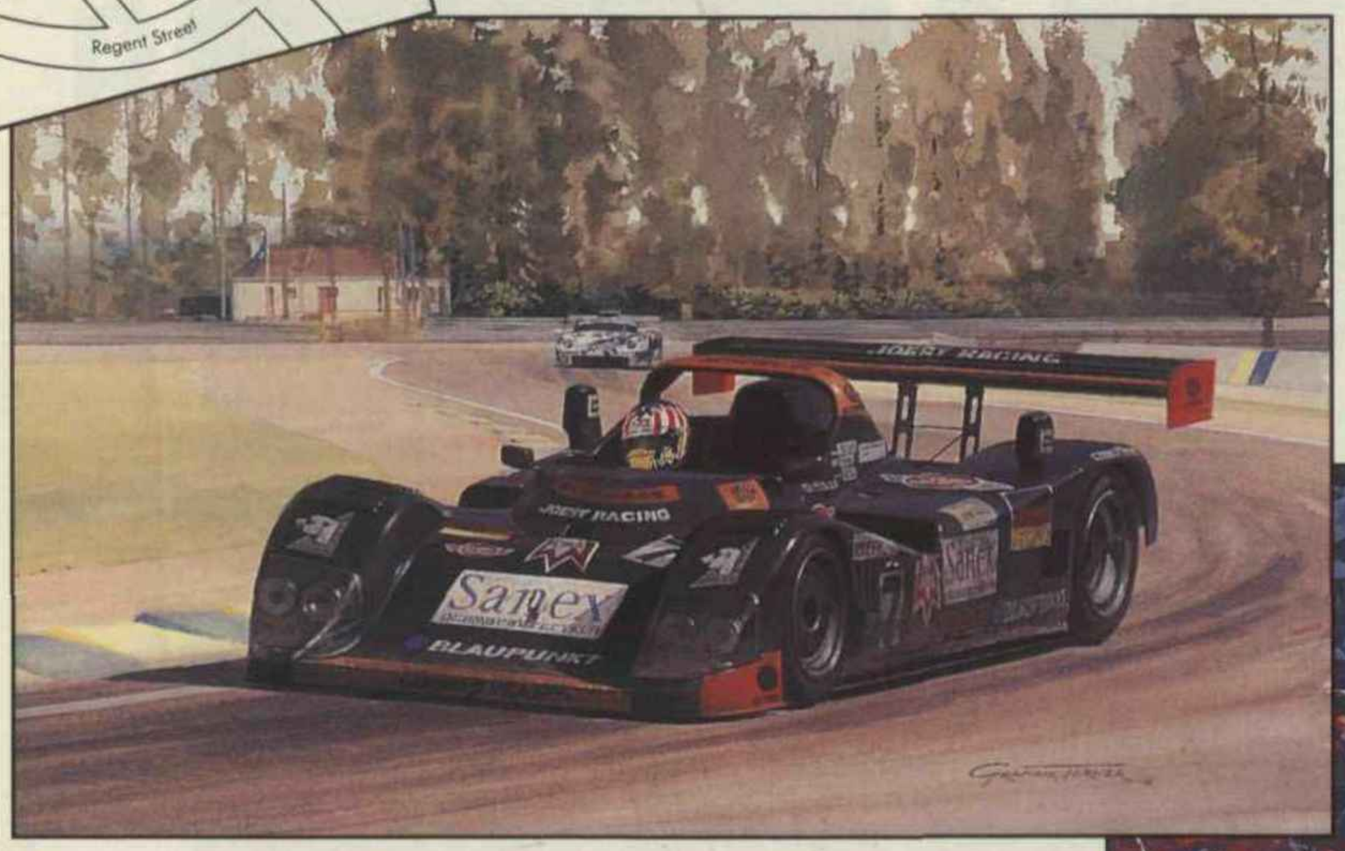
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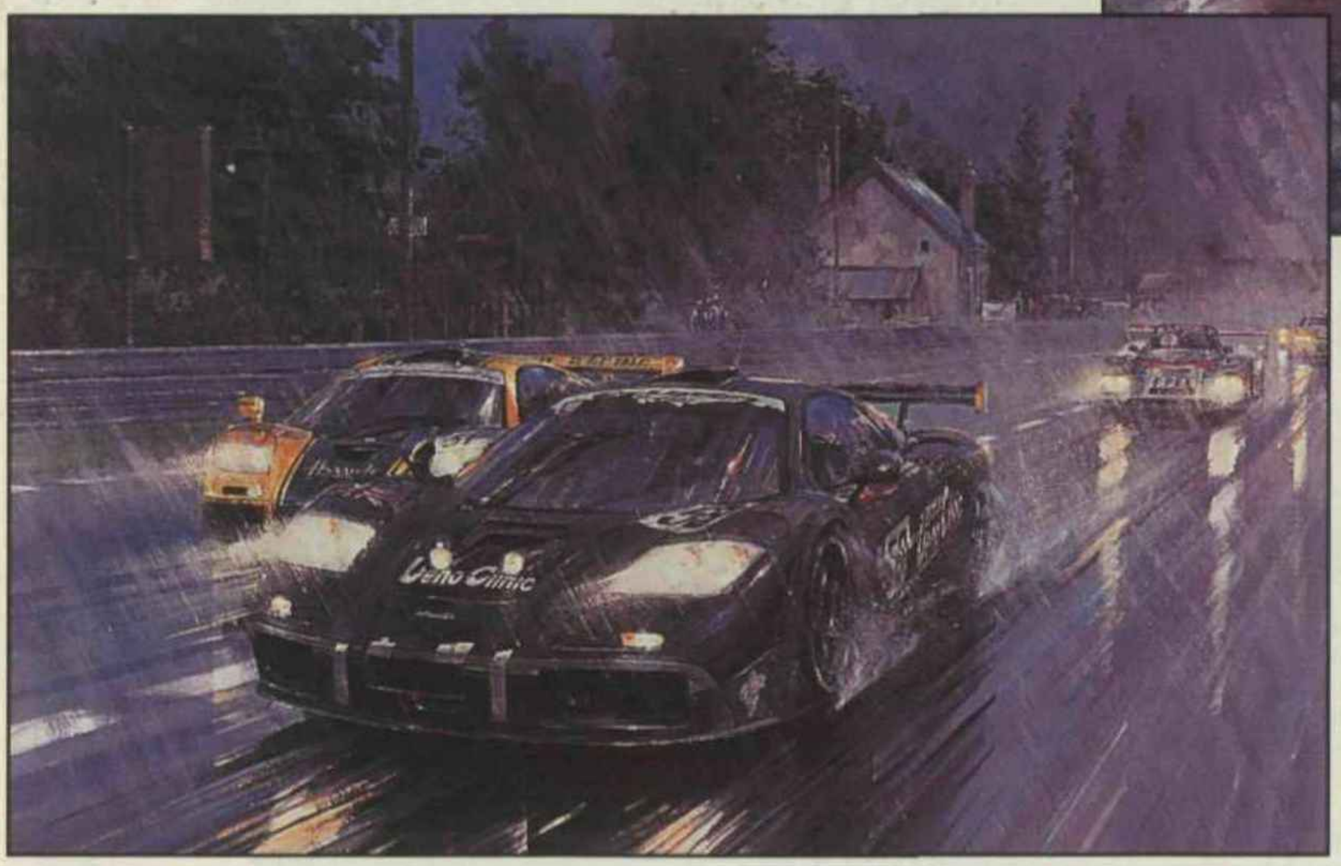


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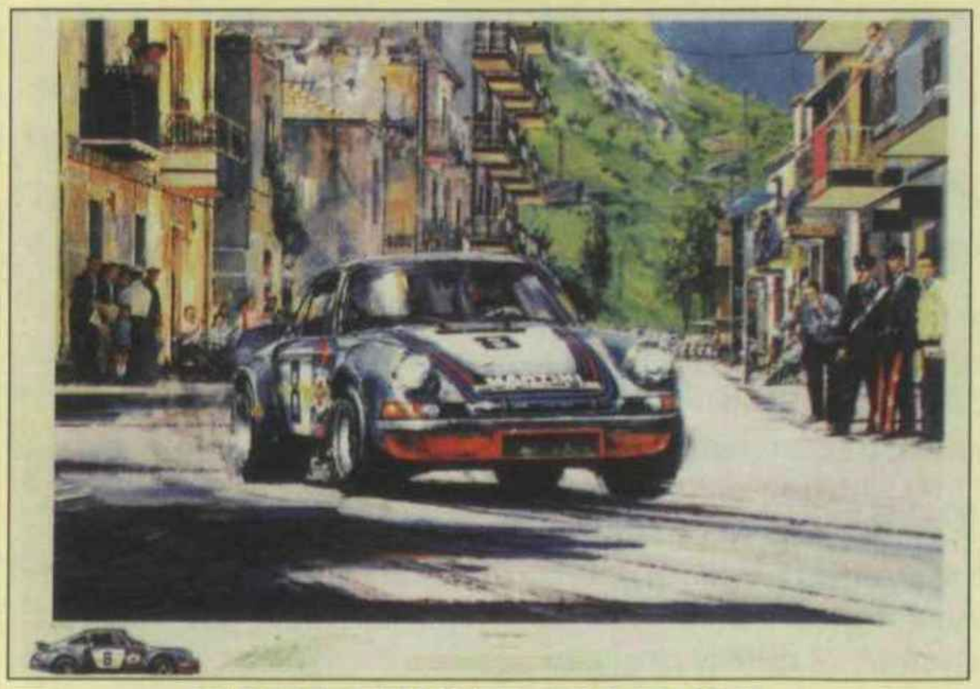
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Le Mans-type start for the 1960 TT race: Moss sprints for his Ferrari while Salvadori and Ireland head for Astons. Stirling would win with ease

photography by LAT

GOODWOOD CIRCUIT REVIVAL

It has taken years of planning, negotiating and hard work but the time has come, at last, for motor racing to return to Goodwood. Over the pages that follow, we hope to create a flavour of the place, its past and its future while removing any doubt as to where you should be spending the third weekend in September. We start with an event preview from Marcus Pye

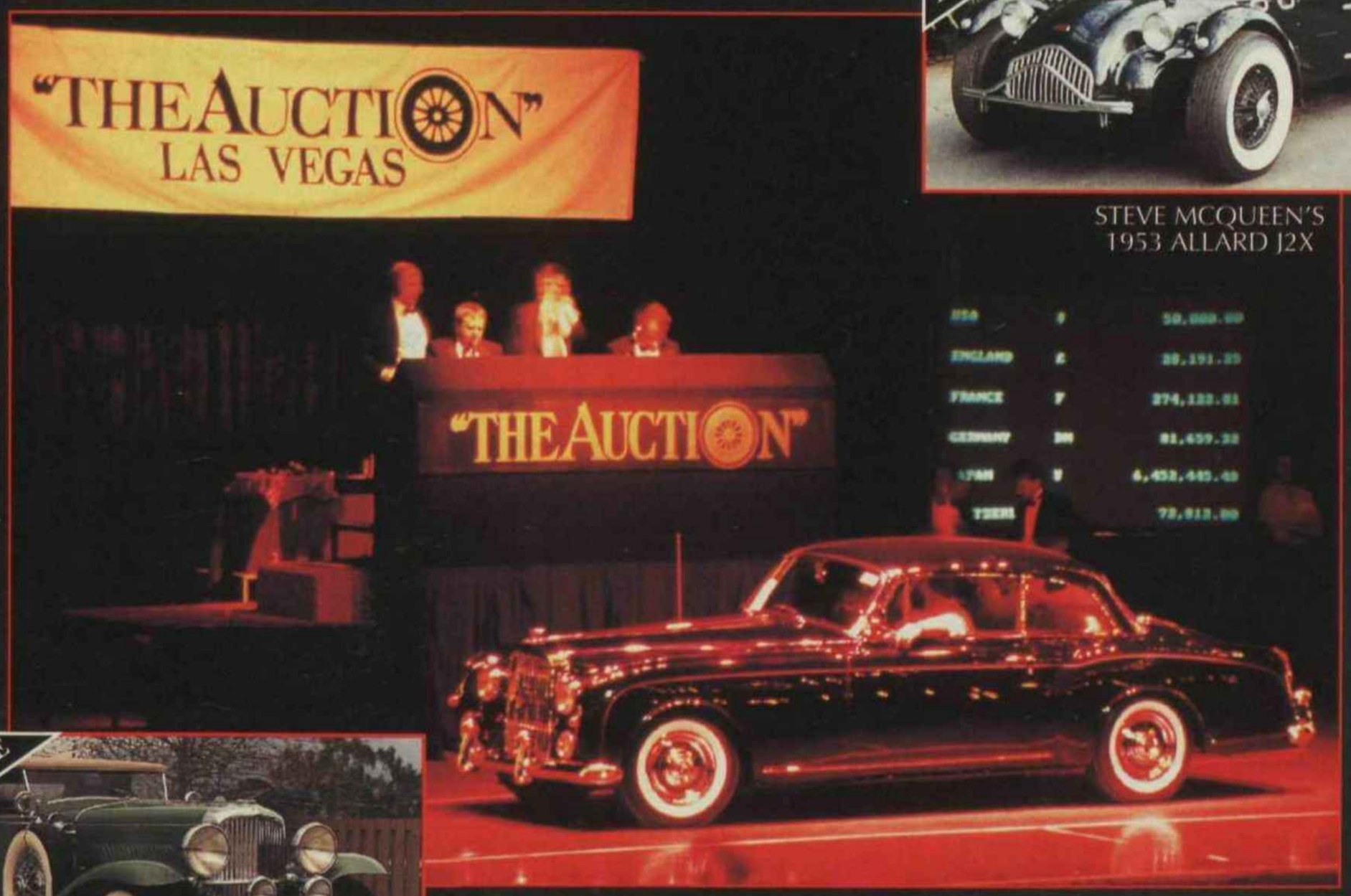
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Many moons have passed since July 2, 1966, when the chequered flag fell on the last car race at Goodwood, more still in the fifty years since the motorsport-mad ninth Duke of Richmond and Gordon opened its gates to his favourite pre-war pursuit. But, looking south from The Trundle, high in the Sussex Downs, it is as if nothing has changed.

The awesome off-camber dive towards Fordwater and St Mary's corners – where Stirling Moss's Lotus-Climax speared off the track in 1962 – and subsequent rise to Lavant is easily picked out, as are the old airfield buildings. But the bustle of urgent activity suggests the venue is once more bursting into life.

Having fought a five-year war with the authorities, and won the right to bring racing back to Goodwood, the present Earl of March (grandson of the 9th Duke) is on the threshold of a dream. Buoyed by his acclaimed Festival of Speed, run annually in the adjacent family seat's grounds since 1993, he has sought to revive its unique atmosphere with an obsession born of unbridled passion for this part of his heritage, adored from childhood.

Armies of dedicated tradesmen have stripped away 32 years of decay in a matter of months (the circuit has hosted sprints and non-competitive events in the interim) and the place will be restored to its former glory for the grand reopening on Friday, September 18. It will be fifty years to the day after Paul de Ferranti Pycroft won the first race at the inaugural meeting.

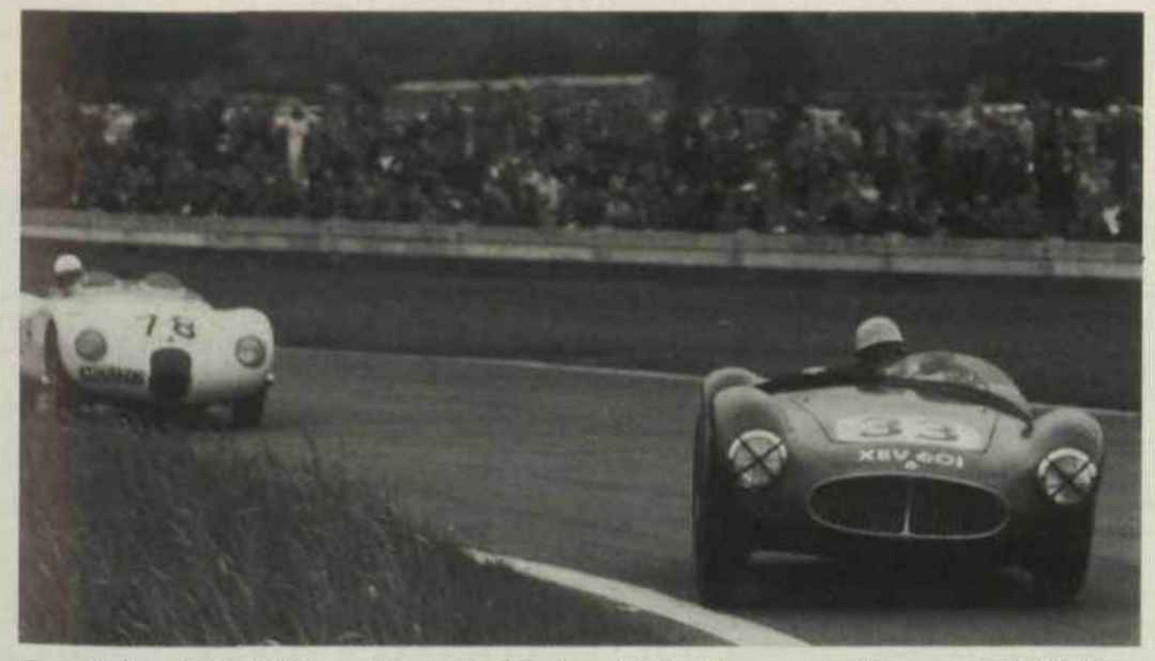
Charles March's attention to detail is extraordinary. The pits, steel framed now – for a viewing gallery is to be added to the roof – will look as they did, topped by the original clock, two faces of which were repatriated from Brooklands. The old wartime aerodrome control towers, and the Super Shell building (backdrop to so many classic photographs at Woodcote) are being renovated, with no expense spared.



St Mary's provides good viewing: Here it's a Project Aston on three wheels



It wasn't just the drivers who found the Tourist Trophy all a bit too much...



Roy Salvadori drifting through Madgwick in the pretty Maserati A6GCS



Archie Scott Brown, Roy Salvadori and Stirling Moss talk tactics in the pits

The ultra-fast 2.4-mile circuit is essentially unchanged, and remains as fine a test of man and machine as was ever hewn from an airfield perimeter road. But the breathtaking fingertip control of yesteryear's aces, and their spiritual successors, in cars unburdened by downforce-enhancing devices or sticky slick tyres, will be more visible than ever.

Five-metre high banking, sculpted from 270,000 tonnes of earth, promote unparalleled views over three-quarters of the circuit, and double as sound-deadening walls – a vital concession made to the authorities before permission to race was granted. More than 20,000 trees have also been planted atop the grassy banks. Once mature, they will add considerably to the noise screening.

Visually unobtrusive tyre walls, to be covered eventually in ivy, have been built to arrest machines which stray beyond the poppy-strewn grass verge, but there are concessions to FIA and RACMSA safety regulations. Apart from solid pit and chicane walls – disguised with suitably distressed period advertisements – gravel beds have been dug in key run-off areas. Spray them green and nobody would know...

Come the great day, you should scout out the entire lap to find your favourite vantage point. Whether it is powerful Aston-Martins and Ferrari GT cars four-wheel drifting through the double-apex right-hander at Madgwick, single-seaters hurtling into Fordwater, sleek sports racers nibbling the grass fringes at Woodcote or saloons three-wheeling through the chicane that you seek, do take time to find the right place. Goodwood is a large facility and while the whole circuit should be explored, expect to limit your viewing to two or three corners unless you're happy to be always on the hoof between races.

Many of the sport's most fêted stars will be there to thrill you. Moss will demonstrate his absolute mastery in numerous cars of course, while Sir Jack Brabham, Phil Hill, John Surtees, Dan Gurney, Derek Bell, Tony Brooks, Roy Salvadori and it is hoped, ➤➤

COOL SUMMER FUN



CLASSICS

FERRARI

1984 F1 126 074 ..... Gran Prix Winner
1982 512 BB/LM ..... Last One Built
1973 Daytona Coupe ..... 4,000 Miles
1973 Dino Spyder ..... Chairs & Flairs
1972 365 GTC/4 ..... Choice Of Two
1971 365 GTS Daytona Spyder ..... National Show Winner
1971 512M ..... Red/Red
1967 275 GTB/4 ..... Choice of Three
1967 330 P4 ..... 500 BHP
1966 Dino 206 SP ..... Sport Prototype
1962 400 SuperAmerica ..... Aerodynamica Coupé
1961 250 SWB ..... In Restoration
1961 250 SWB Competition ..... Lightweight Comp Car
1958 250 GT PF Series 1 Spyder ..... Geneva Showcar
1958 250 GT ..... "Tour de France"
1957 410 SuperAmerica ..... Burg/Burg
1953 342 America ..... PF Cabriolet
1953 Mille Miglia Vignale ..... Red/Tan

CHRYSLER

1953 Ghia Coupe ..... Factory Show Car

ROLLS ROYCE

1990 Silver Cloud II ..... Restored

ALFA ROMEO

1938 8C 2.9B Spyder Touring ..... Very Expensive
1933 8C 2.3 Spyder Touring ..... Red/Black
1929 1750 Zagato $395,000

PORSCHE

1969 908/2 ..... White/Black

JAGUAR

1973 E-Type Series III Roadster ..... White/Red
1955 D-Type ..... Ex-Works Race Car

INDY

1955 Streamliner Special ..... Own Something Unusual

MERCEDES BENZ

1971 280 SE 3.5 Cabriolet ..... Burgundy/Cognac
1961 300SL Roadster ..... Disc Brakes
1956 300SL Gullwing ..... Older Restoration

SIATA

1953 208CS Mexico Coupé ..... Rare Race Car

BOATS

1991 32' Riva Ferrari ..... Unused & Magnificent
1989 46' Cougar ..... With Tractor/Trailer

CONTEMPORARY

FERRARI

1998 550 Maranello ..... Red/Tan
1997 456 GTA ..... 1,900 Miles
1997 355 Spyder ..... Red/Tan
1995 355 Spyder ..... Red/Tan
1992 512 TR $105,000
1992 F40 ..... 3,000 Miles
1991 F40 ..... Tubbi Exhaust
1990 Mondial Cabriolet ..... Red/Tan
1986 412iA ..... Black/Black
1985 400i ..... 5 Speed

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FERRARI CONT.

1984 512 BBi ..... Black/Black
1983 308 GTSQV ..... 4,400 Miles
1980 512 BB $65,000

BENTLEY

1999 Arnage ..... Available Now
1998 Azure T Symbolic Edition ..... 420 Bhp–The Ultimate!
1998 Azure ..... 500 Miles
1998 Continental RT Symbolic Edition .. 420 Bhp–1 of 1
1998 Continental R ..... Specialy Priced
1998 Turbo RT Mulliner ..... Black/Black
1997 Brooklands ..... Turbo Charged
1996 Continental R ..... 6,000 Miles
1996 Turbo SE ..... Factory Special
1996 Brooklands ..... 8,000 Miles
1994 Continental R ..... Red/Parchment
1993 Continental R ..... BRG/Champagne
1991 Turbo R ..... 24,000 Miles
1988 Mulsanne S ..... 45,000 miles

PORSCHE

1997 Twin Turbo ..... 2,800 Miles
1997 C4S ..... Silver/Black
1997 993 Cabriolet ..... Tiptronic
1991 C2 Turbo ..... 16,000 Miles

ROLLS ROYCE

1999 Silver Seraph ..... Early Delivery
1997 Silver Spur ..... 13,000 Miles
1992 Corniche ..... Triple Black
1991 Silver Spur Limousine ..... 42" Stretch
1989 Corniche ..... 8,800 Miles
1988 Silver Spur ..... Black/Tan

LOTUS

1998 Espirit V8 ..... Black/Black
1998 Espirit V8 ..... Yellow/Black

MERCEDES BENZ

1995 320 Cabriolet ..... Triple Blacks
1992 500E ..... 33,000 Miles
1991 560 SEL Limousine ..... 100" Stretch

DODGE

1996 Viper Roadster ..... Black/Black

ASTON MARTIN

1997 DB7 Convertible ..... BRG/1,900 Miles
1993 Virage Volante ..... Wide Body
1991 Virage ..... Burgundy/Grey

LAMBORGHINI

1991 Diablo ..... 12,900 Klms
1990 LM002 ..... Red/Champagne

GOODWOOD REVIVAL MEETING

Provisional timetable

Friday, September 18

0630		Gates open
0900-0920	...	Circuit opening by Lord March in a Bristol, car demonstration and Spitfire air display
0930-1320	...	Free Practice
1320-1330	...	WWII Aircraft Display
1335-1525	...	Free Practice
1540-1600	...	Official Practice

Saturday, September 19

0630		Gates open
0900-0920	...	Circuit opening, car demonstration and Spitfire air display
0930-1250	...	Official Practice
1310-1330	...	Stirling Moss demonstration
1340-1400	...	Air Display and RAF Band
1430	... ...	WOODCOTE CUP RACE (12 laps) Formula One & Two, 1948-'53
1510	... ...	THE EARL OF MARCH TROPHY (10 laps) 500cc Formula 3, 1948-'58
1545	... ...	MOTORCYCLE RACE (TBA) Historic solo machines
1620	... ...	THE SUSSEX TROPHY (15 laps) Production Sports Racing Cars 1955-'60
1900	... ...	Dusk Airshow

Sunday, September 20

0630		Gates open
0830	... ...	Holy Communion
0900	... ...	Great Drivers cavalcade and WWII Air Display
0930	... ...	FREDDIE MARCH MEMORIAL TROPHY (12 laps) Goodwood 9-Hour cars, 1953-'57
1010	... ...	ST MARY'S TROPHY (15 laps) Saloon Cars 1959-'66
1050	... ...	MOTORCYCLE RACE (TBA) Historic solo machines
1125	... ...	THE GOODWOOD TOURIST TROPHY (1 hour) Closed cockpit GT Cars 1960-'64
1230	... ...	WWII Aircraft and Household Cavalry
1235	... ...	Dream Grid display and cavalcade
1300	... ...	Track Blessing
1330	... ...	THE RICHMOND TROPHY (15 laps) 2.5-litre Formula One Cars 1955-'60
1410	... ...	THE GLOVER TROPHY (21 laps) 1.5-litre Formula One Cars 1961-'65
1500	... ...	THE LAVANT CUP (21 laps) World Championship Sportscars 1957-'60
1550	... ...	THE CHICHESTER CUP (12 laps) Formula Junior Cars 1958-'63
1625	... ...	HANDICAP RACE (8 laps)
1655	... ...	HANDICAP RACE (8 laps)
1720	... ...	Aircraft fly-out
1800	... ...	Prizegiving

Tickets

Discounted tickets are available in advance and will be until September 4. A three-day weekend ticket (which will not be available on the gate) costs £50. General entry costs £10, £20 and £30 for the successive days. Children under 12 years of age get in free.

Grandstand seats may also be booked in advance. A viewing platform for wheelchairs is available, but access by special pass must be pre-arranged. Additional privileges – including paddock entry – are reserved for Goodwood Road Racing Club members (£50 single, £70 for two adults, £25 Junior). For details, please telephone 01243 755055.



David and Goliath: Mini and Mustang meet at Goodwood during 1965



Last F1 race at Goodwood. Jim Clark wins and sets lap record at over 107mph

Froilán González will leave yet more indelible memories on this splendid occasion.

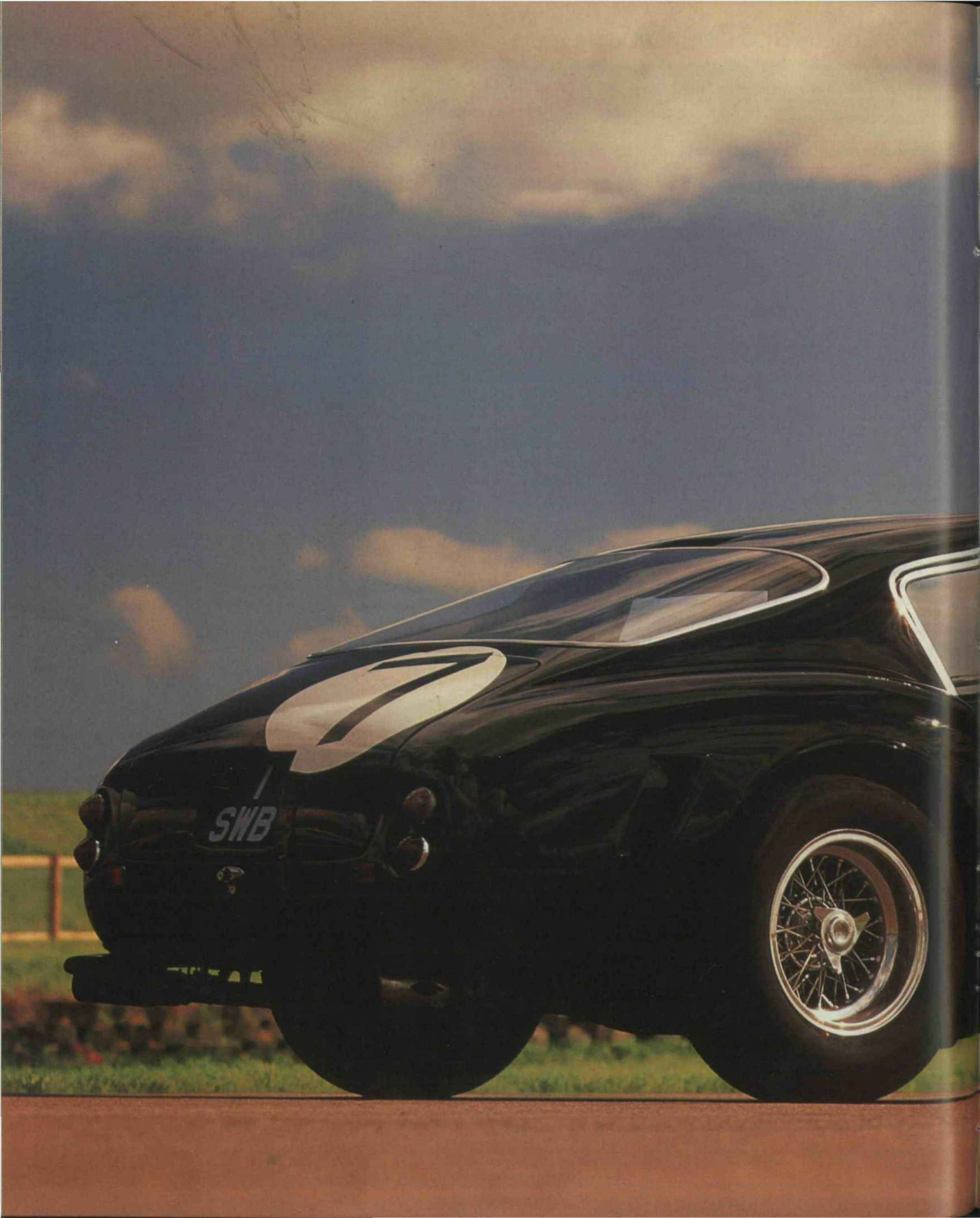
Twelve feature races reflect the classes on which the circuit's history was built, The Tourist Trophy, Richmond Trophy, Glover Trophy and The Lavant Cup evoking memories of the halcyon days. Even the BARC, which grew out of the Junior Car Club in 1949, is back in charge, and will run a couple of short handicaps for good measure.

The 300-car entry, drawn from a staggering 1000 applications, is truly representative of the circuit's history. Those with genuine Goodwood provenance have priority. From shrill V16 BRMs to cigar-like Formula Juniors and buzzy 500cc cars, all the great monopostos will be there. Feast your senses on Maserati 4CLTs, 250Fs, Vanwalls and Ferraris from the front-engined Grand Prix era, and the Lotus and BRM models in which Jim Clark and Jackie Stewart set the final lap record at 1m20.4s, or more than 107mph.

Burly World Championship sportscars recall the classic Nine Hours, howling Aston Martin, Ferrari and Jaguar GTs which characterised the Tourist Trophy races and Production Sports Racers from Cooper, Elva, Lola, Lotus and Lister promise mighty dust-ups. And a superb Group 2 Saloon field, led by British champions John Fitzpatrick, John Rhodes and Jeff Uren, embraces Abarths, Anglias, Lotus Cortinas, Mini Coopers and rumbling Ford Galaxies.

True to the ethos of the event, no post-1966 vehicles (other than emergency services) will be allowed onto the inside of the circuit. To complete the garden party picture, a strict dress code will apply in the paddock, accessible to members of the Goodwood Road Racing Club only. Gentlemen must wear jackets and ties, indeed T-shirts, anoraks, baseball caps and mobile phones are banned.

With Spitfires, a Hurricane and Tiger Moths providing third dimension interest, and the voices of Raymond Baxter and Norman Greenway booming over the PA once more, it will appear as if Goodwood has been suspended in a time warp. Amen to that. ■


SWB

THE GOODWOOD CIRCUIT REVIVAL

SHORT, BACK & SIDEWAYS

STIRLING MOSS WON THE 1961 TOURIST TROPHY IN THIS FERRARI 250 SHORT WHEELBASE AND RACES IT AT GOODWOOD AGAIN THIS MONTH. MATTHEW FRANEY DISCOVERS THE SECRET OF HIS SUCCESS

photography by Andrew Yeadon & Stan Papior

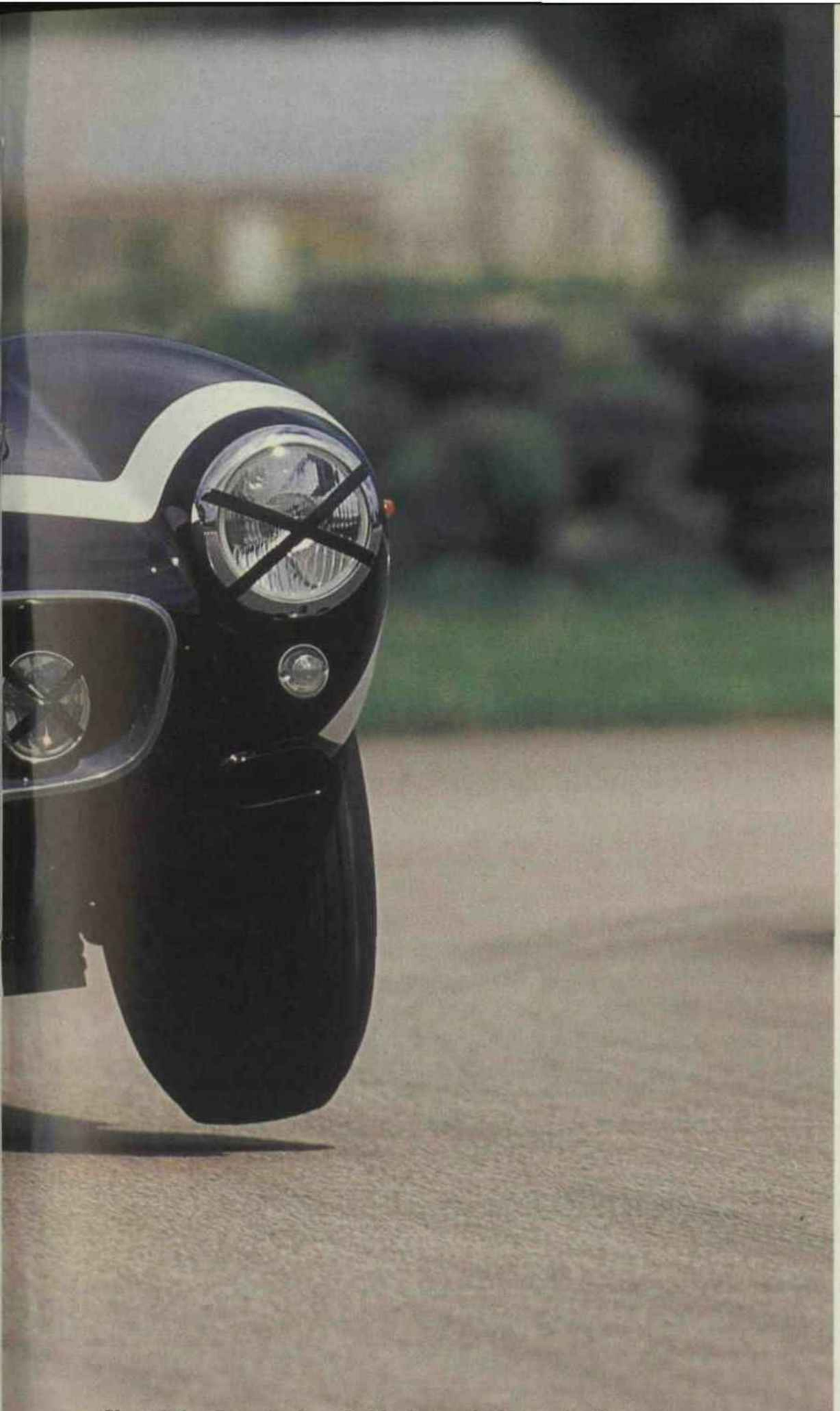


If ever proof was needed that for some people, things come all too easily, then look no further than the case of one Stirling Moss. In 1961 he secured his seventh and final Tourist Trophy win 11 years after he won his first. Not that it took him 11 races to win those seven, for there were, in fact, just nine TTs over that period. In the 1950s and early '60s, if sportscars were involved, then Mr Moss was quite clearly his rivals' nemesis.

For a large slice of his career, it was Moss' relationship with team owner Rob Walker that allowed him access to the kind of machinery he needed to decimate fields worldwide. In the latter years, that meant the cream of the *Gran Turismo* racers, and none more so than the Ferrari 250 GT Short Wheelbase Berlinetta you see here. Two consecutive victories in the Tourist Trophy came behind the wheel of a Walker Short Wheelbase from Maranello, both on Goodwood's airfield circuit, and neither were what you might have deemed a struggle. In 1961 he came home a lap ahead of Mike Parkes, the year prior he had enjoyed a two-lap advantage over Roy Salvadori's Aston Martin DB4GT – enough of a lead, it seems, to allow him to listen to the radio as he whiled away the hours...

Not that Moss' dominance was welcomed by all sides. A rather terse MOTOR SPORT account of his final win talked of a race that "had lost much of its interest" and, a touch churlishly, took a side-swipe at the organisers, too: "So sure were the BARC that Moss would win that they had a cake made with seven candles on it to celebrate his seventh TT win. Perhaps next year the BARC could issue the results before the race – it would save the 1½-hour wait the Press men had this year."

That Moss should so convincingly fend off the likes of Parkes and Salvadori, let alone Jim Clark and Innes Ireland, speaks volumes for his innate talent, but even Stirling would admit that the



Short Wheelbase looks suitably dramatic three-wheeling out of the Goodwood chicane. In fact, it is extremely easy to drive

Ferrari Short Wheelbase played a pivotal role in that success.

Like so many of Ferrari's most successful sportscars, the SWB made the transition from road to race track with little complaint. To assist it in competition guise, the factory would replace the heavy steel skin with aluminium bodywork, raise power outputs some 40bhp to 280bhp with the aide of some freer-flowing Weber carburettors and higher compression and leave cockpit trimmings to the bare minimum – the '61 winner lacked the essential radio… But in all other senses this was an archetypal product from the Scuderia – a road car with race track pedigree and, perhaps most significantly of all, the predecessor to the 250 GTO.

When Moss and Walker took delivery of their first SWB, the 1960 TT winner, it was driven across Europe from northern Italy straight to Silverstone in order that he might get in a last-minute run before the big race. On arrival at the circuit, the car's tyre pressures were checked and out he went, setting fastest time of the day just three laps after his very first acquaintance with the car. That, more than anything, is as good an example of the qualities of car and driver as anything you are likely to get.

The shortened version of the 250 GT didn't begin production until 1959, some five years after the first 250s, when its steel-tubed chassis was shortened by nearly a foot to 94.4in in order to improve turn-in and mid-corner poise. Disc brakes also replaced drums but the Gioachino Colombo-designed 3-litre single overhead camshaft V12 engine remained an integral part of the package and one which even today stands comparison with modern high-performance units, revving regularly to over 7000rpm and nearer 8000 in a racing driver's hands.

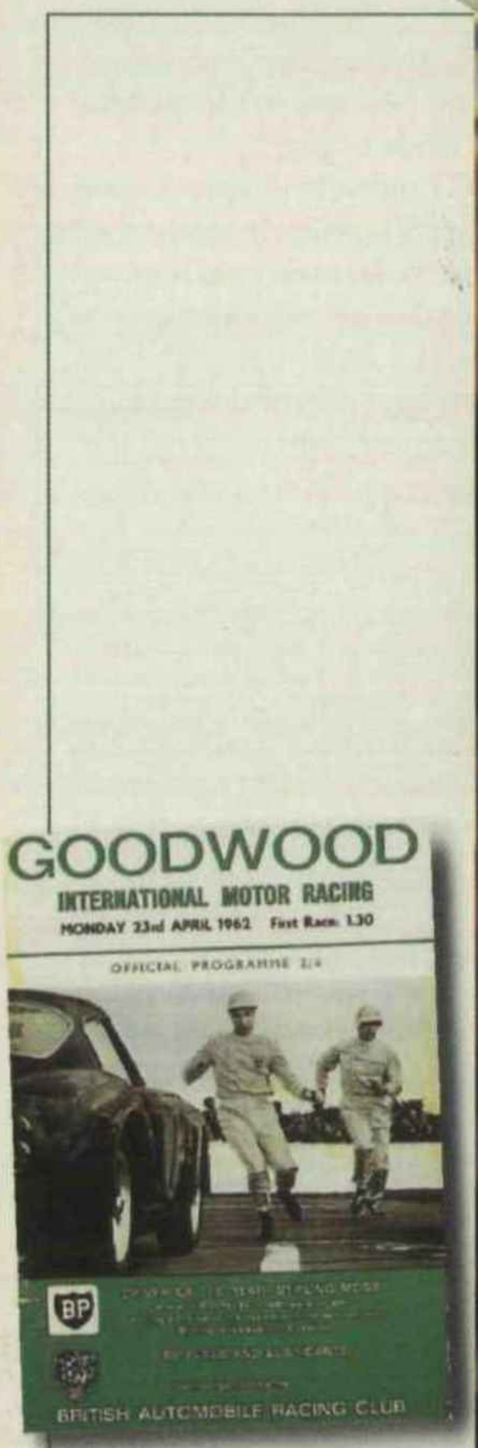
In the search for greater power, later owners of this SWB substituted GTO heads and more aggressive cams and valves for what came before, the result liberating a further 20bhp and creating an engine that hides its capabilities until the far side of 4000rpm. Not ideal for road use it's true, but more than acceptable for the purposes of the race track. Yet, as we will learn, bald figures can never tell the whole story when it comes to a car such as this.

It is the sheer size – or lack of it – that strikes you when you first climb into the Short Wheelbase. Put it alongside any of its contemporaries and the striking blue and white-liveried car, while not exactly dwarfed, still looks diminutive in stature. Its compact lines serve, however, to give it a sense of purpose you cannot miss. Large 15in Borrani wheel rims fill the arches and the Dunlop 6.5x15 racing rubber at the rear adds still greater width. The deeply recessed bonnet funnels sharply towards the sloping nose of the car, foreshortening the distance between the driver's seat and whatever is looming into view. And at the same time, the obvious proximity of the rear axle to your backside adds more than a little to the car's sense of compactness.

Driver comfort, while never of paramount importance to Enzo or his engineers, at first seems excellent, the beautiful alloy-spoked wooden steering wheel falling close to your chest while the bare metal gearlever, mounted above thigh height, is never more than a flick of the elbow away. Leather seats, criss-crossed with the patina of nearly four decades use, provide more support than you might imagine but it isn't until the Ferrari is in motion that early signs of its racing heritage start to gnaw away at comfort levels.

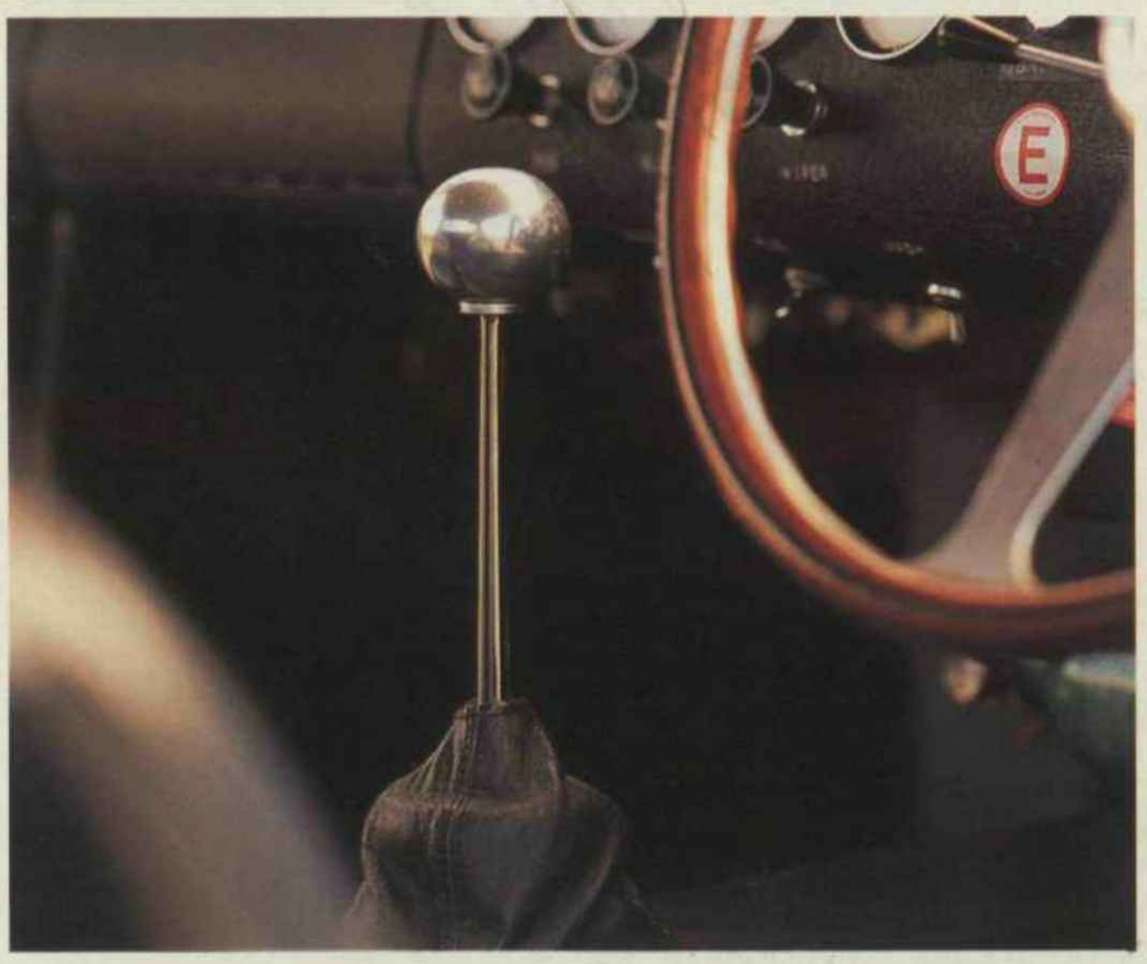
Passing directly below the cockpit, the exhausts from the large V12 start the slow cooking process not long after you start the engine. Within minutes on this pleasant, but far from stifling, summer's day the heat within is far greater than outside and the only respite arrives after opening a window to create some airflow through the cabin. Fifteen minutes of hard driving is enough to wear you down, so consider for a moment the fact that in 1961, Stirling managed to complete 109 laps of Goodwood, at an average of 86.62mph with just three stops of less than a minute for fuel, tyres and an essential drink. ➤





Programme for 1962 Easter Monday meet (above) uses Moss and SWB as cover stars. (Right) Ferrari interior seems altogether too civilised for a racer and is pleasant to occupy until heat soak from the exhausts takes over. Wheel and dials are classic Ferrari… note 8000rpm rev-counter. This engine goes all the way there when racing



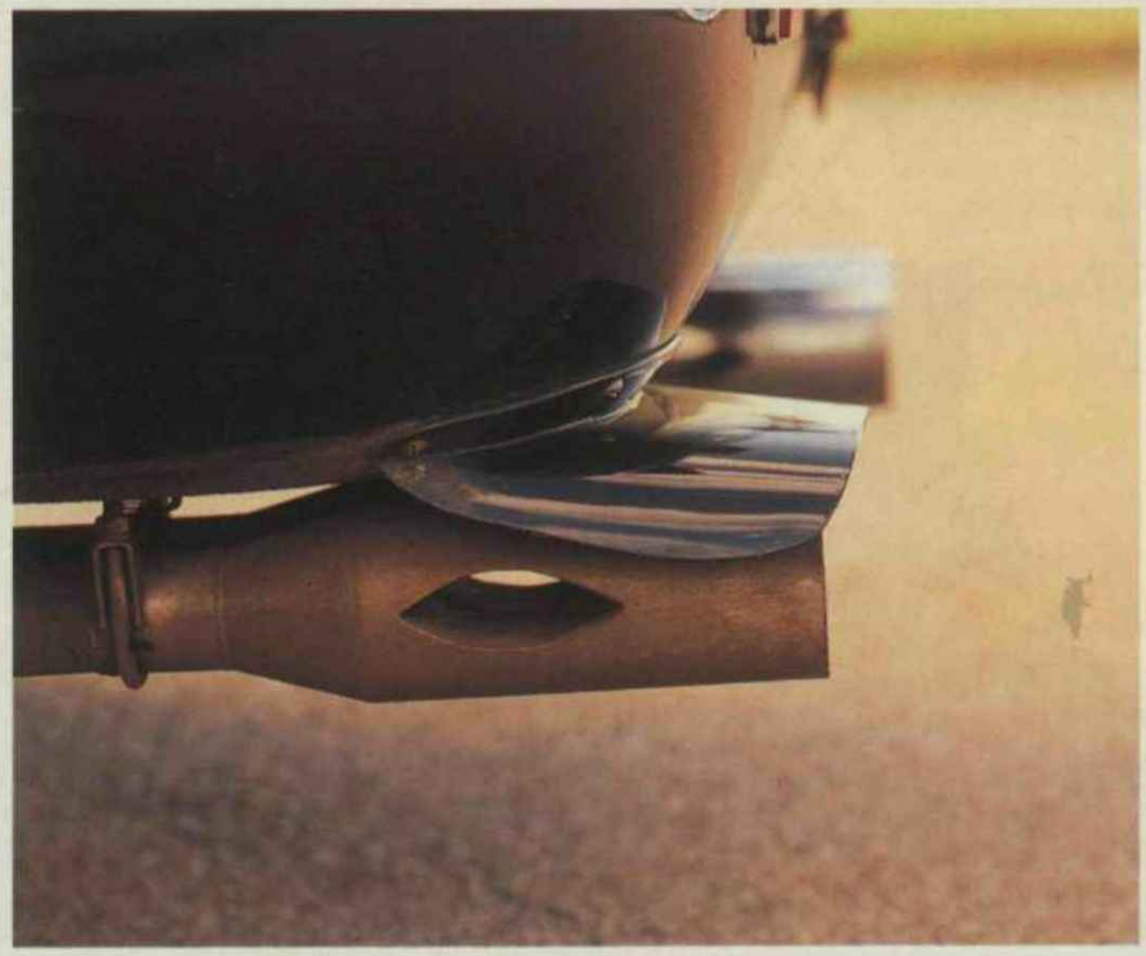




SWB gearlever (above) is even better to use than it is to look at. Gearbox has only four speeds but slices through ratios with scarcely believable precision. Bonnet straps (below) are not for those who need hurried access to the engine

Quick release fuel filler (above) sits atop simply massive fuel tank. We put twenty gallons on board and still came nowhere near filling it to the brim. Exhaust cover (below) sits under filler and prevented fires during pit stops





But if you leave aside the toil of driving the SWB for long stints and concentrate instead on its abilities as a pure sportscar, things move quickly into perspective. Listen out at first for the unique sound of the two banks of cylinders. Here is not the free-revving, easy-pulling nature of many V12s, but an initial cough and splutter which, in the words of its guardian for the day, makes it sound like it's dropped a valve or two. Keep the throttle depressed, allow the revs to rise and there, above the 4000rpm mark, is what turns mere powerplant into absolute masterpiece: a seamless wave of power flowing all the way through to the end of the tachometer, matched only by the harsh whistle of the induction note. Track-side bystander or frantic pedaller, the reaction is the same, as the turning heads and craning necks of the workmen hurrying to finish Goodwood's new pitlane readily attest.

Moving off in the 250 is not difficult, a light floor-hinged clutch pedal allowing you to slip the plates just enough to allow smooth progress. The gearbox, too, is user-friendly and undemanding. A four-speed unit with synchromesh, it engages first gear with an authoritative clunk which suggests that all shifts to come will be as satisfying as the first one.

And so it proves. The Ferrari's gearbox is one of the joys of this car, every change of ratio so assured that the danger of missing one seems non-existent, even if the surprisingly poorly-spaced pedals mean that heel-and-toe downshifts are not as instinctive as they might be. With only four speeds to choose from, selecting the correct rear axle ratio is vital, and for the car's return to the track this September, Moss has already been testing. Early complaints of too high gearing seem justified, the car forcing you to drop down to second gear for the long double apex right-hander at Lavant and first if you are to negotiate the tight chicane without dropping below the critical 4ß000rpm mark and straight out of the power band.





Moss (above) uncatchable in Rob Walker Ferrari during the TTs of 1960 and '61 with even other SWBs left to scrap for second place. Combination of car, circuit and driver created clear case of poetry in motion. Le Mans (below) was less successful, the car retiring after three hours having held third place for Moss/Hill

SPECIFICATIONS

Ferrari 250 GT SWB

ENGINE

Type	All alloy, water-cooled, front-engined 12-cylinder in 60deg Vee
Capacity ...	2953cc
Max power ...	300bhp/7500rpm (current spec)
Valve gear ...	2 per cyl, sohc
Fuelling... ...	Three twin-choke Weber 46 DCF3 carburettors
Transmission...	Four-speed gearbox, all synchromesh

CHASSIS

Front suspension	Independent by double wishbones, coil springs, telescopic dampers, anti-roll bar
Rear suspension	Live rear axle, semi-elliptic leaf springs, trailing arms, telescopic dampers
Brakes	10.0in discs all round
Steering	Steering box, unassisted
Wheels (f/r) ...	6x15in/6.5x15in
Tyres	Dunlop Racing

DIMENSIONS

Length	170in
Width	63in
Track (f/r) ...	53.3in/53.1in
Wheelbase ...	94.4in
Kerb weight...	2278lbs

RACE HISTORY

Ferrari 250 GT
Short Wheelbase Berlinetta
Chassis no 2735

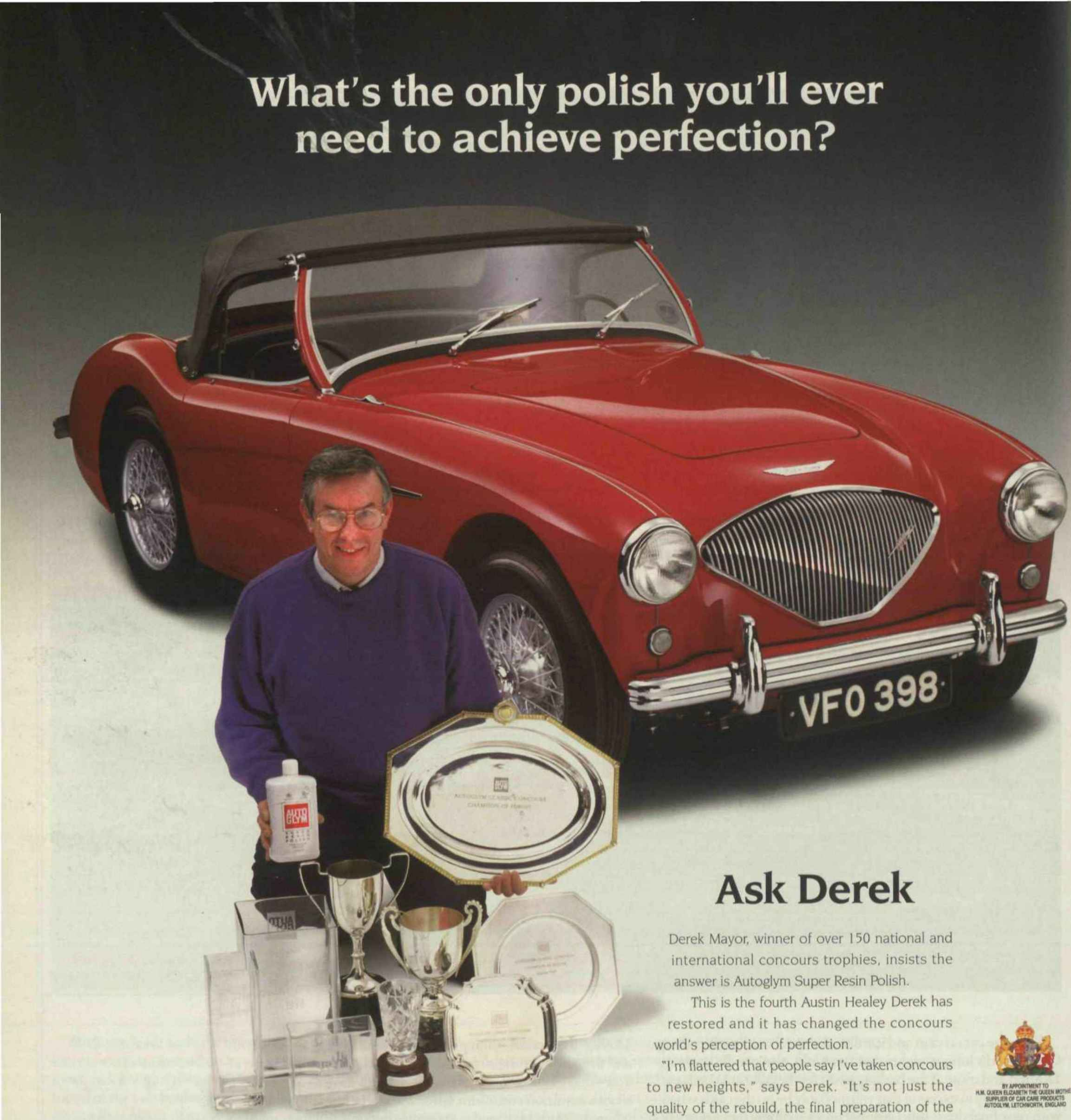
1961		
Le Mans	Moss/G Hill ...	retired
British Empire Trophy, Silverstone	Moss	1st
Peco Trophy, Brands Hatch	Moss	1st
Tourist Trophy, Goodwood	Moss	1st
Tourist Trophy, Nassau ...	Moss	1st
1962		
Daytona 3 hrs	Ireland	retired
Oulton Park	Ireland	4th
Tourist Trophy, Goodwood	Kerrison/Benson	crashed

Keep the car on cam and it will make excellent progress along Goodwood's long straights and fast kinks, the needle nudging 120mph and more at the braking point for the right at Woodcote. Speeds greatly in excess of that will probably be on the cards when, with new final drive, third gear becomes an option at Lavant, the corner leading onto the straight. At these velocities, the wide tyres and narrow track might suggest the car is liable to wandering at high-speed, but the 250 displays a level of ride and stability that is at the same time reassuring and encouraging. Before Moss strode to his '61 TT win, he partnered Graham Hill with the same SWB at Le Mans. The car lasted for just three hours before a fan blade severed a radiator hose but in that brief time he managed to haul the Ferrari up to third place. There, on the long Mulsanne Straight, the steady ride must have felt like a godsend.

Brakes, in the form of 10-inch Dunlop discs are capable without entering the realms of the unbelievable. Weighing in at around 1100kg, the Ferrari still represents a formidable mass to retard, and the softly sprung suspension only adds to the impression of a car which should not be run too deep into a corner. Fade, though, is not a common complaint when Moss is behind the wheel, for where he finds his speed is via earlier braking and then utilising the fantastic chassis and handling to set the car up 'fast and early'.

With independent front suspension courtesy of double wishbones and coil springs and a tried and trusted live rear axle, with leaf springing and a limited slip differential, the SWB is perfectly equipped for Goodwood's smooth asphalt surfaces. Although the *competizione* models came equipped with stiffer shock absorbers, the only real adjustment that could be made was to the ride height. As a result the Ferrari remains a fundamentally softly sprung car, rolling rather alarmingly as it rounds the first half of a corner, the weight of the engine in the nose trying to force the car wide. Yet all it takes is a swift application of the right foot to break the rear ➤

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end away and gentle oversteering drifts are easy to achieve and hugely satisfying to execute.

The true beauty, therefore, of this *piccolo* Ferrari is the disarming ease with which the most amateur of drivers can adopt the pose of a professional. Feedback, at all times, at every angle is all any driver asks of his machinery and in this car it is unrelenting. The steering, while seeming vague at low speeds, becomes precise and responsive at competition velocity. Big movements are still needed to exact a big response but the broad steering wheel seems to lead your hands in the correct direction of travel.

On full power out of the chicane, the Ferrari is two cars wrapped up as one. From the inside, body roll aside, everything is as normal: progress rapid, opposite lock just necessary. From the outside it is as if all hell has broken loose. Study the pictures taken at this spot and you'll see a car at acute angles of lean with an inside wheel waving six inches clear of the ground; and take my word for it, from where I was sitting at the time it was nothing. This is an easy car to drive.

As always, where this car's final few miles per hour lie, and where you will have once again to consult the history books, is in the really quick turns, where discretion is without doubt the better part of a million pound accident. Take Goodwood's first corner, Madgwick. Here, four-wheel drifts are not a luxury but *de rigueur* for a decent lap time and if you want to know what the corner looks like at 100mph through the side window then consult the photos... the archive ones. For at Madgwick, with the engine buzzing in third gear, the Ferrari betrays its basic roots, its pitch and roll sensitivity reacting to the bumpy exit. To go quickly through here the car needs unsettling way before you reach the corner, and that is the stuff of owners... or S Moss Esq.

As delightful to drive as it is delicious to listen to, there will be little to beat the Ferrari 250 GT Short Wheelbase at the Goodwood revival meeting regardless of the position in which it actually finishes on the track. Come its return in September, it may not be the fastest thing on the track and may not have enough steam to hold off its more powerful rivals when the flag drops. Even so, the last time Stirling Moss drove this car on that track he was untouchable. Anyone want to bet against it happening again?

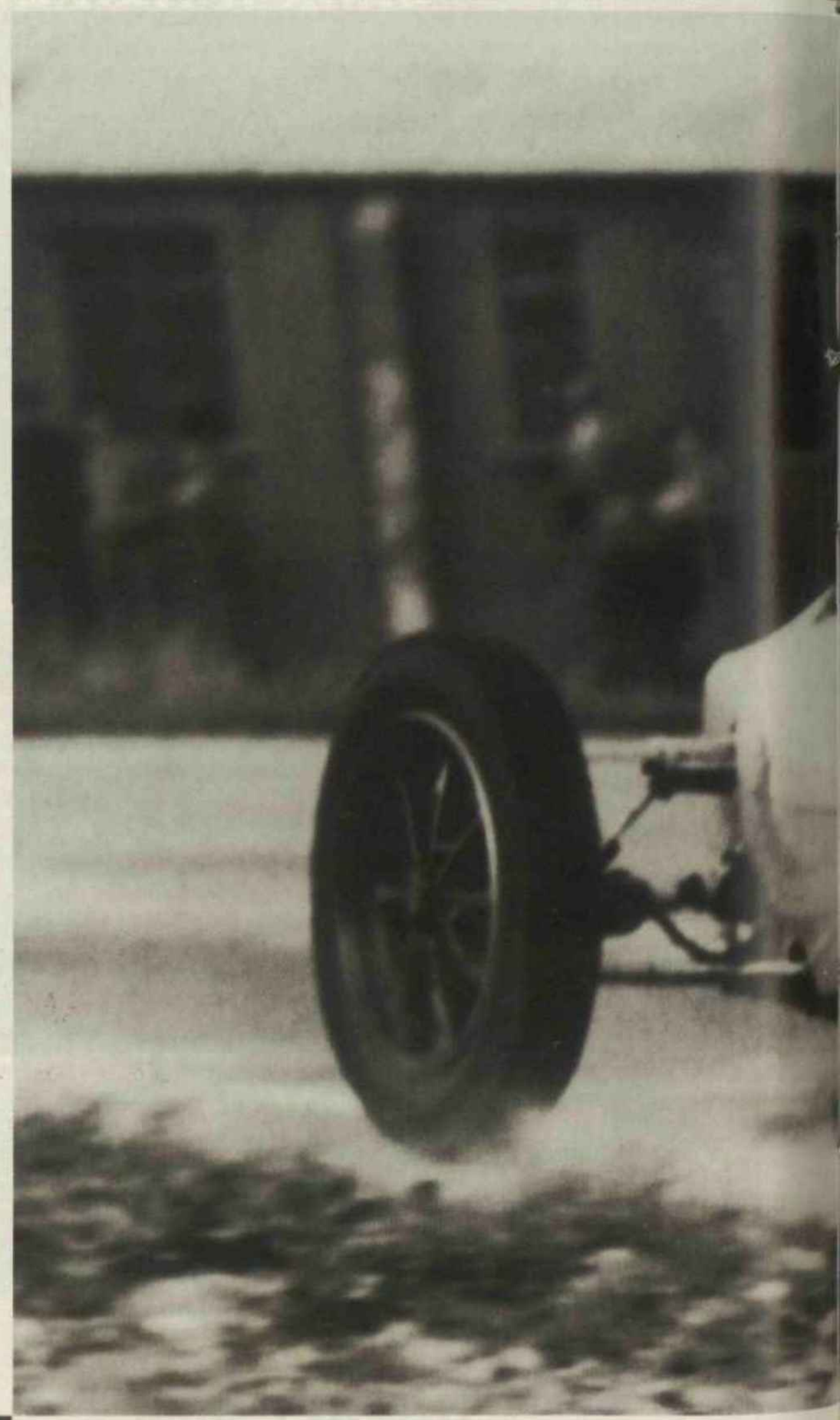
Our sincere thanks to Clive Beecham of Kinnerton Confectionery for the loan of 1SWB and Colin Clark Engineering (0181 961 9392) for their invaluable help during our day at Goodwood. M





Short Wheelbase at speed at Goodwood (above). Car possesses mighty composure in fast curves but seven figure value means caution is required. Engine (left) gives nearly 300bhp today thanks to GTO heads. When Moss drove it (right) the figure would have been closer to true 280bhp. Still good enough for 160mph flat out

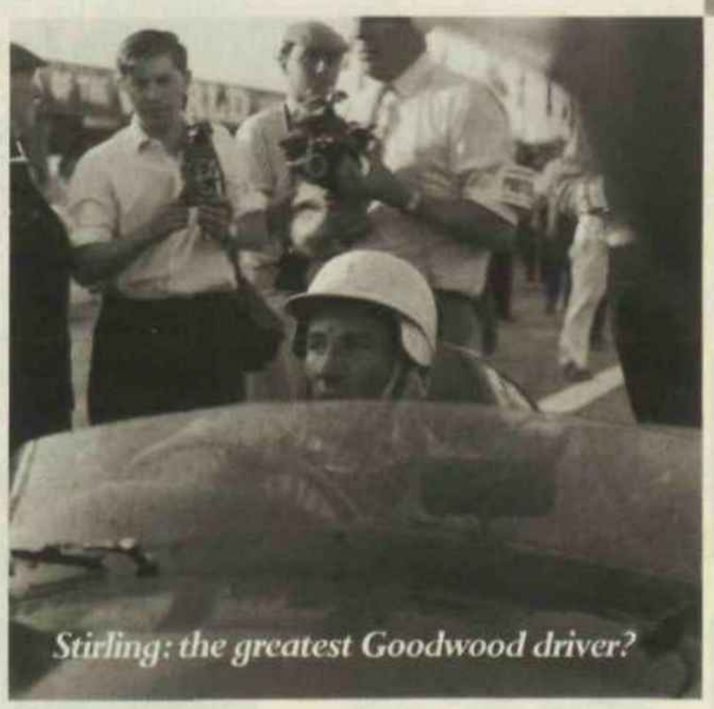
First time out...



SO MANY OF BRITAIN'S GREATEST DRIVERS MADE THEIR NAMES AT GOODWOOD BUT NONE MORE SO THAN THE FOUR ON THESE PAGES WHO ALL HAD THEIR FIRST EVER RACE ON THE SUSSEX CIRCUIT

STIRLING MOSS

Inaugural Goodwood Meeting, September 1948



Stirling: the greatest Goodwood driver?

The place was pretty bleak, but it was a lovely meeting. We went with our Cooper 500 in a horsebox, me, my father and mother and, I think, a girlfriend; it was very much a family thing then. We also brought along a German prisoner of war who'd been working on the farm, 'Don' Müller, because he knew a bit about cars. We took our own fuel, as we were running alcohol; five gallons of that went a long way.

All the important drivers were there that day – it was the first Goodwood meeting – but I didn't actually have much competition in my race, which I won with a bit of a margin.

It wasn't the most difficult of circuits, but not the easiest either: Fordwater was a fast and demanding complex.

But the great thing about Goodwood was the friendly atmosphere. Everybody was friendly, from Freddie March, or the Duke of Richmond and Gordon as he was then, to the marshals on the corners.

DEREK BELL March 1964

We only lived six miles away from Goodwood, so I could hear the sound and almost smell the place while I was hoeing the sugar-beet, never thinking I would race there, let alone go on to become an international racer.

I got interested when my stepdad took me there, and I became a marshal – I was on duty the day Moss had his big accident.

Then I went off to college, and my next visit was my first-ever race. That was March 1964. My friend John Penfold and I had built up a Lotus 7 with a 1500 Cortina engine. I was supposed to run it in for 500 miles but it got to the night before and I got fed up and only did about 80.

On the day it was pissing down, and because it was a libre race not only was our 100bhp Cortina lump up against Climax-engined stuff but also Hugh Dibley in the SMART (Stirling Moss Automobile

Stirling Moss in his first motor race. It was at Goodwood and, of course, he won

Racing Team) Brabham BT8. The flag fell and I set off into the spray and I barely saw anyone after that – I never saw the Brabham at all.

Then I saw John holding up the pit-board with 'P1' on it. Being first had never entered our heads, so we didn't have a 'P' or a '1' in our box; he'd had to chalk it on. I won the race, and they gave me an alarm clock, which I still have today. Of course it was wonderful to win, but we were just so surprised as we were only racing for fun. We packed up and went home with our five-gallon oildrum and lap-board stuffed into the passenger seat, while Dibley and his crew were still loading his Brabham onto its trailer...

It was more than a dream, even though when I was doing the Jim Russell school beforehand, Russell kept going on about what a great future I had. I didn't race at Goodwood again that year, but the following year in a Lotus 31 I broke Jackie Stewart's lap record there. So Goodwood means more to me than most people realise.



I also tested a Porsche 917 there for John Wyer - it just shows how insignificant the danger was to us then. Of course the 917 was quite small compared to the 962, and I even drove one of those at Goodwood!



Derek Bell didn't hold out much hope for Lotus Seven with 1500cc Cortina engine for his first race. But his skill and a deluge meant the opposition never even saw which way he went

JOHN SURTEES
March 1960

The first time I raced at Goodwood was the first time I had even seen a motor race. I'd been racing 'bikes for a while, and Mike Hawthorn, Reg Parnell and Tony Vandervell had all told me I should try cars, so in 1959 I tested an Aston DBR1 of Parnell's, and then Tony Vandervell sent a Vanwall down for me to try. They both offered me contracts, but it wasn't until 1960 that I decided to mix cars and 'bikes. I had met Ken Tyrrell by this time, and he announced that he had fixed up a race licence for me if I would drive one of his new Cooper-Austin Formula Juniors.

I qualified on the front row and had a big dice with Jim Clark, but on the last corner I made a mistake – I forgot I was in a car not a bike, and he pipped me to the line. That was March 1960. I didn't drive at Goodwood any more that year because I joined the Lotus Formula One team. Of course I drove there later on – in fact I should have won two TTs at Goodwood – I was leading them both, but Clark took me off in 1963, and then the following year Innes Ireland did the same.

There was never much in the way of facilities there, but then there wasn't at any of the newer circuits. The older ones had established facilities – there was even a hotel at the Nürburgring – but there was nothing at the new airfield ones.

As a circuit? Well, it's an airfield; but at least it's not completely flat. Fordwater was a very teasing corner – I remember losing the Vanwall there in testing – but they've kept those two fast corners in the revived circuit. I'm looking forward to driving there again. This period dress code means it's more formal than before, but it's still less formal than anywhere else.



The first motor race Surtees ever saw was from the inside of this Cooper. He was beaten to the flag only by a certain Jim Clark



Tony Brooks' career was launched, like the others, at Goodwood driving to the races in his mother's second-hand Healey Silverstone



TONY BROOKS
March 1952



Yes, my first ever race was at Goodwood, in March 1952, in a second-hand Healey Silverstone with a Riley engine. Technically it was my mother's; I persuaded her to trade in her MG TC and my Triumph Thunderbird motorbike for "something more suitable." Of course, I didn't let on what it was more suitable for... She put up with the car because she was quite keen on my racing – a case of ignorance is bliss, especially then when safety was not much considered. She was rather sad when I eventually decided to give up racing.

She never came to the races, but on Friday night I would drive down to Goodwood in the Healey with my father after he had finished at his dental practice. We would stay the night at Bognor, then be scrutineered and practice on Saturday morning, do a couple of races in the afternoon, then drive back to Cheshire. It was about 220 miles home again, but in those days you could get along pretty quickly on ordinary roads, and I enjoyed driving so I didn't mind. It was good for your discipline to have to protect the car; I did about seven races that year and managed to drive home from all of them.

I think they were nearly all at Goodwood. For Silverstone you had to be a member of the individual clubs, but I had joined the BARC whose meetings were at Goodwood. I might do one handicap and one scratch race, though I didn't have a hope in the scratch event against Le Mans replica Frazer-Nashes and the like. I think I only won one handicap.

I have fond memories of Goodwood; it was always a drivers' circuit. The facilities were very basic – the pits had corrugated-iron roofs and were open front and back. They'd protect you from vertical rain but nothing else. We only had the tools we could carry, which was really just the standard toolkit. And we had to take our own petrol – rationing was still on. We could just get a couple of jerrycans in the back.

Those races were well-attended, and there was a tremendous atmosphere; you really felt you were performing to a crowd, not just a handful of people. And they were well organised; Jeff Morgan, the Clerk of the Course, ran a tight ship.

THE GOODWOOD CIRCUIT REVIVAL

I'd been looking forward more than a little to Goodwood, the last in this series of reports on the great circuits of European history. First there was the personal tie. As a circuit, Goodwood claims three critical firsts for me; it was the first track on which I drove, the first upon which I spun a car and the first, one dark day many years ago, to bear witness to me burying a car deep into its attractive but pitiless scenery.

Goodwood. Unlike Spa, Rouen, Zandvoort and Reims, no Grands Prix were ever held here; it formed part of the motorsport calendar for just 18 years or little longer than the time the likes of Jerez, the Hungaroring or the new Spa have been in existence. No-one has raced here for over thirty years and yet time, far from serving to dim the history of this track, has nourished its memory to the point that, on the eve of its return to competitive motor racing, it is one of the most revered motorsports locations in the world.

There is only one way to find out why and here Goodwood affords us a privilege provided by none other in this series nor any of the other great tracks in the world: As you drive around its perimeter, your progress is no more impeded by traffic than your view is polluted by changes to track. Spa and Rouen have had motorways built on critical parts of the old track, a lap of Reims is necessarily punctuated by road junctions and if you ever tried to put in a time around Zandvoort you would find yourself stuffed into the barrier which denotes where circuit stops and housing estate starts. None of these problems exist at Goodwood. The only part of the track that has changed since the chicane was added in after the end of the '51 season is the material used to surface it. So when you buckle up for a lap, you know that, to the inch, you follow in the wheeltracks of the greatest drivers on earth.

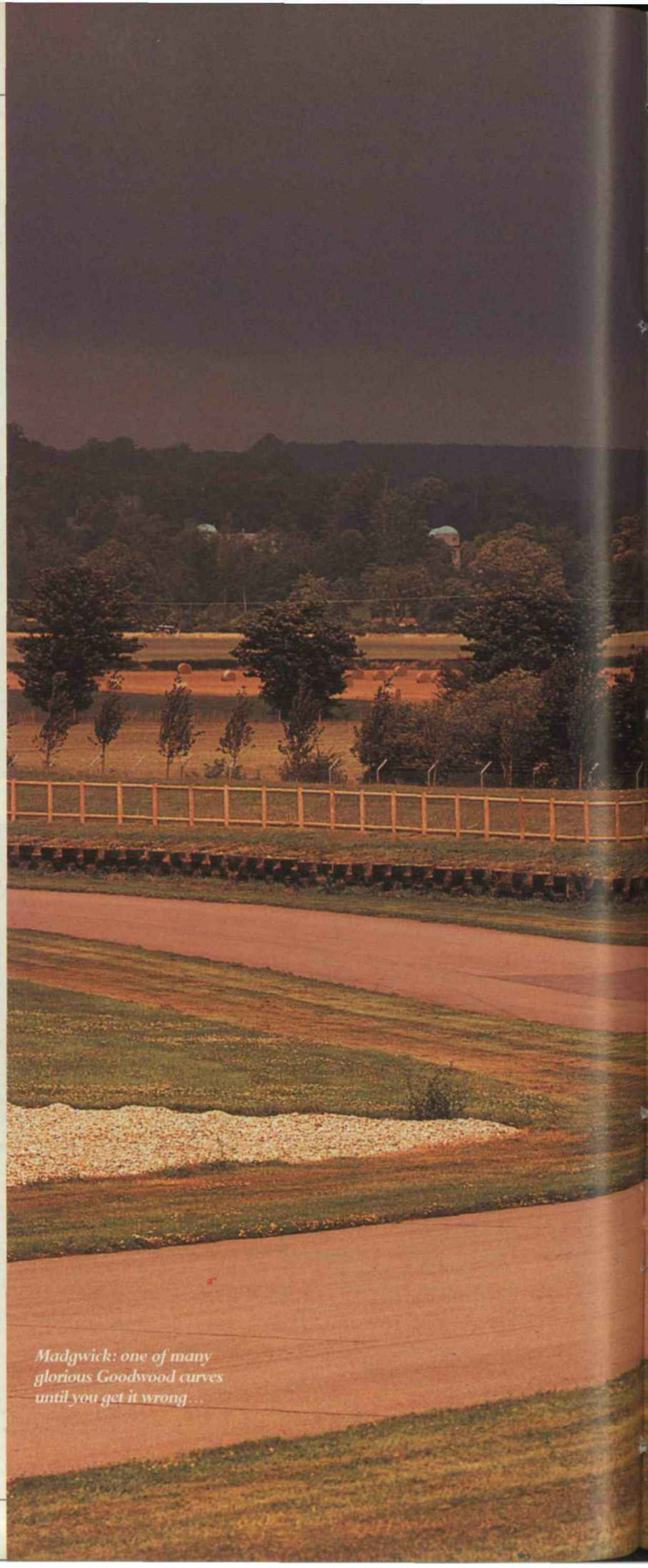


Formula One Coopers and Lotuses lead the field up to Madgwick

It's an opportunity not to be missed. In its heyday, Goodwood was known among its rivals as a medium to fast circuit, a truth that seems nevertheless scarcely credible today. But it's not that Goodwood has speeded up, it is simply that it has remained alone and unchanged while all other circuits around the world have either closed or slowed beyond meaningful comparison.

For a road car, the XJR proves as capable as any designed to carry four people and their luggage across continents. For all its size, those two priceless commodities required to lap effectively, horsepower and stability, it has bought in bulk. Past the pits you have to brake hard around the outside edge of the first corner, Madgwick, if you are to make the first of its two apexes. It's a quick corner with a bump in the middle and such a nature that even a small mistake on the way in can lead to heart palpitations at the exit.

The nature of Fordwater, the right-handed kink that follows has changed over the years. In the past only the very brave ➤



Madgwick: one of many glorious Goodwood curves until you get it wrong...

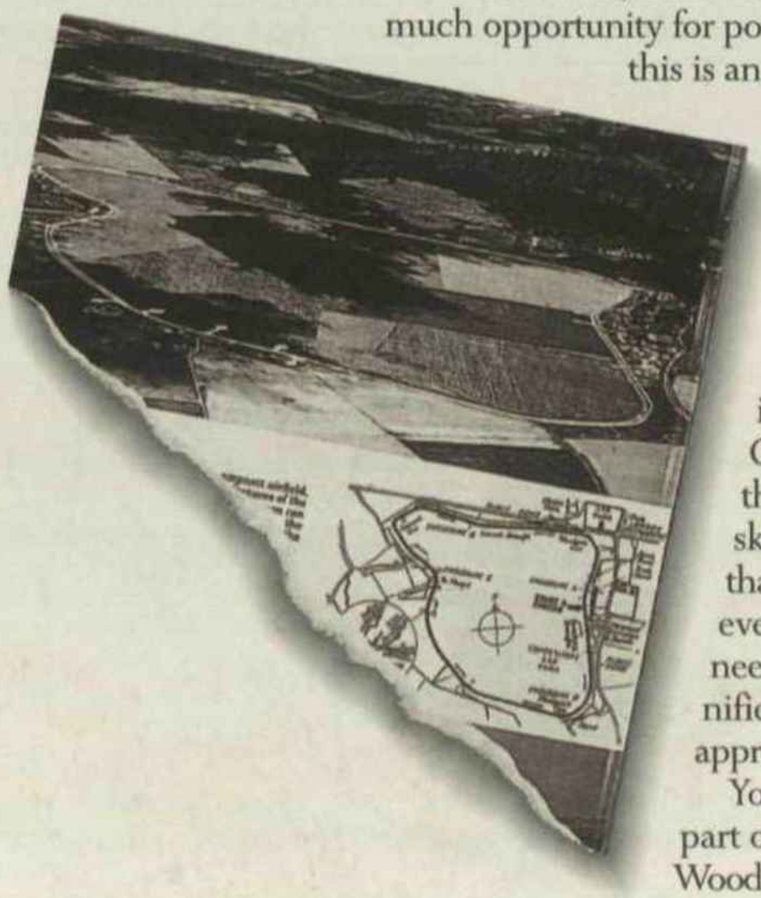
TRACK TESTS

GOODWOOD

RACING RETURNS TO GOODWOOD THIS MONTH. ANDREW FRANKEL, IN THE LAST OF THIS SERIES OF TRACK TESTS, VISITS THE LEGENDARY WEST SUSSEX CIRCUIT AND LOOKS BACK TO THE FUTURE

photography by Andrew Yeadon

Above: Goodwood as it stands today ready for the revival. Below: This 1949 shot and diagram shows how little has changed



in an unusually well sorted car would tackle its apex and off-camber exit without lifting. Modern tyre technology and its effect on the grip to horsepower ratios means that, if it is dry, you need an improbably swift road car before contemplating lifting off before the entry. Get it right in the XJR and you can go barrelling through at over 120mph with space to spare at the exit.

The approach to St Mary's, is nightmarish and comfortably the most difficult section of the track. The corner itself is a glorious, off-camber bend, somewhat slower than Madgwick and with much opportunity for power-sliding at the exit but before all this is an evil right kink you always take too slowly because the alternative is unthinkable. In many modern road cars and racers it should not require even a dab of the brakes though, in reality, most reach for the middle pedal. I count myself among their number.

The difficult part is now over. There is a rise at the exit of St Mary's and Goodwood's only truly slow corner thereafter. Called Lavant, the only real skill required is to kill the understeer that seems to affect almost all cars here; even the normally well balanced Jaguar needs either huge smoothness or undignified wrestling to keep it on line. One approach is fast, the other merely looks it.

You're now on the fastest, most boring part of the track. The 'straight' leading to Woodcote is anything but, yet it's only when you pass a small kerb on the left that you need to think about braking. You miss the first apex altogether, run around the outside of the curve, turning in later than late, trying to hang on over the bumps and keep the car off the grass at the exit before the short run up to the famous but, in the flesh, rather uninspiring chicane and the start of another lap.

Today Goodwood is a building site as the struggle continues to return the facility to its former glories by the September 18 deadline. The old corrugated pits are gone and new buildings appear almost daily in their place. The paddock is now populated by wooden posts which, when roofed, will house the greatest assembly of Goodwood racing cars ever to appear at the circuit. The famed Shell building down at Woodcote corner is missing its faded livery as it and other beacons of this circuit's former glories are restored and returned to their original state. Down on the straight, they have just finished digging out the pedestrian tunnel, which had lain unused and overgrown for decades.

Back on September 18, 1948, when Parnell won the Goodwood Trophy driving a supercharged Maserati 4CLT, the scene would have been rather different. There were neither pits back then, nor liveried buildings. All there was to see was 2.4-miles of bare airfield with a fenced off paddock. Even so, the appetite for motor racing in war-weary England at the time was considerable. Sponsorship to the tune of £500 was provided by the *Daily Graphic*, the BBC agreed to relay the commentary and entries flooded in. The limit for that first meeting, organised by the Junior Car Club (before it became the British Automobile Racing Club) was set at 96 cars to be spread over eight races, all of which were oversubscribed. Despite the restrictions imposed by on-going fuel rationing, the crowds descended on Goodwood.

There had been scarcely any motor racing in the UK since peace broke out, and even the first British Grand Prix was still a matter of weeks away and the enthusiasts could not wait. ➤

Above: Ferrari SWBs stream through the chicane circa 1961. Below: same chicane, same SWB circa 1998

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September 18th 1948, the first Goodwood meeting. Cars park in the field and the weather is kind. Let's hope history repeats itself

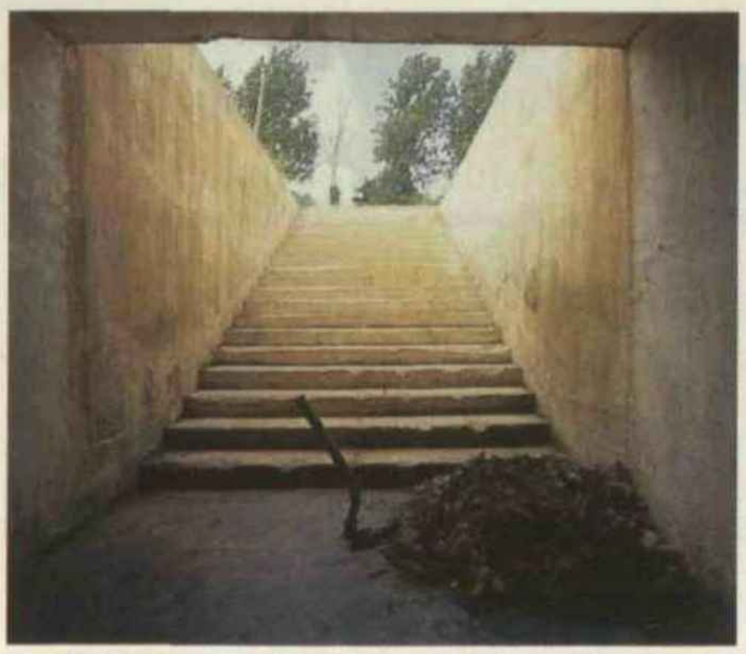
The estimate is that somewhere between 15-20,000 people descended on Westhampnett aerodrome that day to watch, among others, an unknown driver call Stirling Moss take part in the fifth race of the day. It was his first proper motor race and his 500cc Cooper-Norton ran away from the field.

And that's how the track remained, save the installation of the aforementioned chicane in an attempt both to reduce overall lap times and stop the diehards from driving straight across the grass, thereby omitting the gentle left-hand curve that formed part of the original airfield perimeter road.

Thus equipped Goodwood seemed set for a glorious future as one of the premier motor racing venues in the world, one which was loved by the drivers for the challenge of its daunting curves and spectators for the unique atmosphere it possessed. In this latter respect it was the true successor to Brooklands and from the point of view of the spectacle of motor racing, there was simply no comparison to be made. It became the venue for night racing with the first Goodwood 9-hours race kicking off in 1952 and, later, would host Britain's oldest motor race, the Tourist Trophy, for seven years. Those memories of the likes of Jim Clark, Graham Hill and Roy Salvadori sliding through Madgwick in their Aston, Ferrari and Jaguar coupés are, to me the abiding memory of this place, more even than sportscars and single-seaters which so often staged such thrilling races here.

It is incredible to see what Lord March and his team have done to this circuit. Remember that the brief was to create a facility that complies with 1998 safety standards from a place that could not even manage to meet the primitive levels of safety called ➤➤







Building work continues at Goodwood and includes creation of new pits in original style and excavation of old pedestrian tunnel

A true Goodwood master at work: Jim Clark hustles his Aston DB4GT Zagato faster than it cares to go. We believe he got it back

for in 1966; and which had to be done while neither damaging the flavour of the track nor altering its course by a single degree.

It would seem, however, that the trackside atmosphere will, if anything, be better still. Stand, for instance, high on the new bank behind the gravel trap at Madgwick (from where the opening photograph of this feature was taken, and you'd be forgiven for thinking its purpose was to allow spectators a better vantage point for watching cars come drifting through this phenomenal corner; the truth is that the bank was required to soak up the noise of such cars. Yet it created a track that's safer to drive and better to watch.

The final testament to what has been achieved here comes from the late Freddy March himself, founder of the circuit, Duke of Richmond and Gordon and grandfather to Lord March. In a letter to Tommy Wisdom he wrote:

"This is a sad thing but Goodwood has been sacrificed on the marble slab of spectator safety. Do you realise that if horses had got 2mph quicker each year since it started, we would now have Piggott coming past the post at 325mph. If only we had another couple of hundred yards on the outside edge all round, we could have a proper safety or recovery area, and gone to town for another 18 years. But we hadn't and that's the bones of it."

Thirty-two years on what was once thought impossible has now been finally achieved. Far from the history of Westhampnett Aerodrome as a motor racing track coming to an end on that dark day in 1966, it is entirely possible that now, in 1998, the story of Goodwood is still only just beginning.

Our sincere thanks to the staff of Mithril Racing (01243 528815) for providing the helicopter camera ship used in this feature. M







Left: apex of only true left-hand corner on the circuit. Middle: authentically ageing tyre walls abound. Right: entry to the in-field

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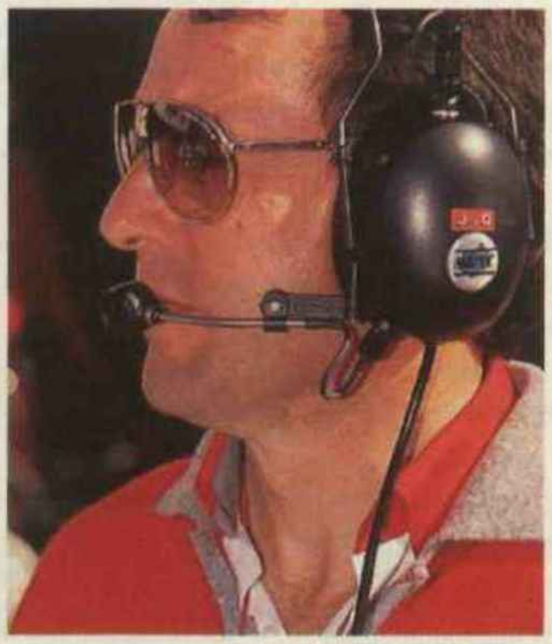
An Arrows by another name: Morbidelli's '94 Footwork keeps Jackie Oliver's dream alive

OLIVER'S ARMY

THE ARROWS F1 TEAM IS 20 YEARS OLD AND HAS YET TO WIN A RACE. IS FOUNDER JACKIE OLIVER DOWNHEARTED? ADAM COOPER FOUND OUT

WHEN DAMON HILL'S ARROWS A18 FALTERED on the last lap of the 1997 Hungarian Grand Prix, he lost the chance of proving that he could win in something other than a Williams. But there was so much more at stake than Hill's personal pride. Had he stayed in front of Jacques Villeneuve for another lap, Damon would have registered the first Grand Prix victory for a Formula One team which has the unfortunate stigma of being the least successful for the longest period of time.

Since its formation in 1978, Arrows has led races, had a pole and numerous podium finishes. It has survived through 21 turbulent seasons and more than 300 races, during which time dozens of upstarts have been and gone, and great names of the past like Lotus and Brabham have disappeared. But, to date, it has not won a race. And no one is more painfully aware of that fact than founder Jackie Oliver.



Twenty years, no wins, but Oliver's enthusiasm for F1 remains

"I was gutted in Hungary," he recalls. "Tom Walkinshaw was very nice. He said, 'If we had won, I would have wanted you to go up on the rostrum as the constructor.' It was a very nice gesture... He would have done it because he knows the reasons why I'm in partnership with him."

Oliver is no longer in the frontline, having ceded control to partner Walkinshaw, but make no mistake – the team is still his baby, and the desire to notch up that first win burns as brightly today as ever.

"The key to the Arrows ups and downs, because we never had enough money to do it properly, is trying to get a combination of two good drivers together, a good talented designer, and a very efficient workforce. The most difficult thing in the business is to make the car, and you need a good little manufacturing base. There is a little bit of luck associated with getting the right engine, designer and drivers together, but you can get pretty close to the front. And we did it four times in 20 years."



Patrese and Arrows FA1 launch at a snowy Silverstone in 1978

The man hired by Colin Chapman to fill Jim Clark's shoes, Oliver took part in 49 Grands Prix with Lotus, BRM, McLaren and Shadow, and won Le Mans in 1969. He left F1 at the end of 1973, racing for a while in CanAm and the US F5000 series, before concentrating on running the Shadow team on behalf of colourful American owner Don Nichols. In August 1977 Alan Jones scored an opportunistic debut victory for the team in Austria, but all was not well.

"Alan Rees and I felt Don was not contributing towards the team properly. When we lost UOP and got other sponsorship, things were even tighter. When you have disagreements and you're not a majority shareholder, you have no other choice but to leave. So I left, and everybody followed us."

Through November and December Oliver and team manager Rees set up their own organisation. There was talk of buying a secondhand chassis, but when designer Tony Southgate and his assistant Dave Wass joined, work started on a new car. For a while it had no name, until a friend of Oliver's played with the initials of the team principals, added an extra 'r', and created 'Arrows'.

Oliver had commitments from ex-Shadow driver Riccardo Patrese, and Lotus ace Gunnar Nilsson. However, at the time nobody knew quite how ill the latter was, and he dropped out of the project before the 1978 season started. Meanwhile, work progressed at record speed.

"It was a lot easier then to build a car. You could use a Cosworth engine which you could just get off the shelf, and then all you had to do was build a chassis. It was a car ahead of its time. Tony had spent some time at Lotus, so he knew about ground effect. It was a super little chassis, and Riccardo, as his later career would prove, was a fantastic driver. It was a good combination, we didn't have any engine advantage or disadvantage, so it all came together."

The new FA1 was rolled out at a snowy Silverstone, where it was announced that the job had taken 54 days from start to finish. The team missed Argentina, but the car was ready for the Brazilian GP, where Patrese qualified 18th and finished 10th, four laps down, after suffering fuel system maladies.

Next time out in South Africa the new team caused a sensation. After qualifying seventh Patrese scythed past the cars ahead; he was leading by 14 seconds when his engine blew with just 14 laps to go. Arrows came that close to winning its second ever race... ➤



Oliver & '68 GP Lotus

"It was a question of money. The nose had come off in practice, the car had got too hot. We knew that if the engine temperature had gone through the roof we should have changed it, but we took the risk, as we didn't have another engine to put in the car..."

Suddenly everyone was taking note. In the Swedish Grand Prix at Anderstorp, Patrese finished in second place behind Lauda's uncatchable Brabham BT46B fan car, but not before he'd managed to infuriate Ronnie Peterson with his defensive tactics. At Brands Hatch he was again running second, ahead of the eventual winner, Carlos Reutemann, when he picked up a puncture. A first win was surely on the cards in the very near future, but "then we had to build another car, so that put us back."

You didn't need to be a copyright expert to realise that the FA1 was almost identical to the latest Shadow DN9, and the new team was taken to court by a bitter Nichols.

"We lost the case. Tony had taken the drawings with him when he stopped working for Don, in the belief that he was an independent consultant and the designs were his. Which was clearly wrong. There weren't very many of them, and it would have been better if he hadn't taken them. What we got fined for was the six weeks' work that he'd put into doing the drawings."

Knowing what was likely to happen, Southgate had already started work on the all-new A1-B. The effort of making a second new car mid-season was huge for such a small outfit, and the momentum faded. The awful A2 'doodlebug' of '79 further set the team back, and for two decades, it struggled to find the form of the first half-season.

"There are several milestones in Arrows history. The first season was one year where the car was good and the driver was good, but we had lots of trouble. Another time was when we had the A3 in 1981, and started off the year in storming fashion. Riccardo was on pole in Long Beach, but Michelin wouldn't stay with us when Goodyear came back, and we had to go with Pirelli. That set us back. Things go wrong for you and we just didn't have the political muscle."

Form improved a little in the mid-'80s when the team acquired a BMW turbo supply and big bucks from America financial concern USF&G. The best season in Arrows history came exactly a decade after the team's formation; 1988 was a transitional year of mixed turbo and normally-aspirated engines. Like Honda, Oliver reckoned that a strangled turbo would be a better bet. He was right; 23 points secured equal fourth place with Lotus in the constructors' championship, behind McLaren, Ferrari and Benetton – and ahead of Williams.

"We had talked BMW into keeping the engine, and got one of USF&G's companies, Megatron, to sponsor it. Much to BMW's surprise we managed to make the engine work on the pop-off valve. Derek Warwick and Eddie Cheever were a great combination. To finish fourth in the championship was a credit to Ross Brawn, whom we took out of obscurity as an aerodynamicist at Beatrice Lola, and a guy called Gerhard Schumann, who I got out of Porsche. He was a wizard with regard to the turbo programmes. That's what it's all about; you get good technical guys, two good drivers, and you produce good results with a small amount of money."

That highlight was soon followed by the all-time low. In the late 1980s mega-rich Japanese entrepreneurs decided that F1 was the place to be seen, and Oliver landed one of the biggest spenders in Watara Ohashi, boss of the Footwork transport concern. It was a dream come true, but there was a price; by '91 the team had become Footwork Grand Prix International, and the cars were named Footworks. The Arrows name was submerged.

"Ohashi was a fantastic bloke. He wanted to win the World Championship in five years. Here's $100m! He bought the thing 100 per cent, and gave a five-year contract to win the ➤



Patrese was longest-serving Arrows driver, completing four full seasons. At South Africa in 1978, only the team's second race, he led until his engine overheated



Things looked up with Warwick and Ross Brawn (right) on board in late '80s



But by mid-'90s Oliver was actively looking for new face to stand at the helm

ARROWS F1 CHAMPIONSHIP HISTORY

Year	Main drivers	Engine constructors	Points/ position
1978	R Patrese/R Stommelen	Ford V8	11pts/9th
1979	R Patrese/J Mass	Ford V8	5pts/9th
1980	R Patrese/J Mass	Ford V8	11pts/7th
1981	R Patrese/S Stohr	Ford V8	10pts/8th
1982	M Surer/M Baldi	Ford V8	5pts/10th
1983	M Surer/T Boutsen	Ford V8	4pts/10th
1984	M Surer/T Boutsen	BMW turbo	6pts/9th
1985	G Berger/T Boutsen	BMW turbo	14pts/8th
1986	T Boutsen/C Danner	BMW turbo	1pt/10th
1987	D Warwick/E Cheever	BMW turbo	11pts/6th
1988	D Warwick/E Cheever	Megatron turbo	23pts/4th
1989	D Warwick/E Cheever	Ford V8	13pts/7th
1990	M Alboreto/A Caffi	Ford V8	2pts/9th
1991	M Alboreto/A Caffi	Porsche V12/Ford V8	Zero pts/-
1992	M Alboreto/A Suzuki	Mugen Honda V10	6pts/7th
1993	D Warwick/A Suzuki	Mugen Honda V10	4pts/9th
1994	G Morbidelli/C Fittipaldi	Ford V8	9pts/9th
1995	G Morbidelli/T Inoue	Hart V8	5pts/8th
1996	J Verstappen/R Rosset	Hart V8	1pt/9th
1997	D Hill/P Diniz	Yamaha V10	9pts/8th
1998	M Salo/P Diniz	Arrows V10	4pts/6th (*After British GP*)

Occasional drivers: *Manfred Winkelhock & Mike Thackwell (1980), Jacques Villeneuve Sr (1981), Patrick Tambay & Brian Henton (1982), Chico Serra & Alan Jones (1983), Marc Surer (1986), Martin Donnelly (1989), Bernd Schneider (1990), Stefan Johansson (1991), Max Papis (1995).*



Excitement of the early days was overshadowed by legal action that forced team to build new car, the A1B. It was the start of a long period of struggle

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MOTOR CIRCUIT REVIVAL

18-19-20 SEPT '98

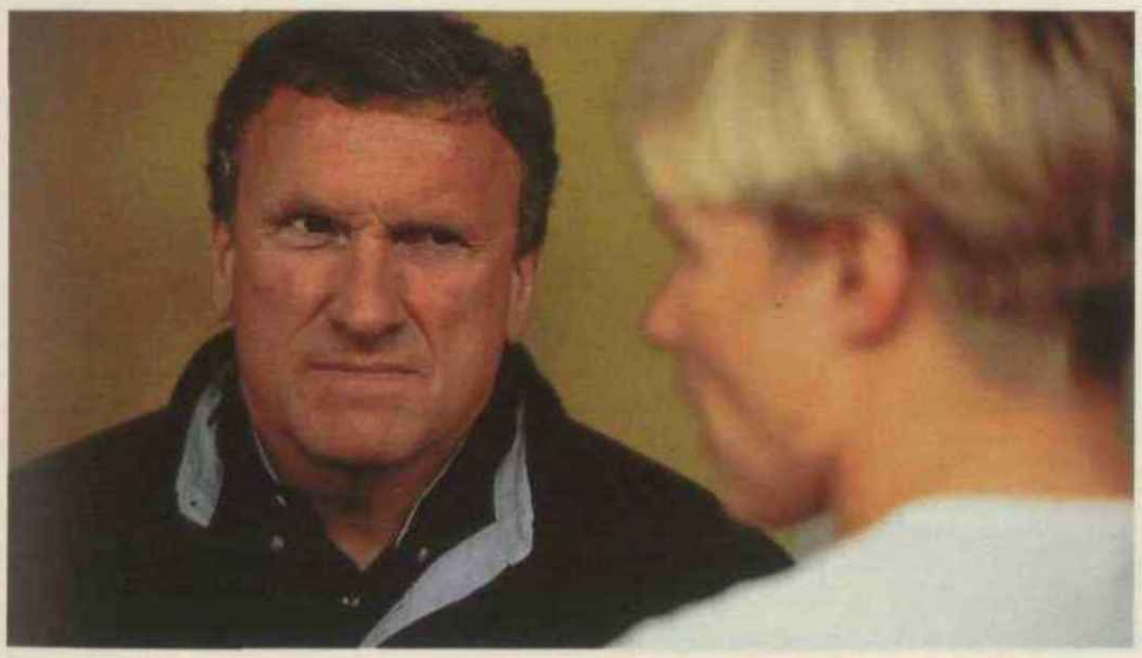


TICKETS: 01243 755055

"Be there - for a magical step back in time"



So near and yet... 1997 Hungarian GP saw Damon Hill lead until the last lap



Renowned motorsport 'fixer' Tom Walkinshaw (left) now fronts TWR Arrows

championship. It was all planned out, budgets, engines, the lot. Ross left before we put it together, but we found a great replacement designer in Alan Jenkins. The choice of engine was a toss-up between taking the Ford HB, which eventually went to Benetton, or the new Porsche V12. I thought Porsche was the answer. My mistake..."

Porsche had been out of F1 since the TAG turbo project folded at the end of '87, and Oliver was delighted to have beaten other contenders to an exclusive deal for 1991. But struggling to keep up in Group C and embarrassed in Indycars, the German marque was evidently going for a hat-trick of flops. I can remember seeing the new engine at a Weissach press conference; it looked for all the world as if Hans Metzger had bolted together a couple of his beloved TAG V6s. As it turned out, that was not far from the truth...

"Ohashi wanted to announce it in Tokyo, and I didn't go to the factory to look at the engine until after we came back. My stomach just dropped like lead. I thought to myself, 'Oh my God, what have I done?'

"When Alan Jenkins and I came back, we decided the situation was not at all good, and we even tried to persuade Hans to start another engine. We wrote to him privately at home – and I've still got a copy – because we didn't want to cause him any trouble at work. We said let's start another engine now. We will start the racing programme off with the V12, but we need a Version B in case it doesn't go as well as we think. I never heard from him. I left it for 10 days, I called him and said, 'Did you get our letter?' He said, 'Yes, and I was really offended you don't trust us.'"

Heavy, unreliable and gutless, the engine was a joke. Michele Alboreto and Alex Caffi rarely qualified, nor did Stefan Johansson, who subbed for the injured Italian in a few mid-season races. A panic switch back to Cosworth power made little difference to performance, as the chassis had been designed around the shape of the bulky German lump.

"Ohashi left me entirely to run it, and it was only when the Porsche thing went wrong he put someone in and started to change things. He went all-Japanese. He wanted to run a Japanese driver – Aguri Suzuki – and Japanese engine, which Honda charged him a fortune for. I didn't object to that. To try to keep things going you've got to replace the failure with something else."

At the end of 1993, Ohashi decided to cut his losses. Oliver did pretty well out of the deal.

"He'd just spent too much money and hadn't had any success. Because it was a failure, he had to do it all on his own; USF&G went away. Then with the economic problems that came in Japan, he wanted out. He wanted to stop completely, but I did a quirky thing in 1994 and leased the company from him, and then in 1995 I bought it back."

It went largely unremarked at the time, but at the start of '94 Arrows had a tidy little package. Gianni Morbidelli qualified sixth in Brazil, Christian Fittipaldi finished fourth at Aida, and then the pair started sixth and seventh at Monaco. Not bad for a Ford V8.

"We'd got our own wind tunnel, and Alan developed the slot principle on the diffuser. It was absolutely fantastic, and we got phenomenal downforce. We had two good drivers in Gianni and Christian, and I did a helluva deal with Cosworth on the price of the customer engines. We just had a fabulously aerodynamically efficient car, and we even embarrassed Ferrari.

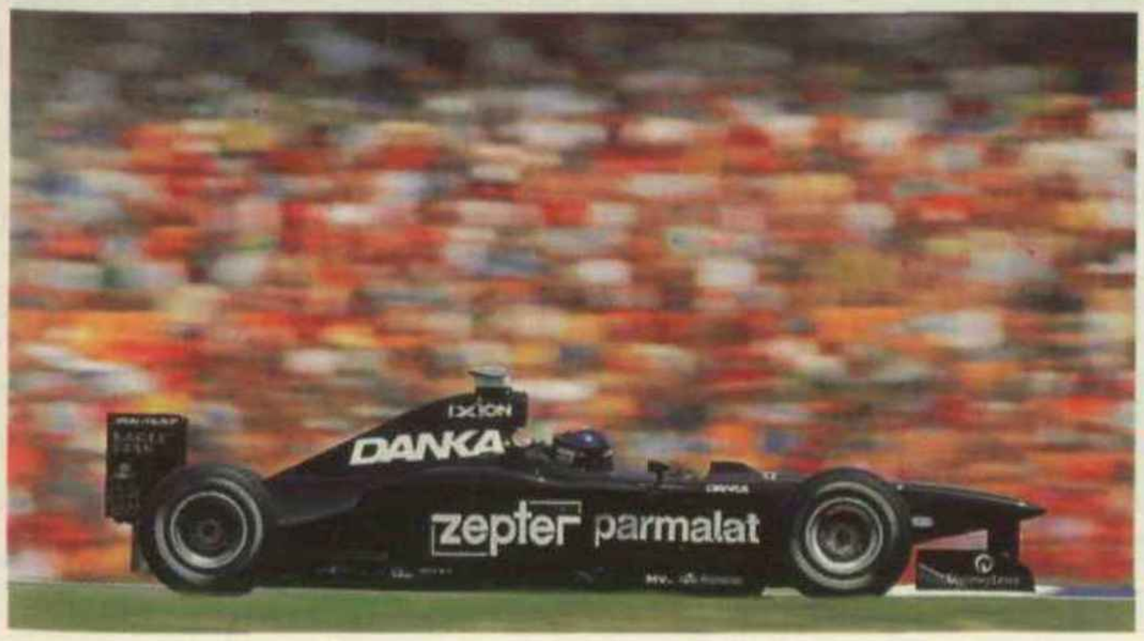
"But yet again, there were the politics. Ayrton died, they felt like they had to do something, and they said let's chop the diffuser off because that's going to bugger up Arrows and save further embarrassment. We went to the back of the grid. All those things just get to you – you've got to be really big and powerful in this business to withstand the manipulation that goes on."

In early 1996 Oliver did a deal with Walkinshaw, who'd been frustrated in his attempt to turn Ligier into a pukka TWR F1 team. "I'd spent too much of my own money. I was buying poverty basically! I was looking for a joint venture. I've still got 49%, Tom's got 40%, and someone else has the balance. Tom's got a five-year programme as chief executive, with full control.

"I'm sure Tom will do it in the end. My objective with the joint venture was to see Arrows win a race. It was clear I'd got to a stage after 19 years that the perception of Oliver at the helm, trying to make Arrows win, was not there. In Tom I've got the right partner. The perception is very strong that he can produce a victory and a championship for the name Arrows. That's what I want to do."

Under Bernie Ecclestone's current financial arrangements, established teams like Arrows enjoy a level of security they never had before. But making that big step is hard as ever.

"I'm sure we'll get there. I started it, but Tom has carried the Arrows name forward. I hope we can finish it together, and that will be an ambition of mine fulfilled, and one that I know is quite close to Tom, as he's succeeded in every other thing in motorsport that you can imagine. I sincerely hope that he achieves it." M



Progress in 1998 has been slow but steady without major works engine deal

COYS HISTORIC FESTIVAL

THIS YEAR'S COYS HISTORIC FESTIVAL WAS THE BEST AND BIGGEST YET STAGED. MARCUS PYE WAS THERE

◆

FIFTY YEARS FELL AWAY AS BARON EMANUEL 'TOULO' DE GRAFFENRIED, Roy Salvadori, Geoff Richardson, Tony Rolt and Bob Ansell took their places on the grid with 19 of the original 26 cars for a reconstruction of the 1948 RAC Grand Prix, Silverstone's inaugural meeting, in a marvellously theatrical centrepiece to last month's BRDC Coys International Historic Festval.

The beaming Swiss Baron, clad in sky blue from head to toe, looked a dozen years younger than 84 as he sat proudly in the same Maserati 4CL he drove to ninth place that October afternoon. He beamed all weekend and gave interviews in his wonderful English. "Silverstone was my magic circuit," he said, recalling his 1949 GP victory in a 4CLT, making him the first to win a race called the British Grand Prix.

De Graffenried, Rolt and Ansell did not drive, but Salvadori gave his old Rowland Motors Maserati its head in the cavalcade. 'Scruffy' Richardson, as he was known, was reunited with Keith Knight's ERA-Riley, as Maserati 4CLTs (sisters to the Scuderia Ambrosiana cars) stormed from the back as they did originally, creating a one-two finish for Luigi Villoresi and Alberto Ascari.

The 13-race programme neatly showcased the circuit's history until the early 1970s, when Le Mans cars did battle in the Martini International Trophy events. Highlight of the opening day was the tenacious Ludovic Lindsay's Pre-'52 triumph over Willie Green's Alfa Romeo 158 in ERA R5B 'Remus,' the grand old car which Peter Bell and John Bolster drove to sixth place in the '48 Grand Prix.

The finest field of prototypes ever assembled as Historics provided Sunday's fireworks. Lola T70 expert Nigel Hulme's immaculate drive was rewarded with victory over Kent Abrahamsson (Chevron B16) and Jeremy Agace (Lola T212), the 2-litre pair locked together in an authentic rerun of the Brian Redman/Jo Bonnier scraps of 1970.

With an Alfa T33, a wailing Matra 670 and a rare Osella-Abarth to the fore, pursued by David Piper's Ferrari P2 and 275LM, Simon Hadfield's Lotus 30 and trains of T70s and Chevron B8s, all that was missing from the dream pack was a Porsche 917 and some Lotus 47s...

A sensational Pre-'65 GT race saw Bizzarinis, a Ferrari 330LMB, Jaguar Es and a Shelby Daytona Cobra embroiled in a thrilling lead battle. The speed and consistency of the Nigel Corner/Barrie Williams pairing in the former's lightweight E proving the deciding factor.

The BRDC 1950s Sportscars were as frenetic as ever, James Shead (Lotus 15) and John Harper (Cooper Monaco) taking a win apiece. Frank Sytner (Lister-Jaguar) and Robert Brooks (Lotus 15) had a couple of dust-ups in their wake, ending in the retirement of both cars.

Sytner had an easier time topping the Pre-'66 Grand Prix field, aboard John Coombs's Cooper T51, while the front-engined Pre-'61 race fell to Tony Merrick's Ferrari Dino, after several rivals hit trouble in the opening leg.

Sight of the weekend though was probably Gary Pearson in full flight with Brandon Wang's Ferrarri 512S. Once he stopped teasing a pair of 512Ms, he walked away with the Shell Ferrari Challenges. The saddest sight, however, was the mangled ends of Carlos Monteverde's Testa Rossa and Bart Rosman's 250SWB after a prang at Club. M



LOTUS 25 OF GEOFF FARMER AND COOPER T51 OF JOHN HARPER



SIMON TAYLOR, 'TOULO' DE GRAFFENRIED AND ROY SALVADORI



PETER HARDMAN FERRARI 330LMB AND ROB WALTON SHELBY COBRA



NICK MASON DRIVING HIS TEAM ASTON MARTIN ULSTER 'LM 21'



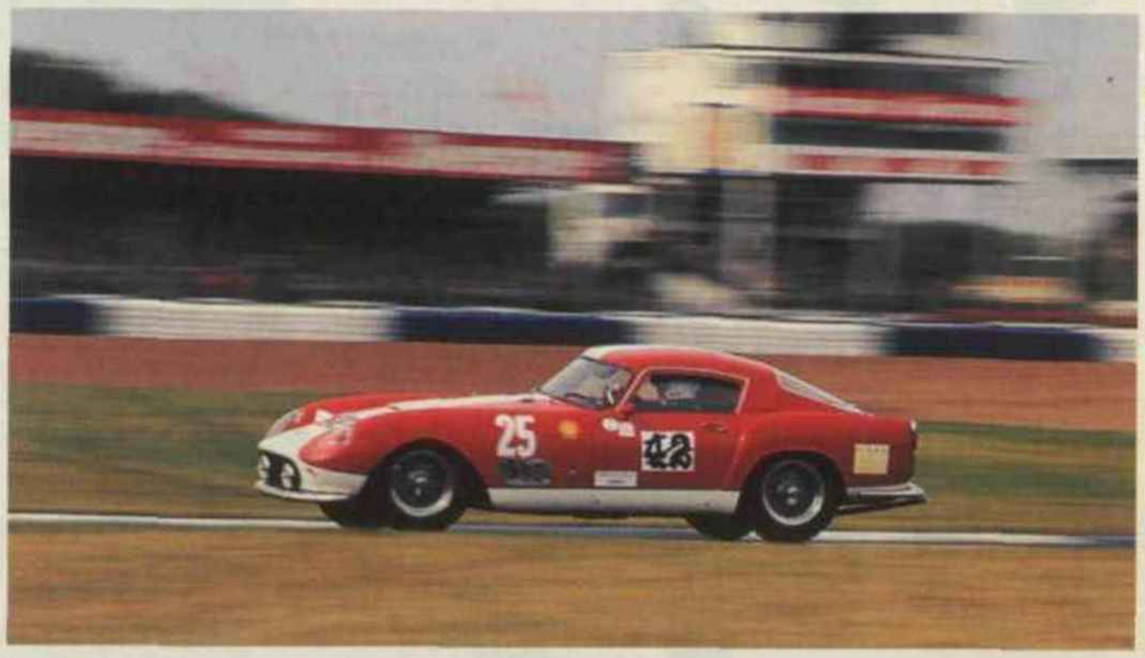
LONDON-MEXICO AUSTIN HEALEY ON SILVERSTONE'S SPECIAL STAGE



A RATHER UNRULY DEPARTURE FOR THE PREWAR SPORTSCAR RACE



FIFTY YEARS ON: RECREATION OF THE 1948 RAC GRAND PRIX GRID



Ben Redgrove

FERRARI 250TDF KEPT BUSY IN GT RACES AND SHELL CHALLENGE



Ben Redgrove

DON SHEAD'S KURTIS 500S AND NICK MASON'S MASERATI BIRDCAGE



Ben Redgrove

LUDOVIC LINDSAY'S ERA 'REMUS' CHASES ALFA 158 OF WILLIE GREEN

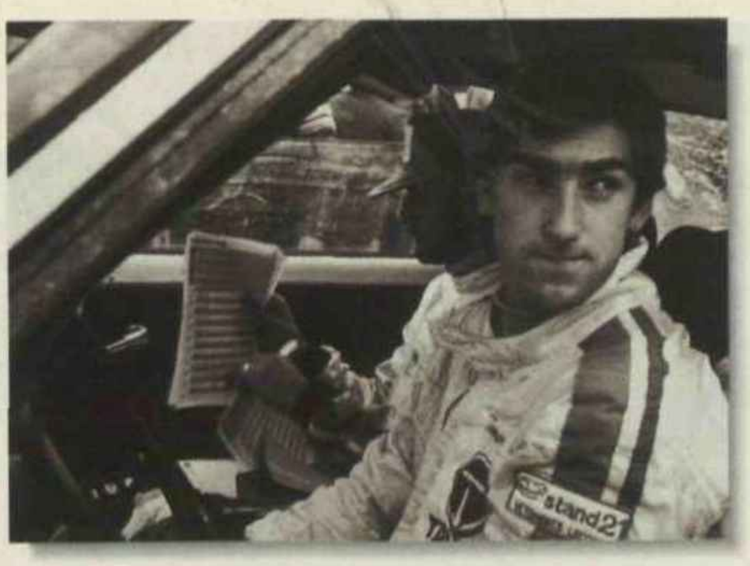


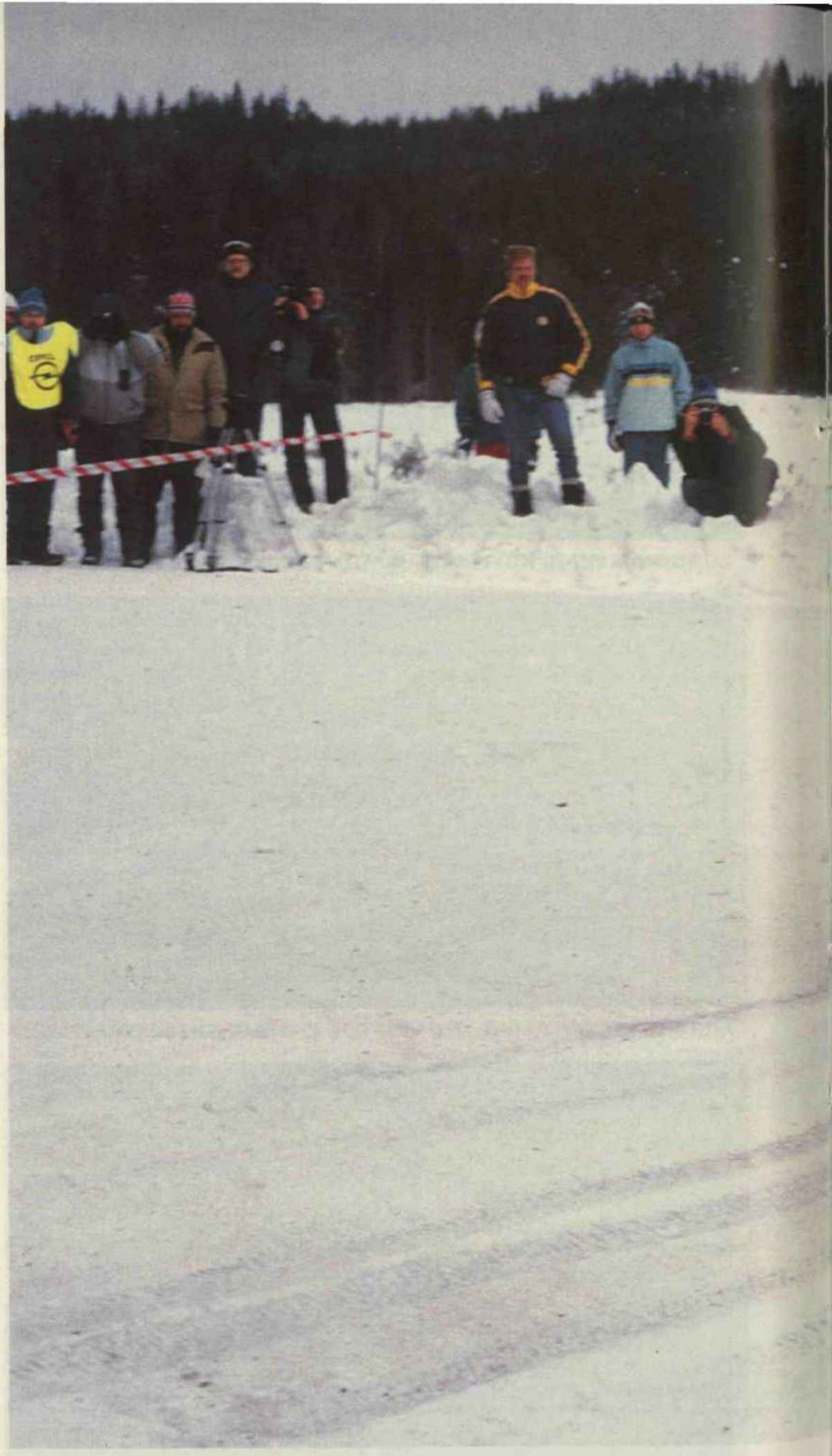
Ben Redgrove

AC COBRA DRIVEN BY ANDREW WILKINSON AND RICHARD ATTWOOD



ED DAVIES FERRARI 512M COMPETING IN SHELL FERRARI CHALLENGE





King ‘B’

HENRI TOIVONEN AND THE GROUP B RALLY CAR WERE DESTINED TO MAKE AND THEN DESTROY EACH OTHER'S LIFE. JOHN DAVENPORT REPORTS

AS THE SONG SAYS ABOUT LOVE AND MARRIAGE, THEY could have been made for one another. Henri Toivonen and the Group B rally cars of the mid-1980s seemed to share the same destiny and, together, produced some of the most fiery displays of driving ever seen on the world rally stage. Sadly, it was that very destiny which was also to take both of them away from us.

It is hard to say when Group B was born. It was towards the end of '79 that manufacturers started talks with FISA about a new set of regulations governing production cars that were raced and rallied. The problem with the old regulations was they had been gradually turned on their head. From being a set of tuning levels to which the competitor could elevate his standard production car, each level had become a separate entrance.

Thus specials like the Lancia Stratos, the Audi Quattro and the Vauxhall Chevette HSR went directly into the highest level, Group 4, and only 400 models had to be produced. Also, the old regulations allowed large freedoms in some areas and none in others, so changes were definitely required.

Manufacturers wanted exciting cars but not have to build very many of them. Arguments broke out, for while nearly all agreed that Group A, the new 'standard' class, needed a minimum limit of 5000 per annum, for Group B there were many opinions. The Germans wanted 2000 units, the French and British 200, and the Italians just 20. Eventually 200 was settled on with just 20 identical cars needed for an 'evolution'. This decision came late in 1981, after the initial rules were published at the end of 1980.

Consequently, not many Group B cars were seen in 1982 where old and new were welcomed equally. For 1983, only the new would be accepted. So a compromise was made for Group 4 cars to be passed into Group B. Thus, in these interim years, the rally scene did not change very quickly with Quattros, Lancia 037s and Opel Manta 400s leading the way.

If the birth date of Group B is hard to discern, there's no difficulty with Henri Toivonen. He was born on August 25th, 1956 in Jyväskylä. His father, Pauli, was on the first rungs of a career that would see him win the 1000 Lakes, the Monte and the European Championship in the '60s. Toivonen Senior's business was importing cars into Finland including Citröen, VW, Porsche and Chrysler. It was Chrysler's little Simca Rally 2 that started Henri's career and his first big event was the 1000 Lakes Rally, just before his 19th birthday.

Henri Toivonen and the Lancia Delta S4: the most spectacular combination in Group B. This is Sweden in '86 which they led until the engine failed

Henri's early career was Finnish based and, once his Simca days were over, he took to rallying a Chrysler Avenger. He finished fifth on the 1977 1000 Lakes and second on the Arctic Rally the next spring. As a result, he got a couple of works drives for Citröen in the Portuguese and the Acropolis Rallies in the unwieldy CX 2400 GTi. In Portugal, he had a Group 1 car and made a spectacular exit, while in Greece he was entrusted with a Group 2 car and ran well until retiring with a fractured fuel pipe. For the 1000 Lakes, he used a Porsche 911, but the engine only lasted 10 stages. To end the year, he finished ninth overall on the RAC Rally with his Avenger.

His career languished in '79 and he only did a few events. On the 1000 Lakes, he had a works Fiat 131 and did fair times considering his lack of competitive driving – he was hardly ever out of the fastest five – before the inevitable accident. But his style, both behind the wheel and away from it, were attracting attention. He retired on the RAC, but when he went home it was with a contract in his pocket to drive the new Sunbeam Lotus.

Cleared for full-scale competition in April 1979, the Sunbeam was almost the last of the Group 4 cars and it was one of few that actually met the production minimum of 400 cars, but was no supercar like the Lancia Stratos, the 037 or the Quattro. It was a straightforward machine with a 2.2-litre engine at the front driving the rear wheels through a live rear axle.

Henri started 1980 by winning the Arctic Rally in a Sunbeam and went on to a mixture of European and British events. He finished the Welsh and Scottish Rallies and this experience contributed to the result with which he finished the year. Aged just 24 years, he won the RAC Rally by over four minutes from Hannu Mikkola's Ford Escort. The Mikkola/Escort combination had won the event for the previous two years.

If Mikkola was disappointed to lose his hat trick, he could afford to be generous to his countryman, for Mikkola knew that, the following year, he would drive the last word in rally technology, the four-wheel drive Audi Quattro. This, too, was a Group 4 car, but its appearance fuelled the other manufacturers' will to build four-wheel drive supercars. And it was Group B that would provide the way.

Henri drove another year with what was now Peugeot-Talbot, increasing his experience in Europe. During '82, Peugeot killed the Sunbeam Lotus programme to make way for their Group B car, ➤



Lancia Rally 037 only had two-wheel drive but allowed Toivonen to establish himself as one of the greats before giving way to the frighteningly quick Delta S4

the Peugeot 205 T16. Thus Henri signed with Opel and drove the Group 4 Ascona 400 and Group B Manta 400. His only outright win for them came on the Manx in 1983.

His co-driver was Fred Gallagher, who recalls that life with Henri could be demanding. On the '82 Circuit of Ireland they hit a wall and Henri broke a bone in his wrist. "He was taken to hospital from a service point, so when it came to leave I checked out on my own and drove to the next stage. Luckily, before we were due to start, Henri appeared. I had to change gear for the next five stages and drive the road sections thereafter."

By now Henri had discovered a love for tarmac and decided he should try proper racing. Through Gallagher, he got in contact with Eddie Jordan and asked if he could drive an F3 car at Thruxton. As a bit of practice, Henri did a Formula Libre race at Silverstone where he finished second behind Will Hoy in a Clubmans car. At Thruxton race, he was ninth, the event being won by one Ayrton Senna. Eddie reckons Henri should have persevered at racing, but he was soon to become too busy with rallies.

During this interim period, when it was known that all kinds of Group B cars were being born, a driver had to weigh up who'd come out with the best and make-do with whatever he had for the time being. While he was still at Opel, there was the hope of a four-wheel drive Astra, but the omens were not good. For 1984, Henri cut a deal with Lancia knowing the S4 was on the way. He had known team boss Cesare Fiorio since 1979 and mutual respect already existed. But he also contracted to drive a Porsche 911 SC for the Rothmans team in the European Championship as there was a good chance the Group B Porsche 959 would arrive before the Lancia.

To start, Henri did not get on well with the low-slung Lancia Rally 037 and terminated both his early outings with accidents. But the outings in the Porsche went much better and, by the middle of the year, he'd won three events and was leading the European Championship.

The Porsche programme was not without problems. His co-driver, Ian Grindrod, recalls that on the Circuit of Ireland they led at Waterford. "Then Henri broke his ankle driving on a local kart track. He had his ankle in plaster and drove the stages, but the gearbox didn't last long and we retired." He was denied the European Championship through another injury, this time to his back, sustained in the Lancia over the jumps of the 1000 Lakes.

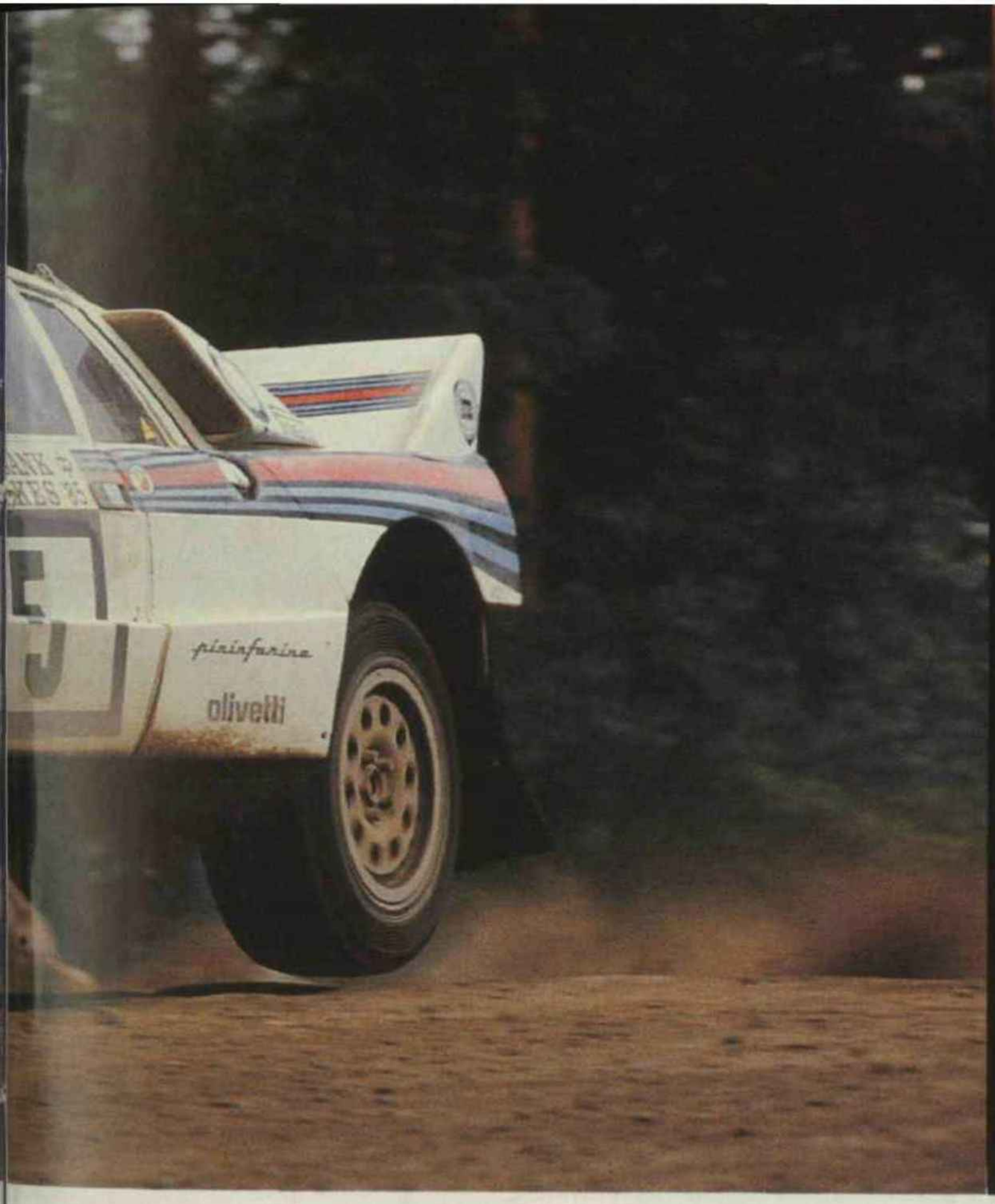
Even so, he finished that event third overall, just behind his Lancia team leader Markku Alen, but eclipsed by the Peugeot 205 T16 of Ari Vatanen. This was the Peugeot's first victory on a World Championship rally and it went on to win the next five rallies that it contested. It was clear a new generation of purpose-built rally cars was on its way.

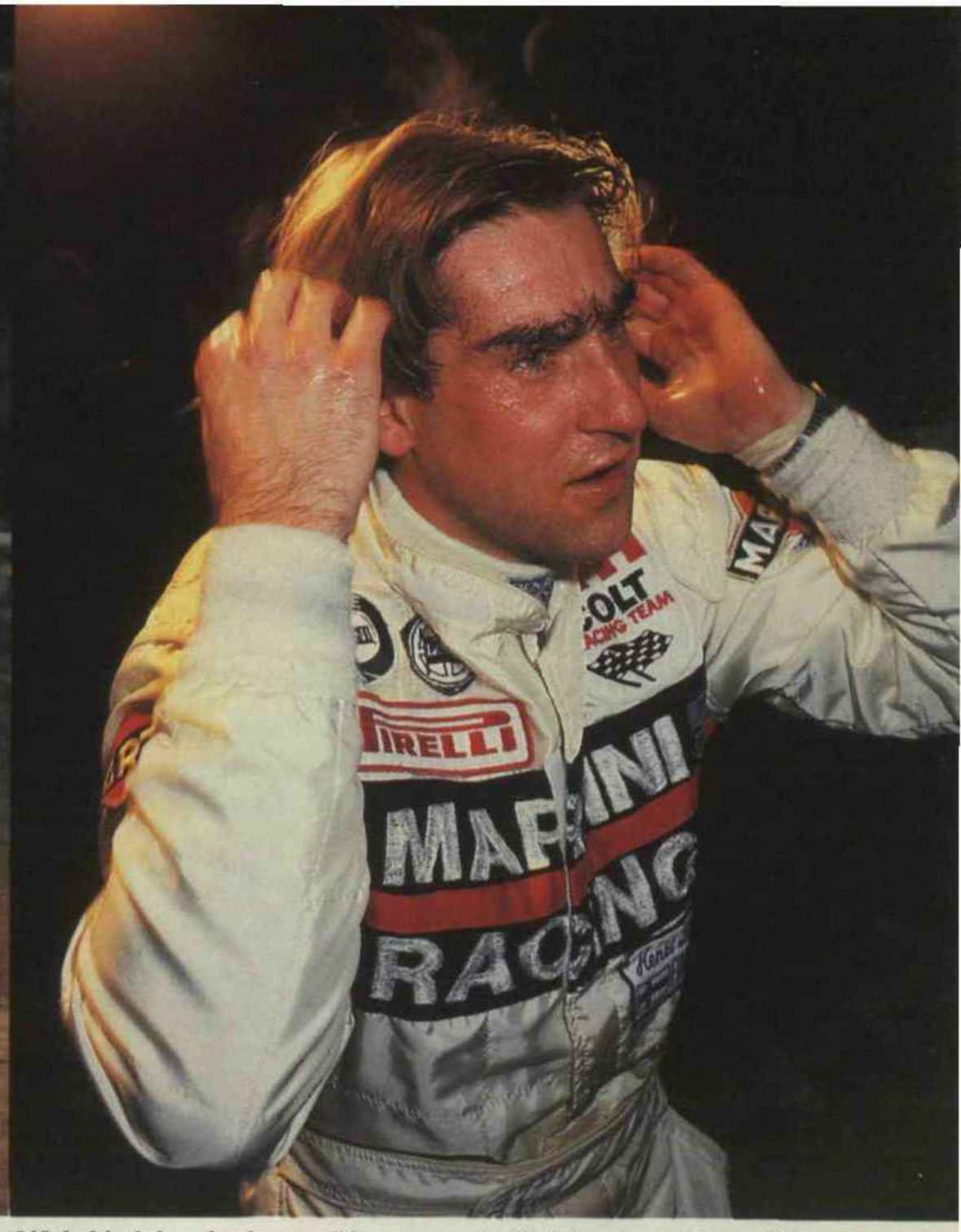
For Henri, the choice for 1985 was simple. Fiorio promised the arrival of the S4 during the season, and Henri's new maturity, on show for all to see at the 1000 Lakes, made him a much more desirable catch. His volatile character seemed to fit the Italian team and produce results that his skill deserved. His drive to sixth in Monte Carlo was a masterpiece against the all-wheel drive Peugeots and Audis that finished ahead of him.

Gradually, as 1985 passed, the Peugeot was joined by other Group B cars – the Audi Sport Quattro, the MG Metro 6R4 and the Delta S4. This four-wheel drive Lancia had everything. To start with, the Italians used all they knew about supercharging from the 037 to equip the engine with a turbo and supercharger, the former to lift performance at high revs, the latter to ensure it lacked nothing low down. From the moment he first drove it, Henri knew that this was going to be *the* car for him.

And he proved it on its debut, the 1985 RAC, which he won outright. But more than the mere result it was the visual appeal of Toivonen's attacking style in the 450bhp S4 that endeared him to the crowds and confirmed what everyone suspected, namely that Group B would increase spectator appeal out of all proportion to anything that had come before.

The '86 season started with great promise for both the commercial future of rallying and the chance for Henri to become the youngest ever World Rally Champion. On the Monte Carlo, there were no fewer than six factory teams running four-wheel drive Group B cars – Peugeot, Audi, Citröen, Mazda, Lancia and Austin Rover. Toivonen won, though not without some typical drama after he chose studded tyres for a dry test and hit a non-competing car on the subsequent road section. At the finish, he was over four minutes clear of his nearest challenger, Timo Salonen's T16.





Life behind the wheel was a life spent on the limit. In the end he paid the price

On the Swedish Rally, Henri was leading when his engine failed, while Alen went on to finish second behind Juha Kankkunen's Peugeot. The circus moved to Portugal and the first signs that the popularity of the spectacular new machines was to bring trouble. On the first stages there were several accidents of which the most serious was that of Joaquim Santos in a Ford RS 200. He lost control and crashed into a group of spectators, killing several of them and injuring many more.

For some reason, the organisers did not stop the stage, resulting in later crews being attacked at the scene for their apparent lack of concern at what had happened. Elsewhere, when the distraught drivers decided to back off, they got things thrown at them for going slowly by spectators who'd not heard of the accident. By the end of the first leg, the drivers were in no mood for compromise. After a bitter session with the organisers who could not give assurances about crowd control on the rest of the rally, they withdrew. Thus 11 factory crews sat it out. Group B cars got the blame.

Audi went so far as to withdraw completely from rallying, a decision confirmed in their eyes as being right when another accident involving a Ford RS 200 occurred on the Hessen Rally in Germany. Racing driver Marc Surer crashed into a tree, his co-driver dying in the ensuing fire.

Lancia went to the Safari with Markku Alen, local drivers and the old 037, while Henri was sent with the S4 to the Costa Smeralda Rally in Sardinia where he won again. The next World Championship rally on the calendar was the Tour of Corsica and here Henri was in a league of his own. After four stages he took the lead, and by the end of the first leg he was a minute and half ahead of Bruno Saby's Peugeot and more than eight minutes in front of his team-mate, Miki Biasion.

The following morning before lunch, he extended his lead to almost three minutes. But he appeared ill and his friends were worried that he had 'flu. He set off from Corte but on the next stage left the road. The S4 fell on its roof and burst into flames, both its occupants losing their lives in the fire. The rally proceeded to the end of the leg where his team-mates, Alen, Biasion and Alex Fiorio, withdrew.

Almost immediately, the President of FISA, Jean-Marie Balestre, called a press conference and announced Group B cars would be banned from the end of the year. Later FISA made restrictions on the length and speeds of special stages – and Peugeot announced it was suing FISA for the costs of cancelling Group B. For those involved, FISA's reaction seemed too great, but the climate of opinion had already been formed by other accidents in 1985. Attilio Bettega had been killed in Corsica in an 037 and Vatanen had nearly lost his life when he rolled his T16 in Argentina.



Henri enjoyed brief run with Eddie Jordan in F3

The sad truth is the Group B concept was correct. Today a manufacturer can have a World Rally Car recognised on the basis of one complete car and nineteen sets of parts. What was wrong with Group B was there were no controls over features on the cars that made them unsafe. No one enquired as to whether they would catch fire or disintegrate on violent impact. And no one questioned the nature of the fuel in their tanks. Today, the FIA takes that aspect of the rally business much more seriously and goes to great lengths to enforce spectator control. The consequence is that, though modern cars are quicker than the Group B monsters, they are safer beasts and, should a driver make a mistake, it is less likely to be fatal for him or for someone else.

Spectator numbers dwindled when Group B died. The sight of a barking, whistling Audi Sport Quattro or a Lancia S4 through a stage accompanied by flames a yard long captured the imagination and brought the crowds. And never more so when someone with that special talent, such as Henri Toivonen, was guiding it. Rallying lost a lot on that day in May 1986. ■


R129 PFC
VOLKSWAGEN Press Office

A salute to the Volkswagen Golf GTi – a benchmark hot hatch with a road and track career that spans three decades

The GTicon

GOLF GTi



Despite record Beetle sales of 1.2 million in 1971, members of Volkswagen's board were looking for a replacement for the legendary 'Peoples' car'. During the previous decade the German giant had made three major attempts to replace the now ageing Beetle (designed by Professor Ferdinand Porsche), with more modern models.

While none were an immediate success, it was the 1973 oil crisis that finally put an end to Beetle sales and the company's future prosperity rested on a new line-up of modern front-drive cars in the form of the Golf, Polo, Passat and Scirocco launched in 1974.

Of these the Golf showed the earliest promise of volume sales and without realising it at the time, Volkswagen had created a new type of classic. However, it was the quick GTi version, developed in complete secrecy and with something of an air of conspiracy during 1973, that caught the imagination of the people who developed it, and the enthusiasts like Niki Lauda who eventually drove it with passion.

In March 1973 VW's publicity director, Anton Konrad, chaired a meeting. Present were development chief Hermann Hablitzel, Hablitzel's deputy Jurgen Adler, Guenther Kuebl from marketing and Alfons Loewenbreg from the experimental division.

They discussed the possibility of producing a sports version of the Golf, having discovered during prototype testing of the 'cooking' version, that the car's chassis could easily cope with a heavily 'snorted on' power unit. Dr Friedrich Goes and Herbert Schuster were also heavily involved in the creation of a sporting version, and among them this little band of engineering talent went to work, mostly during evenings and weekends. And at first without mentioning a word to senior management!

The first prototype was fitted with the Audi GT's 100bhp carburettor engine, lowered and stiffened suspension, anti-roll bars, sports seats and wider wheels and tyres. It was a package that worked extremely well but, with the introduction of the Bosch developed K-Jetronic mechanical fuel-injection system, it worked even better.

Using all his powers of persuasion, Schuster convinced Volkswagen's senior management that the sports version – the GTi – should go into production. This was against the odds; a number of directors considered a



Twenty-five years of automotive history separate the Mark 1 Golf GTi (right) from its latest generation. Both are classics

ADVERTISEMENT



Latest Golf GTi (right) boasts more technology than early models could have dreamed of, but retains basic tennets: superb handling and dazzling performance



Mark II GTi popular with motoring journalists and VW fans alike

Stand the test of time

Few cars reach the icon-like status the MkII Golf GTi has. They were and still are a firm favourite of enthusiasts. The MkIII seems set to follow the trend and with the new range being more complete than ever, the original GTi is alive and well.

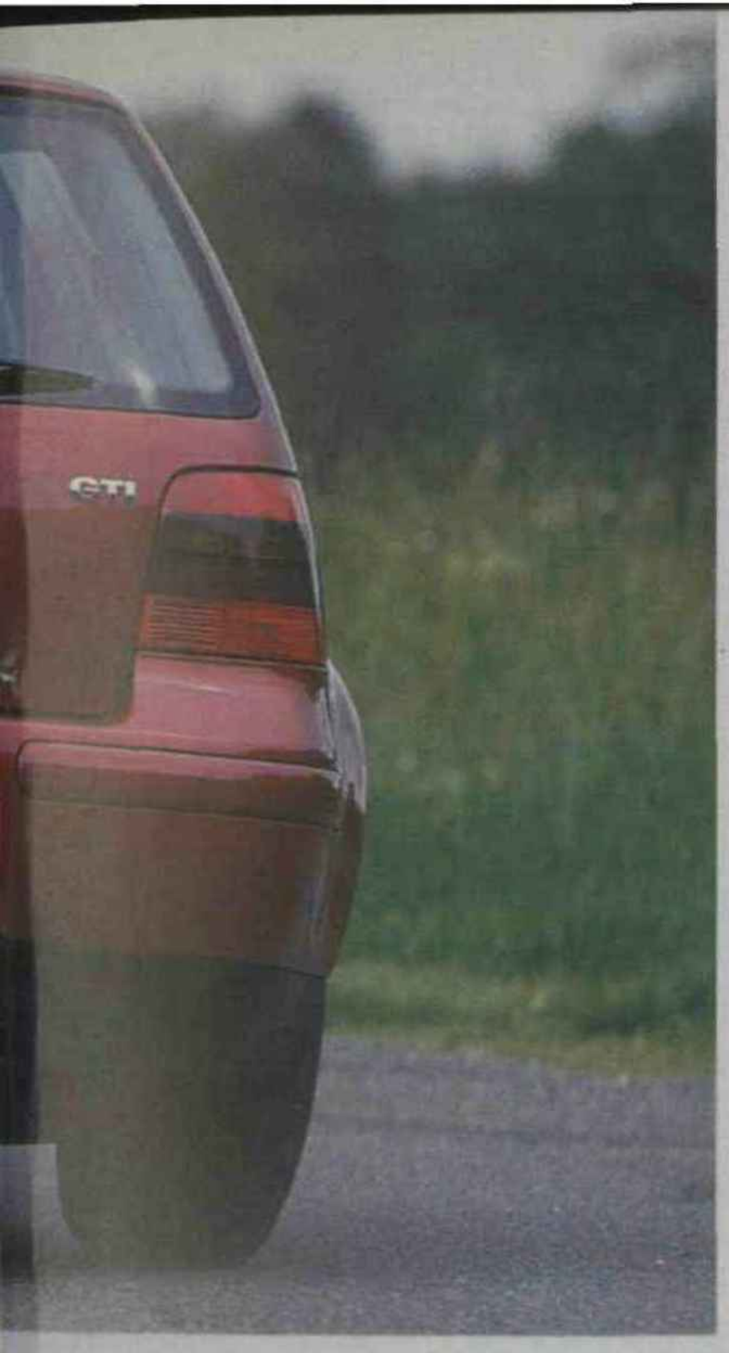
Introduced in 1989, the MkII immediately reclaimed its spot at the top of the hot hatch tree. Strong performance from an eight-valve 1.8-litre engine proved the original formula had lost none of its appeal. Later that year, an even faster version was released, the first ever 16-valve Golf GTi. With classy looking BBS wheels and smoked rear light lenses, it became an instant hit. The fact many motoring journalists bought and still own the cars was proof of the car's mettle.

They've also enjoyed its replacement. Launched in 1992, the MkIII has proved a worthy successor to its predecessor. The recently replaced model represented a subtle shift in thinking within VW. The new car was more refined, better rounded and slightly less raucous



Rallying version of MkII GTi allowed the brilliant Alister McRae to capture the British Rally Championship for Volkswagen in 1997





production run of 5000 units (the minimum required for homologation in Group 1 saloon car racing) to be the limit, and apart from this, the more conservative members were wary of Volkswagen adopting any sort of sporting image.

The company's history suggested that Volkswagen's fortunes lay only in making 'People's cars', and that customers who weren't satisfied with the Beetle's maximum 50bhp, should look towards Stuttgart to fulfill their motoring aspirations.

Despite the understandable caution Schuster won the day and the Golf GTi made its public debut at the 1975 Frankfurt Motor Show. By June 1976 the car was available in dealers' showrooms, a right-hand drive version coming to Britain the following year. Reaction from journalists, who almost immediately coined the phrase 'hot hatchback' to describe the GTi, justified the engineers' faith in the car alone.

Within less than ten years the GTi accounted for one third of all Golf sales, and started a trend that was emulated by a good many other manufacturers including Vauxhall, Peugeot, Rover and Alfa Romeo. Within a very short period the car gained a worldwide cult following. The original 1588cc engine developed 110bhp at 6100rpm, accelerated to 60mph from rest in 9.2sec, and was capable of propelling the car to a maximum speed of 112mph.

In short it was a pocket rocket that doubled as an unfussy shopping trolley with hitherto unknown handling capabilities in a family car. It was also discovered at an early stage that it had the ability to run rings around many traditional sportscars with double the horsepower.

In August 1982 the engine capacity was increased to 1781cc, which pushed power output up to 112bhp, the top speed to 114mph and the 0-60mph sprint down to a whisker above 8sec. A much larger, heavier Mk2 version appeared in 1982, a 139bhp 16-valver a couple of years later and a Mk3, styled broadly along the lines of the original car, debuted in 1991.

Both later versions were developments of the first concept, but the Golf was increasingly up-rated resulting in the silky-engined 2.8-litre 174bhp VR6 flagship. The latter took the concept of the hot hatch to new levels of refinement, power, and comfort, challenged BMW head on and sent rivals in search of new ideas. Despite the mighty VR6, it was the GTi that continued to form the backbone of the enthusiasts' motoring lives, and clubs sprang up on both sides of the Atlantic to cater for them.

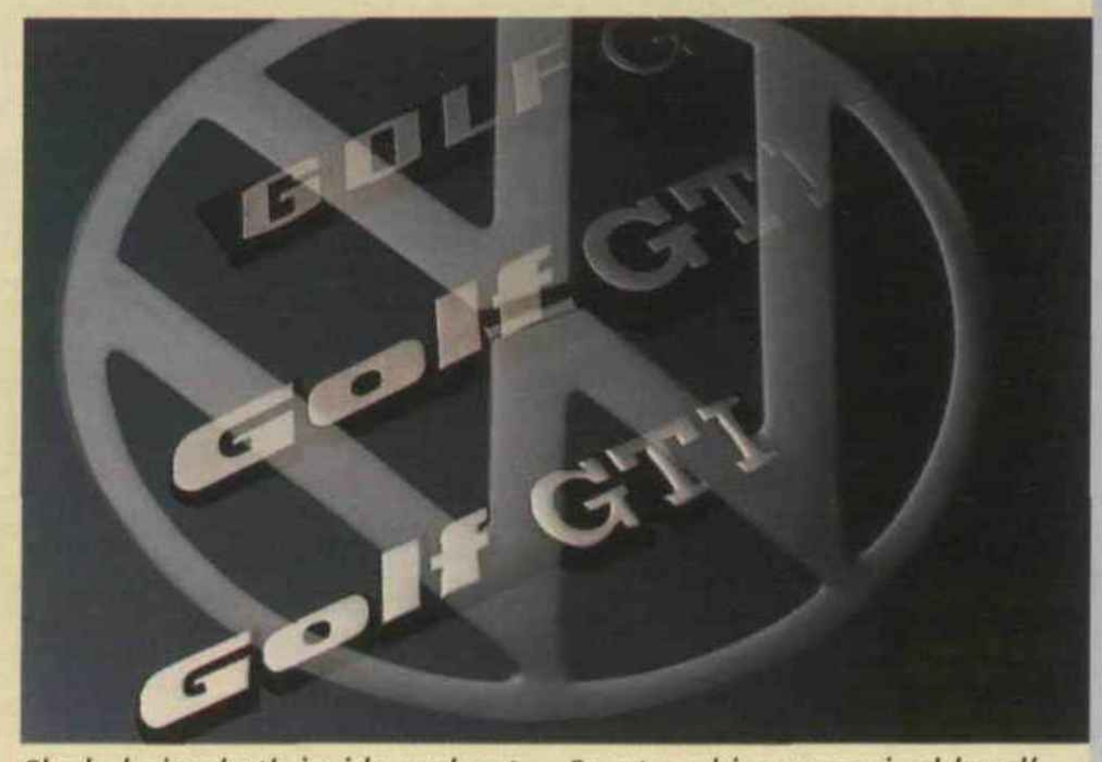
than the MkII. However, it also saw the first 2.0-litre engine slotted into a Golf. A 150bhp 16-valve engine gave GTi buyers more power than ever. Yet there was more to come, with the VR6 model raising power and performance to new heights.

Not only did this car prove a hit on the road but also in rallies, Volkswagen and Alister McRae laying claim to the 1997 British Rally Championship. Not content with a successful petrol-powered rally car, VW also developed a turbodiesel version. Amazingly, it finished fifth overall on the Manx National Rally.

The MkIV rally car replacement is due in September, but the road cars are already on sale. The GTi's capacity has dropped back to 1.8-litres, but with five valves per cylinder and a 150bhp turbocharged version available, power has not. An even more powerful VR6 model is due next year, boasting 204bhp and all-wheel drive. Finally a turbodiesel hot hatch, the GT TDi, completes the broadest GTi range of any manufacturer.



Constant evolution means VW has most extensive range of GTis



Sleek design both inside and out... Sporty cabins recognised by all, but VW and GTi badge will last as icons to the true 'hot hatch'



ADVERTISEMENT

A Game of Golf

With such a completely engineered package, it was almost inevitable from the start of GTi production that it had track potential. The engine and chassis lent themselves well to tuning possibilities, and the car gave the ordinary chap in the street the chance to go motor racing without having to shell out large quantities of cash.

Ironically, perhaps, the first person to take a Mk1 GTi racing was an Englishman, Richard Lloyd, who went on to found a successful tuning business that revolved around the GTi and other Volkswagens. Lloyd bought a secondhand left-hooker – possibly the first GTi to come to these shores – and ran it in the 1977 British Saloon Car Championship taking an exciting victory in the 1300-1600cc class.

For the following season Lloyd and Brian Ricketts (who also runs a successful Volkswagen tuning company), prepared a black Akai-sponsored car, and scored yet another class victory in the championship. It was the same story in 1978 when Lloyd also ran a Group 2-spec GTi in a few rounds of the European Championship, sharing drives with Tom Walkinshaw and motorcycle ace Barry Sheene. This GTi actually provided Sheene with his introduction to four wheels on the track. Incredibly, Alan Minshaw used one of the ex-Lloyd cars to win the 1600cc category in the 1983 British Saloon Car Championship.

It was victories such as these, that demonstrated the Golf's quite extraordinary capabilities, and not only encouraged showroom sales, but launched a number of other hopefuls into the sporting limelight. In the same year that Alan Minshaw cleaned up in the 1600 class, John Llewellyn won the Monroe Championship driving an 8-valve GTi, Vic Lee was overall championship winner in the Monroe contest at the end of the 1987 season, and Roger Jones took the 1989 Uniroyal.

Right up until the end of of the 1980s, GTis were all conquering on British tracks scoring almost countless class victories and outright wins. During the late 1980s and '90s VAG UK, based at Milton Keynes, ran driving courses at various motor racing venues for GTi owners.

Each pupil was assigned to a professional racing driver for the day, people like Welshman Karl Jones who, at that time was racing a Cosworth Sierra in the British Saloon Car Championship. Karl pronounced the standard GTi: "About the best handling family car on the road" and gave breathtaking demonstrations of both his skill, and the GTi's performance, to the clear astonishment of those who were unaware of what could be accomplished in a GTi in the right hands.

The Duckhams-turned-Slick 50 Championship of the 1980s was a most interesting exercise, that successfully attempted to recapture the 1950s-'60s spirit of saloon car racing. Under the rules entrants were compelled to leave their trailers at home, and drive to and from each meeting in their race cars. That Salvador Valiante scored 40 victories in 64 events in his Mk1 GTi spoke volumes not only for the car's performance but its reliability record as well.

In some quarters the Golf and others of its ilk were unkindly dubbed 'Euroboxes'. To some the car's appearance was that of an uninspiring cardboard carton, and lacking in some of the character of the 'classic' era. But this attitude, which was by no means shared by all commentators, was to overlook a few important factors.

Not least of these was the overwhelming and indisputable fact that this fuel-injected Eurobox was quicker around the track than a Lotus Cortina, Mk2 Jaguar, Porsche 356 and Maserati 250F, to mention just a few cars from the 'classic' era. The Golf GTi is also a classic from a classic era that this stunning little car actually created.

During the 1980s the GTi engine was also put to good use in various single-seater F3 chassis with five championship victories to its credit. Drivers who made their names with VW power included such luminaries as Johnny Dumfries, Johnny Herbert and Andy Wallace.

In Germany and North America too, the Golf GTi won time and again in national saloon championships, and so often in virtually standard trim. In modified classes it proved to be unbeatable. And Volkswagen took notice of all these successes in large quantities, marking something of a U-turn in company policy…



The GTi has starred in motorsport from rallycross…



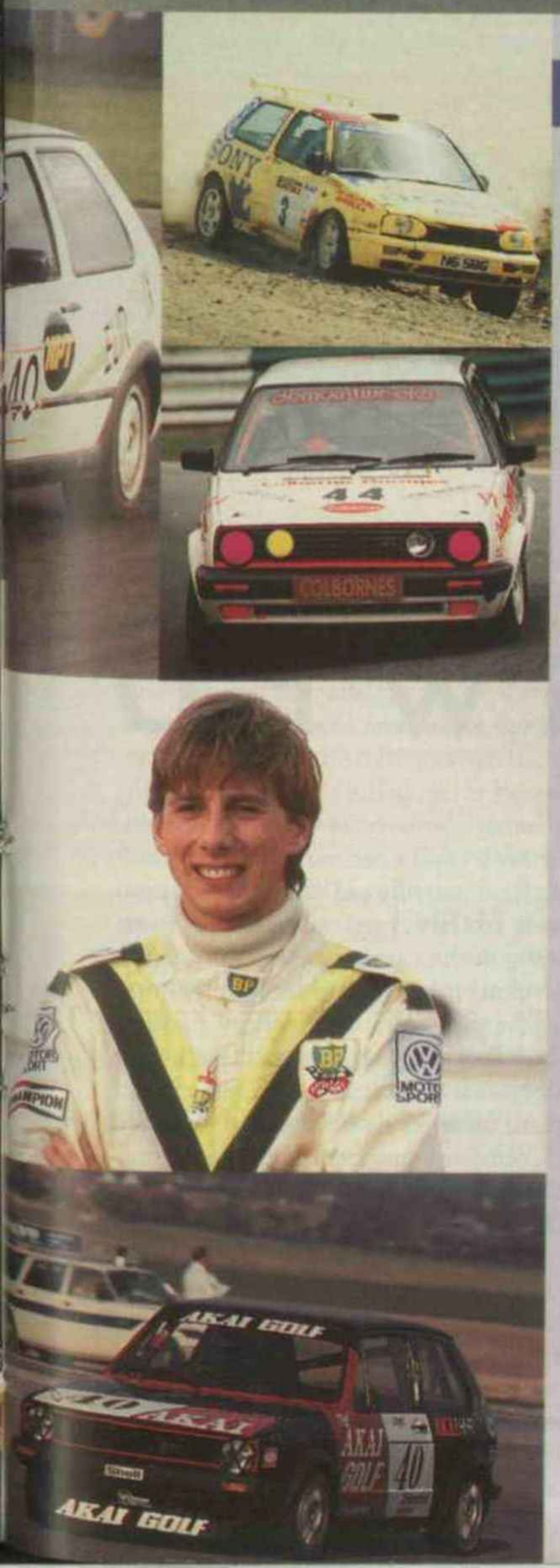
…to rallying. Success has come on every stage



Series such as Slick 50 Road Saloons are the perfect setting for Golfs of all eras. Even the likes of Johnny Herbert and Richard Lloyd in the AKAI Golf (bottom) have excelled with VW power behind them

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Rough Road Works

Throughout the course of German Beetle production between 1945 and 1978, the air-cooled cars were extremely successful in rallying and several other branches of the sport. But always in private hands. There was never an official works team fielded by Wolfsburg. The company was happy to leave competition in the hands of experienced privateers like Paddy Hopkirk, who scored major victories in Northern Ireland, while others took four outright victories on the East African Safari Rally, Bill Bengry twp RAC Championship victories in both 1960 and 1961 and Laurie Manifold decimated the opposition in autocross throughout the 1960s and '70s.

Volkswagen importers Porsche Austria, Scania Vabis and Cooper Motors of Nairobi all in the course of time promoted the Beetle in international events with huge success. But Volkswagen did not become officially involved at that stage – Beetles weren't sportscars.

This attitude changed dramatically with the advent of the GTi. During the late 1970s, top-level rallying had become big business – a far cry from the fun and spirit of adventure that had characterised the sport previously. Works teams were fielded by a large number of manufacturers, as an effective and relatively inexpensive way of advertising their products. For European manufacturers this was also a means of remaining competitive with the Japanese, whose Subarus, Nissans, Hondas, Mitsubishis and Toyotas were becoming increasingly potent forces with which to be reckoned.

As the GTi had been homologated as a special, the car's rally career was a dead certainty. It was ideal in many respects; reliable, rugged and durable, it was everything a Beetle had been and more. But this time the GTi was a Volkswagen that also had real power and, in September 1979 Per Eklund proved it by winning the Baltic Rally.

When Volkswagen set up a motorsport department, the Golf really started going places in rallying, especially with works driver, Kalle Grundell, at the wheel. Scandinavian drivers took naturally to the front-wheel drive machines, their left-footed braking technique working exceptionally well on both tarmac and loose surfaces.

The Swede Kenneth Eriksson clinched two FISA world titles in both 1986 and 1987. Although the car was pitted against much more powerful four-wheel drive specials, this didn't prevent Eriksson scoring a sensational victory on the 1987 Ivory Coast rally. The GTi was also successful in the USA. In 1987 Guy Light scored three victories to give him the title in the SCCA PRO production car class.

The hugely successful and experienced Stig Blomqvist brought the GTi its greatest rallying accolade in 1979, when he placed third on the East African Safari, and again this was against much more powerful opposition. In Britain during the 1980s VAG UK ran a scheme for young hopefuls to contest the British National Championship. Simon Davison won Group A in the 1986 Championship – a valiant effort – but it was of low profile in the best British tradition.

As well as rallying the factory was also involved in a major assault on the annual Pikes Peak mountain climbing event in the USA. This demanding 12-mile course requires raw power and a brave highly skilled driver to reach the top safely. Jochi Kleint, who had several European Championship victories behind him, made three successive attempts at the Peak in the mid-1980s.

For his first attempt Kleint's Golf was fitted with a brace of 1.8-litre engines developing nearly 400bhp – sufficient for third overall out of the box. There was fourth overall with another twin-engined car the following year and even an attempt with an amazing 600bhp Golf!





The strain was beginning to show on a youthful Johnny Herbert's face (left) after he realised just how truly awful his Quest FF2000 really was

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JOHNNY HERBERT 1986 QUEST SF86 FORMULA FORD 2000

WHILE SOME OF HIS FORMULA ONE SEATS HAVE LEFT A BIT TO BE DESIRED, JOHNNY HERBERT TELLS ADAM COOPER ABOUT HIS FF2000 NIGHTMARE

NOW THE LONGEST SERVING DRIVER IN GRAND PRIX racing, Johnny Herbert made his debut in Brazil in March 1989 – some three months before current Sauber team-mate Jean Alesi appeared on the scene. Winner of two Grands Prix for Benetton in 1995, Johnny has established a reputation as a solid, dependable driver who gets the job done. But it's easy to forget that when he first hit the limelight he was regarded as one of the greatest natural talents to come along in years, a young man who seemed destined for World Championship success.

Herbert's early career was mercurial, and it all seemed to come so easy to him. A huge star in karts, he won the Formula Ford Festival in 1985, the British F3 title in 1987, and was a leading light in the 1988 FIA F3000 series until his horrific leg-breaking shunt at Brands Hatch. Despite that massive setback, he was in F1 with Benetton in 1989.

You may have noticed that one year is missing from the above précis of his CV. In 1986 Johnny drove in the British FF2000 series, moving up with same Quest team with which he'd starred in FF1600. Far from repeating the success of the previous year, he struggled through a season which almost sent him tumbling into obscurity...

At the time FF2000 was the crucial 'slicks 'n wings' link between the nursery slopes of FF1600 and the sophistication of F3. Ayrton Senna had contested the British series as recently as 1982, while Damon Hill had made his first, unsteady steps in four-wheeled racing in the category at the end of '83. It was the obvious route for 'golden boy' Johnny to take, and he was joined by fellow FF1600 graduates Mark Blundell and Bertrand Gachot.

The car of choice was the Reynard, which had been dominant for several seasons, and even the crack works Van Diemen and Swift teams struggled to beat the Bicester cars. The Maidstone-based Quest outfit, run by Mike Thompson, had been something of a valiant underdog in FF1600, and neat suspension tweaks had given Johnny the chance to shine. Everyone thought the pattern could be repeated in the quicker 2-litre category. However, Johnny's success had enabled tiny Quest to sell a lot of customer FF1600 cars, and his new FF2000



machine was put together almost as an afterthought.

"I thought it would be a good step," he recalls, "but I didn't know if it was going to be the right one. The car had a two-inch spacer between the engine and the gearbox, and the rest of it was exactly the same as the FF1600. Eventually they made another chassis where the tubing down the side was a bit thicker. Of course it had never been in the wind tunnel... And it was an aerodynamic brick! When I first got the car we had a Ralt F3 wing on the back, and the front may have been off a Ralt as well. We tried a lot of really ugly endplates, but it just didn't have any aerodynamics.

"During testing at Brands Hatch we were three seconds off the pace. I told Mike Thompson and the mechanics to go to Dingle Dell, and I'd go round that corner at a speed that I thought it should be possible to take it in an FF2000. I came charging up, down into third gear, turned in about 20mph faster than I'd ever been before, and I went on the grass, boom, boom, boom from one side of the track to the other. All the wheels were hanging off. The guys were all laying on the bank laughing..."

The team became so desperate that it even tried running a rear wing Johnny brought from home.

"Before I raced FF1600, Sisley Karting had moved in to a new workshop. We went up there, searching around and clearing it up. It had been used by a team called Scorpion, and in the rubbish we found this old rear wing. It was a horrible, mustardy yellow colour. Even at that time it was about 10 years old! I thought I'd take it home and have it on my wall. Anyway, a few years later I bent it back so it was a bit straighter, and we actually tested it on the Quest..."

As the season turned into a classic battle between Blundell and Gachot, Johnny was left trailing, only rarely getting anywhere near the points. He didn't even make the top ten in the British championship.

"I used to race with a guy called Jo Lindstrom, who was in the Argo. The Argo was basically just as bad as the Quest was, so we used to have a lot of good races together! I did win a race at Donington Park once, just, by the skin of my teeth, when I beat Frank Bradley. It was very good, but it was only a local Donington race!"

At the end of the season a tubby, bespectacled Canadian teenager called Paul Tracy came over to drive the works Van Diemen at Brands Hatch.

"I qualified 16th or something, and he was 15th. I was rather annoyed that this Billy Bunter look-alike was in front of me. It was a case of, 'I'm not having this, this guy is not going to last a lap.' I must say it's the only time in my career that I've said that and actually achieved it. Whenever I used to think about it, mainly in karting, I could never do it properly. But I gave him a little nudge and he went off at Clearways. So I beat Paul Tracy..."

Johnny says that despite the lack of results, he wasn't worried about his career going off the rails. "At that time, probably not. I was still enjoying racing, not really thinking about it."

He was saved by a few late-season F3 outings which allowed him to remind everyone of his talent. A chance meeting with Eddie Jordan at a winter prizegiving dinner was the break he needed. "Eddie had thought I was going with somebody else, but I hadn't signed anything, so we struck a deal more or less that night to do F3 with him the following year."

Success in F3 in '87 put Johnny back on track for Grand Prix stardom. In the past 10 years he's had his ups and downs, with the latter coming mostly during the final years of a struggling Lotus team. Were there times at Lotus when he actually looked back fondly on the Quest, perhaps during the difficult active suspension years?

"Actually, the active was the best thing about it, it was just the thing it was bolted to that was bad! The system was really, really good. It had a few glitches, and sometimes you'd have one wheel that was dragging behind like a broken leg on a dog. But I found that car fun..." M

TACKLING MUDDY HILLS BY CAR IS A LONG-STANDING BRITISH TRADITION. BILL BODDY RECALLS THE EXPERTS TRIALS HE RODE ON

THE TRIALS OF WB

WB clings on to Hutchison's Allard as they surge up the fearsome Colly in the 1938 Experts Trial

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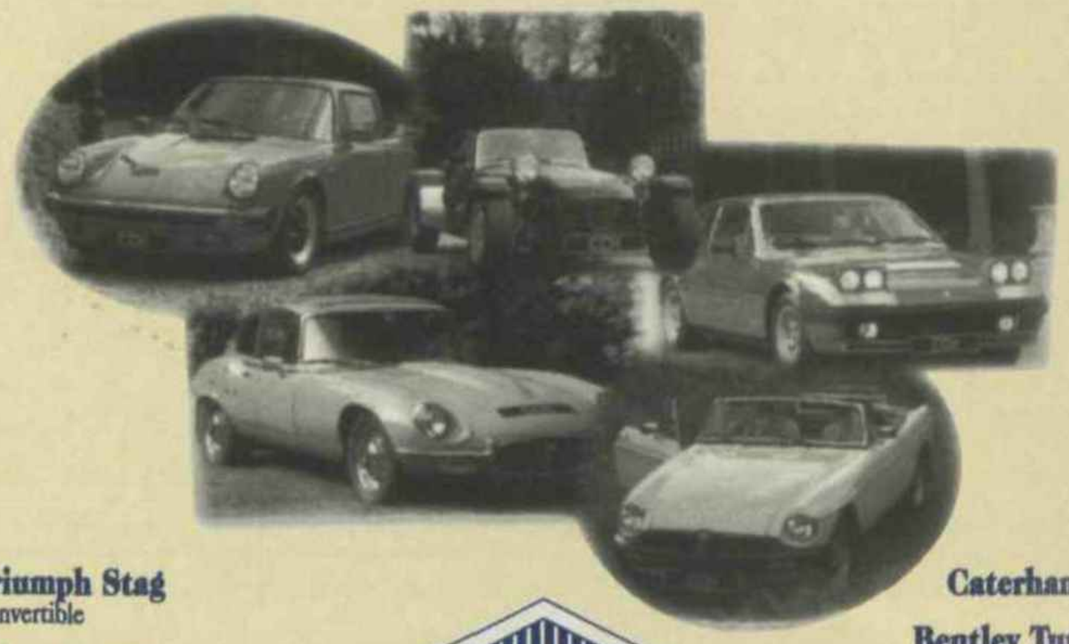
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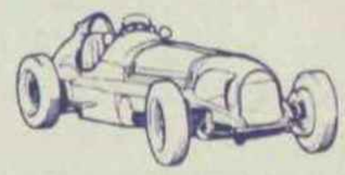
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THE TRIALS OF WB

Motorsport has many facets. Trials represent a different approach from events in which speed is all-important. Particularly before WW2, trials ('mud-storming') were very popular among amateur and professional drivers. Hills of reasonably steep gradient (but not so severe as the freak uphills of 1-in-2 such as Alms Hill, Rosedale Chimney or Rosemere Hill, etc) were the obstacles, with suitably muddy, sometimes rocky, surfaces. These could be tackled by quite ordinary cars but low bottom gears and rearwards weight distribution were a help in achieving good results, such as were found in production MGs from the J2 onwards. Competition-tread rear tyres were almost obligatory, until banned by the RAC in 1938 as carrying too much mud onto adjacent public roads.

In the early 1950s the older-type trials were joined by the RAC Trials Championship, contested by highly specialised devices, often Ford Ten-powered, but with light spaceframes, engines set far back, 'fiddle brakes' and other aids to adhesion on extremely slippery uphill going, whereas more ordinary trials continued to attract less specialised cars. As 'championship' specials were somewhat less than road-legal, the events were usually in one location. Great fun for some, but the other trials, for both competitors and spectators, had the appeal of excursions through the remoter parts of the British countryside. It was a healthy sport, adopted by legions of regional clubs, with the MCC adding its long-distance fixtures, as it continues to do.

Austin, Singer, Fiat, Allard and others put up works and semi-works teams, and the MG Car Company for one supplied tuning kits free or at reduced cost to successful private entrants. A peak of this happy sport was perhaps reached when in 1933 the Mid-Surrey AC held its invitation 'Experts Trial'. So popular were trials that the JCC and the WASA girls held trials on the same October day, using some of the same hills, which resulted in a rocket from Authority.

The Experts Trial was repeated in 1934, as a true experts' event, as competitors had to have gained at least nine First Class Awards or six Second and six Thirds in previous selected trials. All credit to Alf Langley (Singer 9), who alone cleaned Cloutsham with its boulders, rock outcrops and 1-in-4 S-bend and was the only driver to lose no marks. For 1935 the Mid Surrey Club banned such aids to adhesion as locked differentials, superchargers and even 'knobbly' tyres, long before the RAC ban on the latter.

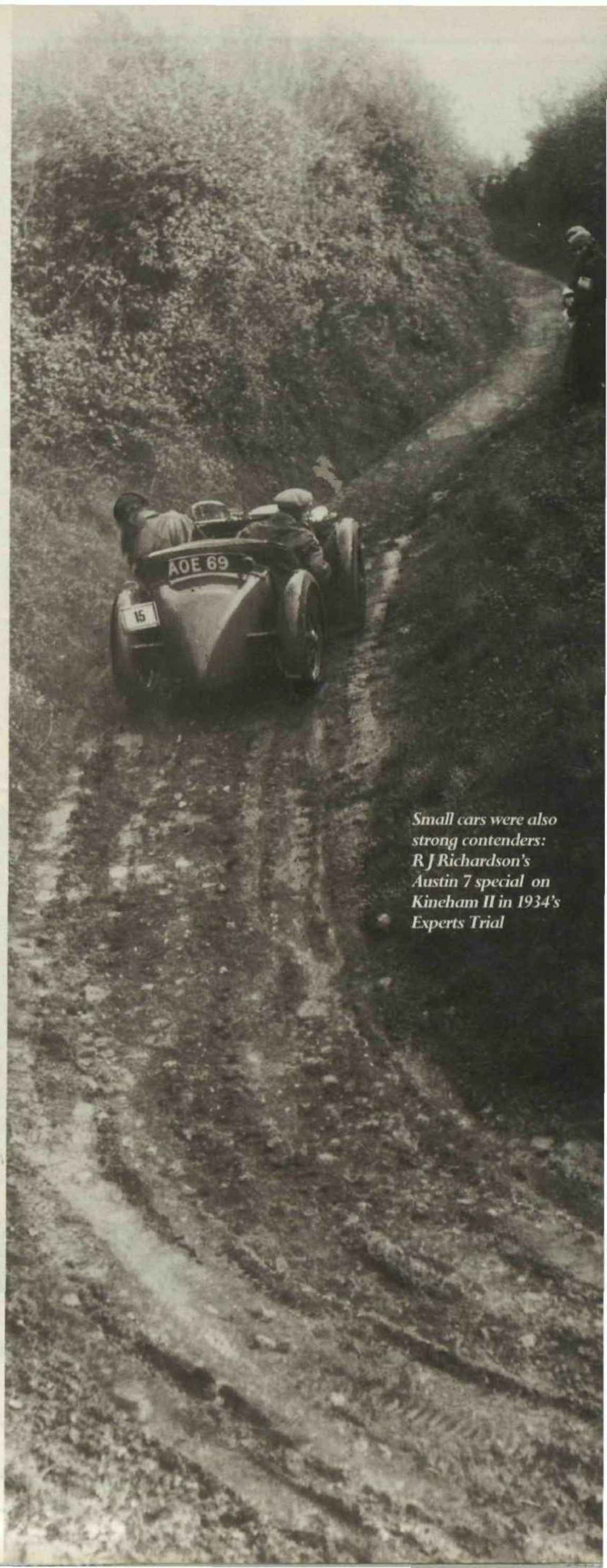
Traditionally, the start was in Dunster and the route around Exmoor; the hills were Slade Lane, Howetown, Edbrooke, the long, steep wooded Widlake, and Yealscombe, plus two driving-tests, to finish at Exford. Again, only one driver 'cleaned' the lot, H G Symmonds (FN-BMW). The top drivers like Toulmin, Bastock, Macdermid (MGs), Fitt (Ford V8), and HJ Aldington (FN-BMW) were there, Doreen Evans (MG) and Miss Goodman (Singer) were beaten for the Ladies' Prize by Mrs Moss, Stirling's ma (Singer), and Powys-Lybbe and Elgood made the stones fly with their vintage cars, an Alvis and a 3-litre Bentley.

The 1936 route was much as before, but Cowcastle was by-passed after Miss Watson's FN-BMW had almost sunk without trace in the river leading to it and had to be towed out by two competing MGs roped in tandem. Mid-Surrey had reversed its rules, and now not only were trials tyres, blowers and locked differentials allowed, but so were non-skid chains. Picked Stones near Simonsbath was the worst hill but Ken Crawford cleaned it and won outright with one of the new 'Cream Cracker' s/c T-type MGs.

For 1937 this rough, tough event included a new hill: Colly, near Luxborough, featuring a deep ditch rising between banks and tunnelled by overhanging trees, so much mud, and a steep right-angle bend, continuing upwards over ruts and rocks that formed a flight of steps. It was the period when big cars like the Allards and Ford V8 Specials were a challenge to the MGs, Singers and other small cars.

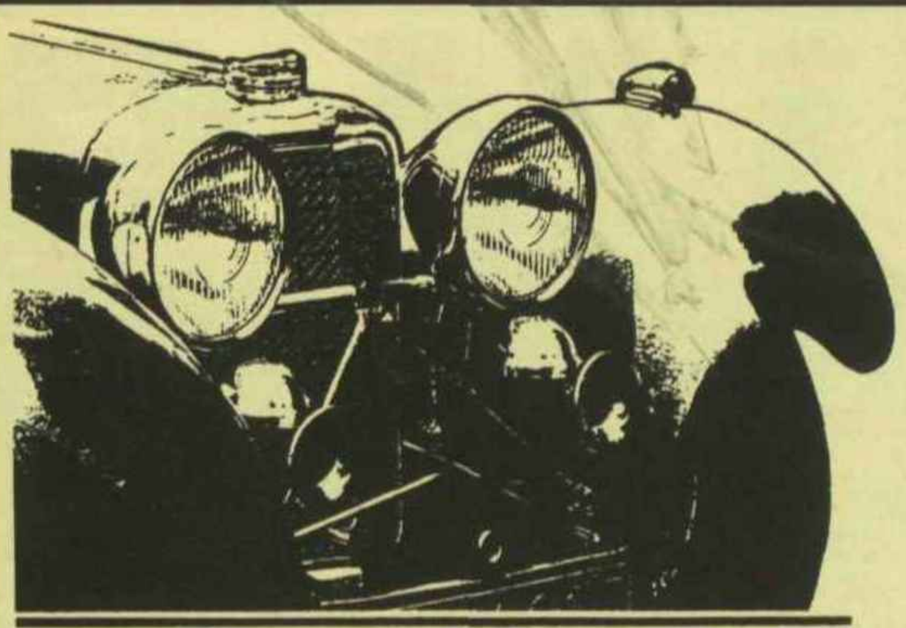
Sydney Allard was running his V8 Allard CLK 5 with independent front suspension, and Ken Hutchison his V8 Allard. Disaster struck when Sydney Allard was going fast up Colly. The vee-bottomed ditch made car control problematical and the Allard overturned, pinning driver and his wife beneath it. They were not too badly hurt, but the car's removal was a problem - and moreover it had been sold beforehand to Guy Warburton and had been borrowed for the trial!

I was invited to ride in the 1938 Experts with Hutchison in his Allard, a fearsome brute ripe for the job, even before it was given a V12 Lincoln engine. This was a signal honour. ➤



Small cars were also strong contenders: R J Richardson's Austin 7 special on Kineham II in 1934's Experts Trial

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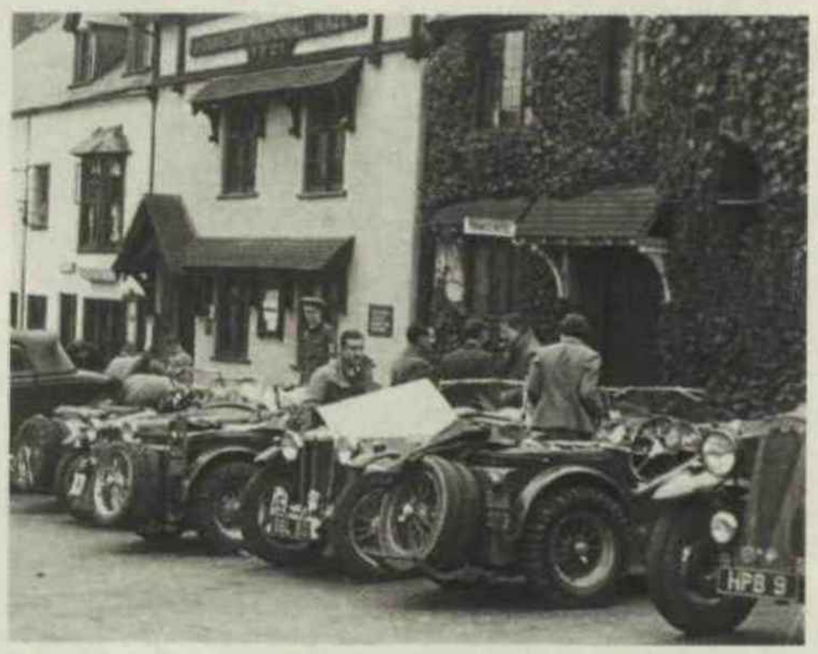
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"You aren't going to wear that, are you?" WB resplendent in his hastily-bought Woolworths scarf, standing by the Allard 'Tailwaggers' before the 1938 event

Ferret Fotographics

'Hutch' had been a well-known competition driver of Frazer Nash and GP Bugatti cars and was a keen and capable mud-stormer with his Allards. He also raced a 2.9 monoposto Alfa Romeo after the war. A wealthy man who lived in a country house once occupied by Sir Malcolm Campbell, he had married Kitty Brunell, the daughter of the photographer, who had taken part in Monte Carlo Rallies.



Dunster was regular assembly point for 'Experts'

I had done trials before, with Leslie Ballamy and others in supercharged Ford V8s and LMB Ford 10, in the MCC classics with Mr HE Richards, who lived with his sister and a friendly Airedale near Coulsdon and drove in trials as an alternative to golf, with an MG Magnette, and a blown P-type MG. But to go with 'Hutch' in FGF 290 on the Experts was something else!

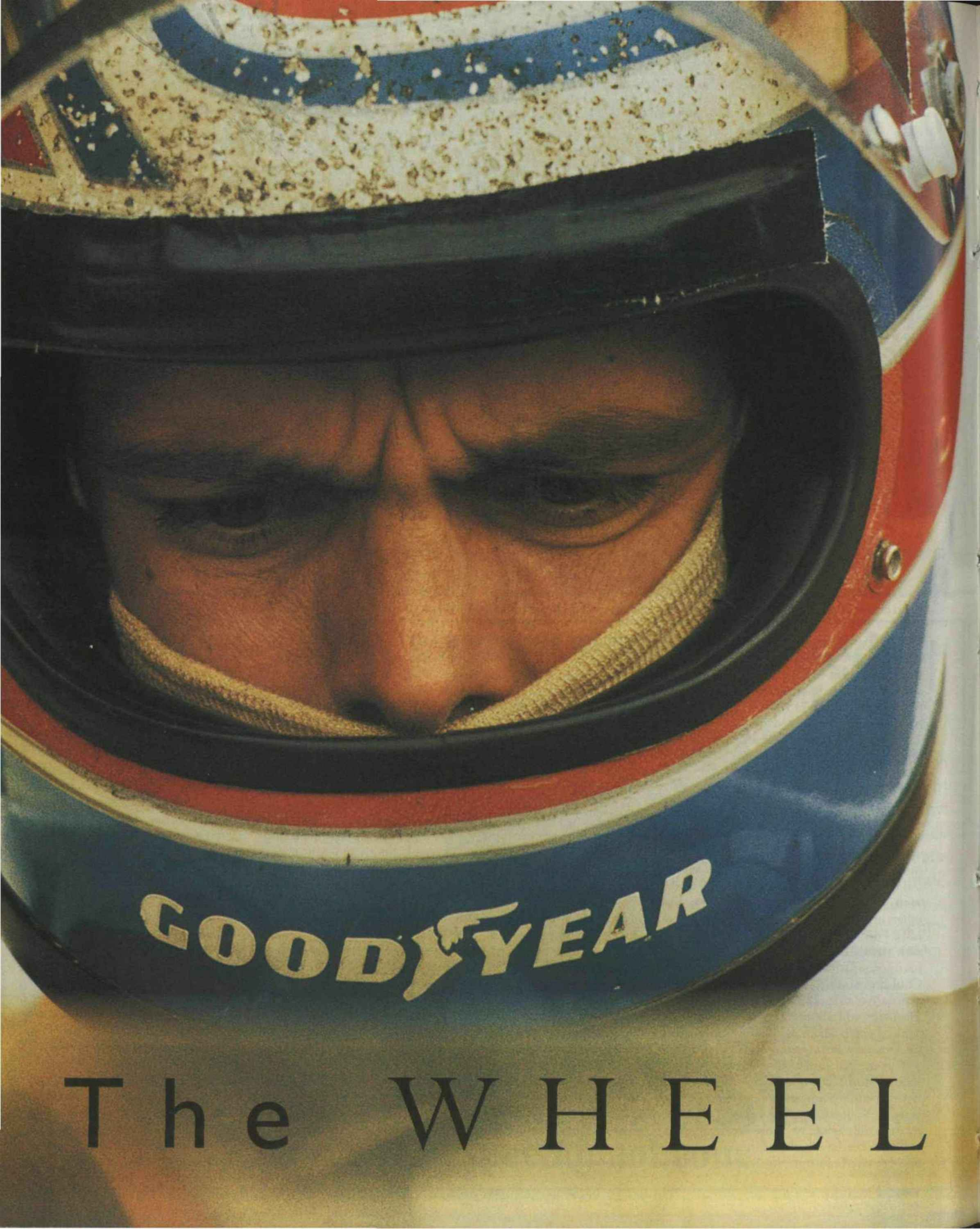
I went to lunch at Hutch's Wimbledon Common flat (I still remember the Siamese cats and the wonderful chocolate pudding served by the maid) before we drove down to Dunster in the Allard, Kitty having left the day before in the Railton saloon. The trials car weighed only 17½cwt and had its high-compression engine set well back in the lightened chassis, which carried a two-seater aluminium Whittingham & Mitchell body with pointed tail. I had been warned that it had no hood and no passenger screen, and deciding that I might need a scarf to supplement flying helmet and leather coat, I bought the only one I could find in a hurry in a local Woolworths, of orange and brown stripes. On seeing it Hutch said "You aren't going to wear that, are you?"

We were soon cruising at an easy 70mph towards Minehead when a broken mudguard stay shorted the lamps. We swung into a small wayside garage. "We are just shutting," said the owner. "I need my lamps fixed," replied Hutch. Soon we were on our way, re-lit; he expected to get what he wanted! The last rays of the sun were setting over the darkening countryside. After an evening in the company of the other Allard crews, playing table tennis and consuming sherry, we set off the next morning for Dunster. It was all very satisfactory except for the thought of Sydney's 1937 accident, the hill now disguised as Ditch Lane!

In fact this fearsome section was skilfully negotiated by Hutchison, although by then my hands were blistered from hanging on to the route-card, his goggles-case and keeping my seat, for the ride was anything but smooth. The Allard, competition tyres all round, broke the wing-stay again and liked to boil, but its driver mastered both special tests and got up the dreaded Kersham with much wheelspin. The rest of the sections were no real bother until we stopped, momentarily, on Wildlake; Stokemill was more of a test than Ditch Lane, long, with deep mould for a surface, but 'Hutch' coped splendidly. Results worked out, it was the s/c A7 of Alf Langley that showed up the big cars, winning outright from Lawson's HRG. Sydney led the Allard brigade.

Having to return to London that night, Tom Lush had brought down my vintage A7 Mulliner coupé in which three of us rode home, his ploy of using its wiper tubing to blow into the tank when the petrol was down to near-nothing fortunately working over Exmoor in the dark. All of which recalls the intense satisfaction of watching these mud-trials, seeing all the runners pass, then planning how best to by-pass the next section or two, so as to see them all again.

I can still recall the smell of warm mud on hot exhaust pipes, and burning rubber smoke from spinning tyres. I hope it is as much fun now at those trials which remain, as it was when we went to see how the private owners would fare against the MG 'Cream Crackers' (named after the biscuits), the MG 'Three Musketeers' team, the *Candidi Provocatore* Singers, the A7 'Grasshoppers', and the Allard 'Tailwaggers'. The war, of course, washed out the 1939 Experts Trial. M



The WHEEL

HEIR TO A MULTI-MILLION DOLLAR FORTUNE, A GENIUS DRIVER AND MARRIED TO MISS WORLD, PETER REVSON SEEMED TO HAVE IT ALL. BUT REALITY, SAYS MARK HUGHES, WAS NOT SO SIMPLE

# of FORTUNE

He was the Grand Prix driver straight from the Hollywood A-list. An offspring of one of modern America's icon dynasties, this handsome, debonair sophisticate would kiss goodbye to any one of a number of beautiful women, climb into his race car and win Grands Prix before jetting off to a society gathering or maybe to a California beach house.

At least that's how Peter Revson was perceived at the height of his fame in the early 1970s; resplendent in trademarked "Peter Revson" shades with the drilled metal arms, Marji Wallace – officially then the world's most beautiful woman – looking on adoringly, Revson existed in an impossibly exotic, glossy, high-style world, living out the fantasies of a million men. It was an image that went way beyond Grand Prix racing and into society pages which bestowed upon him such crude titles as 'the world's sexiest athlete' or 'most eligible bachelor'.

But if it all sounds more Jackie Collins than Jackie Stewart, it was just a veneer behind which lay a driver of very real talent, a man of grit, fire and commitment who struggled a long time for recognition. Despite appearances, this man was no dilettante; according to those who knew him well, he was one of the most resilient, fiercely determined individuals ever to lower himself into a racing car.

The qualities were those bred into him by Martin Revson – one of the two founding brothers of the Revlon Cosmetics corporation – the very qualities which Peter then used to rail against that environment. Motorsport was his obsessive bid to establish himself independently of that family, a bid that naturally received zero support from within. It's a story of a million complexities and subtleties, tensions and fissures and which is told beautifully in arguably the finest motor racing biography of all time, Leon Mandel's *Speed with Style*.

Mandel, who came from the same New York school as Revson, spent the entire 1973 season with him and was almost certainly the only journalist who got beneath the surface of his personality. Today he tells of the uneasy relationship between the family and the man: "The centre of his ambitions was the achievement of success independent from his family. He looked upon money as an index of that success and the achievement in the car was an equal measure of a very different kind, but one that couldn't be compared to or diminished by anything the family represented."

So was Revson in some way looking to impress a father he secretly admired? "I can only answer that by negative inference," says Mandel. "They were not close. The relationship between all the male Revsons was distant, flinty and demanding. It's very hard to search through all the little filaments that made up the cable of that relationship and say, 'Yes, on balance he admired him'. I think that he really wanted his respect; more than that, he demanded his respect, and he also wanted the respect of his uncle Charlie."

It came, eventually. But only after over a decade of struggle for Revson. It wasn't hard, though, to set off on this path – his family allowance was enough to get him started in a modest way, with a Morgan in local sportscar racing, and the cashing in of bonds that were supposed to pay for his college education helped keep him going. From sportscars he moved onto Formula Junior through a partnership with two high-flying New York brothers, Teddy and Timmy Mayer. A schoolfriend of Revson's, Teddy Mayer is an on-off but intrinsic part of his story, weaving through it, linking its early years to its ultimate high points.

Yet it's a relationship – an often stormy one – that showed Revson's intense drive for independence extended even beyond his family, for he clearly felt uncomfortable with his perceived dependence on Mayer for the advancement of his career. So much so that he was to leave him. Twice.

Teddy, a lawyer by profession, ran his brother, the highly gifted Timmy – who was later to die in a Tasman series accident – in the Formula Junior team alongside Revson. "At that stage," remembers Mayer today, "Peter really wasn't anything special as a driver. My brother beat him most of the time."

Teddy and Revson were intensely competitive with each other right from the start. Tyler Alexander, who was later to become a core member of McLaren Racing along with Mayer, remembers, "Even then, Teddy could wind him up. There was one meeting where it was raining, Teddy had said something disparaging and Peter just exploded, 'How the hell do you *know* I'm not fast in the rain, I've never *driven* in the rain before!' He then fell off when he was leading."

Revson's horizons extended beyond racing in the States and, also keen to be independent of Mayer now that he had a level of single-seater experience, he cashed in his remaining bonds and set off for the UK. He arrived at the Cooper factory and built the F3 car he'd bought. He also purchased a decrepit old Ford Thames van from Jack Brabham into which he installed the car and set off for mainland Europe, with the aim of living off the prize money, something that was just about feasible then so long as you lived in the van or a tent.

So that is how Peter Revson, the apparent heir to multiple millions, spent the 1963 season. On the track, he was frequently impressive, occasionally winning against a quality field of up and comers that included Jochen Rindt and Denny Hulme. He'd rented workshop space from Reg Parnell who had kept an eye on his progress and was sufficiently impressed to offer Revson a place on his planned '64 Formula One team, alongside fellow new boys Chris Amon and Mike Hailwood, all paid for and with a share of prize money.

Revson was elated. He'd arrived, or so it seemed. At the end of '63 he made his first F1 appearance, finishing seventh in a non-championship race at Oulton Park in Parnell's Lotus. Parnell had also arranged a flat in Kingston for the three drivers, and so began the legend of the Ditton Road Flyers. Parnell's son Tim still recalls the flak that the resulting high-jinks caused. "They terrorised that neighbourhood with their antics. The police were always ringing me up saying your drivers are causing all kinds of problems – noise and parties. They asked if I would have a quiet word because they'd been called out so many times but just ended up each time having a drink with them." ➤➤

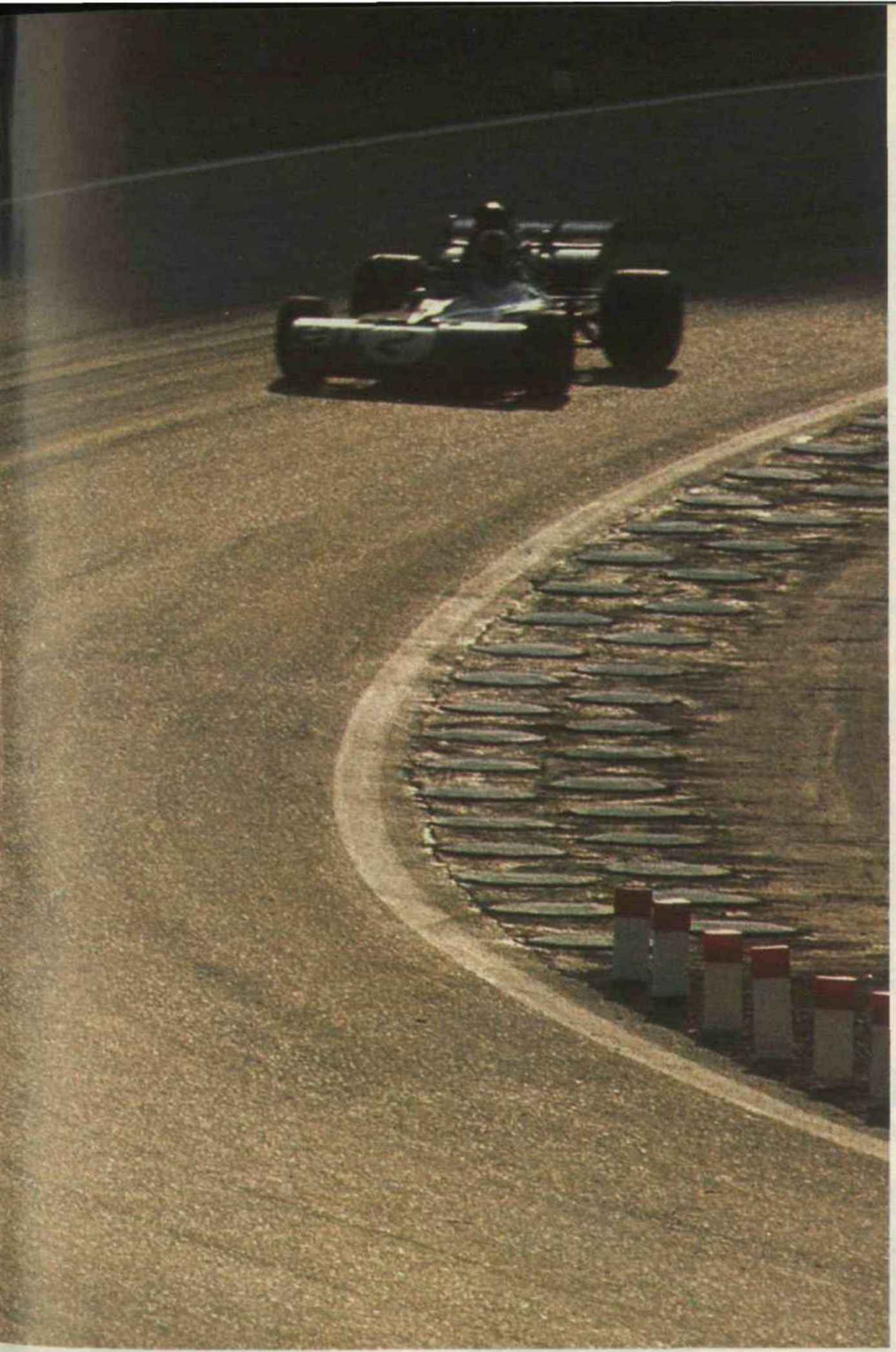
Austrian GP 1972: Revson pedals his McLaren M19C hard around the Osterreichring pursued by the Tyrrell 002 of François Cevert

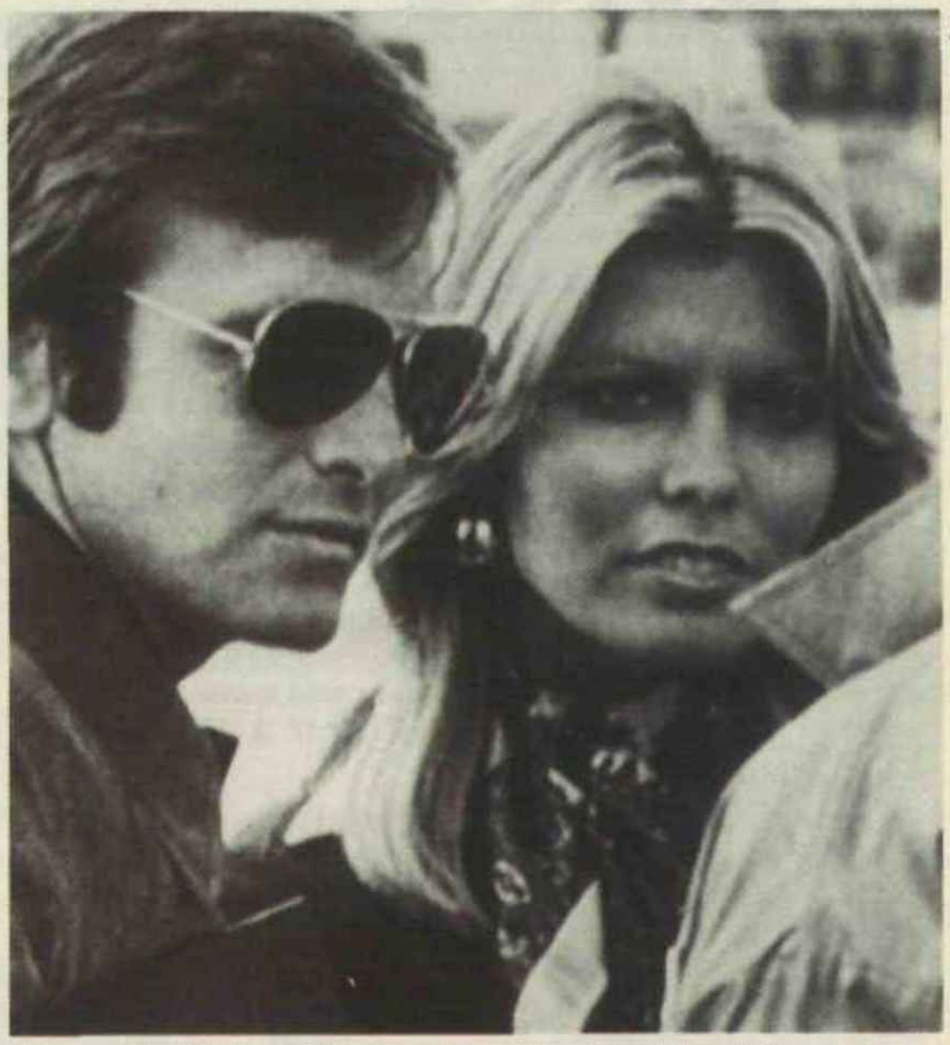
Today Amon downplays the time with a laugh: "A lot of those stories have been embellished by history. There was often something going on there, but it would invariably be on the Sunday night after a race. We were all actually quite serious really. Peter was very much a part of the antics but only as much as he wanted to be. Even though he had a keen interest in enjoying life, he was actually a very serious minded individual and he certainly didn't allow those things to get in the way of his racing. We talked about his family and I got the impression that it wasn't a particularly happy environment for him. He had a real determination to succeed because he didn't want to be seen simply as someone with the proverbial silver spoon in their mouth."

The racing prospects had sadly taken a downward turn before the season even began, with the sudden death of the paternal Reg Parnell. Tim took over. "But I was very much thrown in at the deep end and the team ran on much less money than had originally been planned." The cars were uncompetitive and Revson was barely noticed. He fared considerably better in a parallel programme with Ron Harris Racing, the unofficial works Lotus entrant in F2, Revson deputising whenever Jim Clark couldn't make it. The team also took in the Monaco Formula Three race supporting the Grand Prix, and Revson won it.

But even that failed to open any further doors in Europe and, reluctantly, Revson accepted an offer of a drive in the States, in a series that was the forerunner of the Can-Am championship. Over the next few years he built up a solid reputation, was taken on by Ford for both its TransAm and GT programmes. He was a paid professional, successful and fast, but out of the European limelight. But it was the making of him as a driver. He became annealed, harder and more complete.

The paternal disapproval was still very much there, even more so when his younger brother Douglas, who had followed Peter's





popperfoto

Peter with Marji... Miss America, Miss World and Mrs Revson



Revson's death dominated the front pages around the world

racing footsteps, was killed on the track. It was a sad resolution of one of the conflicts within Peter. Mandel remembers "Peter and Douglas were close, even though when they were younger they certainly fought a lot, physically. But still Douglas represented a problem to Peter in that he attempted to be the same thing as Peter, who was not able to accommodate anyone else in that sphere. He was daring to step into a space that was clearly marked out for Peter by Peter."

But the story of Revson and his family wasn't *all* conflict, and there is a strange paradox that for all his clear strivings to gain independent wealth, he was prepared to utilise parts of the family empire to help him do this. He had a business tie-up, for example, promoting RevUp, 'the vitamin for men', which was produced by a company owned by his father. Nothing was black and white in that relationship.

Peter remained close to mother Julie, by now separated from



Revson raced a Lotus F2 car in '63 season

his father. Mandel maintains that "She was a doting mother but I think Peter was slightly condescending to her. He accepted all that was offered to him by her in the way of lavish affection but I think like all male Revsons he had a measure of disdain for the females." Some say it was a trait he carried into his relationship with women in general. It was, in fact, just another contradiction in the man who Mandel says "Taught me a lot about the art of being a gentleman. He knew what it meant to be a gentleman when a waitress spilt something on him, or when somebody did something bad to him on the highway. My son was 13 at the time we did the book and Peter went out of his way to be gracious to him, and to be interested in what he had to say. That, of course, went a long way toward endearing him to me. I liked him a lot."

He could also be a lot of fun. "He was mischievous," recalls Mandel. "He also used to practice a wonderful controlled outrage and did remarkable things for the sake of shock." Tyler ➤➤

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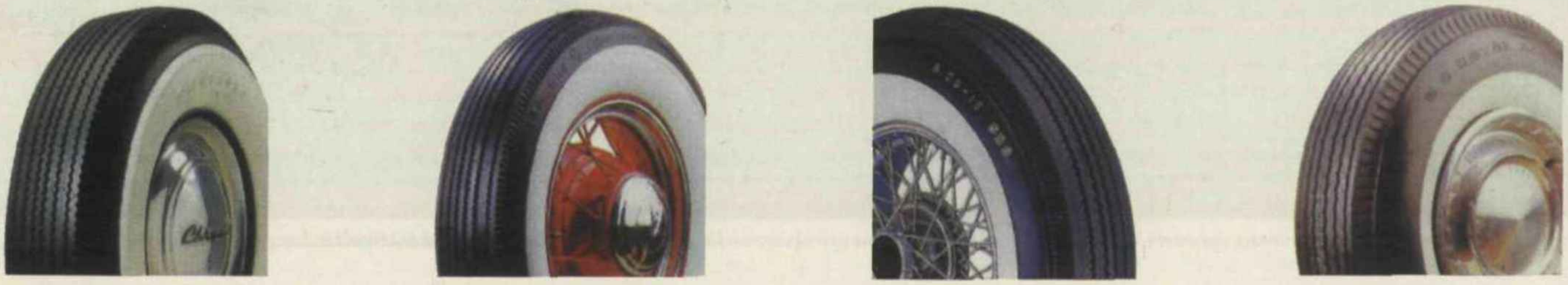
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Revson was quick in everything, wrapping up '71 CanAm championship in a McLaren M8F. This is Watkins Glen '72, by when Porsche had started to dominate

Alexander too remembers a man "full of jokes. He was great fun to be with and though he never traded on who he was, he knew everyone, knew where to go."

There was, though, a place beyond which you couldn't tread. "That again is a very male Revson trait," says Mandel. "That distance. Even I felt it and I'm content to think that it would not have been easy for someone else to establish the relationship that I did with him, or go beyond that."

Revson's big break as a driver came, ironically enough, when Chris Amon couldn't get McLaren's first Indycar up to speed at the 1970 Indy 500. This was a McLaren team now being run by Mayer and Alexander, his two friends from way back. The year before, Revson had made his debut at the brickyard in a Brabham, taking 'Rookie of the Year' honours with a fifth place finish. He had also proven to be the main thorn in McLaren's side in the 1970 Can-Am championship with a Carl Haas-run Lola. When Amon turned his back on the McLaren at Indy, it was obvious to everyone concerned who the ideal replacement was.



Revson, Hulme and Ganley at Riverside CanAm race

So it was that Revson re-united once more with Mayer, displaying the same willingness as in his business connections with the family, to bend his aversion to dependence in exchange for the necessities of the long term goal. But it wasn't without a price. "Oh yes," confirms Mandel, "Peter and Teddy came from the same circumstances and were so competitive socially that when it was clear to Peter that he was reliant on Teddy for the advancement of his career, it generated some resentment in Peter, because those fires just burned very deeply in him."

It wasn't, however, an issue that Mayer really felt. "He advanced his career on merit," he says, "but I think Peter used to sometimes find it hard to separate his career from our friendship and that made the relationship at times a little bit edgy."

Whatever, Mayer inherited a very different driver from the one he had known in Formula Junior. He blitzed the '71 Can-Am championship for the team, taking five wins from 10 and claiming pole position virtually everywhere. He also sat on pole for the Indy 500 that year. This was a momentous achievement for him in more ways than one. As a result of his qualifying success, both his father Martin and his uncle Charles – who hadn't spoken to each other for many years, ever since Martin had left the company they founded together – came to the track on raceday and agreed finally to let bygones be bygones. It was also a seminal moment where the recognition and respect Revson craved of his father was at last implicitly given.

"Partly as a result of that," says Mayer, "he drove the race in a bit of a daze. He had his seatbelt on backwards when he got in and he just slowed up too much during the yellow period." Second place to Al Unser was the outcome.

It was but a short step from there to securing a combined Can-Am, Indycar and F1 ride with McLaren for 1972 and '73. So it was that Europe saw a very different Peter Revson race driver to the one that had last been seen in '64. He didn't contest every F1 race in '72 but still finished fifth in the championship and scored pole at the Canadian GP.

Amon noticed a difference in the man too: "He came back a lot more intense and with a lot more belief in himself. I think he was a more aggressive sort of person, and I don't mean that in a derogatory sense." The breakthrough Grand Prix win came ➤

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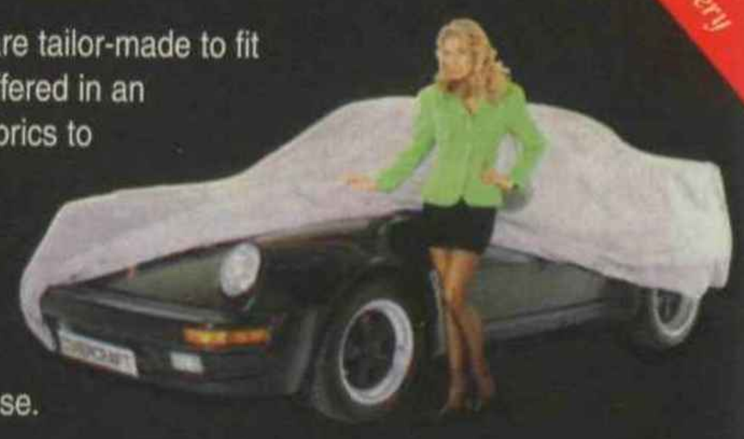
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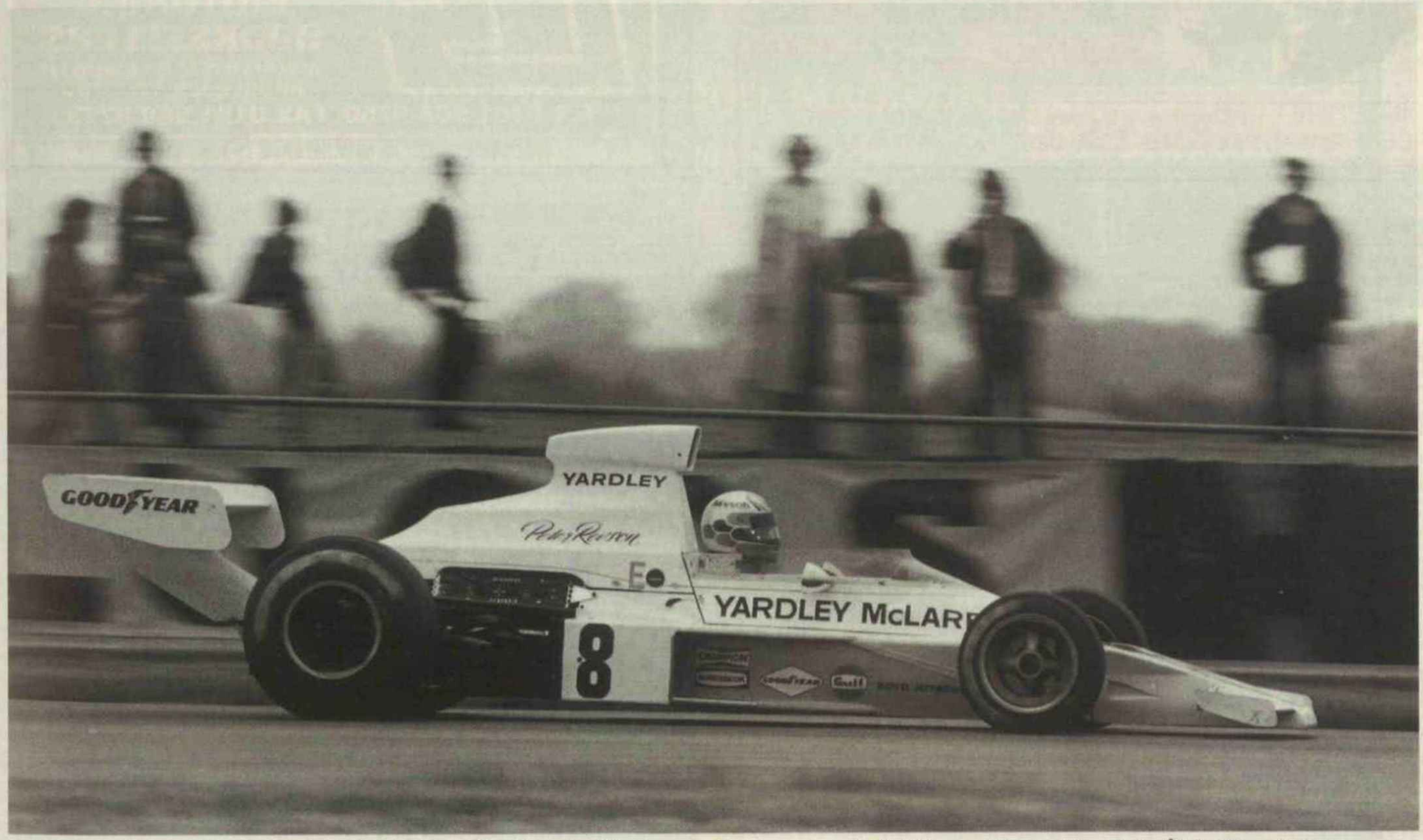
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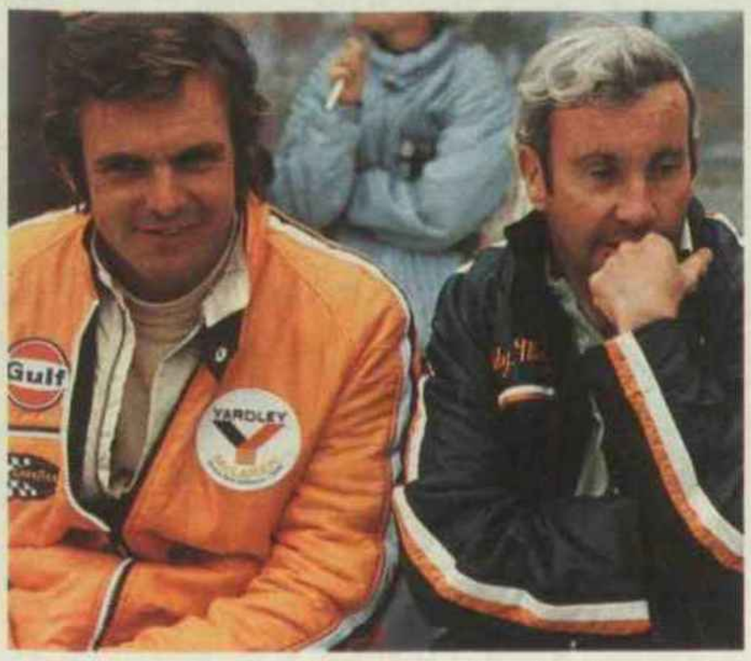
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British Grand Prix 1973: the first Grand Prix victory finally arrived for Revson after he squeezed his McLaren M23 past the Lotus 72E of Ronnie Peterson

at Silverstone in '73 after passing and pulling clear of Ronnie Peterson. There was another, more controversial, victory in Canada, no-one really sure who had won in the confusion caused by the first ever use of a pace car.

Revson was by now one of the world's most famous sportsmen and he filled the gossip pages to overflowing when Miss America, and later Miss World, Marji Wallace took up with him. As a driver, both Mayer and Alexander believe he was still underrated. "I think he was as quick as hell," says Alexander. "One of these guys who was quick in anything he drove." In '74 McLaren was to win the world title with Emerson Fittipaldi, so forming a useful point of reference. "He was quicker than Emerson," avows Tyler, a judgement that Mayer fully endorses. "Maybe he didn't have Emerson's race savvy but he was still on a pretty steep learning curve," continues Alexander. "He would have got even better."



Revson and Teddy Mayer teamed and split up twice

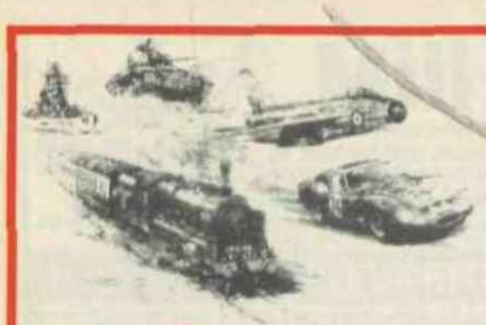
But, in the end he didn't stay around at McLaren, opting instead to head for the Shadow team for '74. In testing for the early-season South African Grand Prix a suspected suspension failure caused a violent accident in which he was killed instantly. A career halted cruelly short of the ultimate level of achievement that Revson sought – the world championship.

The catastrophic decision to leave McLaren for Shadow had many influences, not the least of which was Revson's desire to free himself once more of Mayer. Mayer had helped get him started, then Revson left. Mayer had later helped catapult his career onto a different level. That achieved, Revson wanted out again. That intense, even skewed, sense of non-dependence sat uneasily with his competitive relationship with his former schoolfriend. Talking in Mandel's book of the final breakdown in negotiations with McLaren for '74, Revson says: "I concede I didn't have an open mind going into the meeting. I wanted out of the contract, out from under Teddy Mayer's management."

Partly because of this attitude, Revson was not as entwined a part of the McLaren furniture as team-mate Denny Hulme. "That's true," agrees Mandel. "For all Denny's bluff, confrontational, no-bullshit style, if you made sense to Denny you could win him over. Whereas with Peter you could only really bend him to the necessity of a situation. You could never enlist him in your legion because he was a legion of one, a tiger who walked alone. Denny may have spat in your face as he'd done it, but he was part of the legion, he'd signed up."

Then there was the matter of Mayer having to fit in Fittipaldi and his associated Marlboro sponsorship, as well as Revson, Hulme and an existing sponsorship deal with Yardley. "Basically Teddy was looking out for McLaren," says Alexander. "The Marlboro deal was very necessary for the team's survival, and Peter was looking out for Peter. But you have to say that Peter made a mistake getting so pissed off at Teddy that he left."

Finally, Revson's obsessive consideration of money as the barometer of his independent worth played a fatal part too. As well as the Shadow deal, he also had an offer from Maranello on the table. He rejected it because they couldn't match Shadow's offer. Ferrari instead took on Niki Lauda... "Oh dear," sighs Mandel. "It was the wrong strategic move, the wrong tactical move, the wrong career move and it ended as it inevitably had to. It was a question of money, which is some irony considering the family we're dealing with." M



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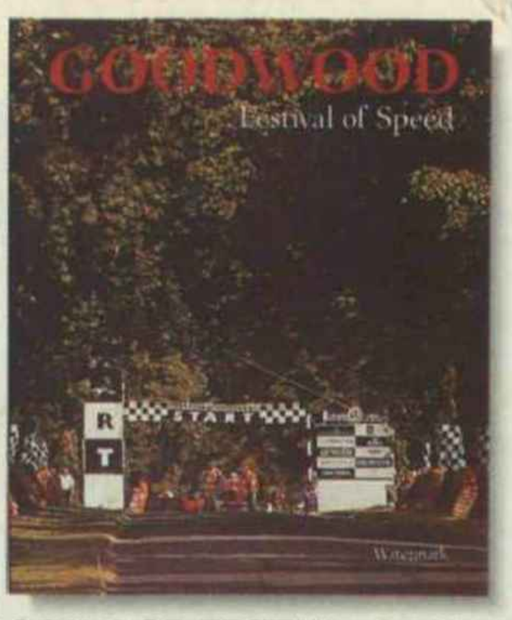
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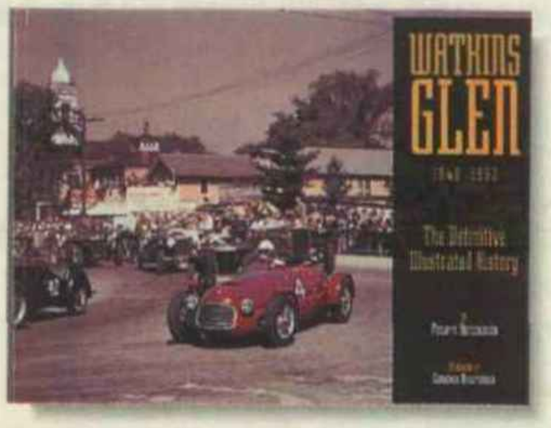
GOODWOOD FESTIVAL OF SPEED
BY IAN LAMBOT

Watermark, £35.00. ISBN 1-873200-20-X

It's not easy to sum-up a sporting event where no-one really cares about the results, but this substantial book does a pretty good job. It's a collective look at the first five years of the Goodwood Festival, and while it is divided year by year, the dates don't really matter: instead, short three or four-page 'chapters' focus on drivers, car marques, designers, race-teams and restorers, all stylishly illustrated with excellent pictures from this photogenic venue.

Authors for these sections include the likes of Phil Llewellin, Tony Dron, Liz Turner and Jesse Crosse, who variously interview the great names – Brabham, Phil Hill, Amon, Shelby – or reflect on BMW and Porsche, the Cartier concours, consider collectors and restorers, or sketch out the event organisation, the marshals, the commentary team and even the timing system.

It adds up to a thorough and readable picture of an occasion which is as much atmosphere as action. If you've been, this is a fine reminder; tasters rarely come more tempting. **GC**



WATKINS GLEN 1948-1952 – THE DEFINITIVE ILLUSTRATED HISTORY
BY PHILIPPE DEFECHEREUX

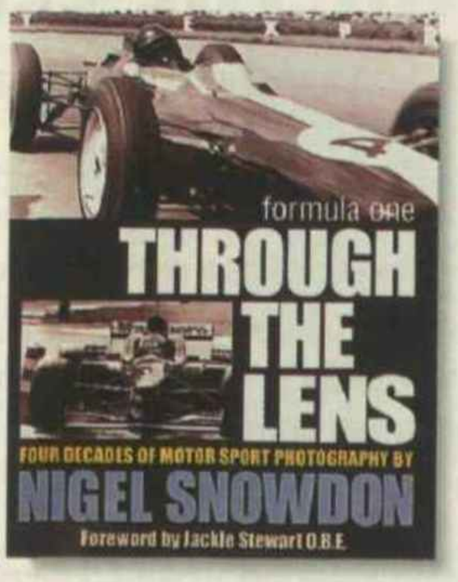
TPR Inc, £19.99. ISBN 0-929758-17-X

If you're looking for the Watkins Glen which hosted Formula One in the USA, look elsewhere. This large paperback only covers the first five years of racing at the Glen because it concerns itself with the original road circuit and not the later purpose-built racetrack, constructed with such namby-pamby ideas as safety in mind.

In 1948, young enthusiast Cameron Argetsinger decided to bring European-style road-racing to his family's summer hometown in New York state. Amazingly, he was allowed to contrive a 6.6-mile route through the winding valleys of the state park, with a start/finish line down the main street, a narrow stone bridge, a railway crossing ("All trains stop" says the circuit map) and four different surfaces including "oiled gravel".

Sadly the Boys' Own appeal of road-racing through 'Archie Smith's Corner' and 'Thrill Curve' turned, almost inevitably, to tragedy, and after a fatal accident involving spectators, the racing shifted to a purpose-built track nearby.

Defechereux has talked to many of the people involved in this romantic but mad idea, and interlaces the stories of the various races with the constant political struggle between Argetsinger and his rivals at Sebring to attract the Continentals across the Atlantic. While the text is often over-written ("The blood-red fenders were about to become speeding scythes...") it is packed with quotes, documents and letters, and tells a thorough tale. The many interesting photographs include early colour, though some of the black and white is poorly reproduced. Still, shots of the early grids combining pre-war European sportscars with US specials and one or two single-seaters are absorbing. **GC**



FORMULA ONE THROUGH THE LENS
BY NIGEL SNOWDON

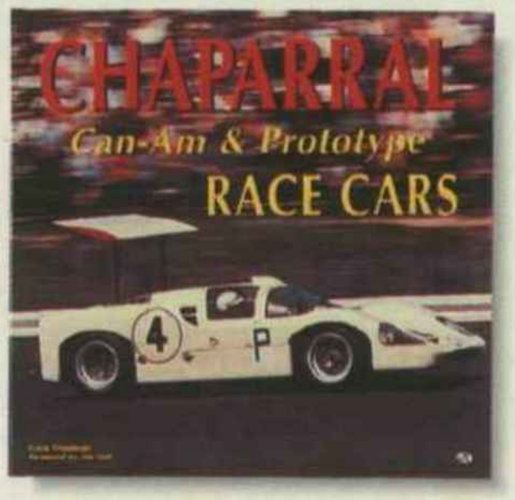
Hazleton, £25.00. ISBN: 1-874557-18-7

Nigel Snowdon, with wife Diana, has photographed motor racing for 35 years, so this glossy presentation extends across several eras. Sensibly it does not attempt to tell the history of racing; instead the pictures stand alone with chatty captions commenting on the picture or recalling a circuit or a person.

Grouping the pictures into subject areas – Circuits, Fans, Drivers, Sporting Types – has the beneficial effect of getting away from too many cars on racetracks and the "he finished third" caption approach. I found the Circuits section particularly evocative – the oft-ignored background elements like marshals and transporters, hot-dog stands and ticket-queues are all recorded as well as the racing, bringing out the flavour of a race weekend. And the settings too: the mountains framing the Osterreichring or the dusty remains of the now-threatened Monza banking standing in vigorous contrast with the concrete wastes of Las Vegas.

Similarly the informality of the people in many shots appeals: Bernie in swimming trunks, Ken Tyrrell mowing his lawn, as well as the journalists and photographers who are usually invisible.

On the other hand the formal portraits are rather less revealing; perhaps because the reproduction seems somewhat flat. Unfortunately some pages suffer with similar shots distracting from each other, and in places the layout looks crowded, always a risk where quarts and pint pots are involved. **GC**



CHAPARRAL CAN-AM & PROTOTYPE RACE CARS
BY DAVE FRIEDMAN

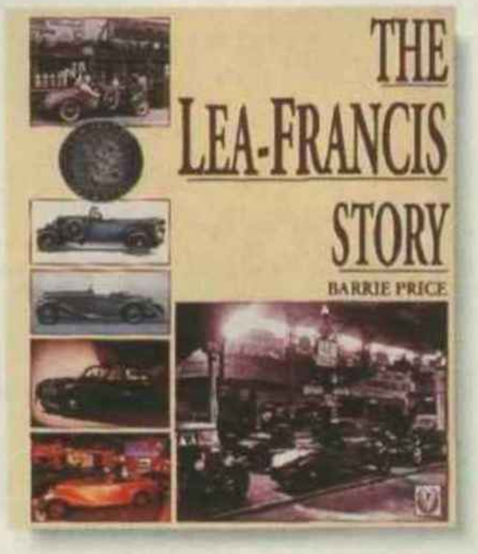
Haynes, £24.95. ISBN 0-7603-0508-0

Friedman has been photographing American racing since the 1950s, and thus knew all the players in the Chaparral exercise. His book contains no text as such, apart from a short summary opening each chapter; the majority of the book therefore consists of hundreds of photos with informative captions, interspersed with quotations from drivers, like Phil Hill, Brabham, Andretti and Surtees, from team members, and from Jim Hall himself.

The result is easy to pick up and enjoy, and though the plethora of pictures is dense, even overlapping, they keep you turning pages. Jim Hall's early racing and Formula One career leads into the first Chaparral and the succession of ingenious technical ideas which constantly made every new Chaparral the focus of paddock attention and also apprehension. The wing which appeared on the 2E and the 2J 'sucker car' are the best known, but details of the early fibreglass chassis, the auto 'boxes and the outrageous and unsuccessful 2H (dubbed by Surtees as the worst car he ever drove) all emerge through the photos and their captions, demonstrating the outstanding lateral thinking of Hall and his team. There is even a shot showing on-board data collection (a Nagra tape-recorder strapped to a 2C chassis) as far back as 1965.

Inevitably this one can't offer the insight and

anecdotes of Richard Falconer's Chaparral book from the same American publisher, but it's full of interest, and ideal if you can't tell your 2A from your 2E and would really rather like to. **GC**



THE LEA-FRANCIS STORY
BY BARRIE PRICE

Veloce, £29.95. ISBN 1-901295-01-X

Who better to outline the history of one of Britain's earliest manufacturers than Barrie Price, who, apart from his Bugatti interests, has lately tried to resurrect the defunct Lea-Francis marque.

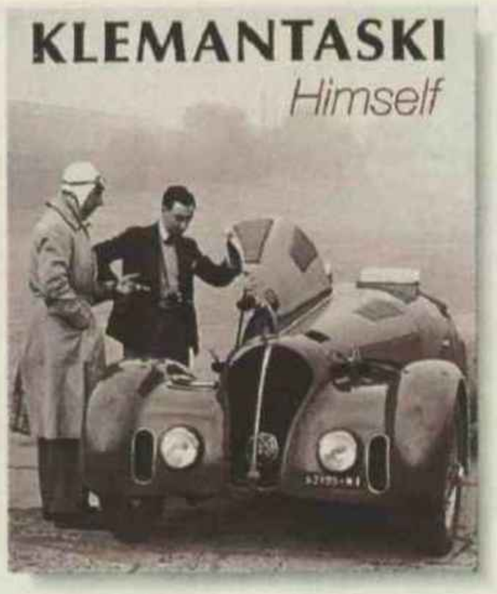
From conventional bicycle beginnings L-F made hesitant and unsuccessful car experiments in 1903, but it was L-F motorbikes which took off, until a post-WWI small car arrived.

From then the pattern is a familiar one: knowing attempts to rival Morris and Austin were futile, the company tried to distinguish itself with well-engineered niche products, but spread itself too thinly. Price recounts the receiverships, refloatings and final demise, reproducing company letters, including one from 1929 which suggests L-F should be gunning for Alfa Romeo and Bugatti. Certainly sporting success helped the company considerably, especially the 1928 TT win, but in the end L-F followed so many British makes into '60s oblivion.

Those sporting machines are the only ones which have kept the name alive, especially through Tom Delaney, whose father was a director of L-F, and who bought the 1928 TT-winning Hyper in 1931, and races it still.

Price's extensive research brings us photos not only of the cars, but also family portraits of both Lea and Francis, and even such recondite offerings as a shot of a special L-F carpet being woven. The text is detailed, if somewhat staid.

What is unusual here is that the author himself steps in to the story, having built a new L-F in 1988. The less said about its looks the better, but the book tells us that a new sportscar and a seven-seater limousine are both under development. How rare to read the tale of an old British name which ends on a positive note. **GC**



KLEMANTASKI HIMSELF
BY LOUIS KLEMANTASKI

Palawan Press, £95.00. ISBN 0-95230095-8

It is certain that no other book on racing has ever included photographs of severed heads and ballet dancers, Russian baptisms and Chinese funerals, secret wartime weaponry and a royal lavatory seat. All these and more have formed part of legendary photographer Louis Klemantaski's exotic life, and all fall neatly into place in this completely fascinating memoir. From his faraway origins in Manchuria, Northern China, Klem journeys to places equally exotic – Paris and London in the 1920s, meeting rogues, idols and beautiful women before becoming absorbed by a love for photography, especially of motor racing and children.

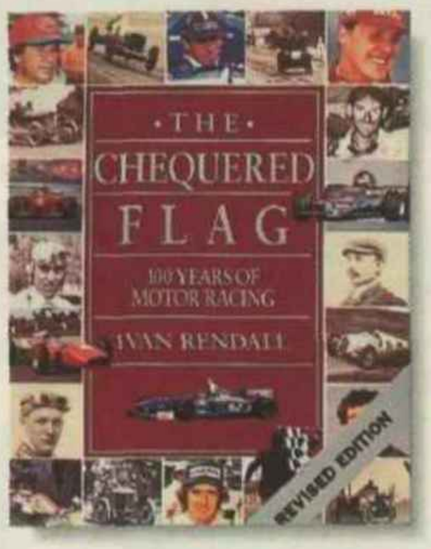
He tells of this precarious career with a rare and self-deprecating humour, and shows himself immersed in cars, not merely snapping from the sidelines. A founding spirit of the Junior Car Club and its purchase of the 10½-litre Delage, he raced (albeit unsuccessfully) his own MG and Austin, meanwhile photographing endless races both here and abroad; later he socialised with the likes of Reg Parnell, Stirling Moss and Peter Collins, competing as co-driver in Monte Carlo rallies and with Collins on the final Mille Miglia in 1957, the source of some of his most famous images.

But the racing chapters are upstaged by others. Klem's fertile mind blossomed in his wartime 'Department of Wheezes and Dodges', where he was involved with the invention and photography of floating runways, bouncing bombs and bizarre rocket weapons. Afterwards, he augmented advertising work by photographing the goings-on of the Royal Opera House and then orchestra conductors – one picture shows von Karajan reading *The Motor*.

While wordy in places, Klem's stock of tales makes the text bubble: how he drove Ascari to London, the time he damaged Jenks' Porsche 356, being blown up by an army experiment – not to mention Freddie Dixon's eye-watering party trick... I laughed aloud more than once.

This is not a picture-book (many pictures are, in fact, of Klem, rather than by him), but a handsome and well illustrated memoir of a man who seems very pleased with his life. For the Palawan Press it's rather conventional, and even relatively cheap – though the luxury edition does cost £500.

Klem described his varied personal disasters as "Klemantastrophies," and one has to smile upon reaching the very last page of the book to see "Klemantastrophy!" written in bold above the admission that a certain photograph has been miscaptioned. A suitably wry finish to a book which is revealing, nostalgic, and amusing. **GC**



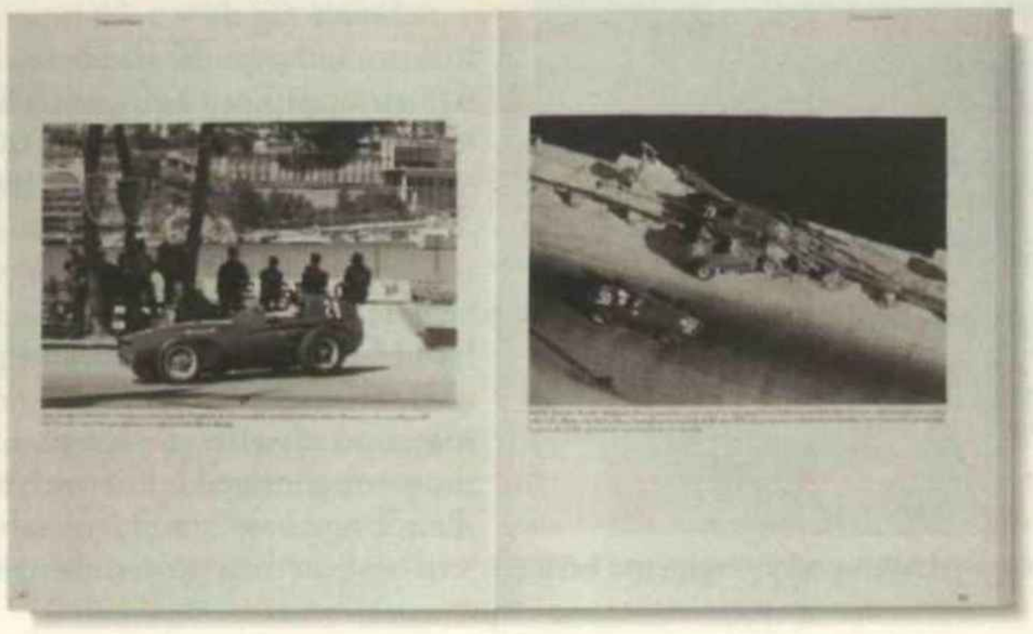
THE CHEQUERED FLAG: REVISED EDITION
BY IVAN RENDALL

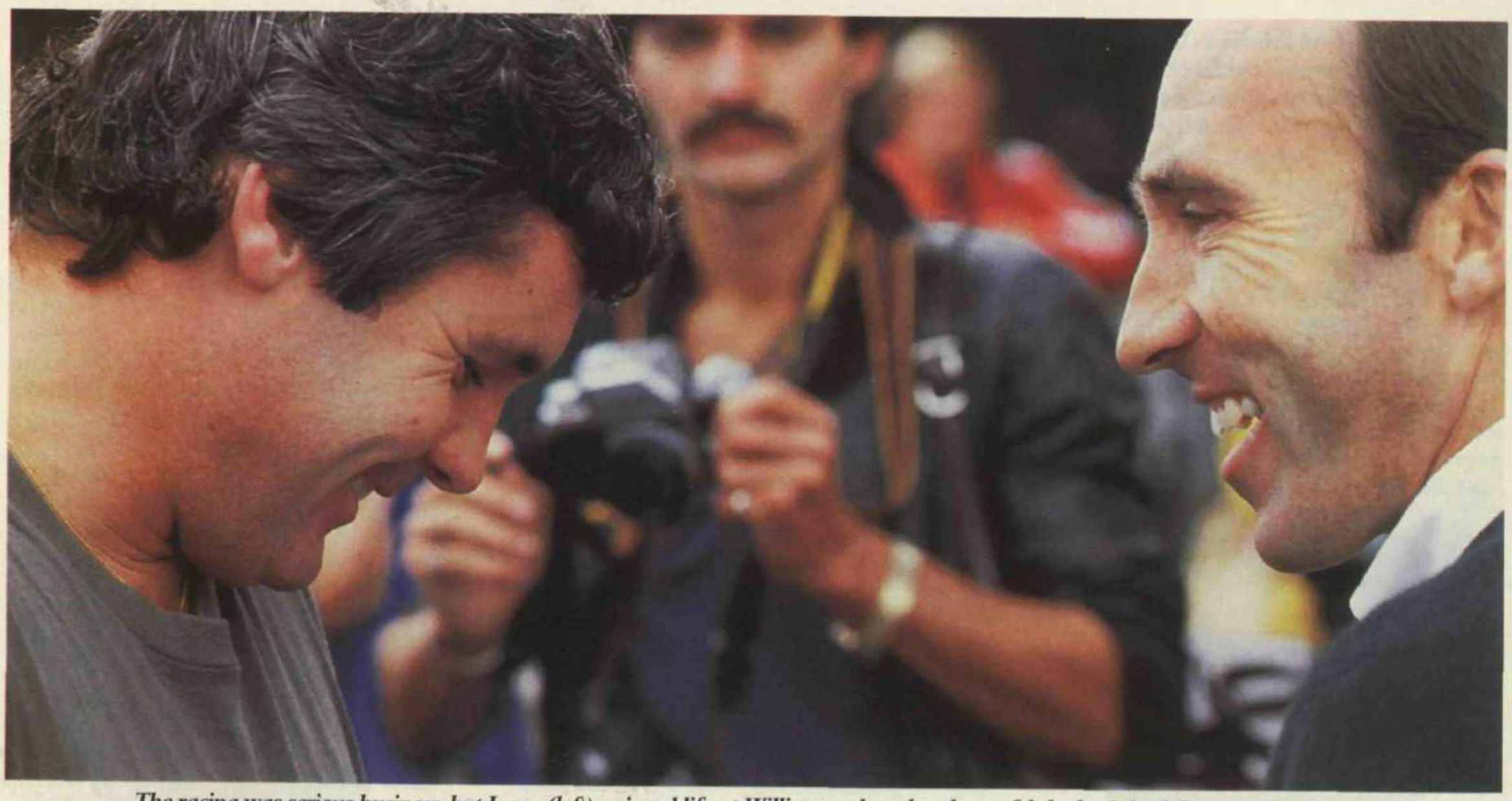
Weidenfeld & Nicolson, £25.00. ISBN 0-297-82402-3

There was little wrong with this chronological history of motor racing when first published in 1993 and, as the brief for the new edition was merely to bring the story up to date, the observation remains.

That said, as each of the 'new' seasons is given a mere two pages in the book where most from the original book received four and some as many as six, it is likely to appeal only to those who have not seen it before.

Newcomers will find a well written book which manages to be both engaging to read and useful for lightweight reference, while the price is more than reasonable for a work stretching to over 400 pages. The shame is that it continues to be peppered with quite needless photographs of fatal accidents which, while doubtless adding an element of tawdry titillation to the book, does little to convey a sense of good taste. **AF**





The racing was serious business, but Jones (left) enjoyed life at Williams, where he always felt he had the full trust of his boss

Alan Jones

United States GP (East), Watkins Glen, October 5th 1980

THE WORLD TITLE WAS IN THE BAG, THE PRESSURE WAS OFF... BUT SO WAS HIS WILLIAMS AT THE FIRST CORNER OF THE US GP. THE RECOVERY WHICH FOLLOWED WAS PURE ALAN JONES

FROM START TO FINISH, THE 1980 SEASON WAS AN UNBELIEVABLE one for me. It was an amazing year because I won my world championship with Williams, but it also stands out as the season in which I drove my greatest race. That came at the final round of the championship, the United States Grand Prix at Watkins Glen, just a week after I had clinched the title.

In all honestly I don't really see much of a change in Frank Williams and Patrick Head since those early days. Frank's always been pretty serious, and Patrick still gets bad-tempered and yells and screams when things aren't going right. I really don't see much of a difference. For sure we had a really special relationship. I was very good friends with Patrick as well as driving for him. We had a really tremendous rapport. I can remember several occasions when we changed the car on the warm-up lap just before the race, because Patrick would say something like, "I just want to try this..." and nine times out of ten I'd say, "Yes, that feels a bit better." We got to a stage where he knew what I wanted before I'd open my mouth.

The Williams FW07 was a great car, but in 1980 we were up against this bloody thing called the turbo Renault. It had a lot more horsepower than us, and inevitably always outqualified us. But we knew that come the race they had to turn their boost down to save the engine and then it was always a matter of how much they had to turn it down. We had a much better handling chassis, so it was always a case of could our good chassis beat their powerful engine?

However, reliability eventually got the better of Arnoux and friends and the title turned into a battle with Nelson Piquet and Brabham, and the showdown was Canada. I was comfortably quickest in practice and then all of a sudden they wheeled out a spare car, Nelson got in it, and blew me off. I made a really good start, and we went side-by-side into the first corner. I guess neither of us were going to concede, so we inevitably touched wheels. Nelson came off worst and went into the fence and I lost my engine cover. When I looked in my mirrors nobody was behind me, but unfortunately they black-flagged the race!

Nelson had to start in his spare car, which some cynics would point out was also the car that he got pole position in. I think that car was supposed to be put back in the transporter to be sent back to England, and when the race car was bent it had to be used for the re-start.

I made sure that I lined up on the rubber marks that I'd left on the grid and made another really good start. I led for a few laps, and then Nelson passed me on the straight like I was parked. Then eventually he came to sudden stop with a big plume of smoke coming out of the exhaust. I went on to win the race and the world championship.

We were sponsored by TAG in those days, and after the Montreal race, the boss Mansour Ojjeh was obviously fairly happy with the results, and thought he'd give me a prezzie. He gave me a Learjet to use, and said, "You can have it until next weekend, do whatever you want, go wherever you want." Charlie Crichton-Stuart and I couldn't think of anywhere to go, so we parked it and played golf for a week before setting off for the US Grand Prix the following weekend. There was a great weight off my shoulders; I'd just won the title, and to put it bluntly I could just get in the car and drive with gay abandon.

I liked Watkins Glen. It was extremely bumpy, but some of the corners were fantastic, like the esses leading onto the pit straight, which in the FW07 were almost flat. You'd go over the bumps and the skirts would flap, and you'd lose downforce. But the thing about a skirted car was the commitment; you had to commit yourself into a corner, because if you didn't you weren't quick.

In practice I wasn't very happy with my engine, and I told Frank I thought it was down on power. There was no telemetry in those days, and to Frank's credit, and he's always been this way, he said, "Well, you're the driver, if you say it's down on power, we'll change it." So we changed it, and I was quickest in the morning warm-up.

I think I started from about fifth on the grid, made a blinding start, and then at the first corner promptly headed off onto the grass! It was all very, very slippery. I drove back on the track after bouncing across, and I thought for sure I'd buggered my skirts. I did the next two corners a bit gingerly to make sure everything was okay; the last thing you want is a skirt sticking up or anything like that. After a couple of corners I discovered everything was hunky-dory, and I got on with it.

I was in something like 13th and 14th place, and many seconds behind the leaders. It was great because I could put my head down, bum up and just go for it. I went for gaps that at the race before I certainly wouldn't have gone for, because I had the championship at stake. This time if there was a gap I just went for it, charged in and really wasn't too fussed about flatspotting the tyres. Which inevitably I didn't, because when you're not fussed about it, you don't.

I braked late, took little calculated risks here and there. I had a very good tow from Carlos Reutemann, who was running second. He kept on the right hand side of the track to stop me from going down the inside into a big right-hander, so I pulled out of his tow and outbraked him around the outside. Then Bruno Giacomelli, who'd been on pole in the Alfa, broke down.

So I went on to win the race. It was a really good, fun race, because I could just really thrash the shit out if it and it all came together. There was a bit of a party in the motorhome afterwards, but the real buzz was when I hopped in the Lear, flew down to Kennedy in New York, landed, taxied up and parked next to Concorde. And I jumped on it for the flight home! That was a major bit of posing for those days... M



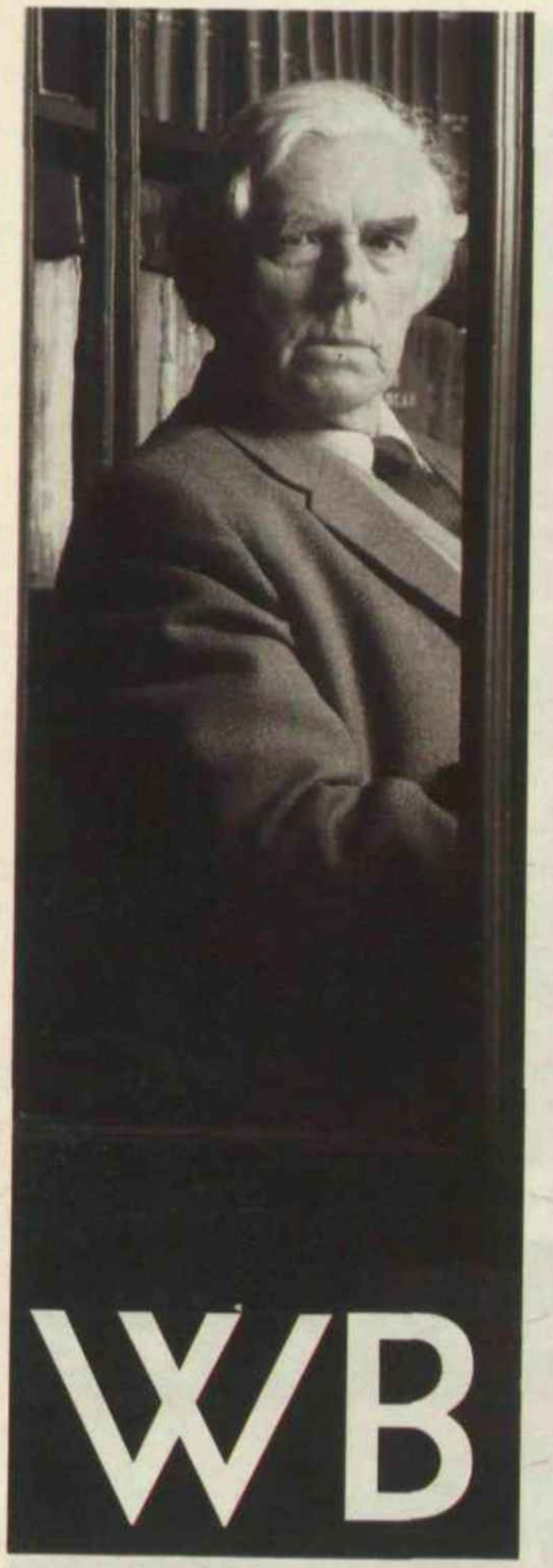
First corner excursion not the ideal start, but set Jones up for storming drive

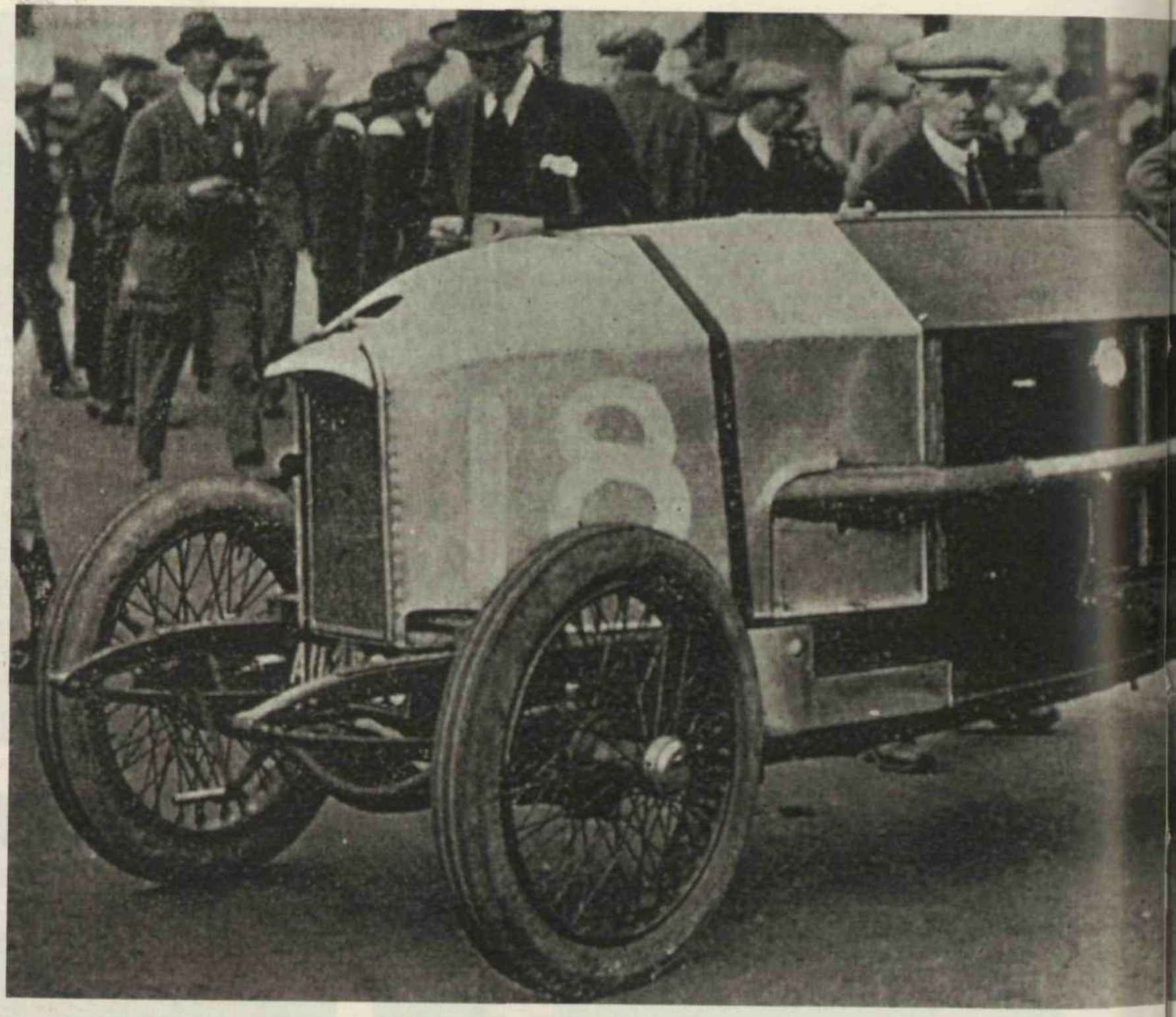


No prisoners taken as Australian threw caution to the wind at the Glen



The top step of the podium was cue for Jones to start some 'major posing'





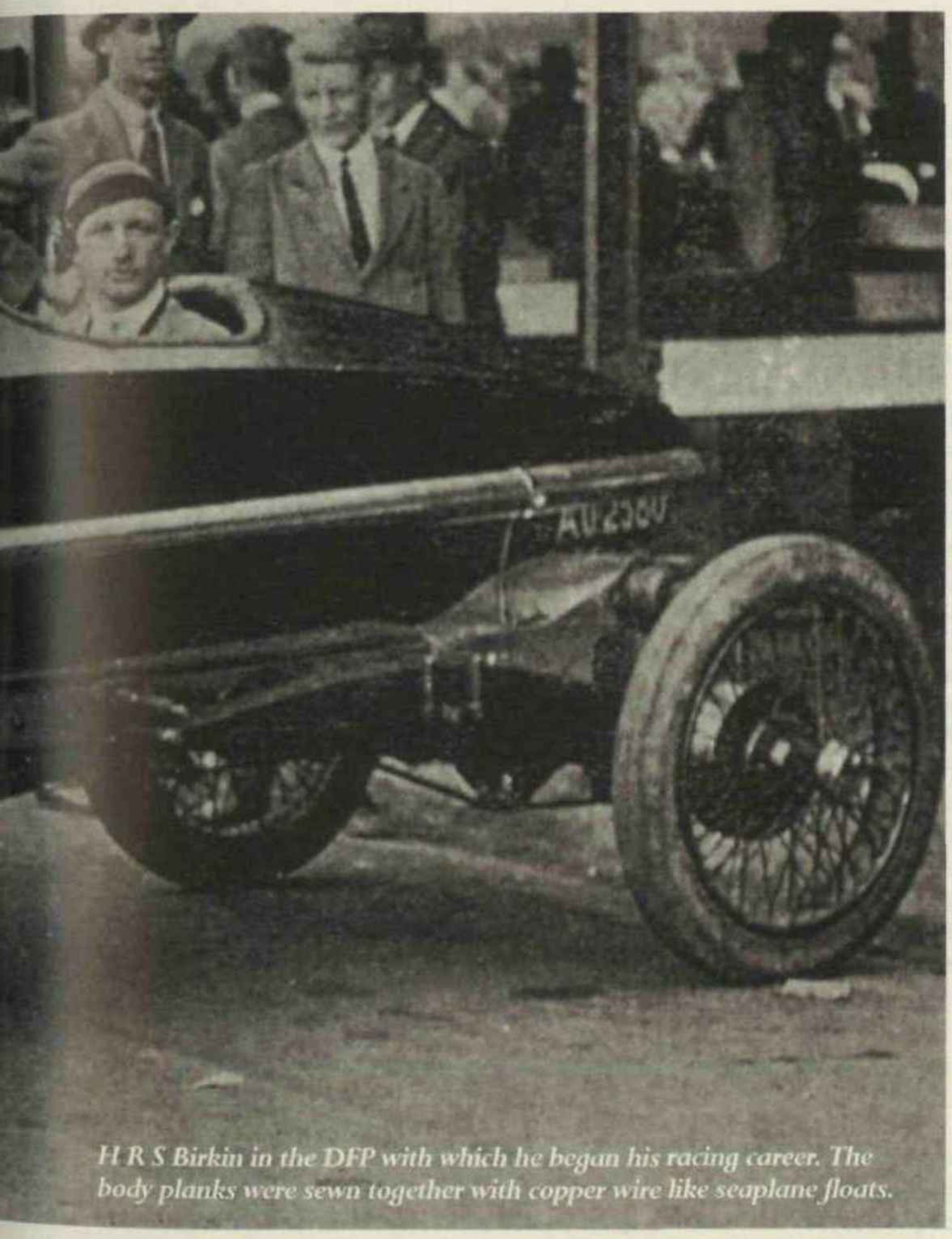
DFP Digressions

HERE IS A BACKWATER OF MOTOR-RACING HISTORY WHICH has connotations to both the great WO Bentley and Sir Henry Birkin. The aircraft industry was particularly badly hit by the recession that soon followed the war to end all wars and by the autumn of 1920 the famous Sopwith Company had been reduced to making items such as saucepans, wooden toys and ABC motorcycles. It was reformed by their legendary test-pilot Harry Hawker, Tom Sopwith and Sigrist, as the HG Hawker Engineering Company, which initially made Hawker motorcycles and car bodies, some of which were destined for race-cars. The restless ex-transatlantic pilot also took up motor-racing with an AC and formed an agency in his native Australia for the once-popular DFP cars.

To publicise the venture with latter marque, Hawker drove a standard DFP at the 1920 September Brooklands races but so painfully slow was it that he was still running as competitors for the next event were leaving the Paddock; an average of some 30mph! Unsurprisingly the agency idea folded...

The English concessionaires for the DFP were still, as they had been since 1912, WO Bentley and his brother HM at New Street Mews, London, where, in 1919, the Bentley car had been born. They had just opened fine new premises in London's North Audley Street, perhaps with sales of the new 3-litre Bentley as well as DFPs in mind. Fortunately for them a quicker DFP had been running on the same day as Hawker's damp squib...

W O Bentley had raced one of these 12/15hp DFPs very successfully before the war at the Track where he took many class records, the hour at 89.9mph, in the Isle of Man TT, and in hill-climbs, etc. This second DFP of 1920 was driven by HRS Birkin and in view of his later famous appearances at Le Mans, etc, with Bentley cars, it seems very likely that WO had advised him to use a DFP for his racing initiation. In fact, his brown car with its



H R S Birkin in the DFP with which he began his racing career. The body planks were sewn together with copper wire like seaplane floats.

aluminium bonnet and a body of mahogany planks sewn together with copper wire on the Saunders-Roe 'Consuta' system, as used for seaplane floats etc, had the radiator from WO's pre-war racing DFP.

Unplaced in 1920, Birkin managed to score a second and a third place at the 1921 Summer BARC races. The family lace business then took him away from motor-racing for six years, but RC Gallop drove the DFP with some gusto at the August Brooklands Meeting, repeating the form with second and third places.

There is another Bentley link here, because Gallop was employed by WO when the first 3-litre was being built, and, in later years, he joined up with Sir Henry on his blower 4½-litre Bentley and other projects. He again drove the DFP at the Autumn 1921 races, in both of which he did the car's fastest-ever lap, 81.64mph, but to no avail. After an abortive attempt by Douglas Hawkes to race this road-taxed DFP in 1922 it disappeared. But I have no need to remind you of the great racing career Sir Henry Birkin, Bt, subsequently achieved.

Doriot, Flandrin et Parant? They sold their Courbevoie factory in 1926 to the Lafitte company, who made a very odd little cyclecar.

Team Orders

WHAT AN ASTONISHING F1 RULING THAT an entrant is not supposed to control the order in which cars finish a race, or even when they may pass in the course of a race, as between Irvine and Schumacher in the Austrian GP. There never used to be any such messing about in the old days. Team managers decided how their drivers were to finish, if all went to plan. This was not always popular – one recalls that 1921 Le Mans *voiturette* race in which Coatalen ordered the finish order to be Guinness, René Thomas and Segrave.Thomas ignored the pit signals and won. He was dismissed from the Talbot-Darracq team, so went to Delage's racing department. Then in that year's 200 mile race at Brooklands the disgruntled Guinness was meant to win, ahead of Segrave. Segrave got ahead at the mass-start, but Guinness thought he was ahead of his rival. Mrs Segrave signalled to her husband when he was nearly a lap ahead of Guinness, who still thought he had a slight lead. His pit speeded him up, while Segrave eased off; they crossed the line 5.8sec apart but Segrave was, in fact, almost a lap ahead! That was in the days before the nanny element raised its head with so many new rules...

Road tax reflections

The government has changed the tax-free road licence innovation for cars over 25 years old, in as much as this will no longer be extended each year but will now apply only to cars built before 1973. The classic car fraternity is understandably incensed, and is taking the proposed change up with the government.

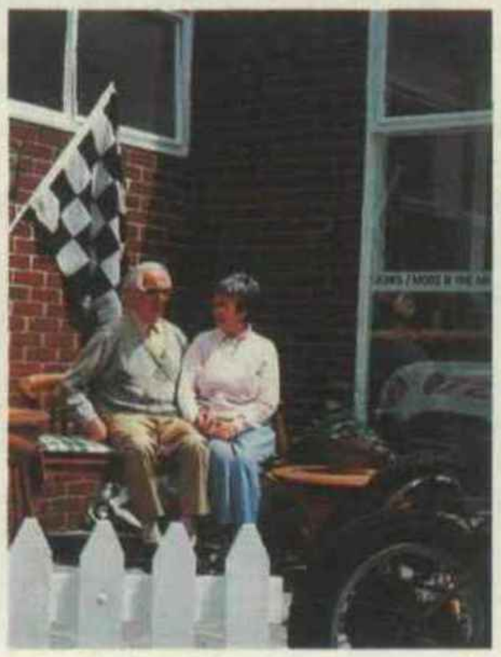
But as the politicians are threatening to look at the overall position later on, it might well prove unwise to make too much fuss over the recent rule-change. Whether the Conservative Government introduced free licenses as a tribute to the very considerable influences on over 25,000 jobs and a £1.6 billion industry which the old vehicles movement fosters, or because the paperwork entailed by the frequent applications involving refunds etc by owners of cars not always in use for a full twelve months, is debatable. A bit of both, perhaps. Whichever, the move was most certainly very highly appreciated, and the Labour Government will be ill-advised to alter things, affecting as it does a far larger proportion of the voting public than may be realised...

miscellany

'BABS', PARRY THOMAS' GREAT LSR car, helped collect money for the NSPCC on July 5, following a suggestion from a former pupil of Oswestry School, where Thomas was educated. He organised a giant Classic Car Festival there, with 'Babs' the star of the show. The famous car was flanked by the restored Zborowski/Duller Indianapolis Bugatti, the 1922 GP Bugatti, and a Dixon Riley presented by Mrs Farquahar, the link here being that Thomas had had a hand in designing the original Brooklands Riley 9. The rest of the expanse of the school playing fields was occupied by one of the largest assemblies of classic cars I have seen. But 'Babs' remained silent, a grass surface being unsuitable for starting the 27-litre Liberty engine.

* * *

AN OUTDOOR SEATING AREA AT BEN's Benevolent Centre at Ascot has been named The Denis Jenkinson Paddock, commemorated by a suitably inscribed plaque. Here Lynwood's elderly and disabled residents can reminisce about the other paddocks where Jenks so enjoyed the motor racing scene. Ken Tyrrell unveiled the plaque, with flags lent by the BRDC and beneath a blown up photograph of Moss and Jenks in a 300SLR Mercedes-Benz at Goodwood in 1995.



The DSJ Paddock at Lynwood

The VSCC at Shelsley Walsh

THE SHELSLEY WALSH VSCC MEETING ON JULY 5 was a memorable occasion, with 121 pre-war cars competing (from a total of some 250 entries), and a lunch for those in the International Rally of the Amilcar/Salmson Registers, a great many 12/50 Alvises celebrating the 75th anniversary of the Alvis win in the 1923 200-mile race, and lots of Jaguar XK120s to mark the 50th birthday of this famous car. The Amilcar/Salmson affair, which involved a dinner in Hereford followed by a gathering on the Sunday at Lord Raglan's country estate, with a buffet served in front of the mansion, included rare cars, such as two late-model swept back sports 20/90hp British Salmsons (only three were built, I'm told), a 1950s Salmson saloon with Cotal gearbox, and seldom-seen dome-roof Salmson coupés.

Two very jolly French girls whose Salmson was *hors de combat* had come in a TC MG, "a very feminine car" they said, and the supporting French cars were the three-cylinder Lafitte cyclecar which was too shy to perform in spite of admonitions from former owner Ron Barker. John Blake's sports BNC, the Grand Prix Bugatti driven by Mark Garfitt, and a vintage 40/50 silver Rolls Royce tourer ghosted past during this happy afternoon. The only Amilcar Six sped away, making noises indicative of a weak mixture, but the scene overall was devoted to fine examples of CGS Amilcars, GS Salmsons and the rest of the 1920s Gallic small sportscar fraternity.



Geoff Moore's Railton tackles the twists of Shelsley Walsh on VSCC day

obituary

John Lea

John Lea, who had a lifetime's racing associations, has died, aged 88. At 15 he rode sidecar for a Norton racing motorcyclist, and Sammy Davis of *The Autocar* then got him a place as mechanic in a Lea-Francis in the '29 Double-12 Brooklands race. That led to a job with the company in their racing and experimental department. He was allocated to K Peacock's Lea-Francis for the 1930 Le Mans race, using the boot of that driver's Bentley saloon for the spares.

When Lea-Francis gave up racing Lea joined CT Delaney & Sons, whose Tom Delaney still races. This was followed by appointments with ERA, Pat Fairfield on his South African racing tour, Bristol Aero Engines, and Jaguar, where he worked on the first XK120 engines and the C-type before buying his garage in the Cotswolds. Here he worked on competition cars for many famed drivers and went to Le Mans again with Peter Riley and his Lotus. He then took up positions with Smiths Aeronautical Division and Glos-Air, before retirement. His marriage lasted for 63 years. Our condolences to his wife Marge and to his sons Alan and Martin.

What price a Rolls?

SUE BAKER GOT HER PIECE IN *SAGA* MAGAZINE ABOUT buying a used Royce just in time, before the sell-out to VW had people calling these cars by vulgar names, like *Rolls-Vagen* and *Volks-Royce*. She made a case for having such a car, to enjoy "the ultimate in automotive luxury" with R-R or Bentley, especially for the over-50s, or to enjoy "the enormous cachet, sumptuous comfort and the quiet satisfaction of exemplary workmanship" even of an ancient and used Royce. Although the signatures on the German takeover were hardly dry, she prophesied that nothing of this will alter. I am appalled at the very expression of doubt over this hoped-for truth!

Building her case, Sue tells us that "an old Rolls-Royce is just as impressive, but agreeably less ostentatious than a new one" – tell that to one who has just spent £150,000 on a Silver Seraph... These, says Sue, smack of "young enterpreneurism and possess less character than those old ones you can now buy with dignified old money and not necessarily all that much of it". Tell that, too, to those who queuing up to invest in the first new R-R model for 18 years. Sue is thinking of those R-Rs 15 or more years old or, say, a 1970s Silver Shadow for around £12,000 upwards, in which to "glide along cosetted in leather and burr walnut, behind an exquisite winged Spirit of Ecstasy mascot". Fine, fine, Sue, but for how long, remembering that a Shadow is an extremely complicated car with all sorts of things requiring specialist servicing, and what of the oversize trouser-pocket in which to carry Ecstasy after you have parked? And don't park just anywhere if you wish to avoid scratches, or worse, on the body of your Shadow – that is, if you *can* find anywhere in which its bulk can be parked...

But I must be fair. Sue Baker is aware of the effort required to manoeuvre a Cloud *sans* power steering, which might put off a man with a driving wife from getting one for £10,000 or less. But she sees such problems offset by the inquisitive stares to see whether you are an R-R-conveyed celebrity, or doormen at posh hotels rushing to open your doors and of "gaining entry to a whole world of subtle deference." I am here reminded of a very great writer who told in *Punch* of how having an aged Royce quite changed her life in these ways. Sue also tells *Sagaites* of the "vibrant social life" open to members of the R-R EC – well, they *do* net a creditable number of monthly new recruits, not all of whom go for pre-owned models.

I do not for one moment think, Sue, that, apart from journalism, you deal in what are called "previously owned" Royces. I know Clouds are the personification of the R-R mystique, Shadows well engineered motor cars. It's just that even Royces can feel their age; once when bemoaning how rusty a cheap saloon had become, Jenks, to cheer me up, said "Bod, in Germany most taxi-ranks are full of out-dated Mercedes-Benz and if you look carefully you will see much rust..." Only joking, Sue. Your piece for *Saga* was perfect. I could not have done it better myself.

At a recent H&H auction, a 1971 Silver Shadow One sold for £4410.



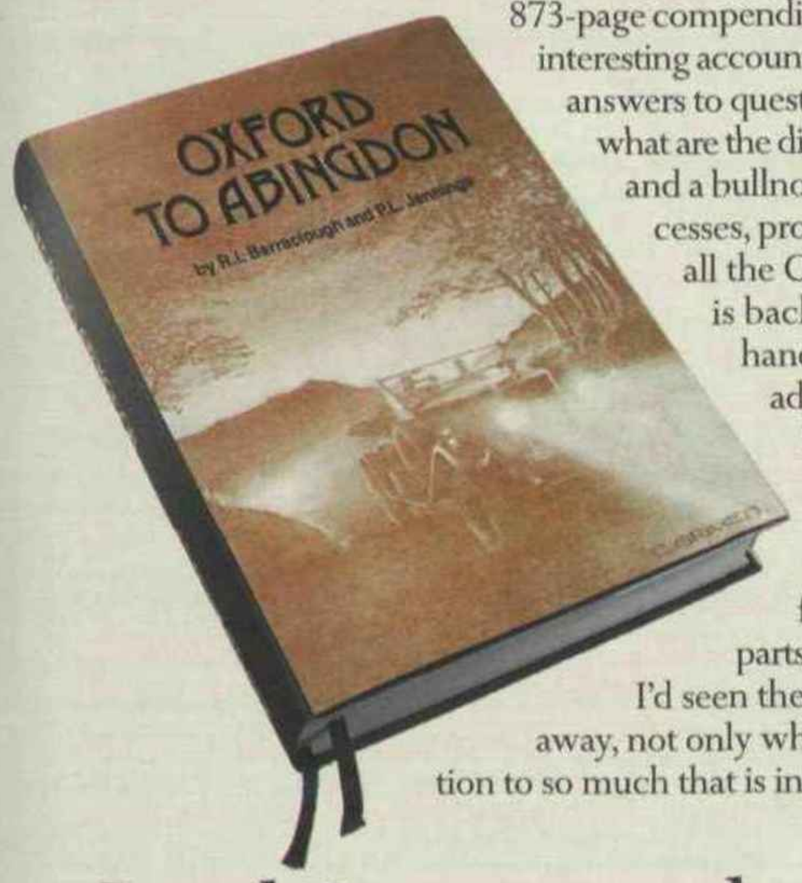
Used R-Rs: Passports to another life or high quality headache?

A wonderful MG book

All MG enthusiasts, but especially fans of the Oxford and Abingdon products, are advised to aquire *Oxford to Abingdon* by R J Barraclough and P L Jennings (Myrtle Publishing, £65 plus £8P&P - tel: 01597 840294).

This remarkable book weighs over 7lb but is not just for strengthened coffee-tables. It represents years of painstaking research by MG owners Robin Barraclough and Phil Jennings and covers *real* MG sportscars, i.e those commencing with the14/28 model, which leads into astonishingly complete coverage of all the Abingdon-built cars.

The book is a credit to these British sporting cars, produced on high quality art paper, an 873-page compendium of rare pictures, invaluable tables, most interesting accounts of the factory and Cecil Kimber and with answers to questions such as which was the true No1 MG, what are the differences between a bullnose Morris Oxford and a bullnose MG, and tables listing competition successes, production and dispatch dates and another of all the Carbodies coachwork on MG chassis. This is backed by reproductions of sales brochures, handbooks, and a splendid selection of period advertisements, including front covers from *The Autocar*. Other pages cover MG patents and trademarks, specifications, tuning methods, etc.



This incredible offering is supported by fine photographs and is divided into seven parts for easy reference, fully indexed. I thought I'd seen them all but this history has taken my breath away, not only while lifting it up.The price is modest in relation to so much that is included, up to the M-type and Sixes.

Lord Berners – the last eccentric

THERE ARE SOME REFERENCES TO CARS IN THE new Mark Amory book *Lord Berners – The Last Eccentric* (Chatto & Windus, 1998, ISBN 1-85619-234-2) which introduces the reader not only to his Lordship's eccentric life but to many of the personalities of the age in which he lived. Of the cars, we learn that, when he was acting private secretary to the Ambassador in Rome, Lord Berners decided that buying a car would be, in fact, cheaper than using trains and acquired a Fiat, followed by a Lancia described by its handsome chauffeur, William Crack, who drove Lord Berners before Stanley Hall was sold, who said that it had only two-wheel brakes and was bought for about £1500 in 1920. It could perhaps have been a Theta which at that time would have commanded a not dissimilar sum.

It was soon changed for a 40/50hp Rolls-Royce, which was re-bodied and driven from Paris to Rome, where it won a *Concours d'Elegance*; it had an Arnold Dolmetsch removable four-octave clavichord under the front seats, insPtead of the usual tools. The Concours prize was a gold medal; the chauffeur got a tiny blue rosette. When Mussolini came to power, the Rolls-Royce, of which there is a picture, showing it with *coupé de ville* body and wheel discs, was locked away. There is a reference to Peter Watson giving Robert Heber Percy an Alvis in1933 and how Heber Percy drove a Rover that sounded like an aeroplane very fast to catch a train at Didcot. This book so well portrays life of the period and the famous and remarkable characters associated with it, that this is worthwhile reading for students of those pre-war days.



Did Lord Berners own a Lancia Theta?

miscellany

CONGRATULATIONS TO THE 750 MC which had about 250 entries for this year's 36th National Rally at Beaulieu. This vast display of A7s was divided into 26 classes. Visitors included Gerald Lambert, Lord Austin's grandson, and Jem Marsh, photographed with his first and most recent cars, since it was when he was Chairman of the North Herts Centre of the club that he met Frank Costin and they cooked up the Marcos idea. Full club membership costs £27.50; apply to 750 MC, Worth Farm, Little Horsted, East Sussex TN22 5TT.

* * *

QUITE WHY MCLAREN built a two-seater Formula One car I don't know. To prove that top racing is really quite safe, or as a publicity extra for the team? Anyway, wouldn't Jenks have loved it? Probably have tried to borrow it for a dice on the road! Eoin Young would not accept a ride in it, and I need not say whether I would or not because, at 85, I will not be asked, as probably not able to pass the pre-med, or get in or out with dignity.

Jenks wanted me to experience lappery in a really fast sports racing car with Willie Green, but somehow it never came about. "It's not the speed or the pace you must experience, it's the way you are thrown into the harness when braking for the corners..."

I knew a pilot who had made his own aeroplane, a monoposto, although I don't think that term is used in aviation circles. "Pity I can't take you up."

When he built a two-seater I was careful not to visit his strip again! So congrats to old Murray Walker, who put on a brave face for the TV cameras after what he described as a fabulous experience, after Martin Brundle had given him some laps in the tandem-McLaren. Max Mosley has had his go too. I suppose it really depends on who is going to drive that might decide a "yes please" or a "sorry, no" reply to this unique experience.

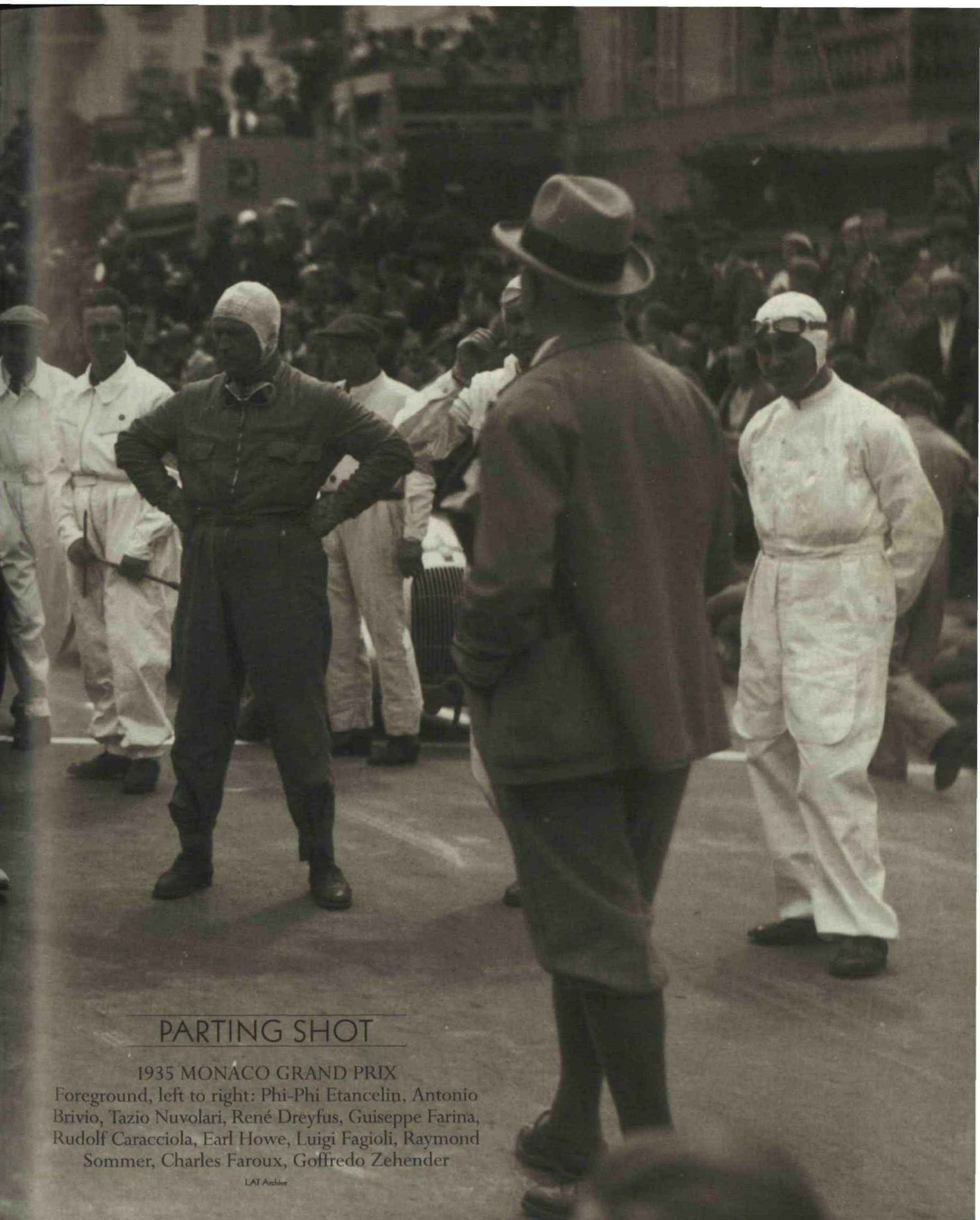
* * *

RECENT MENTIONS OF Forrest Lycett having begun his four-wheeler career with a Mars Carette have reminded David Baldock that he purchased one in 1968 from a gas fitter and restored it, selling it to Dr Chapman of Taggs Island memory. The engine was a White & Poppe and the makers were in Finchley.



John Miles and Jem Marsh with first and latest Marcos





PARTING SHOT

1935 MONACO GRAND PRIX
Foreground, left to right: Phi-Phi Etancelin, Antonio Brivio, Tazio Nuvolari, René Dreyfus, Guiseppe Farina, Rudolf Caracciola, Earl Howe, Luigi Fagioli, Raymond Sommer, Charles Faroux, Goffredo Zehender

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You can certainly tell Spring is just around the corner. Seven Lancia Aurelia B20's in the workshop and all wanted now!! Ken's III series Aurelia engine re-build completed successfully. I did 100 kms today in a weather "window" so I can now pull down the heads.
Chris's European "barn find" as I series Aurelia is now completed MOT'd and sporting its new UK registration. Brake master cylinder was playing up on road test so that will have to come out! Nick's I series Pininfarina coupe in for it's yearly service and MOT. Lovely early Jaeger instruments set in a special dashboard.
John is on his way down this afternoon with his VI series Aurelia in order that I can start this long overdue engine re-build. Lucky man is our John all the way back from France with three broken head studs and hardly any compression on No. 2 cylinder, but she kept going!!
No time or space for any more - Happy Motoring.



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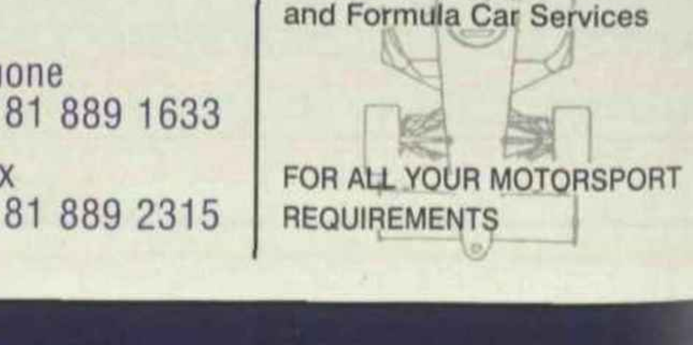


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Onto other news: The 10th Monte Carlo Challenge opened its entry-list and said it was "first come, first served." We now realise this was a mistake. We had no idea that in a matter of days, we would get 200 applications. Had we been more selective, we could *have dumped all the boring Volvos and taken a much more delicious* variety of interesting motor-car. We have learned something from this! However, we stick to the rules, and have indeed now filled all 180 entries, fully paid up, but, there are some places for pre-war cars (come and join the Rileys, Lagondas, and the odd Blower Bentley who drive a more suitable, 1930s style route). And we have not filled the few places for "journalists"... so that might open a way for you, if you can scribble as you slide down the Turini in a force-nine blizzard, there is many a mag out there (alas, not this one) eager to hear from you. We have a *super photographer, and all Editors (except this* particular journal, never seen on historic rallies) who appreciate his efforts. We are celebrating 10 years of highly authentic Monte Carlo rallying in the sumptuous Hotel de Paris with the winning cars around the fountain outside in Casino Square. Its an amazing atmosphere.

1999 10 1999 MONTE CARLO Challenge

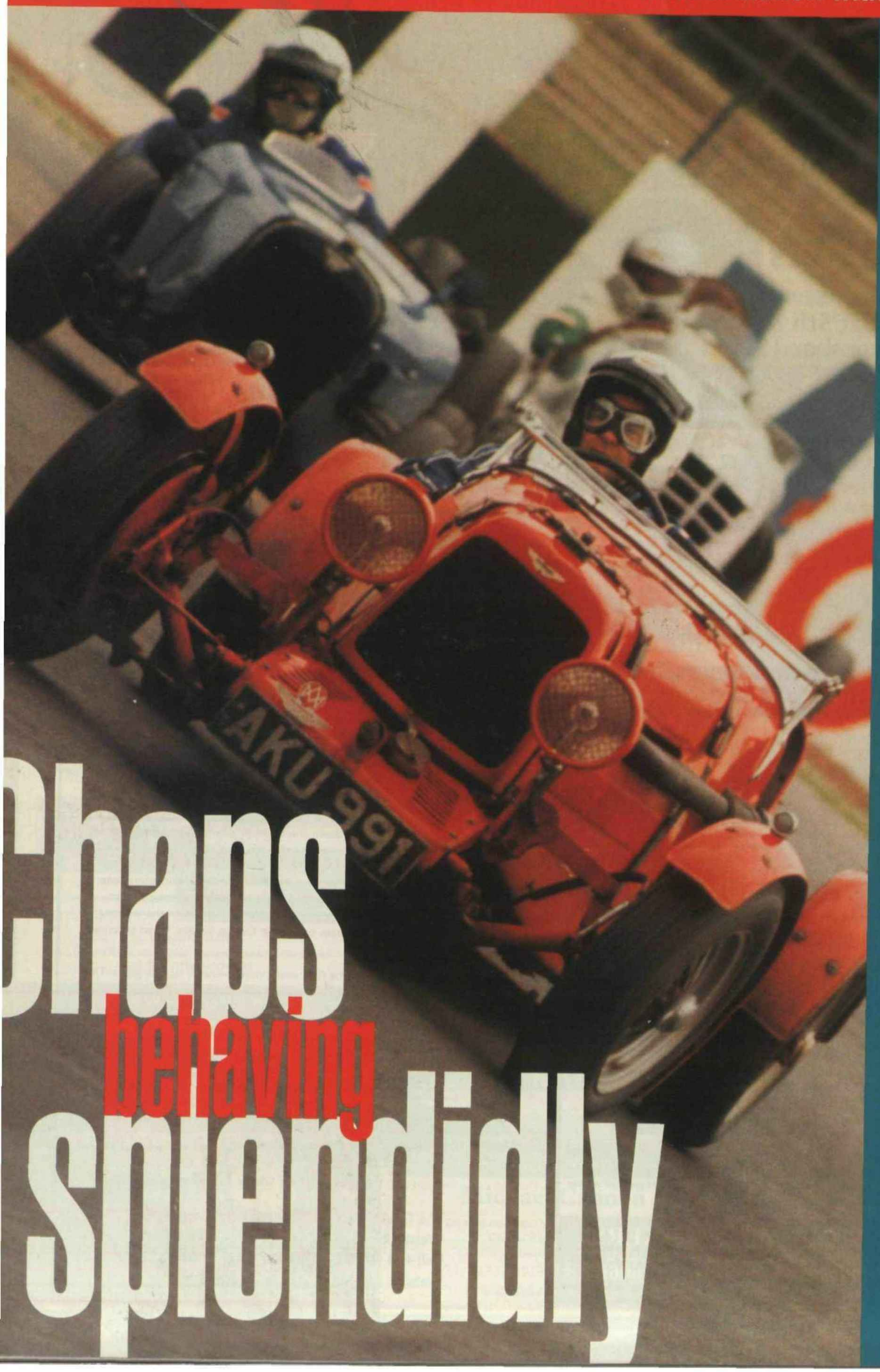
Onto other things: The first ever timed event to lap the globe, The Around the World in 80 Days rally, has more than 70 entries, and all are "proper motor cars". If you can't get 80 days away from the wife, you can always join those in the separate event, The London to Peking Trial, to be flagged away from Tower Bridge at the same time...what better way to celebrate the Millennium?



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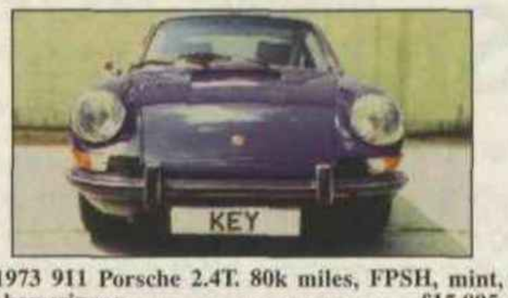
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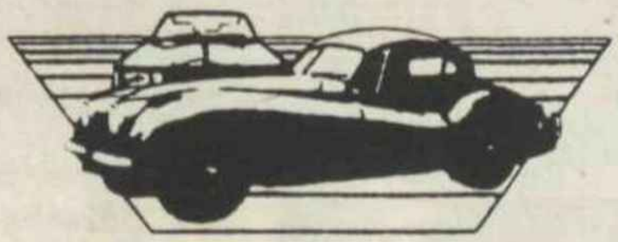
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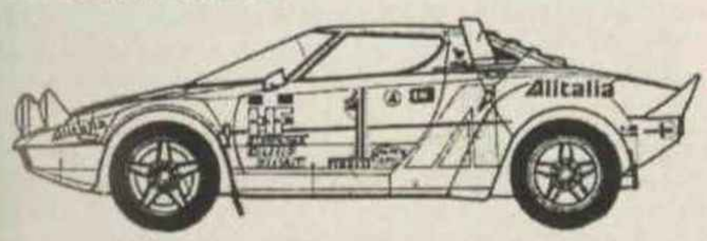


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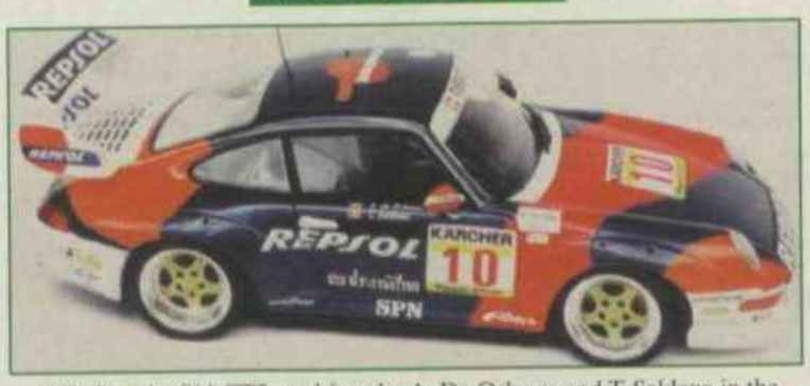
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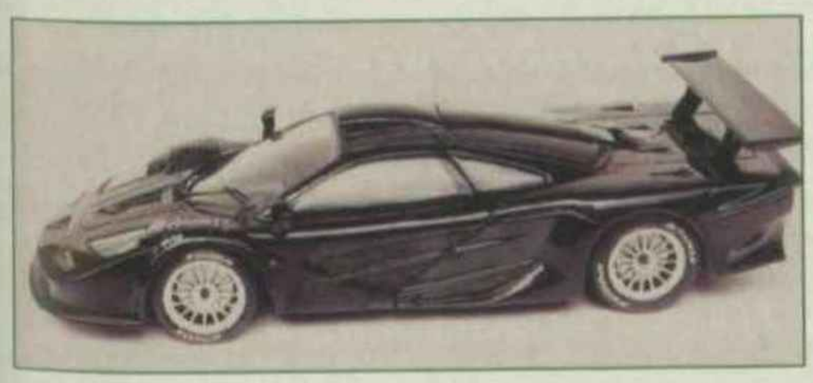
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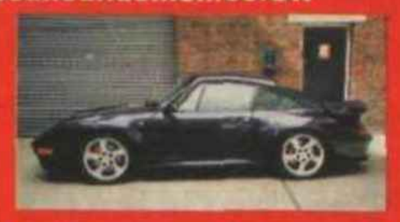
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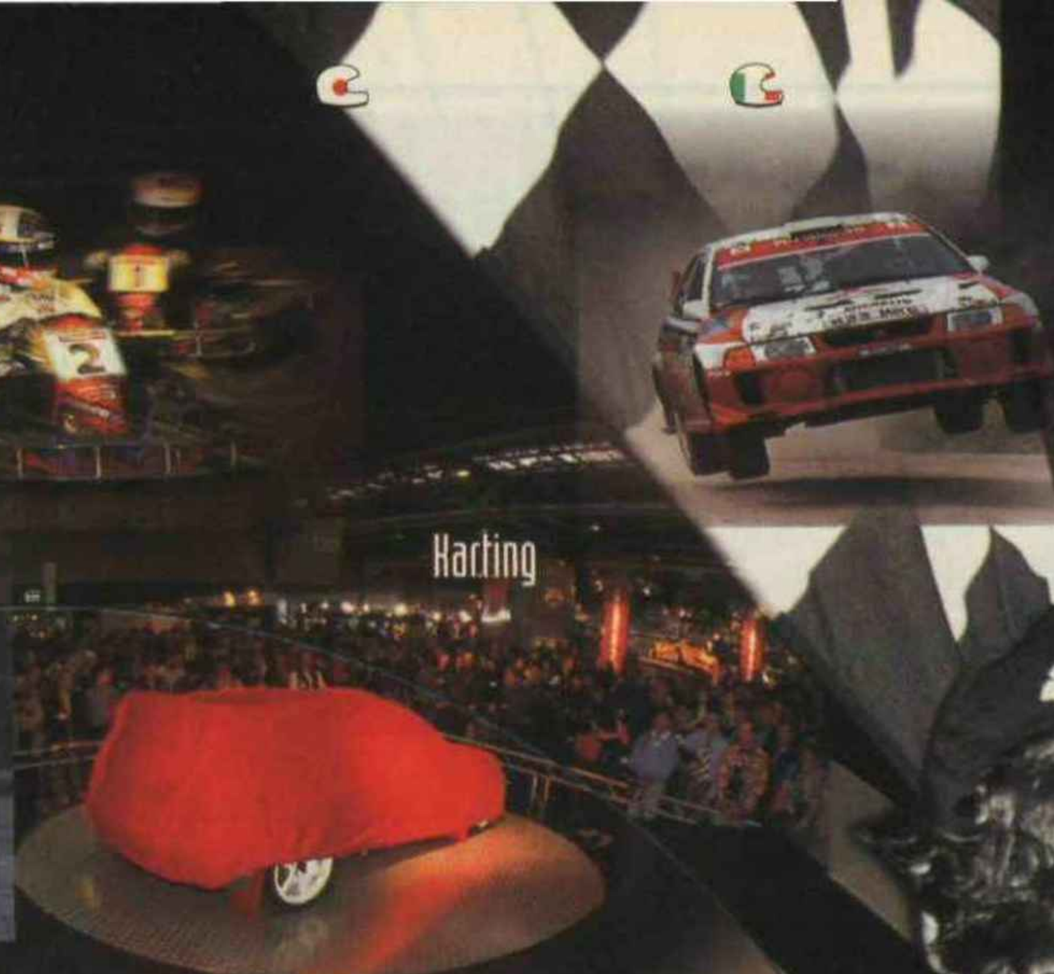
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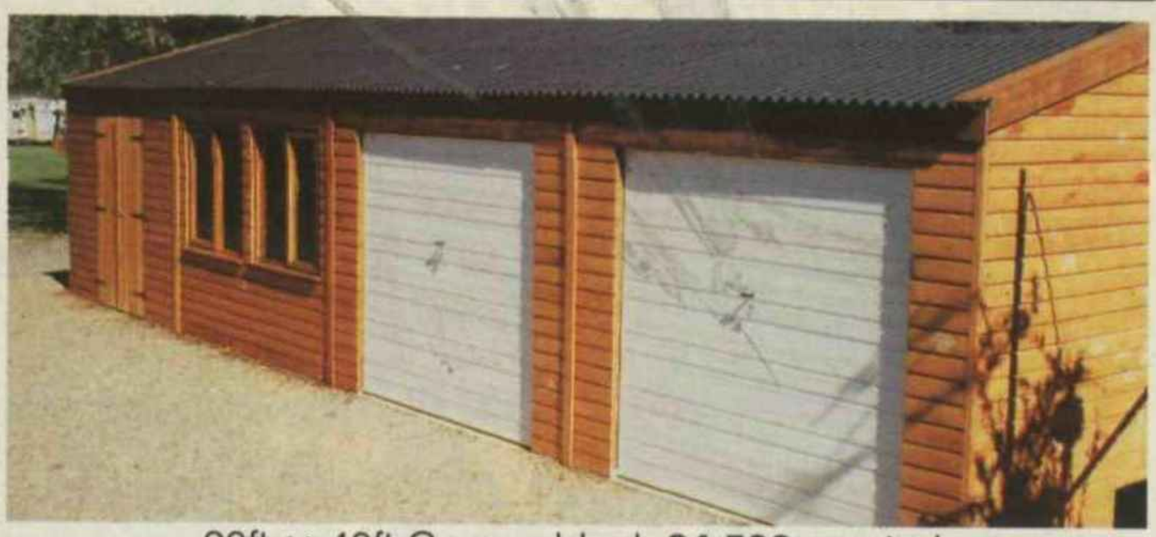
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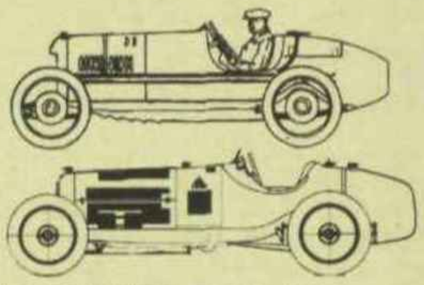
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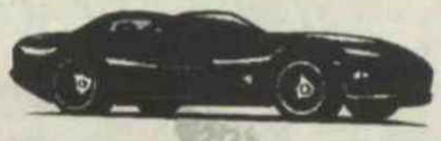


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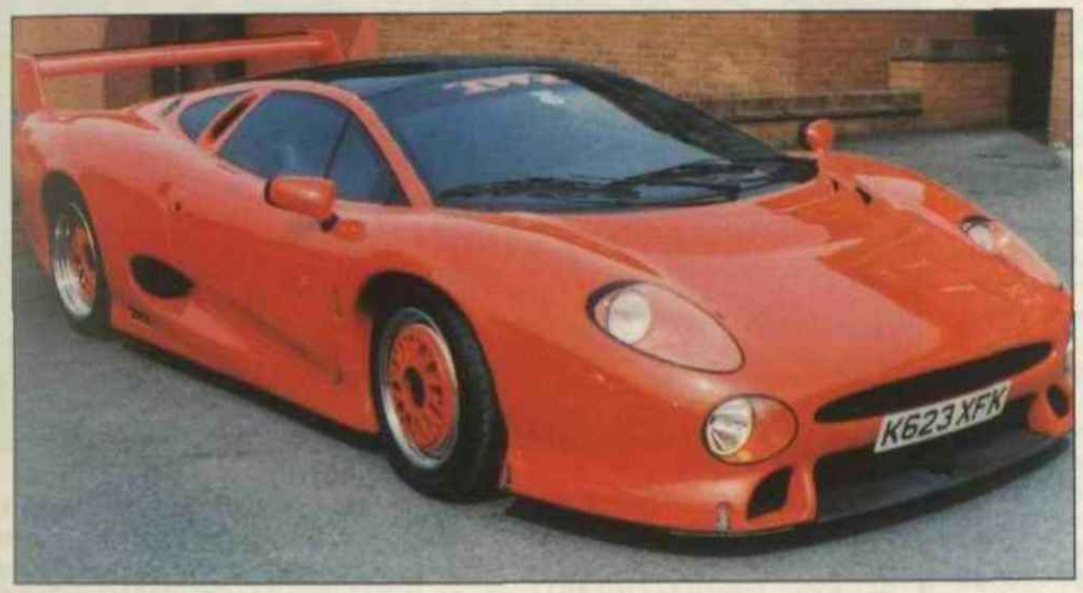
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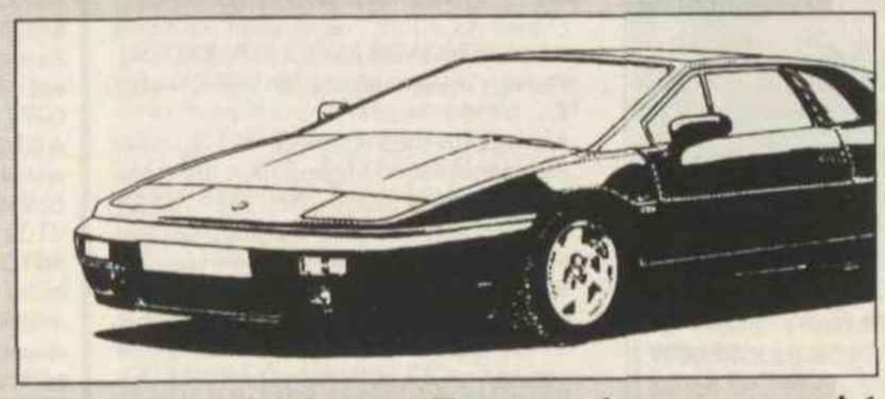
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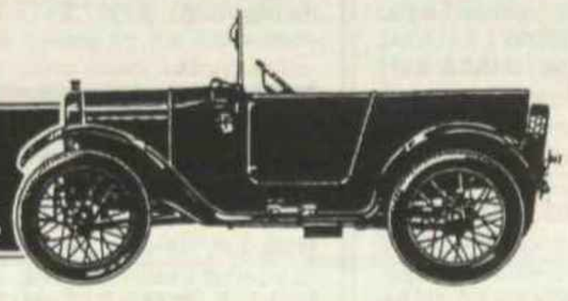
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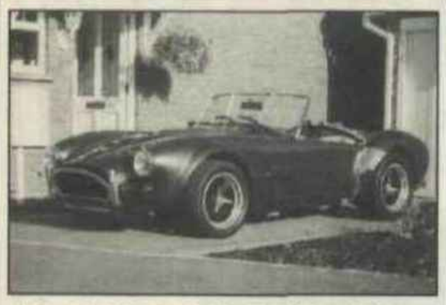
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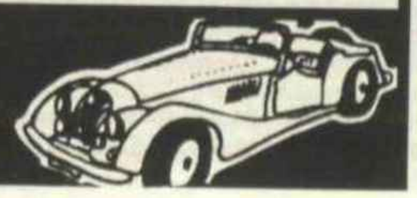
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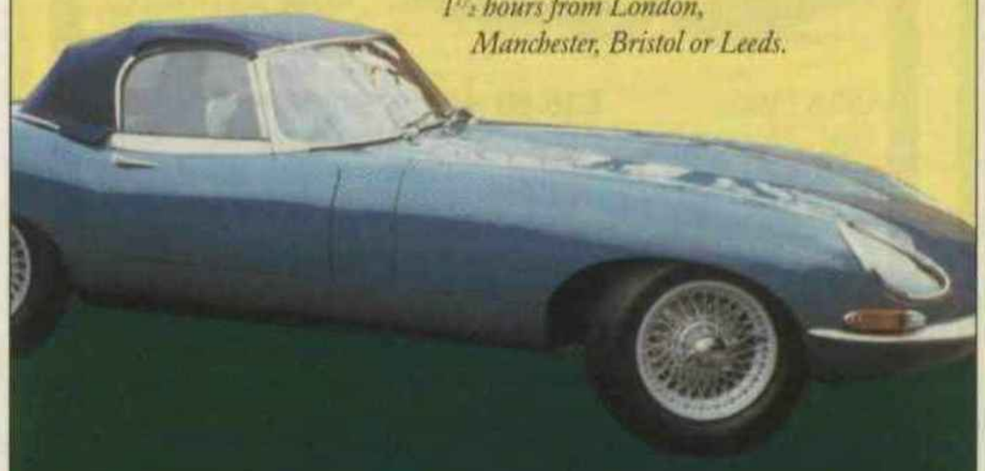


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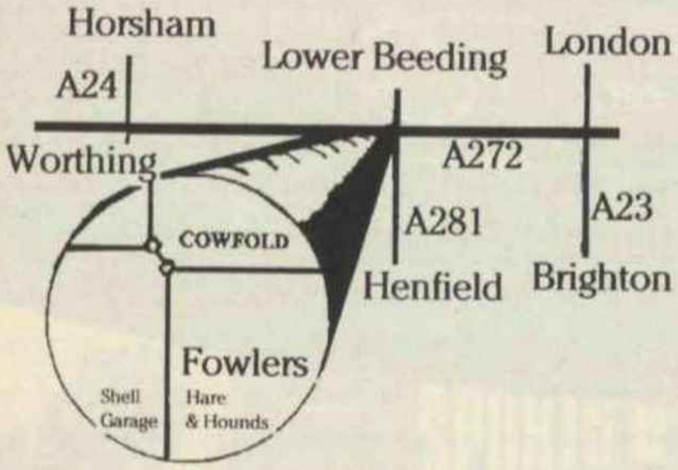
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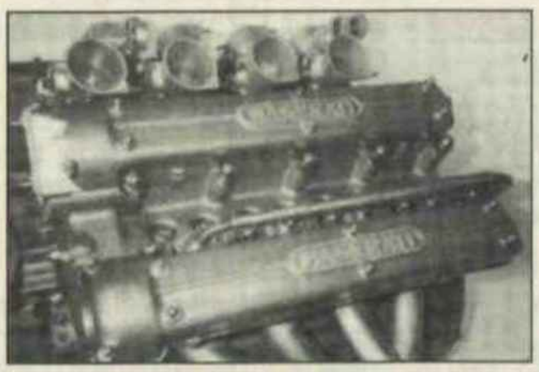
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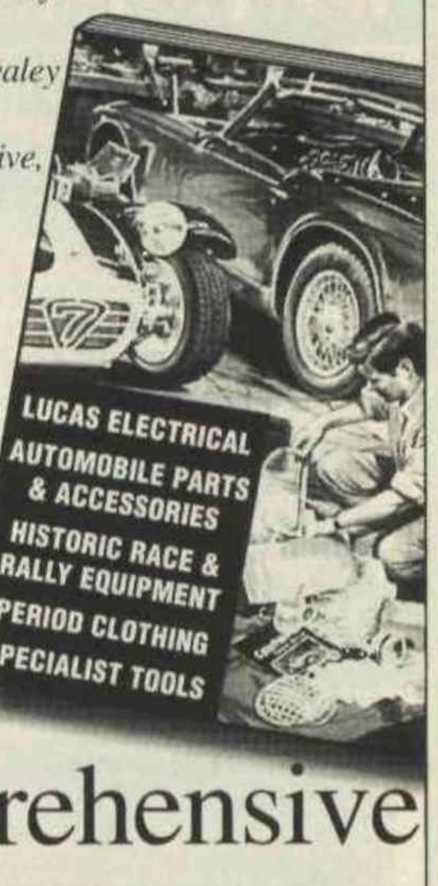
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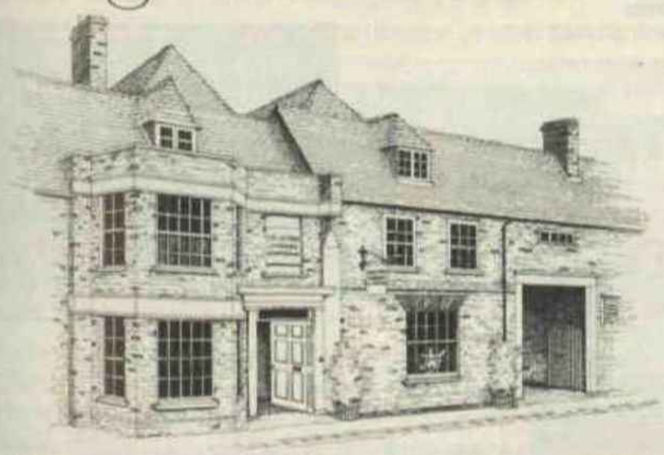
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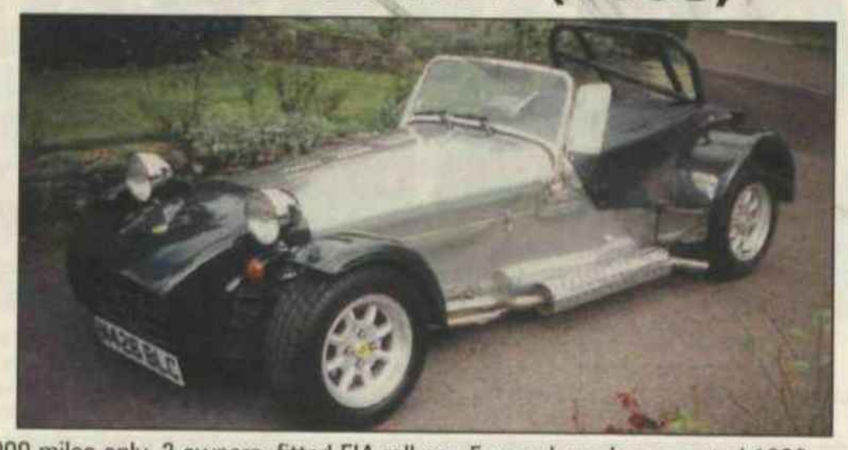
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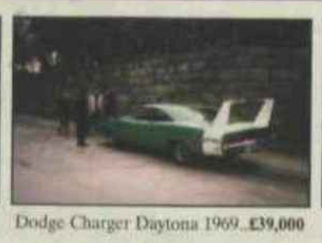
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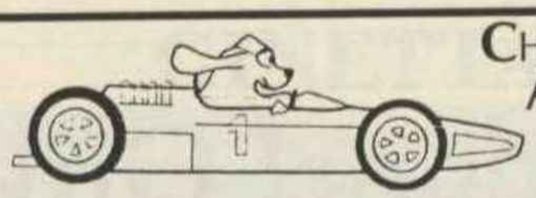
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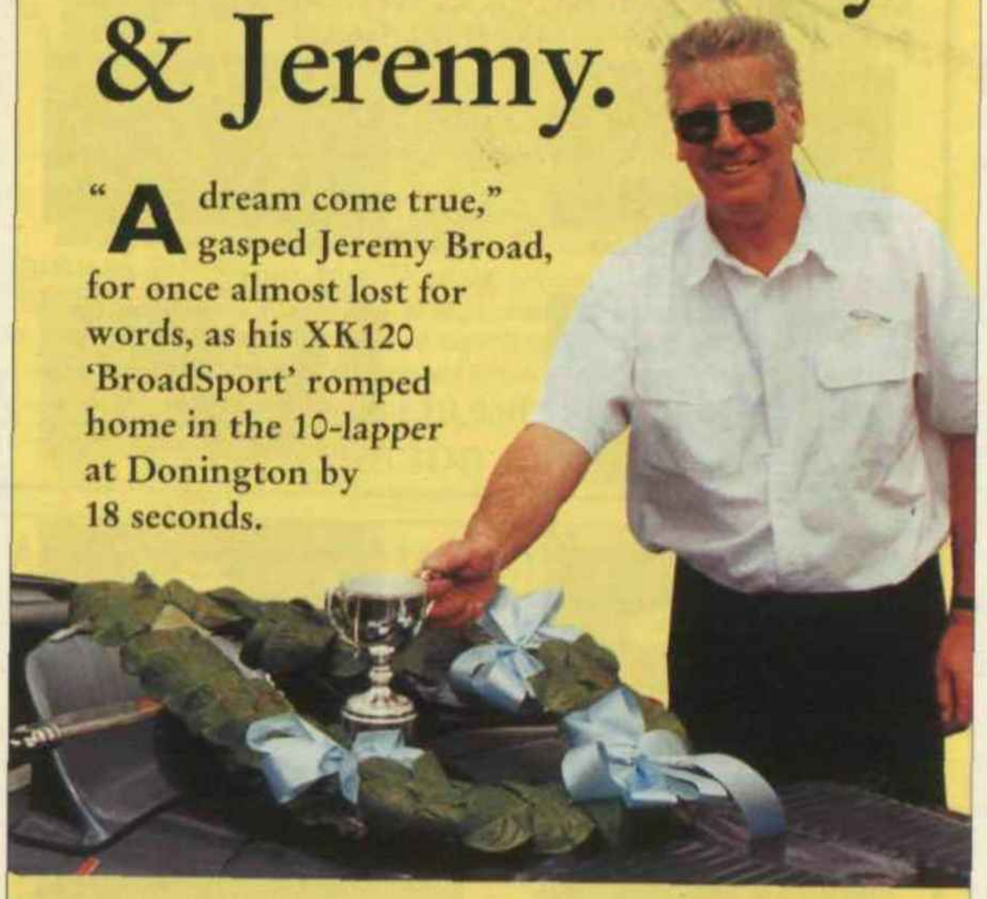
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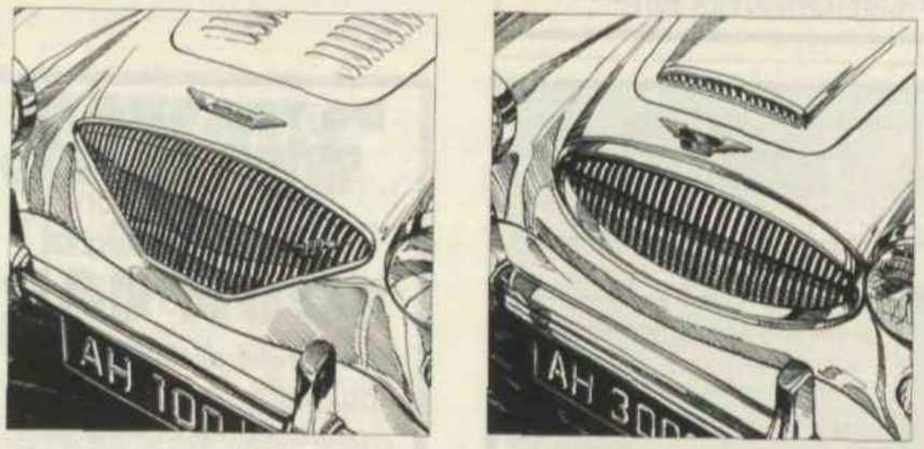
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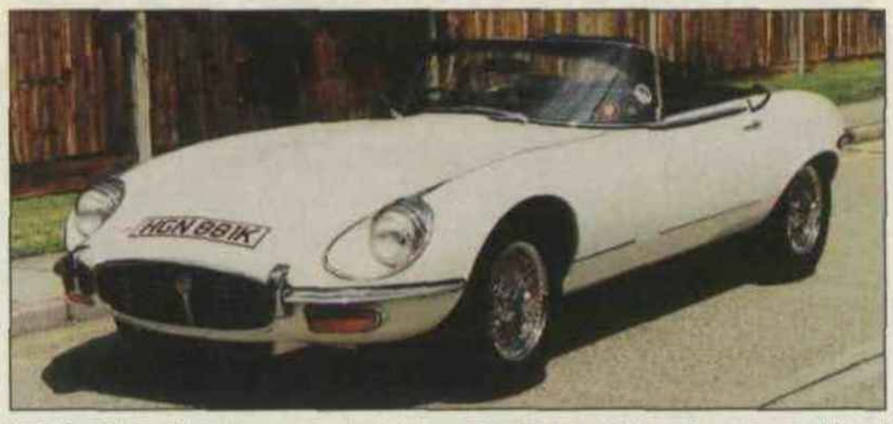
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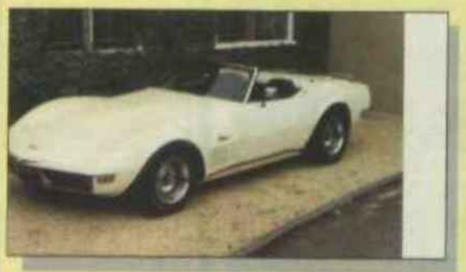
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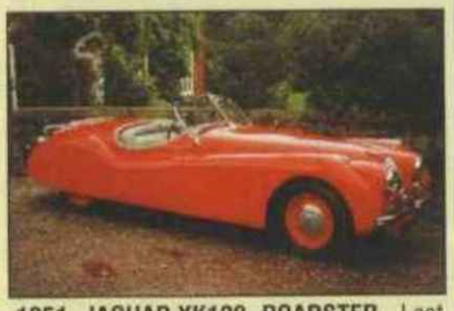
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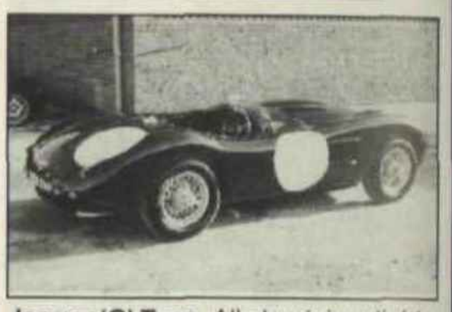
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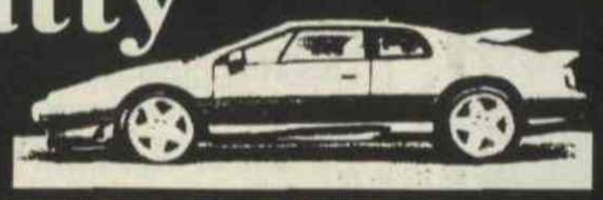
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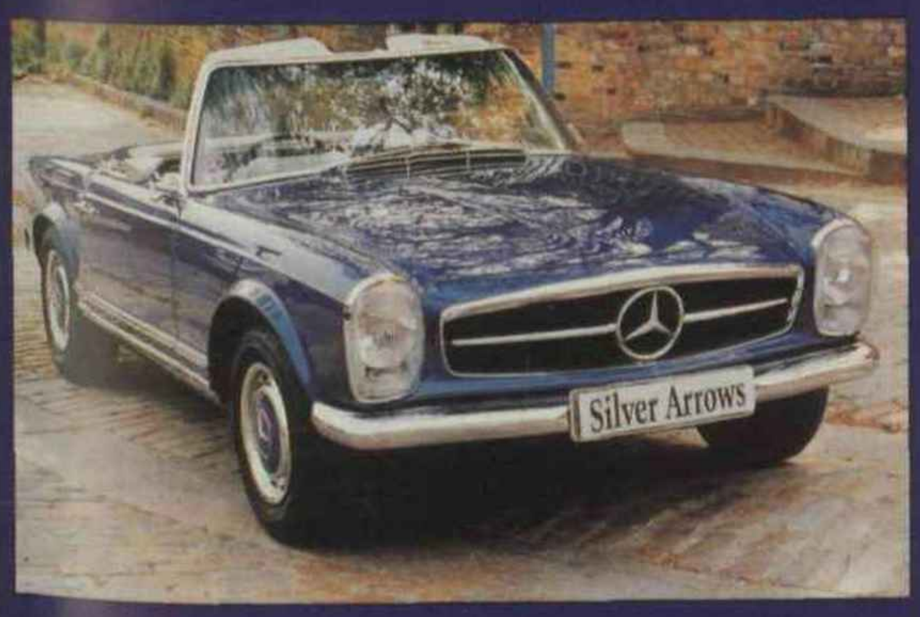
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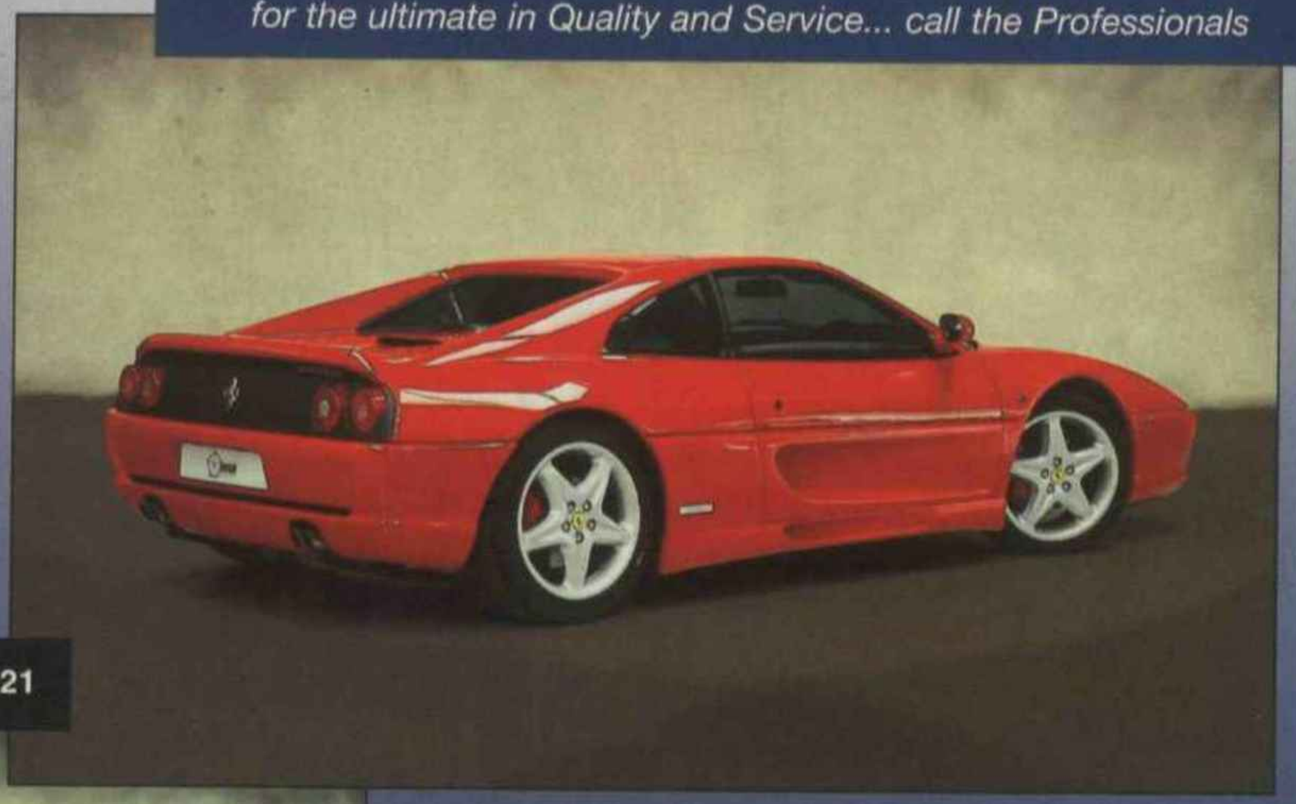
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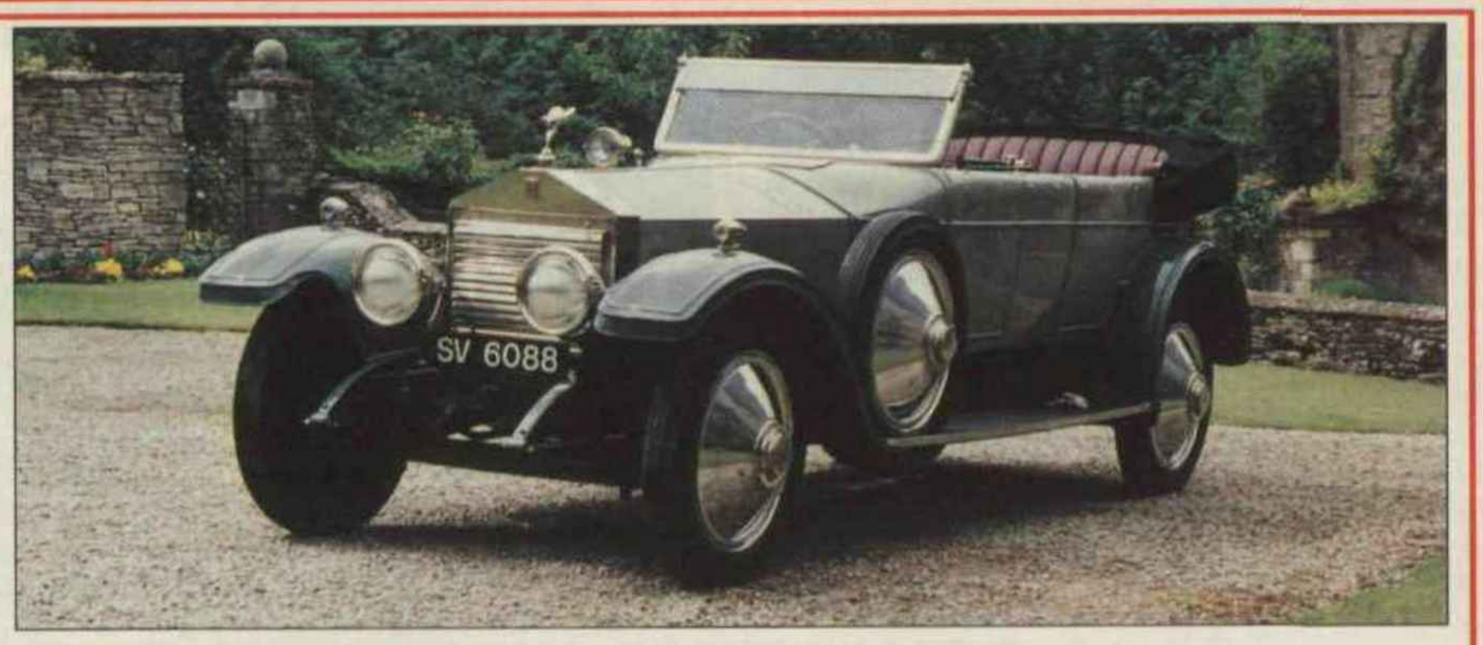
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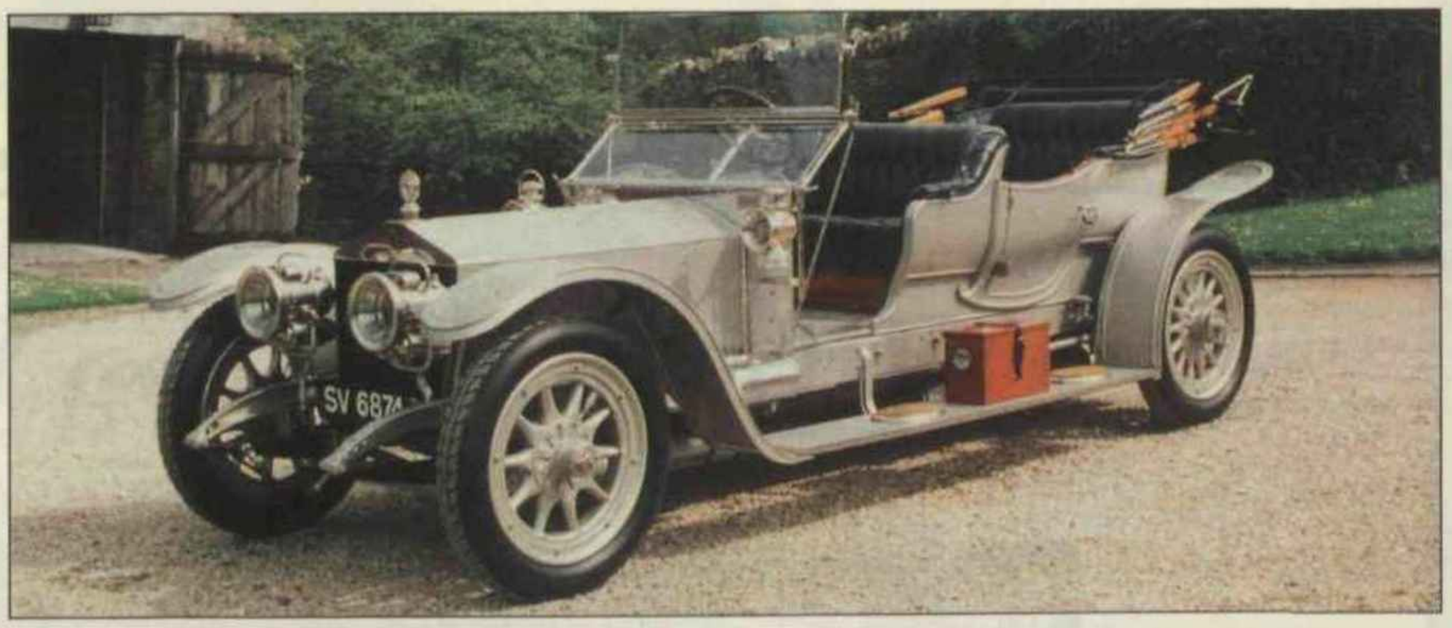


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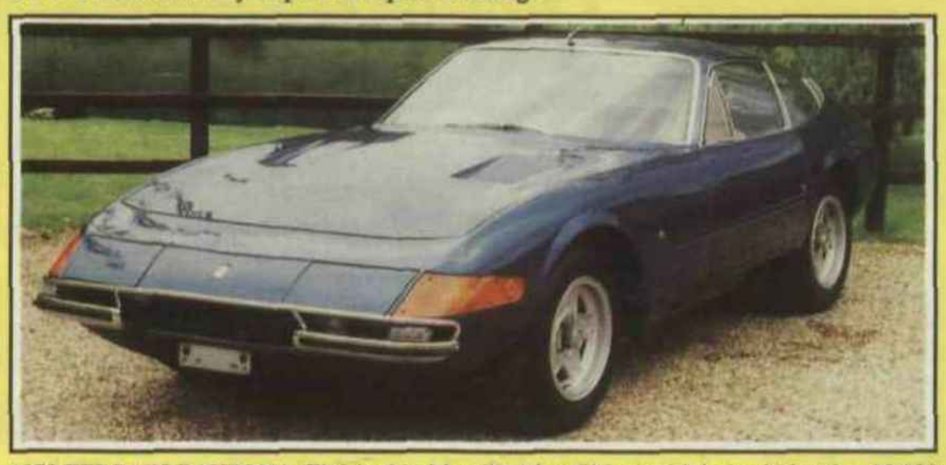
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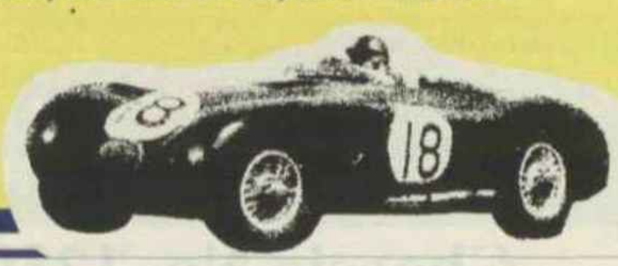
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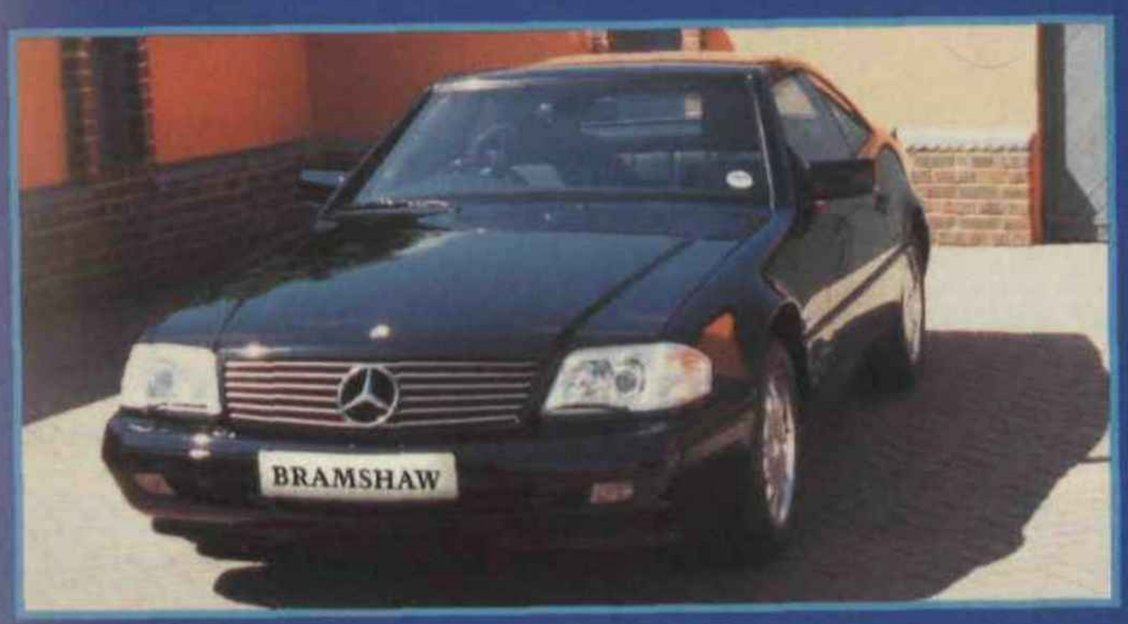
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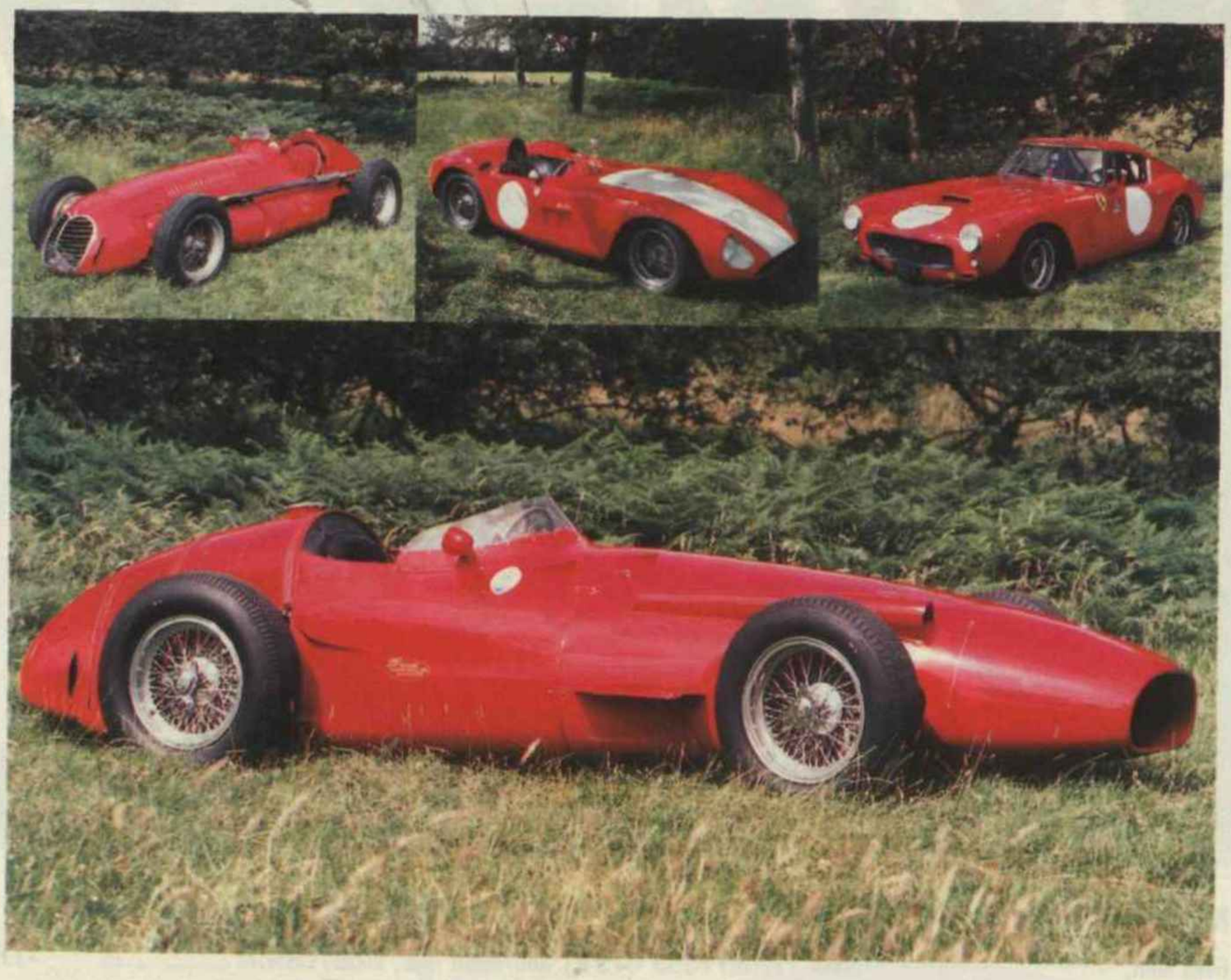
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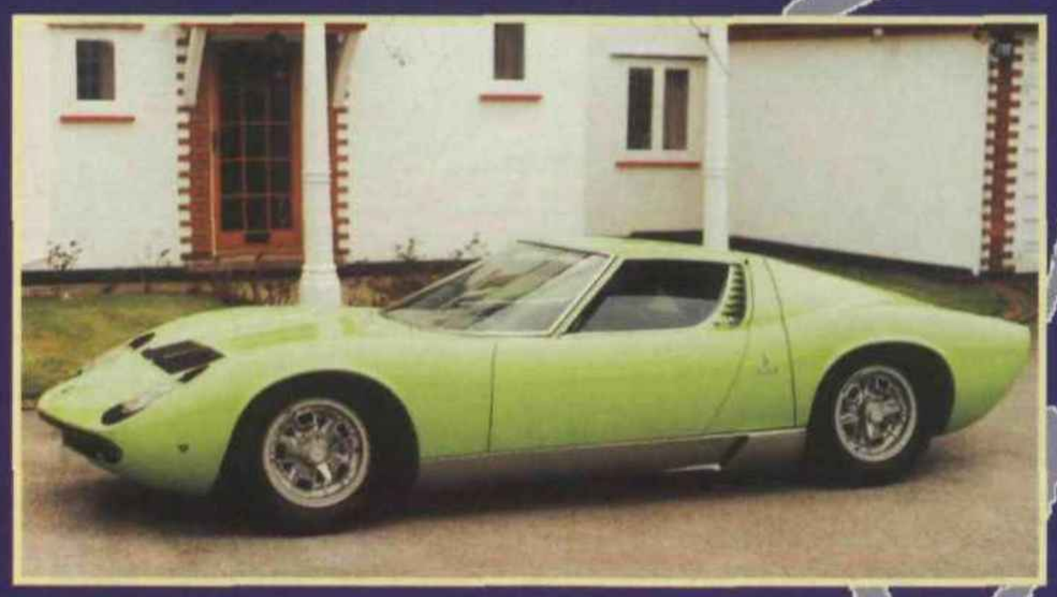
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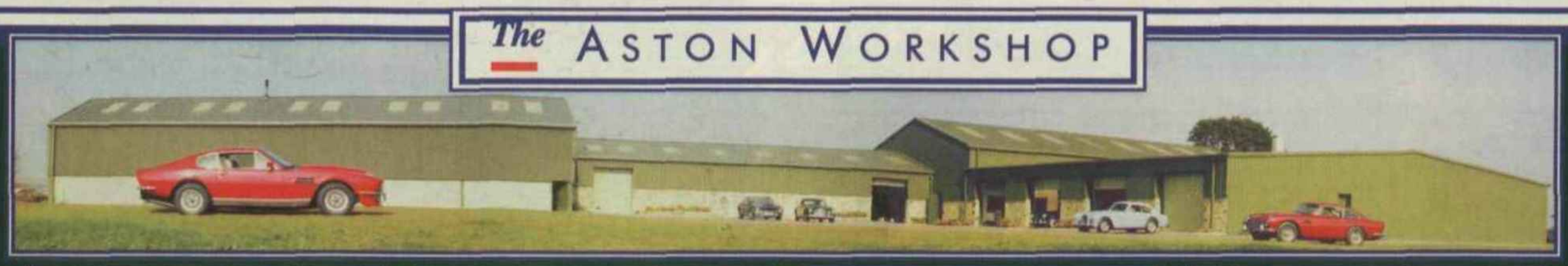
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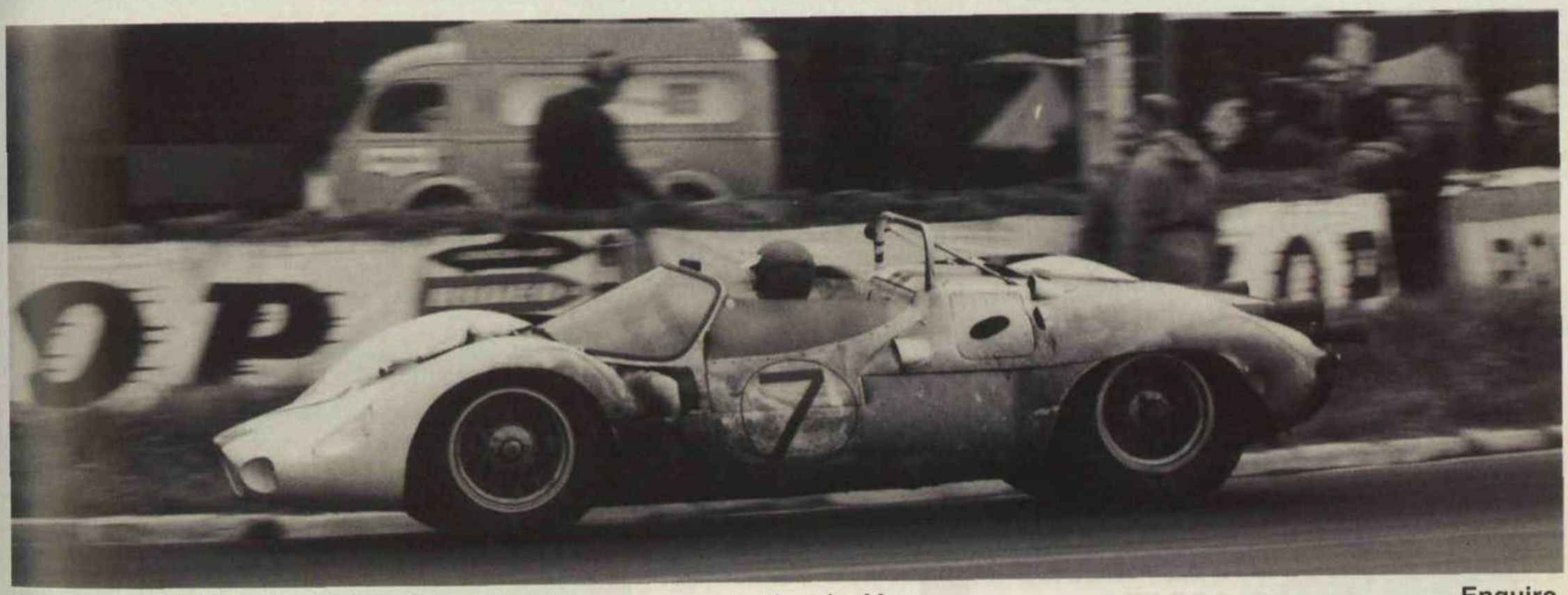
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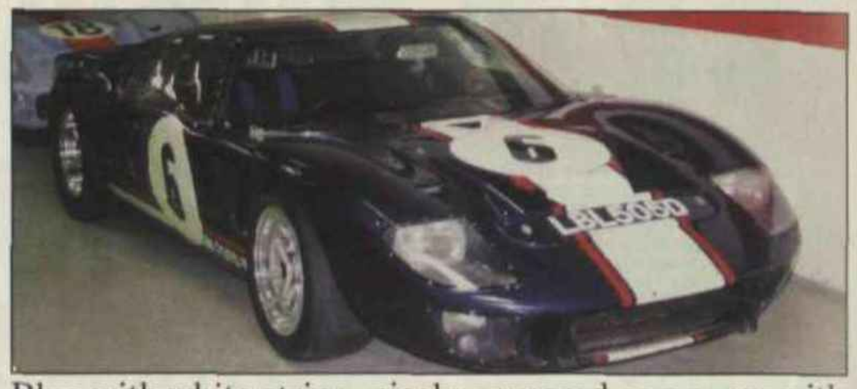
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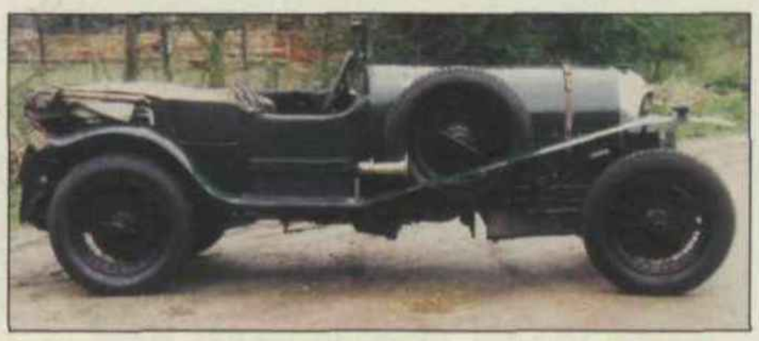
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GOODWOOD GREATS



The 1959 TT and a much missed spectacle from the past, the Le Mans Start. Maestro of this discipline, Stirling Moss, is already gone while Carroll Shelby in the Aston Martin DBR1/300, which Moss will take over to win the race, accelerates away in front of Graham Hill (29) in the Lotus 15. Slower off the mark are the Ferrari Testa Rossas of Dan Gurney (9), Olivier Gendebien (10) and Phil Hill (11), which sandwich Edgar Barth's diminutive Porsche (32).

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Parking with the Met

Ferraris, Lamborghinis, Bentleys, Porsches, Maseratis and many others from motoring's 'top drawer' of the sporting carriage world inevitably have many things in common. They're quick, most are aesthetically pleasing and some are representative of automotive engineering at its very best.

There are, however, some serious drawbacks to owning such expensive exotica, the law of benefit being proportionately balanced to the same degree of detriment dictates that this is necessarily so.

For those living and working in and around the London area, there is the constant problem of parking and storage for such cars, particularly the ones that are not exercised on a regular basis. Park a Ferrari on the street for any length of time and the chances are, that it will either be damaged, or worse, stolen. Which is just one of many reasons why insurance premiums cost so much.

Garage space is also at a premium, but there is a concrete, secure and fool-proof solution. And it gives genuine peace of mind in Central London. Established in 1992, Metropolitan Car Parks based in Chelsea can offer permanent and secure storage for any make of car.

Run by Nicholas Marks the company has a number of sites, with the kind of facilities, that completely remove all the many hassles and headaches that are often involved with long-term storage. In the time that the company has been operating, it has already gained established and regular clientele.

However, because of the natural problems in gaining the trust of people in the early days, starting out in business wasn't especialy easy as Nicholas Marks explains: "Many people understandably tend to be hesitant before entrusting an expensive sports car like a Ferrari to someone else. Some have their own perceptions about what such cars are all about.

"They fear the possibility of company employees driving their cars and possiby damaging them. They feel that companies like ours are just in it for the money. Clients have many of these fears. But it just isn't like that at all with us. We've built an exceptionally good reputation and one that is based on trust.

We offer a good and comprehensive service at competitive prices," he says.

The business has grown largely by word of mouth, and the company has not only a good number of private clients, but a number of well known car dealers as well.

"Our aim has always been to provide a rounded, bespoke service," says Nicholas. "We are car enthusiasts working for enthusiasts, and would like very much to expand in future to offer the same kind of service to the motor racing community."

The great advantage with Metropolitan Car Parks is that the company offers easy and immediate accessibility to its conveniently located central sites, presenting an ideal opportunity, particularly for racing teams and outfits, to store and prepare cars prior to meetings.

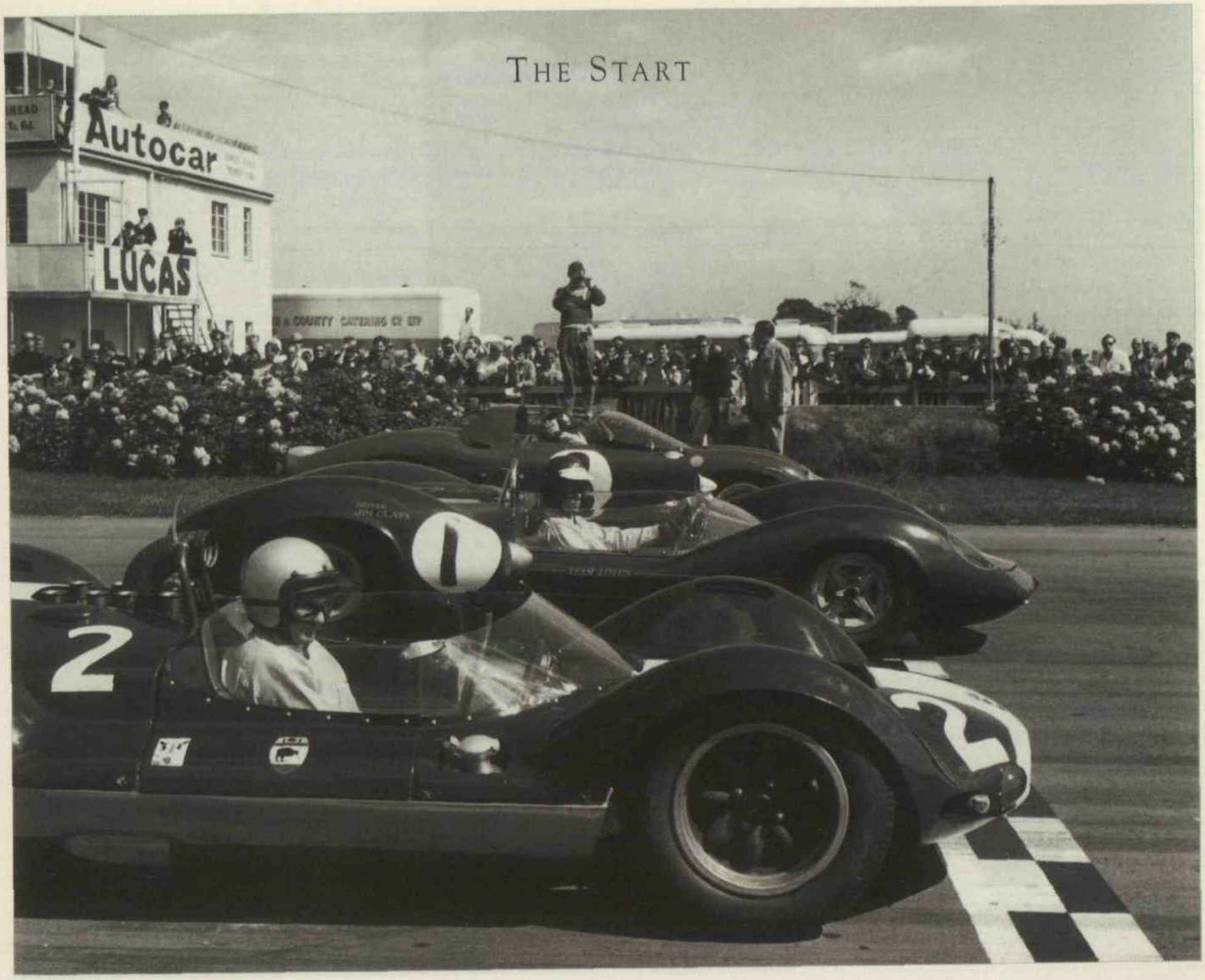
"A good, honest service captures the spirit of what we do," says Nicholas. "We're not expensive - just nice guys providing a good service for nice people, and without the aggravation that can sometimes be involved in car storage."

In the near future, the company aims to be in a position whereby it can expand its services. "We want to be able to run a small fleet of transporters," says Nicholas. "It is then that we will also be able to offer a complete collection and delivery service for the cars in our care."



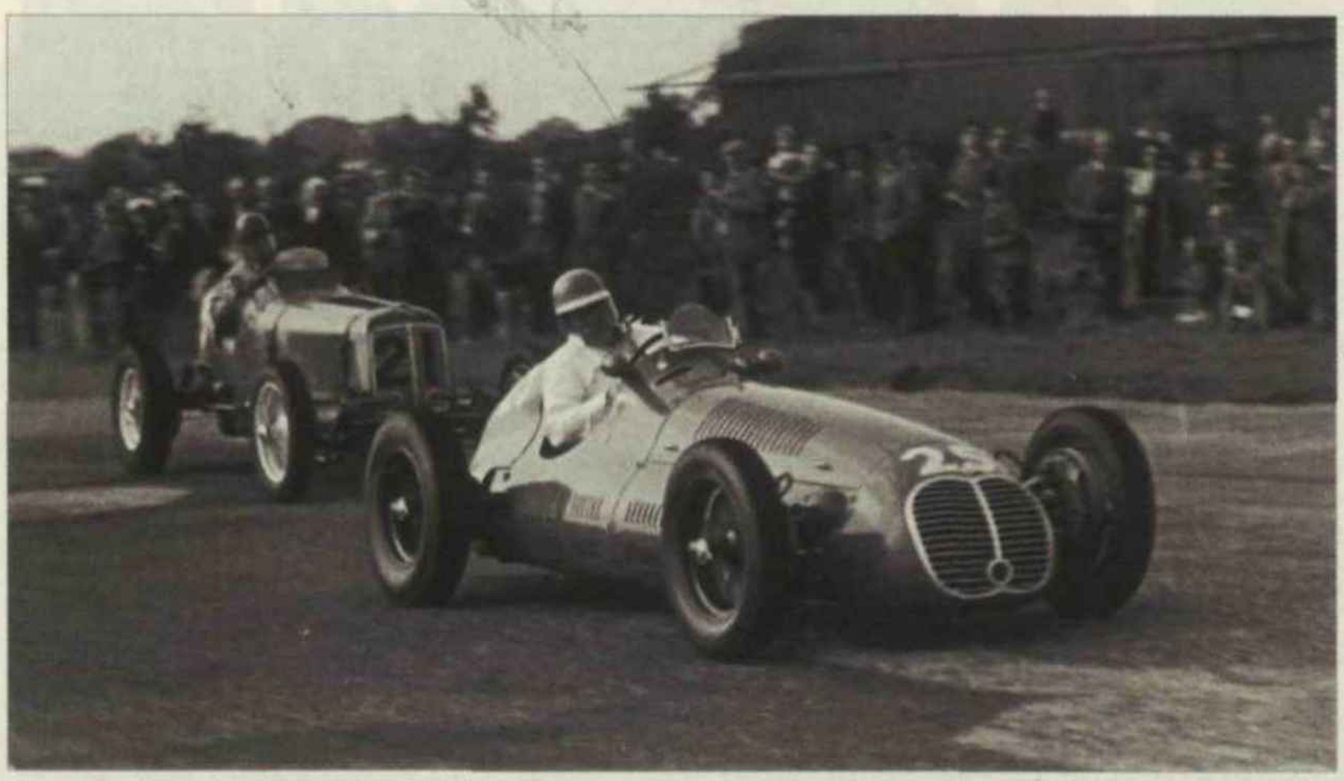
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THE START



Awaiting the start of the 1964 TT. Bruce McLaren's Cooper Oldsmobile sits nearest the camera, Jim Clark (Lotus 30) and Graham Hill in the Ferrari 330P line up behind. The Kiwi and Scot are obviously concentrating on the starter while the man with the moustache is making final adjustments to his goggles strap.

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The first ever Goodwood meeting was on September 18 1948. Here Reg Parnell, later an Aston Martin driver and team manager, wins the inaugural Goodwood Trophy in his Maserati 4CLT. Bob Gerard in ERA R14B No 21 was a very close second. In post-war rationed Britain motor racing was not a high priority, but at the suggestion of Australian Tony Gaze, who had flown from nearby Tangmere during the war, Westhampnett aerodrome on the Duke of Richmond and Gordon's estate became, with the Duke's assent, the Goodwood circuit.

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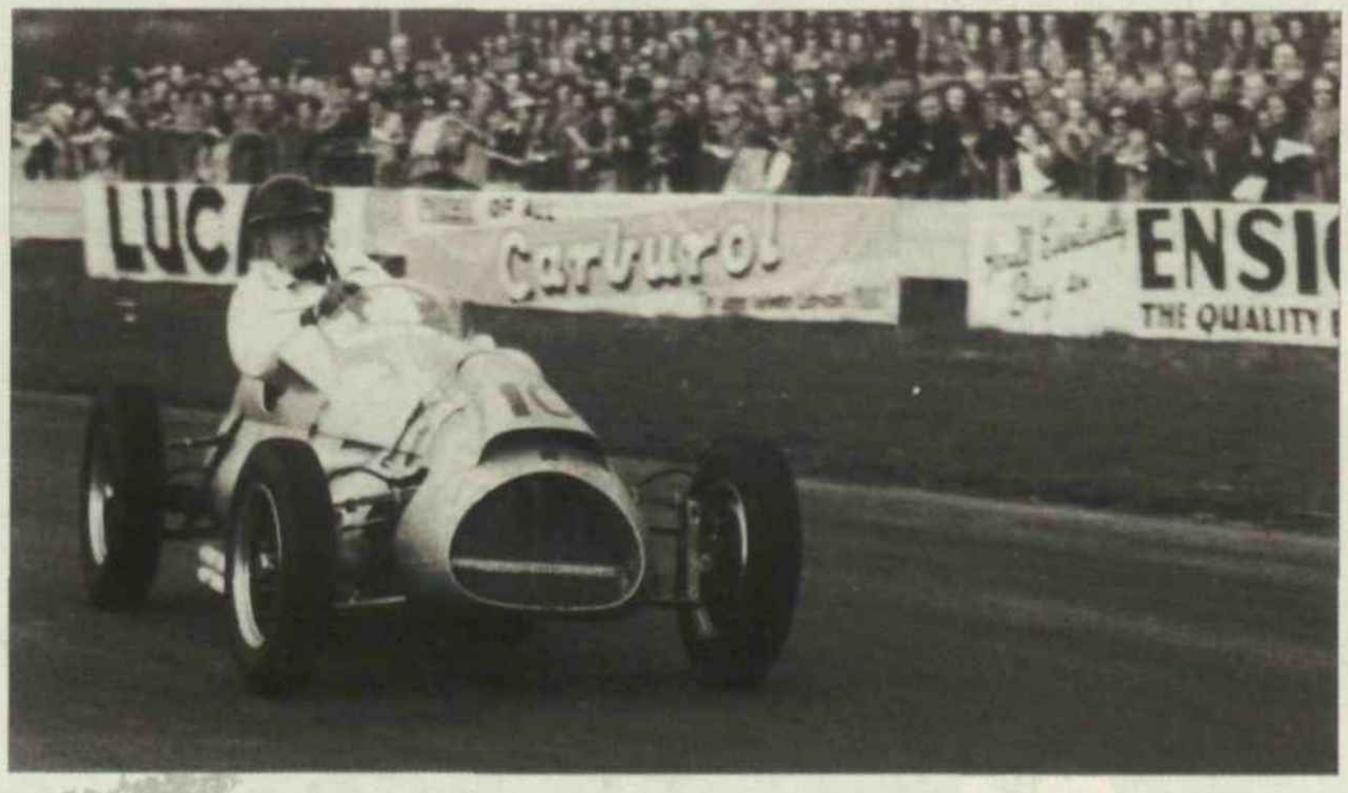
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CHAMPAGNE OF THE SEASON

Tony Crook (328 Frazer Nash-BMW) leads the sportscar race at the first Goodwood meet. Many of his 400 races were at Goodwood which he loved, mostly driving Bristol-engined cars. In 1951 his Frazer Nash Le Mans finished a thrilling season one point behind Mike Hawthorn for the MOTOR SPORT memorial trophy. In the 1955 Nine Hours he spun on oil in the dark and was unavoidably rammed by Stirling Moss.

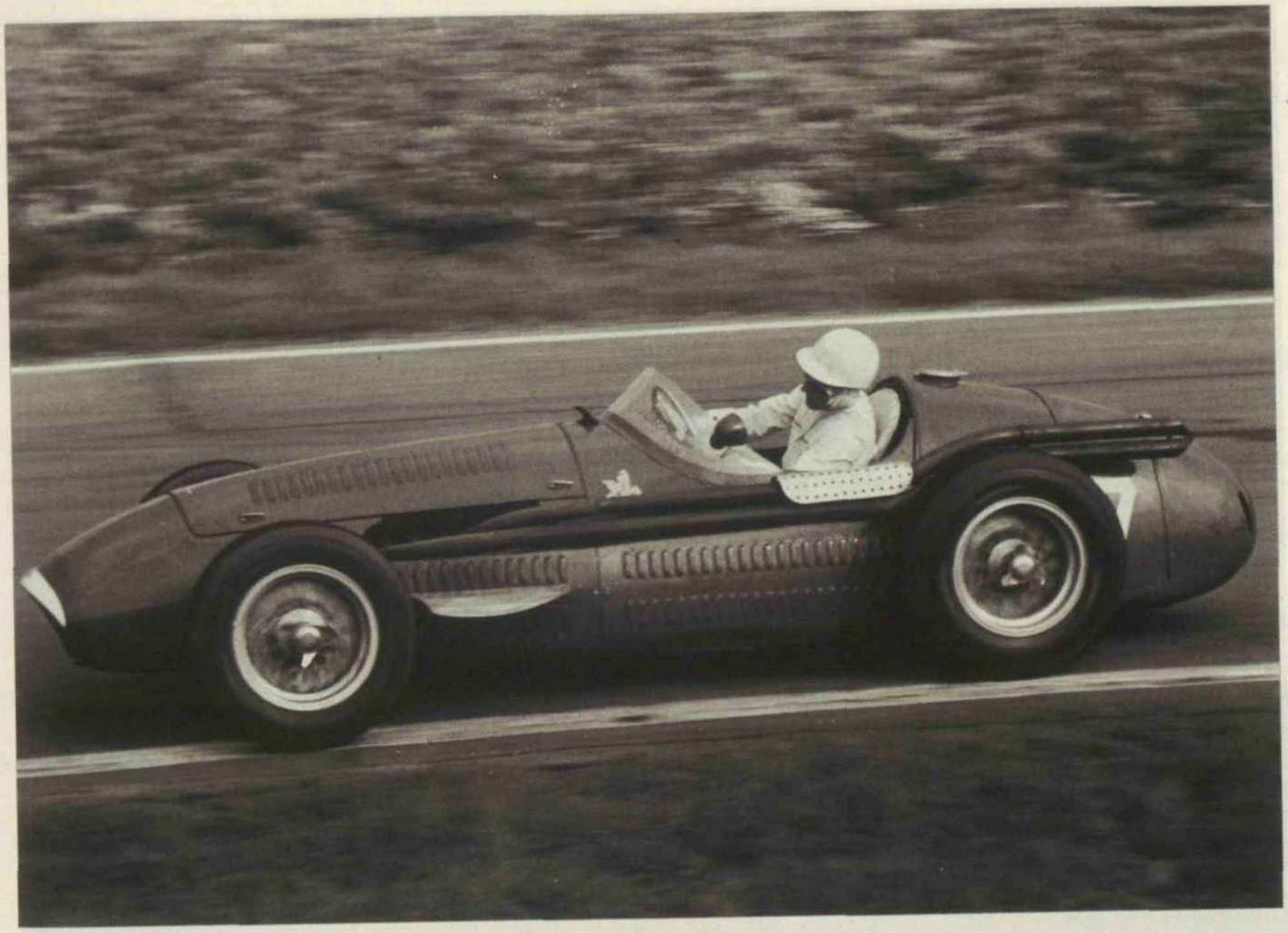
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Mike Hawthorn looks in danger of falling out of his Cooper-Bristol on Easter Monday in 1952. He won two races and finished second in another to general acclamation. At this stage in his career the trademark green windcheater and white helmet peak have yet to appear, although the bow tie is in evidence. This was Hawthorn's first appearance in a serious single-seater; within a year he was a Ferrari works driver, winning the 1953 French GP at Reims after an intense battle with Fangio's Maserati.

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Classic Stirling Moss style in the archetypal 1950's Grand Prix car, the Maserati 250F. This is chassis no 2508 winning the Goodwood Trophy for F1 cars on the 25th September 1954, pictured at St Mary's, the only left hand corner (other than the exit to the chicane) at Goodwood.

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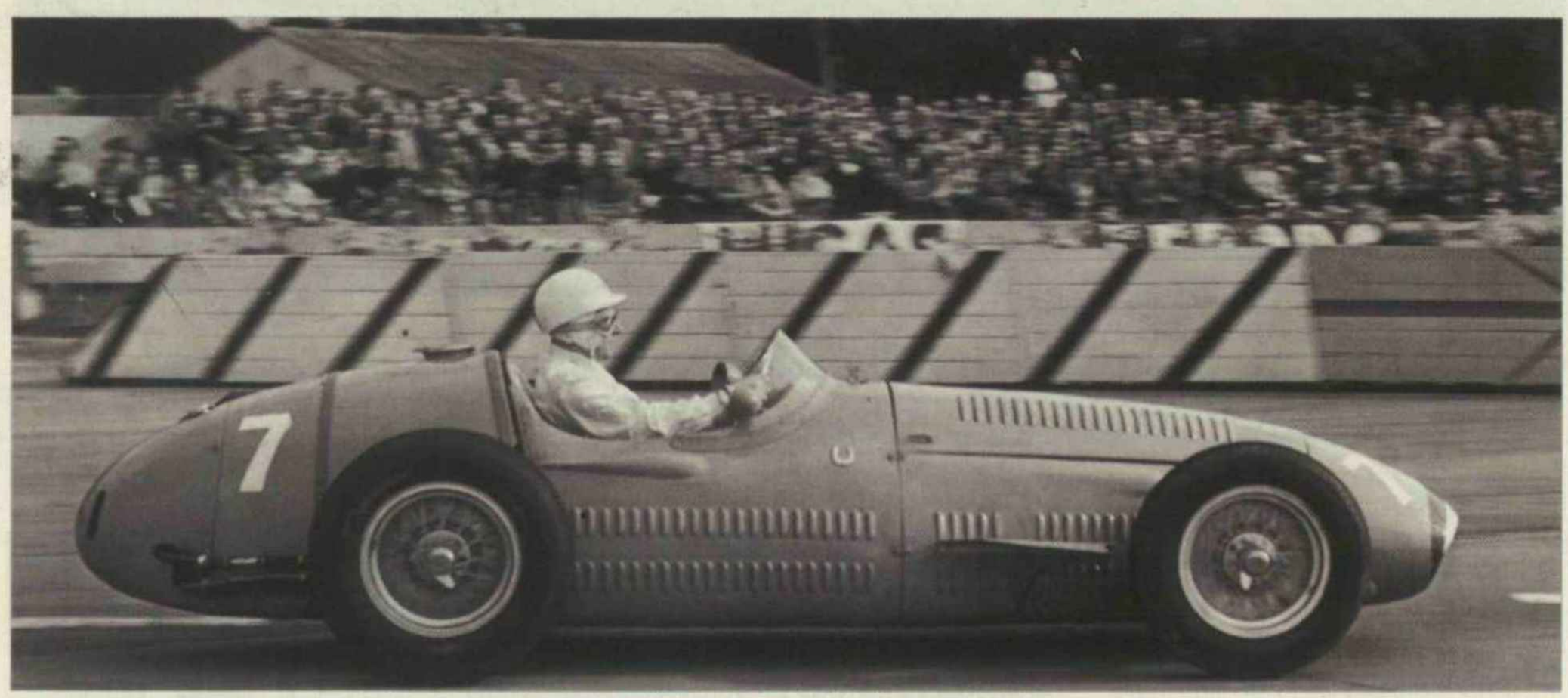
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This is the Goodwood Trophy on the 25th September 1954. Stirling Moss is winning the race in his Maserati 250F (Chassis No 2508), by now a works run car which meant Stirling no longer had to worry about making his engines last. By contrast Roy Salvadori's similar Sid Greene Gilbey Engineering car (Chassis no. 2507) was driven with an eye to reliability which blunted some of 'Salvo's' performances.



The early Maserati 250F was notable for its many body louvres, visible here as Stirling Moss wins the Goodwood Trophy in 1954 from Peter Collins with the first of the 2.5-litre Vanwalls and Roy Salvadori in Sid Greene's Maserati 250F. Moss won by 20.4 seconds and set fastest lap at 1m 33.0 sec (92.90 mph). Note the lucky horseshoe mascot just behind the bonnet.

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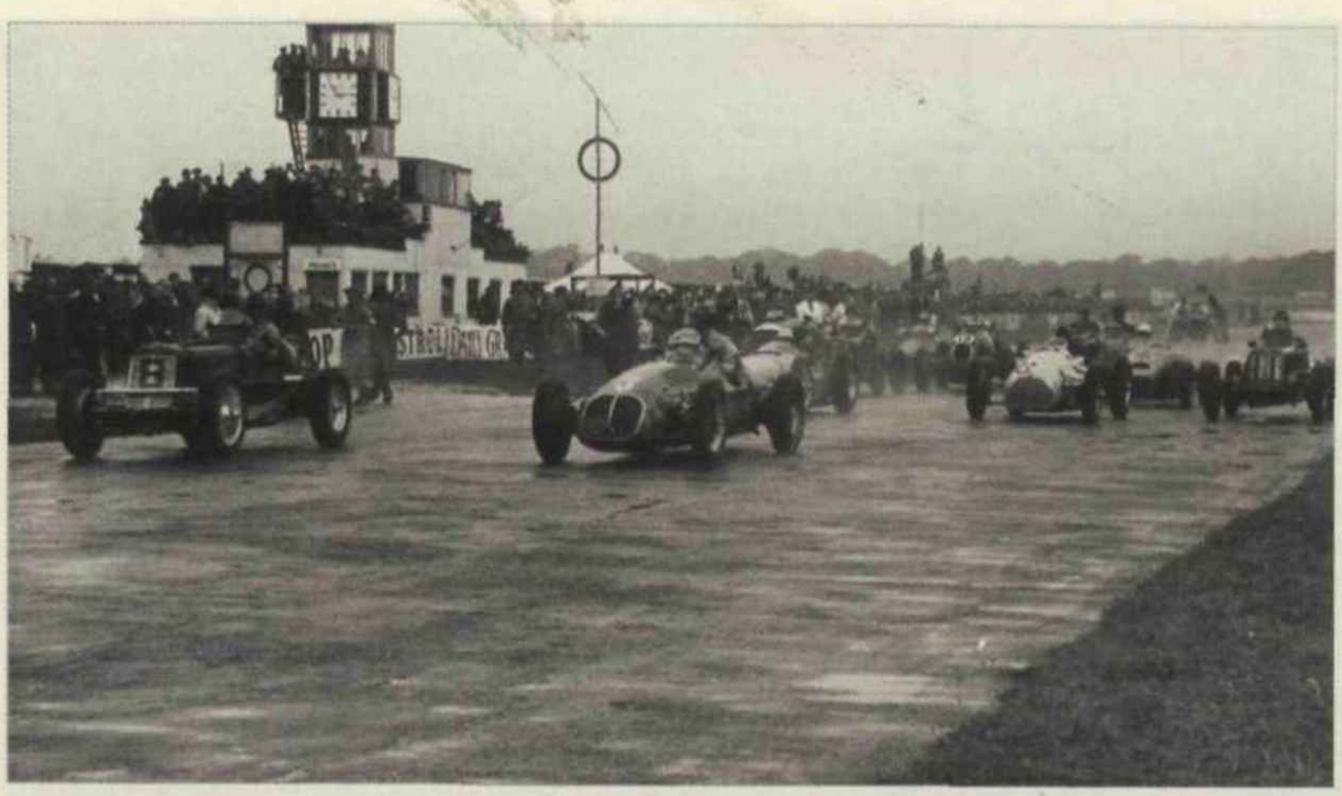
A none-too-happy Jim Clark contemplates the Lotus 30's short-comings during the 1964 TT, as Bruce McLaren, already retired, looks on (hands in overalls pockets). In those days race numbers were painted on and dripping fuel from the funnel has partially washed away the number.

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The Woodcote Cup 5-lapper on the 30th September 1950 with Peter Whitehead's ERA R14B No. 8 and Emanuel de Graffenried's Maserati 4CLT/48 at the start. Just visible behind the Maserati is Reg Parnell in the BRM V16 who will give the Bourne concern their first victory with this notorious car. To his left is Johnny Claes in the Ecurie Belge Talbot Lago and directly behind him is Stirling Moss in the offset HWM. At this time the grids were still decided by ballot, a leftover from Brooklands days.

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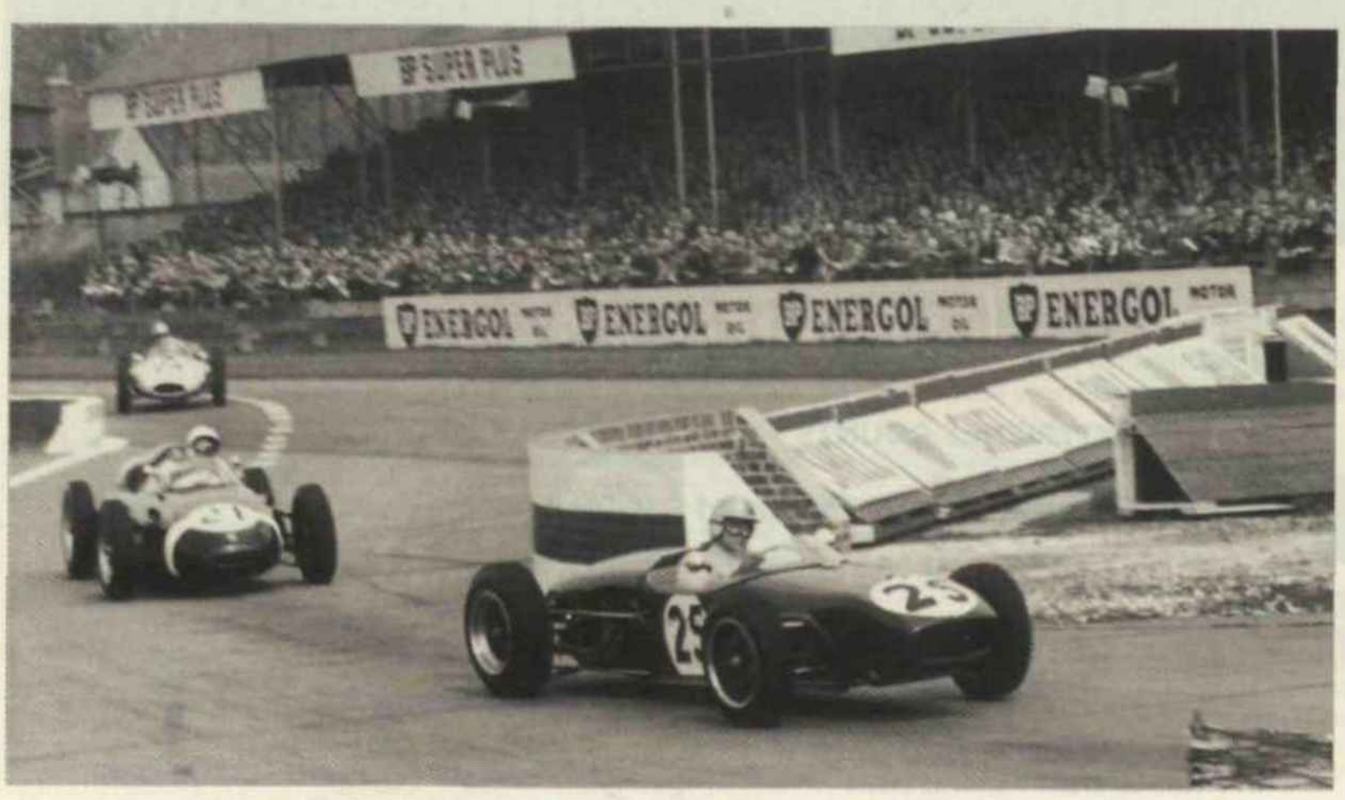
Jim Clark pulls in with the beginning of the brake and suspension problems which caused his retirement after leading the 1964 TT in the works Lotus 30. Note the low-tech refuelling rig, scaffolding poles and ramshackle appearance of the pits.



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Innes Ireland's Formula Two Lotus 18 leads Stirling Moss in Rob Walker's Porsche 718 and Roy Salvadori in the Tommy Atkins Cooper T51 during the Lavant Cup, Easter Monday 1960.

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Mike Parkes takes on fuel and tyres during the 1961 TT with this ex-works Ferrari 250GT, chassis no. 2417, bought by Colonel Ronnie Hoare (speaking to Parkes) who owned Maranello Concessionaires. Son of the chairman of Alvis, Mike Parkes was a Ferrari sportscar regular and finally F1 driver until a dreadful accident at the 1967 Belgian GP at Spa ended his works drive. He returned to racing later but the speed had gone and he sadly died in a road accident in 1977.

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Parkes eventually placed second in the Ferrari 250GT at the 1961 TT. Although a match for winner Stirling Moss in the Rob Walker/Dick Wilkins Ferrari for sheer speed, it was at the expense of his tyres and in the event Moss won easily. The Ferrari's flank shows signs of contact and note the quick lift jack brackets beneath the grille.



Carroll Shelby is of course best known as the man who invented the Cobra, but he originally came to Europe in the mid-Fifties racing an Aston Martin DB3S. Subsequently he drove Ferraris in America and later returned to Europe to become an Aston works driver. Sadly his driving career came to a premature end due to heart trouble. With Roy Salvadori he won Le Mans in 1959 in this car, chassis no DBR1/2, seen here rounding Madgwick before it was taken over by Moss to win the 1959 TT.





Many famous English drivers raced the Aston Martin DB3S, and here is one of the greatest: Tony Brooks at Madgwick corner, September 8, 1956. This was the last race for this Aston Martin (DB3S/7) as a works car; Brooks won from team-mate Roy Salvadori in DB3S/9. Tony Brooks went on to drive for Vanwall and for Ferrari, nearly winning the 1959 World Driver's Championship before retiring in 1961.

Stirling Moss wins the 1959 TT in his Aston Martin DBR1/300 (the 1959 Le Mans winner) after changing from the sister car which caught fire during refuelling, slightly burning co-driver Roy Salvadori. Stirling's victory clinched the world sportscar championship for Aston Martin, the first and, until the TWR Jaguar triumphs decades later, the only British manufacturer to do so.



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Mike Parkes in Short Wheelbase version of Ferrari 250GT. The car was hugely successful in the early '60s at Goodwood and retains its place in history as the fore-runner to that legendary Ferrari, the 250 GTO.

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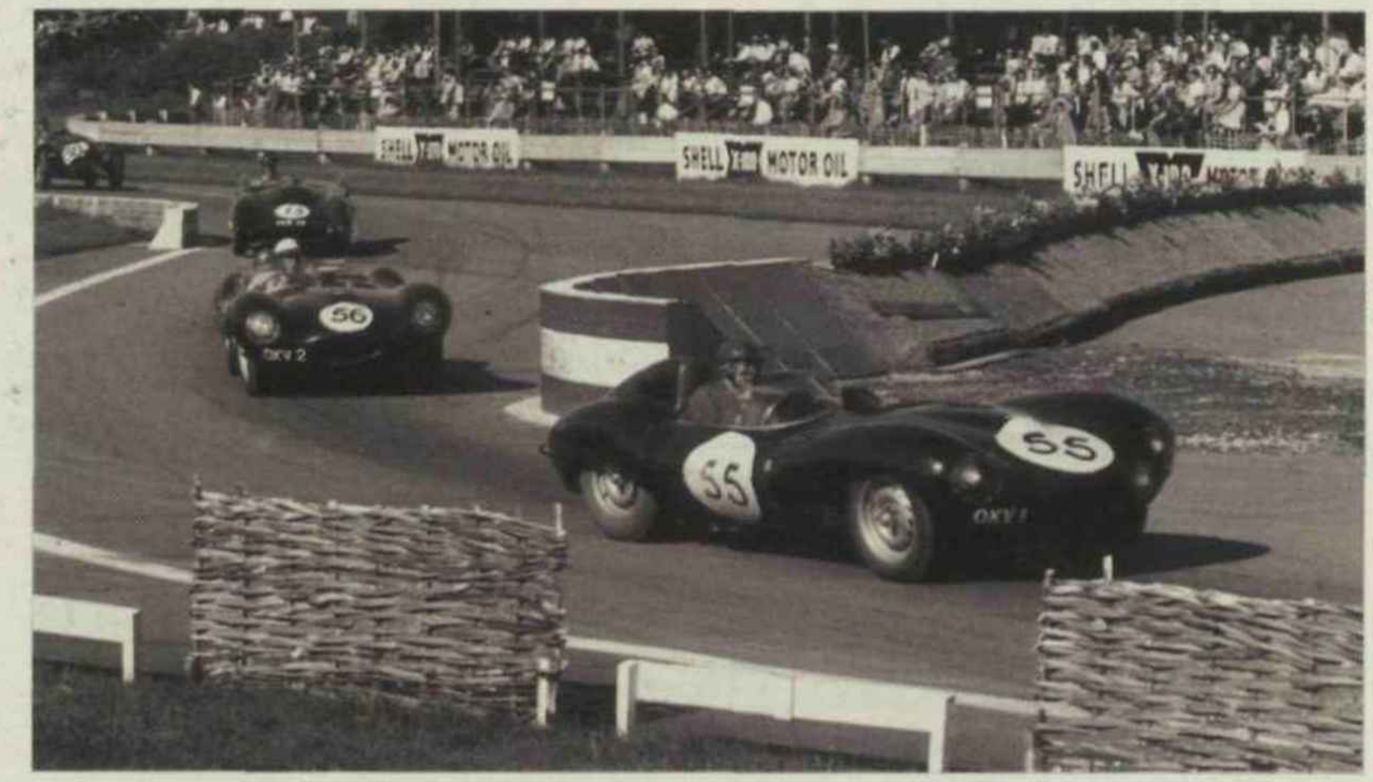


Le Mans winner and Jaguar dealer Duncan Hamilton was the original bon viveur, and a larger than life character. He bought his Jaguars from the works and this was his last, the 1956 D Type 'long nose' team car XKD 601 which he campaigned in 1957 and 1958. Here he is over the edge at Woodcote at the BARC September meeting in the 21-lap Goodwood Trophy. He finished 5th. He would probably have been second behind the unbeatable Archie Scott-Brown in the Lister Jaguar, but he managed to spin at the Le Mans type start, ending up facing the wrong way!

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The chicane, and so far nobody has wrecked the wattle fencing, although Duncan Hamilton in his ex-works 1954 Jaguar D-Type (Chassis XKC 402) looks as though he is contemplating it. Hamilton won his heat and the final in the Johnson Trophy on Whit Monday 1955 by 16 seconds from Bob Berry in Jack Broadhead's similar ex-works car. Hamilton's fastest lap was a sports car record at 86.22mph. Third was future E-Type racer Dick Protheroe in a C-Type Jaguar.

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A lovely profile shot of Duncan Hamilton in OKV 1, the ex-works D-Type which he shared with Tony Rolt to finish second at Le Mans in 1954, and which he subsequently bought. Here he is winning on Whit Monday 1955, showing the almost snub nose of the earlier D-Types, as distinct from the later 'long nose' cars. Note also that the distinctive tail fin has been removed.

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Pitstop for the winning Ferrari 250GTO of Graham Hill at the 1963 TT. The Maranello Concessionaires-entered car has the distinctive trademark Cambridge blue nose whilst the roundels are yellow giving a very colourful appearance. Fuel goes in as John Coombs stands behind the n/s rear wing, his mechanic Roland Law changes the wheel, Maranello Concessionaire's chief mechanic Ron Chubb leans forward off the pit counter under the no. 12 and Colonel Hoare can be seen also leaning forward behind Graham Hill.

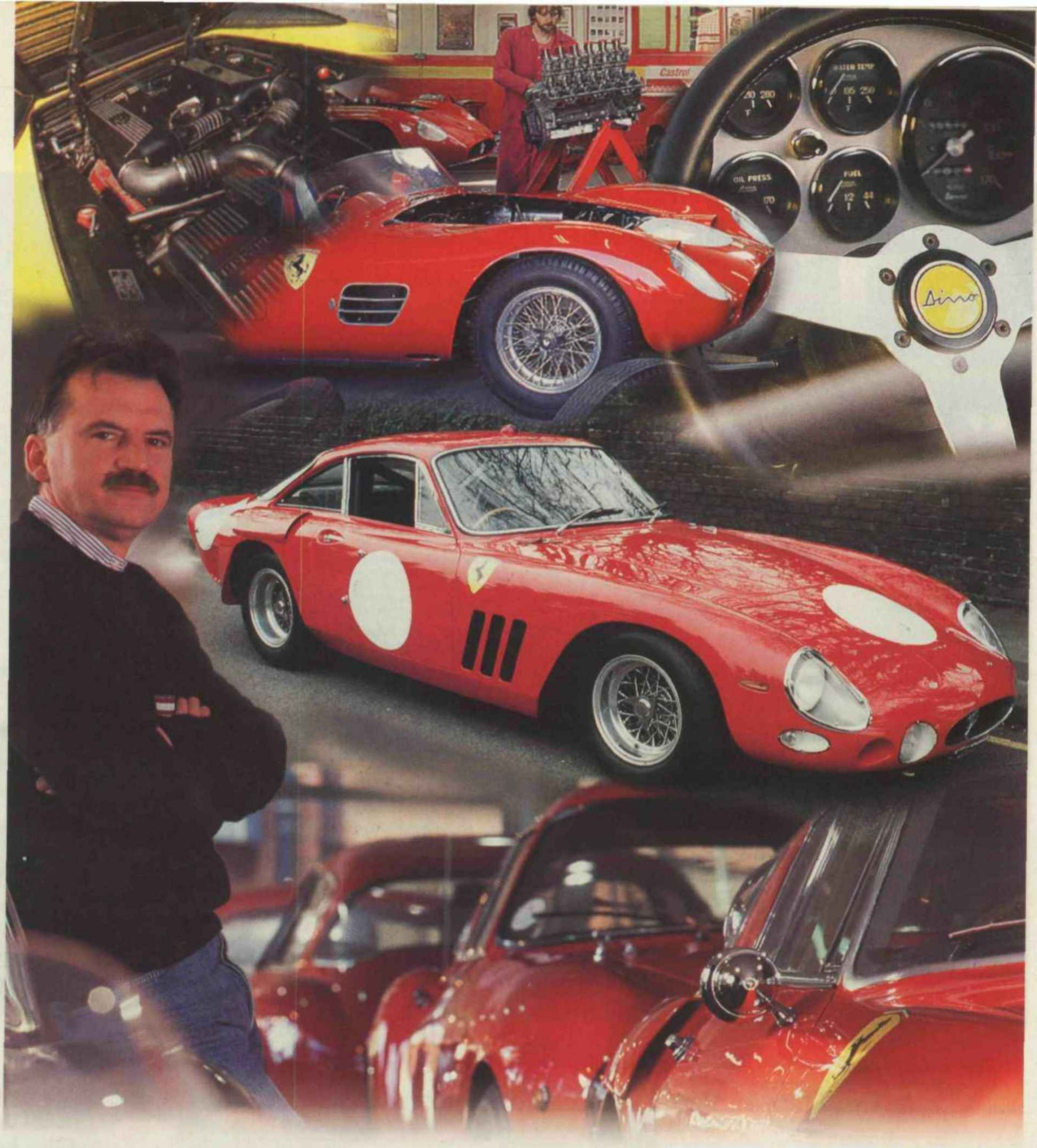
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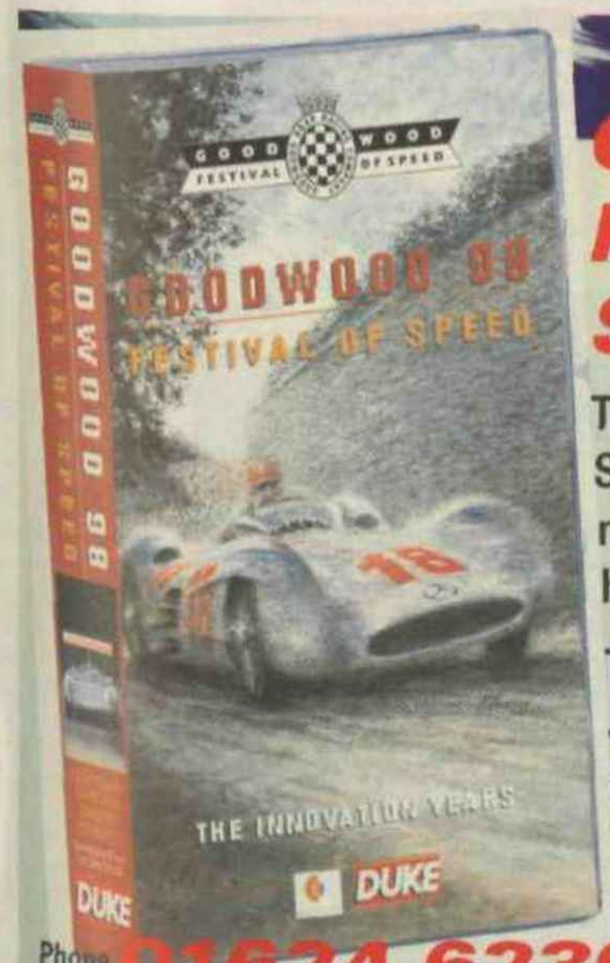
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Mike Hawthorn and his ever present bow tie sits in the Ecurie Richmond-entered Cooper Bristol which will establish his professional reputation at Goodwood on Easter Monday 1952. He won two races with little opposition and placed second in the Richmond Trophy behind Froilán Gonzalez in the much quicker Thinwall Special. Despite the meteoric start to his career Hawthorn won only three Grands Prix and generally suffered from driving unreliable or uncompetitive F1 cars until 1958 when he won the world driver's championship with Ferrari.

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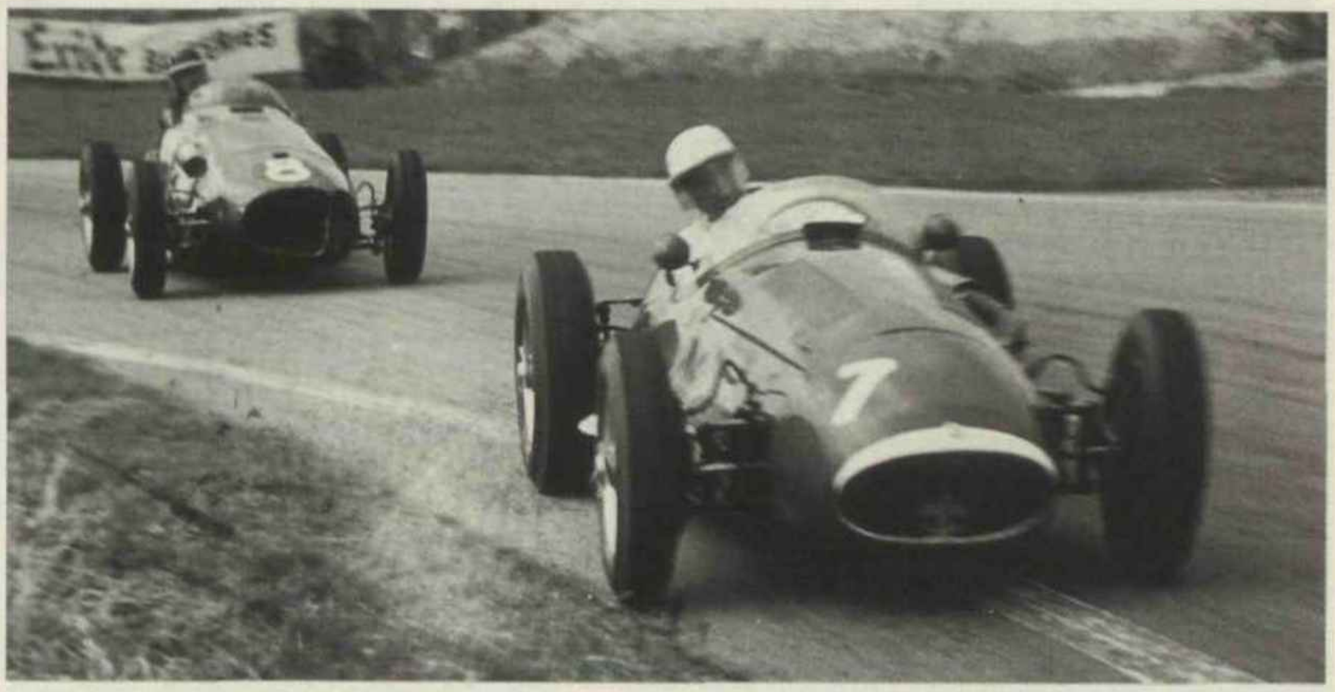
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After Peter Collins had finished second in the F1 event to Moss in the Maserati 250F seen here, Mike Hawthorn had a go in the Vanwall for the 10 lap Formula Libre race on the 25th September 1954. Here they are seen battling for third place, behind Collins, who won in the 4.5-litre Ferrari-based Thinwall Special from Ken Wharton in the BRM V16. Moss beat the Vanwall again, albeit by only yards.

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Easter Monday 1957 and Archie Scott-Brown wins the Unlimited Sports Car Race in the original works Lister Jaguar. Note the driver only screen and the central airscoop behind the rear-view mirror which was used to keep the inboard rear brakes cool, a weakness on most Listers. Scott-Brown was physically disabled, so his extraordinary speed, sense of balance and car control was all the more remarkable. One contemporary remarked that you always saw the side of Archie's car rather than the back!

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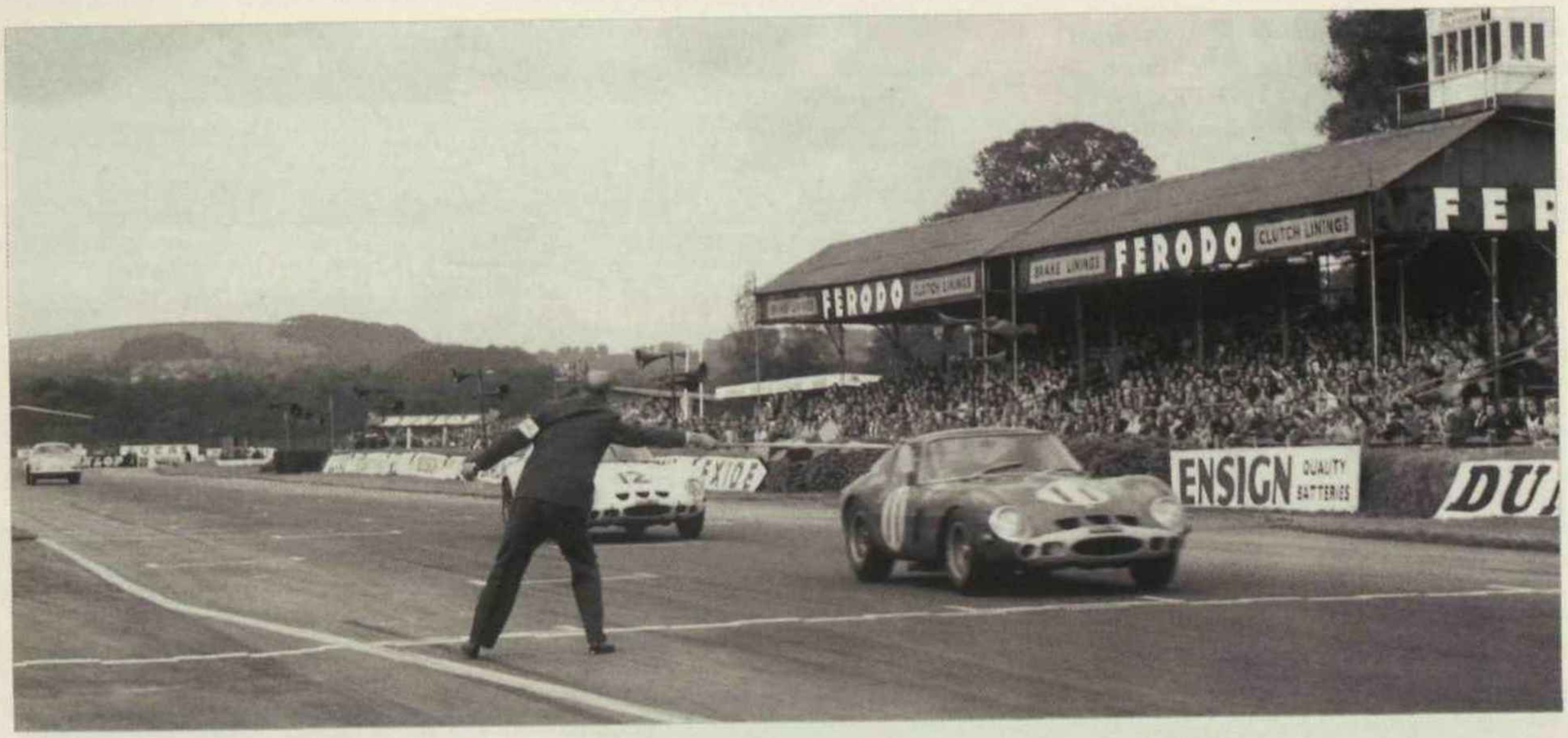


Ferrari works driver Mike Parkes (6) and Stirling Moss (7) run for their Ferrari 250 GT Short Wheelbases at the start of the 1961 TT.

The Maranello Concessionaires Ferrari 250 GTO of Graham Hill displaying some quirky handling characteristics at St. Mary's during the 1963 TT. In the background is Roy Salvadori in the Tommy Atkins Lightweight E-type which finished third behind the Hill and Parkes Ferraris. Aston Martin might have given the Ferraris a real race but for the over-zealous application of homologated wheel rim widths by the RAC scrutineer which forced Innes Ireland and Bruce Mclaren to run on 5.5-inch rims.

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Graham Hill wins the 1963 TT in the Maranello Concessionaires Ferrari 250GTO from the similar John Coombs car of Mike Parkes. In the distance can be seen the lovely Sussex downs, and on the left the exit from the pits.

Graham Hill won the TT at Goodwood twice in Ferraris (1963 and 1964) as well as finishing second in 1962, also in a Ferrari. Here he is in 1963 driving the Maranello Concessionaires Ferrari 250GTO (chassis no 4399) three-wheeling at St Mary's. He won in a stage-managed finish by just 0.4sec from Mike Parkes in John Coombs' Ferrari 250GTO (chassis no 3729).



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Jack Sears in the Willment AC Cobra leads Graham Hill in the LM bodied Ferrari 250GTO (actually the 1963 TT winner rebodied and brought up to 1964 specification) with David Piper in his green Ferrari 250GTO and Mike Salmon in the Aston Martin Project 214 following. Hill eventually won by just 0.8 of a second from Sears with Piper and Salmon 3rd and 4th.

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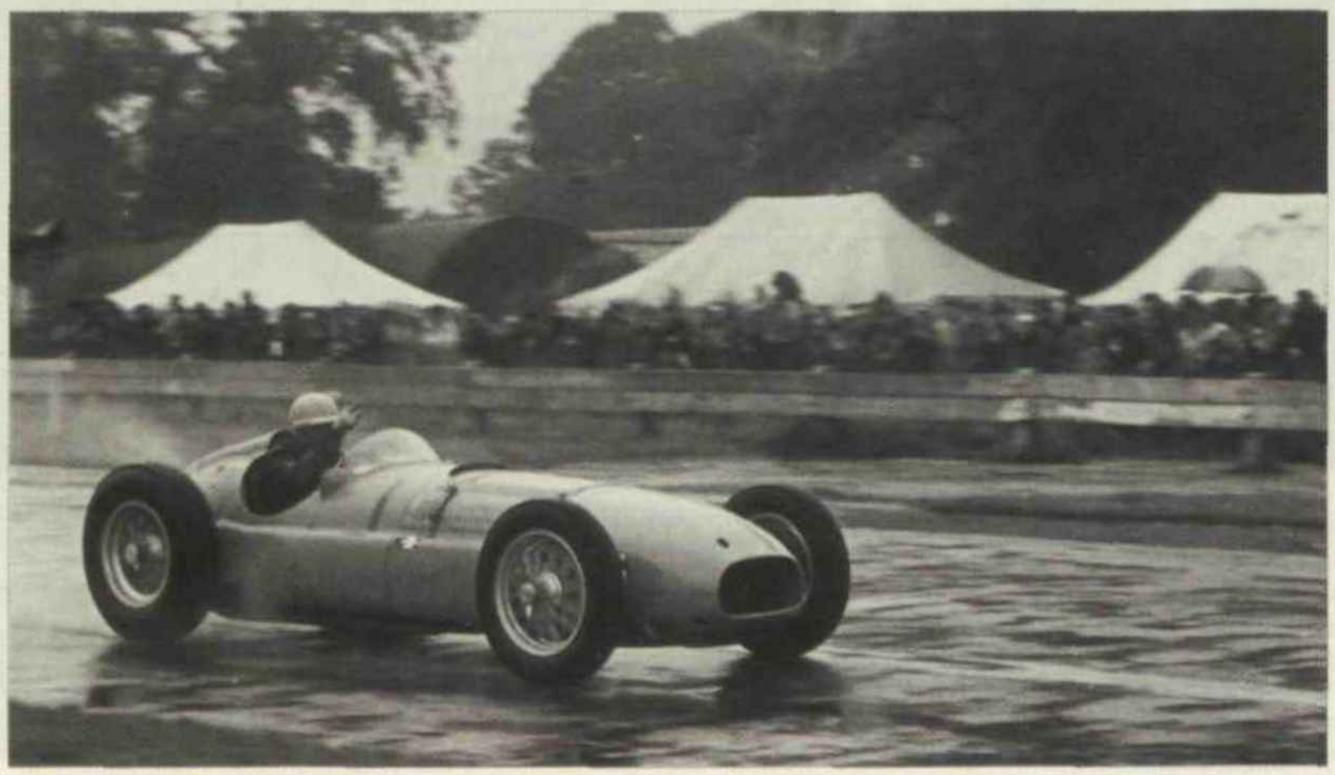
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Innes Ireland was still a potential F1 winner in 1963 and here he is at Fordwater in the 1963 Glover Trophy with the British Racing Partnership Lotus-BRM 24 after Graham Hill's works BRM retired. Ireland always drove well at Goodwood and amongst other successes here he won the 1962 TT in a Ferrari 250GTO. The field also included a very young Chris Amon who finished 5th and two laps down in the Reg Parnell Racing Lola-Climax V8.

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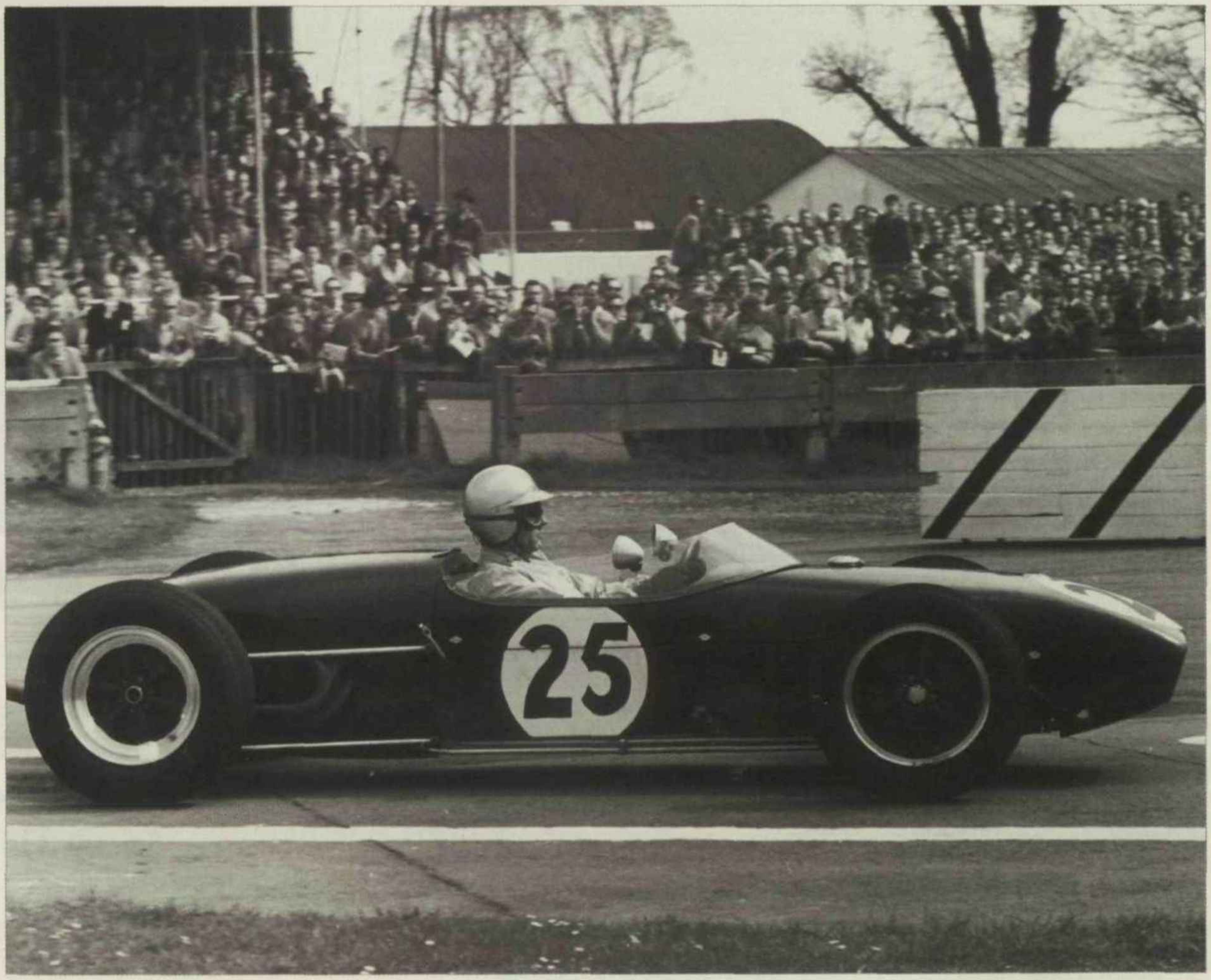
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Splashing through the puddles, Derbyshire all rounder Reg Parnell wins one of two races at Goodwood on September 30th 1950 with the early and very pretty BRM V16 MKI. In the Woodcote Cup he finished ahead of Siamese prince 'B Bira' and Swiss ace Baron de Graffenreid in Maserati 4CLTs over five laps. The Goodwood Trophy was run over 12 laps and Parnell defeated 'Bira' again, with Bob Gerard third in his ERA.

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Innes Ireland caused a real sensation when he beat Stirling Moss twice in one day at Goodwood on Easter Monday 1960. Here he is without his later trademark chequered helmet winning the Lavant Cup for F2 cars in the Lotus 18, 6.4 seconds ahead of Stirling Moss. He also won the Glover Trophy in the F1 Lotus 18 by 2.8 seconds from Moss in the Rob Walker Cooper Climax T51.

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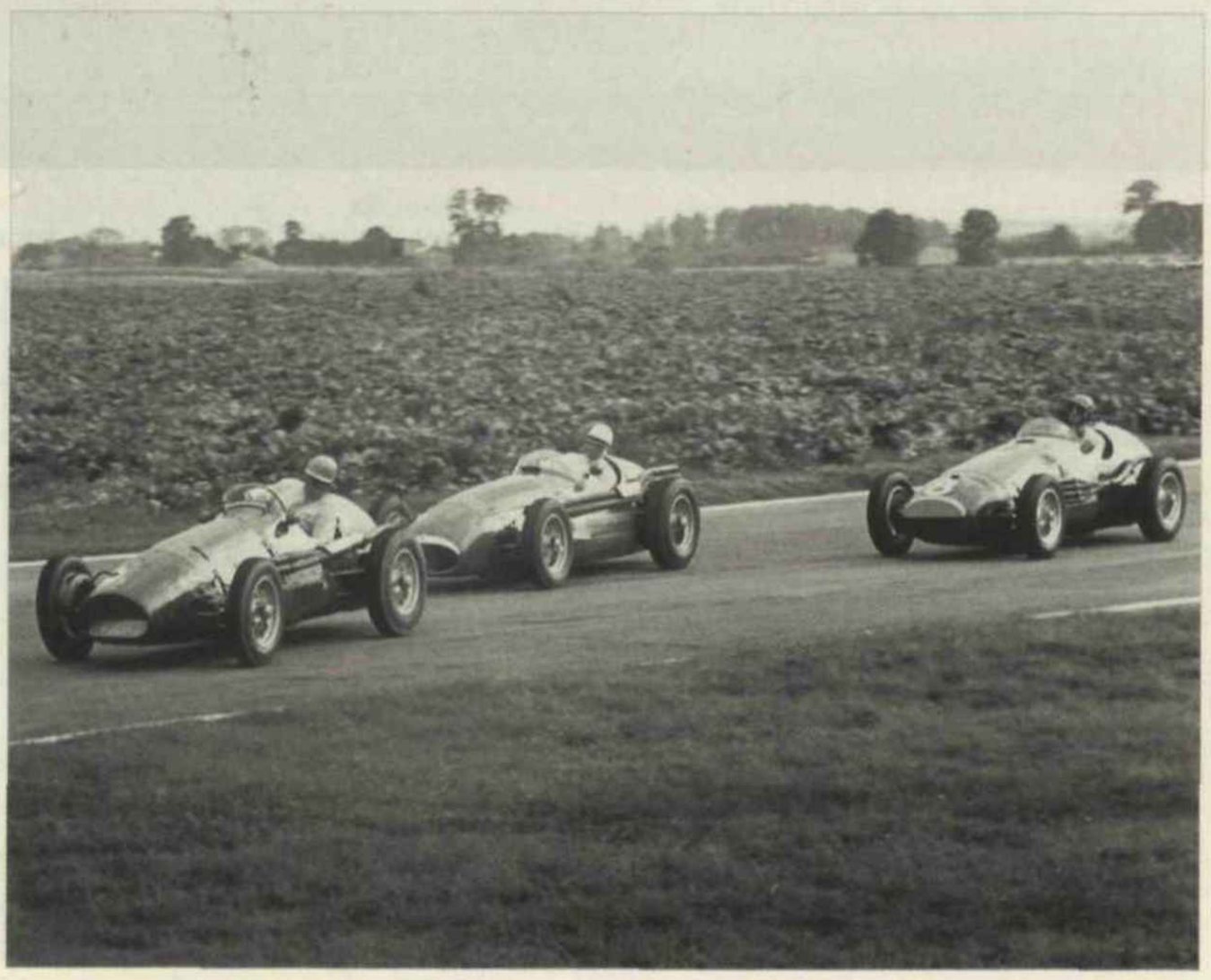
Still the only man (and likely to remain so) to win a world championship on both two wheels and four, John Surtees holds the Glover Trophy at Goodwood on April 3 1961. He drove a Cooper Climax T53 for Reg Parnell to win easily from Graham Hill's BRM and team-mate Roy Salvadori, after seeing off a stern challenge from Stirling Moss in Rob Walker's ailing Lotus 18 which finished fourth.

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Goodwood Trophy 25th September 1954: Reg Parnell in the Scuderia Ambrosiana Ferrari 500 with the 2.5-litre F1 engine briefly leads Moss (Maserati 250F) and Peter Collins in the Vanwall going into St Mary's. Parnell retired, leaving Moss to win easily from Collins.

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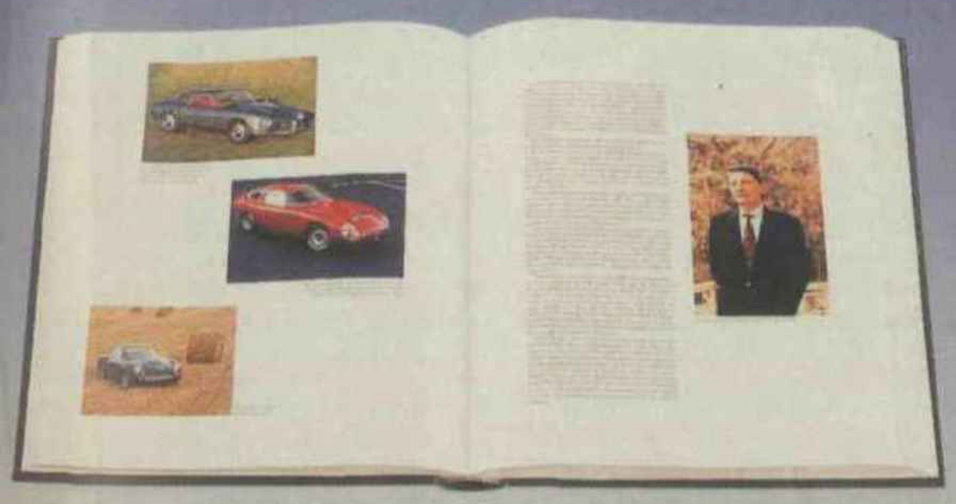
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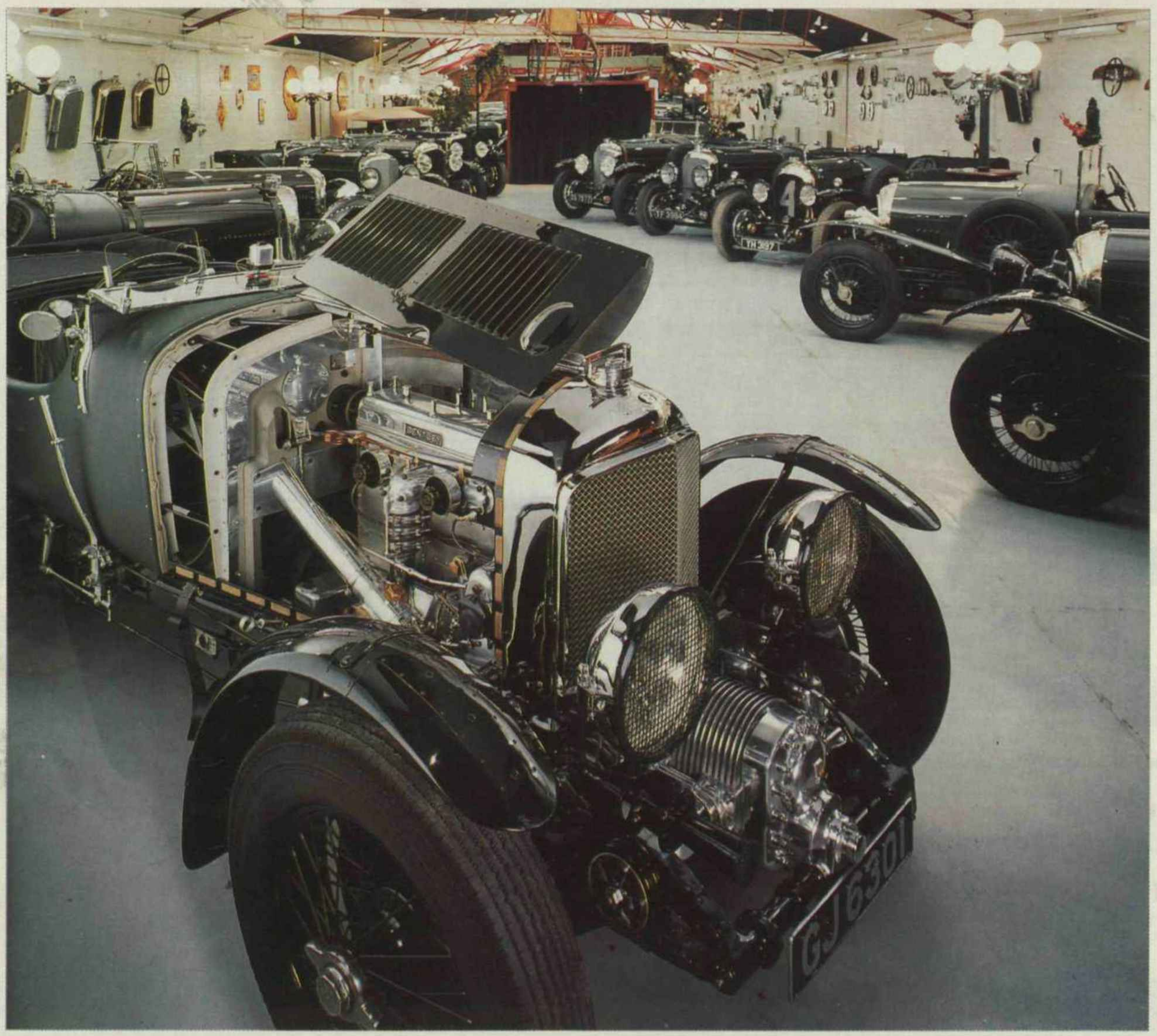


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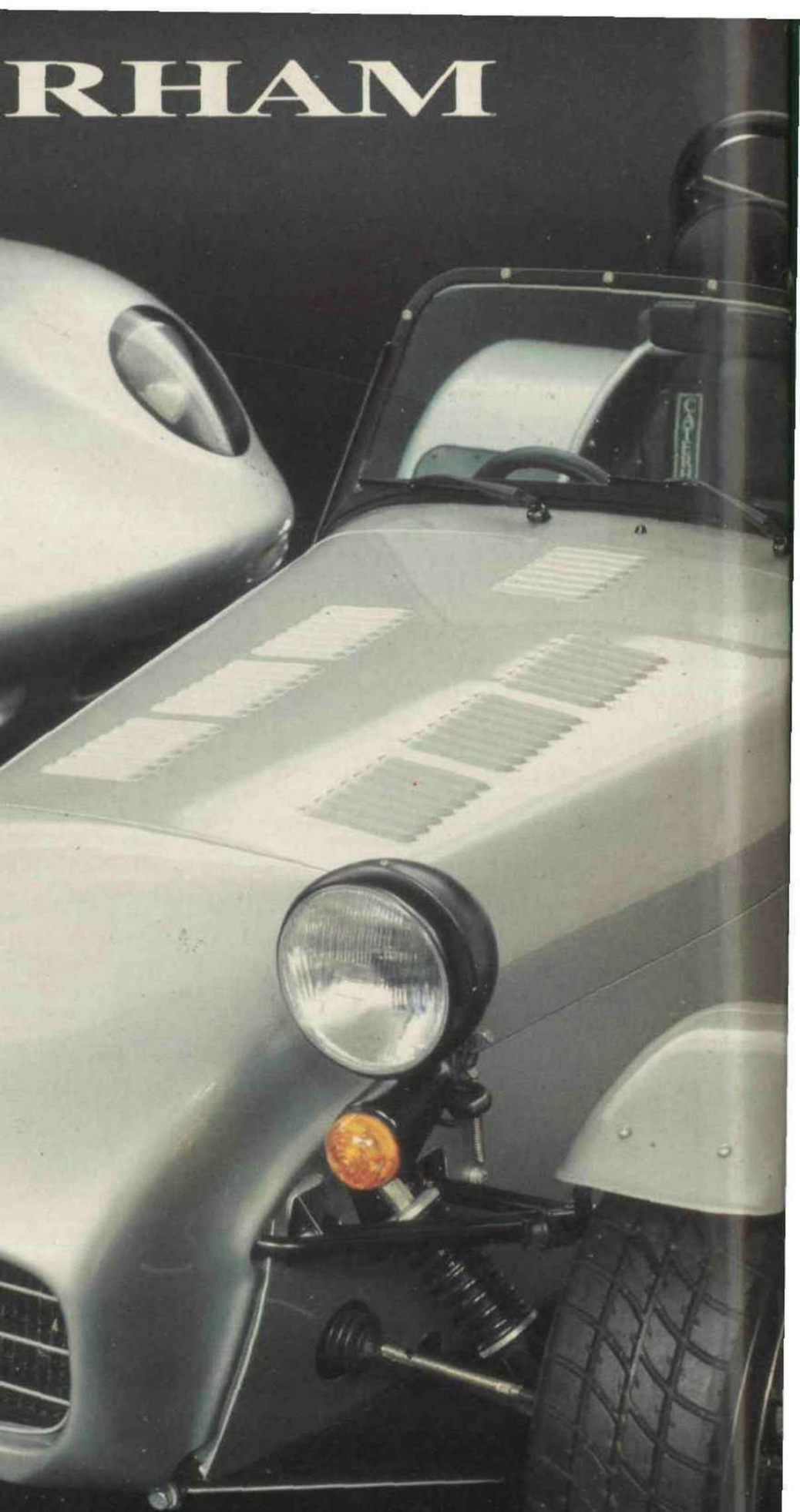
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