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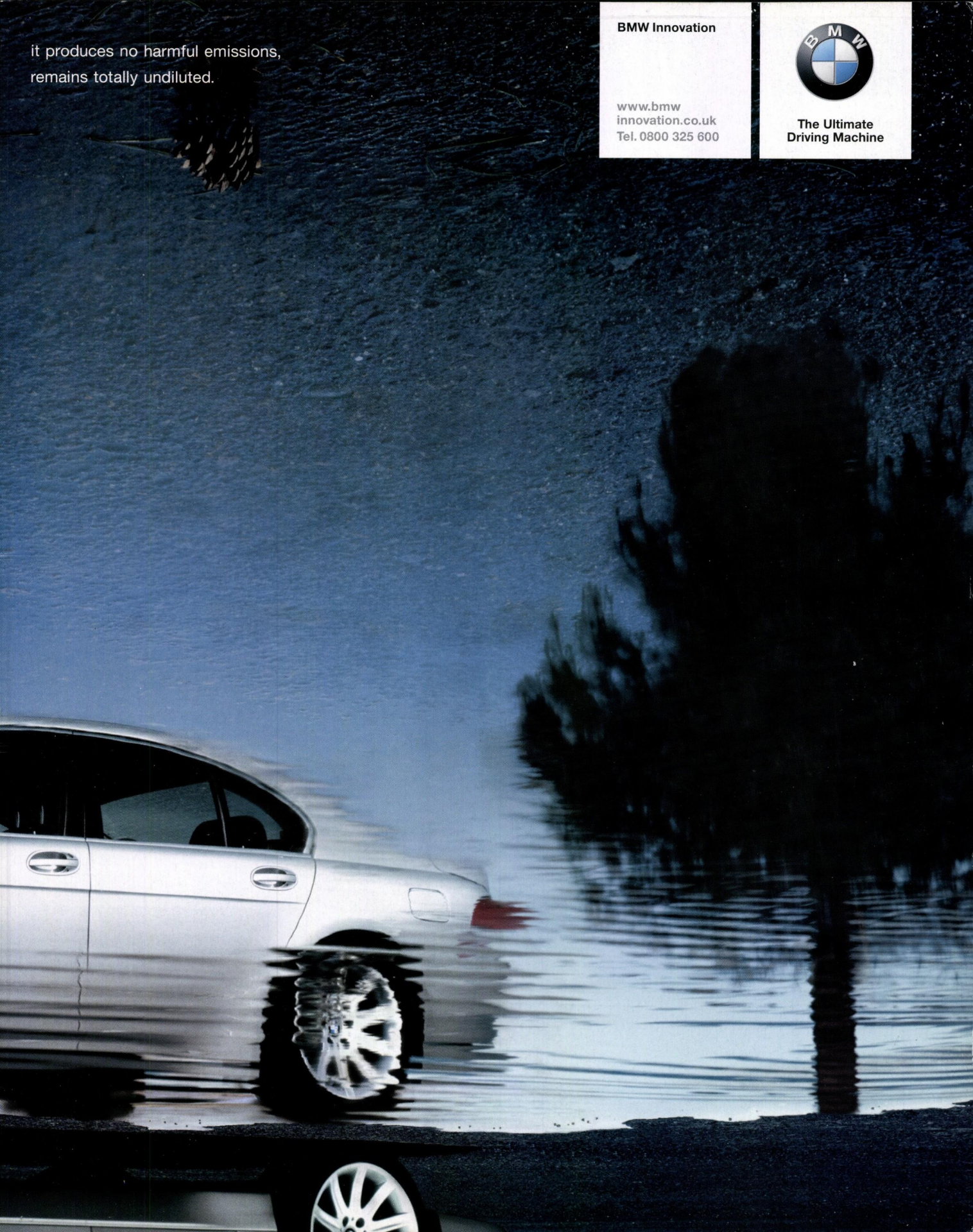
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editorial



I LIKE RUBENS BARRICHELLO. HE'S improved season by season and – in qualifying at least – has kept Michael Schumacher on his toes this year. My heart sank, though, when Ferrari announced, some months ago now, that he had signed another two-year deal with the team.

He'll be quick and capable in 2003, but won't beat his team-mate (even if he is allowed to try). And that means we know who will be world champion next year. And that lack of surprise is what's stifling the sport.

What we really needed was for Ferrari to sign Juan Montoya – just for the hell of it. Jean Todt and Ross Brawn, two of the best in the business, would have their hands full keeping both parties happy, both sides of the garage would be inspired to greater things, and we'd have a battle to remember. Of course, Ferrari sees no need to send ripples across its millpond, and we face another demonstration of grinding domination.

At the other end of the grid, meanwhile, there is a consortium plotting to buy Minardi. Twenty-five years ago, these roles were played by Austrian-born Canadian Walter Wolf – and Frank Williams. The former bought out the latter, and what happened next is something that will never happen again.

Wolf persuaded Jody Scheckter, the Montoya of his day, to leave Tyrrell and join his untried team. He also coaxed on board Harvey Postlethwaite (the Rory Byrne of his day) and Patrick Head (bursting onto the Formula One scene as Adrian Newey later would). And then they went motor racing.

Make that winning. First time out in Argentina. My God! That's a million miles from modern-day Formula One, its 10-year business plans and all.

Wolf won again, too, in Monaco (of all places) and Canada, and Scheckter finished second in the driver standings. Today, should Minardi or Arrows (who started one year after Wolf, but *didn't* win first time) score a point, they turn backflips of joy – mainly because a bigger chunk of TV money is heading their way. Come to think of it, if Arrows merely turn up at the race, everyone (bar Cosworth) seems pretty pleased.

Wolf faded quickly, of course, their established talent head-hunted, Head slipping through their claws to a burgeoning team called Williams, and an uninspired Hunt replacing Jody. And so it was short. But very, very sweet. And, crucially, unexpected – even in those run-what-ya-brung DFV/Hewland days.

Out-of-the-blue wins are what's missing from F1 nowadays. Instead, some teams are slipping into the red, while others jealously guard their patch, green eyes seeing neither left nor right. But despite all of this huffing and puffing, Ferrari's house looks stronger than ever.

A Wolf at their door would be a welcome sight.



Brian Joscelyne

GTOs of Hill (11) and Parkes (12), and Ireland's Aston let rip in the 1963 TT

Vol LXXVIII No9 SEPTEMBER 2002

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MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



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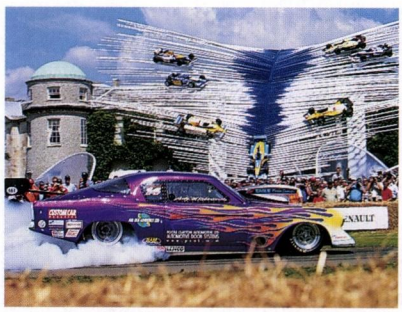


As hard as DB, C *Jaguar ruled Le Mans in the '50s, but couldn't beat Aston at Goodwood. Page 30*

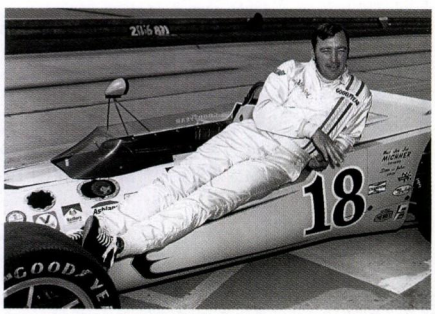


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Ten-gallon hat-trick *Texan Johnny Rutherford won the Indianapolis 500 three times. Page 94*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

HISTORIC RACER PLEDGES OCTAGON SUPPORT



BRDC Bulletin

Murray Smith is committed to the future of historic motorsport in the UK

MURRAY SMITH, THE MAN APPOINTED to the board of British Motorsport Promoters in the wake of Rob Bain's resignation from Octagon Motorsport, has pledged that major historic racing events will remain a part of Octagon's plans for British motor racing.

Smith, a seasoned historic racer and Group Director of IPG, parent company of Octagon, said: "I am very keen to try to help as far as historic racing is concerned. People enjoy historic racing and historic festivals should be part of the plan.

"Everyone loves them, look at what Goodwood's done. I've got the greatest admiration for Charles March. Silverstone could do a historic festival that complements what other people do; Goodwood can't run things like TGP, for instance."

Smith, a member of the BRDC, recognises the need to protect the grass roots of the sport and is keen to co-operate with clubs like the VSCC and HSCC to share in the success of their events.

"We should be really close to the clubs, they are our customers. I'm keen to work with them," he said. "I'm keen to help nurture the sport and make a profit out of the top-end stuff. Without Octagon's investment, British motorsport would not be a very happy place right now. But there is a tremendous amount that can be done to improve Octagon's relationship with the motorsport industry."

Smith's ex-Reutemann Brabham BT42 is based in America, but he also has a Lotus 15 and a low-chassis Invicta in Britain, and is planning to race the Invicta in the upcoming Le Mans Classic.

HISTORIC RACER LANDS MSA JOB

THE MOTOR SPORTS ASSOCIATION (MSA) HAS appointed John Grant as its new chairman, and he will take over from Michael Limb in December. He has spent most of his career in the automotive industry, and during 25 years with Ford has held a number of senior executive positions in Europe and North America.

Grant has a lifelong interest in motorsport, having competed in the 1960s and 1970s. More recently, he started racing again and now competes in Supersports Cup and Group C with a Chevron B19 and Jaguar XJR-17.

"I am delighted to have this opportunity to become involved with the MSA as it starts to develop a new strategy for motorsport in the UK," he said.

"It will be my role to ensure that the MSA listens to and works with all the many interested parties and takes the lead in formulating and implementing a strategy that will secure a strong future for UK motorsport in all its forms."

SCHUMACHER AIMING TO BEAT FANGIO'S RECORD



both: LAT

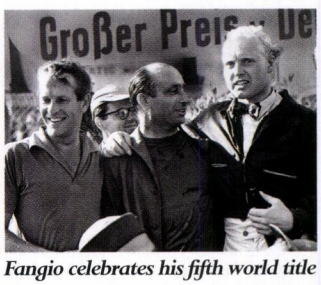
Schuey: five down, at least one to go

MICHAEL SCHUMACHER HAS PLEDGED to push for a sixth world title next season, having equalled Juan Manuel Fangio's record of five world drivers' championship crowns.

The German ace claimed the 2002 title at the French Grand Prix on July 21, the earliest the championship has ever been settled.

His French win took Schumacher's tally of grand prix victories to 61 from 171 starts. His first victory was Spa at in 1992, and his first world title came with Benetton two years later.

Two weeks after Schumacher's title victory came the confirmation that Mika Häkkinen will not return to Formula One racing. The double world champion has been taking a sabbatical in 2002, but has now decided to focus on his family rather than return to motor-racing.



Fangio celebrates his fifth world title

obituary

John Frankenheimer

THE DIRECTOR OF THE FILM *GRAND PRIX* DIED on July 6, aged 72, after a stroke brought on by complications during spinal surgery.

Starring James Garner, the film rewrote the rules of motor-racing movies. Its script is creaky, but the acting is tolerable, even from the Formula One drivers making cameo appearances, and the on-track action is fabulous.

Also on Frankenheimer's CV was The *Bird Man of Alcatraz*, and in 1998 he directed *Ronin*, which features some of the best car chases ever seen.



LAT

Frankenheimer (right) at Monza

Fritz Glatz

THIS MULTI-PSEUDONYMED RACER WAS KILLED at Most in Czechoslovakia during a EuroBOSS event in July. The 59-year old Austrian was racing a 1996 Arrows F1 car when the accident happened.

He had raced under the names of Frederico Careca and Pierre Chauvet, and it was as Chauvet that he contested European Formula Two in the 1980s. More recently he raced in the Interserie sportscar category and BOSS.

Jean Stanley



LAT

Jean Stanley with Graham Hill

THE FORMER CO-OWNER OF BRM DIED AT THE end of June after suffering poor health for some time.

Jean was the sister of Sir Alfred and Ernest Owen, and was a familiar face at GPs for 20 years from the late 1950s on. When the Owen Organisation pulled out of F1 at the end of 1974, she set up Stanley-BRM with her husband Louis.

ROCKINGHAM ALL SET TO ROLL



LAT

DESPITE THE ANNOUNCEMENT THAT the Eurospeedway Lausitzring track will not host a round of the FedEx CART Championship this year, the Rockingham race will go ahead as planned on September 14.

Fears that the British round would be harmed when the German venue filed for bankruptcy recently were scotched by David Grace, chief exec at Rockingham Motor Speedway.

Britain's fastest motor race will be screened on BBC2 *Grandstand* on Sunday, September 15, the day after the race is actually run. More than an hour of the sports programme will be allocated to it.

Last year's Rockingham 500 was the fastest-ever race in the UK, with Tony Kanaan posting the fastest lap of the weekend, 215.397mph around the 1.5-mile banked oval circuit.

A sell-out crowd of 52,000 is expected for this year's race.

MANX CLASSIC BACK ON BOARD



Island Photographics

Real road racing on the Isle of Man

A BUMPER ENTRY OF PRE-1974 CARS is expected for the 14th Manx Classic event, which runs on the Isle of Man between September 18 and 22.

A pursuit sprint on the 3.3-mile Willaston road circuit is a highlight, along with a floodlight sprint along the Douglas promenade.

A hill-climb at The Sloc and a race on the airfield circuit at Jurby are also included in the event, which had to be cancelled in 2001 due to the Foot and Mouth epidemic.

NEW GALLERY OPENS AT BEAULIEU

THE NATIONAL MOTOR MUSEUM AT Beaulieu has unveiled a new Motor Sport Gallery as part of its exhibition *Speed: a Century of Motor Sport.*

Created by artist Gerry Judah, the exhibition features a number of significant racing cars: a 1903 Napier, the ex-Stirling Moss 1958 Vanwall and an ex-Graham Hill Lotus 49.

The exhibition celebrates outstanding achievements in F1, Le Mans and rallying over the last 100 years.

The gallery also features cars from McLaren, Ferrari, Jaguar and BRM, and is flanked by the museum's famous LSR cars: the Campbells' Bluebirds, the 200mph Sunbeam and the 1929 Golden Arrow.



National Motor Museum

Murray Walker opens the new gallery

news in brief

THE ANCIENS PILOTES CLUB for former grand prix racers has a new president. Phil Hill, the 1961 F1 world champion has succeeded founder Baron 'Toulo' de Graffenried as the head of the organisation.

* * *

THE SECOND RUNNING OF THE Rally of the Tests has a new date and will now be held ahead of the contemporary Rally of Great Britain. The Classic Rally Association event will run over the weekend of November 8-10, with a route from Scarborough to Bristol, via an overnight halt in Windermere. The entry is reported to be filling fast.

* * *

TWO FORMER WORLD RALLY champions were the star attractions at the Eifel Historic Rallyeparty held in celebration of 30 years of the world rally championship. Björn Waldegård (Porsche 911) and



McKlein

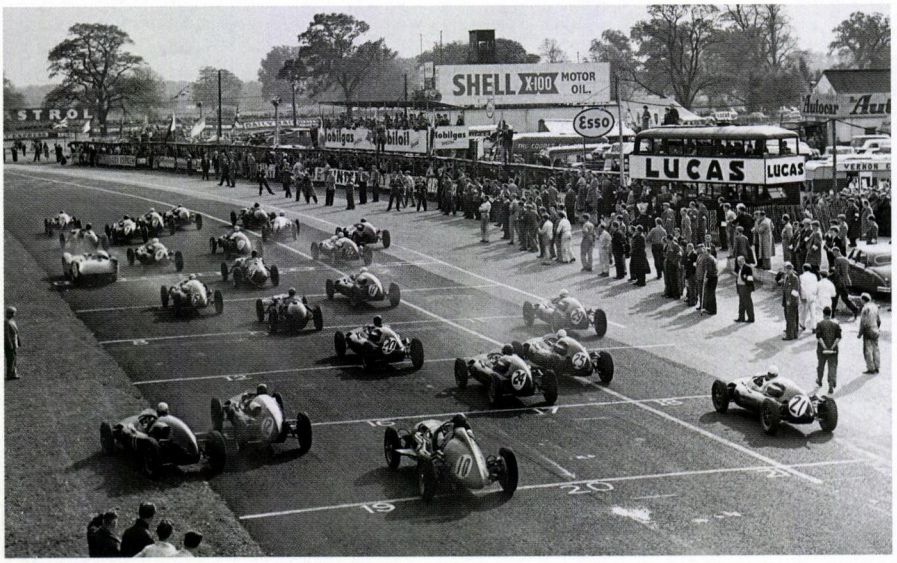
Blomqvist leans on his Escort Mk1

Stig Blomqvist (Ford Escort RS) joined 48 other drivers in rally cars of the 1960s, '70s and '80s for a demonstration run over the route of the modern Eifel Rallye in July. Event organiser was renowned photographer Reinhard Klein, who drove his Metro 6R4.

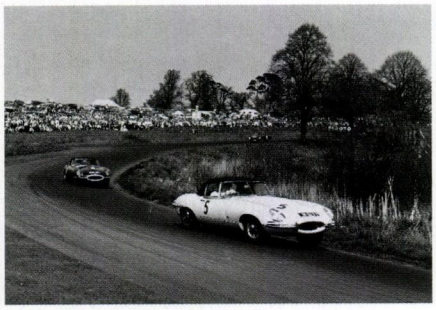
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STOP PRESS: DAMON HILL WILL demonstrate a BRM at the Goodwood Revival as part of a tribute to his father, who won his first F1 world title 40 years ago. Johnny Herbert, meanwhile, will make his Revival debut in a 1958 DKW saloon and a Ferrari 330LMB.

GOLD CUP HONOURS FOUR-TIME WINNER



Clockwise from above: Jack Brabham's first Gold Cup win came in 1957; first E-type win came in '61





all: LAT

SIR JACK BRABHAM WILL BE guest of honour at Oulton Park's Gold Cup meeting at the end of August. Brabham was a four-time Gold Cup winner between 1957 and '67, and his son Gary later won the trophy in 1988 when it was a round of the British F3 Championship.

Run on Sunday August 25 and Monday August 26, this year's Gold Cup meeting is the biggest historic racing event to date in the north of England, and will bring a superb entry to the famous, picturesque Cheshire track. (Next year, the venue will celebrate its golden jubilee.)

Sunday's race programme includes a pre-1966 Grand Prix car event and an HGPCA drum-braked sportscar race. On Monday the feature event is for the FORCE's pre-1974 Grand Prix cars, with other headline races for pre-1961 Grand Prix cars and BRDC Historic Sportscars.

On both days, supporting races cover the full spectrum of the Historic Sports Car Club's categories.

Notable entries include Jackie Oliver in a Jaguar E-type and three members of the Minshaw family: father Alan will be racing his superb Maserati 'Birdcage', while his sons Jon (Jaguar E-type) and Jason (Merlyn Mk20) will also be in action.

Adult admission is £15 per day. An advance weekend ticket is £20.

MEETING TIMETABLE

SUNDAY, AUGUST 25

12-14.50	Qualifying
15.00	1970s road sports
15.45	Historic Formula Junior
16.20	Historic road sports
16.50	Pre-1966 Grand Prix cars
17.25	Drum-braked sportscars
18.00	Classic racing cars

MONDAY, AUGUST 26

08.45-12.35	Qualifying
13.30	Derek Bell Trophy/Classic F3
14.00	Classic sportscars
14.35	Pre-1961 Grand Prix cars
15.10	BRDC Historic sportscars
15.45	Pre-1974 Grand Prix cars
16.20	Historic Formula Ford
16.55	Jaguar XKs
17.30	Historic racing saloons

EVENTS OF NOTE

AUGUST

25/26 OULTON PARK (GB)
Reworked Silverstone Festival moves north, now under the guidance of HSCC. FORCE Classic GP and HGPCA races headline the meeting. Tel: 01327 858400

25/26 BRANDS HATCH (GB)
Season's final Heritage Grand Touring Challenge supports British Touring Car action. Tel: 01474 872331

31 SILVERSTONE (GB)
Annual Bentley Drivers' Club race meeting will again be dominated by races for host marque, as well as races for Morgans. Tel: 01844 208233

31/SEPT 1 LOTON PARK (GB)
Shropshire venue plays host to a weekend of VSCC hill-climbing. Tel: 01608 644777

31/SEPT 1 MAGNY-COURS (F)
European Historic F2 Trophy and FIA Cup for Thoroughbred GP Cars feature in France. Tel: 01621 892814

SEPTEMBER

6-8 GOODWOOD (UK)
Circuit Revival Meeting (see pages 29-42 for more details). The world's most famous historic race meeting.

14/15 SPA-FRANCORCHAMPS (B)
Motor Classic Six Hours is the headline event, but a quality programme also includes European Historic F2, FORCE Classic Grand Prix and F5000, HGPCA, International Supersports Cup and Top Hat races.

15 OTTERBURN (GB)
Otterburn's daunting military ranges host a round of the MSA British Historic Rally Championship. Tel: 01332 672533

18-22 ISLE OF MAN (GB)
14th Manx Classic brings a host of classic cars to the motorsport-crazy island for competition on closed public roads. Tel: 01624 670150.

21 SILVERSTONE (GB)
VSCC's racing season concludes with its second meeting at Silverstone. Added to the usual entertaining schedule of events is a race celebrating 50 years of Lotus. Tel: 01608 644777.

21/22 LE MANS (F)
More than 300 historic sportscars, reliving 50 years of the race's history, will take part in the Le Mans Classic, with races held throughout a 24-hour period.

21/22 DONINGTON PARK (GB)
Season's final World Sports Car Invitation Trophy race supports the concluding British Touring Car event. Tel: 01332 810048.

28 SILVERSTONE (GB)
Aston Martin Owners' Club hosts its annual St John Horsfall meeting. Tel: 01865 400400.

29 YORKSHIRE (GB)
Trackrod Stages takes the MSA's British Historic Rally Championship into the famous Yorkshire forests. Tel: 01332 672533.

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6th September – Goodwood Revival, Sussex
8th September – Beaulieu Autojumble
19/20th October – Classic & Motorcycle Mechanics Show, Stafford
14th November – Great Yorkshire Showground, Harrogate
2nd December – Olympia, London

1955 Jaguar D-Type 'XKD 534', discovered and untouched after 35 years storage in New Zealand, to be sold at Goodwood Revival, 6 September 2002 (main image)
1954-type Lancia D50 Grand Prix, to be sold Goodwood Revival (below left)
1934-type Maserati 6C/34 GP Two-seater, to be sold Goodwood Revival (below right)

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FERRARI FESTIVAL: BRANDS HATCH

MONTEVERDE GETS A DOUBLE HELPING AT BRANDS



all: Jim Houlgrave

Top: Tony Smith in his 1960 Ferrari Dino. Left: Carlos Monteverde's 250TR won both drum-braked sportscar events. Right: Sleeman did the FFord double

CHANGEABLE WEATHER DID ITS BEST TO RUIN THE second Ferrari Festival at Brands Hatch, but the weekend still proved a delight for fans of the Prancing Horse.

The Shell Historic Ferrari/Maserati races provided Carlos Monteverde with an excellent weekend. He won both drum-braked sportscar races in his Ferrari Testa Rossa, and then watched David Franklin win both disc-braked events in his loaned 712.

These events brought some wonderful cars to the grid: in the pair of races for drum-braked cars, Bill Binnie's Maserati 300S gave chase to Monteverde; the Ferrari 512 of Dutchman John Bosch led the chase of Franklin's Can-Am racer when the disc-braked cars took to the track.

Mixed in with the Ferrari events were races for Thoroughbred Grand Prix Cars and the FORCE F1/F5000. Sadly, both of them were run on the tight Indy circuit rather than the glorious Grand Prix track, which hosted the balance of the weekend's races. But with no international track licence for the GP loop, the two FIA-sanctioned series had to be switched to the 1.2-miler.

The TGP dice brought the weekend to a close and Fredy Kumschick took another victory in his Williams FW07C in a restarted race. With a car in a risky position, the race was halted, then run over 28 laps rather than the intended 30.

Prior to the stoppage, Kumschick, Richard Eyre (FW08) and Duncan Dayton (FW07C) made a glorious sight, storming around the 43sec lap in close formation. However, Dayton was delayed at the restart when his engine didn't fire, and Kumschick outpaced Eyre for victory. Michael Whatley's title bid continued with another class win in his Ensign.

More rain heralded the start of the FORCE race, but some drivers gambled on slick tyres. Former Classic F3 racer Peter Williams led the field in his March 761 until he slithered into the huge gravel trap at Paddock Hill Bend just after half-distance. Nick Crossley then took over to win in his March 73A, finishing almost 30sec clear of Frank Lyons (Lola T332). The Williams FW06 of Andrew Wareing was best of the F1 cars.

VSCC: PRESCOTT

BAXTER'S NASH PIPS BUGATTI AND ERA

AN OVERSUBSCRIBED ENTRY, A LARGE AND APPRECIATIVE crowd, and a sunny afternoon made the VSCC's annual Prescott hill-climb in early August a resounding success. With almost 250 entries, and another 30 turned away, the popularity of the event was clear.

Fastest time of the day went to the ex-Guy Smith 1934 Frazer Nash single-seater of James Baxter in 42.69sec. A second-run charge from Baxter in the 3.5-litre Alvis-engined car netted FTD by just five-hundredths of a second from Charles Dean in his Bugatti T51. That 42.74sec climb from Dean was enough to secure the fastest pre-war time of the day.

Chasing the top two were the battling ERAs. Mac Hulbert took second to Dean in the 3-litre racing car class in R4D by a mere two-hundredths of a second, from Bruce Spollon in R8C.

With ERA R12B, in the hands of Tony Stephens, hitting problems on its first run, Tony Crowther took the 1500cc racing car class in his Riley.

Carl Gray had his Hardy Special refettled from its off at Shelsley Walsh to claim the 1100cc racing car class with an attacking climb in 44.07sec.

Best vintage car was the 1928 De Havilland-Riley of Geraint Owen with an excellent 44.50sec, while Mark Walker's GP Panhard took the Edwardian award in 52.78sec.







all: Stephen Welsh

Main: James Baxter cut it very close to record FTD. Below: Spollon's Alfa (left) and Ian Baxter's Alta

HSCC CASTLE COMBE

DODD SCORES AS GARRAD HAS VICTORY LEVERED FROM HIS GRASP



Charlie Woodling

They don't lift their inside-front wheels like they used to, but Ford Lotus Cortinas can still go sideways

A HARD BATTLE FOR THE LEAD OF THE HISTORIC Racing Saloon race was the main attraction at this HSCC meeting in early August.

Simon Garrad's BMW 2000 had the pace to win, but his gearlever broke off on lap four, forcing a retirement. Graeme Dodd's Jaguar MkII then took the lead, and had to withstand feisty attacks from the Lotus Cortina of Chris Sanders. At the flag, Dodd got the nod by just 0.75sec.

Nick Adams claimed the Historic Road Sports glory, but the rare Holden-powered Milano of Mike Eagles was closing in at the flag as the track dried following a shower.

Similar conditions hit the '70s Road Sports, playing into the hands of Keith Ahlers and his Morgan Plus 8, and Paul Smith's FF Jamun in the Classic Racing Cars. Alan Baillie's Merlyn was best of the rest in the latter event.

Stuart Tizzard scooped his first overall win in Classic Sports with his Marcos GT, while Mark Woodhouse dominated the Formula Juniors in his Lotus 20/22.

CKL DEVELOPMENTS

THE GOODWOOD MOTOR Circuit Revival Meeting is a great occasion for CKL Developments. This year the company will be fielding at least three cars during the weekend, and founder Chris Keith-Lucas will realise a long-held ambition to race during the wonderful event.

Based in rural Sussex, CKL has established an enviable reputation in the world of classic sports and sports-racing cars. Between them, Chris and co-director Melvin Floyd have over four decades of experience in the industry, notably in the field of competition Jaguars.

From small beginnings just three years ago, the company has grown by word of mouth, personal recommendation and results, tending and race preparing classic sports cars. A wide range of significant customers now entrust their cherished cars to CKL, and the range of cars has extended well beyond just Jaguars.



ex-Ecurie National Belge Lister Jaguar



ex-Ecurie Ecosse Tojeiro Buick



Austin Healey 3000

FOR THE GOODWOOD weekend, three very special cars from the CKL stable will draw great interest from the fans, for each has a unique heritage.

With Tiff Needell aboard, the ex-Ecurie National Belge Lister Jaguar will be a serious contender for honours. This very original car, which raced at Le Mans in 1958, is only rarely raced these days. Indeed it has not been in serious action since Goodwood last year, but in Tiff's capable hands will be a real contender against the Maseratis, Ferraris and Aston Martins in the Sussex Trophy, a race for World Championship Sportscars.

The ex-Ecurie Ecosse Tojeiro Buick of Charles Worsley is an even rarer machine and a very significant car which cannot have raced "down South" for about 30 years. This 1962 car was the first British-built enclosed rear-engined sports-racer and easily pre-dated the Lola Mk6 and Ford GT40. It was a ground-breaking concept for its day.

It competed with a Climax engine at Le Mans in 1962 in the hands of Jack Fairman and Tommy Dixon. Then in 1963 it was fitted with a Buick engine by Ecurie Ecosse. Drivers including the young Jackie Stewart raced and won in it that year. This unique car has been prepared especially for Goodwood where it will be driven by former Ecurie Ecosse racer David Leslie in the Whitsun Trophy race.

Last seen running at the Festival of Speed four years ago, it will generate a great deal of interest, although it is unlikely to be able to compete with the seven GT40s also entered in the race.

Not seen in the UK for several decades is the Austin Healey 3000 'UJB 143', which Chris Keith-Lucas will race for owner Paul Roberts in the Fordwater Trophy. This very original and correct Works rally car has recently returned from Australia and will run in rally trim, with very modest engine tune.

It was used by the factory team in 1961, contesting the Rally of the Midnight Sun (Peter Riley/Tony Ambrose) and the Tour of Corsica (Pat Moss/Ann Wisdom), taking a class win in Corsica. It was also the car used by Riley and Wisdom to leave their wedding in early 1962!

"Goodwood is absolutely my favourite event," reckons Keith-Lucas. "I've always wanted to race in the Revival meeting, so this year is the fulfilment of an ambition." With three such important cars to tend, it will also be a special weekend for the whole team from CKL Developments.

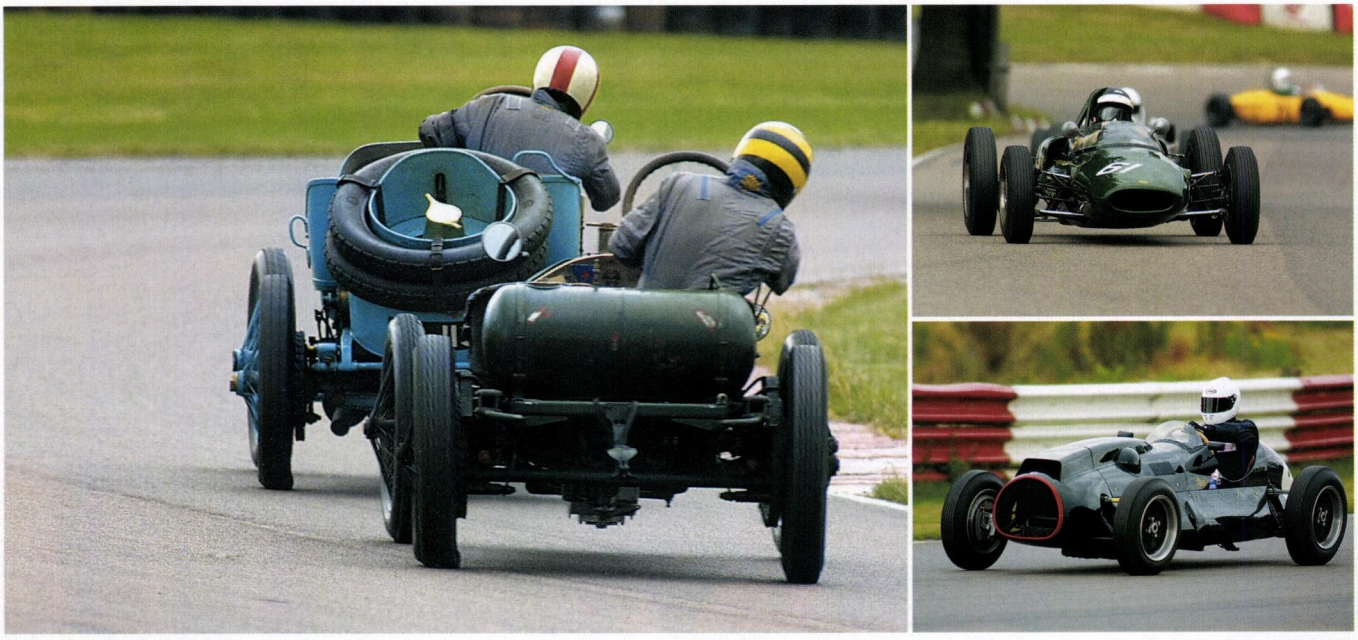
For more details about the company, call 01424 838250 or visit www.ckldevelopments.co.uk.

CKL Developments Ltd
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ADVERTISEMENT FEATURE

VSCC: MALLORY PARK

WHITE FOLLOWS IN LOCAL HERO'S WHEEL TRACKS



all: Jim Hodgrave

Clockwise: Mark Walker (Panhard) and Duncan Pittaway's Monarch melt rubber; trophy winners Simon Diffey (Lotus 20), Kenneth White (Cooper-Bristol)

KENNETH WHITE RETAINED THE BOB GERARD Memorial Trophy during the VSCC's annual visit to Mallory Park. Forty-six years after Gerard drove the first laps of the Leicestershire circuit in a Cooper-Bristol, White won the race for pre-1955 single-seaters in a similar machine.

Mac Hulbert, fresh from his victory at Shelsley Walsh, led the chase of White in his ex-Raymond Mays ERA R4D from Paul Jaye's Alta. Hulbert had earlier clinched a scratch race victory from Mark Gillies in the Riley Treen.

The other feature event celebrated another famous Leicester racer in the John Taylor Memorial Trophy for Formula Juniors. Simon Diffey proved his growing versatility by jumping into the lead in his Lotus 20 and fending off the challenge of Mark Gillies (Cooper T56) in the shortened race. Into third came Major Bob Birrell in his Brabham BT6, while Reg Hargrave won the 500cc class in his Kieft.

Another award retained was the Patrick Marsh Trophy for vintage racing cars, Tim Llewellyn's Bentley 3/8 proving too strong for the opposition. Geraint Owen continued his good season by taking runner-up slot in the De Havilland-Riley.

The intrepid Clive Press hauled his Peugeot to victory in the Edwardian Handicap, while the 'Nash of Brian White took the Pre-War Sports Car race.

HSCC: CADWELL PARK

FOWLER'S NOSE OUT OF JOINT

A RARE DEFEAT FOR NEIL FOWLER'S very quick Lola T200 resulted after slight contact with arch-rival Paul Sleeman damaged the nose of the Lola and forced him to ease off. While Sleeman's rare Macon MR8 took the flag, Fowler was edged back to third by the Merlyn Mk20 of Adrian Rush.

Sleeman then headed a Macon 1-2 in the Classic Racing Car event as James Winslow followed him home, the FF1600s beating all the more powerful cars.

Robin Longdon had to work hard in the FJ race to make up for a slow start and win in his Lola Mk5A, while Neil Dunkel's Argo JM3 topped the Derek Bell Trophy/Classic F3 results. Newall's 120 took the Jaguar XK race.



Charlie Wooding

Newall ready to pounce up Mountain

reports in brief

ALAN MINSHAW'S BEAUTIFULLY presented Maserati 'Birdcage' emerged on top from the round of the BRDC Historic Sports Car Championship run within the annual MG Car Club's Silverstone event. Julian Bronson beat Nick Linney in an all-Lister battle for second place.

* * *

JONATHAN BAKER'S SUBLIME FORD F3L claimed both parts of the European Sports Prototype races at Dijon in mid-July. In both races, Allen Lloyd's Lola T70 led the chase of Baker. Burkhard von Schenk (Maserati 250F), and John Harper (Brabham BT4) took HGPCA victories, and John Clark's Cooper T39 won both HGPCA races for drum-braked sportscars.

* * *

WIN PERCY DOMINATED THE WORLD Sports Car races at Snetterton in late July aboard Henry Pearman's Jaguar XJR-11. Pearman shared the car in the endurance race to win on his debut in the Silk Cut machine.

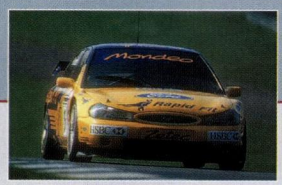
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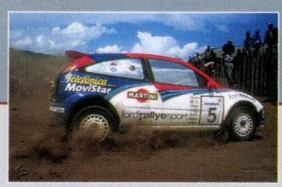
THE GP RETROSPECTIVE DU QUEBEC was hailed a success at the heavily rebuilt Mont Tremblant circuit in Canada. Among the winners was Denis Biglioni, his Talbot T26C taking in the pre-war race spoils.






Cosworth – four decades of excellence



Goodwood has a special place in the heritage of Cosworth Racing. Back in 1960, rising young Scotsman Jim Clark claimed a Formula Junior victory in a Lotus 18. It was the first race win for a car powered by a Cosworth engine, and was the start point for an incredible four decades of motorsport success for the company.

Forty-two years later, in the dusty heat of Kenya another Scottish hero took Cosworth's latest victory on the world motorsport stage. Colin McRae's superbly judged victory on the Safari Rally in his Cosworth-powered Ford Focus brings the story right up to date.

"We thought it must be possible to make an interesting living, messing about with racing cars and engines. That was the total objective behind the formation of Cosworth. The total objective." The words are those of Keith Duckworth, co-founder of Cosworth. Little could he have dreamt, back in 1958, that the venture would record 175 Grands Prix wins, 11 Formula 1 Constructors' titles and 13 drivers' crowns. So far.

Cosworth was the joining together of two great engineering minds. Duckworth had been a transmission development engineer at the emerging Lotus Cars, while Mike Costin was the company's technical director. In 1958, they gave birth to Cosworth Engineering, initially as a spare-time operation outside their Lotus commitments.

The first project was a racing development of the famous Ford 105E engine, quickly followed by the first Ford-based production unit for Formula Junior racing. That was the engine that took Clark to that landmark win at Goodwood.

By 1964, Cosworth had moved to bigger premises in Northampton as an increasing range of Ford and Lotus-based engines were developed for competition, notably the hugely successful Lotus twin-cam unit.

But much bigger projects were just around the corner. In 1966, Duckworth signed a contract with Ford for the development of a new engine for the 3-litre Formula 1 era. The DFV was born, and even given the growing pedigree of Cosworth, no one could have envisaged just what an impact the engine would have on the pinnacle of the sport.

For the next 15 years, the DFV was the top engine in Formula 1. From the day that Jim Clark's Lotus 49 gave the engine a debut win at Zandvoort in 1967 through to Keke Rosberg's world title in 1983, the DFV was dominant. Graham Hill, Jackie Stewart, James Hunt, Mario Andretti, Emerson Fittipaldi and Nelson Piquet all won world crowns powered by a Cosworth DFV.

At the same time, the DFX derivative of the DFV was starting to clean up in America in a reign that would encompass 12 drivers' titles and 12 victories in the Indianapolis 500 along with a total of 212 champ car wins.

As the 1980s led towards the 1990s, the Cosworth brand and excellence was added to high performance Ford saloon cars, with the Ford Sierra RS500 Cosworth claiming the 1987 World Touring Car title. That association continued through the 1990s, as the Mondeo became the centre of Ford's touring car racing.

In Grand Prix racing, the HB V8 unit won 11 races between 1989 and 1993, while Nigel Mansell's 1993 CART title used Cosworth XB engines. But for 1994, the new Zetec V8 engine was introduced into Formula 1 and powered Michael Schumacher's first world title.

The Ford Escort Cosworth claimed World Rally victories through the mid-1990s; to be followed by the Duratec-R powered Focus that has taken McRae to an all-time record of World Rally Championship wins. At the same time, Formula 1 engines for Jaguar and Arrows keep the company at the forefront of the sport. And from 2003 the XF engine will power every car on the grid in the US CART series.

But it is not just for success at the very top of the sport that Cosworth is renowned. Over those four decades, countless international and national races and rallies have been won using Cosworth engines. The name of the company has always been, and remains, synonymous with ultimate engine performance.

POWER BY COSWORTH

EVERY CORNER

The annual Goodwood meeting is a highlight of the classic racing calendar.

WOODCOTE

There can be few escapes as miraculous as that made by Masten Gregory at Woodcote in the 1959 Tourist Trophy. Mid-race, the American left his braking too late into Woodcote aboard the Ecurie Ecosse Tojeiro Jaguar he was sharing with the young Jim Clark.

Realising that a high-speed impact with the earth bank was inevitable, the quick-thinking Gregory hopped up onto the seat of the car prior to the impact.

As the car plunged into the banking, Gregory was shot out of the cockpit and flew high in the air before landing with only minor injuries!



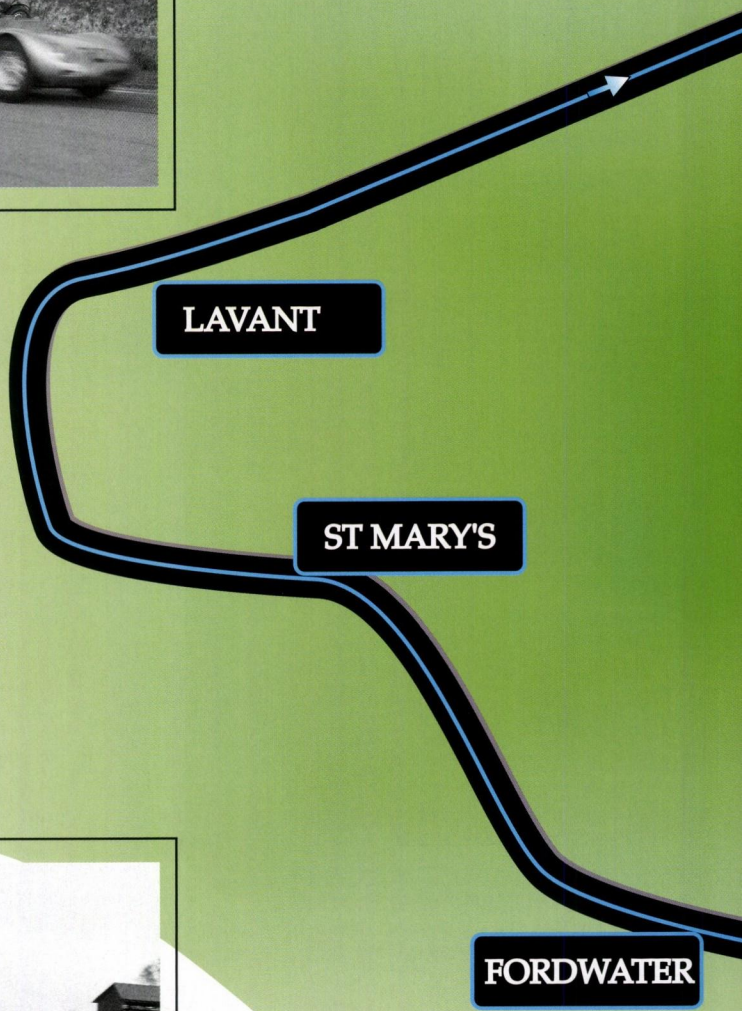
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ST MARY'S

Bruce McLaren racing a Jaguar MKII saloon was a rare event, but it produced a memorable experience for the New Zealander at St Mary's on Easter Monday 1961. In his first encounter with the Jaguar, Bruce decided that the handling was so good that he could take St Mary's close to flat out. However, in the damp conditions it was a flawed decision, and the only thing that saved him from flying off the road was the presence of another Jaguar being driven by Roy Salvadori. McLaren's car charged into the back of Salvadori's and, while Bruce carried on to finish fifth, Roy was forced to retire with rear bodywork fouling the tyre. Typical of the man, McLaren apologised after the race for his over-ambitious cornering.

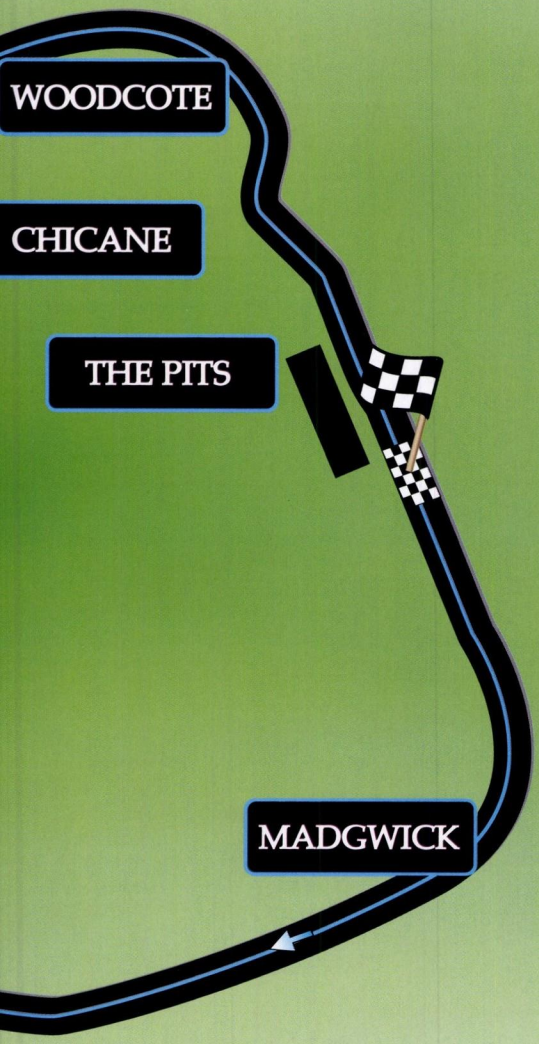


GOODWOOD MOTO

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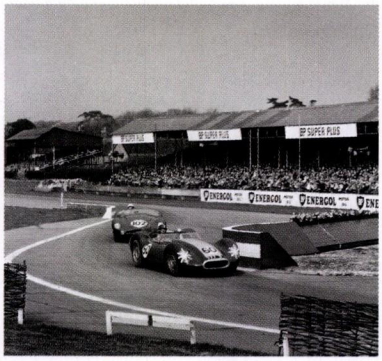
TELLS A STORY

Richardson Hosken is proud to bring you this insight into a famous race track.



THE CHICANE

Archie Scott-Brown was a true British hero, over coming physical handicap to race at the very highest level. On Easter Monday 1958 at Goodwood he thrilled the crowds at the chicane by bravely passing the Aston Martin DBR2 of Stirling Moss. The Le-Mans style start had been pretty shambolic for Archie, who nearly lost control of his works-entered Lister Jaguar as he roared into the race. Jumping into the car, he had dislodged the seat back and ended up sitting on it, which left him struggling to reach the pedals and sitting uncomfortably high in the car. Undaunted, he raced after Moss and memorably dived ahead as they raced down the Lavant Straight, tenaciously fending off his rival as they braked for the famous chicane in front of packed grandstands. Sadly, steering problems ended his glorious challenge, but he had once again won the hearts of the fans.



THE PITS

The 1952 Nine Hour sportscar race produced high drama and potential disaster in the pits when the Aston Martin DB3 of Eric Thompson and Reg Parnell went up in flames as Thompson arrived at the Aston pit. Team boss John Wyer and mechanic Jack Sopp suffered serious burns and the blaze was so intense that the wooden pit structure caught fire and the tarmac in the pit lane started to melt. However, the fire was brought under control and Parnell was the hero of the day, keeping the Aston team running through the drama. Ironically, seven years later the incident was virtually repeated when Roy Salvadori's Aston Martin DBR1 caught fire in the pits, and another stretch of the wooden pit structure was destroyed.

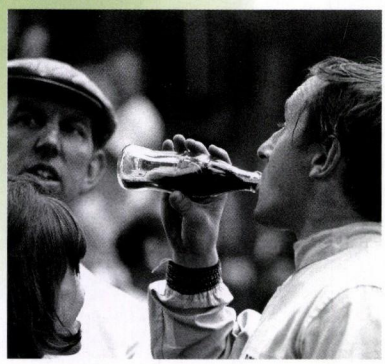


MADGWICK

It was in 1963 that the Goodwood circuit manager Robin McKay suggested that Ken Tyrrell should try out a young Scot called Jackie Stewart in his Formula 3 Cooper.

After a stern lecture from Tyrrell, Stewart jumped into a single-seater for the first time in his life and proceeded to set lap times that Tyrrell could scarcely believe. F1 driver Bruce McLaren had been recruited to set a benchmark lap time and within three laps Stewart was matching the time, pitching the car into Madgwick like an experienced F3 ace.

After another lecture from Tyrrell, Stewart went even quicker and onlookers that day knew that the wiry young Scot had a big future in the sport. Still wary of the newcomer, Tyrrell called a halt, concerned that a big accident was about to happen.



RACING CIRCUIT

LETTERS FROM READERS

Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middx TW11 8RT, Great Britain. **E-Mail (please include address):** motorsport@haynet.com

The Editor reserves the right to edit all letters

TREASURE IRELAND

SIR,

I was just browsing through the magazine rack at our local supermarket when the cover of the July copy of MOTOR SPORT caught my eye, in particular the mention of an article about 'Innes Ireland, fun guy, serious racer'. And I thought 'Yes!' I had my money ready and drove home in anticipation. I was not disappointed.

It was lovely to see Innes remembered as a man as much as a racing driver, for some would say that it was as a man – indeed, as a gentleman – that he really made his mark on the sport. To me, he was a wonderful man. But then I am biased as I am his daughter! I was touched by the kind and sensitive way in which the article was written. The words of Andrew Frankel, and indeed those of Nigel Roebuck, whose article I also read at the time, meant so much to me, and brought a lump to my throat.

His memory lives on!

His widow Jean has asked myself and my husband to drive to the Le Mans Classic this September in my late father's Aston Martin DB6. Finances permitting, and with a following wind, I am thrilled and excited at the thought of the trip.

I AM, YOURS ETC,

CHRISTIANNE TORRANCE (NÉE IRELAND),

BURFORD, OXON

* * * *

NISSAN'S PRIME ERA

SIR,

I read with interest your article on the Nissan NPT GTP IMSA cars, having seen them run at Watkins Glen in every season in which they raced.

Full marks to Nissan for funding this bunch of hot-rodders (designer Trevor Harris had built a particularly interesting chopped and channelled street coupé), race engineers and rocket scientists toward the breaking of the impressive but ultimately boring Porsche 956/962 domination of American road racing.

It bears mention, though, that I believe Geoff Brabham and the other drivers were spectacularly underwhelmed by the 'Nissan-ised' NPT-90 updated car, and perhaps it is this, as much as the Toyota competition seeing the light, that spelled the team's doom.

I also recall that the drivers and team thought that the 'house staff' had gotten top-heavy and weren't contributing to the actual racetrack effort. Sounds like Jaguar Racing in Formula One, doesn't it?

At any rate, the NPT-88 was a marvellous race car to witness on the track: long tail whipping past the collection of GTP, GTU, American sedans (yes, Oldsmobile Cutlasses!) and other cars on its way to an inevitable win.

It was quite an era.

I AM, YOURS ETC,

NORMAN GAINES, HARTSDALE, USA

SHINING ARMAGH

SIR,

I enjoyed the article on the Tui, but must inform you that Bert Hawthorne was born at Derryhennitt near Keady, County Armagh in Northen Ireland, and was therefore a compatriot of John Watson.

He left there with his family for New Zealand when he was 13. In 1998, his sister Irene returned to the home farm and had a stone from the farm engraved 'Bert Hawthorne, 14th April 1972. Age 28. Sadly missed'. This she has placed at the spot of the accident at Hockenheim.

I AM, YOURS ETC,

SIMON THOMAS, NORTHERN IRELAND

* * * *

PARK AND WRITE

SIR,

I am writing a book about the history of Oulton Park. The circuit has held races since August 1953 and it is my intention to commemorate the 50 years next summer by recalling each meeting, and the great moments that have occurred at the circuit. I also intend to give the reader a profile of some of the individuals who have appeared at the venue.

Many drivers have already assisted my research, given me their memories and loaned or given me the right to use their archives. I have also obtained, or have access to, a number of contemporary photographs to illustrate the history of this great driver's circuit. I am intent in setting the name of Oulton Park on bookshelves of similarly enthusiastic folk.

The purpose of this letter is therefore to seek individuals who may have their own memories, pictures or other memorabilia that they are willing to share with me. I am also seeking people who might help sponsor the book's printing costs and/or for people who may be willing to assist my aim by buying it in advance of its publication date next spring.

If so, they can write to me at the address below, telephone me on 07801 493345, or e-mail me at derekl@cybase.co.uk.

I AM, YOURS ETC,

DEREK LAWSON, 65 MOUGHLAND LANE, RUNCORN, CHESHIRE WA7 4SF



LAT

Remember days like this at Oulton Park? Derek Lawson needs you

MORE DEMI

SIR,

For two years I was the gofer at Ivor Bueb's Ecurie Demi Litre, and so I enjoyed very much your story on his Cooper 500. It was most interesting, and certainly more complimentary than the last feature you ran about him some years ago.

There are several other cars of his of historical note: his 1100/1500cc Cooper sportscar is raced by John Clark and his Lotus 12 by Peter Gooch. Nor should we forget the works Jaguar D-type he shared with Mike Hawthorn to win the 1955 Le Mans 24 Hours – now owned by Nigel Webb and spectacularly raced by Win Percy.

I still have a Castle Combe programme dated October 7, 1955. This was one of Ivor's best meetings – three wins and one second.

I AM, YOURS ETC,

TONY EDWARDS, GLOUCESTER

* * * *

FINANCIAL TIMING

SIR,

Mr Samengo-Turner wrote an interesting letter about the Bowmaker and Yeoman Credit Racing teams and the origins of the 1962 Lola F1 car. I am not sure, however, if Ken Gregory would go along with his claim that this 'was the same team that had come fourth in the world championship in 1960'.

I willingly accept Yeoman Credit introduced the modern concept of outside sponsorship into F1, but where did the idea originate? Back in 1959, Ivor Bueb tried to qualify an ex-BRP Cooper F2 car for the Monaco GP on behalf of the United Racing Stable. This team had been formed by Col Ronnie Hoare (of Maranello Concessionaires fame) and Bob Gibson-Jarvie, the son of the chairman of United Dominions Trust. According to a contemporary *Autosport* report, the car soon 'became known as the Cooper-Never-Never' among the in-crowd.

Bueb was a regular driver for BRP in F2 that season but was killed before the sponsorship deal with Yeoman Credit was announced in September. The new team's first race was the Oulton Park Gold Cup at the end of that month, and in the same issue as its report of this event, *Autosport* carried a brief news item: 'The United Racing Team [sic], sponsored by Col Ronnie Hoare and Bob Gibson-Jarvie, is a purely private venture and has nothing whatsoever to do with the United Dominions Trust.'

Of course, the Samengo-Turner family's claim to have been the first to realise the potential of F1 sponsorship to an outside firm is justifiable. But, as racing enthusiasts, they must have known about the URS team formed just a few months earlier – even if UDT apparently did not want to – so surely it might have been an inspiration.

A case of credit where credit is due?

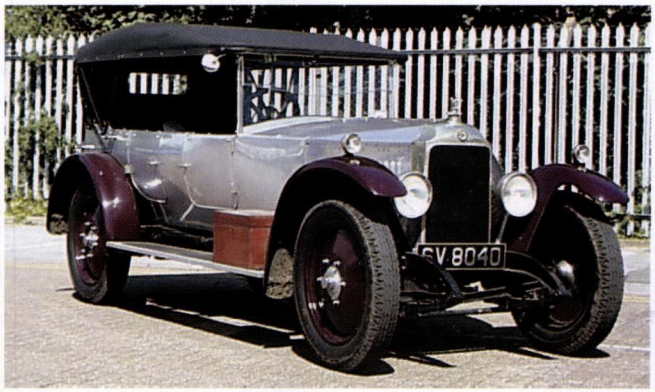
I AM, YOURS ETC,

DAVID COLE, RUTLAND, LEICESTERSHIRE

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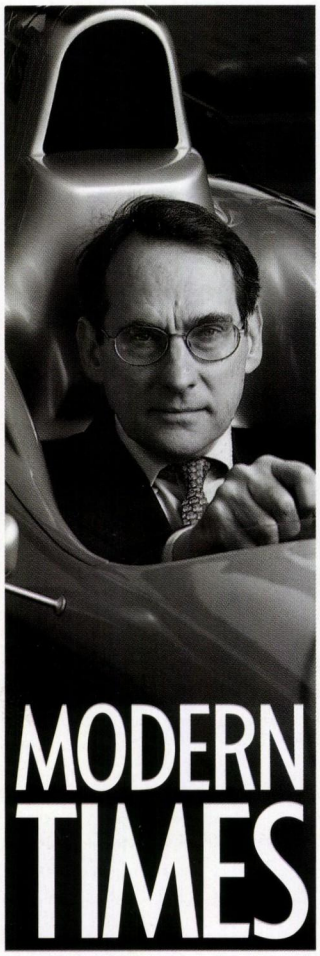
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MODERN TIMES



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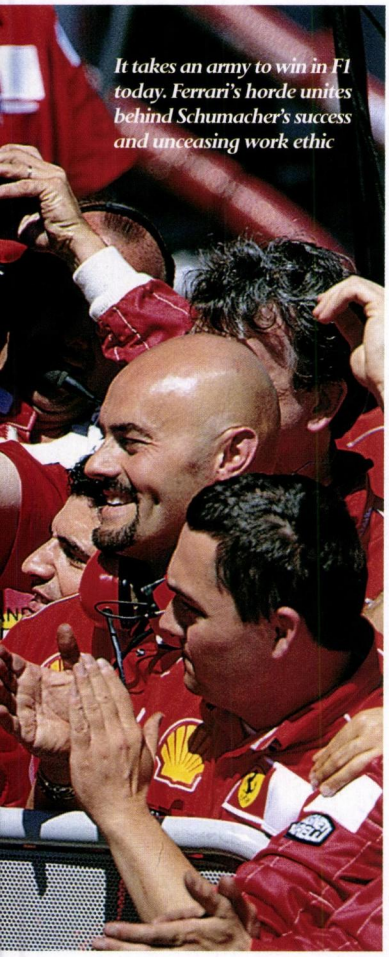
I KNOW WE'RE ALL FED UP WITH MICHAEL Schumacher monotonously winning F1 races: but it's still quite something that he tied up the title after barely 2000 of the season's 3200 racing miles. It's another Schuey record for the short-term statisticians to trumpet. Of course, in 1952-53 Alberto Ascari's Ferrari won every single championship race over a period of more than 12 months. But, in the context of modern Formula One, Schumacher's run of success – nine wins, two seconds and a third in 12 races – is certainly a substantial achievement.

Post-race in France, his predictable speech of thanks to the whole Ferrari organisation was saved from being trite because it was visibly heart-felt. And that's just as it should be (although it's hard to imagine, in the rather less touchy-feely atmosphere of 25 years ago, new champion Niki Lauda publicly telling his Ferrari mechanics that he loved them). With today's technology, the complex rolling design and development programmes and the endless testing, the 100 minutes or so of motor race each fortnight is merely the visible tip of a 24/7 iceberg. There is a veritable army of specialists who can take personal pride in Schumacher's title, even if they're not as well paid as he is.

So Schumacher's real achievement is not just in winning the races. It's in being the sharp end of a substantial organisation, whose multiple levels of personnel are all united in a single aim. Whatever their role, they all work towards giving him the car that his prodigious ability deserves.

And the network extends beyond Maranello. Although Ferrari, unusually in F1, builds its own engines, there are many loyal outside suppliers: chief of these is Bridgestone, who can take much credit for keeping Juan Montoya at bay. (Japan is beating France handsomely in the tyre war. In fact, it has been suggested we should go back to having a single tyre manufacturer, in the interests of closer racing).

So strong is the whole Ferrari effort that it's easy to forget this is the same team which, pre-Schumacher, was deep in the doldrums. It's oft quoted that Michael's 2000 drivers' championship was its first title for 21 years, since Jody Scheckter. Actually, Ferrari won the constructors' championship in '82, the tragic season that Gilles Villeneuve was killed, and Didier Pironi was dreadfully injured – when comfortably leading the drivers' championship. In '83, the Scuderia won it again, with Patrick Tambay and René Arnoux. But the fact remains that, from '91, for three long seasons, Ferrari won not a single race, and there were only singleton victories by attrition in '94 and '95. This was the once-great



It takes an army to win in F1 today. Ferrari's horde unites behind Schumacher's success and unceasing work ethic

institution that, after his Benetton triumphs, Schumacher set himself the goal of reviving. He succeeded not just because he is a great driver, but also because he is a great motivator. Persuading Ross Brawn and Rory Byrne to join him in the same enterprise was a major part of getting the job done.

Down the years, some world champions have understood better than others the motivating role they can play towards the whole team. The first, Giuseppe Farina, was haughty and aloof, and regarded his mechanics as his oily servants. Fangio, by contrast, was devoid of snobbishness, and his teams always loved him, not only because he was courteous and good-humoured, but because he was a winner. Different again was Jack Brabham who, more than any other champion before or since, was one of the lads. He was down among them on the Cooper shop floor building up his own cars, so that he knew every weld and bracket.

As F1's popularity grew, boosted by the universal medium of television, so the drivers became more aware of their own status. Some of them became more self-important. Others kept their feet firmly on the ground. At Williams they still talk with affection about their first world champion, Alan Jones: a hard racer who called a spade a shovel, but had absolutely no side at all.

Anyone who was at McLaren during 1988-93 will tell you that, on the night before a GP, Ayrton Senna was often to be found in the garage at 9pm, still pondering his telemetry and talking through details with his mechanics. By contrast, Damon Hill was reckoned by his several of his Williams mechanics to be somewhat remote. But, whatever a driver's personality, the workers in a team will always love a winner, and they will always admire hard graft. Michael Schumacher scores 110 per cent on both counts.

Now he has won his fifth title, and I'm already tired of being told that he has equalled Fangio's total. As things stand at the moment, there seems little to prevent him from adding a sixth, or even a seventh, over the next couple of seasons, although for the health of Formula One I have to hope he won't be able to crush the opposition so completely in future. If he does there will be no shortage of claims that he is indubitably the best of all time, simply because he has won the most championships.

Well, I don't need to remind you of my views about the emptiness of these comparisons across different generations of racing drivers. Schumacher is indubitably the greatest of his era, just as Senna and Jim Clark were of theirs. I don't know how Fangio would have coped with a Ferrari F2002, although I'd love to see Schumacher in an Alfa Romeo 159. But the only two things that are the same about F1 then and now are the name of the formula, and number of wheels on the car (despite Ken Tyrrell's efforts to change even that with the P34).

The one statistic across the eras with which I have any patience – and even then, not much – is the percentage of wins to starts. Fangio won 24 of his 51 world championship rounds, a success rate of 47 per cent; and he started 56 per cent of his races from pole position. For Schumacher the figures are currently 35 per cent and 27 per cent.

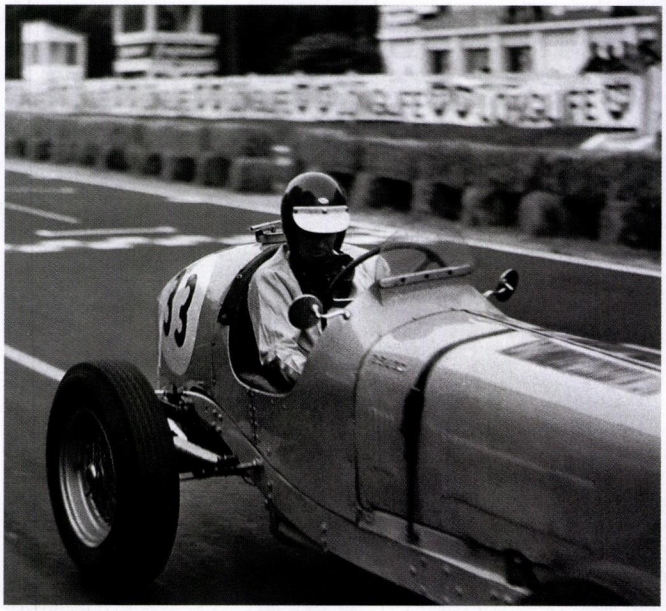
Like most racers today, Schumacher was in karts almost as soon as he was out of nappies. Fangio learned his craft in those extraordinary long-distance races across the South American continent, like the Gran Premio del Norte: 6000 miles from Argentina through Bolivia to Peru and back again, which the young Juan Manuel won in an old Chevy sedan with long-range fuel tanks inside the cockpit, and nothing in the way of roll-cage, racing overalls or fire extinguisher. I wonder how Schuey would cope with that.

Sadly, today's F1 stars only get the opportunity to excel in one discipline. Schumacher went well for Sauber in endurance racing in 1990-91. But, as is the way of things, once he broke into Formula One he was lost to everything else. Stirling Moss, perhaps the most versatile of all, raced anything and everything, often in the same day (and tended to be quicker than Fangio in sportscars). He also shone in rallying.

I've always liked the tale of Clark at Rouen in 1964. Having qualified on pole for the French Grand Prix in the Lotus 25, he was offered a run in Patrick Lindsay's ERA, which had just taken pole for the supporting historic race. Clark had never driven anything remotely like this tall, spidery old car. But, after asking how the pre-selector gearbox worked, he went out for four exploratory laps – and was immediately appreciably faster than Lindsay himself, who knew 'Remus' so well. And Rouen, remember, was a dauntingly fast road circuit, with its notorious high-speed swerves down to the cobbled Nouveau Monde hairpin.

By contrast, when David Coulthard had to demonstrate a Mercedes-Benz W196 at the Goodwood Festival of Speed, he admitted that he didn't much enjoy the experience, with no seat belts, no driver protection, and very little by his standards in the way of braking or grip.

The idea of a multi-discipline motorsporting contest – mixing an F1 car around Spa in the rain, a rally car over the flat-out yumps of the Thousand Lakes, perhaps a slingshot rail on a dragstrip, a W125 Mercedes-Benz on the old Nürburgring, even a Superbike around the Isle of Man – is an entertaining thought, but for obvious reasons will remain a fantasy. Anyway, to be a true measure of the successful modern racing driver, it would also have to include negotiating your next contract, having a persuasive dinner with a prospective sponsor, and motivating your mechanics when they've got to do their third rebuild of the weekend because you've come adrift in qualifying. I suppose we should accept that F1 is already mixed-discipline enough, and herald Michael Schumacher as a thoroughly worthy champion – in his own time. M



Jimmy Clark fishes for a gear in 'Remus'. He was soon hooked up – and quick

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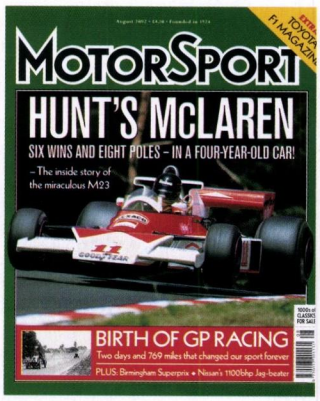
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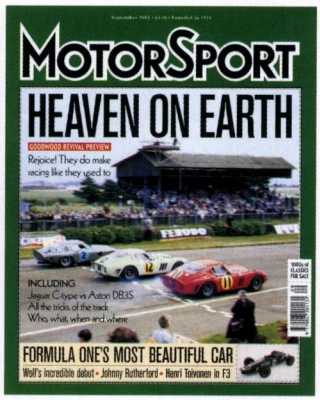
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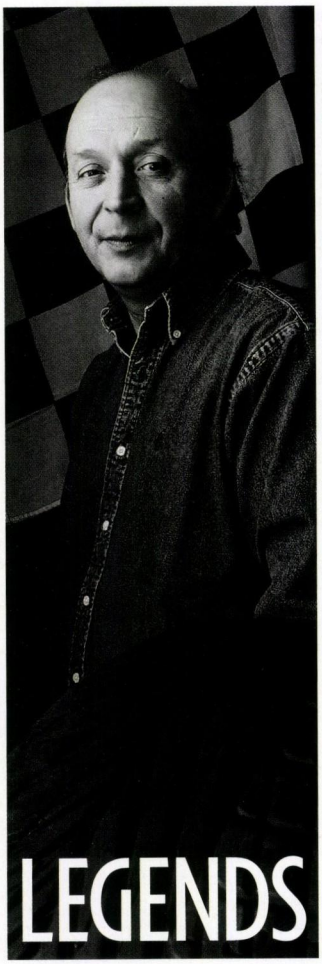
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LEGENDS

MIKA HAKKINEN

AT A RECENT PRESS CONFERENCE, KIMI Raikkonen's unsmiling, barely audible answers to questions drew this response from a colleague: "Jesus, he makes Mika seem chatty."

Undoubtedly, as he got older, as his successes mounted, Mika Häkkinen learned to say less. It wasn't that he became unfriendly, or distant, more that he was increasingly wary, wishing to avoid any public controversy.

At Spa in 2000, he memorably passed Michael Schumacher, and won, but a lap earlier Michael had given him a 200mph chop, and in *parc fermé* Mika 'had a word' with his rival. By any standards, it had been a highly questionable move, but in the press room he chose to play it down. "Mmmm, Michael's car was... a bit wide on that lap. Not a pleasant moment."

Undoubtedly, it was the sensible way to deal with the situation, getting the message across that he was unhappy with what Schumacher had done, yet declining to get into a war of words, all too aware that these things can escalate into feuds, as with Ayrton Senna and Alain Prost.

"I think the temperament of Finnish people is very strong," said Häkkinen. "You see me in the paddock, and I'm very calm and relaxed – but you ain't seen me when I'm alone somewhere after the race! Like at Spa one year, when I spun. I tell you, that day, I went to the truck, closed the door and sat there, alone. The whole truck was moving – I was so angry! Then I came out, and there were photographers and journalists outside. The first question was, 'How can you be so calm?'

"I was educated by my parents that way. I learned to control my emotions when I was a kid. I did karting for many years, but if you didn't win a race, you didn't complain about it. My father sort of said, 'OK, there's a forest over there; go and kick some trees, get rid of your frustrations, then come back'. Problem is, there aren't enough trees! There's no real point in getting upset: it doesn't do any good, it does not achieve anything."

In a public forum, Häkkinen was invariably that way, but in quieter surroundings he was different again, quite prepared to say what he thought, even voluble sometimes. A couple of times, over dinner, I was taken aback by what he had to say. There was very much more to him than could ever be seen at a press conference.

Once we talked about 1993, his first season with McLaren, when Senna and Michael Andretti raced for the team, and Mika was test driver. For the last three races, Ron Dennis, disappointed with Michael's form, put Häkkinen in with Senna, and at Estoril, the first of these, Mika outqualified Ayrton.

"Until that race," Jo Ramirez told me, "Andretti was in the other car, but he was never a threat to Senna. In Portugal, though, Mika was quicker and, for the first time that year, Ayrton was taking a great interest in his teammate's traces!"

Mika saw nothing remarkable in being quicker than Senna that day. "I was McLaren's test driver – I did 10 times more driving than Ayrton that year, even though I only raced towards the end of the year. I mean, I reversed more than he went forward!"

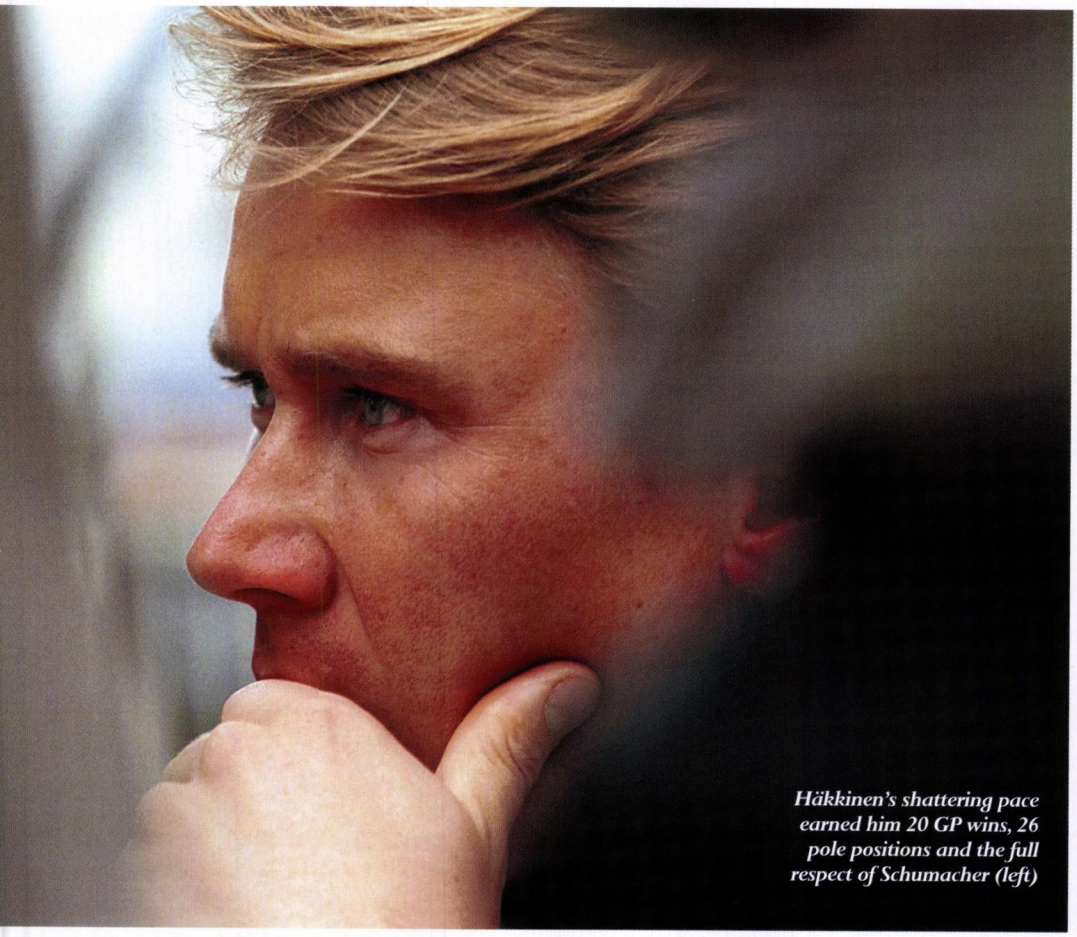
Fine, but still the fact remained that Senna was hardly ever outqualified in equal cars. Mika didn't think in those terms. "We all drink water and eat bread, you know. It's just four wheels and steering at the end of the day. Okay, there are millions of elements around it to make a complete package, but I was not amazed, no. I was making up the time in the first corner – I was putting my foot down earlier than him, and he didn't know why.

"But what did surprise me was Ayrton's speed in the race. He was *so* fast, even at the beginning, when the cars were heavy with fuel; there was no refuelling then, of course. I was quick, too, but not quick enough. He wanted to put me in my place – and he did. If maybe I woke Ayrton up that weekend, he woke me up, too, in many ways."

He paused – then, unbidden, took the conversation in an unexpected



both: LAT



Häkkinen's shattering pace earned him 20 GP wins, 26 pole positions and the full respect of Schumacher (left)

direction. "I have to say, though, that I never felt comfortable with him, in the sense of working together to make the team better. It's a fragile subject for me, because Ayrton is not with us any more. In a funny way, I don't really want to explain what I experienced with him, because it was such a personal thing.

"Let's say this, though, about Ayrton: for me, he wasn't the nicest guy in F1. Okay, I didn't really expect it. I mean, I was with Johnny [Herbert] at Lotus, and he's a comedian, always joking, but with Ayrton, it was a completely different world. I guess we all need that, you know, to push each other, get the best out of ourselves, but in that case I didn't feel it was a positive atmosphere.

"I'd been test driver, and now I was racing, feeling good mentally and physically, ready to beat everybody! I didn't go there to lose. That was my idea: to come in the team with Senna, and beat him, and nothing else.

"We had the Ford V8 engine that year, and it didn't have enough power. Ayrton was a three-time world champion, and if things weren't working, he got upset. Logically. But I didn't think he had a good way of showing it. In '93, his attitude was, 'I come to the race, and the car has to be good. At the next test, if we have something unbelievably good to try, I'll be there. Otherwise, I'm not interested'."

After Prost had retired from racing, he returned to McLaren for a time, working as a driver consultant, and also testing extensively. Häkkinen came almost to revere him.

"In my opinion, Alain was a man who worked with the team, Ayrton felt he could do it all himself. Prost worked all the time. He was thinking, testing, thinking, testing, explaining to engineers how systems were working – and doing it in such an intelligent way that there was no question of 'ifs' or 'buts'. Prost could really build something good in a team. Of course, when I was with Senna at McLaren, he had already decided to leave, so maybe that changed his attitude.

"Ayrton and Alain were so experienced in the way they worked. It was not a matter of wetting a finger and holding it up to the wind. It was looking at the facts, studying the computers, working with realities. There was no guessing, no speculation, just pure logic. But still I never felt that Ayrton had Alain's will to work, and certainly not his willingness to share."

Prost was working with McLaren at the time of Häkkinen's catastrophic qualifying accident at Adelaide in 1995. It was only through wonderful work – notably a tracheotomy – by the doctors on hand that Mika was alive as he was lifted from the cockpit, but he had suffered a massive blow to the head, and for some hours his life hung in the balance.

Through the winter, Mika convalesced, regained his strength, and in February 1996, about a month before the opening race of the season, he was strapped into a McLaren again, for a very private test session at Paul Ricard.

"I remember that day like yesterday," he said, some years later. "I was open-minded about it: was I going to like it or not? If I did, then the racing would continue, but it wasn't black and white.

"Everyone was so quiet when I got in the car. And then when I went out of the pits, the car felt smooth, the engine felt smooth. Think of driving an F1 car, and you think of jumping and sliding all over the place, the seat uncomfortable, nothing right – and that was all gone. Suddenly, it all felt nice: the gearbox, the steering, everything. I thought, 'Jesus, what have I been complaining about?'

"Best of all, everything was automatic. I didn't have to think about anything, and I felt more ready than ever. But then, when I started driving really fast, I began to look around me, thinking, 'Jesus, if I go off there...' I suppose that was natural. But it did not slow me down. I drove about 60 laps, set quick times, and then I said, 'Okay, that's enough, let's go home'."

Prost watched him at Ricard, and told me how moving it had been: "I was very lucky in my career. During my first F1 season, I broke my wrist at Kyalami, but otherwise I never hurt myself. Now here was this guy getting back in a racing car, three months after almost dying in one. Immediately, it was as if he had never been away. It was fantastic, almost unbelievable.

"His speed was more than anyone expected, but much more important was that he still loved driving a racing car. You can't forget a day like that."

For years, hobbled by McLarens of indifferent competitiveness, Mika stayed true to the team, while others of lesser ability were winning races. By the time the team came good again, in 1998, he was well ready to collect his due reward – 20 victories and two world championships.

In July this year, Mika announced that sabbatical had become retirement. A loyal and decent man, as well as a great grand prix driver, the best qualifier since Senna, icy under pressure, capable on his day of beating anyone. Not for nothing did Schumacher respect him more than any other. M

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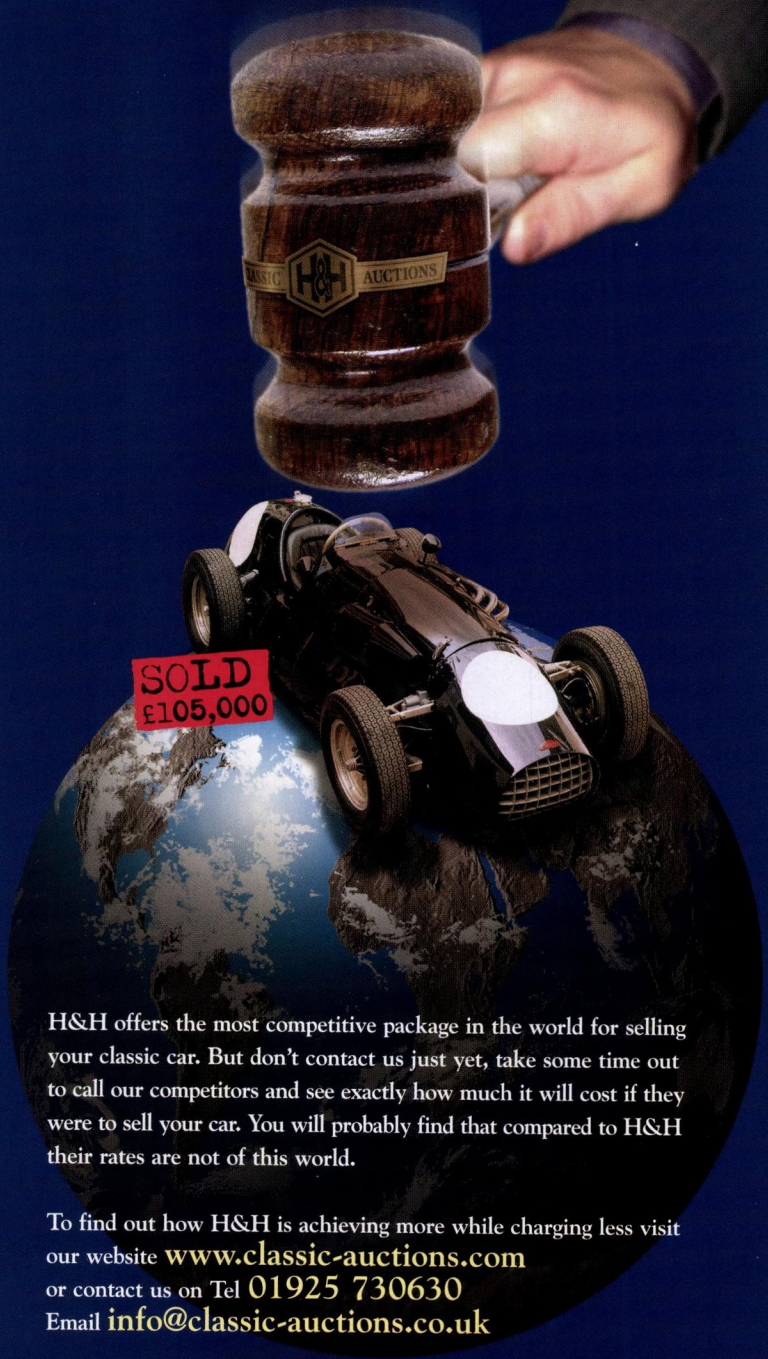
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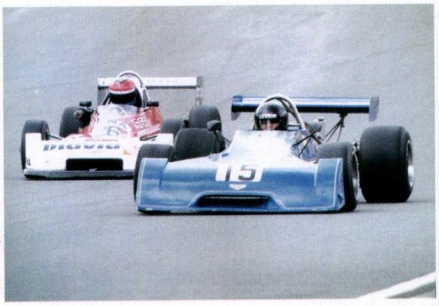
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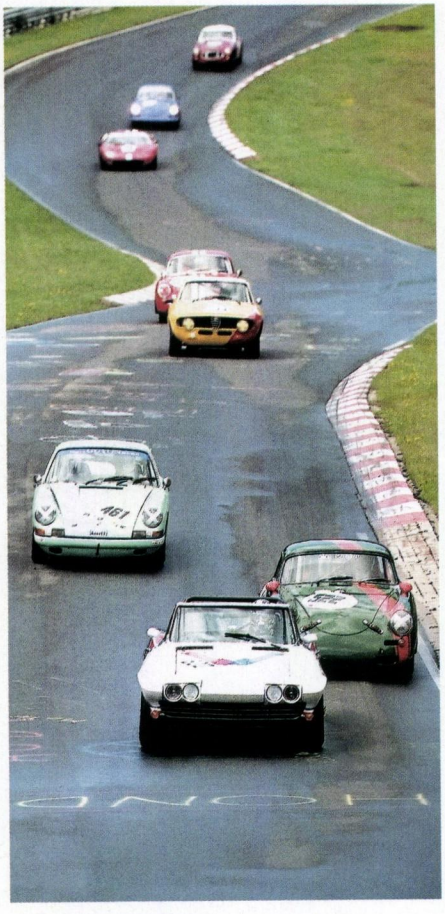
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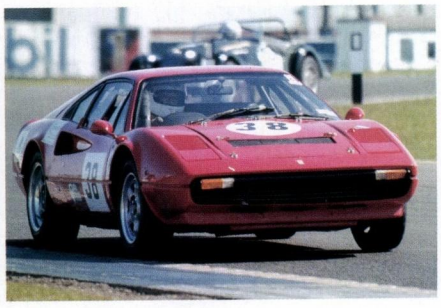
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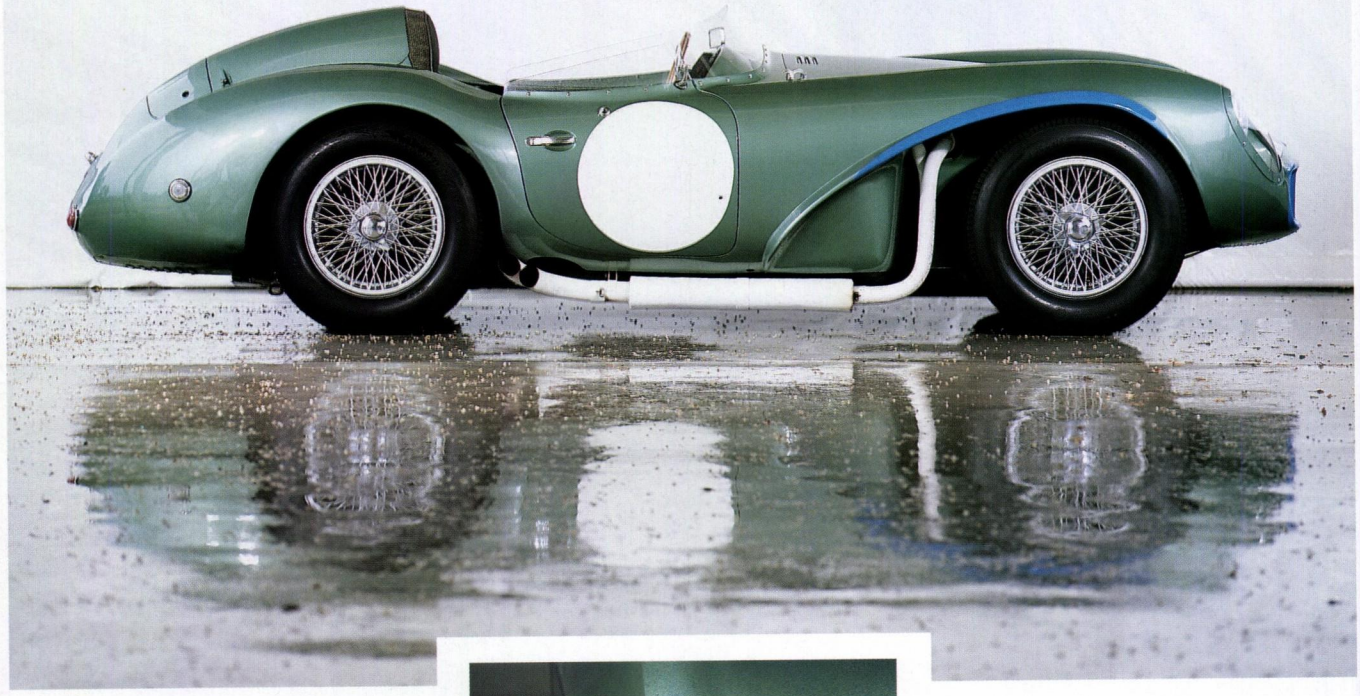
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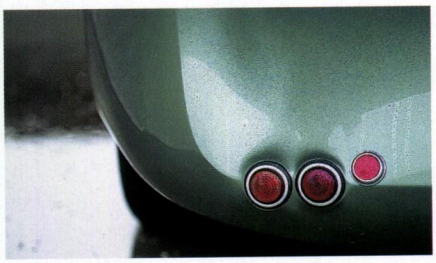
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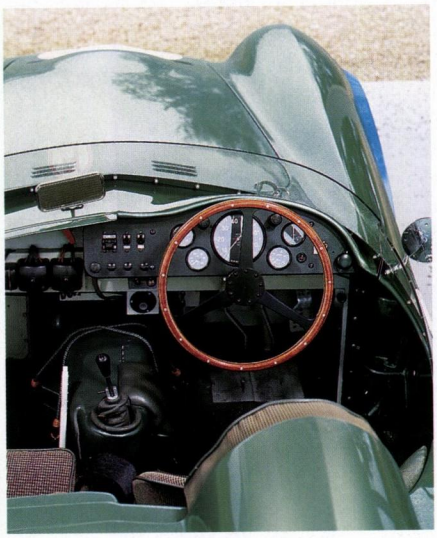
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1956 ASTON MARTIN DBS3/10







IT SHOULD HAVE BEEN A STROLL IN FREDDIE MARCH'S park. After all, hadn't Jaguar's works trio recently covered 7532 miles, at more than 104mph, to score a superb 1-2-4 at Le Mans? And hadn't they beaten Ferrari, Alfa Romeo and Lancia in the process?

And this, remember, was the ground-breaking C-type's second success at La Sarthe: lighter, more powerful than its 1951 counterpart – and now fitted with ever-improving Dunlop disc brakes – it was in its prime. Nine hours barrelling around Goodwood, basically unchallenged, at an anticipated average of just 80mph, would be a breeze, surely?

Aston Martin had had three works cars at that Le Mans, too. But all of its brand-new, i.e. unsorted, DB3Ss retired. Which is why the upcoming head-to-head between these British marques in the second Goodwood Nine Hours appeared to be a mismatch. But there was a twist. XK120C ('C' for 'Competition') was designed and built to win one race – Le Mans; one race highlighted the top-speed shortcomings of the new Aston like no other –Le Mans.

DB3S was Feltham's antidote to the ex-Auto Union designer Eberan von Eberhorst's unloved and unwieldy DB3 of 1952. Ex-Invicta designer Willie Watson chopped 6in from its wheelbase and lowered it (by cranking the chassis rails). Frank Feeley then memorably clothed it in 16- and 18-gauge soft aluminium. The end result was a car still 500cc shy of the 3.4 C-type, but lighter and more nimble, and blessed with superior traction.

Goodwood was going to be difficult for Jaguar. At 2.4 miles, the track was the shortest to host an international endurance race, its continuous-corner layout tougher on tyres and drivers than the long straights of Le Mans. Harder on brakes, too. Jaguar and Dunlop were pioneering discs on the C-type, and these were just the ticket for Le Mans and Reims, where they had time to cool between applications. Goodwood allowed no such breathing space.

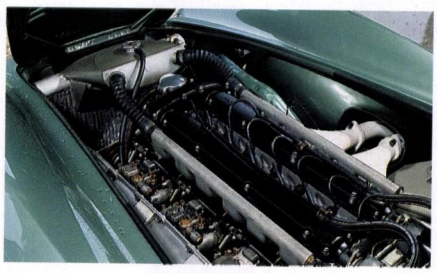
The warning signs were there. Reg Parnell's prototype DB3S had beaten the C-type of Stirling Moss in the Isle of Man's British Empire Trophy one week after Jaguar's Le Mans triumph. And in the sports-car race that supported the British GP in July, Reg led a 1-2-3 for the DB3S. It was clear that Jaguar's old girl was under threat from Aston's young buck.

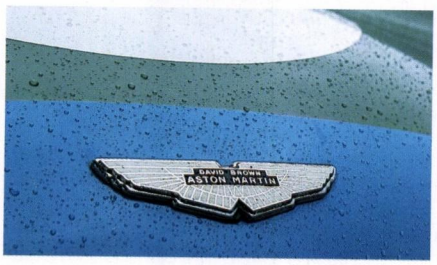
She was no pushover, though, especially as she was still smarting from her defeat by Aston in the first Goodwood Nine Hours, in 1952. Darkness had descended, and Sir William Lyons was at Goodwood House being congratulated on a sure-fire win for his cars, when Moss brought the leading C-type in with broken A-bracket on its rear suspension. Which was doubly annoying because the sister car of Tony Rolt/Duncan Hamilton had shed a wheel 30 minutes earlier while running in second place. Which is how the DB3 came to score its only notable win.

John Wyer, Aston's fastidious team manager, rightly pointed out that reliability, consistency and finishing were more important than outright speed in endurance racing. In truth, however, DB3 did not provide him any option other than 'steady away'; DB3S would allow him to go on the attack.

He did, but Jaguar's works squad were ready. The latest C-type was 90lbs lighter than its predecessor, its live rear axle was now better tied down (by cast

Clockwise: DB3S returns to its stamping ground; 240bhp straight-six; the purist's perfect AM badge; fuel filler hidden in elegant haunch; purposeful dash, blue wing flashes for Le Mans identification; unsubtle exhaust spoils scalloped flank







TECHNICAL SPECIFICATION

ENGINE

Type ... ... 6-cylinder, in-line, DOHC, iron block, aluminium head, 2 valves per cylinder, 2 plugs per cylinder
Capacity ... 2992cc
Bore x stroke 84 x 90mm
Max power ... 240bhp @ 6000rpm
Max torque ... 220lb/ft @ 4200rpm
Carburation ... 3 Weber 45DCO3s
Oil system ... wet sump

DRIVETRAIN

Transmission DB, S430, 4-speed, synchromesh (barring 1st), needle-roller bearings
Clutch ... ... Borg & Beck, dry, single-plate
Final drive ... 3.875 to 1

CHASSIS

Type ... ... ladder frame
Suspension (f) independent, double-wishbone, coil spring-over-damper
Suspension (r) De Dion tube, torsion bars, separate dampers on trailing arms
Brakes (f) ... Girling, hydraulic, discs, 12.5 x 5/8in (f), 11.5 x 1/2in (r)
Steering ... rack-and-pinion
Tyres ... ... Avon, 5.50 x 16 (f&r),

DIMENSIONS

Wheelbase ... 7ft 4in
Track (f & r) ... 4ft 2in
Weight 17.5cwt

torque arm and Panhard rod), and its XK straight-six had better mid-range punch courtesy of three Webers in place of the two 2-inch SUs. *And* they had Moss, who hustled into his usual early lead.

Parnell was meant to be Aston's 'hare', and the car he was sharing with Eric Thompson was fitted with a lower final drive for this purpose, but the Jaguars, booming down Lavant Straight and past the pits, appeared to have Reg and the rest covered. As in 1952, however, Goodwood caught up with them.

Another eighth-hour defeat was assured when, within minutes of each other, the Moss/Peter Walker and Rolt/Hamilton cars retired with broken engines, oil surge on Goodwood's sweepers the culprit. The third works C-type of Peter Whitehead/Ian Stewart was in no position to take up the cudgels, its done-for brakes glowing red in the dark, its oil pressure gauge deep in the red, too. Which meant the almond green Astons enjoyed another midnight feast, Parnell/Thompson and Collins/Pat Griffith scoring a 1-2.

An era was over. As if to emphasise this, Aston scored a 1-2 in the TT at Dundrod in September, costing Jaguar the first world sportscar championship.

There was no Nine Hours in 1954. Britain's first night races had provided plenty of excitement (for the drivers), but the crowds were small, generally unsighted and mainly unmoved. So it came as a surprise when the race was revived in 1955.

By this time, D-type had replaced C-type and Aston's big hope, the Lagonda V12, had bombed. As always, Le Mans was Jaguar's only real goal, and so four privateer Ds faced three works DB3Ss at Goodwood. The Ecosse D-type of Desmond ➤



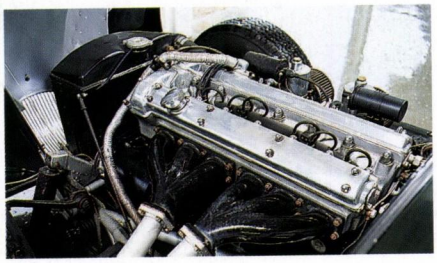
Clockwise: Sensational frontage; slippery shape ideal for Le Mans; rain demanded cautious approach; cockpit more 'road-going' than later Aston; big bonnet located by sturdy leather strap; Coventry's cat; long-legged 3.4 XK

Titterington/Ninian Sanderson finished a closing second to the Aston of Walker/Dennis Poore, but Feltham clearly held the hex over Coventry here.

Yet remarkably, DB3S was only ever intended as a stopgap while the Lagonda was made ready. "But the Lagonda was never ready," says Ted Cutting, then-design assistant to Willie Watson. "DB3S did sterling service – it kept us out of serious trouble and in the public eye. Constantly updating that car was the final piece of my racing education. It was my Masters, if you like, having been guided through my Honours by Eberan on the DB3."

Aston's hard-pressed, Lagonda-focused comps shop somehow kept DB3S simultaneously competitive. It was frantic stuff. Cutting oversaw the design and build (in three weeks!) of an updated De Dion rear axle after the car's Le Mans debut. The Salisbury centre unit of the DB3 had been replaced by a David Brown spiral bevel on the S, but this retained the inboard drum brake arrangement – until Cutting feverishly set to. His hard work first hit the track in the 1953 Tourist Trophy at Dundrod, where the sole outboard-brake car finished second.

Watson updated a previously unsuccessful alloy head for 1954. This (now) twin-plug unit replaced the cast-iron item from the original 2.6-litre Lagonda straight-six and, when allied to a solid-billet crank (in place of a forged one) and new conrods (1oz heavier, 200 per cent stronger!) eventually pushed power beyond 240bhp (out of a block originally designed to cope with 110bhp). This was twice the output that the S430 four-speed gearbox (a to-hand replacement for the DB3's awful five-speeder) had







TECHNICAL SPECIFICATION

ENGINE

Type	6-cylinder, in-line, DOHC, iron block, aluminium head, 2 valves per cylinder
Capacity ...	3442cc
Bore x stroke	83 x 106mm
Compression	8 to 1
Max power...	210bhp @ 5800rpm
Carburation...	twin 2-inch sandcast SUs
Oil system ...	wet sump

DRIVETRAIN

Transmission	Moss, 4-speed, synchromesh
Clutch	Borg & Beck, dry, single-plate
Final drive ...	9.86 to 1

CHASSIS

Type	spaceframe
Suspension (f)	independent, double-wishbone, torsion bars, Newton hydraulic dampers
Suspension (r)	live Salisbury axle, torsion bars, trailing arms, Newton hydraulic dampers
Brakes (f) ...	Dunlop, hydraulic, discs
Steering ...	rack-and-pinion
Tyres	Dunlop, 6.50 x 16 (f & r)

DIMENSIONS

Wheelbase ...	8ft
Track (f & r)...	4ft 3in
Weight	18.5cwt

1952 JAGUAR XK120C/004



been designed to cope with, which is why it went through 23 evolutions in four years.

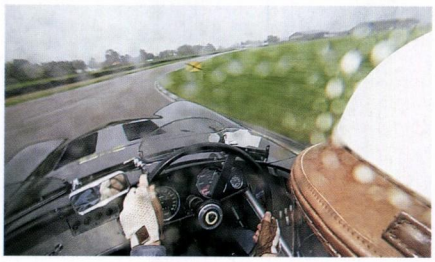
By 1955, having briefly tried Lockheed discs on the front the previous season, DB3S was equipped all-round with Girling disc brakes. These were still not a cure-all, some drivers preferring the handling on drums as the unsprung weight was reduced.

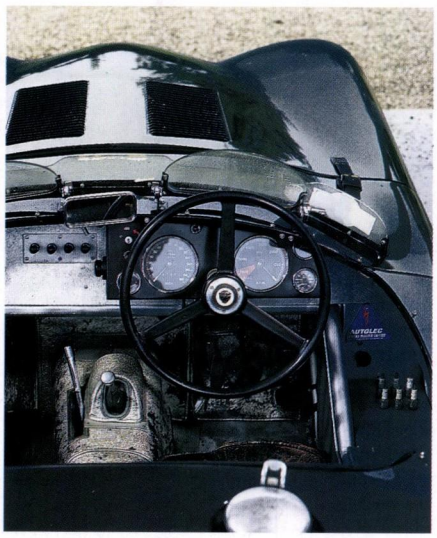
Despite these improvements, it was clear to Cutting that DB3S was dead in the water at international level by 1955, even though it had finished second at Le Mans that year – and would do so again in '56 and, incredibly, in '58. The Mercedes 300SLR had upped the stakes, and Ted was working on his DBR1 masterpiece before August was out.

This car made its debut at Le Mans in 1956, but still DB3S was holding the fort, Moss/Collins finishing second behind an Ecosse D-type. Even as late as 1957, Aston wanted a fall-back in case DBR1 did a 'Lagonda'. Which is why DB3S/10, featured here, is a little bit different.

The last works version of this model made its debut in the 1956 Rouen Grand Prix, where Roy Salvadori finished fifth. He then raced it at Le Mans – until co-driver Walker shunted in the wet.

The following year it became the first, and only, DB3S to be fitted with wishbone-coil spring front suspension (designed for the DB4). It was also the only car to feature CAV direct injection, Noel Cunningham-Reid so equipped while finishing fifth in the British Empire Trophy at Oulton Park. The Whiteheads then drove it to ninth place in the Nürburgring 1000Km. It was apt that this last works outing for a DB3S should coincide with the DBR1's





first big win. The baton had been handed over.

From the driving seat of DB3S/10, Feeley's keynote 'Gothic arch' wings rise prow-like, cleaving a safe passage through puddles that would later cause the C-type to skip alarmingly. Horror stories of Aston gearboxes are soon dispelled, too. Even though this is not the last-of-the-breed straight-cut item, it snicks more smoothly and more snappily than you have any right to expect a 50-year-old synchro unit to.

This is beguiling, purposeful stuff.

Through the matt-black spokes of a thin-rimmed wooden wheel, a large Smiths rev-counter sits plum centre, its needle punching around the dial as the power is fed in. The Webers (45 DCO3s replaced 35s in the middle of 1954) spit in the unseasonable cold, but it's clear that this is a very tractable unit.

But not as tractable as the C-type's amazing XK. Larger ports, new cam and crank, solid-skirt pistons and 8:1 compression gave the racing version an extra 40bhp (up to 204bhp) over its road-going forebear. Further adaptations were conservative and power had risen to just 220bhp by 1953 – but it is in all the right places. No matter what the gear, or revs, the tug of torque is always there.

Which is a good job because the Moss 'box is terribly, terribly slow. The car's custodian for the day, Win Percy, advised a one-pause-two approach to changes. But it isn't until I add an approximation of his Devon burr to my count that things start to mesh.

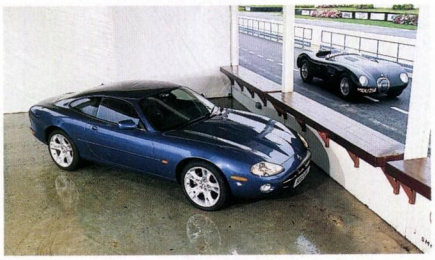
From the driving seat of the Jaguar, the rolling waves of aerodynamicist Malcolm Sayer's beautiful bonnet act as a metaphor: this car is more rounded, softer in every respect, than the Aston – from the



Top to bottom: C-type always had DB3S coming up on the rails; where heroes sat; Aston felt much more secure in the wet; Jaguar's global brand still trades well on its sportscar heritage – this is the latest to carry the XK moniker







plump seat cushion to its supple ride, from the brakes (discs, though Win had climbed out convinced he was running drums) to the way the needles (yep, it's got a speedo) float around the larger gauges, from the surprisingly light rack-and-pinion to the wuffle of the SUs. But it's here that you must remember there is a four-year gap between these cars.

Indeed, this C-type, chassis 004, is the oldest in existence. (The 1951 Le Mans cars were broken up.) Hamilton took delivery of this first privateer car in May 1952 and raced his pastel-green acquisition in the IoM's British Empire Trophy. He then whisked it to Le Mans, where it was cannibalised by the works as they attempted to cure, in vain, the overheating problems of its long-nose cars.

From Le Mans, Hamilton drove 004 to Oporto for the sportscar race. He retired, a result he was to repeat in 1953, albeit in a far more comprehensive way. The hospital he was taken to was at a loss about a sudden power cut. Duncan wasn't. 004 had scythed down a pylon.

The car was returned to the factory, rebuilt, raced once more by its up-and-at-'em owner, and then sold. Which is where its competition history stops. Now in the ownership of Jaguar enthusiasts Nigel and Naomi Webb, 004 oozes gentle patina. In contrast, DB3S/10 shrieks hard-edged race preparation. Which is no surprise as, barring a spell in the 1970s, its competition history is continuous.

The opposing backgrounds of these two cars serve to accentuate the difference between these two models. In the C-type, you sit over that big back axle and ease and caress (in the wet at least), that live Salisbury unit threatening to overtake the unwary, those long torsion bars at the front twisting and flexing; in the DB3S, you sit ahead of that solid De Dion tube and point and harry, its ZF limited-slipper (a 1955 development taken from the V12 Lagonda) keeping you on the straight and narrow, its wishbone front direct and positive.

It's night and day.

Of course, this performance gap (then in Jaguar's favour) was much smaller during the day and night of the 1953 Goodwood Nine Hours, but already these were two cars on divergent paths; one at the end of one, the other at the beginning of another. There is no doubting that I would choose the Aston here and now, but there is no doubting either which made the greater impact in its day.

"C-type was the catalyst for sportscar development generally," acknowledges Cutting. "A lot of people sat up and took notice when it appeared. It's what made us do the DB3S."

The latter laid the foundations for DBR1's Le Mans win and sportscar world title in 1959, successes for which Aston deserves huge credit. But AM boss David Brown would have swapped these achievements for Jaguar's five – perhaps fewer of them – Le Mans victories of the 1950s.

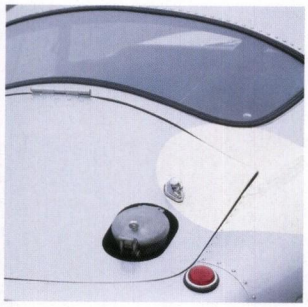
Jaguar began that decade not yet an accepted part of the establishment. It ended that decade a global brand. Crucially, it took Aston nine years to build a Le Mans-winner; it took Jaguar nine months (work only began on the C-type in October 1950).

And this is a gap that Aston Martin has never completely closed. M

Thanks to: Aston Martin, David Bennett, Goodwood, Chris Lunn, Win Percy, Jaguar, Roger Stowers, Jonathan Styles, Nigel and Naomi Webb



Lynx Lightweight E-type No.5 in bare metal





The Rarest of the Breed

For the first time ever, a newly manufactured Lynx Lightweight E-type is on the market.

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The Lynx Lightweight E-type is a prime showcase for the combination of Jaguar's engineering expertise and the panelbeater's art. Lynx build No. 5 (there are only four other Lynx Lightweight E-types in existence) is, we think, one of the finest examples of what a true competition car should be.

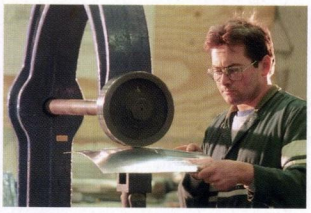
Hand crafted in low-drag coupé form, No.5 has taken more than 3,000 hours to construct and is now nearing completion.

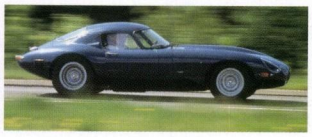
Its owner will be able to choose their own trim and engine preferences giving them an added opportunity to truly personalise this car.

The proposed power plant for Lynx build No.5 is a state-of-the-art Lynx blueprinted 3.8 litre Jaguar in-line 6 cylinder DOHC XK unit giving more than 300bhp at 5,500rpm. With triple Weber 45DCOE carburettors, straight port cylinder head and semi-competition clutch, it will reach 60mph from a standstill in 4.9 seconds and on to 100mph in 11 seconds.

Top speed is estimated at 160mph, although Lynx are able to offer the buyer several alternative gearbox and differential final drive ratios to suit selected applications including FIA events.

It can only be left to say that this will possibly be the only chance to jump the queue and avoid the standard build time when acquiring one of these stunning cars. With the exclusivity of the Lynx Lightweight E-type, it is truly a dream come true. After all, it is the rarest of the breed.

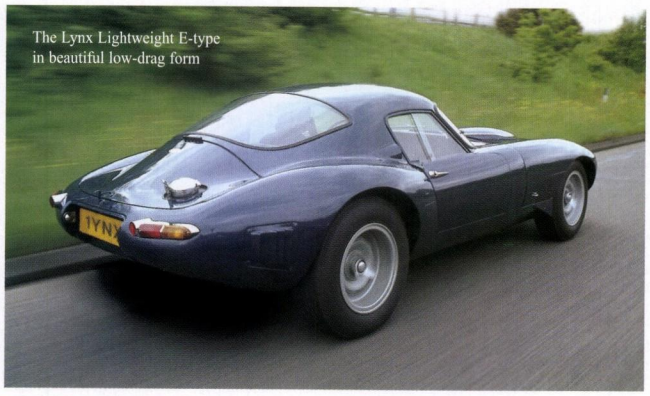




TECHNICAL DETAILS

Lynx Lightweight E-type No.5 offers the discerning collector a stunning specification and will enable the car to be driven on the road or the track this season.

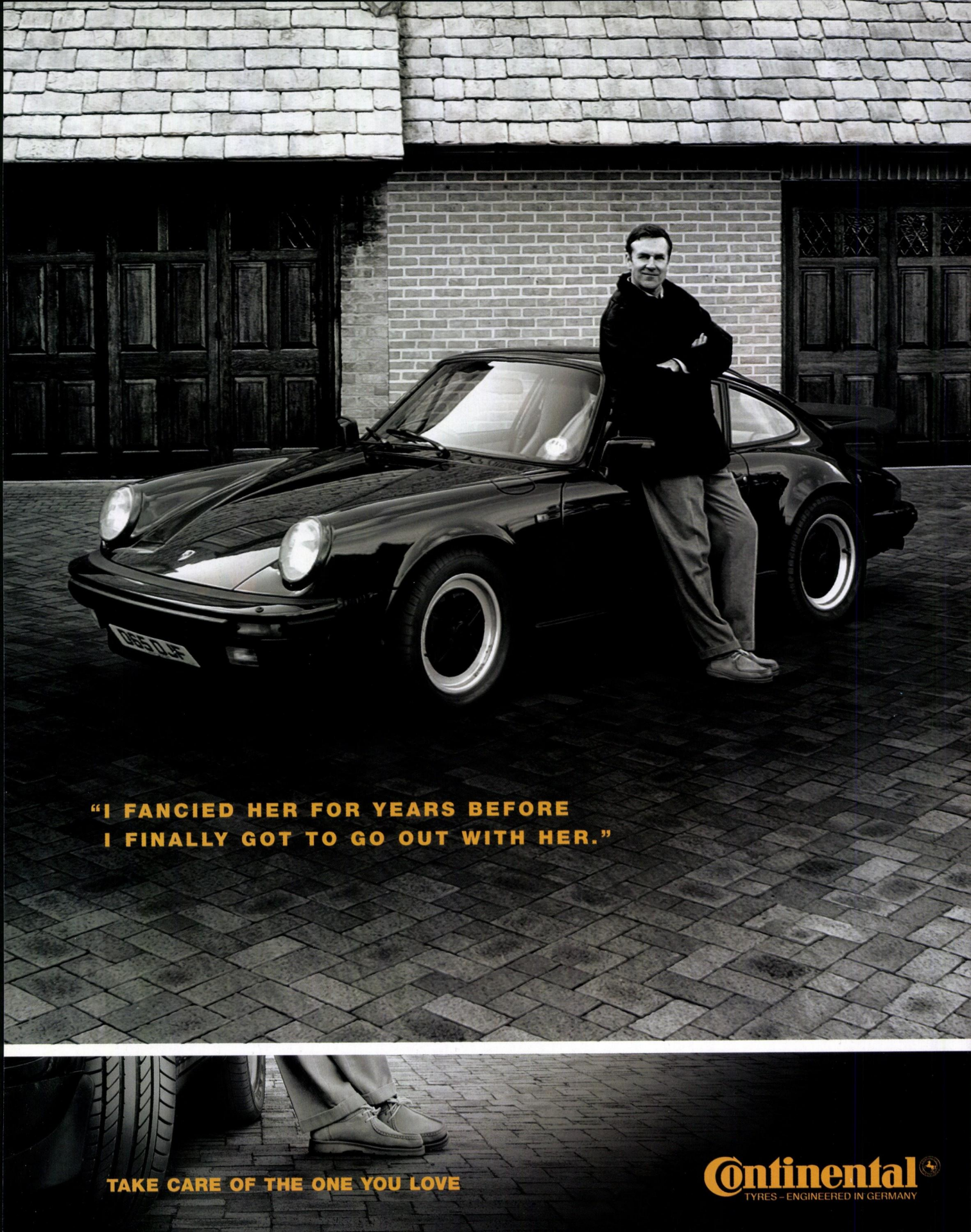
Body	All new steel monocoque with Lynx hand-made aluminium bonnet, doors and additional panels to low-drag coupé specification
Engine	Jaguar 3.8 litre XK unit to Lynx specification with Lynx inlet manifold on triple Weber carburettors
Gearbox	Jaguar 4 speed all synchro or 5 speed option
Brakes	Uprated to Lynx specification
Suspension	Uprated to Lynx specification
Wheels	Magnesium alloy Dunlop peg drive
Interior	Trimmed in original black Moquette with aluminium bucket seats trimmed in Connolly hide to owner's specification



The Lynx Lightweight E-type in beautiful low-drag form

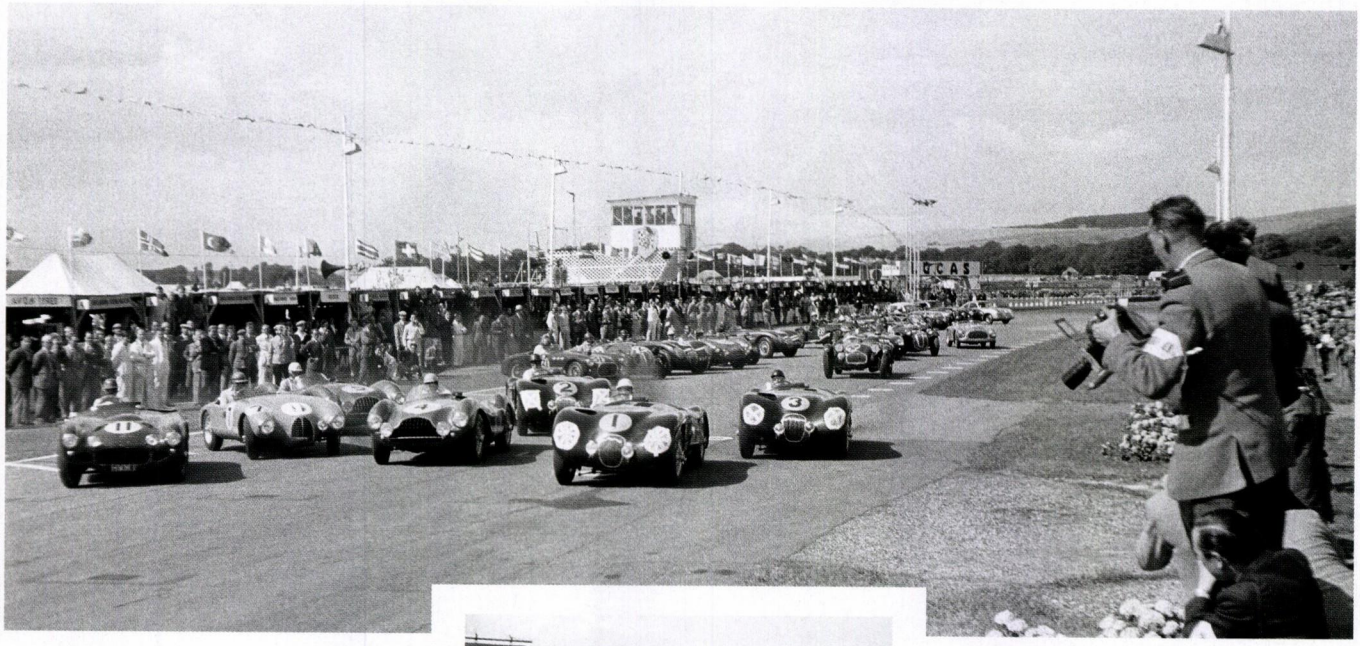
To discuss the purchase of this car or alternative E-type projects, please telephone Andrew Parkinson at Lynx on +44 (0)1424 851 277 or e-mail us at e-type@lynxmotors.com

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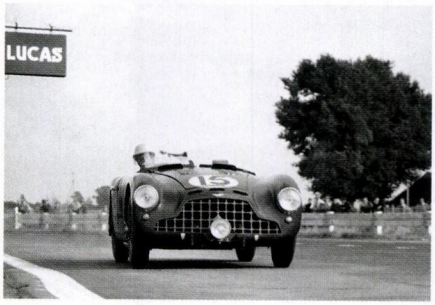

"I FANCIED HER FOR YEARS BEFORE
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Continental
TYRES – ENGINEERED IN GERMANY

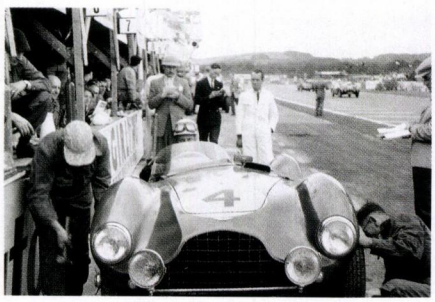
FLAME & FORTUNE

ERIC THOMPSON'S RACING HAD TO PLAY SECOND FIDDLE TO A DEMANDING JOB IN THE CITY, BUT HE PACKED A LOT INTO HIS ALL-TOO-RARE OUTINGS – ESCPECIALLY IN THE GOODWOOD NINE HOURS. BY PAUL FEARNLEY



all: Klementaski Collection





Top: Jaguars get the jump in 1953, but DB3S of Parnell/Thompson (4) would lead at the finish. Middle: Thompson's 'flammable' DB3 in 1952. Bottom: Aston pitwork was cooler the next year

DURING THE TWO WEEKS' HOLIDAY (AND EVERY THIRD Saturday) when he wasn't broking at Lloyds, Eric Thompson would take his jacket off, tuck his trousers into his socks and go motor-racing. This ad hoc approach did not, however, consign him to midfield clubbie obscurity. Far from it.

His second-ever race was the 1949 Le Mans 24 Hours in a HRG Lightweight alongside Jack Fairman. They finished eighth, first in class. One week later, they doubled up with a class win in the Spa 24 Hours.

Thompson, a late starter at 28, had already caught the eye: from 1950 to '54 (he retired from racing in '55), he would be an Aston works driver. He would also drive for Rob Walker and Connaught. It was with one of the latter's A-Types that he finished fifth in his one and only GP appearance, the 1952 British.

With Aston Martin, he finished third in the 1951 Le Mans (with Lance Macklin) and second in the 1953 TT at Dundrod (with Reg Parnell), having won that year's Goodwood Nine Hours (with Parnell).

Despite this success, motor-racing was never more than a hobby: "I had a living to make and there was no money in racing in those days." So Eric was happy to be one of Aston's talented amateurs (Pat Griffiths and Dennis Poore) who ably supported their band of pros (Reg Parnell, Peter Collins and Roy Salvadori). This was not to condemn him to short stints designed to keep the car on the island while his co-driver had a nap. Far from it. This modest man was damn good.

At Goodwood in 1953, "Uncle" Reg Parnell took the first stint, handing over the DB3S to Eric after 70 hard laps. Thompson then pounded round for 77 more, whereupon Parnell jumped back in. After just 22 laps, though, he was back, having suffered puncture. A new Avon fitted, he roared out for 53 more laps.

Their final scheduled stop was at 9.45pm. Before Eric hopped aboard, Reg explained that the clutch was refusing to disengage. Tyres on, fuel in, Eric lurched back into the darkness on the starter motor. He was fourth, four laps behind the leading Jaguar, with 2hr 15min to go. But he knew from experience that anything could happen.

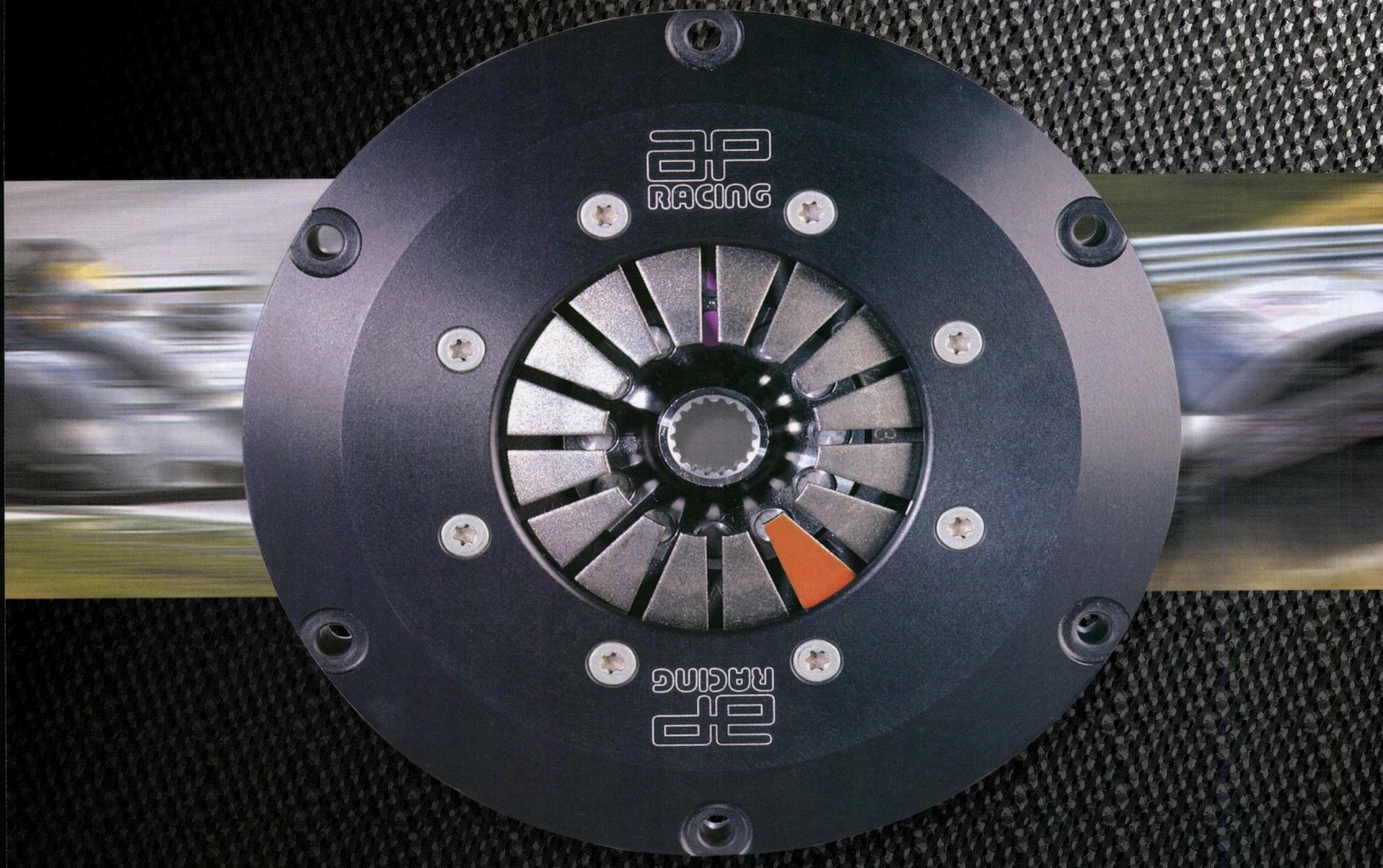
In the previous year's race he had brought his DB3 into the pits with smoke pouring from its tail. Unusually Parnell was not poised on the pit counter. Instead he grabbed Eric by the arm and marched him to the front of the car, which promptly went up in a ball of flame.

"We had planned to do short stints, the idea being to keep the drivers fresh and the cars light," says Thompson, "but it wasn't working and we changed strategy. Because of this there was confusion with a fuel churn and they overfilled the car. And whoosh!" A red-hot seized rear brake caliper was the 'spark'.

'Anything' again happened in 1953, and Eric swept past the chequer, in the dead of night, in front of a small, tired crowd. The prize money went to the team – as did the trophy. "I haven't got a single pot from any of my exploits with Aston Martin."

As usual, he would thank John Wyer for a "very enjoyable weekend" and put his jacket back on. M

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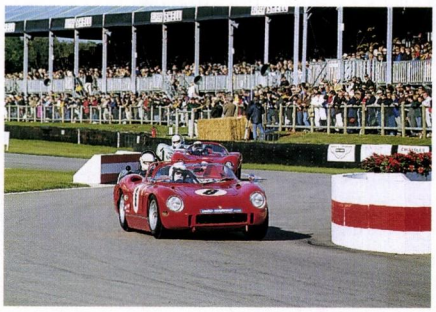
TIME TRAVELLERS

FOR THREE AMAZING DAYS YOU CAN SUSPEND REALITY AT THE ANNUAL GOODWOOD REVIVAL. PAUL LAWRENCE IS YOUR GUIDE TO A WEEKEND OF UNADULTERATED NOSTALGIA – BOTH ON AND OFF THE FAMOUS TRACK



all: LAT





Top: RAC Celebration toasts great days of the TT. Middle: Period displays add to unique atmosphere. Bottom: Ferrari takes on Ford in Whitsun Trophy

IT IS THE ULTIMATE IN MOTOR RACING TIME TRAVEL. Over the weekend of September 6-8, Goodwood race circuit winds the clock back 40 years and more to a golden era.

But this is more than a series of races for glorious cars. It is a total experience, with incredible attention to detail at every turn. In the paddock, period dress, period vehicles and wall-to-wall motorsport heroes add to the unique atmosphere.

On the track, an impressive 13-race programme through Saturday afternoon and Sunday brings together an exquisite array of cars recalling the circuit's 18-year history. The entry list for each is subject to a careful selection process to ensure the best and most original cars are on the grid.

Yet it is not just the cars that make the event. Sprinkled liberally through the field are star drivers, some reliving former glory, while an array of current aces enter into the spirit of the occasion. Patrick Tambay, Bobby Rahal, Henri Pescarolo, Jackie Oliver, Richard Attwood, Derek Bell, Barry Sheene and Phil Read are just some of the motorsport legends lined up to compete. From the modern era come Emanuele Pirro, Gabriele Tarquini, Jason Plato, Darren Manning, David Leslie and more.

New for 2002, and sure to be a major attraction, is the Freddie March Memorial Trophy for cars in the spirit of the Goodwood Nine Hours. This two-driver, 90-minute race runs on into dusk on Saturday, the headlights cutting through the Sussex evening just as they did 50 years ago. The race pits Ferrari against Lotus, Jaguar, Aston Martin and Frazer Nash in an evocative recreation of one of Goodwood's best-loved events.

An incredible tally of seven Ford GT40s has been assembled for the Whitsun Trophy for mid-engined sports-racing prototypes. Attwood, Oliver and Manning are aboard three of them and they should take the battle to Ferrari, McLaren and Porsche. Simon Hadfield (Lotus 30) and Frank Sytner (Cooper Monaco-Chevrolet) add more fireworks.

Another crowd favourite should be the St Mary's Trophy race for production saloons. Run this year solely for 1950s cars, the wonderfully diverse entry is matched with a host of star drivers in the two-driver contest. Imagine Gerry Marshall in a Jaguar Mk1, Barrie Williams in a Morris Minor, Tarquini in an Alfa Romeo Giulietta and British Touring Car Championship battlers Leslie and Anthony Reid in MG Magnettes – and you have it.

Three races charting the progress of Formula One cars from 1948 to '65 bring some gems to the grid. The Goodwood Trophy spans the first six years, with ERA and Connaught taking on Maserati, ➠



Sideways Cooper-Bristol of Gregor Fisken during the 2001 Goodwood Trophy evokes memories of the great Mike Hawthorn

both LAT

Ferrari and Alfa Romeo. The Thinwall Special from the Donington Collection is this race's star entry. The Richmond & Gordon Trophies race covers the 1954-61 era with a trio of Maserati 250Fs and BRM P25s ranged against Cooper, Lotus, Connaught and the stunning Lancia D50 of Robin Lodge. The rear-engined revolution is recreated in the Glover Trophy race for F1 and Tasman cars that raced between 1961-65. Lotus, Brabham, BRM and Cooper are represented, along with rarities such as ATS, BRP, Scirocco and Assegai. Sytner, Duncan Dayton and James King top the driver line-up.

Massive fields of 500cc F3 and rear-engined Formula Juniors will complete the single-seater programme. In the Chichester Cup for the 1960s Juniors, a fierce contest is assured with category aces Mike Hibberd, Denis Welch, Martin Walford and Michael Schryver at the head of the furious pack.

Barring a brace of Lennox Trophy 'bike races, sportscars make up the balance of the action. And for many fans, the main race of the weekend will again be the Royal Automobile Club TT Celebration Race for closed cars in the spirit of the Tourist Trophy races run between 1960-64. Consider for a moment the prospect of Tambay and Pescarolo in an AC Cobra, Sandro Munari in an Alfa Romeo Giulia TZ1, Plato and Marshall in Chevrolet Corvette Stingrays, Rahal in a Ferrari 250GTO, and last year's winner Pirro in a lightweight Jaguar E-type. And it goes on.

Wrapping up the races are the Sussex Trophy, for a magnificent field of world championship sportscars from the late 1950s, and the Fordwater Trophy for production-based sports and GT cars.

If you only attend one classic race meeting this season, this surely must be it.

Truly, there is nothing like Goodwood. M

PROVISIONAL TIMETABLE

FRIDAY SEPTEMBER 6
08.45 Air display
09.00-14.45 Free practice
15.15-17.45 Official practice

SATURDAY SEPTEMBER 7
08.45 Air display
09.00-14.00 Official practice
14.30 Air display
15.00 Track blessing
15.10 Air display
15.20 Racing begins
Race 1 Goodwood Trophy
Race 2 Earl of March Trophy
Race 3 Lennox Cup (Part 1)
17.15 Air display
Race 4 Freddie March Memorial Trophy
19.00 Racing finishes

SUNDAY SEPTEMBER 8
08.45, 13.00 & 14.00 Air displays
09.00 Racing begins
Race 5 Chichester Trophy
Race 6 Fordwater Trophy
Race 7 St Mary's Trophy
Race 8 Richmond & Gordon Trophies
Race 9 Lennox Cup (Part 2)
Race 10 Royal Automobile Club TT Celebration Race
Race 11 Glover Trophy
Race 12 Sussex Trophy
Race 14 Whitsun Trophy
18.00 Racing finishes

THE TRICKS OF THE TRACK

A LAP OF GOODWOOD WITH BARRIE 'WHIZZO' WILLIAMS

I GO DOWN THE MIDDLE OF THE FRONT STRAIGHT BECAUSE IT IS LESS BUMPY. You brake in a straight line for Madgwick and start to turn when you think it's too late. You touch the first apex and then have to be a bit brutal with the next apex without sliding too much.

The earlier the turn-in for Fordwater, the faster the exit speed. Perhaps one lap in five you can take it flat.

You try to make as straight a line as possible on the approach to St Mary's. There is a lot of grip there as you hug the first right-handed kerb. You turn in to the next left-hander blind, as soon as you see the kerb. If you don't, you'll be out in the field with the threshing machines!

There is a dip and a brow before Lavant, and you really need to make this one long curve out of two corners, with the car drifting gently.

Woodcote is a very difficult corner, as I found out last year when I spun out of the lead of the TT Celebration. You attack it in a straight line, aiming at the Shell Building. You brake and turn sharply, but you need to be careful on the exit as you can get very crossed up over the change of camber.

I try and get into the chicane as straight as possible through the right-hander and then hit the power early and drive out – probably a little bit sideways!



Connaught will be one of Whizzo's many drives

Advertisement Feature

Ferraris dominate the 1962 RAC TT



Race winner Ireland.

Innes Ireland wins for UDT-Laystall at 94.05mph. Surtees eliminated by crash when leading early.

The 1962 RAC T.T. was run at Goodwood as a scratch race from a Le Mans start, in two classes, up to, and over, 2,000 c.c. The entries in the big class comprised the fully-hotted, 5.3-litre Chevrolet Corvette of Winkleman (Racing) Ltd., the Ogier Aston Martin Zagatos of Jim Clark and Graham Warner, the latter's a 1961 car, Mike Salmon's ex-Moss Aston Martin Zagato, six Ferrari Berlinattas, of which Parkes had the Equipe Endeavour / Marenello Concessionaires car, Surtees the Marenello/Bowmaker car, Ireland the U.D.T.-Laystall car and Graham Hill had John Coombs' entry, those of Piper and Kerrison being private entries, the latter's the Ferrari with which Moss won last year's T.T. There was a "No.7" in the programme but Goodwood remained Moss-less. This class was completed by three Jaguar E-types, with Salvadori driving Coombs', Lumsden in a special hard-top version that finished 5th at Le Mans and Protheroe in a normal coupe.

Ireland made a lightning start - he had practised sprinting immediately beforehand - whereas Parkes got away badly. The first-lap order was Ireland, Surtees, Hill, Clark, Piper, with Leston's Elite right at the back of the field. By 1/4 distance the order had settled down as Surtees, Ireland, Parkes, Hill, Salvadori, Clark, Piper, Kerrison.

Surtees was driving extremely fast, having set a new G.T. lap record of 96.64 m.p.h. on his second lap. Parkes had come somewhat untidily through the field to close right up on Ireland but his efforts to pass the Scot, in spite of light-flashing and all the tricks in the book, availed him nothing. Hill was going steadily, sometimes using his wipers, and Salvadori was carving his way along in fine style in the Jaguar, whereas Lumsden in his Jaguar hit the wattle coming out of the chicane, slid across the road into the bank, and seemed to lose interest, abandoning there and

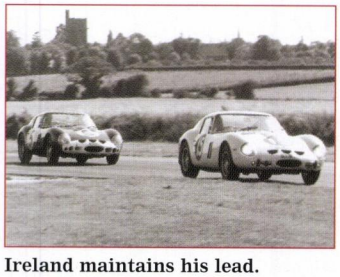


Surtees was leading until coliding with Clark

then. Clark was driving with fire but the Aston Martin was handling, as Carroll Shelby is once alleged to have put it, like a "blivot." Kerrison was finding his Ferrari a handful, going off the road in various places and on lap 61 getting broadside-on out of the chicane, only Dunlop/Ferrari brakes saving Parkes from ramming him.

The T.T. was obviously going to depend on pit-stops. On lap 49 Sopwith called Parkes in, for 15 gallons of fuel and two new rear tyres, - time 47.9 sec. Parkes, who now held the G.T. lap record at 97.3 m.p.h. cleaned his own screen. Meanwhile Salmon pushed his Aston Martin back to the pits, later to retire sans gears.

Salvadori came in, the jack gave Coombs' mechanics a bad moment, but he was off with fuel and rear tyres - time, 76 sec. Then it was Surtees' turn and Reg. Parnell's mechanics did a fine job - time 33 sec. (the official bulletin says 2 min.!) Moreover, just beforehand he had clipped 0.2 sec. from Parkes' lap-record, 97.52 m.p.h. Hill, aided by a big fuel funnel, got through his stop in 36.8 sec. Finally, amongst pit-stops that mattered, Ireland was dispatched in 39 sec., there being some delay with the small funnel and momentary hesitation restarting the hot engine.



Ireland maintains his lead.

After these stops the order settled down to Surtees, Ireland, Parkes, Hill and Salvadori. Nothing could now stop Surtees gaining an easy victory for Bowmaker, it seems, until on lap 61, Clark spun his "Blivot" at Madgwick and took Surtees with him. Both drivers retired. The race order changed dramatically.

Ireland thus took the lead, but Hill began to speed up, gaining on him, whereas Parkes seemed content to stay his hand. Those who had seen Ireland go straight on at the chicane on lap 15 assumed that, as in previous Goodwood T.T.s when cars were called in and held for 60 sec. for this, he would be penalised and that his pit had been informed of this. Thus many spectators expected Ireland to speed up, to try to wipe out any penalty. He had gone straight on because a brake snatched, not with loss of steering as happens when all the brakes lock-on. No doubt he was going a bit too fast; later a similar degree of brake-locking was visible as Ireland followed slower cars into the chicane. However, Ireland was lucky, for the observer at the chicane decided this short-cut was justified.

So Ireland went on, winning from Hill by 3.4 sec. Had he been penalised, or slid or spun in trying not to go straight on, speculation suggests that this T.T. would have gone to Graham Hill. Parkes was third, Salvadori fourth, a lap behind, the only Jaguar driver to keep the leading Ferraris in sight.

The above is an edited version of the original race report that appeared in the September 1962 issue of *MotorSport*.

GTO Engineering

It is little wonder that the Ferrari 250GTO has such a treasured place in motor sport history. It is a car that stirs the soul and for a dedicated team in Reading, the car was the inspiration for their company, GTO Engineering.

Now 40 years on from that fabulous one-two-three result in the Goodwood Tourist Trophy, GTO Engineering is a market leader in the care of these works of motoring art and similar machines.

The team with a long background in classic Italian cars, created GTO Engineering five years ago and, having acquired Tony Merrick's company, specialises in cars from the 1950s, 1960s and early 1970s. Although many different marques pass through the company's purpose-built workshops, it is Ferraris that form the core of the business.

Restoration and race preparation is at the centre of GTO Engineering, but it is also establishing a growing reputation for manufacturing parts and components for racing cars of the era. The company, which now employs 12 people, has a developing relationship with Ferrari UK and is an acknowledged source of expertise on classic Ferraris.

A snapshot of current projects at GTO is evidence of the company's reputation and includes complete rebuilds of a 1952 Ferrari 625 Grand Prix car and a 1953 250 Mille Miglia. Other cars in for more routine work include Ferraris, Alfa Romeos and Maseratis.

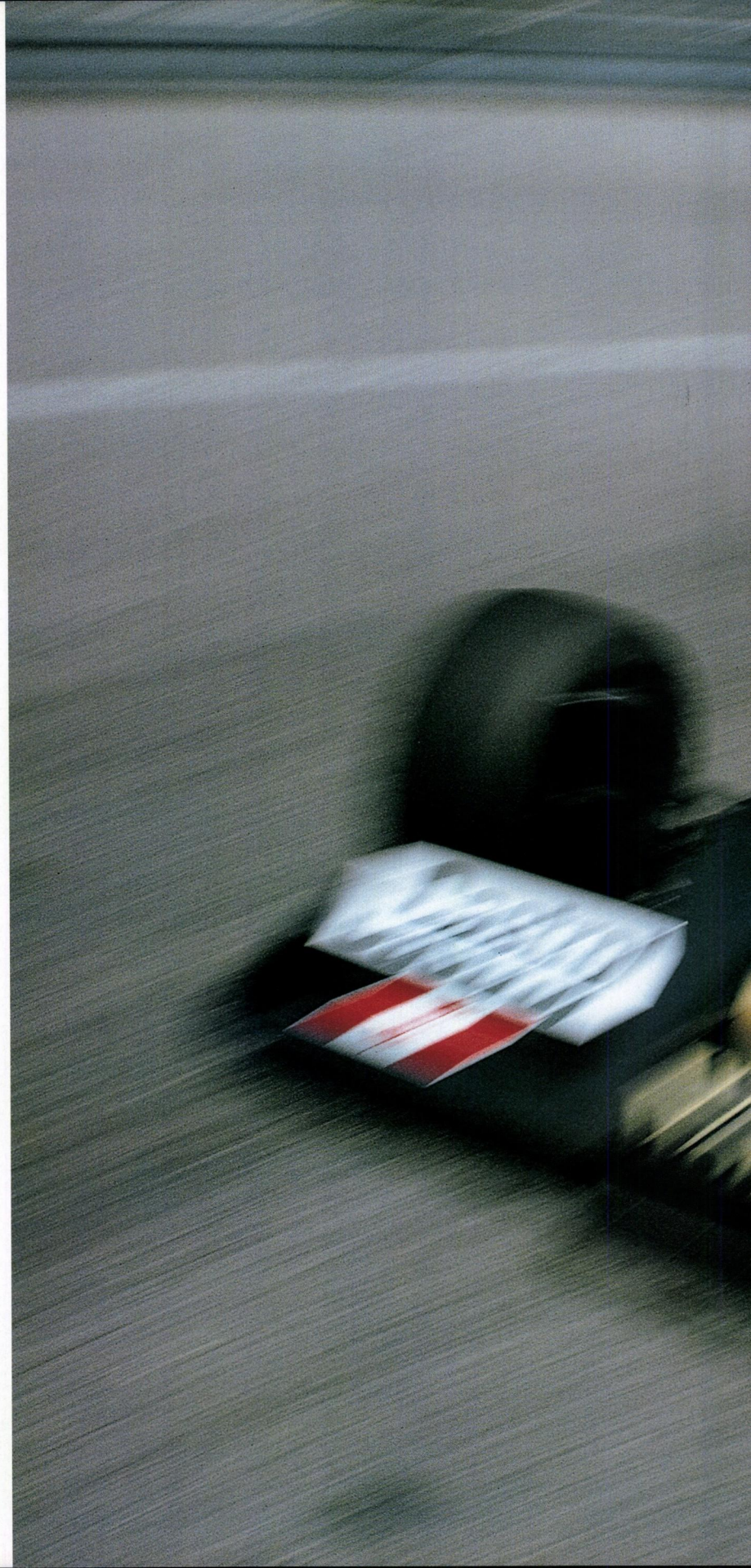
Many cars are tended for owners and taken to race meetings and events across Europe. It is the 1960s cars that are most commonly used for competition nowadays, with events like Tour Auto, the Tour of Spain and many more. The day after Goodwood, five 250GTOs from GTO Engineering will take part in the 40th Anniversary GTO Rally in the South of France.

Inevitably, the team from GTO Engineering will be busy throughout the Goodwood weekend tending race cars for customers. For more details about GTO Engineering, call 0118 940 1101.

GTO Engineering, Scarletts Farm, Scarletts Lane, Kiln Green, Reading, Berks. RG10 9XE, Telephone 0118 940 1101

SMALL GOOD WOLF

NO OTHER FORMULA ONE TEAM HAS MADE A DEBUT QUITE LIKE IT. DAVID MALSHER REASSESSES THE ASTONISHING FIRST SEASON OF WALTER WOLF'S ONE-CAR BAND



WALTER WOLF, MID-1976, KNEW FORMULA ONE HAD more to offer him than this. His partnership with Williams had produced a two-car team that played a flotsam-and-jetsam role at grands prix, mobile chicanes for serious drivers in serious cars to slice through. The machines (Hesketh 308Cs, but known as Williams FW05s) were hopeless, the drivers inadequate, and the future didn't look any better.

Gianpaolo Dallara, a friend of Walter's who built him a Can-Am car, had encouraged the Austrian-born Canadian with the pot of gold to back one of the likely lads among the F1 team managers, Frank Williams. That deal was done mid-1975, and at the end of the year, Wolf offered to buy a 60 per cent stake in the team for '76, with Frank still playing a key role. FW, seeking a promised land beyond the hand-to-mouth existence that had characterised his recent F1 efforts, agreed.

"Frank is one of the nicest people you could meet," says Walter, "but at that time he was struggling and just didn't have the business touch you need. So I decided to set up Walter Wolf Racing, with Frank as my assistant, and Peter Warr from Lotus as team ➳



Rainer Schlegelmilch

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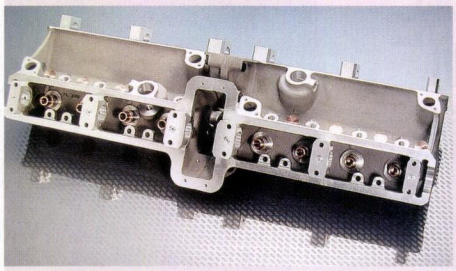


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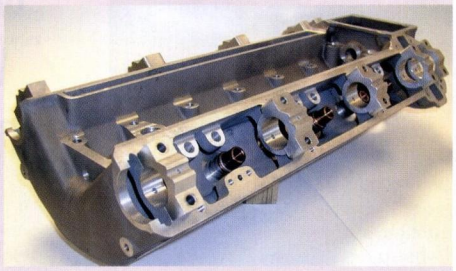


Della Dynamics Ltd

From a humble start of supplying a set of valves to another restoration company, Della Dynamics now supplies and specialises in the reproduction of replacement cylinder heads, blocks and engine ancillaries. Short run projects are a major part of the business carried out. Being allied to Jim Stokes Workshops means that Della has the restorer's build at heart knowing that each part must interact together to ensure a smooth and efficient rebuild with either the new or original parts.

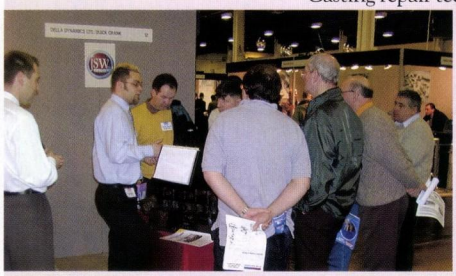


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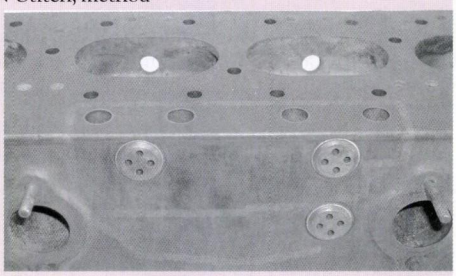


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fretted behind him, Jody held his line, stubbornly resisting without swerving or chopping. When the Brabham's gear selection hindered its progress, Scheckter was away. But on the penultimate lap, the engine cut out, briefly. Jody had to pay out the line on the final tour, allowing Lauda to close to within a second at the chequer.

Victory number two, and the championship lead (Scheckter 32, Lauda 25, Reutemann 23, Andretti 22) after six rounds – it looked good.

Good? *Good?* It was amazing. But if Wolf's form continued to astound, now their fortunes took a dive.

At Zolder, in wet-but-drying track conditions, Scheckter was leading by 25sec when he spun: "As it got drier, I thought I'd try the kerb a little bit, but there was water on it, and that was effectively the race gone. Then at Anderstorp, I was in third but felt the others were catching me, and so I decided to take a chance and pass Wattie and ended up hitting him."

French GP, another collision: Clay Regazzoni's Ensign pitched Scheckter off the Dijon track. It cost Jody little, for he lay only seventh at the time. He had never found a decent set-up, having had practice restricted by a recurrence of the fuel-feed problem that had struck in practice in Argentina, and in the closing lap of Monaco. In Germany two rounds later, the same fault would cost Wolf a stab at another win.

Remarkably, the car that had worked so well at Monaco, Long Beach and Jarama also adapted to the endless blinds of Hockenheim. Scheckter sat on pole. "I wasn't really surprised," he says. "We were always trying different things in testing – long wheelbases, wider tyres – so we were always finding ways to adapt to the different circuits."

Topp reckons it was more basic than that: "Despite its stumpy looks, WR1 was very aerodynamic."

In the early stages, Scheckter held the lead, and though Lauda outbraked him into the second chicane on lap 12 to take the lead, the Ferrari could not shake off its blue-and-gold shadow. Jody was just winding himself up for a victory challenge in the closing stages when, as he pitched hard into the Stadium section, he heard that horribly familiar cough, splutter, silence, restart. As he gently caressed the car to the finish and second place, he could be grateful for his first score in five grands prix. From a different perspective, however, it was the turning-point in the title race. Scheckter was now more than a win behind Lauda in the points table, and The Rat's Ferrari seemed awfully reliable.

'As he pitched hard into the Stadium section, Jody heard that horribly familiar cough, splutter, silence, restart'

"The fuel-feed problem only happened when the car got hot, and I think the fact that this was not allowing us to sort the car out was our big problem," says Scheckter. "This issue went on for about six races and I think cost us the championship. But you could also say that, if I hadn't made a couple of mistakes, things might have been different, too."

Topp: "I've worked on the cars since then and I think it was all down to the collector pod in the fuel tank. When I built a new one, I copied the one out of a Williams FW07 and there was no problem. It's easy to look back and see where we lost points."

Lauda, the scarred, cautious version, had been pretty much mistake-free in 1977, almost always finishing, usually on the podium. He was dauntingly ➳

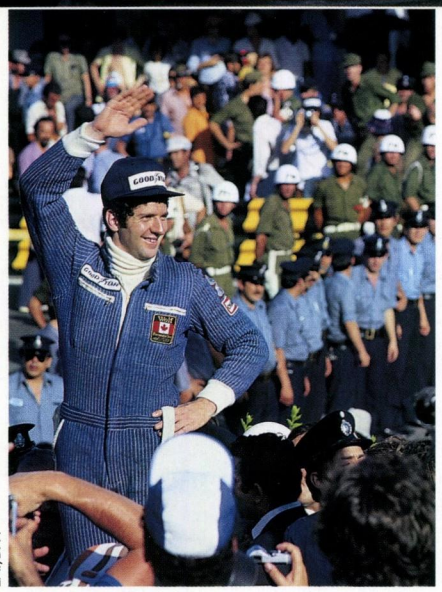


LAT, DPPI

Top: Two rocks on which Wolf built his team: Peter Warr (left), team director, and Harvey Postlethwaite, chief designer

Above: Scheckter drove a perfect race at Monaco. He beat pole-man John Watson into the first corner and led all the way





LAT, DPPI

Top: Born in Graz, Austria, Wolf was particularly proud of his adopted nation and proudly bore the Canadian flag

Above: A scarcely believing Scheckter celebrates his victory in Argentina – and looks remarkably cool in the 100deg heat

'Teams who've been in F1 for a long time are told they had a good season if they have half as many points as we got!'

WOLF'S 17-ROUND PROWL

Argentina	Qualifies 11th. Climbs steadily to first. And wins!
Brazil	Reaches eighth from 15th on grid. Then engine fails.
Sth Africa	Fifth on grid. Passes Hunt to finish second.
USA West	Grids third. Takes lead at start. Slow puncture 15 laps from end. Finishes third.
Spain	Fifth on grid. Finishes third. Way off Lotus pace.
Monaco	Qualifies second. Leads from start to finish.
Belgium	Spins out of lead. Fights back until engine quits.
Sweden	Fourth on grid. Crashes trying to take second.
France	Not in the hunt. 'Regga' takes him out of seventh.
Britain	Fourth on grid. Up to third when engine blows.
Germany	Pole! Leads early stages. Passed by Lauda. Has to nurse fuel-starved engine to second.
Austria	Qualifies eighth. Hits backmarker when third.
Holland	Steady, excellent climb from 15th to third.
Italy	Leads. Passed by Andretti. Retires from second.
USA East	Brilliant early laps, then steady drive to third.
Canada	Andretti's engine blows three laps from home, handing Wolf a home win.
Japan	Poor set-up until pitstop. Fastest lap. Finishes ninth.

relentless – absolutely the last person you wanted to be facing while on the back foot. Jody's spinning-away of third place in Austria while lapping a back-marker in the closing stages, is testament to that.

By contrast, at Zandvoort, the Wolf was so far off the pace that Jody was almost relaxed by race-day; he kept his head and calmly made his way through the field to third place. On the top step of the podium, though, was... Lauda. The points table now read 63-42 in his favour, and Scheckter's blown engine, while running second at Monza (Niki finished second), virtually confirmed that the title would go to the Austrian. He finally secured it at Watkins Glen with a fourth; Jody was third.

As a consolation, Wolf won the Canadian Grand Prix at Mosport, an emotional day for the team owner. And though it was hugely lucky, Andretti retiring from the lead with just two laps to go, it thus neatly balanced the Long Beach disappointment.

There were no points at Mount Fuji. A long pit-stop for fresh tyres and wing adjustments dropped Jody down the field, but he did at least set fastest lap.

So how should we regard the season as a whole, a season in which a one-car team finished fourth in the constructors' championship, and its driver second in the chase for the drivers' crown?

Walter Wolf: "Whenever we finished races, we were on the podium: three wins, two second places, four thirds. These days, teams who have been in F1 for a long time, and who have two cars, are told they have had a good season if they have half as many points as we got! When anyone asks me when I'm going to come back to Formula One, I reply 'When a new team does better than I did in my first year'.

Scheckter: "That 1977, along with my first year at Ferrari, was the most fun I ever had in a season. We were a happy team and were doing very well. But at the end of the season, I looked back and cursed, because I think that team had the potential to win the title."

But the very fact that Wolf were in championship contention *at all* surely proves that this was the greatest debut season in Formula One history. M

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MACLEOD BURST

SARK: FORMULA FORD FESTIVAL, BRANDS HATCH – NOVEMBER 4, 1979

NAMED AFTER THE FAMOUS SHIP, THIS MARQUE SAILED SERENELY TO A HISTORIC WIN IN ITS CATEGORY'S MOST FAMOUS RACE. ADAM COOPER EXPLAINS WHY IT THEN SANK WITHOUT TRACE

The Formula Ford Festival's list of winners includes several famous names: Derek Daly, Roberto Moreno, Johnny Herbert, Eddie Irvine, Mark Webber and Jenson Button. Most of its winners move on up and make rapid progress through the ranks, and in its 30-year history, only one man has stayed around to win the event twice. What makes Donald MacLeod's achievement all the more remarkable is that his second success came in a car of his own construction.

But despite beating Van Diemen, Royale, Crosslé, Lola and all the other established names, Sark did not flourish after winning the Festival, and it soon disappeared from the domestic FF1600 scene. Truly a marque that tasted just 15 minutes of fame.

Yet the Sark story began in July 1974, when Fulham-based builder Gavin Hooper decided to build a car for the new FF2000 category, due to start the following year. Known as the Starfire, it was designed by one Patrick Head, the future Williams man having recently penned the Scott F2 contender. Hooper unveiled the attractive little machine at Speedshow '75 at Olympia, and also announced bold plans to move up to Formula Three.

The project never really took off, however, and the following winter it was taken over by former Gp2 Mini racers and boyhood pals, Richard Piper and Chris Parsons. Since Piper's workshop was based in Greenwich, they renamed it Sark, after the area's most famous tourist attraction.

"It was an unfinished car, really," says Parsons. "I don't think it even complied with the current regulations! We made it into a car that was within the regs, and Patrick Head was very, very helpful and very supportive. Our main mechanic was Simon Hadfield, who was an absolute lunatic."

Piper had some success with the CR01 during 1976, and several examples were sold to customers the following year: "Lorina Boughton drove one, and we sold one to Mike Smith, who had a lot of Ford backing. He broke his leg in it!"

Sark did not prove a successful commercial proposition, and in January 1978 the project was sold on to Donald MacLeod. The London-based Scot had won the second-ever FF Festival, in 1973, but had failed in his attempts to move up to F2, although he did briefly get as far as F3 and Atlantic. Unable to make progress as a driver, he decided to become a constructor. MacLeod knew about Sark as Parsons had tried to help him raise sponsorship.

"I tested the Sark at one stage in 1977," he recalls, "and that eventually crystallised into us taking over the project. My brother Hamish, who was a graduate engineer, took over the design side. We raced the car in FF2000 in the early part of 1978, and then we set about building an FF1600 car. The whole idea of the project was to convert one to the other, but it turned out the only things we used on the new car were the rear uprights. It was meant to be a short and easy route!"

Known as the Sark 1, the new car had a spectacular debut: "It was only by working night and day that we got it ready, and it ran for the first time on the Tuesday of Festival week in 1978, and it was immediately fast in the damp conditions.

"Its first race was the heat on Saturday, and I won that *and* the quarter-final. But it broke one of the engine mountings, so the gear linkage wasn't working properly and that slowed us right down in the final. But we still finished fourth and, along with James Weaver, I did one of the first sub-50sec laps in that meeting. The car could have won had that engine mount not broken, and that winter we *did* win some races at Brands."

On the strength of Don's early showings, several customer cars were sold for 1979, but they didn't live up to the works car's initial promise.

"The basic design strategy was a narrow track, which was supposed to be quick in a straight line.



MacLeod: the only two-time winner of the Festival

all: LAT

But it emerged that the car was not competitive on fast circuits. To cut a long story short, we decided to bring out a wide-track version of the car, Sark 2, and we did that for the 1979 Festival. Hamish had gone back to Scotland, and he was sending designs down to us. It was a familiar story: that car was only run for the first time the week of the Festival."

Now 32, MacLeod was up against grids full of ambitious youngsters, including Moreno, Julian Bailey, David Sears, Didier Theys, Tommy Byrne and Thierry Tassin. He dominated his damp heat on Saturday, though, leaving Moreno behind.

But in the wet quarter-final on Sunday morning, he was hampered by the engine cutting out and managed only fourth. He made amends in the semi, passing Terry Gray and Moreno to win easily. And that earned him pole for the final, alongside Rick Morris, the winner of the other semi. Gray, though, was on the outside of the front row, on the drier line, and got away in front.

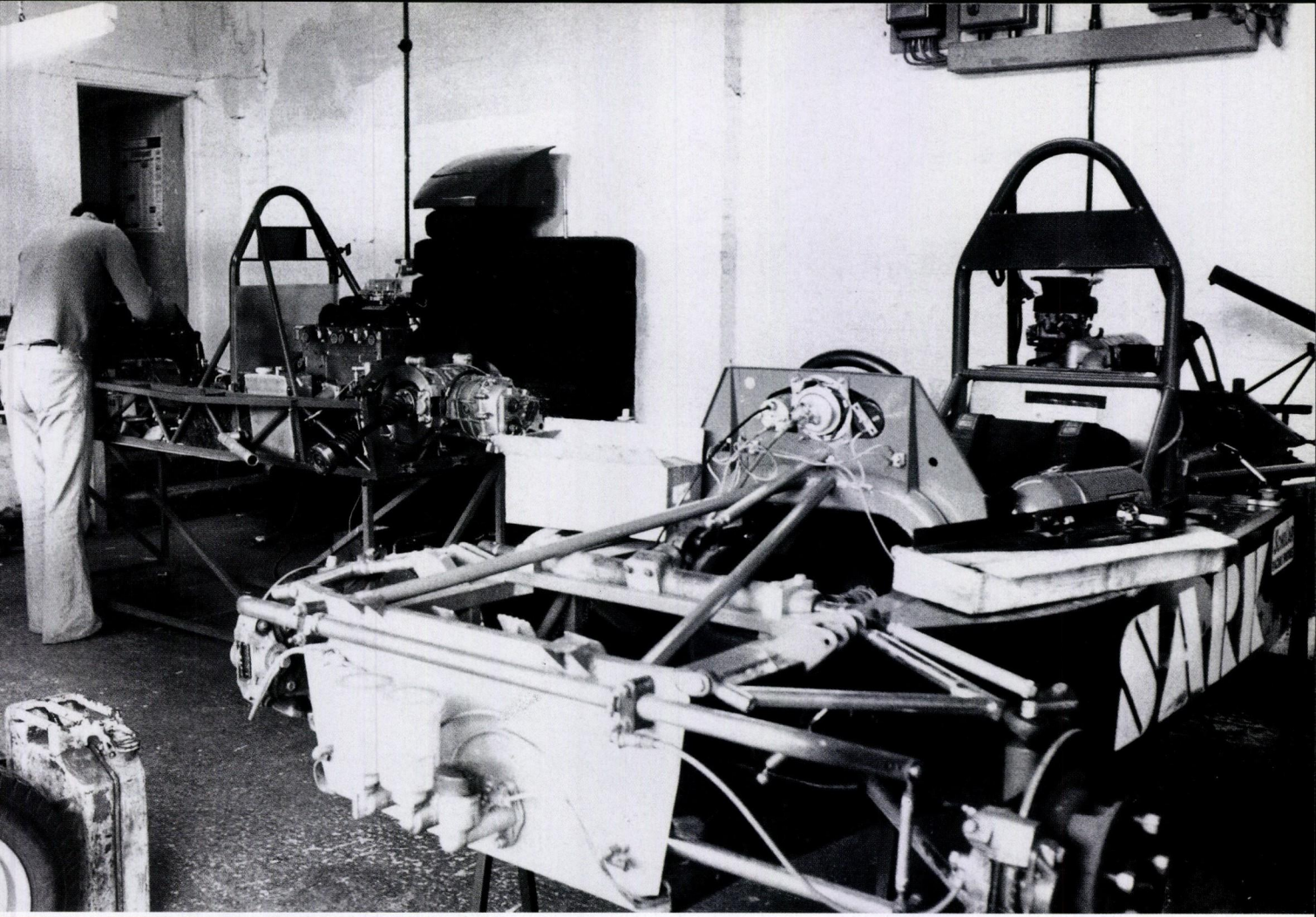
"I can remember Rick giving me a thump on the back wheel going into Clearways on the first lap, and that was the closest he got. Fortunately, he did no damage." And when Gray looked for a dry line, the Scot simply splashed through a river and disappeared into the distance.

"I pulled away with ease after that. About halfway through the race, when I was coming round Druids, I could see the following pack coming into Paddock, that's how far ahead I was. A joyous occasion. A lot of hard work had gone into it, and Ralph Firman [Van Diemen's boss] was quite upset that I'd won. He said, 'Why didn't you leave it to the young lads?' He meant *his* drivers!"

This victory, however did not lead to a surge in sales: "The win was in the wet, and so it wasn't positive evidence that the car would be quick in the dry. Then we were immediately hit by a recession, and people just weren't buying cars. It was a bad year or two for the motor-racing industry, and we suffered from it. We did the Festival again in 1980 – that was my last race – and we decided that was it as there wasn't the money around to produce a new car."

The Sark project was sold on again, but the name soon faded away.

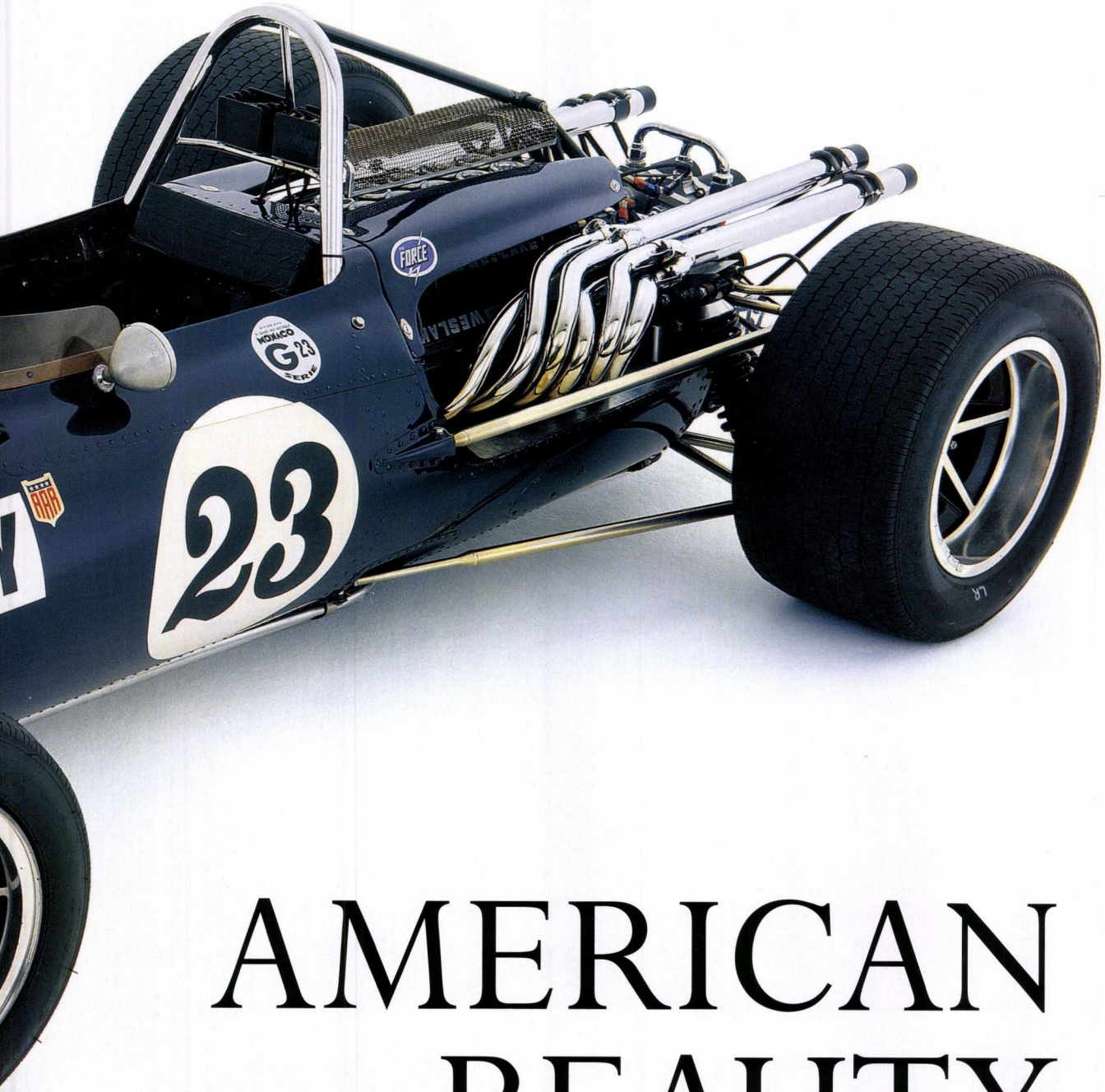
"I was disappointed to give it up, but on the other hand it had been such a hard road that I was pleased to get it off my back. It took over my life. You don't mind that if the outcome is successful; but if it's not, you can't have your life swallowed up by something which is going nowhere. But I wouldn't have missed that win for anything."





Above: Sark's original design can be traced back to Patrick Head. Left: MacLeod left the rest in his wake in the 1979 FF Festival final


23



AMERICAN BEAUTY

FROM ITS PURPOSEFUL BEAK TO TITANIUM TAIL, THIS F1 EAGLE OOZES CLASS AND STYLE. PAUL FEARNLEY TALKS TO THE MEN WHO CREATED IT

photography by James Mann

Len Terry (designer): I was a technical illustrator to begin with, so when I designed something I always tried to make it as good-looking as possible. That's the artist in me, I guess. Plus there's a lot of truth in the saying that, 'If it looks right, it is right.

Tony Southgate (Terry's successor): Len's drawings are some of the best I've ever seen. He has a great eye for form and detail, and that's why the Eagle looks so good.

LT: The biggest satisfaction for me was always seeing a complete car for the first time; if it won races, that was a bonus. I was extremely pleased with the Eagle's appearance, but I don't remember Dan [Gurney] saying it was drop-dead gorgeous when he first saw it.

Dan Gurney (team boss & driver): I thought it was pretty. It was an evolution of a classic rear-engined car. There weren't many monocoque cars around at that time, and ours had a nice shape, with compound curves. We also enhanced it with the shape of the nose.

LT: There was a lot of talk of Dan's father coming up with that nose, but he had nothing to do with the design. He did the Eagle badge. If you look at the Terrier Mk1, my first car, you will see it has a similar nose to the Eagle.

DG: We discussed doing something different with the nose and suggested an eagle. If Len claims it was his, I don't remember it being a bone of contention at the time. We collaborated on the wheels, too.

LT: I designed those six-spoke wheels. They buttressed the rim, which tended to break under the pressure of the air inside, which is why I extended the spokes outwards.

DG: There were lots of really nice details that made that car look good: those swept-back front wishbones gave it a jet-fighter feel, and the colour scheme was simple but strong. It was reversed-out American racing colours – albeit a darker (midnight) blue. I didn't pay much attention to what the correct proportion between the two colours should be either. I guess we took a bit of a liberty there.

LT: I'm colour blind! That's why I could never become a true artist. I can see blues, though, so I can appreciate the Eagle's colour scheme.

DG: The whole car was great to look at. Even the engine. And those exhausts! We built them from titanium. We did a lot of stuff in that metal, which was pretty new technology. We were sticking our neck out. Peter Wilkins, a fantastic Australian mechanic, built them, and he did a wonderful job.

TS: I joined in the middle of 1967, and took a quick look over the car. Its basic problem was that it was about 100lbs overweight, so we remade everything in lighter materials.

LT: I would have liked the car to be smaller, but Dan was 6ft 2in, and Jerry Grant, the other driver I was told would be driving the car, was bigger still. Plus the car had to race at Indy, too, and Indycars are inherently bigger than Formula One cars.

'I would've liked the car to be smaller, but Dan is 6ft 2in, and Jerry Grant was even bigger still'

DG: It was a very good Indycar, in fact. Lloyd Ruby could have won that first Indy 500 for us [1966]. And the following year, the one Parnelli Jones nearly won with the turbine, we had the fastest piston-engined car. I had a whole straightaway over A J Foyt, who went on to win. We dropped a valve.

LT: I was originally informed that it was going to be a Formula One team, and that the car would be a one-off. But actually, Indy ended up being the main thrust, and we built five or six. That alters how you do things. A one-off prototype can be made from sketches; a production run requires engineering drawings so work can be farmed out to sub-contractors.

I knew Dan from the Lotus Indy project, but we had only talked loosely. For instance, I thought I was going to be based in Hastings – which is why I bought a house there. I was only in it for 11 days! But working for Eagle, and living in California, which I did from September 1965, was a breath of fresh air – until the first car was built.

DG: I wanted to prove that there was some great craftsmanship in California. We built the wooden buck here and went over to a place in LA that did a lot of hammer forming in aluminium and steel. They fitted the panels to this wooden form. Then it was sent back to us and we did the final trimming, building and riveting.

LT: John Lambert was in charge of the workshop. He'd built the Lotus Indycars for me and I took him over to America. We had some really good ex-Brabham guys, too, so I knew we were capable of producing a car as good as anywhere, that there would no trouble with the quality of workmanship. Dan had some good guys, too, and I had no real problem with the outside suppliers – the pattern-makers, the foundries, etc.

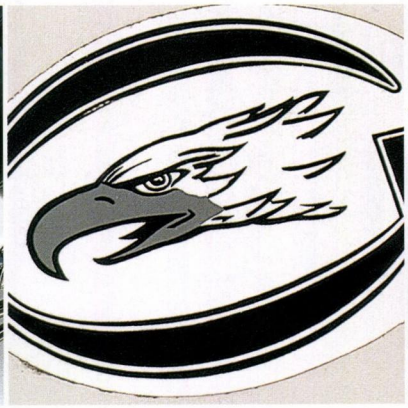
DG: It helped that the car had a clear bloodline with Len's Indy-winning Lotus...

LT: It's true, there was a lot of influence from that car, Type 38; it influenced my thinking on the Eagle in many ways. But every single item on the Eagle was different. There was nothing really radical on it, I was just determined to do a better version, to make every part that little bit better. I went up on diameter of radii, which meant I could go down on wall thicknesses. This meant parts were no heavier but much stiffer. People get confused between strength and stiffness...

DG: On the [later] magnesium-skinned car the rivet pitch is very, very close, which adds something to the look of the car...

LT: Yes, it looks nice and impressive. But think of the perforations of a stamp. It's a built-in weakness. And magnesium does not have ➠

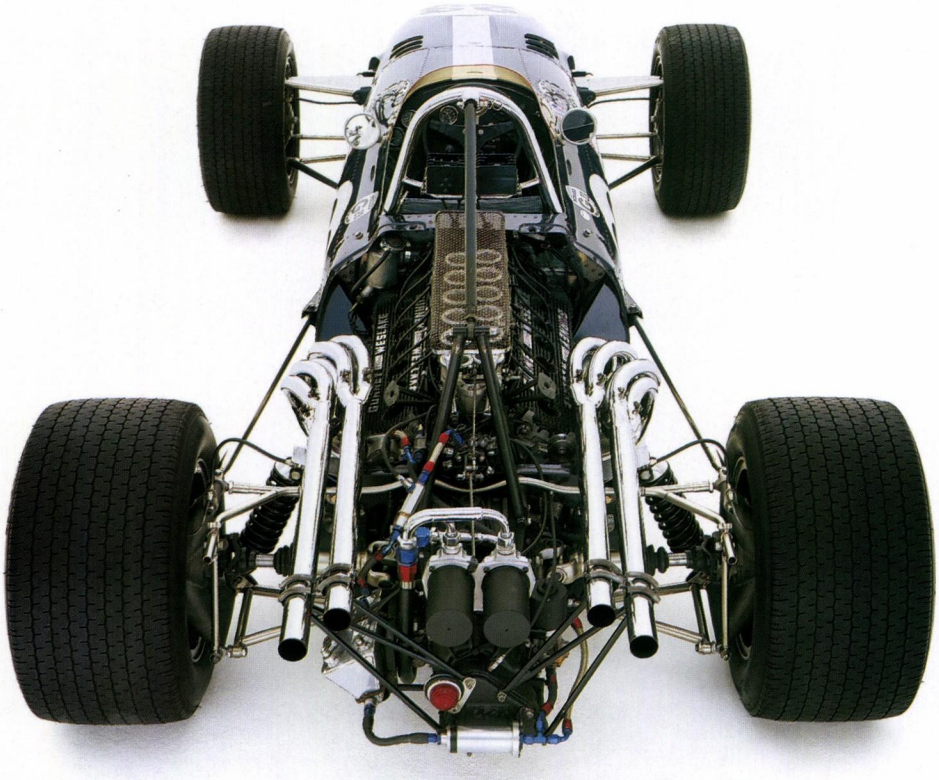


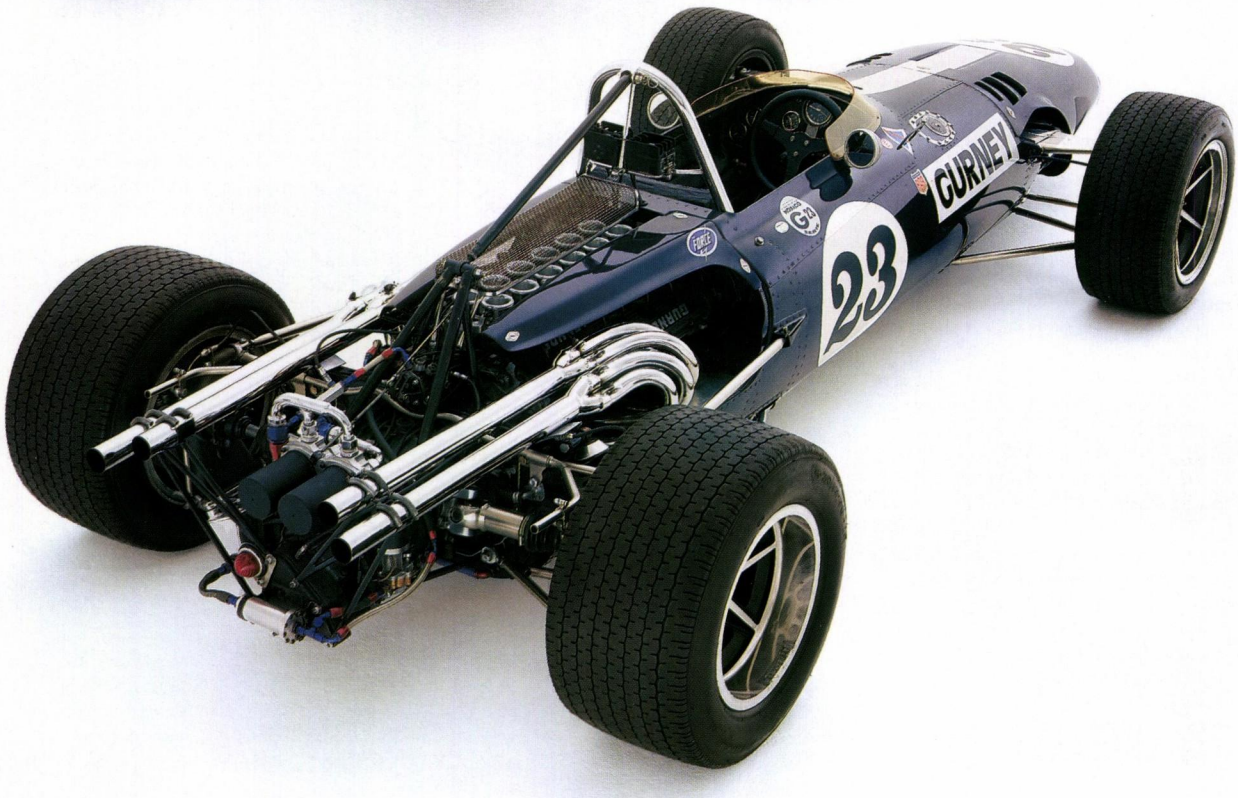




Clockwise from right: Chassis 103 was raced by Gurney, Richie Ginther and Ludovico Scarfiotti in '67. Most of the developments went into 104, though; even from an angle rarely seen, Eagle swells in all the right places; cockpit trimming gives lie to Indy 500 role; team badge designed by Dan's father; swept wishbones add 'movement', but were intended to give Dan legroom

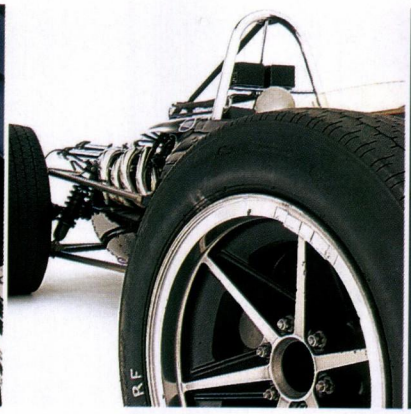


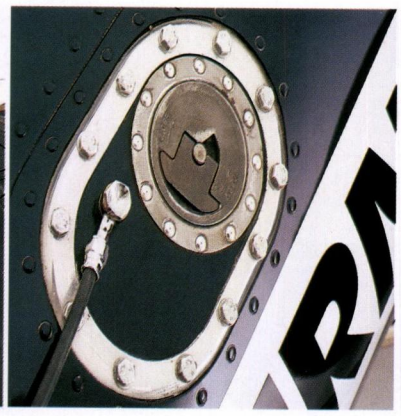




Anti-clockwise from left: Engine cover removed , even Eagle suffers tail-end 'tangle' typical of late-60s machinery; titanium exhausts emit tuneful note, but Weslake V12 lacked DFV punch; fuel tanks smack of Indy, non-return valves halting unwanted fuel 'slosh'; in an age of huge offsets, six-spoker aimed at reducing risk of rim failures; use of titanium was pioneering stuff







the torsonal rigidity of aluminium.

I had left by then. I liked Dan, but I never felt I had a good driver/designer relationship with him. He employed me to design the car, and then went ahead and incorporated his own ideas. For instance, as soon as it was completed it was wheeled out dry – no water, no fuel, no petrol – and the first thing he said, just by looking at it, was that we'd have to change springs. That annoyed me. I'd spent five months calculating everything – including what effect the weight of the car's fluids would have on the ride height...

DG: I once got in hot water with Len. I had to change the anti-dive front suspension. I had exhausted every diplomatic way of approaching the problem, and it reached a point where I just had to do it, because it was me risking my neck in the car. I tried to stop that situation from causing any aggravation. It did, though.

LT: Anti-dive was very experimental, and the car perhaps had too much built in. But they altered it without discussing it with me. It wasn't all Dan's fault. Maybe it was me. I don't always have the patience required to explain things to people. *And* he was closely tied to Goodyear, who were calling a lot of the shots.

DG: I found Len very easy to work with.

LT: I got a lot of satisfaction from the Eagle. But it was disappointing that it didn't have the success it deserved. Too much concentration on horsepower, not torque...

Aubrey Woods (engine designer): I left BRM in 1962 after an altercation. Sir Alfred Owen, being Sir Alfred, bought an interest in Weslake, and the plan was for my mentor Peter Berthon and I to do long-term R&D there for BRM. One of the projects was for Shell: a 500cc twin with a four-valve head, built to study high-speed combustion. Dan saw it run on the dyno – it was giving 80bhp – and was impressed. We had caught on to what Keith Duckworth already knew: narrow valve angles worked, and the worse power losses stemmed from windage and churning in the crankcase.

DG: My initial disappointment with the V12 was that its inlet tract came down vertically, then turned to go into the cylinder head. On that Shell research, engine it went straight in. A big difference. It was too late to change it, and that was a crushing realisation. But I had gone into the project knowing that Weslake would have to pull out three miracles a week.

AW: The machine shop at Weslake was not quite up to the latest standard, which meant engines were not made as accurately as they should be. I designed the engine so that both heads were identical, but the individual units were machined *in situ*, were custom-made in effect, which meant they were all diferent – and this was a big problem. Dan deserved better, to be honest.

DG: The basic integrity of the engine was good: we didn't have any catastrophic failures, it wasn't terribly heavy, and was a good size. Its Achilles heel was the scavenge system. Oil would get trapped at the top of the engine when pulling hard; we'd get full power for the first few laps then lose five per cent because of this problem. And we never cured this. If we had, I think we would have had parity with the DFV.

'The first thing Dan said, just by looking at it, was that we'd have to change springs. That annoyed me'

AW: Dan had front-row starts and fastest laps, and won at Spa, but we could have been way ahead. We were running up to 12,500rpm, but it was capable of going higher had we got to use the latest ignition systems. I was planning to go with Magneti Marelli, which would have made a significant difference.

DG: The package was good on all the circuits – even at Monaco, where I was running third when the fuel metering belt broke. We had a lot of races like that, hampered by a different small problem just big enough to cause us to retire. And that was a matter of budgets. We couldn't afford [money or time] to test much.

AW: Dan's 'fiddling' helped. We came up with an aerodynamic 'beard' and a flap at the back of the tail...

DG: I think we had a high top speed, a small aerodynamic advantage over the others.

AW: Dan was so far in front in Germany that we were trying to give him the 'Slow down!' sign. But it's a long track and there are big gaps between seeing your driver – and it was too late. A halfshaft broke.

LT: That halfshaft wasn't the one I had originally designed for the car.

DG: Tim Wall, my chief mechanic, would normally work-over the UJ so it wouldn't foul at certain angles, but he hadn't done that to this particular one. He was a stalwart who survived on no sleep, cigarettes and cups of tea, so I couldn't blame him. But I can't deny that it was a turning-point. Back-to-back wins, at Spa and the Nürburgring, might have made people look differently at the project. But this retirement strengthened the forces who wanted to stop us doing F1.

[By 1968] we had met our limit. I had never been stopped like that before and it took a lot of getting used to. I had a lot of empathy for the guys at Weslake and in our own group who had put so much into the project. I don't see it as a failure; if people do, I take responsibility for not finding enough financial support.

The car has become an icon. I have never pushed it as such, but I'm happy if people react positively to it, because I am very proud of the car. In terms of it as a business venture, people used to tell me I was crazy to put all that passion into this project – but that, for me, is what life is about. We earned a lot of respect because of that. And I learned that you perhaps can't do three miracles a week, every week. M


Eddie
Jordan
Racing
LONG
VEHICLE
LONG
VEHICLE
GB
ROTHMANS
RALLY TEAM
motoring
sernaglia
Henri Toivonen

The right track?

BLESSED WITH HUGE DOSES OF SKILL, CAR CONTROL AND COMMITMENT, HENRI TOIVONEN WAS SEEMINGLY BORN TO GO RALLYING. BUT THOUGH HE PUT HIS MIND TO THE STAGES, HIS HEART LAY WITH THE CIRCUITS. GORDON CRUICKSHANK RECALLS HENRI TOIVONEN, RACING DRIVER

HENRI TOIVONEN – CHARMING, FUN, AND SOARING star of the rally world. Youngest-ever winner of the RAC, unafraid of the brutal Delta S4, he was a future world champion – until Lancia's outlandish Gp B pacesetter claimed his life, and his co-driver's, in 1986. The loss of this popular, personable man scrapped Gp B overnight. Henri would not have mourned it. For that wasn't where he had wanted to be. Yes, he wanted to be a world champion – but in Formula One.

Forest gravel got under his skin early. His father Pauli won the 1966 Monte Carlo Rally and was the European champion the following year. He would take the young Henri on his month-long recces for the 1000 Lakes rally, an iconic event for a Finn, and his lad's daydreams soon hinged on being a rally hero. He even told the school careers master he was going to be a rally driver.

But by the age of 12, he had been deflected to F1. He had started karting by 14, and as soon as he'd obtained his driving licence, he went ice-racing in a Simca, becoming Finnish champion.

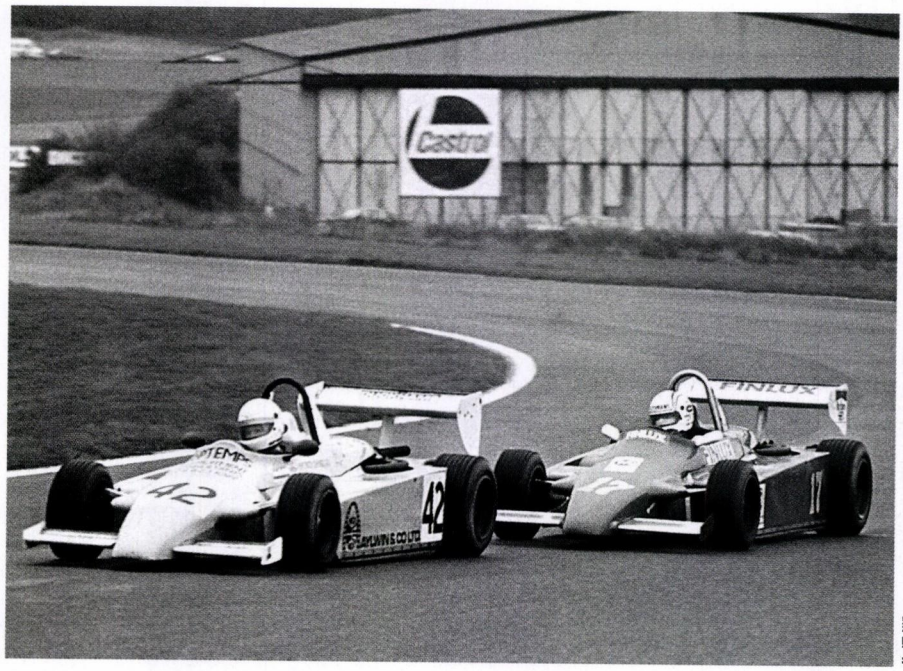
Though he drove the Simca in the 1975 1000 Lakes, the boyhood dream didn't stop him switching to Formula Vee. This was where he was really at home. He became Finnish FVee champion in '77 and was offered a drive by a German SuperVee team. By this time, he had a powerful supporter in Keke Rosberg. It was Henri's career crossroads.

Needing money to continue racing, he went to his father. But he had queered his own pitch by taking a Chrysler Avenger to a remarkable fifth in the 1000 Lakes of 1977. His talent was too obvious. And Pauli had reservations.

Harri, Henri's rallying/racing brother, recalls the choice: "Keke wanted to take him all the way to F1, but my father said it was too dangerous. He was MD of a big company in Finland that imported Chryslers, and they had their own rally team, so everything was paid for."

Henri refused the SuperVee deal and became part of the Finnish Talbot rally team. Interviewed in *Motoring News* in 1982, he said, "I never liked it so much. I just did one rally every month or so to please my father."

One of those clinched his new career. Given a Gp 2 Talbot Sunbeam for the 1978 RAC, Henri brought it home ninth, and promptly landed an Escort drive. Suddenly he was a professional rally man. The staircase of success took him via 2WD Talbots, Opels and Porsches to Lancia's star pilot, while his exuberant style (cause of many a smash in the early days) made him spectacular to watch.



all: LAT

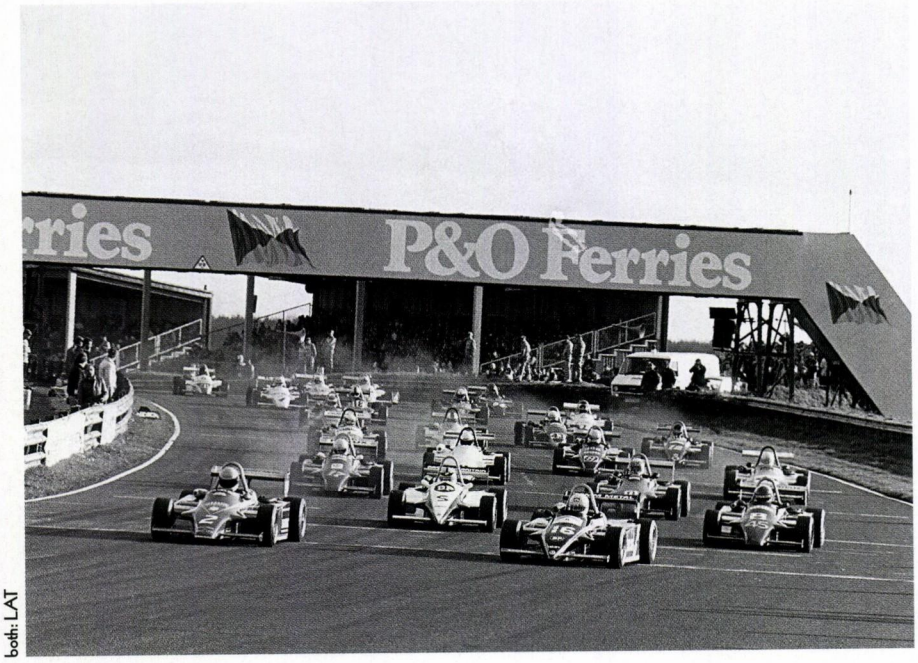
Opposite: Toivonen – at home in track paddock or Finnish forest. For a rally ace, he made a tough F3 charger – witness his tense Thruxton dice with Tony Trevor (above). With rival racer Will Hoy and team boss Eddie Jordan, a very vocal supporter (below)



But his circuit leanings would not go away. Harri again: "Rallying was his profession, but he always had racing in the back of his mind. He was always pushing me to try racing, always talking about F1. I'm sure he wanted to be there."

And in 1982, thanks to his Rothmans sponsorship, he had a run in a March F1 car. He was quick, and he was hooked. He wanted back on the track. Mike Greasley, who interviewed him, calls him a unique character: "He was feisty... for a Finn. He specifically wanted to be involved in Formula Three for the competitiveness of it."

Tony Fall ran the Rothmans Opel team in 1982: "I always encouraged my rally drivers to go racing if they wanted to. It's good for them – tidies up their lines, makes them neater. And frankly there wasn't enough for the drivers to do. Henri was only contracted for five or six events, so we didn't ➤



both: LAT

mind them doing other things."

Toivonen soon found an eager racing patron in Eddie Jordan, even then quick to spot talent, who fielded a Ralt RT3-Toyota for him in the last race of the British championship.

To refresh his track skills, Toivonen entered a Formula Libre race at Silverstone the day before. Not surprisingly, he put the light F3 car on pole, but come the start he was immediately left behind by a silhouette Lotus Esprit. Instead, Toivonen had a tough dice with Will Hoy in a Clubmans Mallock for several laps before opening up a space and going after the Lotus. Its driver, Tony Sugden, recalls: "Before the race, Toivonen and Hoy were arguing about which of them was going to win. They did not reckon with the power of a Cosworth turbo. Going into the hairpin, I'd be braking and Henri would pass me still on the throttle, but I'd get him back coming out again." Lap by lap the Lotus pushed ahead, until a water hose came off, and Henri swept past to victory.

Hoy reckons Henri was something special: "I've driven with several rally drivers, but he was different. They're usually quickest on the first lap, but he built his speed up on each lap. He had a raw edge which compromised his exit speeds, but he was consistent, too."

That win must have fired Henri up for the next day at Thruxton. This was the championship final, and while the big news was whether Tommy Byrne would grab the title from Argentinian Enrique Mansilla, Toivonen's F3 debut rated almost equal headline space.

On his first outing on the fast Hampshire track, he found himself sliding around in the Ralt's cockpit, making it a struggle to set a decent time. By the second session, the Jordan mechanics had managed to wedge him with foam, and things improved. He ended up ninth on the grid.

For almost the entire 15 laps, he duelled with Tony Trevor in a similar Ralt. His determination to pass was spectacular, despite his unsuitable rally-style helmet misting up. Which, said *MN*, "explained the occasional odd apex."

Top: Toivonen's greatest racing performance was overshadowed by Senna's stunning F3 debut. Henri (behind Senna) set third-fastest lap and came fourth. Below: Jordan Racing's mechanics pack Henri into his Ralt with foam after his first run at Thruxton



But he wouldn't give up; while Martin Brundle went from pole to chequered flag at the head of the field, Toivonen was all over Trevor's gearbox. Though they were only dicing for ninth, Toivonen launched a big attack on the last corner, scraping past but running wide on the exit. Slithering across the grass, he refused to lift off and bounced back onto the track with foot flat, tailing Trevor by only four-tenths.

Impressed, Jordan readied a car for Henri for the last, non-championship, F3 race, again at Thruxton. This time Henri was the experienced one. Teammates David Hunt and Mark Peters were making their F3 debuts, and he outqualified them substantially to start fifth. "At the last race I was lost," he said, "but now we've done more testing I feel happy."

Hunt remembers him with fondness: "He was flamboyant, engaging, a nice personality. We'd have become friends, I'm sure of that. He was a complete natural. Even with no time to limber up in the F3 car, he was on it straight away. Clearly an outstanding talent."

Peters agrees: "Really, for a top rally driver he was coming down a level to F3, but he fitted right in. And he was annoyingly fast."

From the start, Toivonen was on it, dicing aggressively with Davy Jones in a tight group all squabbling for second. By outbraking Jones, he collared fourth, and that was how they finished. Toivonen had set the third-fastest lap and would have been the talk of the paddock if the race had not been utterly dominated by a Brazilian rookie called Ayrton Senna...

Afterwards, Henri confirmed he wanted more F3, "but only after my rally commitments are settled". Through 1983, however, Opel's new Gp B Manta 400 provided him with a more intense year, and his F3 programme never happened.

He still hadn't relinquished his track ambitions, however. During 1983, he signed with Richard Lloyd Racing to drive its Porsche 956 in the European Endurance Championship. He practised the car at Imola without racing, but in the following round at Mugello, he got his chance. Sharing with Jonathan Palmer and Derek Bell, he finished third in this six-hour event.

"He did a good job; not outstanding, but good," says Bell. "But if he had gone as well as us, I'd have said we weren't doing our job well enough! It's like me when I did the RAC Rally: I found myself outmatched, as I knew I would be. But Henri was a super guy; I loved the way he approached things – no conceit or temperament."

This was Toivonen's last race. In the next two seasons, his Lancia commitments were total, right up to that final, fatal stage on Corsica.

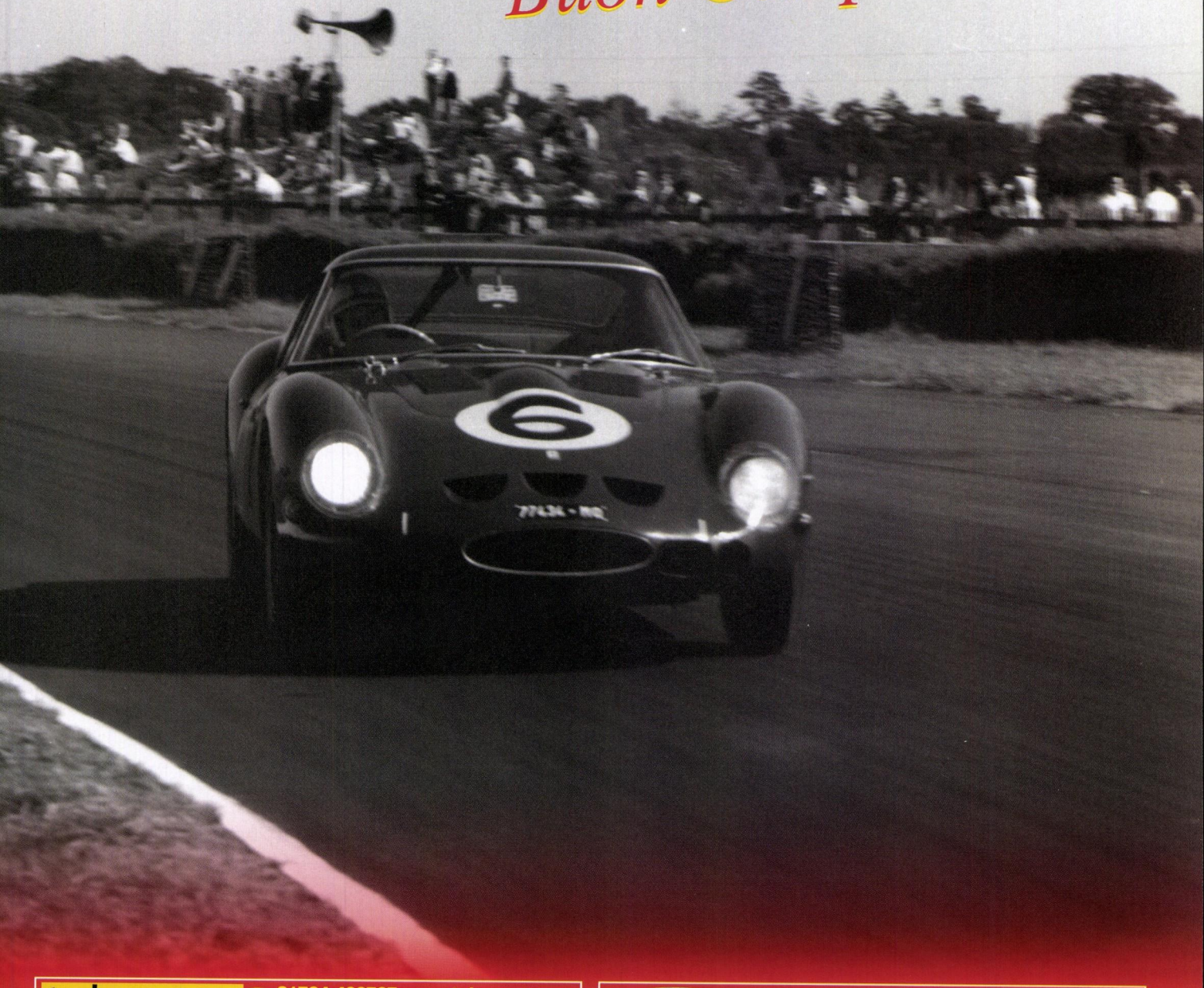
Was Formula One a realistic goal? Keke Rosberg thought so. And so did Eddie Jordan.

Says Harri: "After Henri died, EJ said that he had had many good drivers in his team, but that the most talented was Henri Toivonen.

"I drove an F1 car for the first time on May 2 this year, the anniversary of Henri's death. I thought a lot about him that day because F1 was his dream." M

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VIVE LA DIFFERENCE!





THINK RENAULT RALLY CARS AND YOU THINK JEAN RAGNOTTI. BUT THERE'S MUCH MORE TO HIS CAREER THAN THAT. HE'S SHONE IN RACING AND RALLYCROSS FOR THE REGIE, BEATEN DIDIER PIRONI AND RENE ARNOUX IN SINGLE-SEATERS, AND BEEN ON POLE AND SET FASTEST LAP AT LE MANS. JOHN DAVENPORT REPORTS

VIVE LA DIFFERENCE!

Jean Ragnotti's versatility and skill have been demonstrated over a period of 30 years in a wide range of cars and disciplines. He has raced single-seaters for three or four seasons, competed at Le Mans seven times (setting pole once and twice finishing in the top five), and has done several seasons of touring cars, winning a bunch of French national titles. He has won the Monte Carlo Rally and the Tour of Corsica (twice), and featured on the podium in a variety of WRC events. He has contested the Paris-Dakar, the Spa 24 Hours, been six times French rally champion and won the French rallycross championship. Oh yes, and he has a sideline in stunt driving for films.

He started very young. Born in 1945 to a farming family in Carpentras, his first driving experiences were at the age of seven in a Renault (of course!) 4CV van. He progressed to the family tractor and, when he was 14, drove one to win a local driving test. Upon leaving home, he started driving a delivery truck for his brother-in-law, and to this day he ascribes his ability in faster vehicles on Alpine roads to these experiences.

His first taste of true motorsport was a local treasure hunt in 1967. He then acquired a Renault R8 Gordini and did the Rallye Vaucluse, the national championship event of his area. He finished sixth, best novice.

In 1969 he won his class on Mont Ventoux in his brother-in-law's Lancia Fulvia. Frank Alesi, father of you-know-who, then lent him his NSU after an eleventh-hour indisposition before the Rallye Vaucluse; Jean finished fifth and won Group 1.

Once again his brother-in-law comes into the story: "All his trucks were Bedfords, which is GM, and he bought them from the concessionaire in Orange. So we did a deal with this chap for a cheap Opel Kadett GT/E, the loan of a small van and a sale-or-return deal on spare parts." Bigger events were soon in his sights. He did the Coupe des Alpes, winning Group 1 and finishing 19th overall in an entry stuffed with prototypes. He also did his first Corsica: 20th overall, first in Group 1. It was encouraging stuff, if far from glamorous: "To save money we often slept in the car while recceing and just ate sandwiches. The social side of our rallying was a little empty and, of course, no women!"

Despite a lack of money, he and co-driver Pierre Thimonier managed to spread their wings in 1970, and started making an impression on the people who mattered. They won Group 1 in Monte Carlo (11th overall), and finished second overall on the Tulip Rally. Jean also made his race-car debut when GM put him in a Commodore GSE at a promotional race prior to the German GP. He drove this car on the Tour de France, too, the big Opel eating tyres and dining out on head-gaskets. But his efforts with the Kadett were rewarded with second place in the French Rally championship behind Jean-Claude Andruet's all-conquering Alpine.

In September 1970 Henri Greder invited Jean to become a works driver for GM France. The season started well with a win in Group 2 with a Kadett on the Monte Carlo, but 1971 was not to be a year full of joy. It started to go wrong when he was passing Claudine Trautmann's works Lancia on a stage: "The road was wide enough as long as I touched a snowbank. I didn't know that was hiding a ditch. The rear wheel went in and we went over onto the roof. We still had the speed and went past Claudine but, when you are on the roof, you can do nothing!"

During the summer Jean accepted an offer from Cesare Fiorio to drive a Fulvia on the Targa Florio. His co-driver was Claudio Maglioli and their teammates were Sandro Munari and Raffaele Pinto: "I was quick in practice, but I never got to drive in the race. Munari and Maglioli started and both engines had the same oil problem and retired."

An Ascona now replaced the Kadett. Monte Carlo saw Jean ninth overall, first in Group 1, and third overall on the Olympia Rally. He then drove an Alfa Romeo 2000 GTV in the Spa 24 Hours alongside works driver, Andruet. Jean qualified ahead of all the other BMWs and Alfas, and ahead of a lot of the Group 2 cars into the bargain, and finished 10th overall.

With no offers of a substantial contract in rallying, Jean now decided to try a full programme of racing: French Formula Three, with sponsorship from a fuel company, Antar. He invariably finished in the top 10 and had one race win, but since this activity was mainly in the summer, he couldn't resist topping and tailing the season with a few rallies. He had a drive for Renault in an R12 Gordini on the Monte Carlo, and had the satisfaction of beating the best Group 2 Opel, driven by Anders Kullang.

For 1974, he switched to sportscars and raced a March 74S in the 2-litre Championship. Four second places and two thirds saw him classified fourth at the end of the year. He promptly went to New Caledonia and drove a BMW 2002 Tii in their infamous 'Safari Rally'. He was leading by 30min when a steering arm broke. Undaunted, he borrowed a replacement from a spectator's car and went on to finish third.

The Renault connection was starting to strengthen, and he drove a works Alpine A110 on the Monte Carlo. But racing was still to the fore, and Jean did a complete season of Formula Renault, finishing second in the championship behind René Arnoux, but ahead of Didier Pironi. He also drove at Le Mans for the first time, gallantly taking the wheel of a friend's home-built special, a Tecma, which had a DFV supplying the urge. At one point, Jean had to drive back to the pits holding the engine cover on with one hand. The engine ➤



all: McKlein



Ragnotti and his co-driver Jean-Marc Andrie celebrate their 1981 Monte Carlo victory, Renault's second win on the world's most famous rally. Ragnotti had been dicing for the lead with Jean-Luc Therier when the latter's Porsche went off on snow shovelled onto the road by spectators



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later expired to everyone's relief. At the end of the season, he returned to New Caledonia, this time with a Datsun, and won outright.

This was also the year that his film work began: "It is very interesting. The tasks you have to do are never the same. One time you may have to do a stunt at 50km/h and the most essential thing about it is to stop just one metre from the camera. It is not all a matter of doing multiple rolls at high speed. You have to be precise. Film directors are like racing managers, they don't like it if you crash unnecessarily."

Jean got a Renault contract to go rallying in 1976, initially with an A110 and then an A310. The bright spots were chasing Munari's Stratos in Portugal (he was six seconds behind when he retired), and leading the Acropolis before breaking a driveshaft. The remainder of the year saw him retire on the Tour de France, in Corsica, and on the RAC and Ivory Coast. But he did win again in New Caledonia. And his performances convinced Renault that he was the man for their 1977 rallycross programme with the A310. They were right. He won everything and was French champion. He drove at Le Mans again, too, sharing an Inaltera with Jean Rondeau, finishing fourth to win the GTP category.

At the end of the year, Renault homologated the R5 Alpine and Jean drove one on the RAC Rally, where he was lying second in Group 2 before breaking a driveshaft. Then came the 1978 Monte Carlo Rally. Jean-Pierre Nicolas won in a Porsche, but not before he had had to brush aside the two leading cars, Jean Ragnotti and Guy Fréquelin in factory R5 Alpines. Jean finished second, a dream result for the little front-wheel-drive machine: "We had some tyre problems, and one time I took an R16 wheel off a service car and ran with that on the rear. We had such fantastic support from the French spectators. I went off in a hairpin and a guy had his leg broken. But he was so pleased that he came all the way to the finish so that I could sign the plaster cast."

Rallying was again in the ascendant – and the R5 was Jean's machine.

'I went off and a guy's leg was broken. He came to the finish so I could sign the cast!'

Circumstances were not so favourable in other rallies as they had been on the Monte, but on the Ivory Coast Rally he showed what he and the little car could do on the rough by finishing third.

There was more of the same in 1979: fourth on the Acropolis showed that his gravel talents were not lacking, while an amazing – considering the power of the R5 – second in Corsica showed that he was equally at home on Tarmac. At the same time, he added two more Le Mans episodes to his CV: fourth with Fréquelin in an A442 Turbo in 1978, fifth in 1980 sharing a Rondeau with Bernard Darniche.

For yet more variety, Jean accepted a offer from Audi to drive the 'quattro prototype', the VW Iltis, on the Paris-Dakar of 1980. He finished ninth and then went back to the R5 for the French Rally Championship, which he won outright. He did Le Mans, too, with Henri Pescarolo in a Rondeau, and put the car on pole, but sadly retired after six hours with valve trouble.

Now came the hour of the R5 Turbo, Renault's first attempt at a mid-engined specialist rally car. Jean took one on the Tour de France and set six fastest times before retiring with ignition problems. It was much the same in Corsica, setting four fastest times before puncturing and running out of spares. But there was none of that trouble on the Monte of 1981 and he romped to victory: "In those early days the car was not so easy to drive. The turbo lag was impressive and the electronics were not sophisticated. Our biggest problem on that Monte was at St Bonnet in the snow, when the van failed to arrive with our tyres. ➤



DPPI

Renowned as a Tarmac specialist, Ragnotti was in his element on the Tour Auto (née Tour de France) and here in 1984 he won. Jean mastered the twitchy 265bhp mid-engined R5 Turbo like no other driver, proving spectacular and very, very quick



LAT

THE LE MANS-BUILT INALTERA-DFV OF RAGNOTTI AND JEAN RONDEAU FINISHED FOURTH IN THE 1976 24-HOUR EVENT, UPHOLDING FRENCH HONOUR AFTER THE COMPLETE DEMISE OF THE FOUR-CAR ALPINE-RENAULT TEAM. IT FINISHED JUST 41SEC AHEAD OF THE DE CADENET-LOLA

We did that stage on racers. One place, I spun and could not get started uphill, so we reversed back to find a dry patch to start on."

Renault did not have a full rally programme, but Jean did the RAC again and finished fifth. He also contested the majority of the R5 Euro Cup races, of which he won a couple and was second in the championship. At Le Mans, he was with Jean-Louis Lafosse in a Rondeau M379C. Jean started and was lying third before his first pitstop. Then Lafosse had a blow-out at high speed and was killed in the ensuing crash.

Jean's final Le Mans outing was in 1982. He shared a Rondeau with Henri Pescarolo again, and though the engine failed at mid-distance, Jean had the fastest lap to his credit: "I didn't have a proper seat. Pescarolo had swapped cars just one hour before the start and there was no time to change the seat. I had to sit on a sheet of foam and my back was soon hurting. Perhaps that's why I did that fastest lap, so I would be sooner back in the pits." A story told with the trademark Ragnotti smile and twinkling eyes.

Back in rallying that same year, Jean took his most satisfying victory, outrunning Andruet's Ferrari 308GTB in a furious battle in Corsica. There were 27 stages, of which Ragnotti won 12 and Andruet 10, leaving the quattros, Lancia Rallye 037s and Porsche 911SCs gasping in their wake.

The R5 Turbo went GpB for 1983-1984, but as Audi got a grip – literally – and with new 4WD cars like the Peugeot 205T16 on the horizon, Renault found it a struggle. Jean clinched the 1984 French Championship and claimed third in Corsica, but a road accident at the end of the season meant he was out of commission until the R5 Maxi Turbo made its debut on the 1985 Touraine Rally, where he finished second. Better was to come. He won Corsica, having led all the way, and then added Ypres and the Tour de France to his laurels.

'And my friends who are Formula One drivers say that rally drivers are the best'

With no 4WD rally car in Renault's planning, their programme started to wind down, and Jean was approached by Peugeot. But he preferred to stay with Renault, and started doing touring car racing in the production class with an R5 Alpine Turbo and then an R11 Turbo.

When GpB was swept aside for 1987, there was a flicker of renewed interest from Renault. They did not immediately realise that Lancia, Toyota, Mazda and Ford would join Subaru in building 4WD cars in sufficient quantities to make that characteristic essential. For a season, they tried hard with a brace of R11 Turbos for Ragnotti and François Chatriot. The best result came in Portugal, Jean setting seven best times to finish second behind Markku Alén's Lancia. It was good going, but Renault could see that they were going nowhere with 2WD. They produced their own prototype, the R21 Turbo 4x4, and entered Jean in the French Supertourisme racing series which, naturally, he won.

Over the subsequent years, his preoccupation was mainly with rallying, in a series of Renaults, starting with R11 Turbo, Clio 16S , Clio Maxi kit car and Maxi Mégane. In these latter vehicles, driven by Jean in 1995-96, the ultimate in front-wheel-drive technology was aired. But even they were squeezed into a minor role by the arrival of the WRCars. Typically, Jean found a new outlet – ice racing a Mégane – and started accepting more film offers.

This month he will be 57, an appropriate age for a man dedicated to variety: "I always preferred rallies, though. There was a good atmosphere. They were good times. And my friends who are Formula One drivers say that rally drivers are the best. Who else can drive in all those conditions? And when a rally driver comes to the track, he doesn't seem to be too slow." Smile. Twinkle. M

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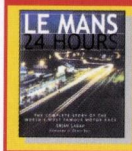
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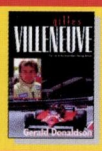
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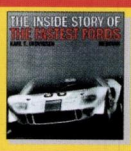
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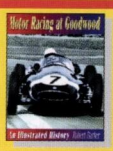
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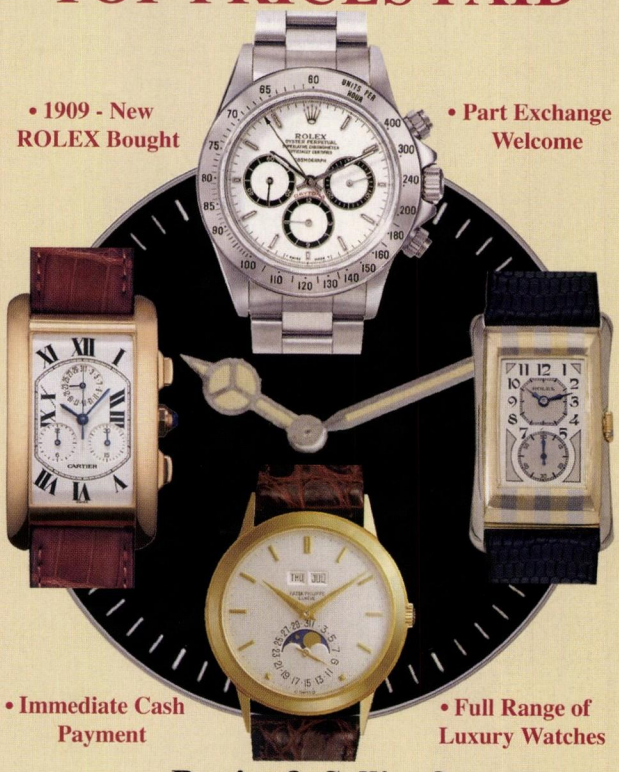
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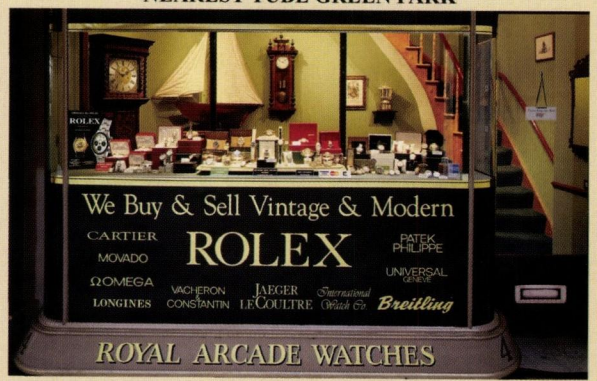
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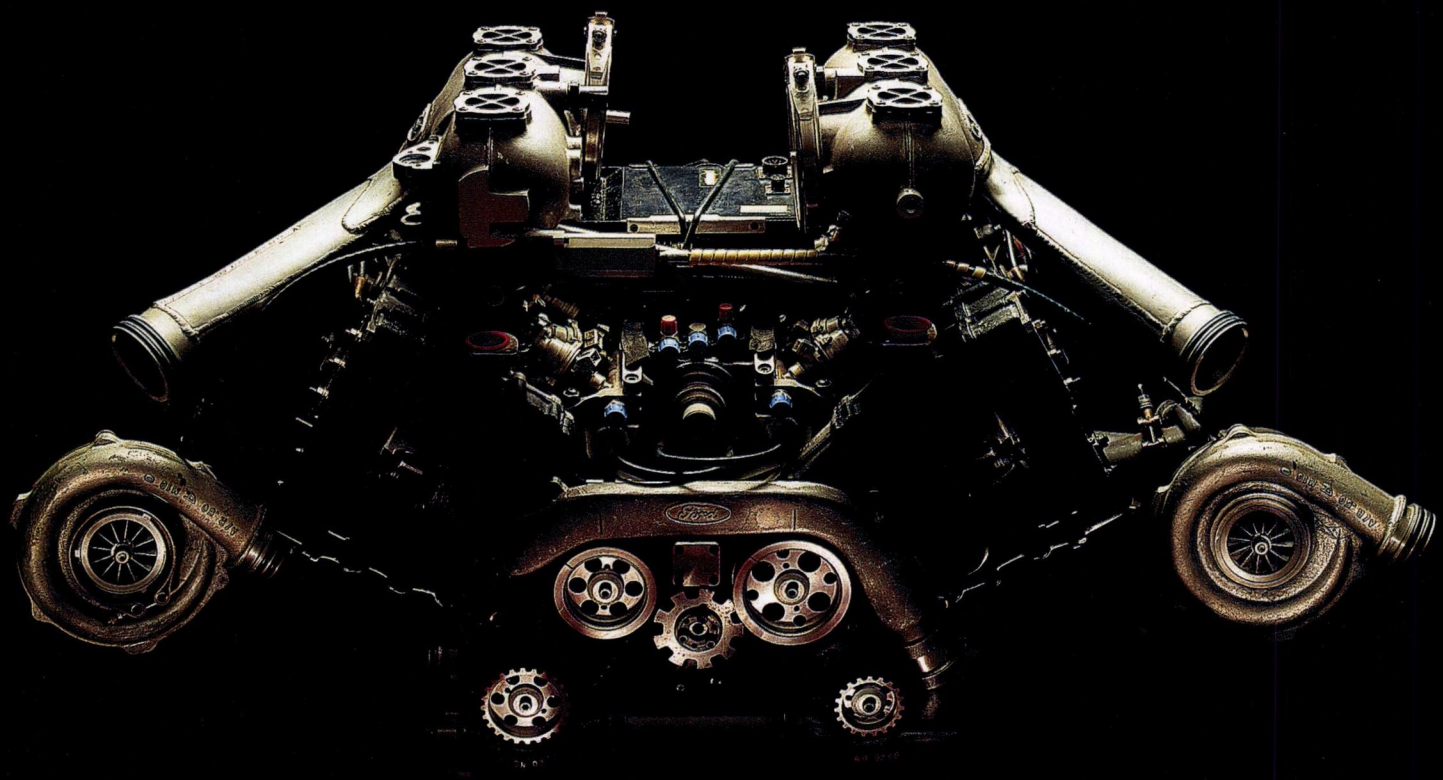


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NOT MUCH TO BOOST ABOUT

COSWORTH'S GB MADE ITS F1 DEBUT AT IMOLA IN 1986, ALAN Jones qualifying the Team Haas Lola 21st out of 26 and retiring with a damaged radiator. Thereafter it contested 29 more GPs over the next two seasons, twice finishing third with Benetton in 1987: Teo Fabi (in Austria) and Thierry Boutsen (in Australia).

Intriguingly, its best race performance in both years came in Austria: Alan Jones and Patrick Tambay finished fourth and fifth in 1986, and Boutsen chased Fabi home in fourth in '87.

Boutsen registered the engine's best-ever grid position: third in Japan in 1987. That year his average qualifying position was 6.25 compared to Fabi's 7.56, a significant improvement over the previous year's one-lap peformances of Jones (16.64) and Tambay (12.33).

Jones scored four points that first season, courtesy of his fourth in Austria and sixth in the next race at Monza, while Tambay notched just two in a campaign peppered with shunts, one of which, in Montreal, caused him to miss the Detroit GP. Eddie Cheever replaced him on that occasion and qualified an encouraging 10th (Jones was 21st), but the American retired when his Lola's drive pegs broke.

By 1987, with Benetton, the GB was much more of a player, rarely qualifying outside the top 10, setting the fastest lap at Imola (Fabi), and leading in Mexico (Boutsen). But retirements (19 of them from 32 starts, not all of them down to the engine) meant it never racked up the results it deserved.

Paul Fearnley

POWER WITHOUT GLORY

COSWORTH GB

IN THE FIRST OF A NEW SERIES THAT ASSESSES INTRIGUING MIGHT-HAVE-BEENS IN THE RACING ENGINE ARENA, KEITH HOWARD ANALYSES THE TURBO V6 THAT HAD THE UNENVIABLE TASK OF FOLLOWING IN THE TYRE TRACKS OF COSWORTH'S DFV, F1'S MOST SUCCESSFUL POWER UNIT

photography by Charles Best

Formula One's turbo era was not greeted with universal enthusiasm. And its most vocal critic, Cosworth's Keith Duckworth, hardly rated as a disinterested party: as designer of the previously ubiquitous DFV, he had good reason not to welcome this new broom sweeping clean.

But his objections were deep-rooted and sincerely held: he considered the use of a turbocharger, a second engine, to be against the spirit, arguably even the letter, of the FIA's regulations. Like a law-abiding citizen prosecuted under some obscure 17th Century statute, he was affronted that a rule originally intended to allow engine makers to supercharge their existing 1.5-litre power plants as a means of easing F1's transition to a 3-litre formula in 1966 had been cynically exploited, first by Renault, then by others, to turn grand prix racing of the late '70s and early '80s on its head.

Nobody was listening, though, and by the time the first turbo-powered drivers' champion, Nelson Piquet, was crowned in 1983 it was already abundantly clear that to win future F1 championships you would need a blower. Funded again by Ford, Cosworth therefore bit the bullet, swallowed its pride, and set about beating the forced-induction lobby at its own game.

Plan A, had it come off, would have rewritten F1 history in spectacular fashion. To annihilate the opposition, Duckworth planned a wide-angle turbo compound V6 with the blower nestling in the vee, and recruited experts from Rolls-Royce aero engines to help conceive it. Unlike a conventional turbocharged engine, a turbo compound design connects an exhaust turbine to the crankshaft to increase engine output directly rather than indirectly via forced induction. Using this technology, Duckworth reckoned, Cosworth could create an engine twice as powerful as anything else on the grid.

Development work began in 1984 on a four-cylinder proof-of-concept cobbled together from BDA parts. Despite some early and initially puzzling crankshaft failures, caught on camera as part of a Patrick Uden documentary, the prototype – which included a miniature, electronically controlled CVT drive between turbine and crank – showed sufficient promise for Duckworth to approach the FIA for a ruling on the concept's legality. Admitting there was nothing in the regulations to preclude it, the sport's ruling body nevertheless declared it would ban turbo compounding when the engine won its first race.

Far from being downcast, Duckworth rather liked this idea. Being banned for comprehensively outthinking and outperforming other F1 engine makers seemed to him the ultimate accolade. But sponsor Ford saw things differently. Dearborn was in this for the marketing benefit, and the prospect of peremptory outlawing the minute success was achieved did not appeal.

And so Plan B: the same wide-angle, 120-degree V6 but conventionally turbocharged. Work began on the engine in 1985, with Geoff Goddard as chief designer. Ford called it the TEC – turbocharged engine Cosworth – while internally at Northampton it was known as the GB. The compact package measured about 450mm long by 510mm high and weighed under 200kg.



Cosworth's V6 turbo showed promise during 1987 with Benetton

Having established that the FIA didn't like turbo compounding, Duckworth sought to clarify the position regarding so-called 'rocket' fuels. Ever since BMW had solved its detonation problems with the Wintershall fuel in 1983, the role of the fuel chemists had become increasingly significant in determining engine performance. The FIA assured Duckworth that the use of special fuels would be stamped on early in the 1986 season, so Cosworth – mindful of Ford's reputation – designed the GB to run on regulation 'pump fuel'. Thus the engine began life with a compression ratio of 6.5:1 and a peak power output of around 750bhp: nowhere near enough to make an impression against the likes of Honda and Renault.

Ford insisted on its Motorola EEC-IV engine management system being used, a decision which significantly delayed the engine's early development. The original plan had been to run it for the first time immediately after the 1985 Australian GP, but in the event it first turned a wheel in the back of the Beatrice-sponsored FORCE car at a snowy Boreham early in 1986. Goddard recalls the first abortive attempt to start the engine with the EEC-IV controller failing miserably, prompting accusations by Ford engineers that mistakes in the engine design were the cause. Cosworth staff then produced an alternative ECU that, in *Blue Peter* tradition, they'd prepared earlier. The engine fired first time.

Once it became apparent that the FIA would not tackle rocket fuels, Cosworth sourced its own from BP. By the end of the 1986 season, using a super-high compression engine with a CR of 9.5:1, Alan Jones was able, for a while, to match the searing pace of race leader Ayrton Senna in Austria, despite starting from 16th on the grid.

Next season – now with a 4-bar boost limit and Mobil – the GB found itself in the back of Benetton's B187, a better car but also short on development. By the season's end the team had amassed 28 points as opposed to the FORCE's paltry six the previous year. But fifth in the constructor's championship, 109 points adrift of Williams-Honda, was not much to shout about. Ford made the decision to go normally aspirated for the 1988 transitional season, and so the TEC project reached an abrupt end.

Although the GB is commonly dismissed as a latecomer also-ran, Goddard points to contrary evidence. By 1987, it produced a highly competitive 1000bhp or so and was sufficiently bomb-proof to run 1000km between rebuilds. And lurking in the FIA's race data are intriguing hints to its true status.

Most spectacular was Teo Fabi's run at Imola. Having had his front wing nerfed in a first-corner incident, he spun the ill-handling Benetton on lap 18 and limped to the pits. By lap 33 he was 74sec behind the leader Nigel Mansell, when suddenly the red mist descended and he began to reel in the Williams at 1.5sec a lap. By lap 52, when a suspension wishbone, damaged in the collision, finally gave way, he had reduced the gap by almost half a minute with seven laps remaining. M

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SOFTLY SPOKEN,

DICK NASH WAS BRAVE, DETERMINED AND HUGELY SKILLED. BILL BODDY PAYS TRIBUTE TO A MAN WITH THE SKILLS TO BECOME A STAR



courtesy of John Maitland

RICHARD G J NASH WAS A HIGHLY SUCCESSFUL SPRINT COMPETITOR IN his single-seater Specials which had a direct affinity with Frazer Nash cars. But he was more than that: a collector of early aeroplanes, the driver of the exciting 15-litre 1912 Grand Prix Lorraine-Dietrich in suitable Edwardian races, and a serious garden-railway enthusiast.

Tall, balding, careful with money, quietly spoken, Dick appeared almost shy. But behind the wheel of his beloved racing cars, his nature altered. As John Bolster put it, "he then changed into a driver of great pluck and determination, a member, one might say, of the 'Win or bust' school".

Nash's interest in fast cars was evident when he bought an Aero Morgan three-wheeler; this was followed by a more civilised Gordon England Cup-model Austin Seven, then by Ivy Cunliffe's Brescia Bugatti. He then went in for a proper racing car, in the form of the Targa Florio-type Bugatti which T E Rose-Richards had raced. He said that this was too uncivilised for daily driving, so it was changed for an Anzani-engined Super Sports Frazer Nash, in which, by 1927, RGJ had commenced his competition career.

This led to frequent calls at the Frazer Nash works in Kingston, and meetings with Capt 'Archie' Frazer-Nash. So it was perhaps inevitable that Dick Nash (no relation) would buy a faster car of the right make. What he had seen was a very special 'Nash, which Capt Frazer-Nash had built up from various earlier racing cars. Having abandoned Rikki-Tikki and sold Mowgli's engine to Basil Davenport, he had used the chassis of the former car, shortened and now with Rudge hubs, front-wheel-brakes, and various side-valve 1.5-litre Anzani engines endowed with a variety of chain-driven superchargers.

Early in 1930, Dick decided this was for him and he took this low-hung, rakish single-seater with a Frazer Nash radiator, suspension and chain-and-dog transmission and a wheelbase of 7ft 3in. Dick saw potential in this roller-bearing Anzani engine with racing-type block and he installed a large Cozette No9 supercharger driven where a dynamo might have been. He did much extra work on the car, until it emerged eventually with a neat single-seater body with a proper tail, the chassis further lightened and power notably increased.

While this was being done, the Super Sports Frazer Nash had been run at various speed events, such as Lewes, the Brighton hillclimb, etc, and taken to Brooklands where it was timed over the flying-start kilometre at 108mph.

The Terror ran on alcohol fuel, the No9 Cozette blower replaced with a No11, giving a boost of about 21lbs/sq in and, on the Frazer Nash testbed in Kingston, 105bhp – in a car weighing some 9.5cwt. To induce the clutch not to slip on sprint starts, Dick pulled on a piece of rope tied to the clutch pedal, just as 'Archie' had done in the racing GN 'Kim', dropping this rope as speed rose and he had to concentrate on steering. With its Frazer Nash radiator and front axle, *The Terror* was very popular with enthusiasts of the 'Chain-Gang' cars – unless they were competing against it! Class wins and course records were comparatively easy meat for the determined Dick Nash.

His greatest victories were at Shelsley Walsh in 1931 and 1932. On the first of these occasions, he and *The Terror* made FTD at the Open Meeting, in 43.3sec, only half a second slower than Hans von Stuck's 1930 course record in the 3-litre Austro-Daimler. Dick, using twin rear wheels, took the corners quite wide, then slid round them, ➳

WILD AT HEART



The crowd at Chalfont St Giles don't budge, well -used to Nash's style, and very confident of his abilities in The Terror



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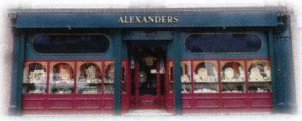
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on an ascent which looked quite alarming even to experienced spectators. He had beaten Raymond Mays, who was driving the fearsome 3-litre 240bhp Vauxhall-Villiers, by a fifth of a second! He took home the Shelsley Cup and £105.

In pouring rain at the September Shelsley Walsh Meeting, Mays reversed things, by 0.7sec, Dick trying so hard on his second run that he slid broadside at the Esses and hit the bank more than once.

The following year, instead of *The Terror*'s usual hair-raising, breath-taking performance, it stopped on its first run. Dick then made a truly sensational ascent, on the now wet course, his accelerator foot hard down in spite of the car bouncing off the banks on each side of the road. He only just lost the 1.5-litre class to Lemon Burton's Bugatti (46.4sec). Later in 1932, *The Terror* was again in splendid form, as was Nash, and FTD was secured in 43.2sec.

By this time *The Terror* had been lightened further by omitting the cockpit sides, and it had a shorter tail, a new plated radiator-cowl, and undershielding of engine and chains. It was a very potent car and its builder fully capable of exploiting its performance. In fact, it was said that FTDs and course records were at its mercy wherever it appeared.

At Craigantlet hillclimb in Ireland, where it broke the record, *The Terror* left the course on one ascent and ran up a bank, stopping between the outspread legs of a sitting spectator. A narrow escape, for both! At Branches Park Inter-Varsity speed-trials, the clutch flew to pieces, severing the fuel pipe, the car catching fire. Nash continued at full bore, *The Terror* now well alight, to record second-best time.



both: courtesy of John Maitland

'Dick recalled how the car performed a 43ft leap at the end of the climb, and how close the trees were'

At the finish the wooden floor was ablaze. Part of the clutch had damaged one of Dick's ankles, a scar he had to the end of his life.

As a foil to his effective sprint car, Nash had a TT Replica Frazer Nash with oversize fuel tank and a supercharged Anzani engine, which appeared in a *concours d'elegance*, possibly to please his fiancée.

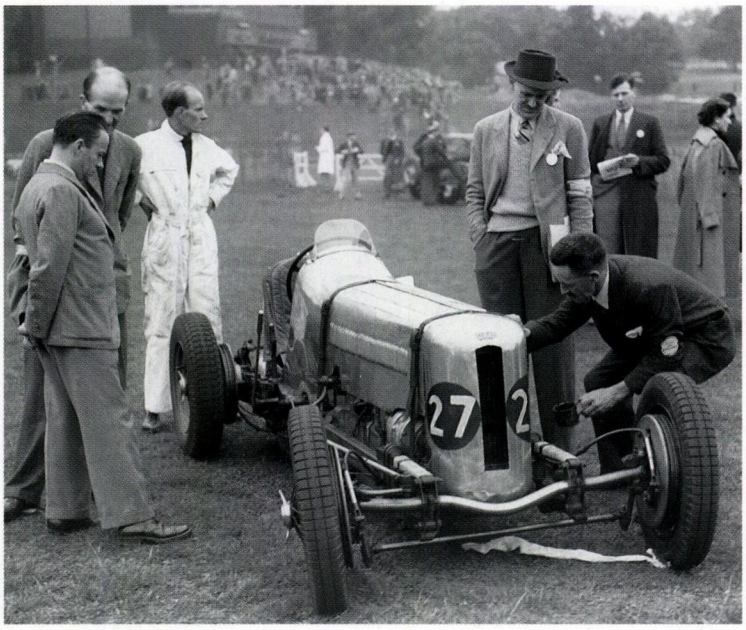
At Brooklands, he used *The Terror*, with twin rear wheels and sprint ratios, to good effect, lowering the Test Hill record to 7.45sec. He recalled how the little car performed a 43ft leap at the end of the climb, and how near the trees were before he could pull up. Timekeeper George Reynolds had told Dick beforehand, to two decimal places, what his time would be! There was also a stab at record-attacking on the level, after *The Terror* had been timed at 132mph. At Brooklands in October 1932, short Class-F records were attempted. The car was not on form, but broke an old record held by Segrave's Talbot single-seater for the two-way kilometre, at 75.89mph.

When midget car dirt-track racing was introduced at Wembley Stadium, Nash and *The Terror* were there but the bronze gears driving the vertically-mounted supercharger kept failing. In order not to disappoint the spectators who had been promised a demonstration by this well-known speed-trial specialist, Dick borrowed Mrs Elsie Wisdom's ordinary Frazer Nash. With less poke than *The Terror* possessed, it could not shift the cinders so effectively, the wheels dug in, gently toppling the 'Nash onto its side. Steel gears cured *The Terror*'s trouble, and by 1932 it had the Wembley Stadium car course-record, Dick adept at the sliding technique required, his lappery distinctly spectacular.

Competition from larger cars was increasing and it would not be long before ERAs would dominate the 1.5-litre class at many meetings. So Nash set about another of his celebrated Specials, by buying from the Conan-Doyle brothers the old racing Frazer Nash *The Slug*, which had been used to good effect by the works and 'Archie' Frazer-Nash back in 1928. This had a one-off single-overhead-camshaft Anzani 1.5-litre engine, which Dick removed and installed in a longer-wheelbase Frazer Nash chassis with bigger brakes, using some parts from the old *Rikki-Tikki* racer. Named *The Spook*, the car looked much as had *The Terror* except for a huge polished bulge on the offside of the bonnet to make space for a big supercharger and its Solex carb. ➤



Top: Nash and The Terror were always very spectacular – and quick, too. Here they set FTD at Shelsley Walsh in 1931. Above: The Spook, successor to The Terror, was not quite so successful. Dick awaits the start at a wet 1934 Shelsley



courtesy of Bill Boddy

It was reckoned that this gave about 124bhp.

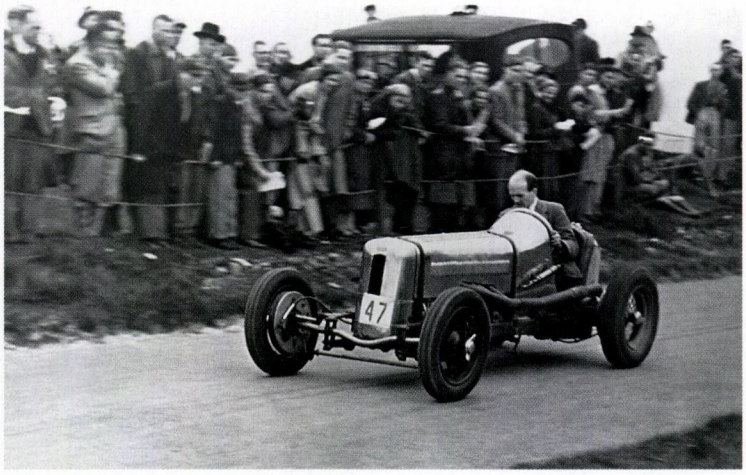
At the 1934 March Brooklands races Nash entered it for a half-mile sprint along the Finishing Straight, but the ivory-hued car was not going well and it made slowest speed, 59.21mph.

Not as consistently fast as *The Terror*, successes by *The Spook* included FTD at the 1934 BOC Lewes speed-trials, and also at the later events there, best time at the JRDC Elstree sprint, three more class wins at Lewes, and FTD at the JRDC's Chalfont hill-climb. When dirt-track racing came to Crystal Palace, Nash did a lap speed which none of the midget cars could approach.

Nash was by now busy with his abiding interest, that of collecting and restoring ancient bicycles, cars and aeroplanes, having in 1927 owned a veteran Oldsmobile. He had for this purpose acquired the business of C S Burney, brother of Sir Denistoun Burney, designer of the successful R100 airship. Burney had bought Ken Kirton's similar company and was installed in the row of sheds on Brooklands' Aerodrome. Nash eventually used a tall building not far from the sewage farm at the Track and, being at Brooklands almost daily, I got to know him. In 1938, he asked me if I would like to go with him on the London-Brighton Veteran Car Run in his 1900 Peugeot. "Don't wear a good suit," I was advised, "we may need to get out and get under." We didn't, enjoying a trouble-free run.

The last racing Special of the RGJ breed was *Terror II*, entered as the Frazer Nash Union Special. It followed the body style of the other two, but was based on the racing 'Nurburg' Frazer Nash. However,

By May 1933, Vauxhall-Villiers had got into its powerful stride; at Shelsley, it vanquished 'The Spook'



courtesy of John Maitland

Top: Nash chats to H R Godfrey (left) of GN and HRG fame about his latest Frazer Nash Special at Crystal Palace. Above: Blasting the Union Special away from the start at Lewes, a sprint venue where Nash regularly won his class

it was decided to trim weight to about 11cwt by feeding the twin Centric superchargers of the Gough single-overhead-camshaft engine with one carburettor between them, and dispensing with the Shelsley-type cantilever front-springing and straight front axle, but retaining the larger brakes and duplicated driving chains. Alas, difficult starting caused by icing-up of the lone carburettor was experienced and two SU substitutes were not altogether successful. Yet at a 1936 Shelsley Walsh meeting, the new car was 0.2sec quicker than *The Terror* had been. By May 1933, the Vauxhall-Villiers had got into its powerful stride and at Shelsley vanquished *The Spook*, which nonetheless won its class (45.6sec). However, Raymond Mays' supercharged Riley Six was just too much for Nash at the second Shelsley climb.

In 1934, Nash was now living with his family at The Beeches in Weybridge, almost a mile from the Track, and racing gave way to historical interests and his passenger-carrying model railway in front of his house, the running-shed containing a steam locomotive, a huge electric loco, which was quite daringly fast on full notch of its rheostat, and a hand-propelled track-inspection trolley.

Dick was also very busy looking after his collection of ancient cars, one of which was the venerable 1912 15-litre Grand Prix Lorraine-Dietrich *Vieux Charles Trois*, with a long Brooklands history. It was in a sad condition; I was given a run round the Track roads in it and tried to buy it for a fiver before Nash restored it and drove it in Edwardian races; at the Crystal Palace circuit it proved to be a bit faster even than Anthony Heal's 1910 10-litre Fiat.

Nash was also searching for early aeroplanes, with journeys to France if he heard rumours of such a find. He learnt to fly at Shoreham on Avro 504s, and had had his own Klemm, G-AAHL, sold to Lord Aspley in 1932. By 1950, he had a dozen pre-1919 aeroplanes, one a 1912 G3 Caudron which a very brave Ken Waller flew across the Channel for him. Dick flew a 1909 Blériot XI and a later Blériot at Brooklands. The 1940 bombing raid damaged some of the collection which was then moved to his house.

Dick's versatility was astonishing, ranging as it did from skilful Special-building and driving of such cars to proper restoration of veterans of all kinds. He died in 1966. His son has the old Lorraine, which he has exercised at suitable events from time to time. M

The 1953 Le Mans winning Jaguar C-Type

JAGUAR
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A new 1:18 scale diecast replica



In 1953, Jaguar entered three works cars at Le Mans, a line-up which was supplemented by the works-prepared Ecurie Francorchamps entry.



During Thursday night practice, the three works C-Types broke the lap record.

Soon after the start of the race, Stirling Moss moved into the lead. The pace was frenetic but the Ferraris could not crack the Jags.

The Ross/Holt car (number 18) moved into the lead when Moss came in to rectify a misfire.

With 12 hours gone, the leading Jaguars were lapping faster than the previous year's lap record. After 19 hours, the second placed Ferrari retired, leaving the race order as Jaguar, Jaguar, Cunningham, Jaguar.

Moss eventually fought his way back from 21st to second but could not catch the leading Jaguar.

The C-Types finished first, second, fourth and ninth. The Daily Telegraph was moved to describe the victory as 'Britain's greatest motor-racing triumph!'

A new replica

This new 1:18 replica from Auto Art is the latest addition to the Classic Jaguar Collection which has already seen models of the C-Type, D-Type, XKSS and XJ13.

The detail on the Le Mans C-Type is outstanding. The car features an opening bonnet, doors, drop down boot with spare tyre and working steering. The screen, steering wheel,filler cap and number plate are all exactly as they were on that famous day in 1953.

For Jaguar and classic Le Mans fans, this new replica is a 'must-have!' It is a car we have waited for, for over two years.

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The easiest way to order your Le Mans C-Type is to call the Orderline on **08700 40 1234.** The lines are open from 9.00am to 8.00pm, Monday to Friday (5.00pm on Saturday).

Alternatively, you can fax the order form to us on **08700 13 2468** or send it to us at the address below.



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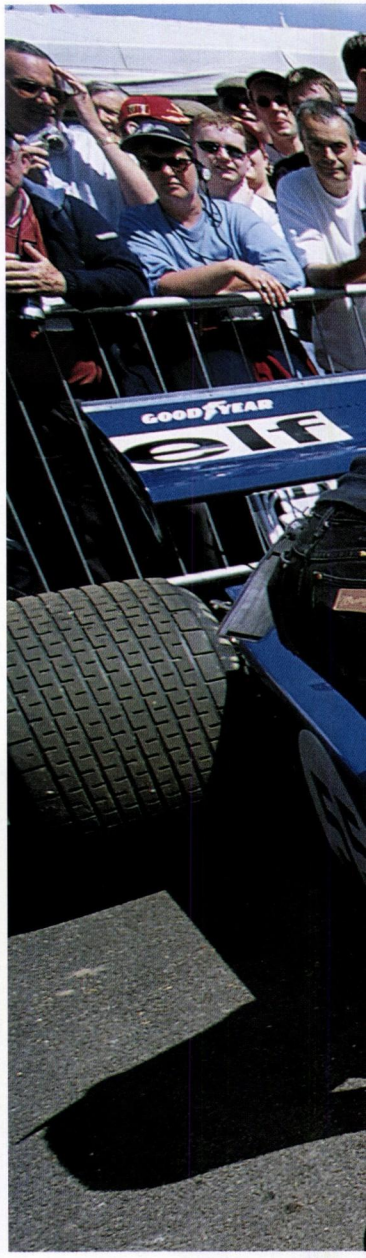
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GOODWOOD FESTIVAL OF SPEED

photography by LAT

INCREDIBLY, THIS WAS THE 10TH FESTIVAL OF SPEED. SO YOU KNEW WHAT TO expect, right? Wrong. The joy of this event is that the organisers are still able to pull surprises out of the hat – from Sid Allard's dragster to Bill Milliken's outrageous 'camber car', from Ford's GT70 to Rod Millen's Toyota Pikes Peak stormer. Sure, it was busy, but if you got there early, didn't bother with a big lunch and left early, all you needed then was a bit of sunshine to make a perfect day. That duly arrived on Saturday and Sunday after a rainy Friday.

If you couldn't make it down to Sussex, the next few pages will give you a flavour of what you missed. But never has the phrase 'You really had to be there' been more appropriate.

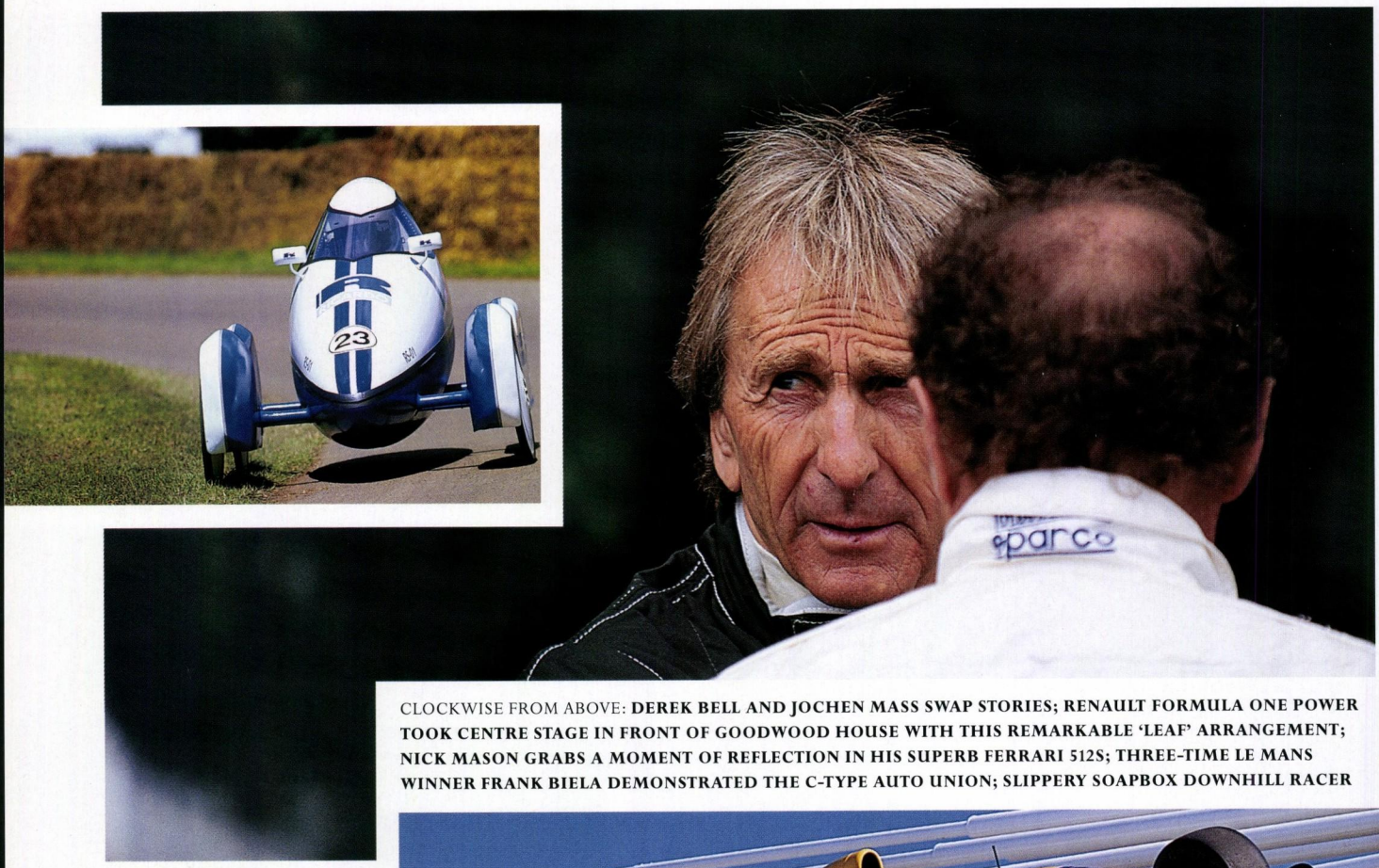








ABOVE: **TYRRELLS 005, 006 AND 008 AWAIT THEIR TURN UP THE HILL. TEN OF THIS FAMOUS OCKHAM-BASED MARQUE, FROM THE 001 OF 1970 TO THE 025 OF 1997, WERE GATHERED TOGETHER TO CELEBRATE THE LIFE OF ITS FOUNDER**
LEFT: **THE MEETING ALSO MARKED 50 YEARS OF LOTUS ENGINEERING. THIS IS JIM BENNETT'S EX-PETERSON LOTUS 76**



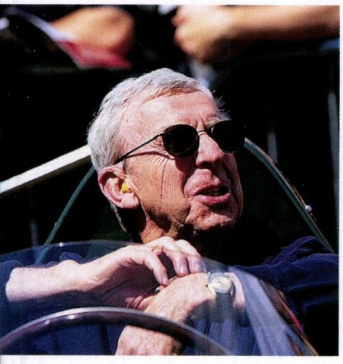
CLOCKWISE FROM ABOVE: **DEREK BELL AND JOCHEN MASS SWAP STORIES; RENAULT FORMULA ONE POWER TOOK CENTRE STAGE IN FRONT OF GOODWOOD HOUSE WITH THIS REMARKABLE 'LEAF' ARRANGEMENT; NICK MASON GRABS A MOMENT OF REFLECTION IN HIS SUPERB FERRARI 512S; THREE-TIME LE MANS WINNER FRANK BIELA DEMONSTRATED THE C-TYPE AUTO UNION; SLIPPERY SOAPBOX DOWNHILL RACER**







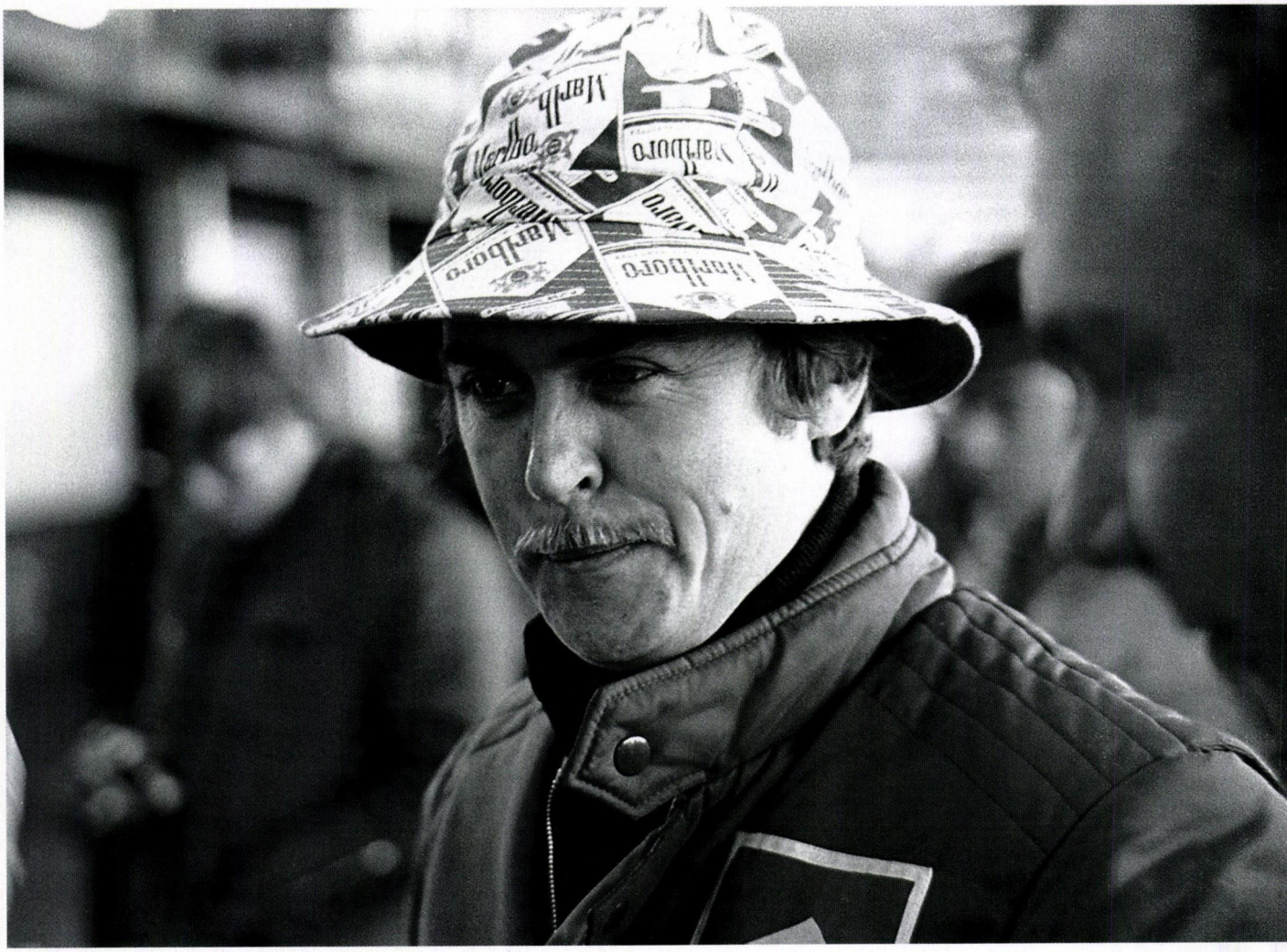


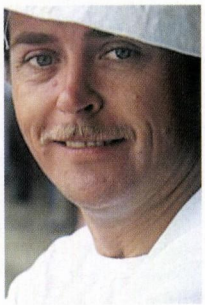




CLOCKWISE FROM ABOVE: **RENE ARNOUX WAS 'PERSUADED' TO HUSTLE THIS ALAIN PROST RENAULT RE30; ANTHONY McLEAN'S FANTASTIC RECREATION OF VITTORIO JANO'S QUAD-CAM V6 LANCIA SPORTS-RACER; TONY BROOKS, WINNER OF THREE GRANDS PRIX IN 1958, GOT BACK BEHIND THE WHEEL OF ONE OF THAT YEAR'S VANWALLS; GEOFF FARMER ASCENDS IN JO 'SEPPI' SIFFERT'S 1968 BRITISH GP-WINNING LOTUS 49**







THE ONE THAT GOT AWAY

COLD CALLING

SIMO LAMPINEN 1973 RIDEAU LAKES RALLY

YOU MIGHT NOT THINK THAT A LANCIA STRATOS WOULD NEED TEAM ORDERS TO BEAT ITS BETA COUPE COUSIN. BUT IT DID. ONCE. JOHN DAVENPORT EXPLAINS

GOING INTO THE RECORD BOOKS AS SOMEONE WHO missed the start of a world championship rally and caused the rules to be rewritten is one thing, but being persuaded to let someone else win the very next event is quite another. This saga began for Simo Lampinen on the 1973 San Remo.

"It was the first world championship outing for the Lancia Stratos, and also the debut for the Beta Coupé. For us, it was an unmitigated disaster. No-one told us that the start time had been brought forward an hour, so we, Henry Liddon and Basil Tye – the international steward from the RAC – all missed the start. Actually, John [ahem, Davenport] and I were only a few minutes late, but they had that funny Mille Miglia-type rule that said if you could not start on your actual minute, you could not start at all. It was as result of our little problem that the CSI [the sport's then-governing body] changed the rule. Ever since, if you turn up late, you can start, but you have to get back on schedule at the first control." Thus Lampinen's brand-new Beta never turned a wheel in anger, while Sandro Munari's Stratos went on to win.

Both these cars and crews were then due to compete in the Canadian and American rounds of the world championship. The first of these was the Rideau Lakes Rally, which was based in Smiths Falls, just south of Ottawa.

"There was no practice allowed so it was a bit like the RAC Rally, but much nicer roads, more like Finland. Problems came at scrutineering when none of the Lancias were anywhere near quiet enough for the Canadian authorities. In fact, the 16-valve Beta was the worst. But Mike Parkes took the cars away and came back some hours later with new silencing arrangements. Ours was a smart Thrush



But for a phone call from his boss, Simo Lampinen (left) and the Lancia Beta Coupé (below) would have won a world championship rally

silencer from a motorbike shop, but nothing would fit the Stratos. So they had welded baffles inside and stuffed the thing with pads of steel wool. We all passed the noise test okay, but the first time Sandro opened that thing up on a stage, the woods were full of steel wool."

The first part of the rally comprised five stages in the daylight round Smiths Falls to satisfy the curiosity of the townsfolk and the needs of the TV crews. It then headed into a long night of stages around Bancroft, several miles away to the west. Fiat made the initial running, Markku Alén leading in his 124 Spyder Abarth until he hit a rock and took an early bath. Even then it was not plain sailing for Lancia.

"The guy out in front was Alcide Paganelli in another Fiat. We were quite happy to let him go as he did not have a good record for finishing, especially on unseen stages. In any case, Sandro had had a big jump with the Stratos and landed heavily on the nose. This removed a couple of spotlights and this is why he decided to back off a bit.

"We would have been ahead of him here but for a rear puncture. We had to drive some 10 miles on a flat tyre. The alloy wheel was in two pieces when we got to service, but we had only lost a minute to the two Italians."

Then the inevitable happened. Paganelli went off and removed his Fiat's sump. Thus, going into the second half of the rally, Munari led by just under a minute from Lampinen. Guy Chasseuil was third in an Alpine A110, but was some eight-and-a-half minutes behind the Finn.

"That last night round Smiths Falls was real Scandinavian weather. It was well below zero and there was even some light snow. We had a big advantage in that we had a front-wheel-drive car – and a heater!

"Chasseuil was very quick on the first three stages, but then he inverted it and there was no pressure from behind. And we soon found out that Sandro had problems. His engine was not in good health. The oil pressure was low and he was going to be lucky to get the Stratos to the end. On one stage, we caught him up and then stayed behind him, which became a bit embarrassing when we were caught by Walter Boyce in a Toyota Corolla that had started two minutes behind us. To show you how cold it was, Boyce stopped in a garage to weld up his exhaust, and when he went to drive off, he discovered that the water in his radiator had frozen. He lost 10 minutes on the road sorting that one out.

"So we were leading, with Sandro second and the next guy, Boyce, well behind. And then, with just a couple of stages to go, we came into a village and there was someone waving us down. It was Daniele Audetto, the team manager. In the middle of the night, in the freezing cold, he took me into this telephone box, and on the other end of the line was the *Direttore Sportivo* of Lancia, Cesare Fiorio.

"To cut things short, he made me an offer that which involved my 1975 season that I could not refuse. The result was that we stopped in the last stage for some four minutes and counted trees.

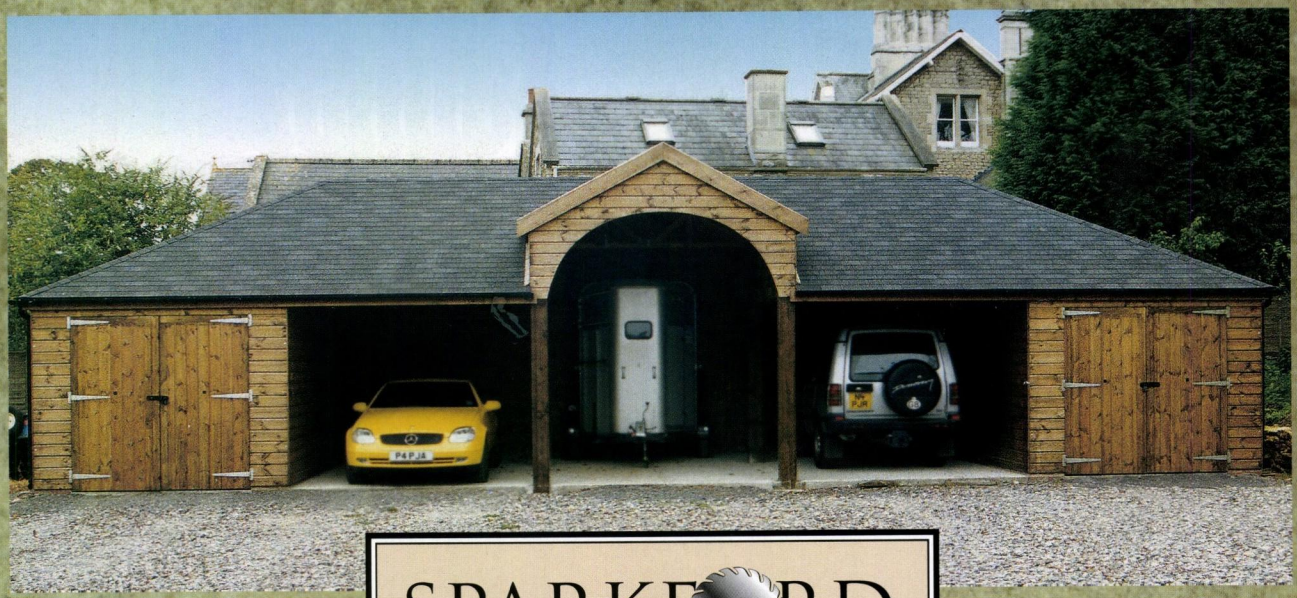
"Sandro won the event and Lancia went on to win the world championship. The order in which we finished in Canada would not have affected the final points in any way, but Cesare had been very keen to have the Stratos win. He had put so much effort into persuading Lancia to build that car. And Sandro drove it well. He was third a few weeks later on the RAC Rally, and went on to win Monte Carlo three times in a row with it."

So no regrets then?

Not exactly...

"I miss not having a single world championship rally win to my name after scoring all those other victories before the WRC existed." M

both: McKlein



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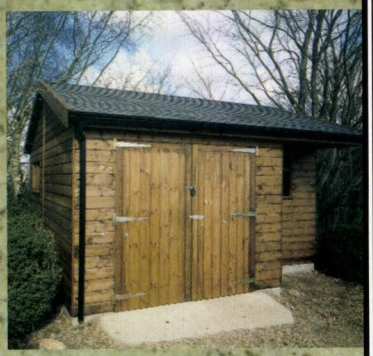
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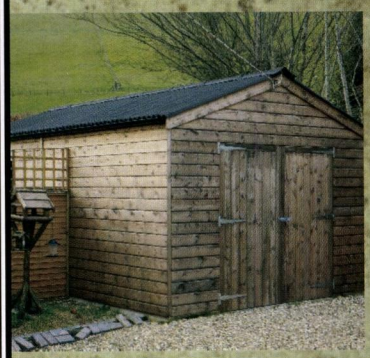
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WARHORSES

Talbot T26GS

CHASSIS NO. 110057

FANGIO DROVE THIS CAR AT LE MANS IN 1951. ONE OF ANTHONY LAGO'S RUGGED RACERS, IT WAS ONLY SLIGHTLY REMOVED FROM HIS SINGLE-SEATERS AND HAS BATTLED WITH GP CARS AS WELL AS SPORTSCARS SINCE ITS RESURRECTION 44 YEARS AGO. BY GORDON CRUICKSHANK



REMOVE THOSE CYCLE-WINGS AND YOU HAVE YOURSELF A GRAND PRIX RACER. LONG-TIME OWNER RICHARD PILKINGTON HAS MADE FULL USE OF THIS CAR'S VERSATILITY

photography by Charles Best



ONE FAMOUS OWNER – LOUIS ROSIER BOUGHT CAR FROM WORKS; DASH WAS UNALTERED WHEN BODY WIDENED; FRONT SUSPENSION AS ROBUST AS SIX-CYLINDER MOTOR

Like every car enthusiast, you have probably had the odd daydream about finding a valuable car covered in dust in a shed. A Le Mans car, say, perhaps with some famous driver history – maybe even someone as important as Juan Manuel Fangio.

Richard Pilkington doesn't need to dream about that; it's already happened to him.

When he spotted a battered wreck on a truck in a Paris workshop he didn't know that Louis Rosier and Fangio had once hurled it down the Ligne Droit des Hunaudières. He only knew that it was the remains of a Talbot sportscar, a make he had become interested in through his father's keenness for his Talbot-Lago Record.

Forty-four years later, its early history is well known, and has been expanded by the hundreds of races Richard has done in it. VSCC long-timers will know car and driver well – and the Totnes Motor Museum Richard and his ebullient wife Trisha set up. More recently, they have been organising their own events via TOPS (www.topsclub.freeserve.co.uk), the exclusive club they run to give owners of thoroughbred cars a chance to exercise them.

That chance Paris encounter was the result of a spares hunt. In 1958, knowing he was driving to Le Mans, Richard's father asked him to divert to Talbot's works in Suresnes, Paris, to buy some gearbox spares for the Record. His arrival there caused some interest, as Richard was driving his recently acquired Alfa Romeo 1750GS. Before long Anthony Lago himself, the colourful temporary saviour of the troubled French make, came out to see why people were standing on the pavement, and Richard took the opportunity to ask what had happened to the Talbot grand prix cars. "Actually, there's one nearby," said Lago, and directed him to the nearby suburb of Puteaux and the garage of Georges Grignard.

Here the eager car-lover found a single-seater Talbot grand prix car – which was for sale. But at an outrageous £1200, it was out of the young Pilkington's reach. Disappointed, he was preparing to leave the back-street workshop when he saw some blue body-work through a grubby window. On asking, "What's that, *Monsieur*?" he was taken through to inspect the distressed remains of a Talbot sportscar. Grignard explained why it was sitting there gathering dust.

He had bought it from Louis Rosier, the privateer Talbot campaigner, in 1953 and entered it in the 12 Hours of Casablanca. Thanks to an inexperienced co-driver they ran out of fuel. Grignard then decided to enter it for the 1954 Le Mans, with Guy Mairesse as co-driver and, as a shakedown, the pair planned to contest the Coupe de Paris race at Montlhéry. Which is where it all went wrong. During a practice session, Mairesse found a little Renault stopped right on the racing line in a fast corner, and had to swerve. He went off at high speed through a line of concrete posts, killing a six-year-old boy and fatally injuring himself.

In this damaged state, the car had sat for the last four years as the legal aspects were sorted out. Now Grignard was ready to sell, but Pilkington had already stretched himself with his pre-war Alfa, and even this wreck was more than the £16 he had put aside to get himself and Alfa to Le Mans and back. It was lucky that Pilkington Snr was a Talbot enthusiast and could be persuaded that this was a once-in-a-lifetime opportunity…

'He was leaving the workshop when he saw some blue bodywork through a grubby window'

'So, with the MGA behind to collect anything that fell off, they plunged into the Paris traffic'

Back in Britain after Le Mans, with a deal done, Richard suddenly had a new problem. In the 1950s, importing a car to the UK was far from easy; a cash-strapped and war-ravaged economy wanted to sell its own cars, not buy someone else's, however old and damaged. Trying to clear the way in advance was bound to get bogged down in paperwork, so Richard decided on the full-frontal approach: he would drive it back to England and bluff it out with Customs. Easy. Except that the body was torn and flapping, and the engine had been taken out and disassembled.

Grignard agreed to allow Pilkington to use his workshop, and to loan Claude, his racing mechanic. So the following Easter, Richard set off for Paris in his MGA "with a few tools and useful-looking hammers". Claude had already begun the engine work, so Richard began on the battered body, cutting away the loose bits and folding the sharp edges back, adding some running lights at the front, replacing the punctured rad from Grignard's spares, and "generally hammering things a bit straighter".

This was not repair work by any stretch of the imagination; when the Talbot, its drivetrain now running remarkably well given its hibernation, finally bellowed out of the little garage, everything ahead of the cockpit was bent, the offside panels were missing, a wheel spun nakedly in the wind, and everything flapped. You'd think even the French police might have something to say, but no. With the MGA behind to collect anything that fell off, they plunged into the Paris traffic.

After 80 rattling miles of cobbled *pavé*, the rear of the body began to detach itself, letting the doors flap open. A helpful carpenter produced some wood and wire with which the escaping panel was recaptured. "Now we had to jump over the wire across the door opening," recalls Richard, "but it was only a little problem and soon forgotten."

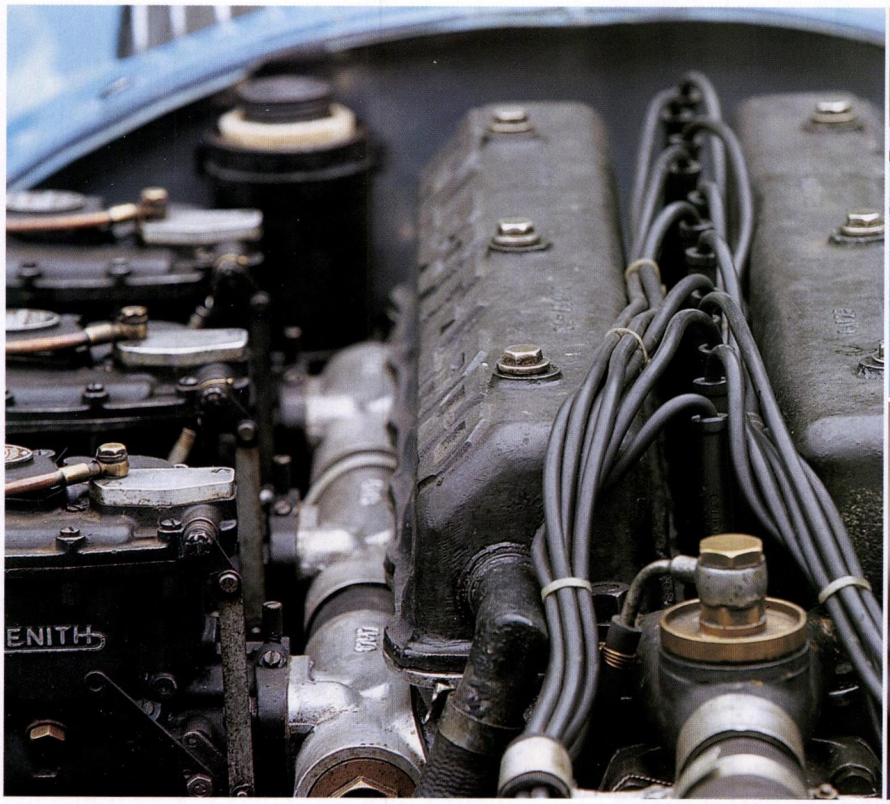
The next "little problem" to be overcome was the proprietor of the hotel at Abbeville, where a projecting gate-stop knocked the drain plug out of the gearbox. "He wasn't pleased to have a gallon-and-a-half of hot oil dumped in his yard," says Richard airily, "but we sorted it out. We had dinner, and next morning shaved a champagne cork to fit."

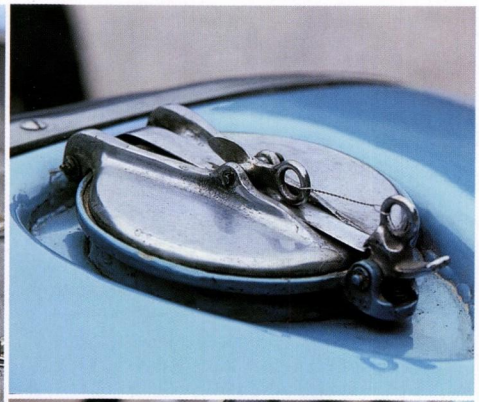
That improvisation was sufficient to get them to Le Touquet, where they rumbled into the foldaway nose of a Silver City Bristol Freighter and flew home. Looking at the mobile wreck, the Customs officials charged only token duty.

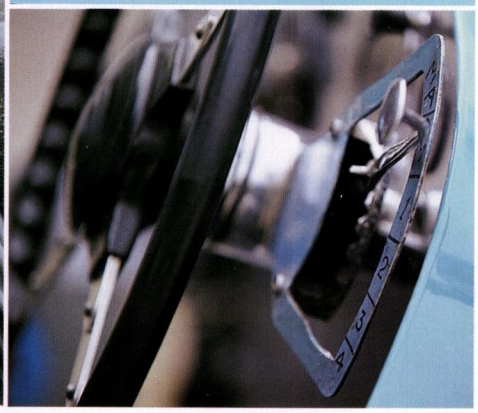
At the time, Richard didn't realise that his new sportscar had once worn a narrow cycle-winged body, so he repaired the existing body and began to use the spartan machine on the road between events. Not the easiest course; with a Wilson pre-selector gearbox and no clutch, it was a two-man deal to get rolling on a cold day, and a he-man deal to survive a long winter drive.

Gradually the car's history became clear. Talbot earmarked it for Rosier to drive in the 1950 Le Mans, but didn't finish it in time. Instead, Rosier won in another team car. By '51, it *was* part of the team, slated for Rosier to drive at Le Mans with someone called Fangio. In the event the car failed them: the oil tank above the driver's legs split, dumping its contents over Fangio's lap. Much later, Richard spoke to the maestro about it. ➳

'CAM COVERS' DISGUISE ERA-STYLE HIGH-CAMSHAFT PUSHROD DESIGN; 50MM ZENITHS GULP FUEL FROM HUGE LM TANK; DAINTY SHIFT FOR 4-SPEED PRE-SELECTOR 'BOX

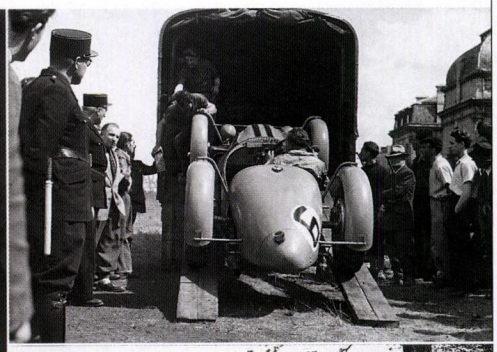






FROM LE MANS DRAMA TO RESURRECTION SAGA







all : courtesy of Richard Pilkington

CLOCKWISE FROM ABOVE: TALBOT TEAM-MATES FANGIO AND GONZALEZ CONFER AT LE MANS IN 1951. DESPITE THE PRESENCE OF THESE TWO SOUTH AMERICAN SUPERSTARS, ANTHONY LAGO'S TEAM WAS UNABLE TO REPEAT ROSIER'S SUCCESS OF 1950; CHASSIS 110057 IS UNLOADED BEFORE THE RACE; GUY MAIRESSE WAS KILLED IN THIS ACCIDENT: IT WAS FOUR YEARS BEFORE THE CAR RAN AGAIN

"I could see by his pained expression that he remembered it very well."

Rosier, a wealthy privateer, bought 110057 after the race as a back-up to his grand prix Talbot. But international sportscar rules now changed to ban cycle-wings so, like the team, Rosier converted it to a full-width body. A Renault dealer by trade, he sometimes had special bodies made by Carrozzeria Motto in Turin, so it was to Italy he sent the car for new, smooth, all-enveloping coachwork.

Its next outing was another 'grand prix', however, as the 1952 Monaco GP ran to sportscar rules. Maurice Trintignant, a future two-time winner of the race, drove it – and retired. Eugène Chaboud gave it another outing, in the GP de Reims, its last under the Rosier *equipe*. Then in '53, Louis sold it to Grignard, which is where we came in.

Pinning down the history made Richard realise something: by reverting to a cycle-winged body, he could do a Rosier and enter the car, stripped of wings and lights, in the grand prix class at VSCC events. (Which, in the early '60s, was the only forum for such cars.) He recalled that underneath the Motto 'barquette' the layout was identical to the cycle-wingers, complete with pointed fuel tank in the tail, and when work began it turned out that Motto had not cut anything, merely welded outriggers onto the chassis for the full-width body. Undertray, flooring, dash, even the screw-holes on scuttle and chassis were still there, ready to accept a fresh set of panels. Talk about straight-forward; no wonder it was cheap. "Peels of Kingston did it for £54," Richard remembers.

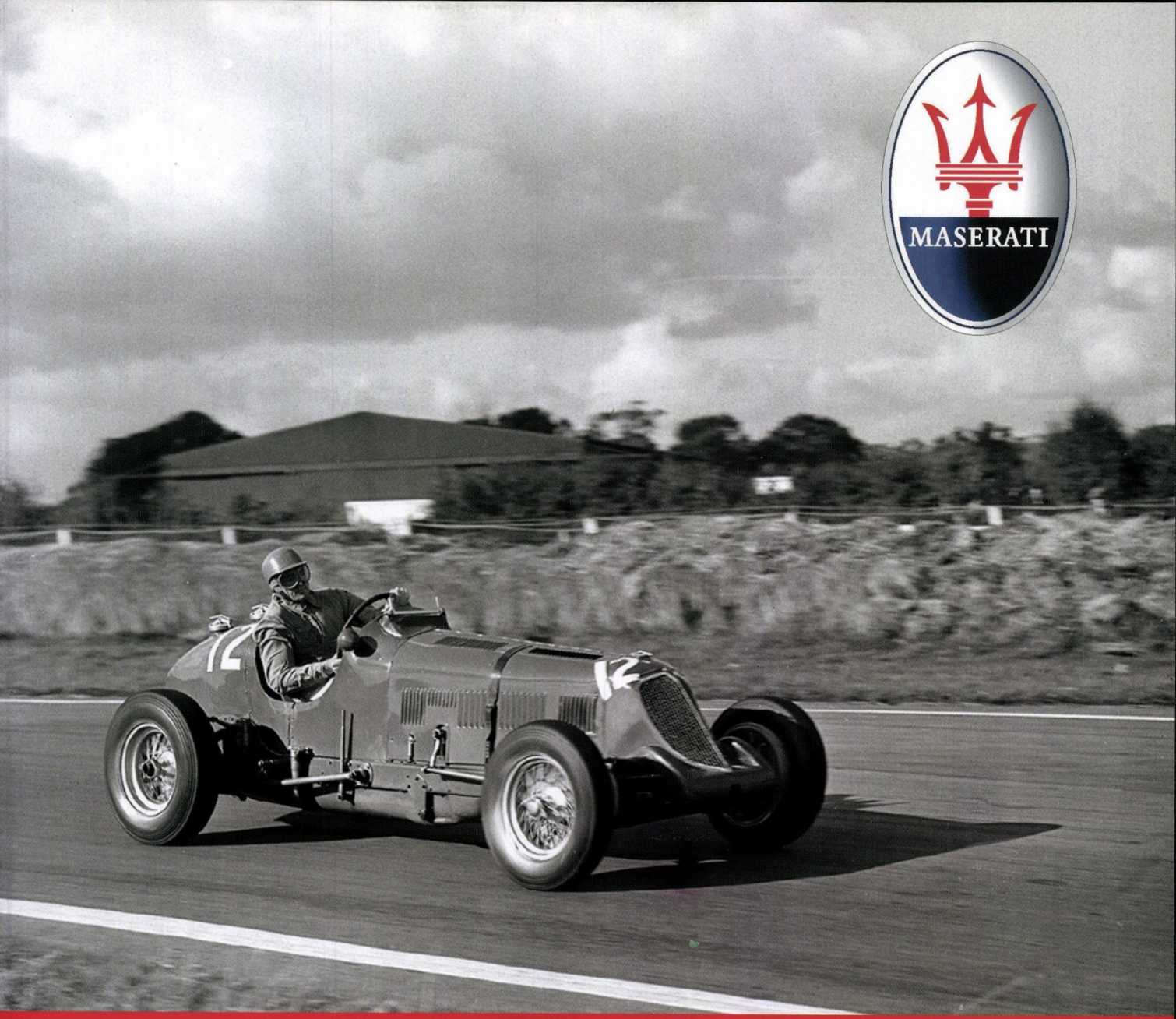
It may seem bizarre that a post-war car could double for both sportscar and GP events, but the Talbot's layout goes back to 1938, when Lago inserted a new, tough 4.5-litre straight-six into an offset chassis. Instead of the pilot having to straddle a propshaft, the engine, 'box and final drive are all pushed to the left so the driver's behind can drop down alongside, with rear semi-elliptics close up to the chassis rails to cut drag with a narrow body. The front rode on chunky top wishbones and a lower transverse leaf. A dedicated single-seater version put the engine central, with drop gears to move the propshaft well to the right, but had identical running-gear to the sports-racers, which could and did run both stripped in grands prix and cycle-winged with token second seat and side-mounted spare to give Talbot a robust long-distance challenger. From 1948 (when the cars became Talbot-Lagos) the T26 gained a new head with high camshafts producing 240bhp; a twin-plug head, as on this car, eventually pushed methanol GP versions to 280bhp.

So Richard's 'right-hand-drive single-seater' has a true dual-purpose history, which is how he uses it. In the 40-plus years it's been his, it has served him well. "I've done well over 200 races in it," he says, "and it's wonderful on the road, too. For the driver, anyway – the second seat is only a sop to the regulations."

However, if anyone wants a lift, he has built up the Motto body with a new chassis and period running-gear, and then there's always the Record saloon, which uses essentially the same mechanicals.

"It's amazing that they built a competitive grand prix car on basically road-going parts," he reflects. It's equally unusual to find a motor-racing gem in a shed – but just occasionally dreams actually come true. M

'I've done well over 200 races in it, and it's wonderful on the road, too – for the driver, anyway'



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'Johnny found himself in a shallow creek bed with both arms pulverised from the effects of three wailing end-over-ends'

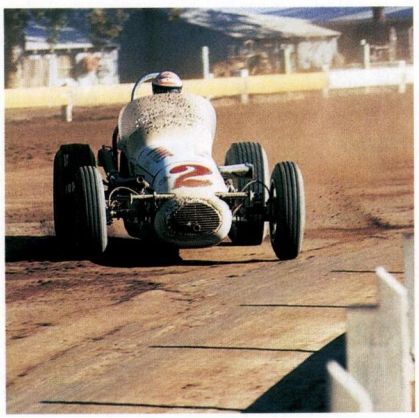
JOHNNY RUTHERFORD CHEATED DEATH TWICE. BUT HIS SUCCESSES IN THE INDY 500 OWED LITTLE TO LUCK: HE WAS SIMPLY SCINTILLATING WHEN IT MATTERED MOST. JOE SCALZO PROFILES A TEXAN WHO CONQUERED THE BRICKYARD THREE TIMES

photography by Bob Tronolone

SPECTATORS AT THE 47TH INDIANAPOLIS 500 back in 1974 had the choice of watching the front runners – A J Foyt, Mario Andretti, Bobby and Al Unser, and Gordon Johncock – or else watching the rear as Johnny Rutherford, 'driving like a USAC sprint car driver', brought his Team McLaren up from 25th. Rutherford had recorded the second-fastest time trial but had done so on the second day and therefore had to start at the back. The knowledgeable chose Rutherford.

After fighting past seven cars into 18th place on the first lap, he was 14th at five miles, ninth at 10, sixth at 12, fourth at 25, second at 57, and around Foyt and into the lead at 162. Only A J offered much of a fight, and when he blew up at 355 miles, Johnny was the winner in a rout: he led for 300 of the 500 miles. 'Driving like a USAC sprint car driver' indeed.

Born in Kansas, raised in Texas, he saw his first midget race at 10, became a hot rod club member in his teens, and way before he was 21 was part of the Dallas blue-collar mob who kicked the windows out of their Ford flatheads and manhandled them as econo-class *bolides* at Devil's Bowl Speedway.

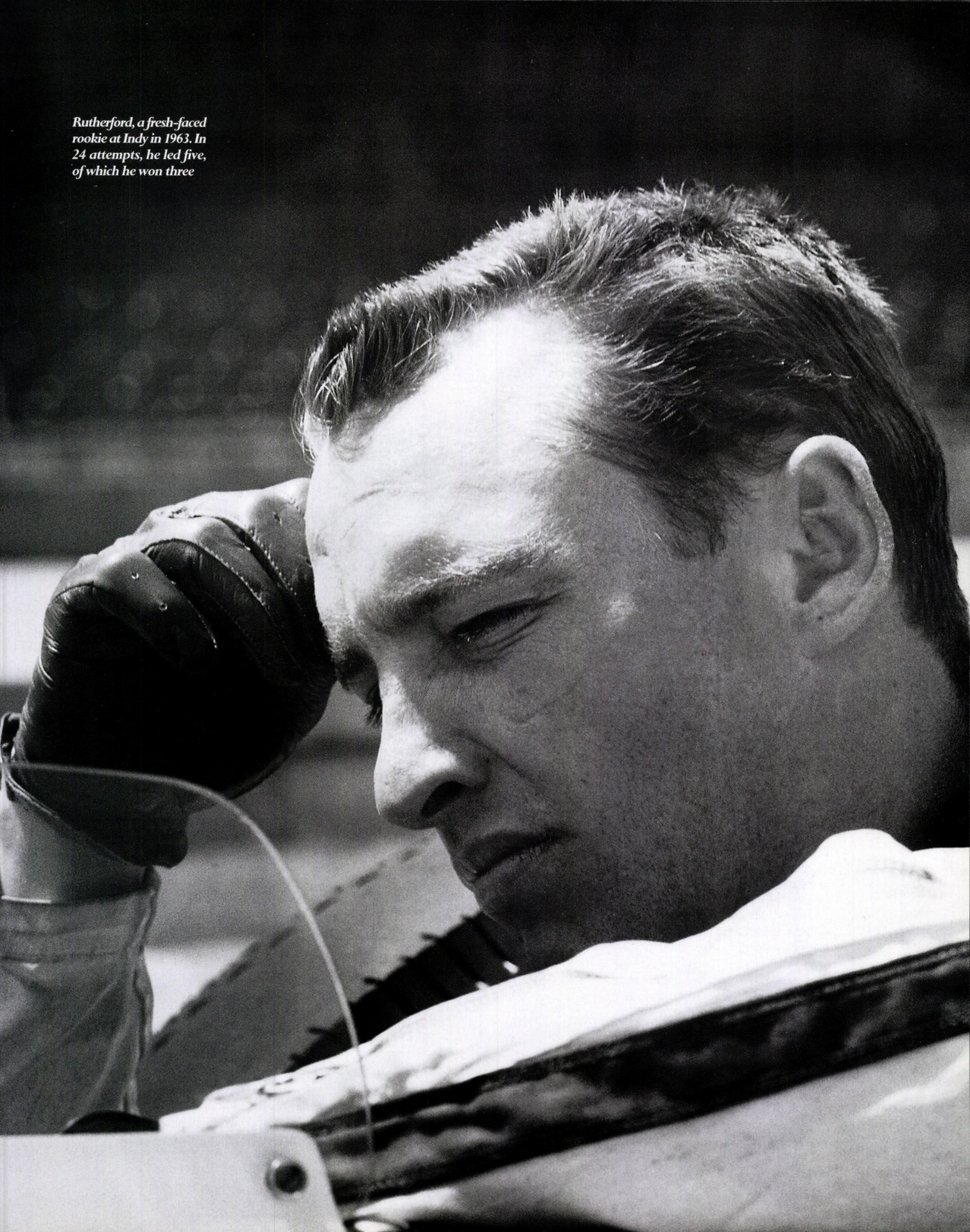


Above: Rutherford presses on at Sacramento in 1965. He won the sprint title that year, but his biggest successes came in rear-engined cars

Johnny's education in violent open-cockpit, open-wheel V8 sprint cars began on the battlefields of the IMCA cornstalk tour. In 1962 he looked like the hot ticket to win the International Motor Contest Association's seasonal title until he interrupted his operations to make his bow as a USAC gladiator at the Hoosier 100. He successfully qualified – he was uncompetitive in the Hoosier 100 itself – but for him the beauty was that the seat in a Watson roadster for the 1963 Indy 500 went with the deal.

Then Smokey Yunick, wizard of taxi-cab NASCAR, unexpectedly telephoned. Another planet heard from. Needing somebody fresh to chauffeur his 'back-door' factory Chevrolet in Daytona Beach's stock-car 500, Smokey wondered if Johnny harboured any prejudices against door-slammers.

Johnny did not – even though the open-cockpit midget, sprint and dirt car varsity classified stock car racing as something you did when you retired from ➤



Rutherford, a fresh-faced rookie at Indy in 1963. In 24 attempts, he led five, of which he won three





real racing. Johnny went to Daytona, climbed up on big D's high banking to qualify at 165.181 mph – a track record – then won a preliminary 100-miler. He was smack in the middle of the fight in the 500, too, until he had to spin himself out of a tank-slapper and lost two laps in the pits having Smokey cut off a splattered right-rear quarter panel.

May's Indy 500 was a comedown in speed of almost 20mph, but snagging a starting place in the 500 was Johnny's mega moment. He was part of a generation to whom Indy was everything. And this despite the fact that he was on row nine and had had to go through two tired roadsters to get there. With 362 miles still to come, he was already done with a ruptured transmission.

The following year he was right in the centre of the MacDonald/Sachs collision which laid down a wall of exploding gasoline. Unable to stop, Johnny blasted underneath the flailing tail of Sachs' car – he collected a tyre print across his own roadster's nose – then went high around MacDonald, straight into the holocaust. As he burst out of the flames and smoke, Bobby Unser's four-wheel-drive Novi, with its own steering gone, smacked Johnny's roadster in its hind quarters. This split open its full fuel tank – without setting it alight despite all the fire around it.

'At Atlanta, Johnny did the impossible and won in a jittery rear-engined A J Watson car'

Above (left to right): In 1980, JR won Indy in the Chaparral; in '76, he won in a McLaren from pole; in '74 he drove it from 25th to Victory Lane

Despite trailing this fuel flood, and despite the ruptured injector horns off MacDonald's car plugged in its undercarriage (along with the trademark lemon-on-a-string Sachs like to suck on), and despite its rubber-smeared nose and blackened windshield, and despite a neck roasted to the second degree, Johnny and his car marched onward. They had travelled around the first and second corners and the length of the back straight before Rutherford thought to stop to see if he was burning. When told no by a fireman, he notched low gear and travelled a little further before at last parking above a spreading ocean of methanol.

Johnny had better fortune in 1965. At an Indycar meet on the Atlanta superspeedway, he did the impossible and won in a jittery rear-engined A J Watson car. As a comparable accomplishment,



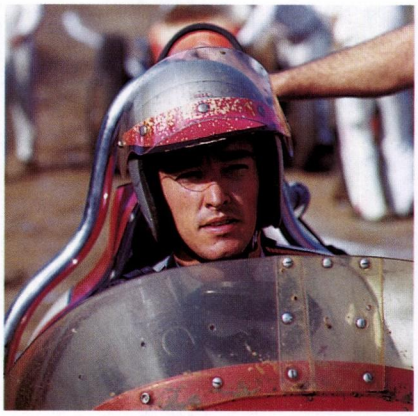


he won the seasonal sprint car title of USAC, possibly the most competitive series in racing, the opposition including Foyt, Parnelli Jones, Mario Andretti Roger McCluskey, Bobby Unser, Don Branson and Jud Larson – a galaxy of heavyweights.

Trying to repeat as champion in 1966 brought disaster. Early in the season, everyone was at Eldora Speedway in Ohio where the dirt surface was in ruin and Johnny was seeking tutelage from his car owner, volatile Wally Meskowski, about whether to run high or low. Wally responded to his question with the 'move higher' sign.

Johnny moved. To his annoyance, all he discovered was more broken ruts; as he bucked through them, Mario Andretti shot past him on the inside. Now steering with one hand, J R vigorously waved the middle finger of the other at Wally, after which he raised his face shield for a better view of the track.

What he got instead was a rock the size of a baseball thrown up by Mario's tyre. It caught him full in the face. Upon awakening sometime afterward, Johnny found himself outside Eldora in a shallow creek bed, his car right side up but with both arms pulverised from the effects of three wailing end-over-ends. He was out for the rest of the season.

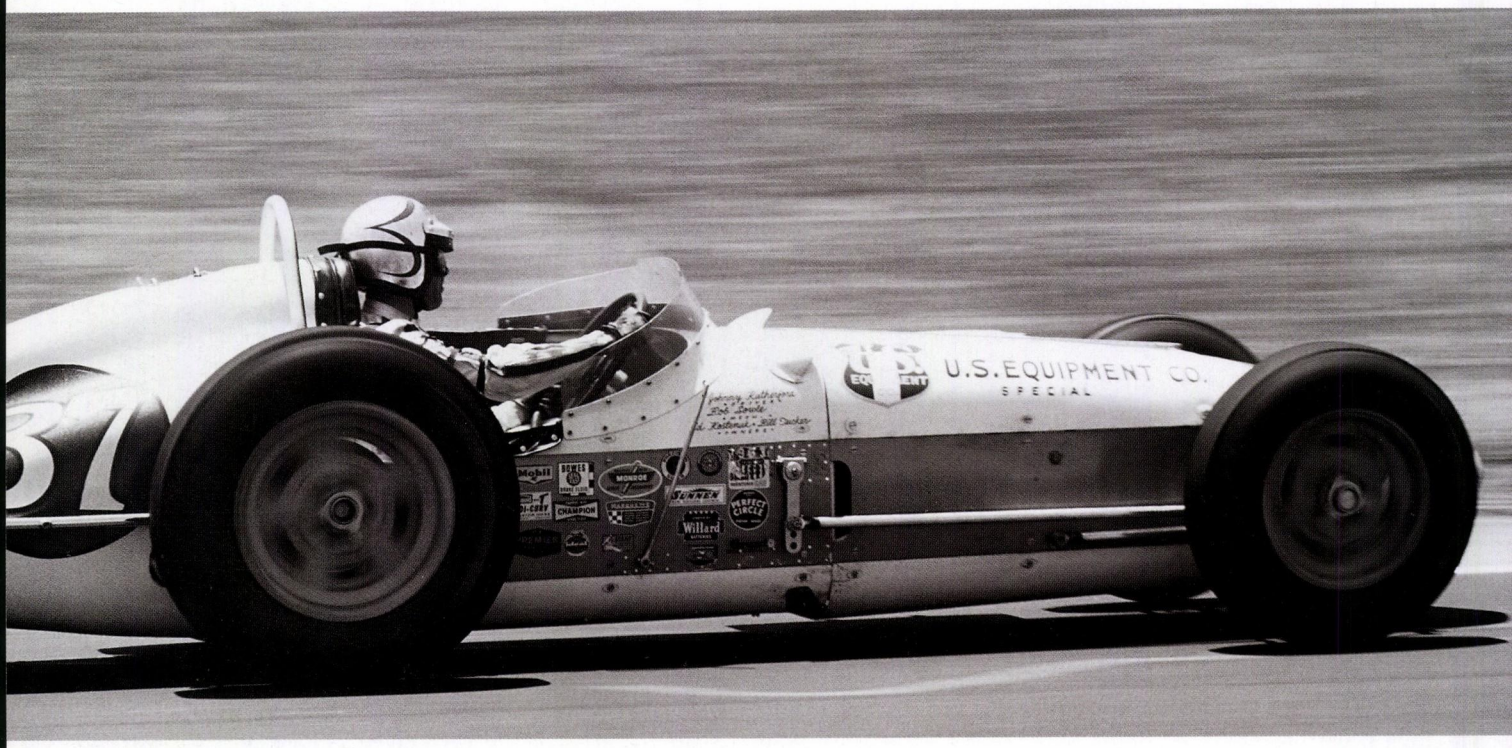


Above: 1962, the year in which Rutherford broke from the sprint car ranks to make his USAC debut. He continued his NASCAR activities, too

His recuperation was long and painful and included burns in a big wreck at Phoenix. But just when he seemed to have slipped out of the first rank came an amazing drive in qualifying for the 1970 Indy 500. Al Unser in his Johnny Lightning Special had the pole position locked up with a speed of 170.220mph, and Foyt in his Sheraton-Thompson was next to him on the front row at 170.004. Rutherford's elderly Patrick Petroleum Eagle had figured in nobody's prognostications. But Johnny did the 10 miles at 170.213 to grid second. It was the closest pole battle in Indy's history.

His equipment broke down in 1971 and '72, but then in '73, as a member of Team McLaren, he at last won pole at 198.413 mph. The usual Indy gremlins struck and he finished only ninth, but he won at Ontario and Michigan.

Then in 1974, he had his blazing run from 25th to the front and victory. ➳



He recalls: "That car was so good that in 12 laps I was third. Foyt had a four-cam Ford V8 which could out-torque me off the corners, but I had all four corners going for me. He finally retired with an oil leak, and that was about the best way it could have been scripted, to win from 25th *and* to have duelled with A J."

He also won at Pocono, thus becoming the first driver to win two 500s in a season. Rutherford and the McLaren remained formidable: second in '75 and first again in '76: "A J had a straightaway on me, when all of a sudden he had a handling problem and I passed. Just past 250 miles, it started raining and the race got stopped. At 4.30 they were getting ready to restart things when the skies opened up again and I got to walk into the winner's circle."

Came 1980, he was the new driver of the Pennzoil Chaparral and put up an Indy 500 win even more dominant than '74, leading for 285 of the 500 miles: "That was more fatiguing than my other two because that Chaparral had additional ground effect and speed. You had to drive it very precisely, no slipping."

'That was the best way it could have been scripted; to win from 25th *and* to have duelled with Foyt'

Top: A legendary Brickyard career commences in less than promising fashion. In '63, Johnny qualified 26th, retired with transmission failure

He also won in Ontario, Mid-Ohio, Michigan and Milwaukee that year. The CART title was his.

He won the Michigan 500 in 1986 and continued racing on into 1988. Today he is one of the major domos of the Indianapolis Racing League. Of the 27 Indycar races he won in his career, he has no doubts over his favourite.

"The most fun race I ever had was up at Michigan in 1978 with Danny Ongais. There'd been a yellow flag, and the green came out with 20 laps to go. Danny and I took off together, wheel-to-wheel, side-by-side. And we raced that way until he ran out of fuel.

"The team was celebrating and I saw Danny walking across the track towards us. I ran over to him and we bear-hugged and laughed. It had been a race in a million – so hard and clean."

If that was the best of times, the worst of times could be readily brought to mind too. But Rutherford isn't like that.

"My motto is, 'Everything happens for a reason'," he says. "And even though I nearly got put out of business a couple of times, I still believe that." M

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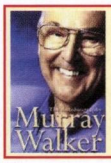
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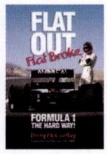
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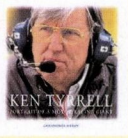
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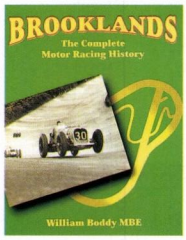
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BROOKLANDS – THE COMPLETE MOTOR RACING HISTORY

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I HAVE BEEN USING WB'S Brooklands book as a reference for so long that it feels odd to be reviewing it. But MRP's expanded edition feels very different, with larger pages and more photos, spread throughout the text rather than in groups of plates as before.

The structure remains the same, a year-by-year description of events at the famous Weybridge Track, but now WB has incorporated the many small corrections which have been building up in his notebook for years. With a wider photo selection and new layout drawings of various parts of the Track, the book is more 'browsable' than before.

WB has extended his previous Epilogue to reflect recent developments at the Track, and my own 'Track Visit' from MOTOR SPORT has been added to depict what remains outside the Museum. **GC**

BUGATTI – A RACING HISTORY

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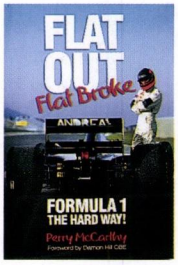
FASTIDIOUS HISTORIAN David Venables has followed up his book on Alfa Romeo's GP cars with this under-the-microscope look at the Italian marque's most famous rivals of the 1920s and early '30s.

Ettore Bugatti's flooding of the privateer market ensured that his beautiful cars racked up a bewildering number of wins – and Venables makes a manful attempt at ensuring his account of these do not clog up the text.

If he does not quite manage it, that is, in the main, a fault of the book's layout. All the information is here – from Ettore's driving career to the disaster that was the T251 of 1956 – but why hide, and group, the driver profiles and car tech specs at the back of the book, when they could have been used to leaven up the main text? **PF**

FLAT OUT, FLAT BROKE – FORMULA 1 THE HARD WAY!

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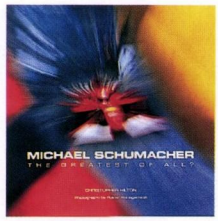
SHOULD YOU EVER NEED reminding why you watch, and racing drivers race, watch Montoya through Eau Rouge – or read this book. You'll realise that you have neither the skill – nor the determination.

Perry McCarthy has always been excellent at describing his career in a series of memorable anecdotes, and here they are, strung together in book form. The reader is frequently left racked with sympathy at the author's outrageous misfortune, or in convulsive sobs of laughter.

You're left in no doubt about how much it hurt each and every time Lady Luck kicked him in the stomach, but McCarthy's humour won through in life, and does so again on the page. Friends whom he matched for talent at F3 level – Damon Hill, Mark Blundell, etc – found fame in the sport, yet McCarthy never once gets maudlin. Instead, he cloaks his annoyance in finely expressed wit. This is an utterly fantastic read. **DM**

MICHAEL SCHUMACHER – THE GREATEST OF ALL?

BY CHRISTOPHER HILTON
ISBN 1-85960-873-6
Published by Haynes Publishing, £19.99



MICHAEL SCHUMACHER is not a fascinating character. He can be tender or mean, magnanimous or condescending, generous or unethical. Or any stop in between, He is, in fact, just like you and me.

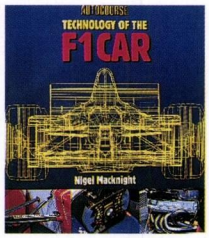
But that is what makes Michael a fascinating *man*. As this book proves, with analysis of statistics, data and interviews from a variety of sources, Michael is an ordinary human being (whatever the British press want you to believe) with an extraordinary gift.

And as this book proves, Schuey has built upon this wondrous talent to achieve extraordinary success. What he does is something incomprehensible to us. Not only that, those who do comprehend it – his rivals – cannot, with very few exceptions, come even close to emulating it.

Christopher Hilton has taken major steps to explaining why, and that is to be much admired. The fact that he doesn't quite answer the question in the title matters not one bit. **DM**

TECHNOLOGY OF THE F1 CAR

BY NIGEL MACKNIGHT
ISBN 1-874557-68-3
Published by Hazleton Publishing, £14.99



WE ALL KNOW HOW secretive F1 teams are, so a book claiming to show you under their kevlar skins should fire your interest. Not this one.

From the flat text to the repetitive photography, it fails to get off the grid. The text, a mix of deadpan facts and generalisations, feels superficial because it doesn't home in on cases: aerodynamic and suspension factors are discussed in general without explaining how one team's solutions differ from another. None of the pictures are captioned and individual technologies are mentioned but inadequately illustrated by a nearby photo. It's not enough to say 'some cars have triple-damper arrangements' without showing any suspension layouts at all. This book badly needs diagrams to explain the technology. **GC**

LES TRIUMPH EN COMPETITION

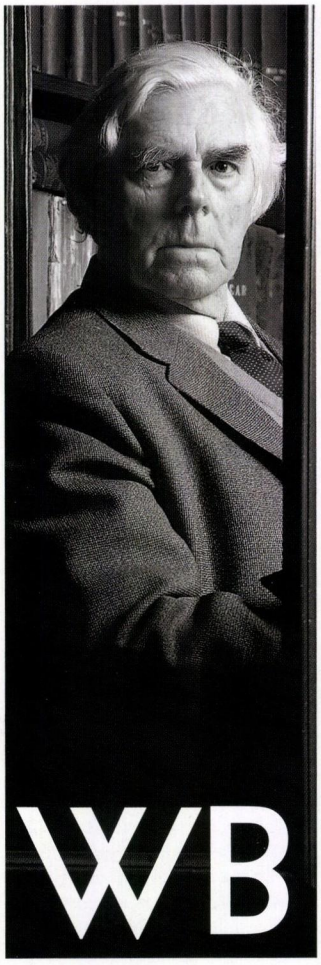
BY FRÉDÉRIC REYDELLET
ISBN 2-9516767-0-0
Published by Frédéric Reydellet, €44.00



PACKED WITH PHOTOS, these paperbacks cover the competition career of the TR2/TR3 models in rallies and racing from 1954 to '61. If you read French, you can immerse yourself in the personal tales of arguments at Yugoslavian customs posts and collisions with Paris taxis with which the basic story is embellished.

There's a continental perspective because of the events (Tome 1 covers Alpine rallying and Tome 2 Liège-Rome-Liège), with diversions to Britain to describe the Warwick, Peerless and Swallow Doretti enterprises, all of which used Triumph TR running gear.

Photo reproduction is variable and the layout is hardly elegant, but the coverage is thorough. **GC**



Puncturing the dream

THE PARTIALLY WET BRITISH GP AT SILVERSTONE WAS A RACE of tyres, Michelin having wets and intermediates of insufficient grip compared to Bridgestone's. In times gone by, when the racing car was supposed to be tomorrow's touring car, believers in this theory would have been astonished that racing required not just good tyres but so many variants when it rained, although in 1914 Peugeot had tried smooth, ribbed and studded treads.

Many races have been lost due to tyre failure, which meant burst or down-to-the-canvas covers rather than loss of grip alone. One remembers dramatic occasions when tyres cost last-lap victories and bursts cost lives.

In the 1908 French GP, Cissac and his mechanic were killed when his Panhard suffered from this. In the 1914 French GP, Lautenschlager, aware that no tyres were left at his depot, with some 100 miles still to go, nursed his Mercedes on that worrying final lap at Dieppe, sparing both engine and tyres. Hémery's Benz crawled to second place on a flat tyre.

The same thing happened when Murphy won the 1921 GP for America in a Duesenberg; but he was well ahead of all the opposition. So tyre-consuming were the Talbots that their designer, Coatalen, was reduced to begging supplies of Oldfields from Duesenberg, and Pirellis from Ballot, after Segrave had had to change 14 wheels, Guinness nine, in those stone-strewn 321 miles, the new-type Dunlop rubber proving to be incorrectly cured.

In the 1924 GP, it was Bugatti's turn to suffer, the Dunlops slinging their treads, not because, it was claimed, the new alloy-spoke wheels transmitted too much heat, but because the wrong adhesive had been used between tread and carcass.

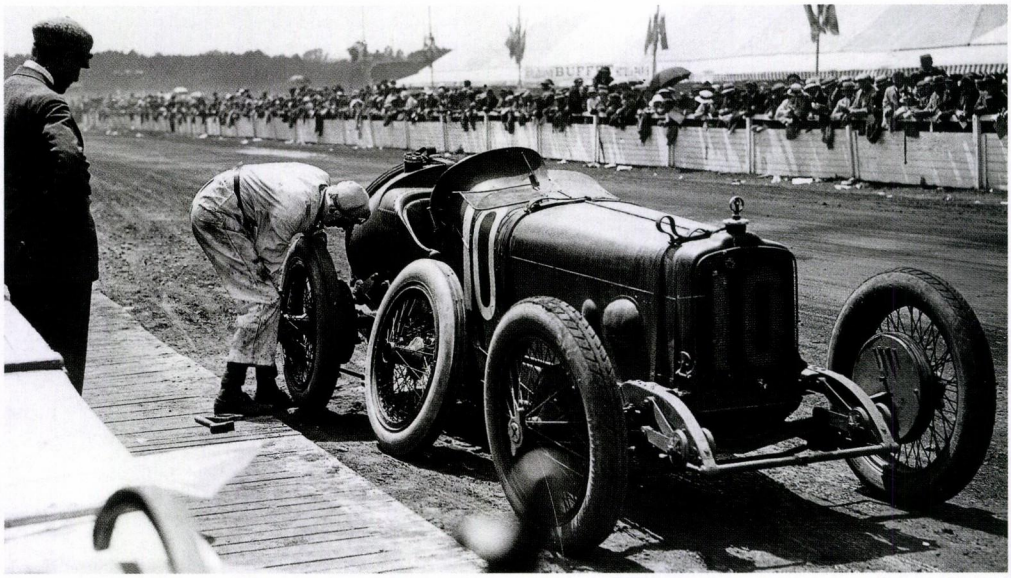
In the German GP of 1928, tyre trouble lost Merz the race in the last half-lap when his 7-litre Mercedes-Benz suffered a tyre deflation, letting team-mates Caracciola/Werner win. Poor Merz, his hands said to be bleeding after fighting the great car for 310 miles, then had to de-ditch it 7km from the finish. But he finished second, ahead of the other works 36/220.

It was brakes, not tyres, which decided the 10-hour 1931 French GP, but in '33, canvas showing on the rear tyres nearly cost Campari's Maserati the race, two late pit-calls having given Etancelin's Alfa Romeo the advantage until its gear-change proved difficult on the final lap.

One remembers well how a burst rear tyre stopped von Brauchitsch's Mercedes-Benz in its titanic battle with Nuvolari's Alfa Romeo in the dramatic 1935 German GP at the Nürburgring – Brauchitsch running in on the rim, in tears of frustration, it was reported; and how Mercedes was robbed of a 1-2-3 result in the 1937 race when Lang suffered a tyre failure on the penultimate lap.

For many years Firestone had a 100 per cent monopoly in the Indianapolis 500, but in the 1924 French GP there was competition: Alfa Romeo on Pirellis, Delage on Michelins, Sunbeam on Rapsons, none of which burst; now it is Bridgestone v Michelin (which do you use?).

In the vintage years, the ordinary car-owner had a wide choice of how to shoe his car. In 1920 the following tyres were competing for custom: Avon, Bedlam, Bergouguan, Belgrave, Burnett, Clincher, Collier, Dominion, Dunlop, Englebert, Firestone, Gofa, Goodrich, Goodyear, Henley, Hutchinson, Jeff, Kempshall, Macintosh, Michelin, Midland, Miller, Moseley, Palmer, Partridge, Pirelli, Rapson, R.O.M., Shrewsbury, Spencer-Moulton, Stelastic, Stepney, Tye and Wood-Milne. No wonder that race and record-breaking achievements were so well advertised.



LAT

Tyre trouble forced the Talbot team out of contention in the 1921 French GP – and to beg other teams for more rubber

KLG: one bright spark

IN THIS FUEL-INJECTED AGE, PROBLEMS with sparking plugs have receded. In olden times they were experienced by most car-owners, were widely discussed, but not always cured.

Racing engines had to be warmed up on 'soft' plugs before these were replaced by 'hot' racing ones, and it was because he had had so much trouble with sparking plugs in the cars he raced that Kenelm Lee Guinness (1887-37), of the famous brewing family, devised his own. Using masses of mica discs instead of ceramic insulators, KLG plugs worked so well that they were adopted by many other racing drivers and teams. They could even be easily cleaned with a specially devised tool.

The well-known maker of car instruments and clocks, S.Smith & Co of Cricklewood, became world agents for KLG plugs.

They had competition from many other sources, most notably from Champion and Lodge, with 1920s motorists having a choice of Apollo, Binks, Igna, Reflex ('They don't soot up'), AC, Instanto, Bergougnan, Reid-View (with a lens for seeing the sparks in the cylinders!), Runbaken, Mosler (1.9 million aircraft plugs in WWI), Forward, Carpenter, etc.



courtesy of Bill Boddy

Kenelm Lee Guinness in his Darracq after winning the 1924 JCC 200 Miles

The very impressive Jensen FF

I WAS SORRY TO READ IN *AUTOCAR* THAT Jensen has run out of money and closed down, if only temporarily. I drove most of their cars when the make, started by Richard and Allan Jensen in the 1930s, had become well-established.

By the 1960s, the West Bromwich firm had added the £7007 FF to its high-performance Interceptor range. With Ferguson 4WD and Dunlop Maxaret anti-lock brakes, I described it in 1968 as a car which was safe because it enabled one to avoid accidents, instead of merely being safe after one. And the 6267cc Chrysler V8 enabled it to do 130mph "on the M-ways of civilised countries".

I was extremely impressed by this very sophisticated car.



LAT

Its 4WD gave the big Jensen FF a lot of grip – and didn't its Dunlops know it

miscellany

I WAS INTRIGUED BY THE PHOTO last month of John Bolster and Bloody Mary at a speed-trial at Croydon Airport in 1939. I thought I knew Croydon rather well, having in the early 1920s made my long-suffering mother hang about there while I waited to see aeroplanes like Instone's DH4a, Vimys, HP O/400s, Farman Goliaths and DH18s, etc, arrive or depart, usually at very long intervals. In later years I paid visits, armed with a Tarmac-pass provided by C G Grey of *The Aeroplane*, to see famous record-breakers alight there. But I had forgotten this speed-trial; could someone please provide the name of the organising club and date?

* * *

WILLIAM JOWETT'S GRANDSON has purchased recently the 1921 Jowett KU 1926 owned by Major J D Johnstone, which he used until 1926 and which was run by Bob Grant up to 1992. He would like any information about events the car competed in, past owners, etc. Letters can be forwarded.

* * *

Thumbing through back issues of MOTOR SPORT reminded me of how I used to report on traction-engine rallies and airshows. Perhaps the fuller calendar of today leaves you little time for such visits. But those seeking a change will find that the National Traction Engine Trust's *Steaming* journal, which is every bit the equal of the best of the car club magazines, has an annual fixture list of its events (and for vintage folk almost every engine must be appropriate). The monthly *Aeroplane* does likewise for the year's air displays. The respective addresses for these publications are: (*Steaming*) NTET, 14 Charles Street, Market Harborough, Leicestershire, and (*Aeroplane*), King's Reach Tower, Stamford Street, London SE1 9LS.



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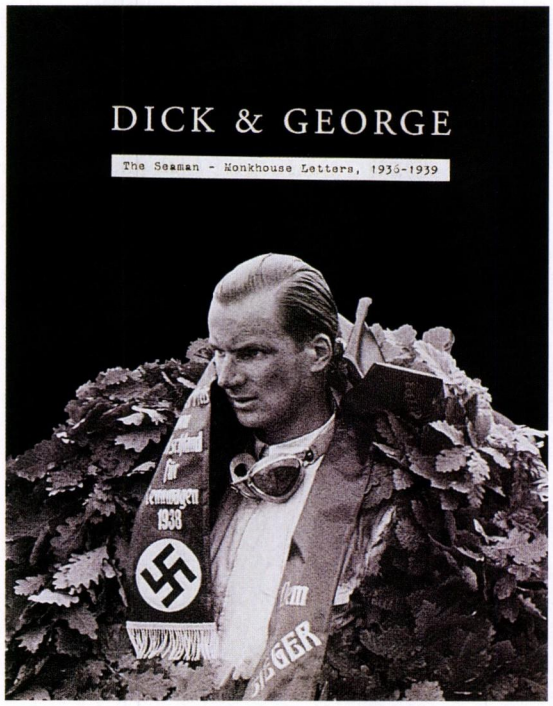
*Transaction fee - 50p per booking

Continental correspondence

READING OTHER PEOPLE'S letters can be interesting, especially if they are from long ago, and about motorsport. This applies particularly to that intensely exciting pre-WWII period when the mighty Mercedes-Benz and Auto Unions cars were in action.

Dick Seaman was one of the successful Mercedes-Benz drivers, and his racing was photographed by his friend George Monkhouse, chief engineer at Kodak – and also the greatest motor-racing cameraman of that time.

You, too, can now read their letters by purchasing *Dick & George* by Doug Nye (Palawan Press, London, ISBN 0 952300 9 9, £135).



Nye's book reveals much unpublished material about Seaman

Nye was given letters, telegrams and postcards sent between Seaman and Monkhouse (who used his vintage Bentley 4.5-litre on his 1937/38 photographic sessions) and those of Seaman's mother, fiancée and others. Facsimiles of this material are used in this important book, with a huge array of fascinating photographs, and the letters are repeated clearly in the text.

The story that unfolds is irresistible to those who remember – or want to know more about – those dramatic racing years. Some of it is critical of other drivers, some of it humorous, and some positively revealing – from Seaman's start as a racing driver to the sad accounts of his death in the 1939 Spa GP and his funeral. His meeting with Erica Popp, whom he married, his autocratic mother's views of his profession and this marriage to a German girl, the true reasons for race retirements and Dick's crashes, and so much more, are encompassed in those letters.

Much of the information, including Erica's later marriages, is material never previously disclosed. I was very gratified, for instance, to learn that when George asked Dick if he had heard about the lecture that he had given to the Harrow CC in 1938, Seaman said he had read my report of it in MOTOR SPORT.

Race history is also provided, with much about the 1.5-litre GP Delage Seaman used so successfully (although this material has already appeared elsewhere, along with data from Dick's letters to Giulio Ramponi which Lord Montagu asked me to analyse for his *Veteran & Vintage* magazine).

Many items in the letters are explained in 41 pages of illustrated notes (in which the Lorraine-Dietrich that won at Brooklands in 1907 is mistaken for the 1912 GP Lorraine *Vieux Charles Trois*, and Edwards was the secretary of the BRDC, not of the JCC) and there is a good Index.

We have had some outstanding books recently and this is one of the finest, even if you need a lectern to read it comfortably (it weighs in at a hefty 6lbs).

It will enthral you, though pictures of the crashed car at Spa and funeral will sadden you.

Only 1500 copies of *Dick and George* are to be printed, so this is a chance not to be missed.

Rolls-Royce thrillers reissued

LONG OUT OF PRINT (AND THE SECOND title never published), the works of fiction *N7* and *Murder in the Monte Carlo Rally* by the late Neville Minchin are now available.

Minchin (1888-1977) is well remembered as a prolific Rolls-Royce owner, as well as of many other cars, including racing Darracqs, etc.

Author of several books about the Rolls-Royces, his entertaining memories are captured in *Under My Bonnet*.

Sir Henry Royce, reading Edgar Wallace's thrillers (didn't we all? – even my aged memory remembers *Squeaker, You'll Squeak No More*), challenged Minchin to write such a book.

The result was *N7*, about a chase between a vintage Bentley and Rolls-Royce, with a fine description of that famous Route National. He followed this with the R-R-angled *Murder in the Monte Carlo Rally*.

They are now collectors' items, but have been republished by The Rolls-Royce Foundation, 191 Hempt Road, Mechanicsburg, Pa 17050, USA (Tel. 00 1 717 697 4671). ISBN nos: *N7*: 0-9719968-0-6; *Murder in the Monte Carlo Rally*: 0-9719968-1-4.

miscellany

CHRISTOPHER HILTON, AUTHOR of numerous racing-driver biographies and Murray Walker books, has now added *Ken Tyrrell, Portrait of a Motor Racing Giant* (Haynes, £19.99, ISBN 1-85960-885-X). With a lively anecdotal text, colour pictures, and Duncan Rabagliati's list of the races Tyrrell drove in and those when he was team manager, from 1952 to 1998 (a total of nearly 400 events!), this is a welcome addition to the other books by this leading author.

* * *

A BALLOT REGISTER IS BEING formed, as a section of Le Club des Anciennes Automobiles Hispano-Suiza, to list all surviving Ballots and to provide technical help and rallies for their owners. Contact Mike Crouch (01483 810009).

* * *

A READER WHO HAS ACQUIRED a Buckler chassis once used by Paul Emery would like to know its subsequent history; it was thought to be possibly the one acquired by Jenks, but as Emery used a 2-litre Alta engine and DSJ wanted the car for its 4-litre Duesenberg engine, these could not be one and the same. Letters can be forwarded.



Do you recognise this Buckler?

RAC capitulates on Brighton



LAT

Business as usual: competitor power has ensured that the London-to-Brighton will revert to veteran rules for 2002

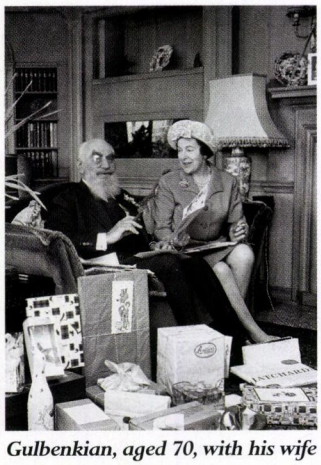
THE 'RED FLAG RUN' IS NO MORE. NOT because it was likely to be inferior to the RAC Run, which dates back to 1930, but because the opposition to the IMS proposal to let in cars of up to 1906 caused so much anger that the RAC has backed down.

The 'Red Flag' alternative, so ably led by Daniel Ward with Bonhams sponsorship, has frightened the RAC into submission, and for November 3 the Veteran Run will revert to proper pre-1905 cars. Instead of Mr Ward's 'no entry fees' plan, standard rates will apply, extended to August 23.

The sad happenings associated with this year's Run and its return to normal must be confusing to intending entrants. But Mr Ward is to be congratulated on forcing the RAC to see sense. Let's hope full entries and the usual enjoyment have been restored. One has to note, however, that the RAC speaks of having a small number of 'invited entries' – one hopes of pre-1905 cars!

The RAC also seems anxious to have future runs for Edwardian cars, so does not give up! The VCC and VSCC already cater well for post-1904 cars. However, Mr Ward and Brian Moore, and their impressive number of supporters, have clearly jolted IMS/MSA, and the RAC has announced a Steering Committee to work with the IMS and VCC on the Brighton Run's future.

Incidentally, the Run is actually for vehicles made *up to* 31/12/04; were no cars actually made on the last day of December? A point for historians to chew over?



Getty Images

Gulbenkian, aged 70, with his wife

Nubar at Brooklands

SOME TIME AGO, I QUERIED WHETHER THE MILLIONAIRE NUBAR GULBENKIAN WENT to Brooklands. Mr D E Baldock suggested I read his autobiography *Pantaraxi*, which mentions his Mercedes-Benz test and many cars besides. For example, his mother's Delaunay Belleville landaulette with basketwork body panels, as used much later on Gulbenkian's famous London taxi.

The book confirms that it *was* Gulbenkian who took his Mercedes-Benz 36/220 SS coupé to Brooklands in 1928 and was timed at 100.4mph.

In 1920, the young Nubar had a valet and a 40hp Renault and chauffeur always at his service. But after his first marriage, the Rolls-Royce loaned by Constantine Chadroff, who was driving, overturned during the honeymoon, with injuries to its occupants.

After Nubar's mother's death, his Rolls-Royce was painted black with black upholstery, and its radiator was cowled, by Hooper's. R-R did not approve of the latter change, and Gulbenkian admitted that the car was striking and distinctive but not an unmitigated success.

miscellany

THE NEW VSCC PRESIDENT IS Peter Glover, following Julian Ghosh who has served his term of office. Ghosh has taken on the position of Commercial Director, intending to expand the commercial side of the club. The forthcoming Lotus celebration at Silverstone emphasises how the VSCC is embracing post-war racing. The date is September 21, and all types of Lotus will be raced and demonstrated, including post-1965 grand prix cars and current Elises.

* * *

RACE WINNERS AT THE BOB Gerard VSCC Mallory Park race meeting were: B White (FN-BMW) – two races, C Press (Peugeot), T Pountney (Riley), K White (Cooper-Bristol), N Hayward-Cook (Austin 7), T Llewellyn (3/8-litre Bentley), F Hernandez (A7), S Diffey (Lotus 20), R Wilson (Wolseley Hornet) and Mac Hulbert (ERA R4D). Fastest lap: R4D, 85.46mph. David Baxter's Th. Schneider won the Edwardian Racing Trophy, Kenneth White the Bob Gerard Trophy.

* * *

PETER RUSSELL AND TONY Brooks recently provided a bench beside the Prescott timing-hut in accordance with the wishes of the late Monica Whincop. A brass plaque on it depicts the Type 43 Bugatti which she and her husband raced in former times at this and other venues. Surrounding the bench were Monica's HRG and several types of Bugatti, the cars in which they specialised.



Whincop memorial bench unveiled


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Porsche 935 exits the Ford Chicane.

LAT Photographic





LOTUS BLOSSOM



Ferret Fotographics



Steve Welsh Racing

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A major feature of the Vintage Sports-Car Club's 2002 'Racing Green' meeting will be a celebration of 50 years of Lotus Engineering. Lotus cars, from examples of Colin Chapman's earliest specials through his uniquely innovative road and racing designs to some of the company's current products, will feature in races, track demonstrations and static displays.

All of the major Lotus clubs will be in attendance with allocated parking areas and activities of their own.

This is all in addition to the VSCC's normal packed programme of races for pre-and post-war racing and sports cars.

Silverstone is on the A43, between Towcester and Brackley. Admission will cost £10.00 including access to the paddock and grandstands.

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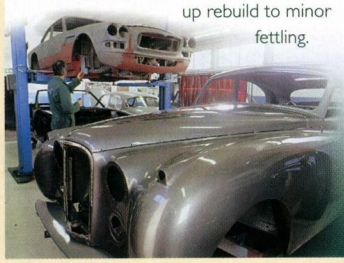


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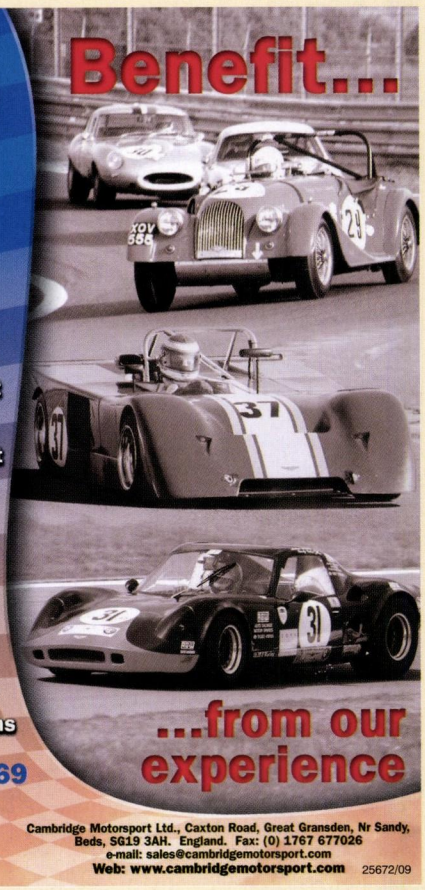
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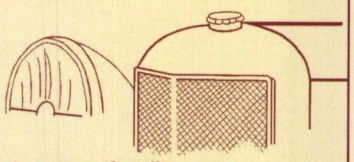
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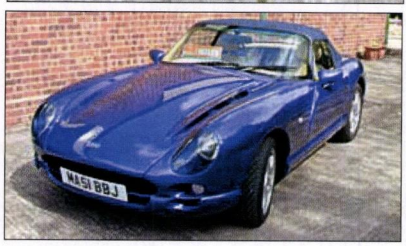
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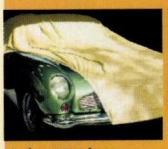
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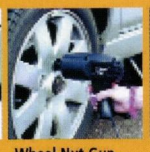
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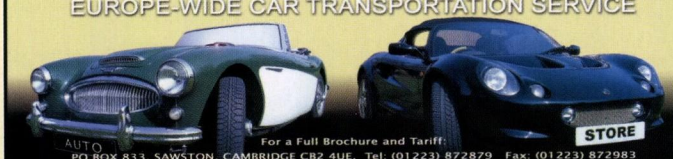
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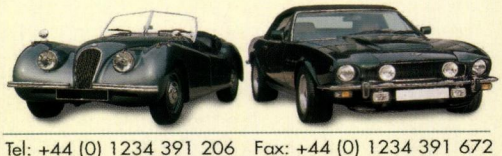


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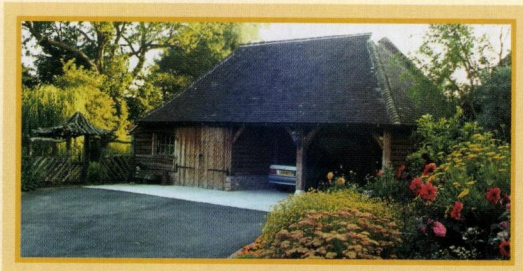
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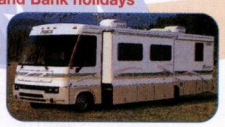
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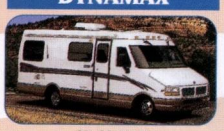


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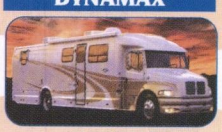
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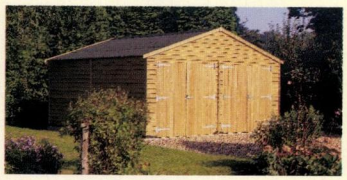
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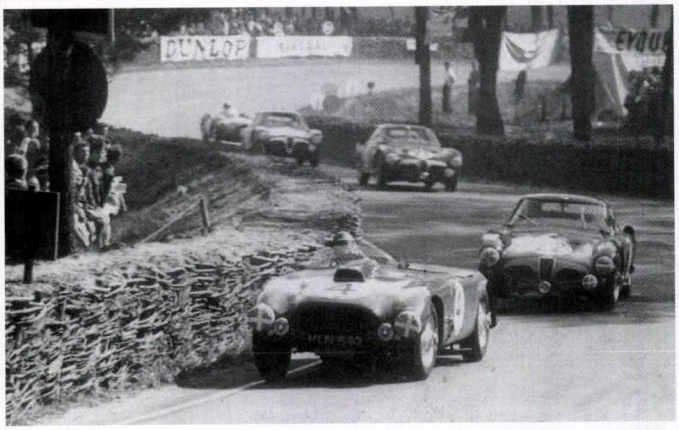
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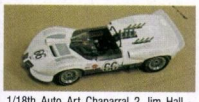


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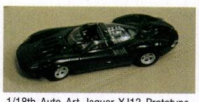
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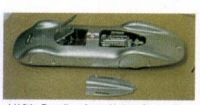
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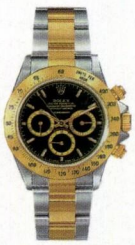






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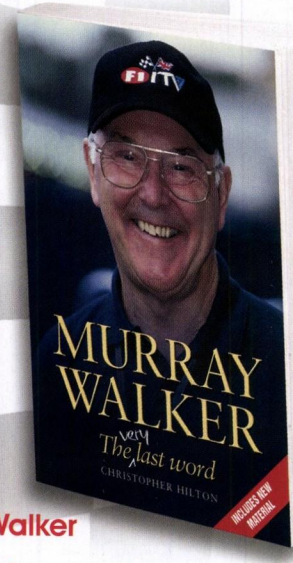
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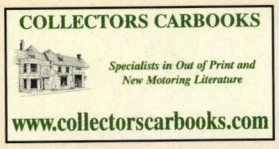
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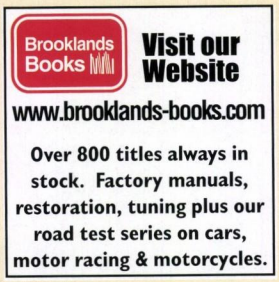




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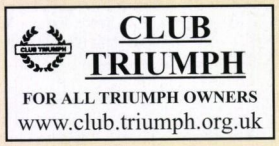




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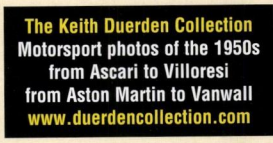


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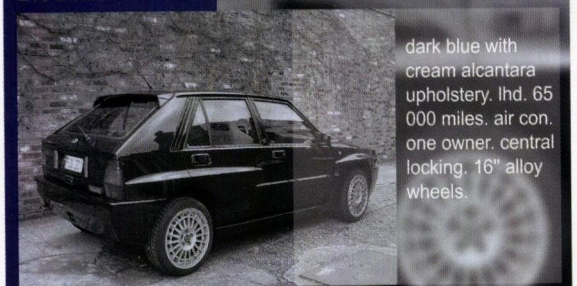
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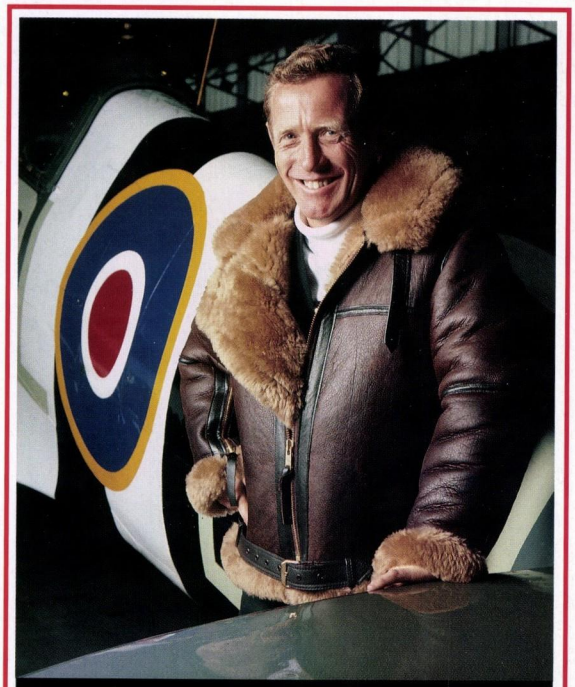
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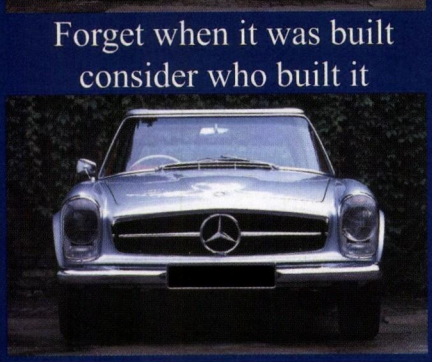
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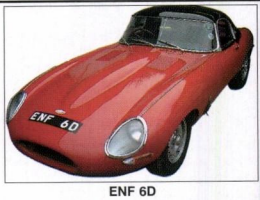


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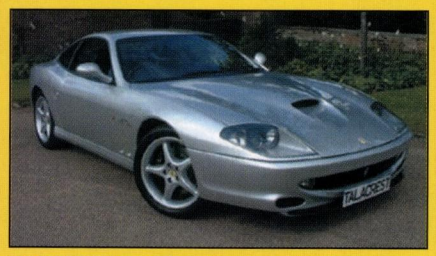
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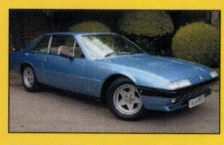
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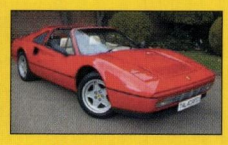
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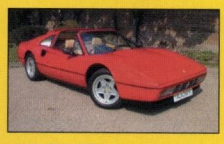
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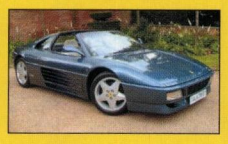
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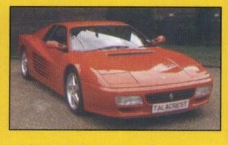
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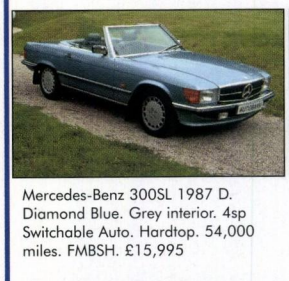
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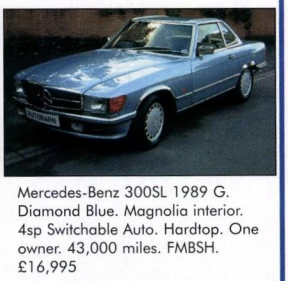
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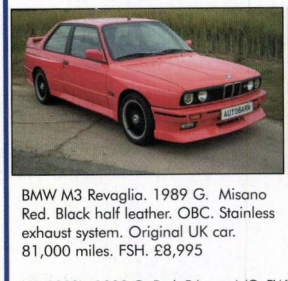
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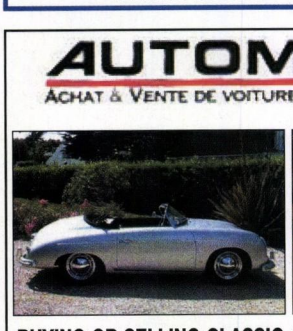
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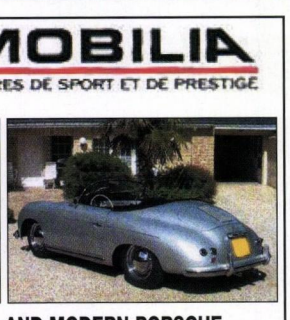
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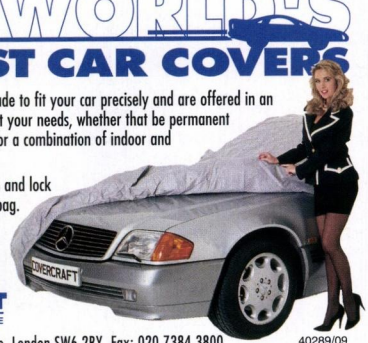
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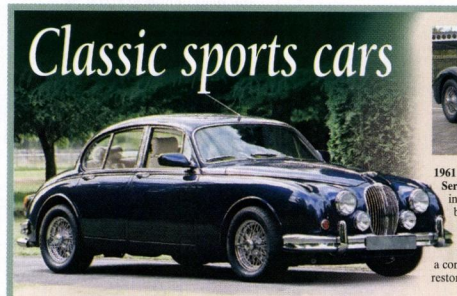


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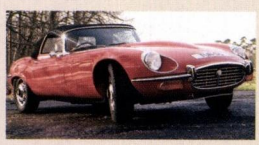
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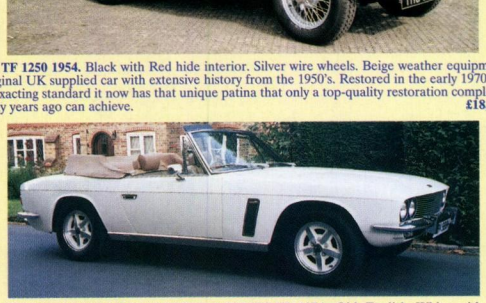
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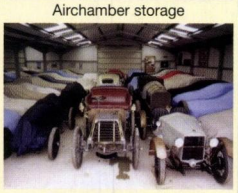
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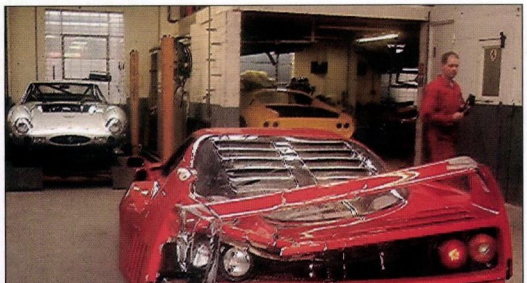
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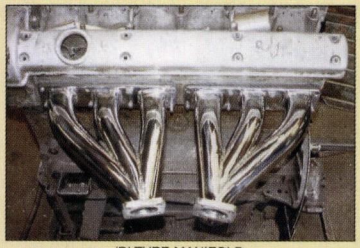
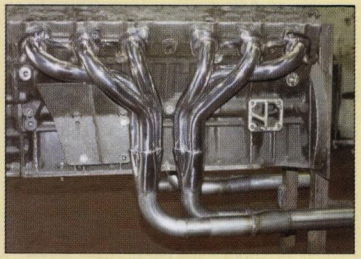
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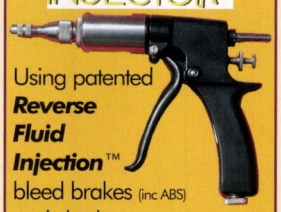
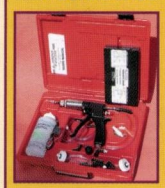
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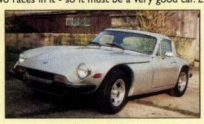
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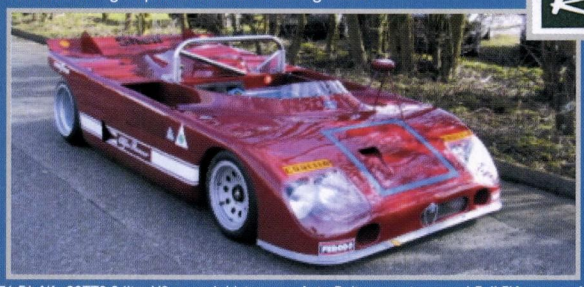
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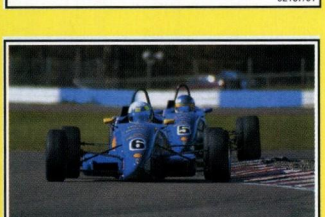


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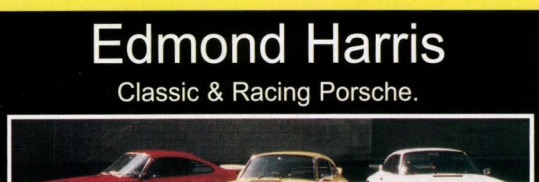
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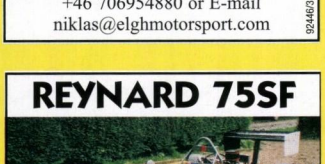
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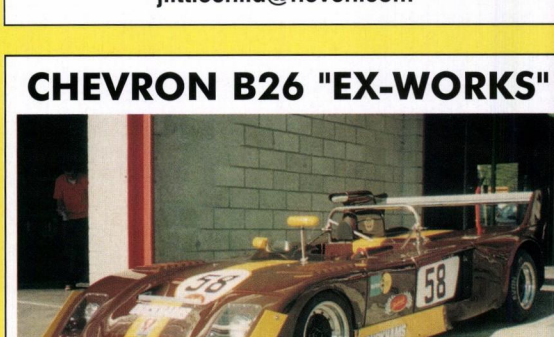
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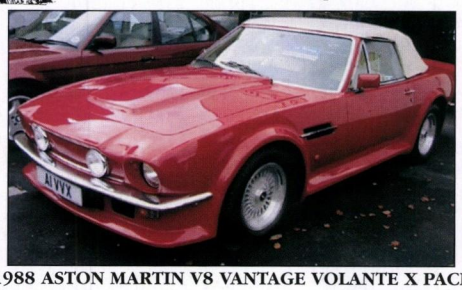
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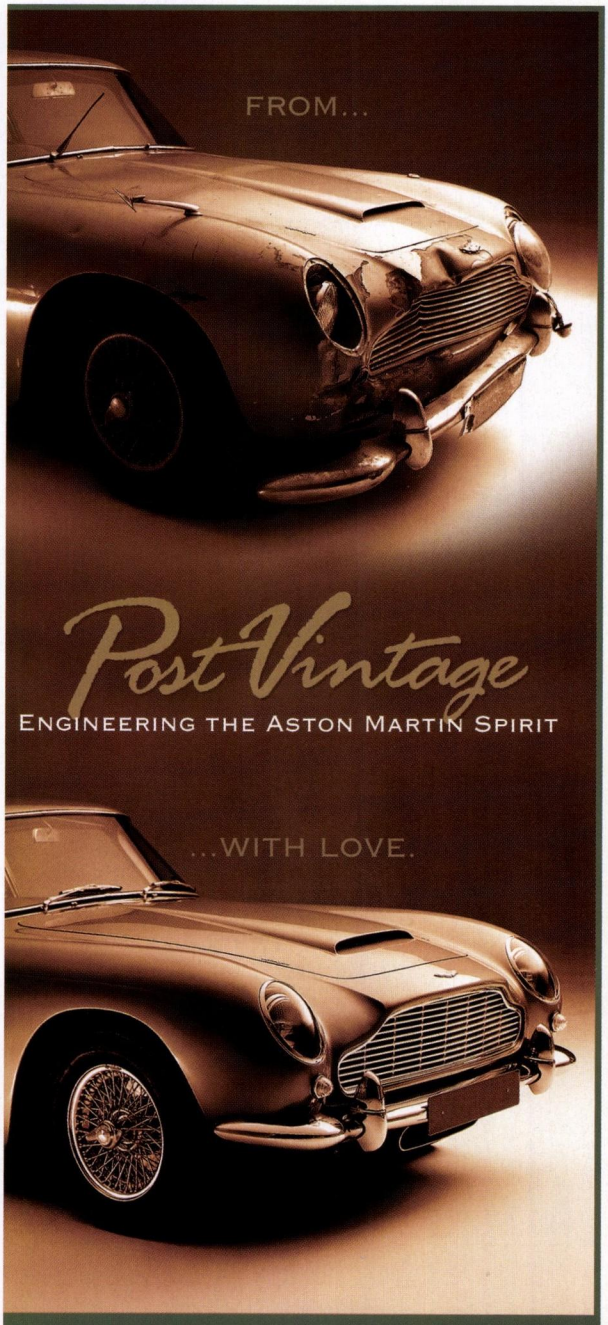


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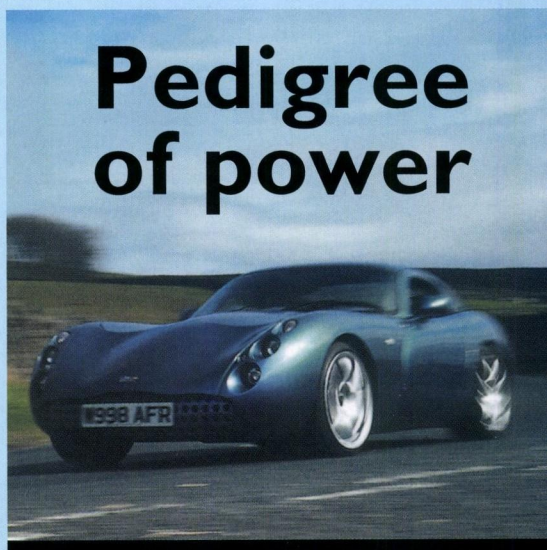
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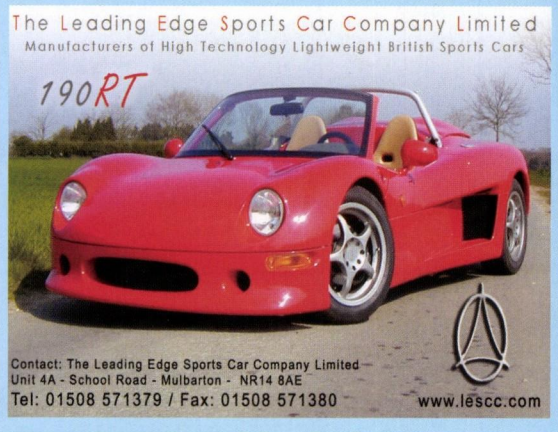
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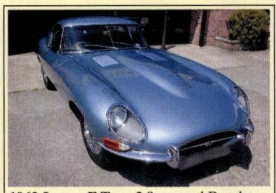
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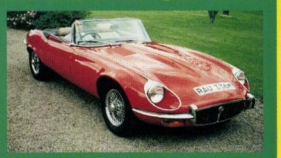
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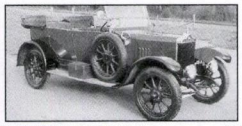
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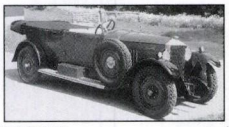
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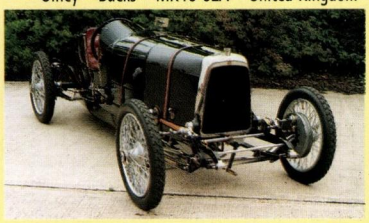
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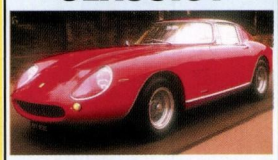
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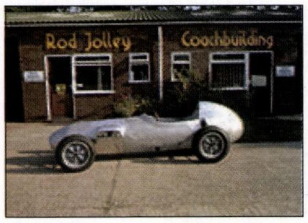
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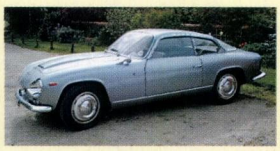
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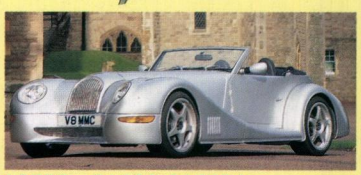
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Within my circle of friends (and for me) this is a time of birthdays, and as our personal odometers click over, we inevitably think of times past. Usually it goes along the lines of "when was the Falklands war?" or "can you believe that song was 23 years ago?" Then there is the inevitable, "well, it was so much better in my day' from the older contingent in the tea room, "the cars were better looking and the birds were faster!" This rosy view of the past has spawned Austin Powers and the retro styling of BMW's Mini, but haven't you forgotten the bad bits, wars, rationing, recession, miners strikes, Labour governments, tax and spend, even the Mini 1275 GT?

True remnants of the past remind us of the reality of the times without the veneer of nostalgia. Anyone who does a hundred miles in a GP Bugatti has to admire the drivers who competed in the Targa Florio, a hot lap of Goodwood and you can see why it claimed so many cars in period. We live in an age where risk is engineered out, about the only hazard we face as we set out on a thousand-mile trip in our car, is that our credit card won't work. Motorsport is taken up as an alternative to golf and treated as lightly. We must be careful that we don't make the mistake of thinking that these relics of a past age are as anaemic as modern cars or circuits. When we step into an old car we have to accept we have left our cosy world and gone back to an earlier time, a time of checking oil and water, flat tyres, broken copper pipes and imperfect design. An age where should our chosen sport bite, it bit hard, at Disneyland you're safe on a runaway train, but when we race in a theme park, real world rules still apply!

The passion that cars evoke is tangible (marketable) and built on the characters of the time; Bugatti, Bentley, Hawthorn, Ireland, Chapman and Clarke, how long would they last in the modern world? The corporate machine knows what we want and gives it to us cynically in a manicured and constructed way, even in politics. The bit Orwell got wrong was Big Brother was a capitalist. One thing is for sure in their day, Bugatti and Bentley never shared a floorplan or a common market strategy, theirs was a simpler age, we can't add to their legacy only celebrate it.

Of course we can and do improve the cars, overdrives, electronic ignitions, modern materials and techniques, counterbalanced cranks, trick vibration dampers, hardened valve seats to deal with the lack of lead in petrol even two speed and park wipers! Modern niceties that help the cars deal with the change in traffic conditions and driver habits that the years have brought.

With all these comparisons, it's interesting to look at old issues of Motorsport. I just happen to have been looking at the May 1964 edition, the month before I was born. A Bugatti had just won the Pom, the Easter meeting at Goodwood was to see the debut of the Lotus 30 but it wasn't ready. Jackie Stewart won the F3 race, Graham Hill's GTO just beat Jack Sears in the Cobra and a subject dear to my heart, an Anglia beat all the Mini's. There was a roadtest on the Reliant Sabre which cost £1,180, twice the price of the new Austin Healey Sprite, or alternatively, you could buy a Frazer Nash AC and an SS100!

To come back to the present, how about the cost of running a modern BMW versus a Bugatti? We chose a T44, as we had just fixed the gearbox on a customer's car, broken on Sunday and it was back on the road Tuesday, with new gears all in place. Labour rate, us: £30 per hour, BMW: £66 per hour, us: Remove gearbox repair and refit £1,400 plus VAT (VAT, now wasn't that a temporary measure?) BMW: Remove gearbox, fit recon unit £2,700 plus VAT. Us: oil and filter change £45 inclusive of parts, BMW: £105 inclusive, and even better, the Bugatti goes up in value, how much for a three year old BMW 330?

With the Goodwood Revival coming up, I look forward to seeing great cars and drivers on a fabulous historic circuit, I hope as many go home unscathed as arrived. The last word has to go to a small ad in the back of that 1964 Motorsport. "There is hardly anything in the world that some man cannot make a little more worse and sell a little cheaper and the people who consider price only are that man's lawful prey". Wise words in any decade.

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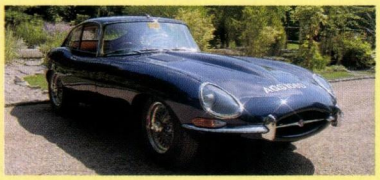
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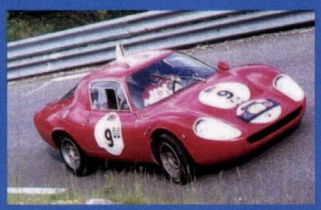
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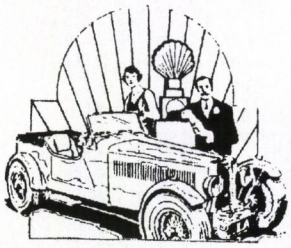
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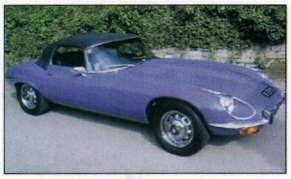
1965 C Jaguar 4.2 Si E-type. FHC, old English white with black leather, original RHD with matching numbers. 58,000 miles only, first owner, 32 years, the most correct and original example we have seen. **£29,850**



1962 Lotus Elite S2. (Bristol Double, Dimple Body) 1460 Coventry Climax engine, with ZF 4 speed gearbox. Lotus Racing Green, a superb and rare motorcar, with very important history and provenance correctly priced, please phone/e-mail for full details etc. .....**POA**



1962 Austin Healey 3000 Mk2A. RHD. Ice Healey blue, with Blue hood and Blue leather trim, overdrive, wire wheels, upgrades to brakes, engine etc. Superb restoration by last owner, one of the best there is.....**£26,950**



1972 Jaguar E-Type V12 Roadster. Manual, PAS, Roman Purple, with Black leather trim, chrome wheels, last owner 10 years, superb, original example that has just had circa £4,000 spent by us on re-commissioning (clutch, wheels and paintwork), cherished reg. number, superb to drive. The best value, and condition example anywhere at **£31,950**



1963 Corvette Stingray. (Rear Split Screen Model) Very rare, manual, Daytona Blue, Black leather, 45,000 miles and the best we have seen. (Matching numbers etc). **£28,950**

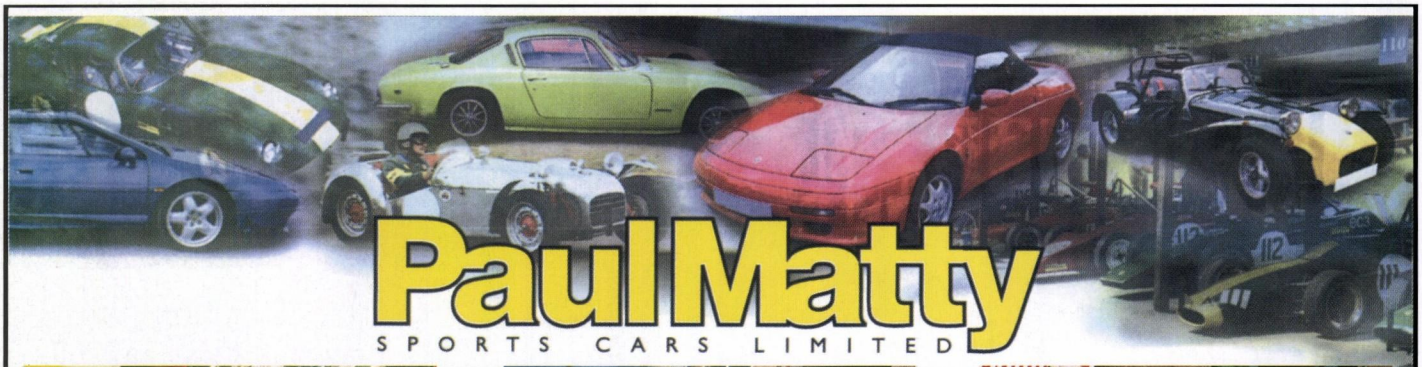


1958 JAGUAR XK150 3.4 F.H.C. Manual/overdrive, original English R.H.D. example, Indigo blue with grey leather and chrome wires, fortune spent over the last few years on restoration, stunning example at.....**£26,950**



1965 Mercedes 220 SEB Coupe. Royal Blue with Blue leather trim. Rare manual example, one previous owner, 14,800 miles only - repeat 14,800 miles only, mint, original unmarked example, unrestored and perfect **£29,950**

We are always interested in buying, part Exchanging or Selling cars similar to the above. Situated 25 mins from Manchester Airport. Visit our website for more info/photos.









LOTUS ELAN SPRINT FHC. OK chaps. Here it is, 1974 (one of the last), one owner, **6000 MILES FROM NEW**. Stored on blocks. Original tyres. Original battery, etc. Without doubt a time warp .....**POA**

LOTUS ELISE. 2001. Ex Lotus development engineer's personal car. Close ratio box, 111S wheels, 111S seats, special shock absorbers. Finished in pearl yellow. Alloy window winders. FSH. 17,000 miles only **£18,250**

LOTUS ELISE. Limited Edition Type 79. 2000W. Black and gold with matching interior. Gold window winders. 16,000 miles. FSH. Radio/CD. Driving lamps. A stunning car at **£18,250**

LOTUS ELISE. 2001 X. Pearl yellow. 111S black leather seats. Alloy door handles. Short gear shift. Radio fitting kit. Driving lamps. Sports exhaust. Chip protection. 19,000 miles **£17,950**

LOTUS ELISE. 2000 W. Pearl yellow. Black leather. CD player. Driving lamps. 29,000 miles. Floor mats, alloy gear change plate **£16,950**

LOTUS ELISE. P reg. Black with dark grey interior. Sports exhaust. Radio/CD. 39,000 miles **£13,950**

LOTUS ESPRIT TURBO. 1986. British Racing green with full leather interior. Full service history. Very low mileage. Reconolised interior. New pistons and liners, etc **£13,950**

LOTUS ESPRIT TURBO HC. 1987. In White with red lettering. Red half hide interior. Air con. 21,000 only from new. These cars are very rare and at this mileage and condition almost unique. Must be seen. Probably one of the best available at this time **£14,995**

LOTUS ELAN S2. Calypso Red with magnolia piped red full hide interior. 25,000 miles only. Central locking and alarm **£15,750**

LOTUS ELAN SE. In Norfolk Mustard in grey full hide with yellow stripe inteior. 65,000 miles with FSH. Polished alloys. Exceptional car.....**£11,950**

LOTUS ELAN SPRINT DHC. Gold Leaf colours. Galvanised chassis. Extensive restoration work has been carried out on this vehicle by well known specialists, making it one not to miss **£15,995**

LOTUS ELAN SPRINT FHC. Gold Leaf colours. Replacement chassis. Rebuilt engine. This car has been displayed at several National Car Shows indicating its excellent condition.....**£12,950**

LOTUS ELAN S3 DHC. In white. Like a cherished piece of furniture this car has been loved and tended by its original owner until last year when we sold it. Unexpectedly back on the market. Sensational history (originally supplied to Cyprus) **£10,750**

LOTUS EUROPA TWIN CAM. Pistachio green. Totally sorted and unique. Road/sprint/hillclimb car. Excellent specification and condition. Ring for more details **£9,750**

MERCEDES 300 SL. Bright red. Magnolia leather. Hard and soft tops. 87,000 miles. A/C. Special 18" wheels. Stunning..... **£18,995**

MGB GT. In bright red with black interior. Chrome bumpers. Chrome wire wheels. Showing only 34,000 miles and a massive restoration file this car is in exceptional condition, not the normal rot box **£6,750**

WESTFIELD ZEI. 1995 ex-Motorshow car. Red body work. Cycle wings. Special red and black leather interior. Chrome roll bar and suspension. Boot box cover. Full weather equipment. 2,800 miles only **£8,995**

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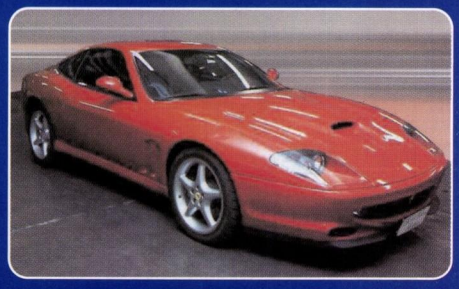
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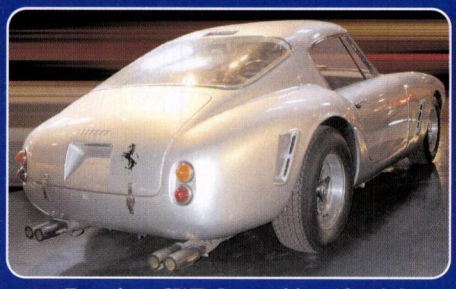
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1997 FERRARI F550 MARANELLO

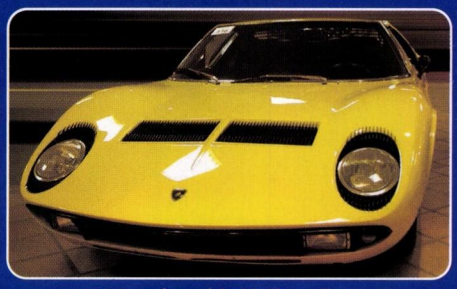
First registered 10/97 with only one owner from new. In absolutely perfect condition, this car has been fully serviced and well cared for having only 7,000 km on the clock. Finished in traditional Rosso Corsa over a beautiful black hide interior. This is possibly the cheapest F550 Maranello on the European market today and we advise prompt action. Located in Europe with German registration. Available immediately for only **Euro 105,000**.





1961 Ferrari 250 SWB Competition Aluminium

With its impressive, documented history and having recently undergone a complete rebuild including new silver paint, this car is a dream. Completed the Ferrari Shell Challenge without problem. Fully race ready and supplied with various engine parts including original engine block. Located in Europe and available immediately for **Euro 1,150,000**.



1969 Lamborghini Miura P 400 S

Finished in yellow over black full hide interior, this truly stunning car is a superb example of the rare upgraded "S" featuring a revised cockpit, stiffer chassis, more powerful engine, high performance tires, etc, etc... Fully restored to the very highest standards. Located in Europe, available immediately and extremely good value at only **Euro 108,000**.



1985 Lancia Delta S4 Group B Stradale - 300 bhp

The extremely rare street version of the fastest Group B rally car ever built. Only two very careful owners and 18,000 km from new. Engine upgraded from 250 to 300 bhp. Group B turbo and gearbox, special engine management and suspension. Located in Europe and available immediately for **Euro 63,000**. Original Group B Works car also available! See our web site for details.

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Porsche

PORSCHE STOCKLIST

2001 PORSCHE 911 TURBO LAPIS BLUE 5000 miles
2000 PORSCHE GT3 RHD ARTIC SILVER 2000 miles
1999/0 PORSCHE GT3 LHD YELLOW 20000 miles
2001 PORSCHE BOXSTER 3.2 S ARCTIC SILVER 17000 miles
1999 PORSCHE BOXSTER 2.5 METALLIC BLACK 15000 miles
2001 PORSCHE 996 COUPE 4 ARCTIC SILVER 7000 miles
2000 PORSCHE 996 COUPE C4 ARTIC SILVER 11000 miles
1999 PORSCHE 996 COUPE OCEAN BLUE 13000 miles
1999 PORSCHE 996 CABRIOLET TIP SILVER 25000 miles
1998 PORSCHE 911 TURBO 4 430 BHP POLAR SILVER 44000 miles
1997/8 PORSCHE 993 CABRIOLET ARCTIC SILVER 28000 miles
1997/8 PORSCHE 993 TARGA ARCTIC SILVER 15000 miles
1997/8 PORSCHE 993 TARGA TIP METALLIC BLACK 4000 miles
1996 PORSCHE 993 TARGA ARCTIC SILVER 37000 miles
1996 PORSCHE 993 COUPE IRIS BLUE 41000 miles
1995 PORSCHE 993 CABRIOLET MET BLACK 33000 miles
1994 PORSCHE 993 COUPE POLAR SILVER 29000 miles

1990 PORSCHE 911 CARRERA (964) CABRIOLET RED 6000 miles
1989 PORSCHE 911 SE CABRIOLET METALLIC BLUE 55000 miles
1988 PORSCHE 911 TARGA RED 72000 miles
1984 PORSCHE 911 S/E COUPE SILVER 99000 miles
1980 PORSCHE 911 SC COUPE WHITE 76500 miles

AC COBRA / JAGUAR / OTHERS

1997 ASTON MARTIN DB7 VOLANTE AUTO BLUE/GREEN 33000 miles
1967 JAGUAR E-TYPE 4.2 RDST MET SILVER CONCOURS
1966 JAGUAR E-TYPE 2+2 AUTO PRIMROSE 82000 miles
1962 JAGUAR E-TYPE ROADSTER RED 36000 miles
1954 JAGUAR XK120 DROPHEAD COUPE IVORY 77,000 miles
1936 BENTLEY 41/4 PILLERLESS COUPE BY GURNEY NUTTING DARK BLUE 1 OWNER 28 YEARS

Ferrari

FERRARI STOCKLIST

2000 FERRARI MODENA 360 FI MET SILVER 5000 miles
2000 FERRARI 550 MARANELLO LE MANS BLUE 14000 miles
1999 FERRARI 355 FI RED 11000 miles
1999 FERRARI 355 GTB LHD BLACK 15,000 miles
1998 FERRARI 355 GTB RED 16000 miles
1998 FERRARI 355 GTS RED 12000 miles
1998 FERRARI 355 GTS YELLOW 6000 miles
1997/8 FERRARI 355 SPIDER RED 2000 miles
1997 FERRARI 355 SPIDER LE MANS BLUE 11,000 miles
1997/8 FERRARI 355 FI GTS LHD RED 30000 miles
1995/96 FERRARI 355 GTS RED 12,000 miles
1997 FERRARI 456 GTA LE MANS BLUE 7000 miles
1997 FERRARI 456 GTA RED 6000 miles
1996 FERRARI 456 GT YELLOW 32000 miles

1990 FERRARI TESTO ROSSA RED 8000 miles
1990 FERRARI TESTO ROSSA RED 15000 miles
1988/9 FERRARI 412i BLUE 45000 miles
1989 FERRARI 328 GTS RED 7000 miles
1986 FERRARI 328 GTS RED 30000 miles
1983 FERRARI 308 GTB QV BLACK 32000 miles
1979 FERRARI 308 GT4 RED 54000 miles
1979 FERRARI 512 BOXER BERLINETTA MET BLUE 21000 miles
1974 FERRARI 365 BOXER GTB/4 RED 16000 miles
1972 FERRARI 246 GT AZURE 48000 miles one owner
1967 FERRARI 275 GTB4 RED 36000 miles

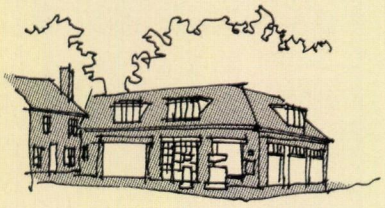
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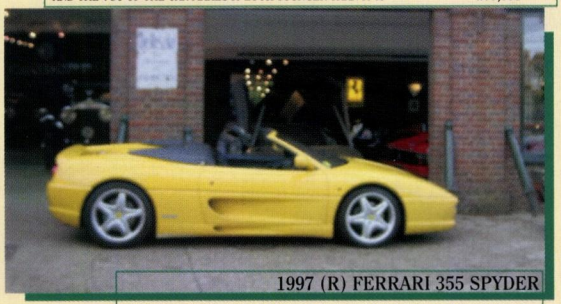
1991 (C8 MRA) BENTLEY TURBO R

FINISHED IN DARK BLUE METALLIC WITH CREAM HIDE, THIS CAR HAS FULL RRSH AND HAS COVERED 80,000 MILES IT HAS ALSO HAD 1997 WHEELS FITTED AND WHITEWALL TYRES WITH THIS AND THE VGC OF THE CAR MAKES IT LOOK YOUNGER THAN IT IS **£79,995**



1996 (B18 SPY) FERRARI 355 SPYDER

FINISHED IN ROSSO (RED) WITH CREMA (CREAM). THIS CAR HAS COVERED ONLY 10,300 MILES FROM NEW. IT IS ALSO A FERRARI OWNERS CONCOURS WINNER, THIS CAR HAS A FFSH AND ONE PREVIOUS OWNER. THIS CAR IS PROBABLY THE BEST CAR ON THE MARKET, IT HAS JUST BEEN SERVICED AND THE BELTS REPLACED **£69,995**



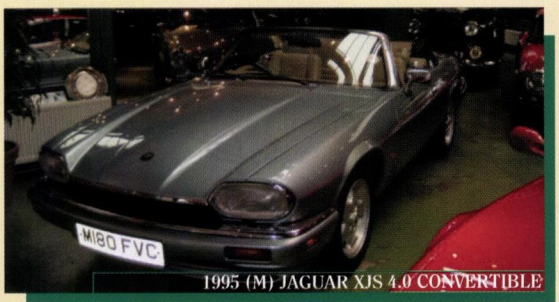
1997 (R) FERRARI 355 SPYDER

FINISHED IN GIALO-FLY (YELLOW) WITH BLACK LEATHER THIS CAR HAS COVERED 20,000 MILES WITH FULL SERVICE HISTORY INC BELT CHANGE LAST YEAR **£67,995**



2000 (W) FERRARI 360 F1

FINISHED IN ROSSO (RED)/BLACK. THIS CAR IS A ONE OWNER CAR AND HAS COVERED ONLY 14,000 MILES FROM NEW. IT HAS FULL FFSH AND IS IN NEW CONDITION **£98,500**



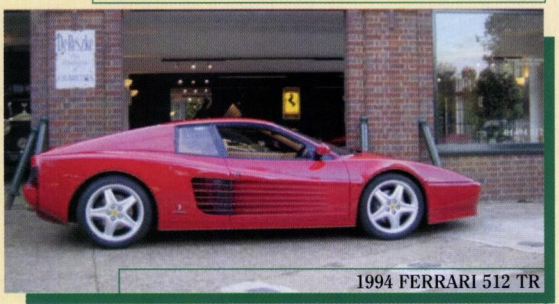
1995 (M) JAGUAR XJS 4.0 CONVERTIBLE

FINISHED IN SILVER BLUE WITH BISCUIT HIDE, THIS CAR HAS ONE PREVIOUS OWNER AND HAS COVERED ONLY 23,800 MILES FROM NEW WITH FJSH WITH STRATSTONE OF MAYFAIR **£19,995**



2002 MERCEDES SL500

FINISHED IN SILVER WITH CHARCOL HIDE. THIS CAR IS FITTED WITH ALL EXTRAS INCLUDING KEYLES START AND THE COMMAND PACK. THIS CAR IS SIX WEEKS OLD AND HAS DONE 1,300 MILES AND IS UNREGISTERED AND CAN BE BOUGHT TAX FREE **£72,500 (UK LIST PRICE)**



1994 FERRARI 512 TR

THIS CAR IS A 2 OWNER CAR WITH FULL SERVICE HISTORY AND HAS COVERED ONLY 20,000 MILES FINISHED IN ROSSO/CREMA, THIS CAR COMES WITH THE PLATE (TESS 33) **£57,995**



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Rolls Royce Silver Cloud

By H. J Mulliner

7410 DROPHEAD COUPE

Chassis SKG33

ONE OF ONE







This 1959 Convertible is well documented in Dalton Watson's books on Rolls Royce, and is the *only* RHD example to have small fins fitted to the rear guards.

Power hood and fitted luggage was also a feature of this rare example being one of one RHD built. Power assisted steering as well as front windows make this vehicle a very practical motor car on the road. Provision was also made for extra luggage in the rear seat compartment with the inclusion of a folding seat to form a platform.

Under dash air conditioning was fitted in 1978 and is extremely effective.

The car is in A1 condition mechanically and is believed to have covered 48,000 miles since new. Service history is available.

The body is in excellent, original condition with no corrosion.

Veneers are excellent and the interior hides are in very good condition, they are the original colour, Magnolia. the hood is in excellent order. All brightwork is excellent.

The original Marchal repeater sidelamps are in excellent order with both lenses in fine condition.

The car is an excellent driver and basically unrestored and lovely!

A LOVELY CAR TO COMPLETE ANY COLLECTION

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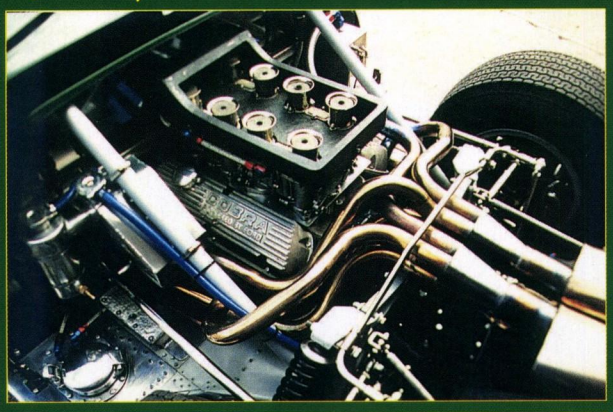
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1963 LOLA MK6 – GT THE EX-WORKS LE MANS/FORD GT40 PROTOTYPE

Now restored to perfection, this is historically the most important GT car ever produced. Shortly after competing at Le Mans in 1963, the project was bought by Ford Motor Company, becoming the sole working prototype for the GT40.

Purchased in November 2000, the Lola has been totally rebuilt under the watchful eye of the F.I.A. scrutineers to ensure absolute originality, culminating in its return, after much painstaking race preparation to Le Mans in June 2001.

Participating in the Historic 'Legends' Race, prior to the start of the 24 hour event, the car ran as high as 2nd, before encountering gear selection problems, however a very commendable 11th place resulted, and the 'Driver of the Day' award secured. An average speed of 100.98mph was achieved with a top speed of 180mph! Further outings last year, included the Silverstone Historic Festival, Goodwood Festival of Speed and Revival meetings and two endurance races at Snetterton, with the Lola recording its first ever win.

Now totally overhauled and race-prepared, the Lola is offered in race ready condition, complete with F.I.A. papers and a vast spares package, including a Colotti Type 37 gearbox and two sets of body moulds, including the originals from 1963! A fresh 'dyno run' only 302 Ford V8 is also offered by separate negotiation.

Over the last twelve months, the Lola's revival has recaptured many 'historic' hearts and souls. Magazine features worldwide, invitations to the most important 'race' events and PR appearances for Lola amongst others, have ensured that this car's provenance is guaranteed, exemplified by a further invitation to the Goodwood Revival Meeting in September this year.

Rarely do such opportunities arise.

Genuine enquiries for this historically important racing coupe to:-
Paul Haywood-Halfpenny or Charles Smalley on 01636 812700

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1952 JAGUAR XK120 ROADSTER, ALLOY BODY. UK car, chassis number 661026, O.E.W. with Tan hide. Total nut and bolt 4 year restoration and upgrading carried out by the most acknowledged experts. Disc brakes, high ratio axle, B Type head, competition wire wheels, uprated suspension and modifications to accommodate the taller driver. Sensationally quick with handling to match. Would cost to replicate, well over £90,000. Quite outstanding.....RHD - £51,995



1963 JAGUAR E-TYPE 3.8 ROADSTER. Red with Black hide. Total restoration, just undergoing extensive upgrades, 5 speed getrag, comp c.w.w., 4 pot calipers, suspension etc. An outstanding example that would cost to replicate well in excess of £70,000 .....RHD - £49,995



1951 MGTD. Ivory with Biscuit hide and Tan weather equipment. Total ground up restoration to the very highest of standards, the attention to detail is second to none. Equipped with high ratio axle, wire wheels, boot rack, period radio, badge bar etc. A finer example would be hard if not impossible to find.....RHD - £18,995



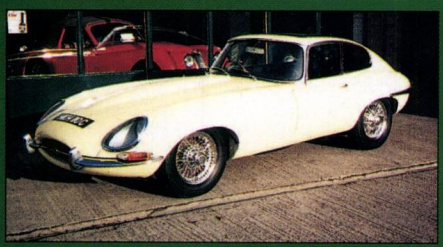
1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED. Chiaro Blue with full Cream hide, low ownership and ultra low historied mileage of only 40,000. The Ferrari flagship, equipped with air con, PAS, centre lock wheels, elec windows etc. Undoubtedly one of the most useable four seater Ferraris available, in a condition that beggars belief. Your search is over. Possibly the finest example available ....RHD - £22,995



1967 MERCEDES BENZ 250SL MANUAL. In Deep Blue with Grey hide. 4 owners and a warranted 61,000 miles from new with a most comprehensive history, PAS, rear seat, hard top, period radio and manual gearbox. A most original and outstanding example.....RHD - £21,995



1936 ALVIS SPEED 25, 3½ LITRE, 4 SEATER DROPHEAD by Charlesworth. Black over Green with Green hide. Twin side mounts, driving lamps, telecontrol shock absorbers, original mascot etc. Restored by the marque specialists at a cost in excess of £80,000 to the highest of standards, very little use since. An ideal long distance tourer. Sensational.....RHD - £64,995



1965 JAGUAR E-TYPE 4.2 SERIES 1 FHC. Primrose Yellow with Black hide. Total restoration carried out, only 10,000 miles since. CWW, webasto sunroof and radio. An English matching number car in superb condition. They certainly don't drive better than this example .....RHD - £28,995



1947 MGTC 1250. Black with Biscuit hide and Tan double duck weather equipment. Restored to a concours standard by a leading TC specialist. The attention to detail is second to none. The finest example I have ever had the pleasure of offering.....RHD – £19,995



1972 MGB ROADSTER. BRG with Black hide. Total restoration on a new heritage shell. Stage 2 engine, uprated suspension, overdrive, C.W.W. Built to the highest of standards, would cost in excess of £20k to replicate. Quite sensational.....RHD - £13,995



1959 AUSTIN HEALEY FROGEYE SPRITE. Cherry Red with Black trim. Total ground up restoration carried out 95/97 to a very high standard. Superb panel gaps, an original unmodified example in outstanding order .....RHD - £9,995



1978 TRIUMPH STAG. Finished in Magenta with Black trim. Manual with overdrive, total restoration carried out 94/95 to a concours standard, only 6000 miles since. Equipped with PAS, alloy wheels, electronic ignition, period radio etc. An outstanding example that would be hard if not impossible to better .....RHD - £10,995



1973 TRIUMPH TR6 PI. Signal Red with Black trim. A local car, 30,000 miles from new with extensive service history. Original and un-restored 'time warp condition'. Equipped with overdrive, radio, tonneau cover etc. Hard, if not impossible to find in this condition..... .....RHD - £14,995

1963 FORD LOTUS CORTINA MKI 'A BRACKET. Team Lotus colours, just in the process of total race prep to a standard rarely achieved. Firstly a perfect corrosion free, seam welded and strengthened shell, the finest of every component available. Will be under homologated weight to F.I.A. spec. In the right hands will be unbeatable.....P.O.A.

1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 1990/95 at a then cost in excess of £100K to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why, other than maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable' .POA - LHD

1977 TRIUMPH TR7 V8. Ex works Tony Pond Manx Rally winner: UYH 863S. Totally restored with 350 bhp Walkinshaw engine, dog box, full correct works spec. Last used 1998 San Remo Rally. Complete with full spares package. Sensational.....£39,995

1967 LANCIA FLAMINIA 2.8 3C. Ivory with Black hide. Last owner since 1972, a warranted 25K, 1 of only 17 RHD, out of a total production of 180. Works hard top, Nardi steering wheel, period radio. Quite unrepeatable.....£29,995

1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order.....£28,995

1953 MGTD 1250. Opalescent Fern Green with Biscuit hide and weather equipment. Total restoration in 1991, little use since. Equipped with wire wheels, spot lamp, badge bar, boot rack etc.....£15,995

1970 JAGUAR E-TYPE 4.2 FHC 2 SEATER. Primrose Yellow with Black hide. 5 speed getrag gearbox, 6" CWW, alarm, CD, vented brakes, uprated shockers etc. An excellent driving example and incredible value.....£14,995

1964 DAIMLER DART SP250 C SPEC. Ivory with Black hide piped Cream. Rack & pinion steering, tonneau cover, over riders, wood rimmed wheel, fuel reserve etc. History from new, unrestored but lovely.....£13,995

1972 TRIUMPH TR6 PI 150 BHP. In Sapphire Blue with Black trim. Overdrive, oil cooler, modified drive shafts, spax shockers, club reclining seats, Motolite steering wheel etc. Total ground up restoration, outstanding condition.....£11,995

1964 MGB ROADSTER, PULL DOOR HANDLE. In O.E.W. with Red hide. Fitted overdrive, wire wheels, foldaway hood, wood rimmed steering wheel. Total restoration in 1996. An exceptional example would please the most critical.....£10,995

1978 ALFA ROMEO 2.0 SPYDER. Oxford Blue with Mocha trim and Black mohair hood. 83,000 miles, extensive history, restored some years ago to a very high standard, little use since, superb...£9,995

1977 TRIUMPH STAG AUTO. In Java Green with Black trim. Equipped with PAS, electric windows, minilite wheels, radio cassette etc. Totally restored at enormous expense and in exceptional condition. A recent concours winner.....£9,995

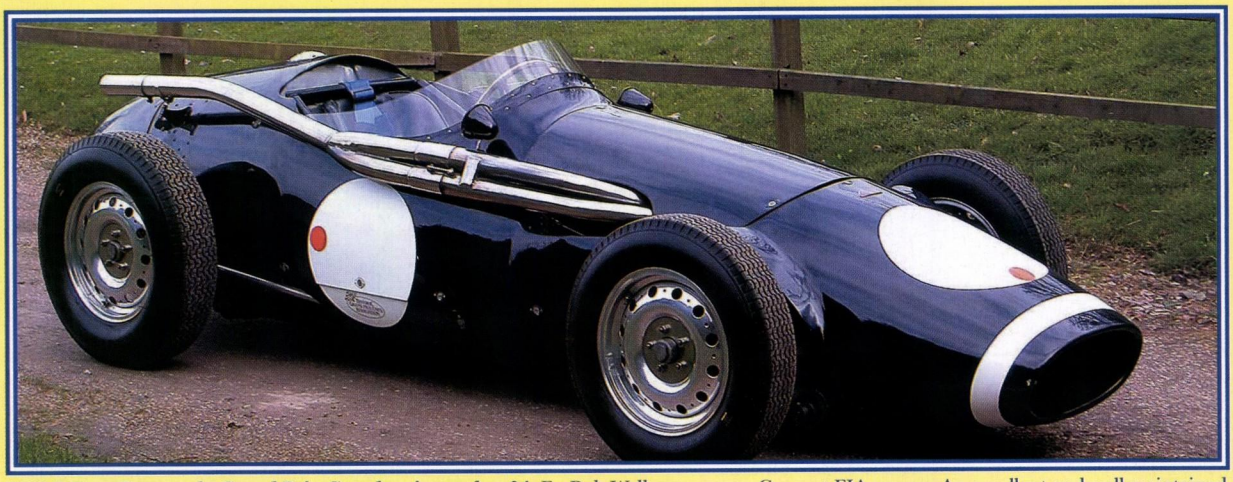
1991 LHD, ALFA ROMEO SPYDER. Finished in White with contrasting Tan interior. Fitted with twin 40's and PAS from new. In immaculate condition throughout, extremely difficult to find in better order..... .....£7,995

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1985 LANCIA GAMMA MK2 AUTO COUPE. Oyster with Tan trim. Possibly the finest example available, only 36,000 miles from new, P.A.S., elec windows, radio/cass, alloy wheels etc. Only used in dry weather, simply sensational.....£5,995

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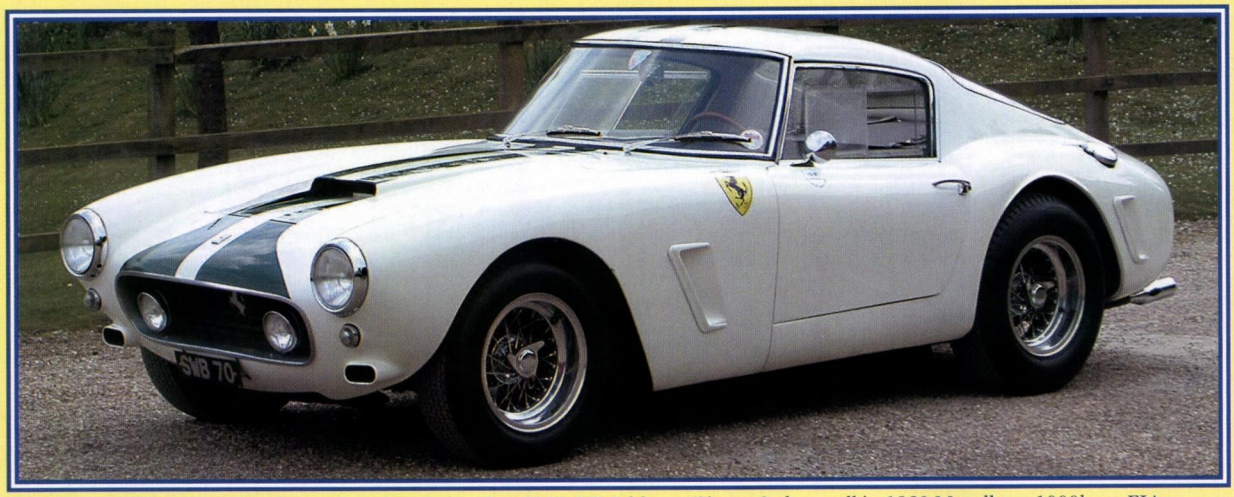
1955 B-Type Connaught Grand Prix Car, chassis number 04. Ex-Rob Walker team car. Current FIA papers. An excellent and well maintained Grand Prix car in superb order and highly competitive. Sold with a large spares package and very sensibly priced. ..... **£POA**



Porsche 924 Carrera GTS built to R Specification. Red with black leather interior. A very rare and electrifying car and one of the only 50 built. Dry sump, perspex windows, built in alloy safety cage, lightweight doors, wings and bonnet. Front mounted intercooler. Stunning in every respect and must be seen ..... **£44,950.**



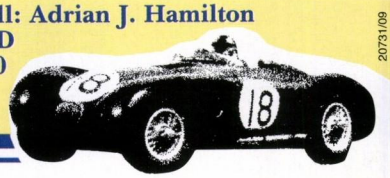
1984 Ferrari 288 GTO. Red with black hide trim, 16,000 miles only. Electric windows and air conditioning, full service history and interesting ownership. A wonderful car to drive. **£165,000**



1960 Ferrari 250 SWB Alloy Comp Car, chassis number 2209 GT. Schlesser/Simon 3rd overall in 1960 Montlhery 1000kms. FIA papers, interesting history, owned for the last 20 years by a well known and prominent member of the British Ferrari Owners Club and very realistically priced. ..... **£POA**

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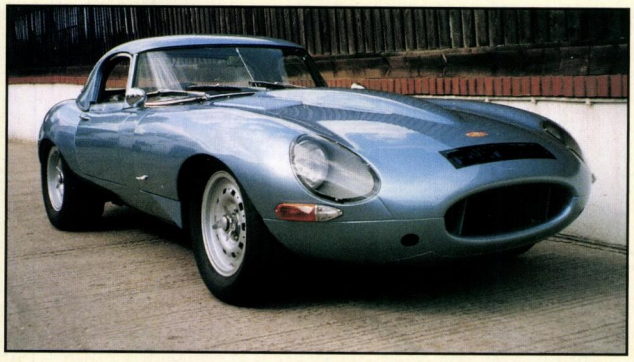


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JAGUAR XK 140 ALLOY BODY ROADSTER, RHD – Silver/Red hide and carpets, Borrani wire wheels, radial tyres, disc brakes, rack and pinion power steering, uprated suspension, tuned engine, 5 speed gearbox, unique all alloy bodywork. Previously supplied by ourselves 3 years ago, 3000 miles since, truly stunning.

JAGUAR XK 140 DROPHEAD, RHD – Battleship Grey/Red hide and carpets colour coded, wire wheels, full matching numbers, original right hand drive, subject of a total chassis off restoration 8 years ago to a exceptional standard, now nicely mellowed, very rare in this condition.

JAGUAR XK 140 DROPHEAD, RHD – British Racing Green/Beige hide and carpets, 16" chromed wire wheels, full chassis off restoration by ourselves 4 years ago, original right hand drive, 5 speed gearbox, J. D. Sport brakes, radial tyres, extra set of bucket type seats, 4,000 miles only. Wonderful example.

JAGUAR XK 150 'S' 3.8 LITRE DROPHEAD, RHD – British Racing Green/Green hide, Black hood, 16" chromed wire wheels, original right hand drive, matching numbers, subject of a total chassis off no expense, spared restoration by J.D. Classics over a two year period, finest attention to detail throughout, very limited use since. The best available.

JAGUAR XK150 3.4 LITRE DROPHEAD, RHD – British Racing Green/Tan hide and carpets, Black hood, 16" chromed wire wheels, full matching numbers. A superb original low mileage example previously supplied by ourselves 4 years ago, recently fitted with inertia rear seat belts, exceptionally rare in this condition.

JAGUAR XK 150 J.D SPORT 3.4 LITRE ROADSTER, RHD - Dark Blue/Grey hide, Dark blue carpets and hood, 16" chromed wire wheels, subject of a total restoration by ourselves, built to a superb standard, updates include latest specification engine, 5 speed manual gearbox, fully adjustable suspension, amplifier ignition, rack and pinion power steering, milled alloy dashboard etc. STUNNING!

JAGUAR XK 150 4.0 LITRE V8 FIXED HEAD COUPE, RHD - Dark Blue/Grey hide, Dark Blue carpets, 16" chromed wire wheels, total restoration and update to include V8 4.0 litre engine, 5 speed ZF automatic gearbox, independent rear suspension, uprated front suspension, fully uprated brakes including ABS, electric seats, walnut dashboard and door cappings etc, an excellent opportunity to beat our waiting list for modified cars.

THE J.D. SPORT MARK II SALOON, XK 140 AND XK 150 – Developed over 10 years, and hand-built by J.D. Classics for modern motoring, with a little old-fashioned excitement! Colour specification to your choice, J.D. Classics sports front seats, complete leather interior, including door panels, parcel shelf etc., inertia reel belts to front and rear, our own unique walnut veneered centre dash to match your choice of woodwork, CD/music etc. to your choice. Highest specification, completely rebuilt sports engine, choice of either 3.4 or 3.8 litre, 4.2 litre fuel injection or our latest XJR V8 Supercharge. 3.4 to 4.2 litre engines are gas flowed, lightened and balanced, unleaded fuel head, electronic ignition, fast road camshafts. 2" stainless steel manifolds and exhaust system, catalytic converter, rack and pinion power steering, remote adjustable sports suspension, competition wire wheels, sports braking system, VR tires, choice of gearbox, air-conditioning, etc. Our work is carried out to an impeccable finish, and we will build to your individual specification if you wish. The world is blessed with 'look-alike', efficient, luxury vehicles. But are you excited? Boredom can be very expensive! The "J.D. Sport" is exclusive. It is a car that will express your taste, and your individuality. You may even get excited, again...! 'Please contact us for a brochure'

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JAGUAR E TYPE SERIES 2 4.2 FIXED HEAD COUPE - British Racing Green/ hide and carpets, chromed wire wheels, matching numbers, subject of a total restoration 7 years ago to an excellent standard, previously supplied by ourselves 4 years ago, wonderful example.

JAGUAR 'E' TYPE SERIES III COMMEMORATIVE V12 ROADSTER – Black/Beige hide, Black hood, chromed wire wheels, one of sixteen manual cars built, subject of a sympathetic restoration 2 years ago. Stunning.

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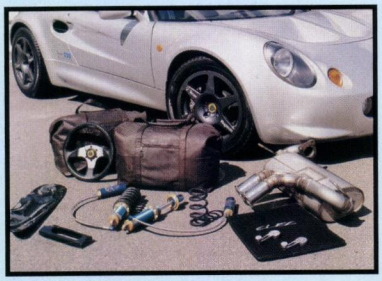
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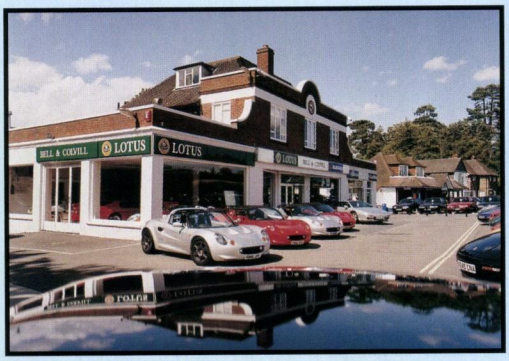
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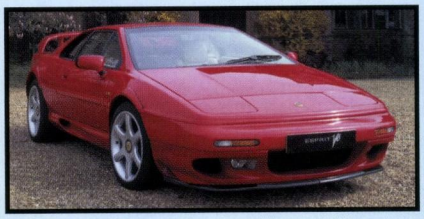
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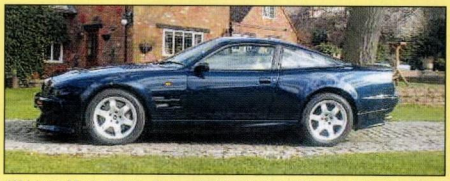
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ASTON MARTIN IN THE THAMES VALLEY



1988 Aston Martin V8 Vantage. Finished in Suffolk red with magnolia hide piped red. This is a two owner car which has been in the same ownership since 1989. It has covered only 32,000 miles and has full service history including recent new sills by Andy Chapman of Chapman Spooner. Rare to find a nice low mileage example **£47,500**



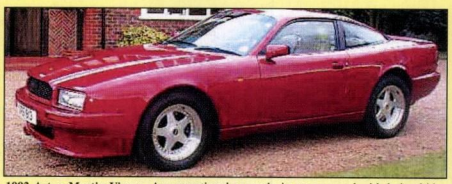
1994 Aston Martin 550 bhp Vantage. Finished in Oxford blue with beige hide. Fitted with 6 speed manual transmission, twin superchargers, 18" 6 spoke alloys, awesome performance, 18,000 miles only, FSH, Just serviced by Aston main agent. **£79,950**



1987 Aston Martin V8 Volante. Finished in Suffolk red with magnolia hide piped red and a black mohair hood. The car comes with full service history and has covered only 42,000 miles from new **£52,500**



1990 Aston Martin Virage. Chassis no 1, finished in BRG with cream hide piped green. Fitted with automatic transmission, air conditioning plus all usual refinements. Now 12 years, chassis no 1 has had only three owners from new and has a full service history with "works service" and other main agents. Total mileage covered is 14,100. Sensibly priced at **£32,950**



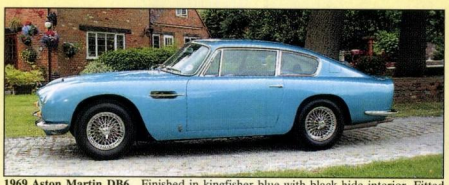
1992 Aston Martin Virage, An exceptional example in regency red with beige hide. Total service history from new and only 23,000 miles. Fitted with automatic transmission, OZ alloy wheels, air conditioning and all usual refinements. An opportunity to buy a late model Virage at a fraction of its original cost **£35,950**



1990 Aston Martin Virage. Finished in silver with blue hide piped cream. This is an excellent example, fitted with 5 speed manual transmission and having covered only 20,000 miles from new. A car which we have owned in the past and thoroughly recommend **£32,950**



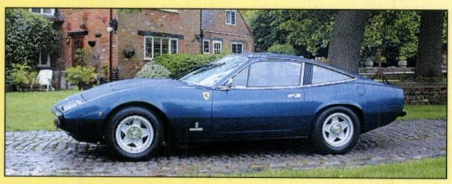
1969 Aston Martin DB6 finished in Fiesta Red with Cream Hide interior and contrasting Red carpets. Beautifully restored 3-4 years ago and has very restricted use since. **£42,500**



1969 Aston Martin DB6. Finished in kingfisher blue with black hide interior. Fitted with new chrome wire wheels, automatic transmission and power assisted steering, it represents very good value at only **£29,995**



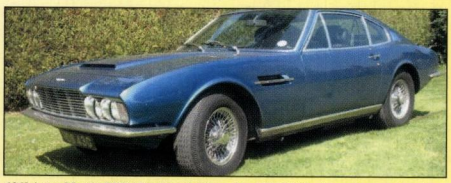
1961 Aston DB4 Srs III A very nice example finished in burgundy with original black hide interior. For much of its life it was the cherished property of a well known ex Le Mans driver and it comes with considerable service history. The car is in very nice condition and has new wheels & tyres recently fitted. Sensibly priced at £38,950. . . . . **£38,950**



1972 Ferrari 365 GTC4. This is one of only 32 RHD examples built. It is a beautiful car finished in blue sera with a perfect black hide interior. £16,000 has recently been spent on bringing this car into the condition in which it is now offered for sale. Come and view, you will not be disappointed **£39,500**



1958 Jaguar MkIV. Very unusual for us, have never owned one before, but part exchanges come in all shapes and sizes. Large Jaguar saloon, ideal for big family picnics and the occasional alpine rally with the odd wedding thrown in at weekends. Has modern 5 speed gearbox and PAS and drives nicely. (Original gearbox in boot). Should really be with Hurst Park Motor Company (very nice people). Probably worth £15,000 but try something like **£8,950**



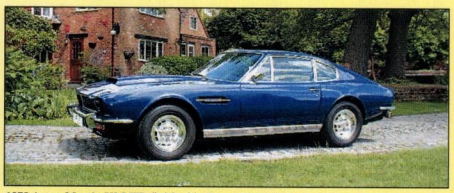
1968 Aston Martin DBS 6 Vantage. Salisbury blue, black hide, 5 speed manual gearbox. A very pretty car with pure clean lines, no spoilers, no air dams, chrome wires, tripple Webers and only 30,000 miles. We've owned it before and we love it. first to see will buy **£19,500**



1979 Aston Martin V8 Volante. Finished in Cairngorm (Scottish) brown with beige hide and a beige hood. If you like brown it's a lovely car and very sensibly priced because it's not my favourite colour . . . . . **£37,500 (no bids)**



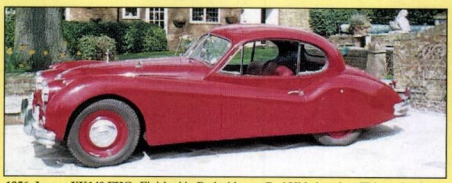
1980 Aston Martin V8 Oscar India finished in Silver with Dark Blue Hide interior. An extremely nice example which has been in the same ownership since 1983. During this time, it has been very well maintained and comes with a complete service history through to the present day. Recent new sills and wheel refurbishment. **£24,950**



1978 Aston Martin V8 LHD finished in Royal Blue with beige hide. A very nice example recently registered in Paris, it has excellent panelwork, newly refurbished alloys, automatic transmission plus all usual refinements **£19,950**



1962 Bentley 4 Door Continental Flying Spur with Coachwork by HJ Mulliner. This is a very nice example finished in Burgundy with Beige Hide which has just been re-connelised. All of the wood veneer has recently been professionally refurbished and the car comes with a thick and detailed file of its continuous history. Fitted with the tried and tested V8 Bentley engine and power assisted steering this car offers excellent luxurious period motoring at a reasonable cost. Offers invited based on **£38,500**



1956 Jaguar XK140 FHC. Finished in Red with new Red Hide interior. This car has been in the same ownership for the last 20 years during which time it has been regularly used and well maintained. **£19,950**



1955 Citroen Light 15 finished in Metallic Sherwood Green with Spruce Green connolly hide interior with English Elm door cappings. Restored to a high standard, excellent throughout. **£8,995**

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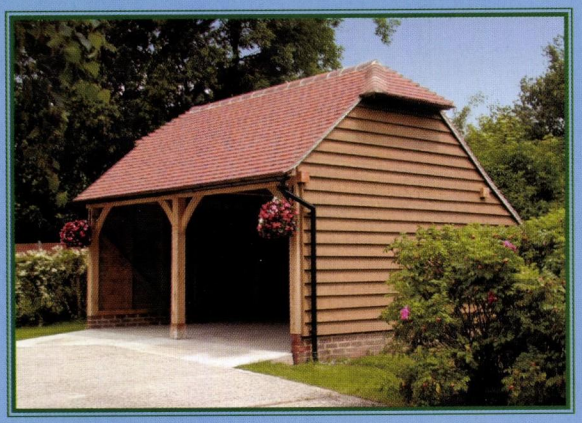
Classic design is something that owners of veteran, vintage and classic cars appreciate above all else. From a simple detail in a hand-crafted aluminium body to solid, reliable mechanical engineering, they are in themselves a legacy to the past when quality craftsmanship was paramount. Today, whilst a number of specialist artisans and engineers lovingly restore and keep our classics looking their best others, like the craftsman at English Heritage Buildings, skillfully produce traditional style buildings to keep them in, offering the right environment, good security and superb looks.

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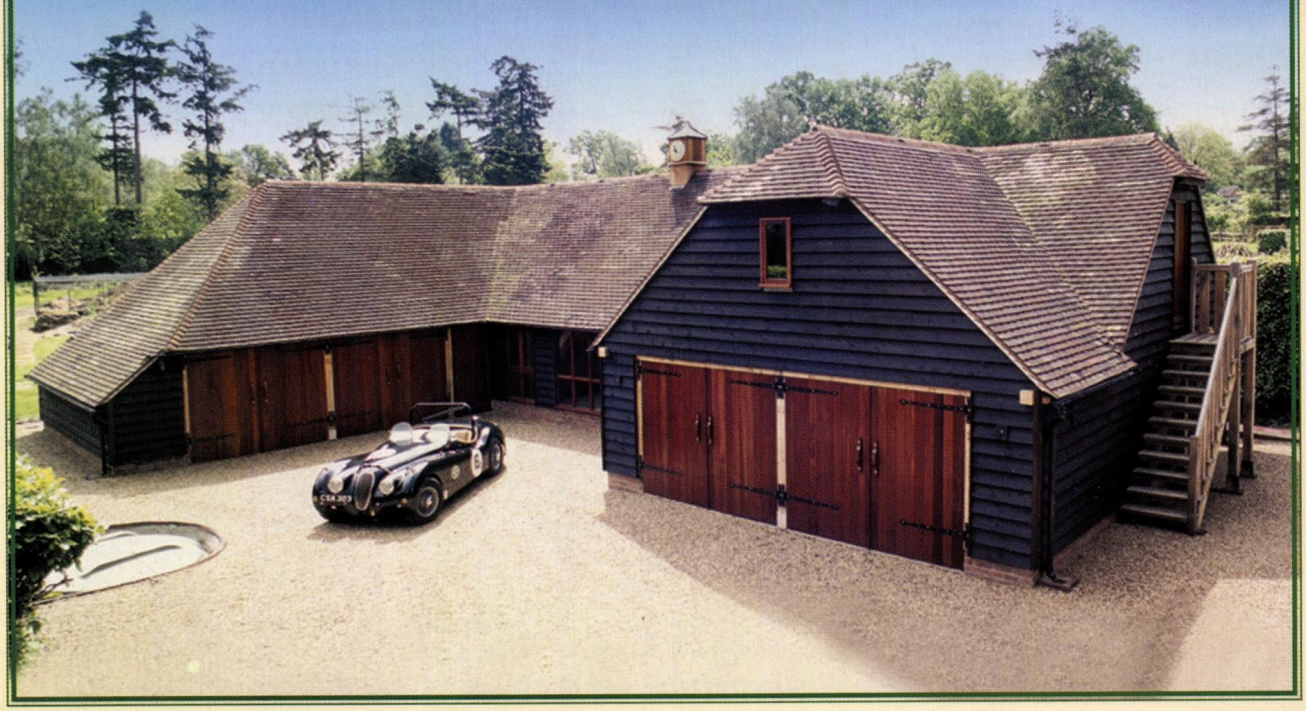
Once you have chosen the style of building you want you can then decide just how much – or – little – English Heritage Buildings is involved in the overall project. If you are after the sense of achievement of building your own garage, your classic's new home can be supplied in kit form. Alternatively, you can rely on English Heritage Buildings to take care of everything right up to the moment you wheel the car into its new home.

With a two-bay garage frame available from just over £4,000, or fully built for just over £10,000, the cost of owning a stunning piece of British architecture is remarkably low.



English Heritage Buildings would like to thank historic race preparation specialist *CKL Developments (01424 838250)* for the loan of the car in the photographs.

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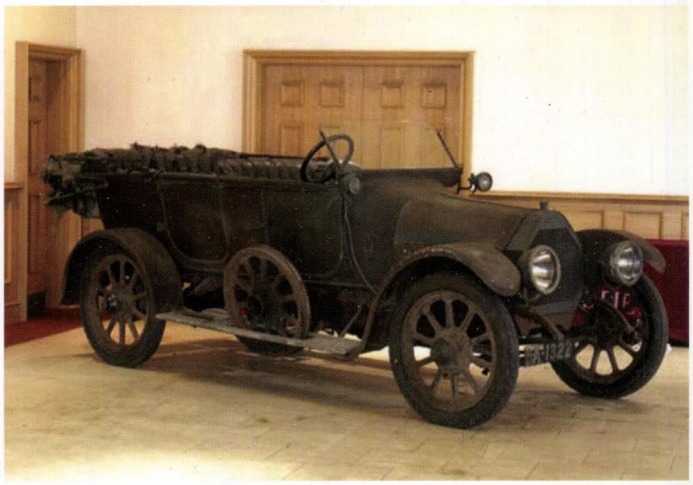
1956 Mercedes-Benz 300 SL Gullwing
Estimate: £80,000-100,000



1960 Corvette
Estimate: £15,000-20,000



1912 Ford Model T Roadster
Estimate: £8,000-12,000



c.1912 Humber 14hp Tourer
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