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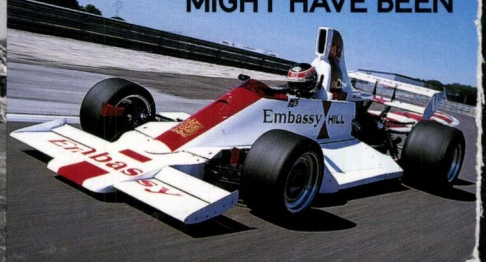
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FARINA: THE MAN
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**Fiat 131 Abarth World Rally Championship victories:**

**Jean-Claude Andruet**
San Remo 77-Fiat 131 Abarth (Christian Delferrier)

**Markku Alen**
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Portugal 77-Fiat 131 Abarth (Ilkka Kivimaki)
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# Fiat 131 Abarth

Fiat's striking 131 Abarth moved the technological goalposts in rally car development in the 1970s. The Italian super-saloon was a potent fusion of the collective efforts of Fabbrica Italiana di Automobili Torino, the tuning expertise of Abarth and the era's most evocative of corporate colours: Alitalia.

Under the guidance of former driver and engineering brain Giorgio Pianta, Fiat mated its potent two-litre, 16-valve engine from the Lancia Beta to a glassfibre/aluminium-panelled body, ensuring that the power-to-weight ratio was spot on. Not only that, but thanks to its McPherson struts and adjustable anti-roll bars, the 131 had fully-adjustable suspension. Fiat's engineers could perfect the car for asphalt and/or gravel in no time at all. The front-engined, rear-wheel drive layout, harnessed by the independent rear suspension and limited-slip differential gave the 131 an all-round ability the likes of which had not been seen before. The result was that everyone who drove the 131 in anger happily declared it one of the greatest-handling rally cars yet seen.

So confident was the Fiat management with its latest weapon designed to take the fight to Ford and Porsche in world rallying that a number of drivers with differing specialities were signed to the programme. Asphalt experts, gravel specialists and endurance aces were brought in for Fiat's big push for the manufacturer's crown – rallying's raison d'etre before the drivers' crown was introduced in 1979.

The man who proved to be the constant in the all-star Fiat line-up was Markku Alen. The lanky Finn was mighty in the 131, the robust, neutral-handling Italian machine suiting his aggressive, attacking approach. That he won arguably rallying's toughest test – Finland's 1000 Lakes – four times in the 131 speaks volumes about the car's ability on the world stage. Alen was unlucky that his most successful year, 1978, was just one year before the drivers' title came into being. FIA Cup victory was scant consolation – 'Maximum Attack' Markku was never to land rallying's ultimate prize throughout the rest of a glittering career that lasted well into the 1990s.

For Fiat, glory would come with fellow legend Walter Röhrl. The German brought the drivers' and manufacturers' titles to Turin in 1980, giving the hard work and expertise demonstrated by all involved a very real sense of worth.



# Badges of honour, tools of the trade

This Contessa Nettel camera and Tyrolean hat are the working equipment of Robert Fellowes. Until Chris Nixon published his book on Fellowes in 2001, his was a forgotten name among motor racing photographers. Yet Fellowes went to many of Europe's premier races in the 1930s, capturing the great years of Mercedes-Benz and Auto Union. His photos appeared in *MotorSport*, *Motor* and *Speed*, but his early death in 1945 following a battle injury meant that his career was cut short.

The jaunty felt hat with its press and motor club badges (including a swastika for the Nazi sports organisation) seems at odds with recollections of Fellowes being a shy man, but indicates how many races he attended, here and abroad, fitting them round his broadcasting career.

Hat and camera go up for auction at Christies on December 7. M

'Fellowes captured the great years of Mercedes-Benz and Auto Union'

James Mann

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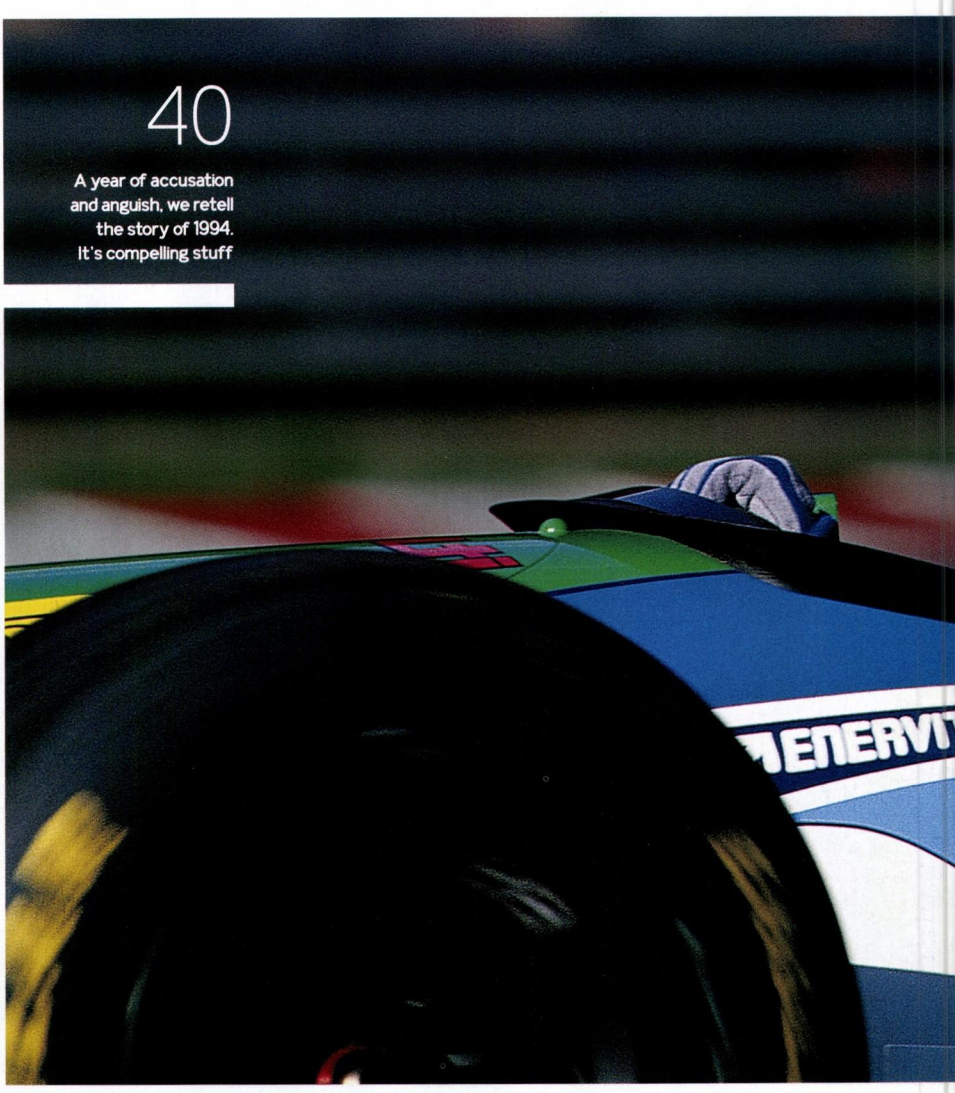
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'Schumacher was happy to dice with the latest batch of wannabe hims. And he had a whale of a time'

Race of Champions used to be based on the Canary Islands. Schuey's presence has changed all that

Paul Fearnley's

# Off the line

## WHEN TO BACK OFF

After all those GP wins (I bet even he couldn't list them), poles, fastest laps, laps led, miles led, points (his tally is a half-decent pinball score), fastest sector times, devastating in- and out-laps, you'd have thought that Michael Schumacher would be weary of the F1 slog. Not so.

You'd have thought, too, that he would have come up with a new celebration by now. But although you can criticise his lack of imagination, you cannot but be impressed that his podium jump is as spring-heeled as it ever was.

I don't know why, given his global status, financial security and contented family life, but I worry for him. There is no doubt that he continues to set the F1 pace because he loves to set the F1 pace, and because he still has the ability and opportunity to do so. But in the back of my mind (and his?) lies a nagging doubt: does he also continue because he can't think of what he might do after the balls-out laps have stopped?

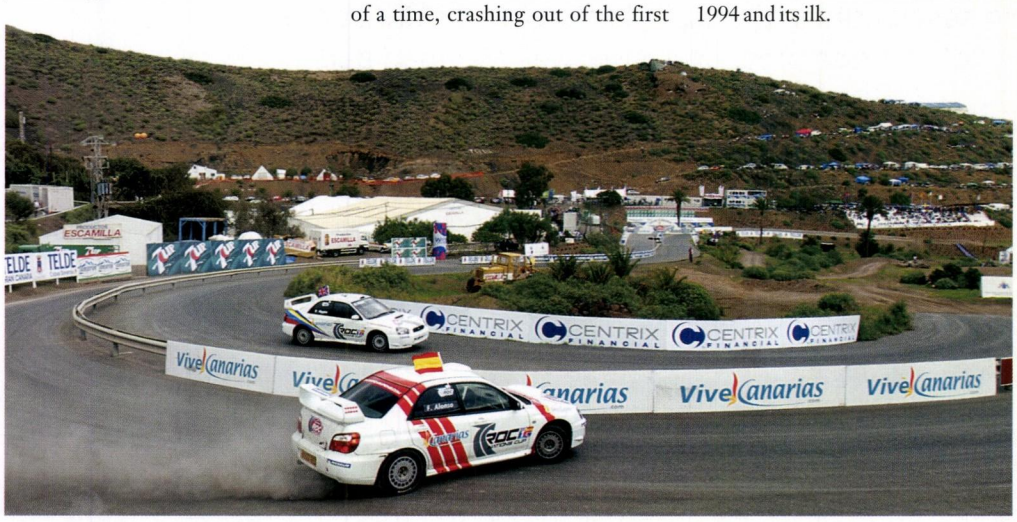
For let's face it, he's been karting since he was knee-high to Jochen Mass. Yet his idea of relaxation away from F1 is – karting. In 2001, he tackled a round of the FIA Super A World Championship at the track where it all began for him: Kerpen. In these days of specialisation, it's rare for a big name to stick his neck out in this way. But Schumacher was happy to dice with the latest batch of wannabe hims. And he had a whale of a time, crashing out of the first heat and finishing runner-up in the second. Whatever else *Signore* Sauro Cesetti does in the sport – chances are he won't be matching Schuey's boggling F1 stats – he can tell his grandchildren that he once beat the world's best driver. And no doubt Schumacher warmly shook his conqueror's hand. All healthy stuff.

Which is why I'm delighted that Michael has agreed to contest the Race of Champions on December 4. This is a long-established, end-of-year, fun-but-serious event that sees a variety of drivers go head to head in a variety of cars. Schuey has never stepped so far out of his comfort zone – and it's good to see.

He's nothing to prove, of course. But equally, those who remember the days of Moss and Clark jumping from single-seater to sportscar to saloon car and driving them all with equal facility will no doubt be keeping an eye on his performances on the artificial course laid out around the *Stade de France*. Michael knows that, but doesn't care. He just wants a bit of fun. All healthy stuff.

The event's new format – a grippier (but still slippery) surface, a separation of racers and rallyists until the closing stages, the choice of cars (it includes Ferrari 360s) – smacks of looking after Number One. I'm not saying that he needs this – the event or the mollycoddling – but it can't do him, or it, any harm.

Let's just hope he has a ball. For such events are the antidote to F1 in 1994 and its ilk.




LAT

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# P1

A jostling pack of news, views & comment




# Wraps off Aston's GT racer

## Iconic British marque to fight Ferrari - and not just at Le Mans

Aston Martin and its motorsport partner Prodrive Engineering plan to build 32 DBR9 racers in a bid to recreate the marque's golden era of 1950s sportscar success.

They want the V12 machine – which next year will take Aston back to the Le Mans 24 Hours – to race in all the major sportscar series around the world. As well as supplying cars to the works teams that will spearhead Aston Martin's return to international racing, 'customer cars' will be offered to several privateers as well as collectors.

"When Aston went back into motorsport after WWII, there was such strong demand from the customers that the company turned its attention to building cars for gentleman racers," explained Aston Martin boss Ulrich Bez. "We will undertake the same strategy today with the DBR9."

The DBR9s will be numbered according to a system first used on the DB3S: the 12 works cars will carry chassis numbers 1-12, the 20 customers cars numbers 101-120.

The 12 works machines will be split between three teams still being sought for full-on campaigns in the American Le Mans Series and FIA GT Championship, as well as at Le Mans, from 2006 onwards. A works deal will involve a team committing to purchase four DBR9s over the course of three seasons.

Prodrive, which has set up the wholly-owned subsidiary Aston Martin Racing to mastermind the project, believes it will have no trouble selling the 32 cars.

"Demand for them will outstrip supply," said Prodrive boss David Richards. "People will want to buy the works cars because history has shown with the DB3S that they retain a higher value than the customer versions.

The customer DBR9s will cost £475,000 apiece, while the works



Le Mans winners Martin Brundle (left) and Mark Blundell hope to form DBR9 race team

all LAT




**Aluminium monocoque, carbonfibre body, 600bhp, six-speed sequential gearbox, wishbones and six-pot calipers at each corner - DBR9 has all the right ingredients for success**

cars will be sold under different terms. A works franchise is reputed to be available for £2.75 million over its three-year duration.

Prodrive, which gained useful experience with its Ferrari 550 GT racers, will campaign the DBR9 next season to prove the car against strong opposition expected to include Maserati's Ferrari Enzo-based MC12 and an all-new Corvette. It will give the car its world debut in the Sebring 12 Hours next March and, presuming it receives entries, will take two cars to Le Mans and selected FIA GT and ALMS events.

Teams in the running for a works deal include long-time sportscar entrant David Price, who is planning to join forces with two former Le Mans winners – Martin Brundle (Jaguar in 1990) and Mark Blundell (Peugeot in '92) – in a new organisation. IRL team owner Bobby Rahal is also in talks with Aston, as is the double FIA GT champion team, Scuderia Italia.

## AM's Le Mans pedigree

**1935:** Charles Martin/Charles Brackenbury steer their Ulster to third overall. In doing so they win the Biennial Cup, the result of which is based on back-to-back performances at La Sarthe, and the Index of Performance.



**1950:** DB2s (above) finish first and second in class by coming home fifth and sixth overall; George Abecassis/Lance Macklin (19) finish ahead of team-mates Brackenbury/Reg Parnell (21). Abecassis/Macklin also claim the Index of Performance.
**1955-58:** DB3Ss finish second in three out of four years: Peter Collins/Paul Frère are runners-up, but first in class, in the fateful race of 1955; Collins repeats the result a year later sharing with Stirling Moss; the private entry of Graham and Peter Whitehead embarrasses the works team with the runner-up spot in '58.



**1959:** Parnell and John Wyer's team finally hit the mark. As Ferrari's drivers are let loose to race - and chase after Aston's hare, Moss - Roy Salvadori/Carroll Shelby (above) keep to a strict pace in their DBR1 to record Aston Martin's only overall Le Mans triumph. They are backed up by Maurice Trintignant/Frère in second.
**1960:** Jim Clark scores his best Le Mans finish, taking third overall with Salvadori in a Border Reivers-entered DBR1.

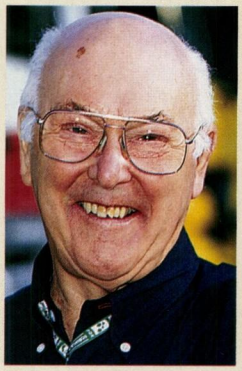



**1963-64:** Aston's blisteringly fast Project Cars (above) fail to beat 250GTO in class. It wins elsewhere but AM fades from top-line racing.
**1989:** Works team makes a return to Le Mans with a pair of Group C AMR1s. Brian Redman/Costas Los/Michael Roe finish 11th (below).




## My hero

**by Murray Walker**



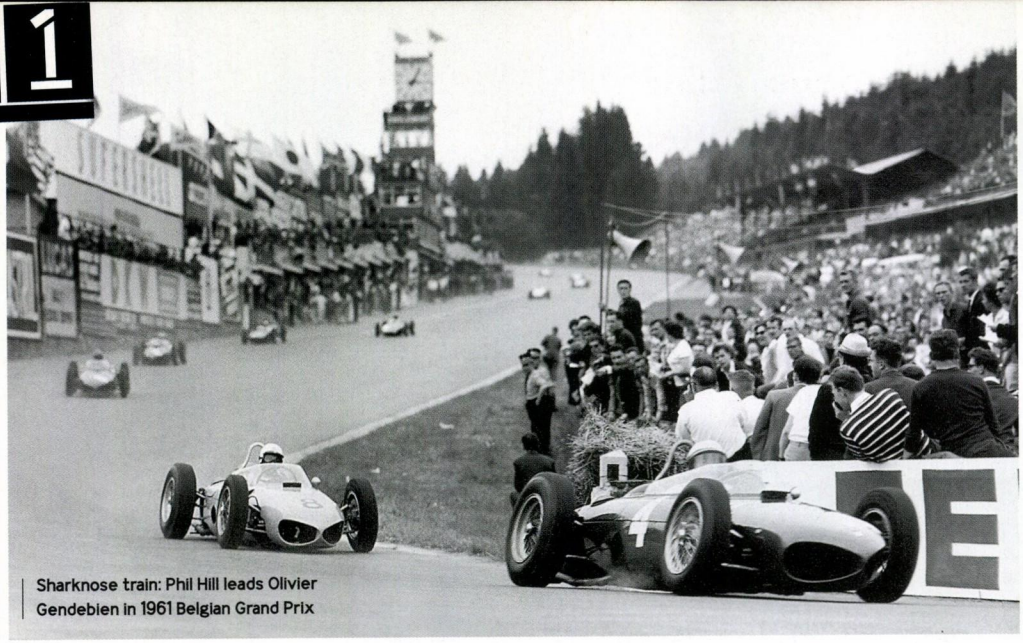
Tazio Nuvolari captivated me as a youth, but I would have to say Stirling Moss. He became an icon for motorsport and for British motorsport in particular. Britain was in a low state after the war and it was amazing to watch this young chap doing extremely well against the likes of Farina and Fangio, often in greatly inferior cars. It still amazes me just how young he was, but mature beyond his years in his approach to racing. One of the things I admired most about him back then was that he drove British cars for as long as could, despite their inferiority. It was with great reluctance that he eventually went with the Maserati 250F. He was the first of the real professionals at a time when most of the other drivers were wealthy amateurs, and Stirling remains a very personable man.

## &favourite road car

Well, dream road car would have to be a McLaren F1 which I've had the pleasure of driving. I can't imagine living with one, though, as it would probably be vandalised the second I parked it. In the real world, my favourite road car has consistently been the BMW 3-series. I've always admired BMW's sporting tradition. I used to ride BMW motorcycles and then made the switch to its road cars and remain very impressed. These days there's no such thing as a bad car but what I like about the 3-series – and my current one is a diesel, too – is that they have this inherent sportiness and are built so well. I've never been tempted to stray.




**Walker is an unalloyed BMW fan - on two and four wheels**



Sharknose train: Phil Hill leads Olivier Gendebien in 1961 Belgian Grand Prix

## QUALLIE CHANGES
**Aggregate grids for 2005**

**F1 has adopted an unprecedented aggregate qualifying format for next year. Grids will be decided by adding together times set in single-lap sessions on Saturday afternoons and Sunday mornings.**

**The Saturday runs will take place with low fuel levels, but in the new Sunday session the cars will be fuelled for the start of the race. The system means that the final grid will not be known until just hours before the start.**

**Reaction to the format has been mixed among drivers. David Coulthard said: "It's losing a bit of what qualifying is all about. It should be about man and machine on that day in history driving the nuts off the car."**

# Ferrari dictates future again

## Cost-cuts, British GP and engines - Schuey's team has a hand in them all

Ferrari is taking its usual position centre stage in a debate about the future rules of Formula One – but claims the pivotal role has been forced against its wishes.

As *MotorSport* closed for press, Ferrari sporting director Jean Todt had snubbed a meeting with the other nine F1 team bosses to agree on a cost-cutting plan restricting testing to just 10 days a year, plus a pair of two-hour free practice sessions on the Friday at grands prix, from 2005. The plan also calls for restrictions on tyre development.

As a consequence of these cuts, Bernie Ecclestone has agreed that the F1 calendar could be expanded to 19 races to allow the British and French GPs back onto the schedule.

Ferrari reacted angrily to the proposal because it owns two test tracks, Fiorano and Mugello, and benefits from a unique – and free – tyre deal with Bridgestone. The team is also annoyed that it could become a scapegoat for the loss of two historic GPs if it fails to comply.

Meanwhile, the threat of a breakaway manufacturer series for 2008 continues to gather pace despite Ferrari (Fiat), BMW, Mercedes-Benz and Renault – the four makes behind the Grand Prix World Championship – holding different views on engine regulations. BMW, Mercedes and non-GPWC member Honda want to stick with 3-litre V10s, but Ferrari and Renault are backing a new 2.4-litre V8 formula. As in the past, what's best for Ferrari could dictate which way it goes.

Back in 1961, Enzo Ferrari stole a march on his British rivals when F1 switched from 2.5-litre engines to 1500s. Sir Jack Brabham had just won back-to-back world titles with Cooper: "The change was a disaster for us – the rug was pulled from under our feet. And there may have been an extra tug from Ferrari. In '61, it was the only team with a good 1500cc engine. No-one was happy about the change.

"As far as I was concerned it should have lost the F1 name as the formula was very little better than F2. The fact that we went to three litres in 1966 just made the 1500cc formula look more ridiculous."

In response to the capacity reduction, British teams formed the 3-litre InterContinental Formula, but the series did not survive into a second year. Ferrari had pledged its support, but with the success of its 156 'Sharknose' this was never forthcoming...

This time, Brabham reckons F1 should stick to its current formula: "The problem is the 3-litre engine has gone from 385hp in 1966 to 900hp today," he says. "Rather than throwing the V10 away, maybe just limit the revs to 16,000, which will help reliability, and then limit speed with chassis regulations on aerodynamics. Maybe they should also go back to cast-iron brake discs."

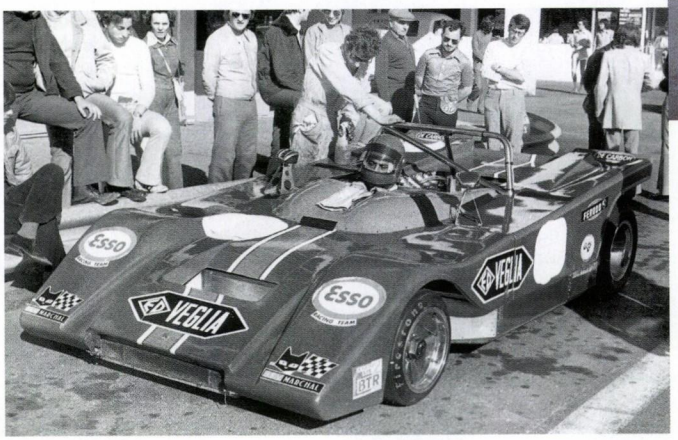
# Mystery car competition

**A year's free subscription is the prize** for the knowledgeable reader who recognises this month's offering from LAT Photographic's archives. Answers must be received by December 5. In the event of there being more than one correct answer, we will favour the entry with the fullest information.

Good luck!

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**Last month:** Intertech Lola-Ford
**Where & when:** Nürburgring 1000Km, '68
**Winner:** Chris Goodwin had an advantage over the rest of you this month, given that the driver is his father Tony! As Chris says, the car is Angus Clydesdale's converted Lola Mk1. It failed to qualify. "My dad says that the organisers gave him 300DM to go away!" reveals Chris, himself a racing driver.

The car featured a 1098cc Martin Ford FJ engine, Wooler five-speed gearbox and a differential from a Welsh Post Office van!

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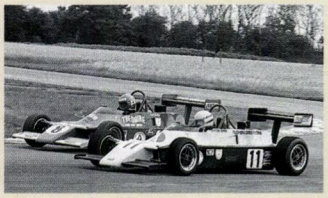
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# The day I beat...

## AYRTON SENNA



**FRANK BRADLEY: FF2000, Snetterton, July 4, 1982**

I think it was the only race that Ayrton didn't win in '82. He had a non-finish at Hockenheim that year but I was the only driver who actually beat him. The track was wet but I had gambled on slicks. I got them changed on the grid just before [clerk of the course] Sid Offord had time to go off on one, which he usually did with me.

The first five laps were pretty hairy. Just keeping it on the black stuff was an effort, but the track was drying. The next five laps it got better, then it really came back to me. Towards the end, I was absolutely flying. I needed to be as I had to make up a lap. Then I came up to the back of Calvin Fish's Van Diemen – we were all in RF82s – which was second. As usual, he tried to drive me off the road. I got past him and then went after Ayrton.

It was neck-and-neck, but his tyres were spent: I got past him on the last lap (above). After the race, I told him I'd been lucky. He said: "No, you were the best today." That meant a lot to me.

I've been racing since 1969 and met a lot of the stars. What was really great about Ayrton was that he would still stop and say hello, even when he'd gone on to better things. He would tell me that I was too bloody old to be playing in Formula Ford!

# Häkkinen says yes to tin-tops




Double world champion spent two days testing Mercedes C-class at the Lausitzring

## Finn to race against old F1 rivals in DTM

Mika Häkkinen will return to racing in Germany's DTM touring car series in 2005, a deal that ends talk of a Formula One comeback.

The 36-year-old, who won back-to-back world titles with McLaren in 1998 and '99, is likely to form a Mercedes AMG 'dream team' with his old F1 rival Jean Alesi in the high-profile tin-top series.

The Finn spent two days testing one of Mercedes' C-class 'silhouette' racers at the Lausitzring's road course in October. It marked his second drive in a DTM Merc following a public relations run at Brno in the Czech Republic in 2001.

"At the end of my F1 career I soon realised that I'm not ready to retire for good," Häkkinen said. "It was exactly the right moment that Mercedes offered me a DTM test. I saw immediately that I still enjoy racing and during the test my lap times were at the same level as those of the touring car specialists.

"I look forward to an interesting season with exciting battles – against my former F1 colleagues as well as against the young DTM drivers."

Along with Alesi, Häkkinen will come up against another old F1 rival: Heinz-Harald Frentzen, who is signed to Opel.

Häkkinen had been linked to an F1 return with Williams following BAR's victory in a contract dispute over the services of Jenson Button.

## F1 CHAMPIONS IN SALOONS

**Stars who sampled racing life with a roof**



**JACKIE STEWART**

Having driven touring cars early in his career, Stewart returned to tin-tops with the factory Cologne Ford Capri team as a guest star in the European Touring Car Championship. JYS and Tyrrell team-mate François Cevert teamed up for the 1972 Paul Ricard Six Hours (above, chasing Rolf Stommelen/John Fitzpatrick BMW), but were beaten by the Wiggins Teape Capri of Brian Muir and John Miles. Stewart made more Capri appearances in 1973, and was 40 minutes away from winning the Monza Four Hours when a camshaft broke. He teamed up with Emerson Fittipaldi for the Nürburgring Six Hours but the car only lasted 16 laps, and finished fifth with Jochen Mass at Ricard.

**ALAN JONES**

The 1980 world champion made 97 starts in the Australian touring car series between 1985 and 2002, but won only three times. Away from the V8 Supercars, Jones also competed in Australia's 2-litre Super Touring series in the 1990s and briefly returned to the Williams fold to drive a Renault Laguna at Bathurst in 1997, only to crash out on oil.

**KEKE ROSBERG**

After a season in sportscars with Peugeot, the 1982 world champion turned his hand to the DTM with AMG Mercedes in '92. Mika Häkkinen's former manager started well by winning a qualifying race on his debut at Zolder. He gave the Opel Calibra its maiden outing at the end of 1993, ready for a full attack with Joest the following year. Always flamboyant and exciting, Keke was the DTM's biggest draw, but he didn't win a race for Opel. He formed his own team for 1995, his last season as a driver.

**NIGEL MANSELL**

Who can possibly forget the 1992 world champion's dalliance with the British Touring Car Championship? Having conquered Indycars in '93, Mansell pulled in the crowds for the end-of-season TOCA Shoot-Out at Donington – and suffered a huge crash live on TV at Starkey's Bridge (below). Ford lured him back into a Mondeo for three star appearances in '98. His best showing was a brilliant drive in the wet at Donington – inevitably, live on TV once again.



XPBCC, Mike Dixon LAT

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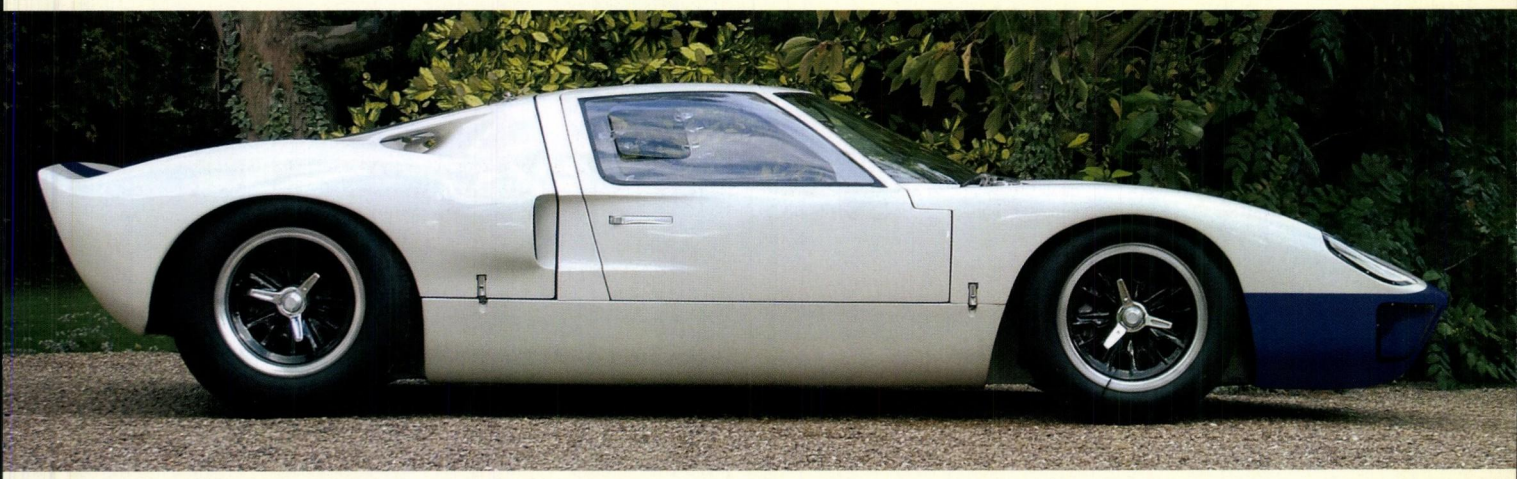
### IN ASSOCIATION WITH WILLIE GREEN




August issue

**1969 Ford GT40 ~ Chassis # GT40 P/1080**

One of the last seven race cars, built specifically to match the definitive configuration of 1968 Le Mans - winning works chassis #1075. Specially incorporating a lightweight roof and the improved reliability of a Gurney Weslake - headed engine. Originally despatched to Luanda and raced in the Angolan Championship by Emilio Marta. Finishing 3rd in 1971, 2nd in 1972 and winning the Championship in 1973. Marta then raced the car in Portugal until retiring it in 1979. Unseen for over twenty years, #1080 has recently been brought out of long-term storage and has now undergone a meticulous and professional restoration to race and show standards. Final testing has been carried out by none other than Jacky Ickx. The car retains its original engine and gearbox with matching numbers and has been fully inspected and authenticated by John Etheridge. A conversion package for eligibility to pre-65 racing is available.



**1986 Ford GT40 MkV ~ Chassis # GT40 P/1115**

Built under license from Ford by JW Automotive, the MkV was slightly updated, but built from all original body moulds and tools. Fitted with a Ford 5 litre V8 with Webers and five-speed ZF gearbox, chassis #1115 was the twelfth of the limited number built ~ (see page 321 GT40 by Ronnie Spain) Finished in Cirrus White with Black interior trim, this stunning and very useable road version is also suitable for many competition events, having contested the 2001 Targa Florio. UK registered and offered in excellent condition throughout.

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EVENT OF THE MONTH

# Tour of Spain

A sunnier date added to the experience of an event with a growing reputation, as some ex-F1 stars joined a quality entry. By Paul Lawrence

photography by Juan Miguel and Tour of Spain

The sixth running of the Tour of Spain delivered a demanding five-day mix of special stages on closed roads and races at Jerez and Guadix. Spanish-based Brit John Sheldon took his Lotus Elan to pre-1965 spoils while John Bosch powered his Ferrari 365 to post-1965 victory.

Moved forward to October from its previous November date, this year's tour was blessed with warmer weather and longer days. What had not changed was the tremendous challenge of the event, with a number of crews coming to grief on very slippery road stages.

Though less well supported than the Tour Auto, the event drew an entry high in quality: ex-F1 stars Clay Regazzoni and Erik Comas and former Renault F1 boss Jean Sage were among the big names that arrived at the spectacular Olympic Stadium in Seville for the start.

Widely considered to be as good as the Tour Auto in terms of route, its Spanish cousin offered a slightly less hectic schedule for the crews than its French counterpart. But the opening stage on Friday produced more than enough drama with up to six cars going off. Notable among the casualties was the lightweight Jaguar E-type of Gary Pearson and Carlos Monteverde. "We flew off the road on the first special stage," admitted Pearson. "It was a heavy landing, but we managed to drive out of the field and keep it going." The loss of around 1min 40sec dogged their progress over the rest of the event.

While Pearson/Monteverde set about getting the E-type ready for day two, Greg Hart took the lead in the pre-1965 category in his Lotus Elan 26R. On his second visit to the event, he was to set a storming pace and was still extending his lead when the cars arrived at the twisty Guadix track on Sunday. "Barring problems, we were just creeping away with it," reported Hart's co-driver Grahame Standen. However, a long sweeping bend at Guadix prompted an oil pick-up problem and the engine ran a big end bearing. Their event was over.

Instead, Sheldon took control of the pre-1965 division, having been half a minute down on Hart at the close of Saturday. Over the final two days he was able to stay comfortably clear at the head of the division as an E-type battle developed over second place.

Despite an ill-handling car that was consuming its tyres at an alarming rate, Pearson/Monteverde still chased into contention but could not quite overhaul the E-type of Michael Cowdray/Ludovic Lindsay. When the Cowdray car picked up a minute of road penalties, the gap was down to 18sec but any chance for Pearson ended when the final special stage was cancelled. The test was scrubbed on safety grounds due to rain and mud on the road from farming activity.

The destiny of the post-1965 category was heavily influenced by the opening stages. Notable among the casualties was Paul Knapfield, who put his Ferrari Daytona off the road, while the Renault Alpine of Comas followed on the second test.

It was the Ferrari 308 of François Entremont that took a firm grip on the category but his event ended with mechanical dramas on the penultimate day. That elevated Bosch's Ferrari 365GTB/4 into the lead and he fended off a substantial Porsche challenge to win by 80sec.

Sage steered clear of any dramas to score victory in the concurrent index of performance in his Alfa Romeo Giulietta; Regazzoni posted an early retirement with transmission failure in his Lancia Aurelia.

"It really is a fantastic event," said Pearson. Its reputation continues to grow – and its winning format has been rumoured to be coming to the United Kingdom soon...







Twisting 3km Guadix circuit near Granada (above) and the more familiar Jerez provided event's races. Ferraris ignore Alfa balloon at Seville start (below)



















This page, clockwise from top left: Older cars took part in less rigorous regularity event; stage organisation had a WRC feel to it - Freeman/Bell 911 awaits the off; rare Alfa Giulia TI Super hustles through picturesque countryside; Amaral's 911 and Ferrari 308 of long-time leader Entremont sit on the front row at Guadix - both were to retire from the event; Dudley/Dudley Ferrari 250 TdF; slippery and narrow roads left little room for error and numerous entrants fell victim to them; Ford GT40s are guaranteed to generate a crowd wherever they go - and Spain is no exception





# Obituaries

- One of Britain's most prolific and versatile drivers
- Engineer who shaped BRMs from V16 onwards

## TONY LANFRANCHI

When Tony Lanfranchi lost his battle against cancer aged 69, British motor racing lost a true character, whose career spanned six decades.

Born of Swiss stock in Yorkshire, Lanfranchi began racing motorbikes after several road tumbles. But his interest soon turned to cars and he competed in autotests before making his race debut at Brands Hatch on Boxing Day 1957 in a Healey Silverstone.

By the early 1960s he was carving a reputation in club racing and in '64 won the *Autosport* Championship in an Elva-BMW. This was perhaps the golden age of his 45-year odyssey piloting a diverse range of cars in countless events.

A versatile racer, his successes in F3, Formula Libre and sports/GT racing were copious. He even competed in non-championship F1 races at Brands and Oulton Park. The equipment may have been outclassed, but Lanfranchi showed his ability.

In the late 1960s he earned the tag 'King of Brands' for his Formula Libre success, but some feel his F3 outings of the late 1960s showed his true speed. The 1-litre cars suited his neat driving style and his results even came to the notice of Enzo Ferrari. Legend tells that he turned down an invitation to test an F2 Ferrari when Enzo declined to cover his airfare. "Tony could have gone a lot further in single-seaters," says his long-time pal Gerry Marshall. "He was much better than people realised."

Having scored international success in a Nomad-BRM, Lanfranchi also raced in the Temporada series in South America. Typically for a man who enjoyed life away from racing, the trip was a chance to explore more than just racetracks.

In the 1970s a serious road crash put him out of action for a while, but Marshall helped him return to racing in saloons and a new chapter began. Armed first with an unlikely Moskvich, and later a series of Opels, wins came thick and fast.

As recently as 2003 he partnered his brother Peter in a Lotus Cortina in historic events, before illness took over.

"He was the archetypal racing driver of yesteryear - booze, birds and fast cars, though in which order of priority was always up for debate," says Brian Jones, the 'Voice of Brands Hatch'.

Though the later years of his life were rather more sedate, Lanfranchi was from an era when racing drivers raced hard, drank hard and played hard.

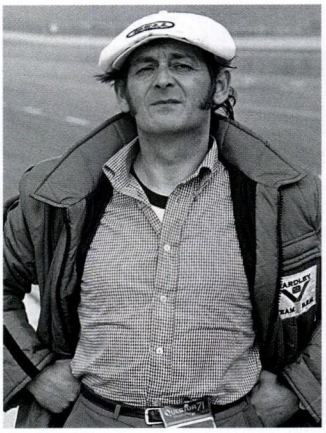
Racing is the poorer for his loss. **PL**




**Over six decades of motor racing, Tony Lanfranchi's was a face seen in every sort of paddock at circuits all over Britain and Europe**



**One-litre Formula Three of the early 1960s was the sphere of racing in which Lanfranchi's neat and tidy style showed itself best**



**Aubrey Woods was synonymous with BRM**

all LAT

## AUBREY WOODS

This gifted designer and engineer died on November 3 after losing his battle with cancer. A disciple of Peter Berthon and Raymond Mays, Woods will forever be synonymous with British Racing Motors, the team with which he began his career as a draughtsman in the formative V16 days of 1947-48.

Woods played a crucial role in the 1.5-litre 'Project 56' V8 engine and, along with Berthon, headed up a 'future projects' office at Weslake Research. This ultimately led to a complete split with the Bourne squad as he conceived the 3-litre Weslake V12 which powered the Eagle GP cars, the same basic design having been turned down by BRM in favour of the infamous H16 unit.

Woods would return to BRM as head of engine development in 1969, only to then set up shop with Chris Amon to build F2 engines. This venture proved short-lived, and the business was sold at a loss to March in 1972. This heralded another return to BRM, with which he remained until the team folded in '77.

He subsequently acted as a consultant engineer, one of his many projects being the ill-starred Signature Ecosse sportscar of the late 1980s. **RH**




1937 H.R.G. 1.5 Litre Open Sports

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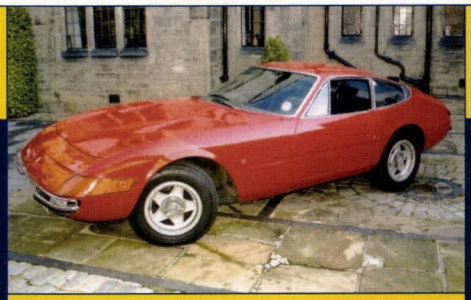
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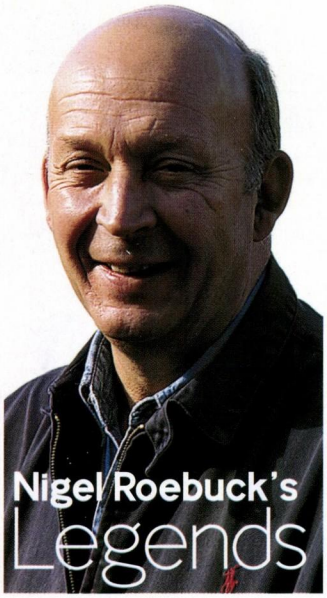
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## Bill Vukovich lived – and died – for Indy. Despite his nickname, he was neither mad nor Russian

Of late there has been a spate of books about the 1955 racing season, in many ways the most dramatic the sport has known. The single event that dominated it, of course, was the Le Mans 24 Hours in which Pierre Levegh and nearly 100 spectators lost their lives. To this day you can get into heated discussion about the causes of that disaster, and the same is true of another, which took place on the other side of the water a couple of weeks earlier, and just four days after the death of Alberto Ascari at Monza.

The man who died in the multi-car accident at Indianapolis was the most famous guy in the place. A few years ago I asked two-time Indy winner Rodger Ward whom he considered to be the best Indianapolis driver of them all, and he hesitated before answering: "I guess I would have to pick two: Parnelli Jones and Bill Vukovich."

'Vuky' was, in the absolute sense, an Indy driver. The Brickyard was his thing, that one race a year, then always run on Memorial Day, May 30. Born of Slovenian parents, in Alameda, California, he grew up in nearby Fresno, where he would live for the rest of his life: hence 'The Fresno Flyer', as the tabloids always had him – either that or, erroneously, 'The Mad Russian'. A mechanic by trade, he drifted into racing in the late 1930s, building a reputation in the intensely competitive midgets.

He took no prisoners from the beginning. When his brother began racing midgets, he was put under no illusions: "Don't tangle with me, Eli – out there you're just another driver." Even by the standards of the day, Vuky was reckoned to be abnormally brave. "I'm gonna have to quit this," he said once. "It's costing too much in helmets."

After the war Vukovich continued with midgets, winning the national championship in 1950, and then concentrating on Indianapolis cars – or 'championship cars', as they were always then known. He failed to qualify an elderly Maserati at the Speedway that year, and the following year retired in the early laps, but thereafter the place would come to know him.

'Taciturn' was a word used often to describe him, 'laconic' another. "Like someone said," Ward chuckled, "Vuky was a hell of a nice guy – it was just he was in a bad mood the last 25 years of his life!" Certainly this short, stocky man was not gifted with what are today known as 'social skills', but everyone recalls him as one possessed of a unique magnetism. "There was something about him," mused Ward. "When he was around, you didn't need to ask who was boss."

In the 1952 500, Vuky led from the start, and stayed there until lap 192, when his steering broke and put him in the wall. Frank Kurtis, the builder of his roadster, described his mood afterwards: "He was madder than a wet hen. On an electric fence!"

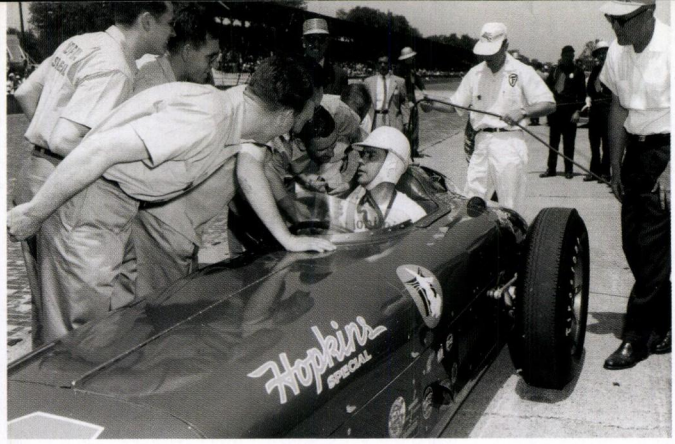
If he gave vent to his feelings on occasions of disappointment, however, Vukovich was not alone in this respect: the typical Indy driver of the 1950s tended to live at the edge. You couldn't live on what you made from racing, and many drivers worked as mechanics or truckers through the winter. Drinking was not exactly unknown, and periodic brawls taken for granted. There was a cigarette in the corner of every mouth.

Vuky, though, neither smoked nor drank, and in fact paid great heed to fitness, 'working out' long before it was fashionable. But if his colleagues thought him strange, they tended to keep it to themselves.

His fitness worked well for him, though. Race day in 1953 was the hottest the 500 has known, only a handful of drivers getting through it single-handed, and one, Carl Scarborough, dying from heat exhaustion. Vukovich, from the pole, led all the way and, as with Fangio in the




Two wins and a crowd: Vukovich celebrates his '54 success at Indy




Vukovich's crew hang on his every word before that fateful Indy hat-trick attempt of '55

furnace conditions of Buenos Aires in 1955, everyone else felt fallible.

'You sons of bitches figurin' out who's gonna be second?'

Vuky loved to needle people, be they journalists or rival drivers. Engine problems during qualifying for the 1954 race put him way back on the grid, but his confidence did not suffer. "You sons of bitches figurin' out who's gonna be second?" he asked at the drivers' meeting. Someone pointed out that he was starting 19th... "It ain't where you start that matters in this place."

Nor was it. On another steamy day he calmly picked them all off. "I'm not much of a race driver," he said afterwards, "and I've got a hell of a lot of company here."

In fact, Vuky was a brilliant race driver, as good around the Speedway as perhaps there's ever been, ultra-precise, yet dauntingly aggressive. And he did not make mistakes.

Not at Indianapolis, anyway. The race had become the focal point of his year – indeed, he took no part in the rest of the AAA Championship. Everything went into preparation for that one month at the Speedway. But in 1954 he agreed to drive a Lincoln in the Carrera Panamericana, Mexico's legendary open-road race. Vuky was accompanied by a brave soul named Vern Howle, who repeatedly pleaded with him to slow down. But the Lincoln charged on over the mountain roads before eventually somersaulting down a bank. "Okay," Vuky said, when the dust had settled, "you drive."

So to 1955 and the Brickyard, this time with a different car from Kurtis, the Hopkins Special. No-one had ever won the 500 three years running and Vukovich wanted it desperately, even murmuring he might retire if it came his way. His personal battle with 'the Indy jinx' was the dominant story of the month.

This time it was untypically cold on race morning, and when they got the green flag most of the drivers were wearing sweaters or jerkins. Not Vuky. Come heat, come chill, he wore his white Mobilgas T-shirt. And after a classic battle with Jack McGrath – "McGrath doesn't like being run close to, so I'm going to run close to him" – he seemed odds-on for that third victory when his rival retired. At quarter-distance he led by 20sec.

On lap 57, though, Vuky came out of Turn Two and found trouble with backmarkers. Ward had gone out of control and Al Keller over-reacted, grabbing his handbrake – there was no foot brake on his 'dirt' car! – and sliding, all locked up, into Johnny Boyd.

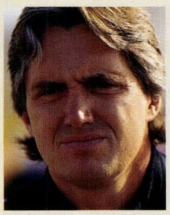
Vuky, approaching at 150mph, saw only one way through the chaos, between Ward's car and the wall, but as he headed for it, Boyd's car was punched into his path. The beautiful Kurtis roadster tagged a wheel, rode up and over the wall, somersaulted over several parked cars, came to rest upside down – and then burned for a long time. Vukovich, who had suffered a fractured skull, knew nothing of this. When finally they released him from the car, there was no need to go to the track hospital.

An hour later his death was announced, even as the cars continued to circulate, and a stillness settled over the crowd. There had been endless talk of the jinx at the Speedway, but no-one could take in that it had ended like this. As of now no-one has won the 500 three times in a row.

"During May," Indy historian Donald Davidson relates, "Vuky and his wife always used to stay in a house on 15th St – right behind Conkle's Funeral Home, which is on 16th. On race morning he collected a dollar from his wife, to buy breakfast, and walked to the racetrack via a shortcut through Conkle's. Four hours later, he was back there." M

# One that got away

## EDDIE CHEEVER: 1996 Indianapolis 500



"A race I should have won," ponders Eddie Cheever. "Have you got three weeks?" Then, from a driving career spanning nearly 30 years, he picks one in which he qualified only fourth, never even led and was down in 11th at the flag.

The mid-1990s was a stormy period for the Indianapolis Motor Speedway. Tony George's breakaway Indy Racing League had just staged its first two races, splitting the US single-seater fraternity into two warring camps. Having planted himself firmly on the side of the IRL, Cheever was planning to launch his own team. But for now he was sticking with Team Menard, in spite of a disastrous 1995 Indy with the squad.

"It was a difficult time in my career," Cheever recalls. "That year the Menard cars had run really badly in the heat. So the day after the race I started testing. I spent the whole summer running round. It was incredible how many miles we did. But we learned so much."

By May 1996 John Menard's Lolas and his self-badged Buick V6s were on the button. But animosity was now rife between Cheever and team manager Larry Curry. Then tragedy struck. Scott Brayton had already secured his second consecutive Indy pole for Menard when he died in a practice crash at the wheel of the test car that Eddie had just stepped out of. "With that terrible loss, and the team being in total disarray, it all unravelled," Cheever recalls.

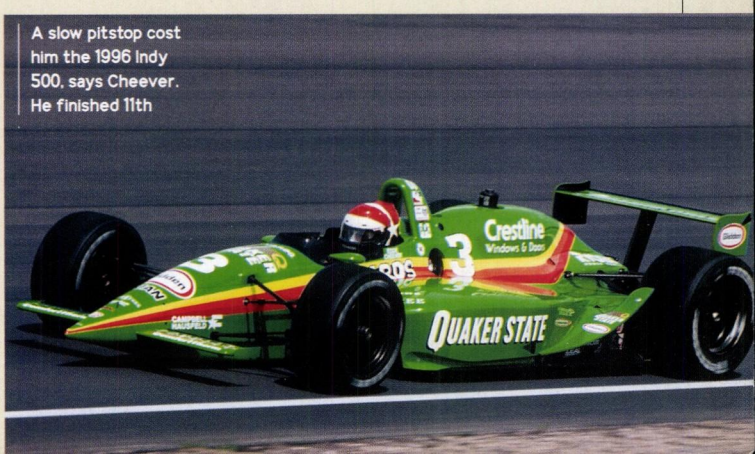
Still, come race day, Cheever knew he had a car to deliver Brayton a fitting tribute. But, on arrival at the track, he was in for a surprise: "One of my tyre changers had been taken off my car and given to one of my team-mates; Curry's son had taken his place."

Cheever's victory hopes were blown at the first pitstop: a stuck wheel cost him a lap-and-a-half. "I spent the whole race trying to catch up," he says. "My car was mind-bogglingly fast – I just turned up the boost and ran flat out all the way." His reward was the fastest-ever race lap at Indy. Thanks to the engine and chassis rule changes that followed in '97, his 236.103mph may never be topped.

But this record is no consolation. "I cannot see any reason why you would change a pitcrew on the morning of a race," he sighs.

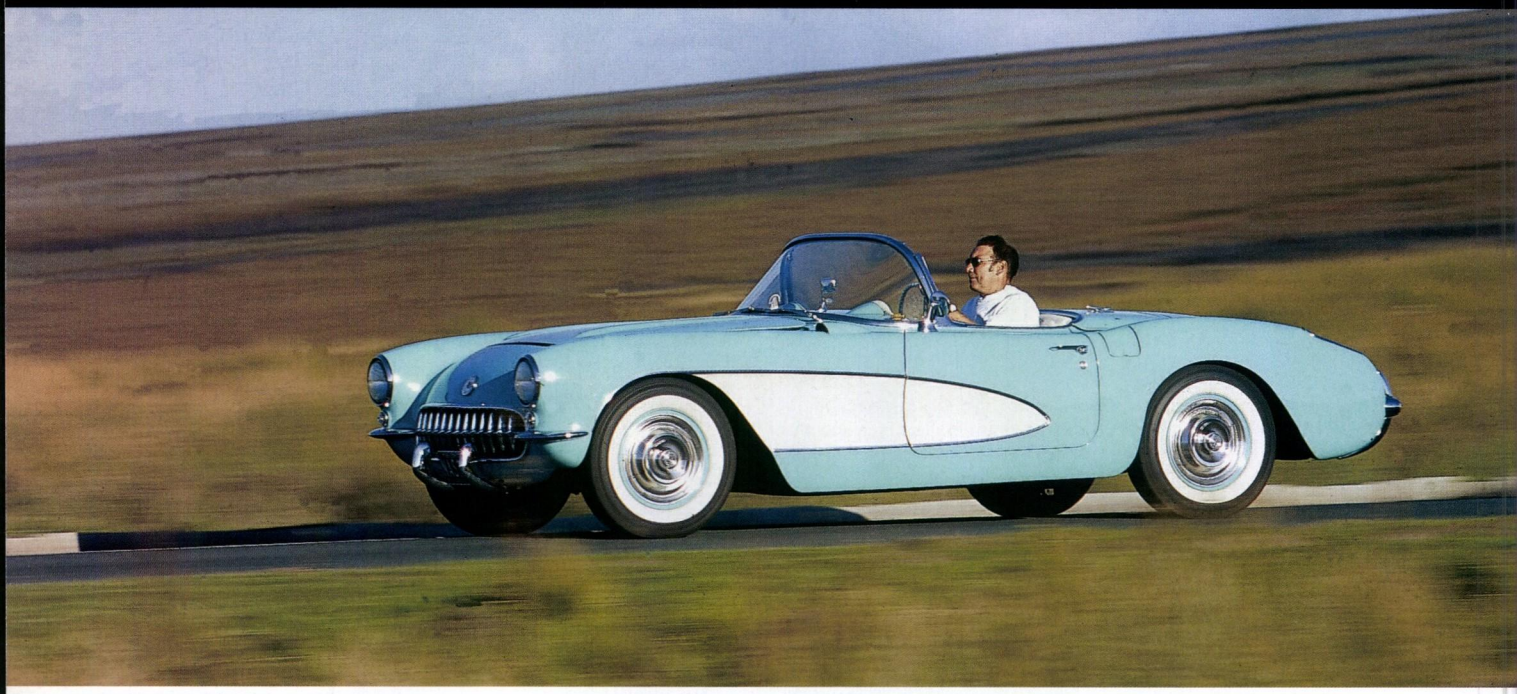
Cheever did win at Indy – with his own team – in '98. Fittingly, he beat Buddy Lazier, who had stood in Victory Lane two years earlier. DS

LAT/MS




A slow pitstop cost him the 1996 Indy 500, says Cheever. He finished 11th

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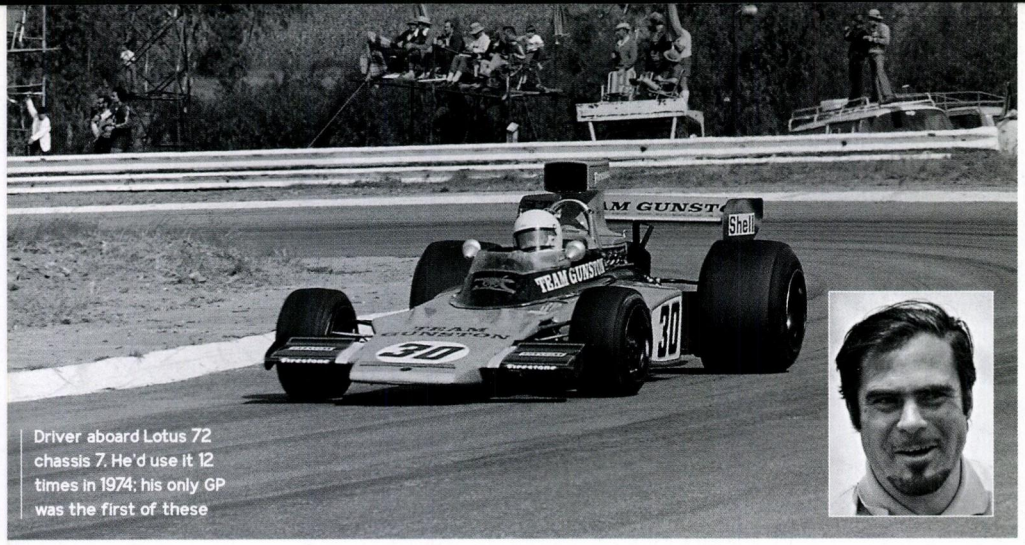
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Driver aboard Lotus 72 chassis 7. He'd use it 12 times in 1974: his only GP was the first of these



# My only grand prix

**1974 South African at Kyalami**
by Paddy Driver

**How did you make the transition from bikes to cars?**
I got friendly with Tony Marsh at Pau, when they used to race cars and bikes at the same time. Two years in a row we parked up side by side, and got chatting. I told him I wanted to get into car racing, and the second year he said, 'When you get back to England, give me a ring.' He took me to some driving school in the middle of nowhere, where they had some Formula Juniors. I did a few laps, and I couldn't have been all that bad because Tony said he would sponsor me. Unfortunately, he sponsored me in a Lotus 20, which was two years out of date by then! So I raced cars and bikes in 1963.

**You had your first F1 chance at the end of '63. How did that come about?**
I wanted to do my home grand prix at East London. I talked to Colin Chapman and asked if Lotus could bring an extra car. We got quite far with that, but it didn't work out and the only other car we could find belonged to Günther Seifert, a Lotus 24 fitted with a BRM V8 engine. So I hired the car from him. I finished seventh in the Rand Grand Prix at Kyalami, but the South African GP was a debacle.

**Why didn't you start?**
I just couldn't quite make the qualifying time. Count de Beaufort came to me and said, 'Why don't I tow you down the straight, and then you can tow me the next lap?' There was a bend in the main straight, and as I turned over the bump I saw the right-hand steering arm drop out of the rack. The car turned upside down and I was saturated in petrol. I inherited a few grey hairs waiting for the marshals!

**You finally got another chance... 11 years later!**
I raced Lola and McLaren F5000 cars, then for 1974 Gunston bought a pair of Lotus 72s for myself and Ian Scheckter for the South African races. The first of these was the GP itself. However, I'd been to hospital to have a rib, which had an unusual growth on it, taken out. They wanted to see if it was malignant so they chopped a big hole in the side of me! Then the Lotuses arrived.

**So what happened at Kyalami?**
I had no stamina whatsoever. I remember absolutely nothing about the GP, except saying to the team, 'There is no way I can drive this thing for the whole race, I'm just not fit enough.' As far as I'm concerned I didn't make that grand prix, although people have given me pictures: the car is right, the number is right, the helmet is right, and my name is on the side!

**Officially you retired with clutch problems...**
I think that was just an excuse. They told me to start the race and then retire after a few laps so the bosses could at least see the car was in the race. When Gunston asked me to drive I said, 'I'm 39 years old, why didn't you give me this chance when I was 20?' To be honest I was a little bit over the hill for F1. I never did full justice to the car, and I couldn't match Ian's speed in other races. I'm delighted to have received the opportunity, but it all seemed to happen so late in life. **AC**

# 15 minutes of fame

## MINI-MARCOS
**LE MANS 24 HOURS, 1966**




Mini-Marcos qualified 55th and completed 258 laps in 24 hours

**It was an unlikely endurance triumph: a hastily glued-together kit car from Wiltshire, crewed by a team of amateurs, takes on Le Mans and not only finishes but wins a trophy. Well, all but the last bit.**

**Towards the end of 1965 Jem Marsh launched the Mini-Marcos, and on the eve of the following June's Le Mans classic, he learned that Jean-Louis Marnat had managed to get an entry for one of the cheap-'n'-cheerful kit cars which he would share with future pro-driver Claude Ballot-Lena. Marsh wasn't altogether pleased: "I had nothing to do with the preparation of the car and was horrified when I saw it. I didn't think it would last a lap. I went off to the *Motor* hospitality unit convinced that it wouldn't finish, and did my best to distance myself from it." Not that he was the only one: "I don't know if this is true, but I heard that Alec Issigonis was appalled at this funny little egg-shaped Mini and went home. Anyway, at 3am the car was still going and by this time I'd had a bit to drink so I changed my tune completely, saying how great the Mini-Marcos was.**

**"In the early morning it started raining heavily and one of the drivers was really erratic: his lap times were all over the place. Off I went to the pits to beg them to slow him down in order to ensure that he ran the distance..."**

**It worked - they finished 15th.**

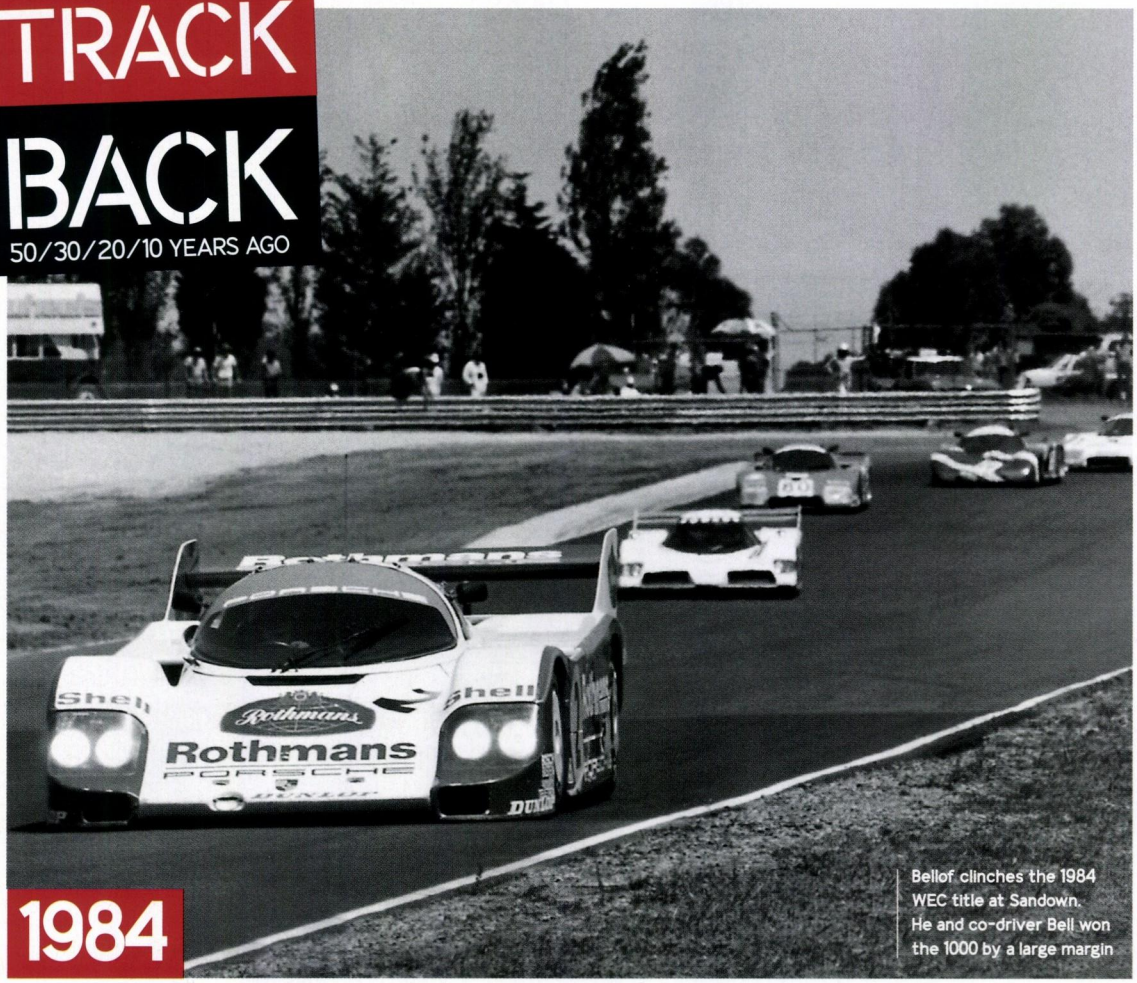
**"Some months later I was at the Steering Wheel Club and Gregor Grant told me that the car only registered as a finisher by a lap because it had been going so slowly! Thing was, we should have received the *Motor* Trophy as the first British car home: it was the only British car home. But we had French drivers so weren't eligible, apparently."**

**There would be a further Le Mans outing for the Mini-based tiddler. Marsh entered a works car with aero mods for 1967, sharing it with famed Morgan-tuner Chris Lawrence: "We didn't finish the race because one of the needle-roller bearings that supported the idler gear packed up. That retirement was one of my biggest disappointments in racing as we had been officially clocked at 141mph down the Mulsanne Straight - bloody quick for such a small car." RH**

both LAT

# TRACK BACK

50/30/20/10 YEARS AGO




Bellof clinches the 1984 WEC title at Sandown. He and co-driver Bell won the 1000 by a large margin

## 1984

# Bell tolls for Bellof's WEC title

## Porsche ace secures World Endurance glory with an emphatic victory in Oz

A win in the Australian final round of the World Endurance Championship on December 2 sealed the drivers' title for Porsche ace Stefan Bellof. The German, ably backed up by Derek Bell, dominated the Sandown 1000, despite crashing his 956-83 in practice. He more than made up for this gaffe by qualifying nine-tenths of a second faster than next man Jochen Mass.

Predictably, Porsches dominated the entry list; the big surprise was seeing Sir Jack Brabham among the 956 pilots. After a 14-year lay-off, the three times Formula One champ was left wide-eyed by his first taste of ground effects but felt confident of "getting there at the end".

Also of interest to many European visitors were the AC-class cars run under a FISA waiver. These included Bap Romano's eponymous Cosworth DFL-powered sports-racer (very successful in local races), Frank Gardner's glorious JPS-liveried Group 5-style BMW 320i built specially for this event, and the amazing Mercedes-Benz SLC coupe of local ace Bryan Thomson, powered by a twin-turbocharged small-block Chevy.

At the off Mass's narcoleptic reaction to the lights saw Bellof surge into the lead, only for local hero Alan Jones to bludgeon his way through from the second row. The Australian placed his 956 inside Bellof's at the first corner and stole the lead. Mass gave chase only to spin on oil freshly deposited by Nick Faure's Porsche 930, which had holed a piston on the warm-up lap.

With no pressure from behind, Bellof enjoyed a clear run at Jones and moved ahead on the second lap, while Thierry Boutsen's JFR entry gradually closed in on the leading pair to take second.

By lap 30 Bellof led Boutsen by 22sec and stayed in the car until just after the two-hour mark. As Mass, having retaken second place during the stops, handed over to Jacky Ickx, Boutsen's team-mate David Hobbs went on the offensive and regained the position after monstering Ickx into a mistake. But he then parked the car with a burned-out ignition coil.

And so it continued to the end of the race, Bellof and Bell winning by three clear laps from Mass and Ickx, with the consistent RLR car of Jonathan Palmer/Jan Lammers in third.

Brabham, meanwhile, made the flag after umpteen punctures (four at once!); on average he was 4sec per lap slower than team-mate Johnny Dumfries. They weren't classified in the final tally after endless visits to the pits.

Meanwhile, the Gordon Spice/Neil Crang Tiga-Cosworth won the C2 category – the latter's fifth success of the year (although there wouldn't be a world title until '85) – after an early challenge by Frank Jelinksi's Gebhardt faded. The Gardner BMW, meanwhile, survived several offs and eight punctures to take the AC honours in a depleted class field.

all LAT

## ALSO THIS MONTH IN '84

### XTRAC BURNER

Martin Schanche took storming wins in the British Rallycross Grand Prix and Inter-Nations Cup in his monstrously quick Xtrac Ford Escort Turbo at Brands Hatch (below). The flamboyant Norwegian dominated both events in his Zakspeed-tuned machine, easily leading home the Audi Quattros of Olle Arnesson and world rally champion Stig Blomqvist. British rallycross champ John Welch didn't even make it through practice after suffering endless engine problems with his newly built Escort.



### EIGHT TRACK

John Buffum's second place to Hannu Mikkola on the Carson City Rally was enough to collar his eighth SCCA PRO Rally title. British duo Trevor Hadley/Phil Birt won the Group A category in their Opel Ascona.

### AJ'S COMEBACK



Alan Jones (left) looked all set for a return to Formula One in 1985. The 38-year-old was due to sign for Carl Haas' new GP squad. With American footwear giant Beatrice providing $80 million in backing, the team was expected to use a Lola chassis fitted with a TAG-Porsche V6.

### PRISTINE TEEN

18-year-old Mark Blundell won the Grovewood Award; he had taken an amazing 24 poles and 25 victories in FF1600. Second place went to Andy Wallace; Will Hoy was third.

1974




Jean-Claude Andruet/'Biche' took Tour of Corsica rally glory in early wingless Stratos

The inaugural running of the Asia-Pacific touring car series was brought to a close with yet another win for Joachim Winkelhock. The German had been crowned the champion even before he'd landed in Wellington, New Zealand, due to four victories from as many starts at the Fuji and Macau rounds.

1994




Five wins from six starts for Winkelhock in Asia-Pacific

In the first race 'Smokin Jo' headed the field away from pole in his Schnitzer-prepared BMW 318i, with teammate Steve Soper close behind. By the end of the first lap the Brit was ahead, with Tim Harvey's BMW trailing them in third.

Soper remained out front until Jo regained the initiative on lap 15, and it remained static until the penultimate lap when Soper made contact and his bonnet flipped up. He was then passed by Harvey and Justin Bell and limped home in fourth.

In the second race Winkelhock again led from pole, with Bell making a good start to take second at the first corner. However, by the end of the first lap, Soper and Harvey had jumped him and they chased after Jo.

On lap 11 the lead BMW was sidelined by a front suspension failure. Then Soper smote the barriers with just four laps to go. This left Harvey out in the lead, followed by Bell and BMW's local star, Craig Baird.

A Munich benefit.

1954

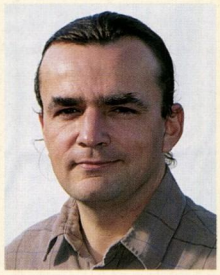


P A Barden's Ford 10-powered PAB was outright winner of London MC's Gloucester Trial

Adam Cooper's

# Trackforward

## Expect a closer-fought F1 world title battle in 2005



A memorable 2004 Formula One season began with an astonishing sequence of successes for Michael Schumacher, and ended with an equally spectacular run of disasters for the world champion. In the last four events Michael endured three race spins (Italy, China and Brazil), a collision (China), a costly qualifying off (China) and a spectacular practice crash (Brazil). Had he spread those incidents across the balance of the season, the title fight might have been tougher.

**'His slip-ups remind us Schuey isn't invulnerable, when pushed'**

It would be easy to conclude that after securing his seventh title, Michael took his eye off the ball. While there might be a grain of truth in that, he was also unlucky, for Monza and Interlagos both started in the type of damp conditions that hardly favoured his Bridgestones. So don't expect the mishaps to signal the start of the great man's decline. After his early delays in Italy, Michael stormed back to second place, taking huge chunks of time out of team-mate and winner Rubens Barrichello. And in Japan he took pole and won at a canter.

But his slip-ups *do* remind us that Schuey isn't invulnerable, especially when pushed hard. He was rarely troubled in the first two-thirds of this year, but next season should be closer fought. As ever, it's a question of the others raising their game.

BAR did that to spectacular effect this year, and while that was a breath of fresh air, in truth we're relying on the old guard. Juan Pablo Montoya's narrow win for Williams over future McLaren team-mate Kimi Raikkonen at Interlagos was timely. Both teams have endured tough times of late but have the strength in depth to sustain a challenge. Can they maintain the momentum? I think so.

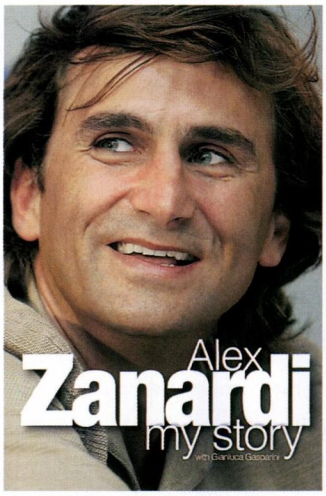



Montoya raises a fist of triumph in Brazil after beating his future McLaren team-mate

LAT MAXPPDDR

# Reviews

Alex Zanardi: My Story
with Gianluca Gasparini
ISBN 184425 108 X
Published by Haynes, £18.99




A special man with a special story to tell – and he does so with panache. Even up to his final Champ Car season of 2001, Alex Zanardi's autobiography offers a great tale of motor racing in the 1990s, including major highs and depressing lows. Then he lost his legs in that horror crash at the Lausitzring. That impact and his account of what came after has given Zanardi's story a context that transcends his sport.

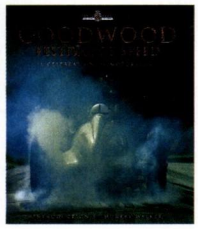
He was always a popular figure in racing, and the energy and humour that drew people to him jumps off the page. But it does take a little while to tune yourself into his style. Correct grammar was clearly not the highest priority for the English translation from his native Italian and at times sentence and paragraph structures confuse, but it would be churlish to criticise. The work is a success because it accurately captures Zanardi's 'voice', which soon begins to work its charm.

His childhood in Castel Maggiore is recounted with an easy warmth – until he abruptly reveals the death of his sister Cristina in a road crash when she was just 15. His bluntness only adds to the work's heart-on-its-sleeve honesty.

The story of his early forays into karting, his development into a winner and the move into cars is told with great humour. The long slog through Formula Three, then the instant success in Formula 3000 are interesting, but it's his first dalliance with Formula One that truly grips: dealings with Eddie Jordan, Flavio Briatore and Peter Collins make for almost painful reading.

But at least it meant Zanardi was streetwise by the time he met Chip Ganassi. His back-to-back Indycar titles made him a superstar and those years provide some of his happiest memories. His return to F1 with Williams in 1999 certainly doesn't, and it is a noticeably short chapter.

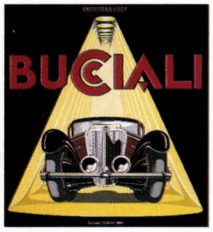
Then it was back to CART – and finally the pages dealing with the crash, his recovery and the return to Lausitz to get back in an Indycar. These pages are utterly absorbing and extremely moving, yet lightened with touches of that incredible humour. What a legend. **DS**



Goodwood Festival of Speed
edited by Richard Sutton
ISBN 0 00 718235 X
Published by Collins Willow, £40

Celebrating the first 11 years of this hugely popular event, this hefty hardback outlines the story behind its inception and growth to must-visit status. Bound for coffee table duties, it's very glossy, even if our review copy featured poor picture repro in places.

Despite respected writers such as Roebuck, Walsh and Henry giving their insights, some chapter-ettes are feeble. Purveyor of wine-bar funk Jay Kay on why he owns supercars, and Bronwyn Cosgrave on 'style' are profoundly annoying. **RH**

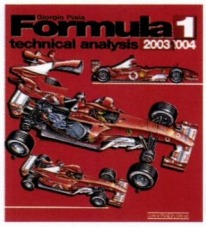



Bucciali
by Christian Huet
ISBN 2 9500432 3 2
Published by Editions Christian Huet, €79

Considering the Bucciali brothers built a mere handful of cars, this thick volume must have the highest pages-per-chassis ratio going. But Huet doesn't restrict himself to the cars; the book covers the family's history, war record, aeroplanes and engineering, including GP cars.

It's the exaggerated showcars of 1928-31 for which we recall their name, but as Huet makes clear the brothers were inventive engineers, pioneering front-wheel drive and proposing a 4WD racing coupé, a double-ended armoured car and a turbine GP racer. What they were not good at was getting customers – or backers.

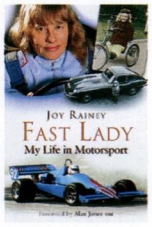
Huet's intense research includes drawings, documents and family photos of this remarkable pair and their fascinating projects. **GC**




Formula 1 Technical Analysis 2003
by Giorgio Piola
ISBN 88 7911 325 9
Published by Giorgio Nada Editore, £20

Those of us who prefer the physics of grand prix racing to the politics look forward to Giorgio Piola's annual offering: the most comprehensible survey of Formula One machinery you can get, with his lovingly detailed drawings all carefully annotated. As well as car-by-car mods, Piola describes strategies, tyre advances and even alterations in gearbox oils – well, even experts go over the top sometimes. Though his illustrations appear in various magazines, it's only when they are collected that you form a complete picture of a season's advances. A pity it's the 2003 season, but even Piola's access privileges have limits.

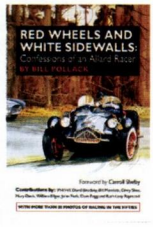
One image remains, though: on seeing a pure profile of today's Formula One car, it comes home to you just how truly ugly they are. **GC**




Fast Lady: My Life In Motorsport
by Joy Rainey
ISBN 184425 038 5
Published by Haynes, £17.99

A remarkable story, some of which may be familiar. Rainey has written about her recent car adventures for numerous national newspapers and magazines. Even so, they're still worth revisiting as this woman of restricted growth has achieved so much. The daughter of multiple Australian F3 champ Murray, she's more than proved herself in hill-climbing, in everything from an Alfa 6C special to a Pilbeam MP83, and in rallying with a Morris Minor.

Rainey's enthusiasm for cars and motor racing is immediately evident from reading this hardback. Even so, this is more of a human interest story in which she talks about herself, and the early years wearing leg irons to straighten her limbs, in a matter-of-fact manner that belies the ordeal she surely endured. **RH**



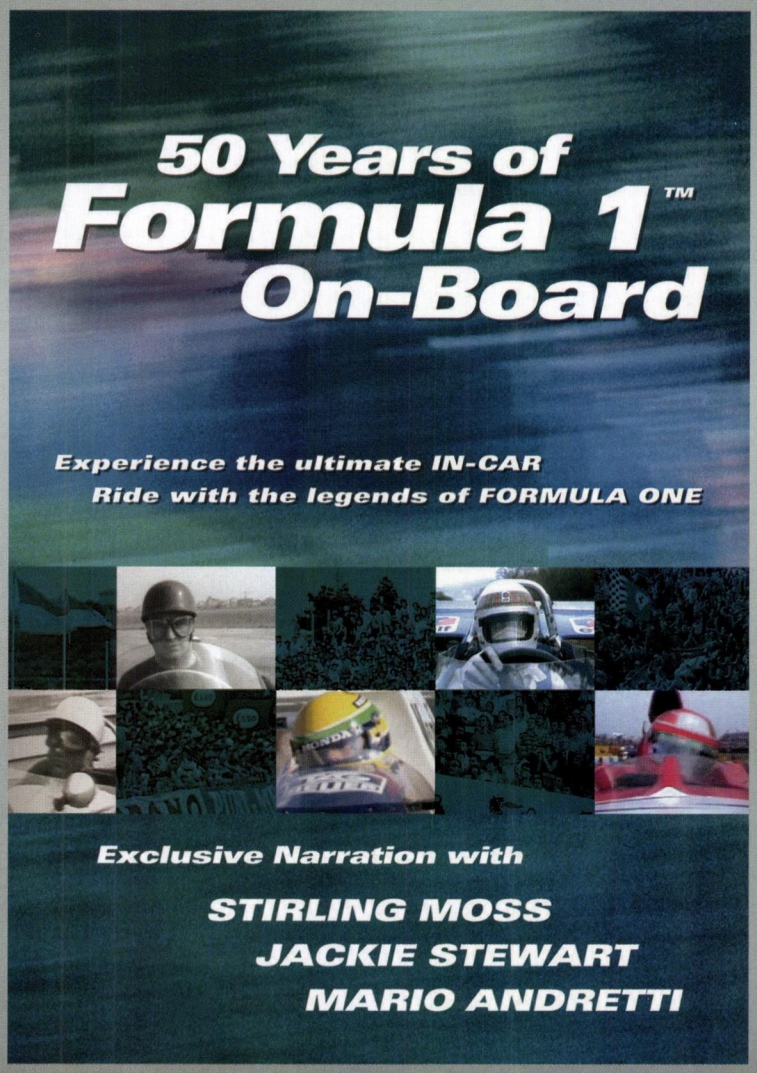

Red Wheels and White Sidewalls:
Confessions of an Allard Racer
by Bill Pollack
ISBN 1888978 14 7
Published by Brown Fox Books, $23.95

What a cracking read. Bill Pollack was there at the birth of road racing in the US, and won as he pleased in a Cad-Allard and other European hardware. The son of an exotic dancer and a composer, the author's life story makes for compelling reading: underage midnight cruises (and crashes) in his mother's Ford, learning to fly a B-26 'The Flying Prostitute' during WWII – a plane that had "a propensity for blowing up at the slightest provocation" – to his racing at venues such as Pebble Beach and Torrey Pines.

Pollack's engaging writing style is a joy. You derive a genuine sense of the camaraderie – and sheer danger – experienced during the 1950s era, with box stories from the likes of Phil Hill and John Fitch adding to this impression. **RH**

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*1947 Bentley Mk VI Convertible by Windovers*

*1953 Bentley R-Type Continental (manual)*

*1968 Brabham BT8*

*1960 Ferrari 250GT SWB LHD*

*1961 Ferrari 250GT SWB RHD*

*1964 Ferrari 250GT Lusso*

*1965 Ferrari 275 GTB/2 Alloy LHD*

*1966 Ferrari 275 GTB/2 Spyder*

*1953 Fiat 8V Zagato Elaborata*

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*1937 Lagonda LG45 Rapide*

*1954 Maserati A6GCS*

*1960 Maserati Tipo 61 'Birdcage'- ex Team Camoradi*

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# Feedback

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## HIDDEN PLEASURE

**Sir,** I have been reading *MotorSport* for 35 years. My initial reaction to the announcement of the changes was that of horror. I decided to 'give it a couple of issues' before passing a verdict. Issue two arrived yesterday – excellent, I have not been able to put it down. Yes, it's different, but the quality is still there.

Unfortunately, I cannot say the same about the cover. For a publication costing £4.30 it resembles a montage of pictures prepared by an adolescent. *MotorSport* now seems to blend in with all the other publications on the shelf. Not, I fear, what was intended by the changes.

I suggest that with the growth in historic motorsport the market is crying out for a quality publication. You have the content but not the cover. If you think that the picture montage is a necessity, then go back to the old design and use the layout of your 80th anniversary issue. You should play on the fact you have been around since 1924 – it tells potential new readers that you know what you are talking about.

Be different, it's the only way to win! Keep up the good work.

**Mark Rayss, Wallington, Surrey**

## THE HUMAN TOUCH

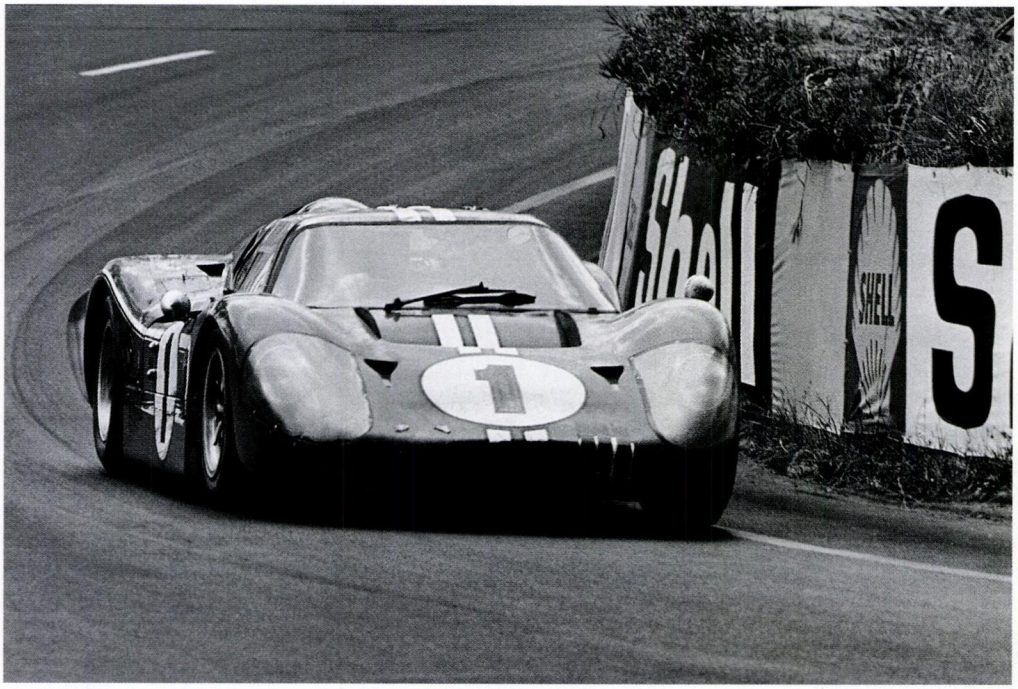
**Sir,** As a confessed petrolhead, I have found myself becoming ever more alienated from Formula One, an arena that should be the pinnacle of the motorsport world. The truth is, for a long time this feeling of general disgruntlement has left a sour taste without me being able to work out exactly what was wrong.

However, this year it finally hit home what was missing: a driver's ability to control every aspect of his race. In one GP, when a car spun, the comment was that an error in the traction control was the cause.

Am I the only person who feels that 'driver aids' not only turn the sport into one long bore, but intrinsically demean today's F1 drivers? Michael Schumacher can never say he is the equal of past greats because he can never powerslide his car, he can never miss a shift, and it would appear with traction control he is less likely to throw it off the road.

Please believe me, I am not trying to demean today's F1 drivers, I am only pleading that the technical aspects be reigned in to allow the humans a chance to shine.

**David Smith, Bournemouth**




**AJ Foyt might rarely have left the USA, but victory at Le Mans with Dan Gurney in 1967 indicated the true depth of his all-round talent**

## ACCESS ALL AREAS

**Sir,** Your cover may have changed, but the quality of the contents remains as high as ever.

I applaud in particular Simon Taylor's *Notebook* column in the November issue regarding HSCC meetings. I would also encourage a visit to a VSCC meeting, where you will feel welcome and will not be charged a fortune for the privilege of attending. At Donington Park access is also available, free of charge, to the infield, the pits and the paddock.

I was also delighted by the article on Scott Mansell, surely a star of the future. Having contacted his team to congratulate them on his recent performance at Donington Park I am disappointed to read that his lap record, made as you point out *sans* 'driver aids', has been beaten by a fully equipped F2002 F1 Ferrari. But at least the Ferrari certainly looked and sounded the part, and unlike at the British Grand Prix at Silverstone, it was accessible.

Long may your quality publication continue.

**Peter Dring, Ripley, Derbyshire**

## FORGOTTEN GT40 RUN

**Sir,** I was delighted to read the article comparing the 'old' Ford GT40 and the 'new' GT in the October issue, but I'd like to point out that Jackie Oliver had another previous drive with a GT40 that he did not mention in your magazine.

He only recalled his outing with Terry Drury, which is a shame because he also co-drove the Dawnay Racing Team-run GT40 with Mike Salmon at the Spa 1000Km of 1967. So far as I can recall the car came in eighth, first of the private entries after various 'works' Fords, Mirages, Ferraris *et al.* I had the pleasure of looking after this car. Its chassis number was GT40P 1026, another of the ex-Essex Wire Corporation cars from the previous year. The last I heard it was in America, owned by Bobby Rahal.

I'm not sure about the new appearance of the magazine but, as I still look forward to the new issue every month, it must be good.

Keep up the excellent standard.

**Brian Evans, Stratford upon Avon**

## FOYT CLUB

**Sir,** I have just bought and read my first issue of *MotorSport* (not the last) and was delighted to see you mention AJ Foyt in the article about Schumacher's seven championships and counting (October 2004).

One of Foyt's other achievements was his fantastic drive alongside Dan Gurney in the 1967 Le Mans 24 Hours in the Ford MkIV which won overall – and took the prize for the Index of Thermal Efficiency. Endurance sportscars was a type of racing not terribly familiar to Foyt, who had not driven at this circuit before, and the competition was stiff. Despite all that, he turned in his usual sterling performance and was at the helm when the red Ford crossed the finish line.

Foyt deserves more recognition than he generally receives for his outstanding record in motorsports. He has driven quite a few different types of cars, he has won consistently and often, and in some of the most arduous events.

He is really one of the greatest drivers of the 20th century and I am glad you note him as such.

**Jim Rosenthal, Maryland, USA**

## CHANGING BOULOGNE

**Sir,** I found your article in the November issue on the Boulogne circuit most interesting.

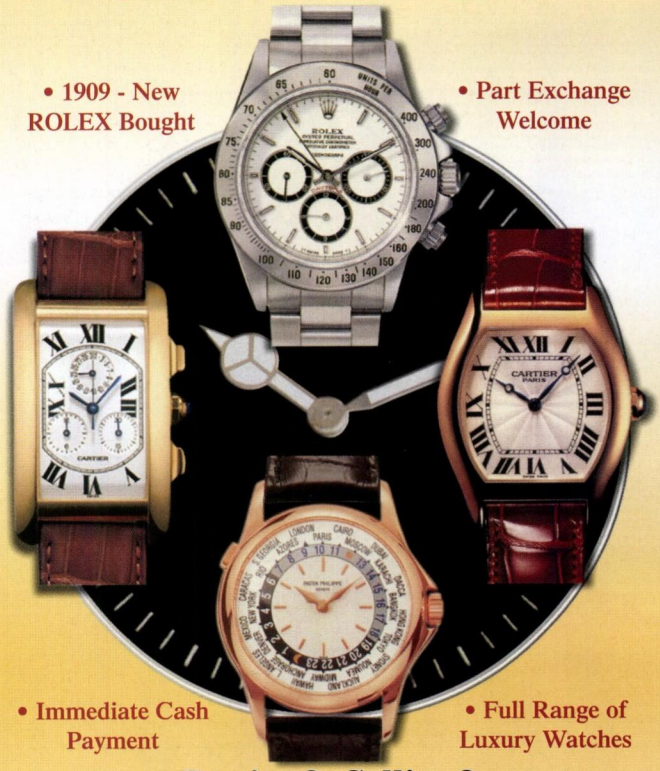
The first *L'Amble d'Automne*, a weekend in France organised by the 750 Motor Club mainly for Austin Sevens, was held in 1987 and featured a lap of the Boulogne motor course. At that time we were able to drive the complete course unimpeded. This was repeated 10 years later, but by then La Capelle had been »

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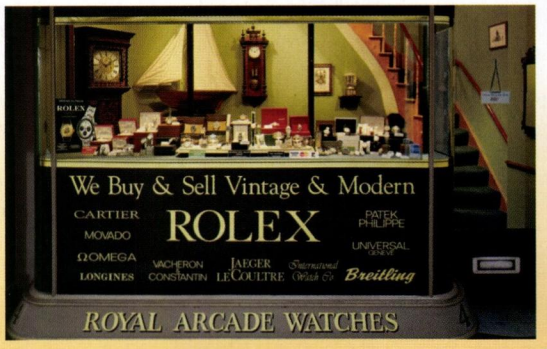
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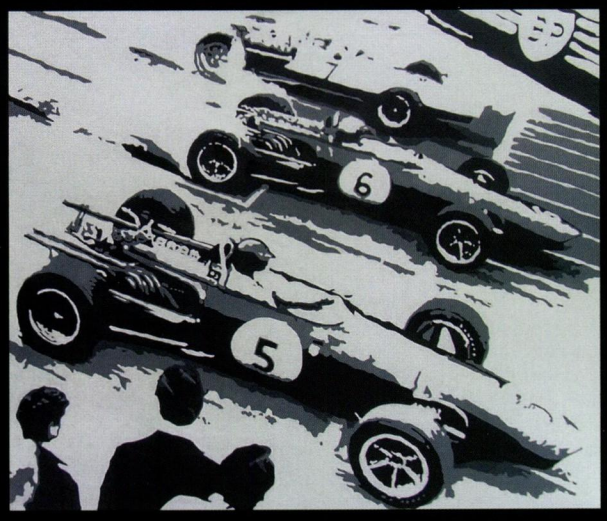
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# Star letter




Was Senna on borrowed time when red flags flew at Monaco?

## RED MISSED

**SIR, How time distorts the memory. In an otherwise excellent article on the Monaco Toleman in the November issue it was stated that Ayrton Senna overtook Alain Prost to take the lead before clerk of the course Jacky Ickx red-flagged the race. This was not the case.**

**Before Senna overtook Prost the race had already been red-flagged. Prost had almost come to a halt beside the marshal with the flag situated at the pitlane exit when Senna drove by. Was there also a red flag being shown on the start-and-finish line? In any event, racing had ceased before Senna overtook.**

**Also you pose the question could Senna have maintained the lead? I think this unlikely for two reasons. While Senna's performance that day was superb it should not be forgotten that Stefan Bellof was catching both he and Prost hand over fist - after starting last on the grid. Further, in his excellent biography of Ken Tyrrell, Maurice Hamilton states that John Walton, Senna's mechanic at the time, told Bellof's mechanic Nigel Steer that Senna would not have lasted more than a few laps as he had damaged his suspension when clouting the chicane.**

**As for Prost, he was in trouble with grabbing brakes caused by uneven heat build-up in his carbon discs. His best lap was only the seventh-fastest of the day and had been set as early as lap 19. He would surely have succumbed.**

**So, a more likely outcome then would have Bellof winning with Senna and Prost fading. But even that would not have been the end of it. The Tyrrell team was later disqualified from the season. So who then would have won? Pick anyone from the remaining runners. The day was a lottery like no other.**

**Steve Gray, Worcester**

Steve, your accuracy is impressive. But I can't see Senna and Bellof sharing the same piece of road without colliding. - **Ed**

bypassed and a one-way system made it impossible to drive the right way round St Martin hairpin.

And this year even more of the course was impossible to negotiate thanks to a *Route Barrée* sign at the foot of Mont Lambert that diverted traffic through to La Capelle because of roadworks.

There's little interest in the track locally, but on that first 'Amble' we were invited to *Chez Memere Harle* at Wirwignes by its owner, who claimed to be president of a group trying to revive racing on the track. Ten years later he seemed to accept that his plan was unlikely to happen. A great shame.

As well as the one at Wirwignes, you are probably aware that there are two other monuments to drivers killed on the circuit. Both are on the north side of the N42, about three or four kilometres from St Martin. The first is to Paul Vandermet who was killed on August 8, 1920, and the other, less than a kilometre away, is to Henri Matthys who met his fate on August 30, 1925.

**Ken Cooke, 750 Motor Club**

## BANK ON IT

**Sir,** In his review of *Scalextric* by Roger Gillham (November issue), Bill Boddy wonders if Scalextric ever produced banked track. Indeed it did; as a child in the 1970s I had a set which could be built as a figure-of-eight or as a short oval with banked corners at each end.

The banking was steep, probably around 45deg, so too little throttle and you were down the banking; too much and you ended up in the 'woods', like at Monza.

**Neville Welsh-Smyth, Lychpit, Hants**

# Jenks on...

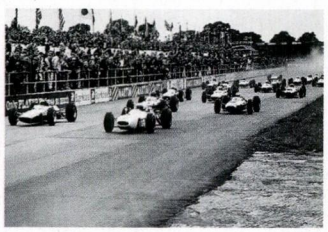
## 1965 British Grand Prix

**After the British GP a lot of people overlooked the fact that Jim Clark has now won our own grand prix four times in a row, and what is more, on three different circuits - in 1962 at Aintree, in 1963 at Silverstone, in 1964 at Brands Hatch, and now at Silverstone again. It was only 10 years ago that Stirling Moss made history by being the first British driver to win the British GP, and two years later he made more history with Tony Brooks by winning it with a British car; now Clark's four wins have all been in a Lotus-Climax V8. I wonder if some of us are getting complacent and not appreciating that we are seeing history being made.**

**The psychological aspect of racing plays a great part, and to see the number one Lotus in front of you must be demoralising, especially if you are driving on the limit just to keep it in sight. With four cars on the front row, any of them could have got to Copse Corner first in the wheel-spinning 'drag race' that took place, and for once it was not Clark, but he soon put things right. It's one thing to beat him to the first corner and another thing to stay in front. This was not a typical Clark race, for though he led on every lap, he did not take the lead at the first corner as he normally does, and he can be beaten, but not consistently.**

**This year the RAC timekeepers were timing practice laps to one-tenth of a second, rather than to the nearest one-fifth. This is still inadequate, as instanced by Ginther, Stewart and Surtees all recording 1min 31.3sec. I feel the time is ripe to take a leaf out of the Indianapolis book and have four-lap qualifying runs on a clear track. This could easily be done at Silverstone, replacing the practices for the supporting races, for if handled properly it could be as attractive to spectators as F3 or sportscar races.** - Yours, DSJ

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Ginther's Honda briefly leads Clark's Lotus

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# You were there...

This month our series of photos taken by you features Sicily, Las Vegas - and Great Portland Street, London!




Left: Antonio Tognana's 308GTB - surprise winner of the 1982 Targa



Opel Ascona 400 of Lucky/Rudy slews into the town of Collesano




Above: Dario Cerrato and Cerri after winning '86 event in Delta S4

Though **Alberto Pugliese** now lives in Florida, he grew up in Sicily, home of the legendary Targa Florio. He was too young to catch the true road races, which ended in 1977, but after the title was revived as an international Tarmac rally, he regularly joined the crowds which thronged to watch. "The excitement started building days before the event, and we would spend hours planning which stages to visit. We would watch the top drivers start in Palermo, then jump into my Fiesta and head into the mountains. There we'd walk into a stage, watch the top dozen, then run back to the car and rush to the next stage. We had to drive at serious speeds to stay on schedule, sometimes sharing the road with the competitive cars. We did this over and over again until the morning. Being winter it was cold in the mountains, so people would light fires and everyone was welcome. The atmosphere, the sights, sounds and smells were addictive." No wonder Alberto says the photos he took constitute some of his most treasured memories.



Above left: Lancia 037 of '84 winners Fassina/Sghedoni thrills the locals




Above: Terry Kaby and Kevin Gormley entertain crowd in Nissan 240RS




Right: Fabrizio Tabaton grapples with turbo- and supercharged bhp

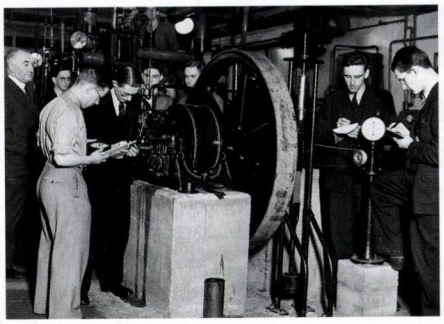
## We need your photos

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

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

# You were there...

It took us a while to recognise one cheery youth in these 1937 shots as our own Denis Jenkinson. **Bob Newton** and Jenks were both at the Polytechnic Engineering school, and would often visit nearby Great Portland Street, home of car dealers. After Bernd Rosemeyer's Donington win, his car was displayed in Auto Union's showroom. "We stopped to drool," says Bob, "and smell that unique fuel odour which clung to it. Seeing the restricted space below the wheel I wondered how the driver could escape in a crash; Jenks said, 'It's quite easy', pressed the two retaining clips and pulled the wheel off. Three salesmen chased us out of the showroom smartish."



Left; Jenks in his shirtsleeves with slide rule. Newton is in front of him



Above: Shock news - DSJ once owned both a suit and a razor!

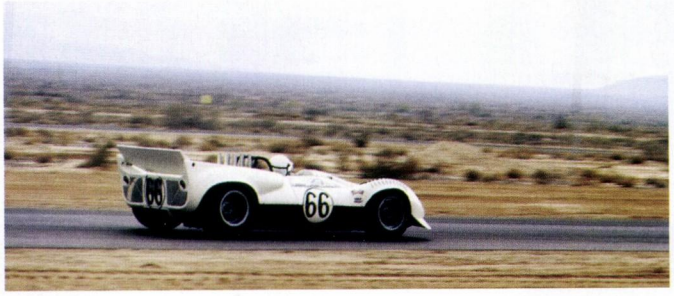


Below: Chaparral 2A at Stardust, '65. No barriers: there's not much to hit...

Above: Basil van Rooyen lights up Killarney in 1966 with his Mustang



Left: 1967 Nine Hours sportscar race drew major crowds to Kyalami




Growing up in Cape Town, **Michael Roy**'s racing interest was fired by the 1961 Cape Grand Prix, one of the first international meets to bring aces such as Stirling Moss to South Africa. Michael became a marshal and later Chief Timekeeper at the Killarney circuit just outside Cape Town. "As I seemed always to be busy, I never had time to take the pictures I should have taken," he says. However, he did manage these glimpses of the 1960s. On a trip to the US in '65 he arrived just in time to catch the Las Vegas 200 at Stardust Raceway, and was bowled over by the sight of Chaparrals, the Essex Wire GT40 and Shelby Cobras. His trip from Cape Town to Kyalami for the 1967 Nine Hours sportscar event was an epic in itself - 1000 miles in just under 11 hours.

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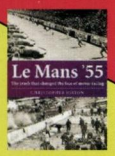
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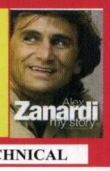
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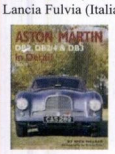

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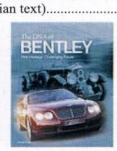
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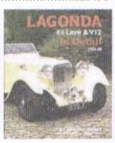



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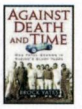
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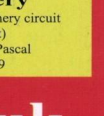



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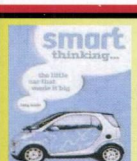


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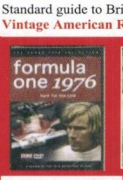
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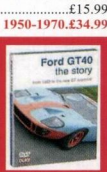
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# Martin Brundle was 'young and stupid' when he beat Stirling Moss, aged just 21. He's learned a lot since: keep your phone calls short – and don't annoy Dale Earnhardt

**You famously came up against Dale Earnhardt in IROC. Did you ever consider having a stab at NASCAR?**
Bobby Shaw, Marple

I never got as far as talking to teams, but it did enter my head in some of my darker days in Formula One in 1988 and 1990. Then in mid-1991 I got the Benetton drive for '92, so it went away then. In IROC I had a scary experience with Earnhardt – he frightened me too much – and Rusty Wallace binned me because I was about to win the championship. But I actually hooked up and got on very well with Darrell Waltrip, so I might have done something in NASCAR with him.

**In the early 1990s, Tom Walkinshaw mooted a ChampCar squad. Were you ever in the frame to drive for it?**
Richard Kevan, Kendal

I seem to remember some discussion about it, but it never really developed. I didn't fancy the superspeedways, to be honest. I'd done three months with my legs stuck up in the air in plaster [after the 1984 Dallas GP]. Then when Piquet had his Indy shunt, it confirmed to me that I didn't want to do it.

**Hand on heart, were you really ever the same driver after your Dallas GP shunt in 1984?**
Al Ledstock, California




Sutton LAT

Second in Detroit, then in the wall in Dallas: 1984 was topsy-turvy for Brundle and Tyrrell

Physically, no. It severely affected my ability to get fit. I couldn't jog, and exercises like rowing machines inflamed my ankles. But the accident didn't scare me at all. Actually, it was a relatively small accident, I was just unlucky. It did set me back because up until then I was on a roll. I'd got into F1 and was flying, finishing fifth in my first race. It totally destroyed that momentum. Then Tyrrell got banned anyway. Then I had two relatively lacklustre seasons, and I think it's fair to say I was not yet back to full fitness. My right foot was broken as well which I didn't publicise that much, but my feet didn't always do what they were told. Having said all that, I was at my absolute peak between 1988 and '95 – so the answer is that, yes, I probably did recover.

**How much did you enjoy the IMSA street races like Miami?**
David Fisher, Cheltenham

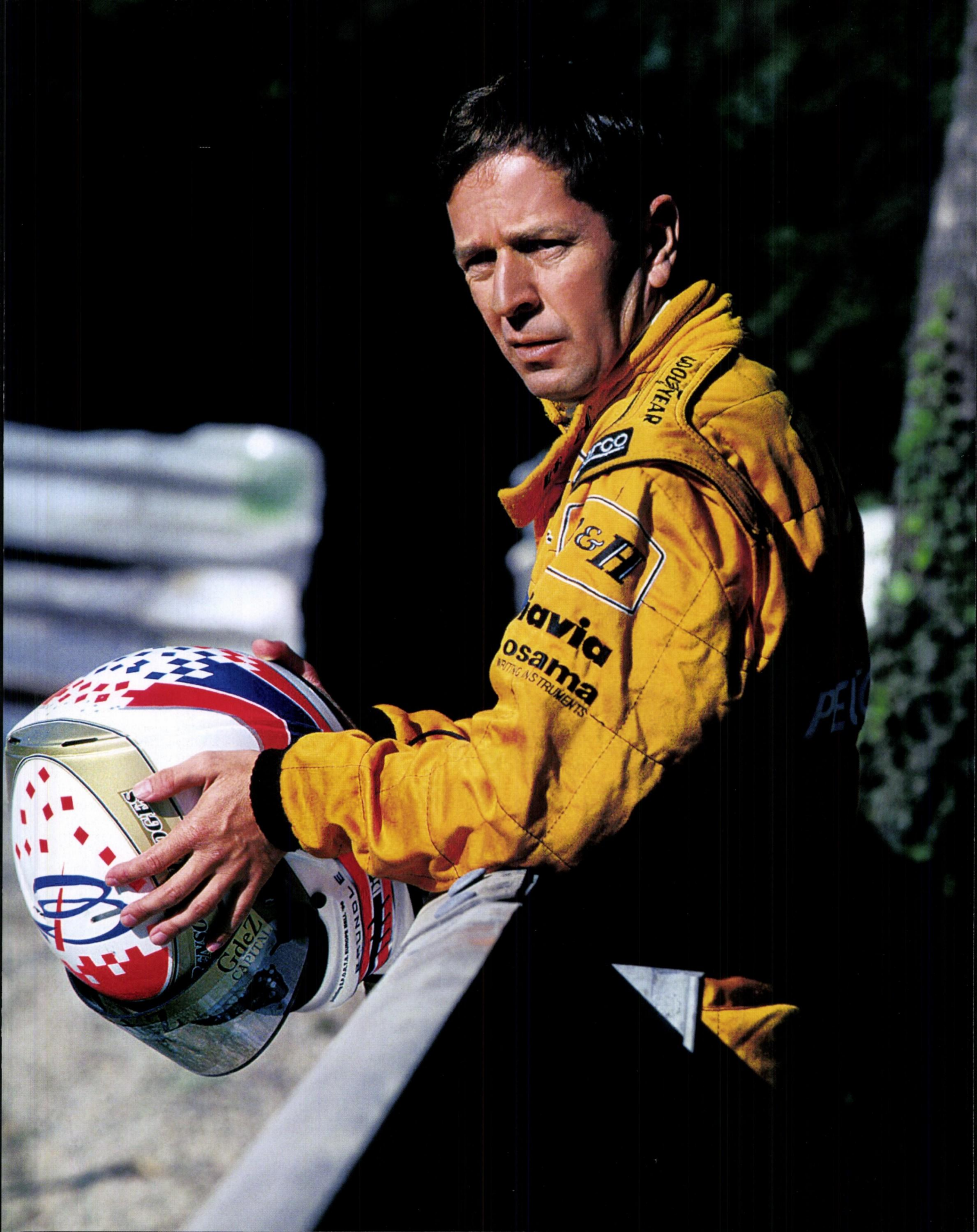
I loved them. The one I remember best was a mega race in Del Mar, California. The cars boasted disgusting amounts of downforce and the streets were all bumpy. It was great racing and I really enjoyed my time over there. In 1988 I did 24 races: I went to America about 14 times and did the World Sports Car Championship, plus I was Williams' tester. It was such a contrast to do IMSA and WSSC in the same year.

**You've driven a D-type Jaguar and Aston Project car at Goodwood. Any chance of seeing you out in any more 'old crocks' anytime soon?**
Howarth Strathmore, Leeds

I enjoyed the Goodwood Revival, but I'm just going to wait until I am ready to drive a bit more calmly. That Aston I drove was beautiful. I put it on pole by quite a margin and I remember being absolutely flat chat through Fordwater, thinking, 'What on earth am I doing in this beautiful car, risking it *and* me?' When I read through my new book, a couple of things hit me – one being that I shouldn't be alive. I need to remember how many lucky escapes I've already had.

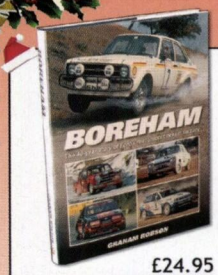
**Which was more demanding: Le Mans or Daytona?**
Mike Bateson, Newcastle

Physically, Daytona by a mile. The night-time there is longer and you do about 12 or 13 hours in the dark, plus the banking is very demanding. Before the Mulsanne Straight had chicanes put in, Daytona was twice as hard as Le Mans. Mentally, they are about the same.

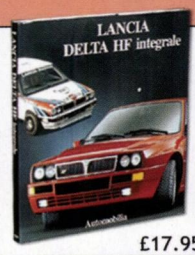

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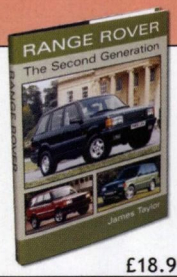
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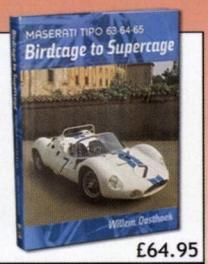

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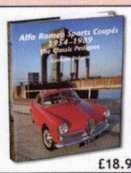

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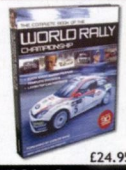
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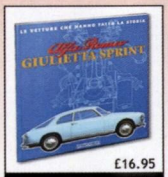

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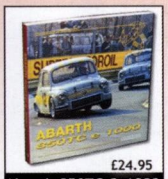
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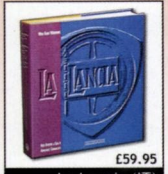

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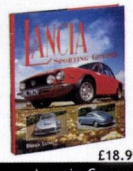

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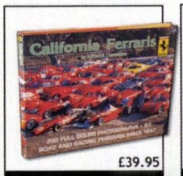

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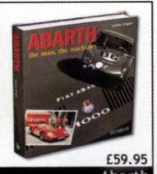

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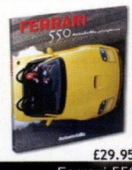

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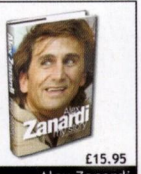

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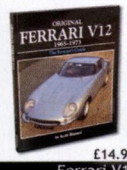

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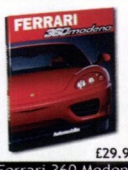

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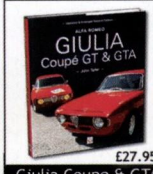

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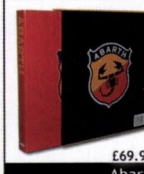

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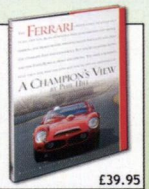

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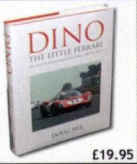

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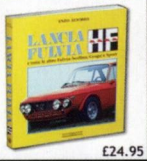
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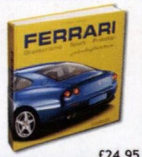

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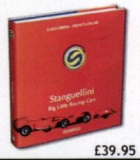

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**You clearly enjoyed driving the Jaguar F1 car in the recent London parade. Would you consider taking part in the proposed Grand Prix Masters series?**
Carol Brown, Birmingham
If I had a bit more time, yes. But for me it's the right idea, wrong cars. The cars should be more like the BMW M1 Procars from the early 1980s: noisy, and which allow you to lean on the guy next to you, not a high-powered single-seater. I raced recently and I'm in pretty good nick, but when I thrashed a 2000 Ferrari around Donington for 10 laps I was panting. Some of these older drivers won't have a chance.

**How good was Stefan Bellof?**
Graham Emery, Hemel Hempstead
He was incredibly fast – but too brave. He could have won grands prix, but I don't know if he had the discipline to be world champion. Someone like Michael Schumacher is much more structured and disciplined than Stefan ever was.

**Do you look back on your GP career as a success or a failure?**
Kevin Ambrose, Telford, Shropshire
By and large, I feel it was a success. But I take pain every day of my life for not having a win, that I did not make it happen. On my day, I matched Senna, Häkkinen and Schumacher, I just couldn't do it often enough. That's the long and short of it. Anyway, ironically it was all an apprenticeship for my broadcasting career, it seems...

**Are you really still in love with F1 – and if so, why?**
Simon Nelson-Smith, Belsize Park
Yes, totally. The cars still astound me when I'm standing on the inside of a corner. F1 is in for a fairly big bang in the near future, but I still enjoy it. I can't wait to go to the next race; when I missed one this season, I ended up watching the whole thing on my laptop via all the websites. I couldn't leave it alone – even when I had a weekend off.

**Which was worse: Zakspeed 871 or Brabham BT60?**
Catherine Sparks, Preston
The Zakspeed, when I drove for 'Wacky Zacky' in 1987. When I did *The Worst Car I Ever Drove* for *MotorSport* a few years ago, I chose the turbo Jaguar from 1990 which was pretty diabolical, but the Zakspeed is right up there.

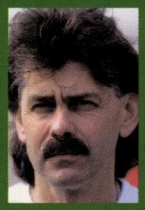
**What was it like teaming up with Stirling Moss to drive BTCC Audis? Did you feel bad about beating him?**
Martin Lynch, Richmond
At the time I felt great about beating him, but I was very young and stupid. I should have talked to him more and listened more intently. An opportunity missed. Of course I was going to beat him, I was 21 and he was 51. That was the point: I had missed the point completely.

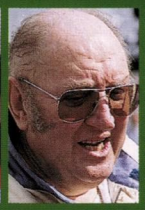
**Has Barrichello replaced you as Schuey's toughest team-mate?**
Thomas Robson, Carlisle
Eddie Irvine might argue with that. But I think Barrichello has caught Michael's attention more in qualifying than I did, and sometimes in races, so yes.

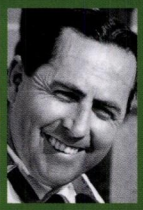
**First race. Aged 17. Pole position. Toyota Celica. Is that all correct?**
Paddington Buttifant, London
First British touring car race, yes. Prior to that I'd done supersaloon racing to get signatures on my licence. My first BTCC round was on a Good Friday at Oulton Park.

**Were the Silk Cut / Castrol Jaguar drivers scared of Tom Walkinshaw?**
Thula Lundie, Fife
Er... I think they were cautious of him. I always got on fine with Tom and found him dead easy to work with. As with most team bosses, if you were going to darken his office door or ring him, it was advisable to have something to say and to get your point across quickly, because he was busy. If you phoned Ken Tyrrell and paused for two seconds, he'd put the phone down!

## Coming up...


GORDON MURRAY


GERRY MARSHALL


SIR JACK BRABHAM

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# Next month



**HEAT OF THE NIGHT: FEEL THE TENSION AS STEVE McQUEEN VIES FOR SEBRING VICTORY**



**STRATOS STAR: ITALY'S SANDRO MUNARI**

**plus**

**Mighty 1950s Maseratis on the Nürburgring**
**Greg Moore: CART's big lost talent of the '90s**
**Season review: historic single-seaters in 2004**

## ISSUE ON SALE DEC 17



The death of Senna. Mansell's return. the Schumacher era begins. Court cases. massive fines. driver bans. The reintroduction of refuelling. an FIA safety drive. knee-jerk reactions. Rumours. accusations. scapegoats. Drivers in comas. mechanics on fire. wreckage in the crowd. Regulation changes. calendar changes. The GPDA's renaissance. the death of Lotus. Debatable hi-tech software. debatable planks of wood. All wrapped up by one of the most controversial title-deciders in Formula One history...

# That was 1994

Ross Brawn and Adrian Newey guide Adam Cooper through the tragedies, polemics, bickering and technical complexities that made this season one to forget - and at the same time unforgettable







Michael Schumacher (far left) and Damon Hill (below) were thrown into the deep end after the tragic death of Ayrton Senna (right). The fans were partisan and the politics complicated. Both men found the strain difficult to bear, but if the F1 title went to the German – and deservedly so – it was the English hero who emerged on the moral high ground

LAT DPPI



For the past 20 years the Formula One world title has usually passed between McLaren, Williams and Ferrari. Only in 1994-95 did another team get a look-in.

For a short period Benetton had everything in place. The colourful leadership of Flavio Briatore was balanced by the take-no-prisoners approach of Tom Walkinshaw. The oft-maligned Scot's contribution has been overlooked; it was he rather than Flavio who pulled all the key elements together. It was Tom who gunned for Michael Schumacher's services after the German's impressive GP debut, and it was Tom who brought Ross Brawn with him from TWR's sportscar squad, so creating the dynamic duo with chief designer Rory Byrne which would go on to even greater things at Ferrari.

In 1994, though, all these guys had to fight their way through what was perhaps the most dramatic season in the sport's history, eventually overcoming a stream of controversies to claim the ultimate prize.

"It really started in 1993," Brawn recalls. "We realised that we needed to make a big step if Benetton was to become a serious contender. As soon as we had the '93 car I said to Rory and the guys, 'Let's just forget this car for the rest of the year. I want you to start on the '94 car now. We need to make a quantum leap in our performance, and we're not going to do it if we spend all our time trying to improve the '93 car'. It's a philosophy we still have today, but it was the first time anyone had really approached F1 in that way.

"We ensured that Cosworth took the same approach. We wanted 1994 to be a leap for them as well. Their strengths were not in power but in driveability, size, packaging. It was a lovely little engine (see panel)."

There were good reasons to put extra effort into the 1994 car. The banning of driver aids such as traction control and active suspension meant teams had to start with a clean sheet of paper, and search for grip from aero and mechanical developments. In addition the introduction of refuelling created a whole new set of opportunities.

"Over the winter it became clear that we had a very, very good car," says Brawn. "I don't think we ever believed we'd win the championship with it, but we knew that we'd made the leap required to make Benetton a serious contender. It was after an Imola test, just before the season, that I began to believe we could win races in 1994. But it was a surprise when we went to the first three and won them all."

Ayrton Senna took pole position for Williams at Interlagos, Aida and Imola, and his death in the latter event shook the sport to its core; Schumacher was affected by it more than he ever let on. The expected battle with the Brazilian would not now happen, and Michael could only be defeated if Damon Hill stepped up to spearhead a Williams revival.

## DAMON HILL IN 1994

**I had breakfast with Ayrton. In the afternoon he was dead. If he had known what was coming it is inconceivable that he would have stepped into his car. Yet Roland had shown us all that death was ready and waiting for the unfortunate**

*Motoring News*, San Marino GP

Brawn was not the only one surprised by Benetton; Senna had his private doubts about the legality of the B194, and others in the paddock agreed. A whisper campaign began. The FIA made its own stand by sampling software taken from Benetton, Ferrari and McLaren – the top three at Imola; this was the first time any such checks had been made. It was then analysed by Alan Prudom of LDRA, the company hired to help police the new rules.

Brawn: "It was a terrible period, obviously, and it became very highly charged politically. In that environment I think we became focused on for all the wrong reasons. Here we were, a T-shirt manufacturer, beating McLaren, Williams and Ferrari, who felt they had a God-given right to win GPs. That went against the grain. They had to explain to their sponsors and boards why they were being beaten by someone so inconsequential. The easy reason was that we were supposedly using traction control, doing this, doing that." »




Clockwise from above: Flav and Schuey embrace; the irreplaceable Senna; Benetton's pit strategy gave them an edge over Williams – and caused them a few sleepless nights; Hill's win in Spain stopped Schumacher's run of success... which had begun in the opening round in Brazil; Rubens Barrichello flies at Imola

## THE DIARY OF DISASTER

**January 14** Benetton poaches Dutchman Jos Verstappen for its test driver just as McLaren is poised to sign him to a multi-year deal

**January 21** JJ Lehto crashes at Silverstone in his first Benetton test and sustains damaged vertebrae. He will miss the first two GPs

**February 24** FIA President Max Mosley (right) warns of 'draconian penalties' for any team contravening the ban on traction control



**March 27** Jordan's Eddie Irvine and Verstappen collide during the Brazilian GP. The Irishman is fined $10,000 and handed a one-race ban

**March 31** Ferrari driver Jean Alesi suffers neck injuries in a big testing accident at Mugello. His temporary replacement is Nicola Larini







## TORQUE REACTION

Ford hadn't won an F1 championship for 12 years. So you'd have thought that the Blue Oval would have made great play of its part in Schumacher's first title. Not so.

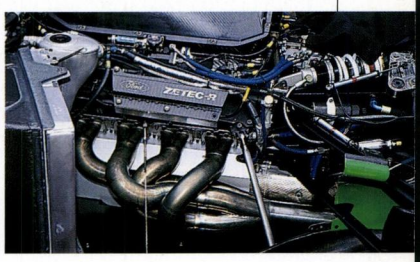
"They didn't even want to be in F1," explains Geoff Goddard, Cosworth's chief designer at the time. "But because it made its decision to withdraw so late, Benetton threatened to take them to court. The compromise was one more year - with a new engine.

"Ayrton Senna had proved that you could win GPs with a 'sportscar' version of my HB in 1993. But I wanted to make a big jump with the new engine. Cosworth was conservative on bore sizes; HB was 94mm in the bore. But via a series of experimental V-twins, I opened it out to 97, then 100, then 103, and each time bigger was better. The compromise was 100. But even that was too big for HB. We had to build a new head, a new block and a longer crank: Zetec-R (below).

"There were two main reasons for sticking with a V8. The first was that time was against us. The second was that we were confident we could design an eight that revved higher than any V10: Zetec-R was into the 15s; I think the 10s then were only in the mid-13s. So we had an air consumption advantage over them, as well as a fuel consumption advantage and a magnificent torque curve. The latter was proved when Schumacher finished the Spanish GP in second place with just fifth gear left.

"There was another reason for using a V8. Pat Symonds of Benetton was one of the first in the F1 pitlane to have an accurate race simulator. When we programmed in the power and torque curves I could provide with a V8, a V10 or a V12, the V8 came out on top on the majority of the circuits.

"I see no reason why we couldn't have been as successful with the V8 in 1995. But again Ford couldn't make a decision quickly enough and so Benetton was forced to go with Renault, basically."




**April 6** Irvine's appeal to the FIA ends in fireworks: his ban is increased to three races. He's replaced by Aguri Suzuki and then Andrea de Cesaris

**April 16** Ferrari is accused of cheating. The FIA's technical delegate alleges that its engine modulation system is traction control. But he's overruled

**April 29** Rubens Barrichello crashes heavily in practice for the San Marino GP. Amazingly, he suffers only a broken nose and bruising

**April 30** Austrian driver Roland Ratzenberger (right) becomes F1's first fatality in eight years when he crashes his Simtek in final qualifying




**May 1** Spectators are injured after debris flies into the Imola crowd following a startline shunt between Lehto and Pedro Lamy's Lotus

LAT; DPPI




Yet more unwanted drama as rescue workers rush to Karl Wendlinger's aid at Monaco

# Working through it

Meanwhile, the sport endured yet more serious accidents. The FIA rushed to introduce measures to slow the cars; the teams had to respond. Briatore's response was to write a critical letter to Max Mosley, which was circulated to the media. FIA technical delegate Charlie Whiting also took a personal broadside. It all got very messy, to the extent that private meetings between Benetton and FIA people were allegedly taped by the team and transcripts distributed to interested parties.

"Tom and Flavio were behind that famous letter which suggested Max wasn't fit to run F1 and, as an engineer, I saw that we were getting our payback," says Brawn. "There was no discretion being shown in any way, shape or form towards us. We were given no leeway at all. We only had to stray out of line a fraction and we would get hammered."

The most celebrated example of this occurred at Silverstone. Damon beat Michael to pole, but on the formation lap the German tried a bit of gamesmanship by leading the pack away from the grid. It was not an unprecedented move, but it contravened a little-known rule which stated that only the pole man could pace the field. To compound the situation Schumacher did exactly the same thing before the restart.

Brawn: "Again it was all wrapped up in the hysteria that was going on. By his own admission, to intimidate Damon, Michael was messing about on the warm-up lap. The stewards decided to penalise him. We had this scrappy bit of paper handed to us on the pitwall – half a piece of A4 which had '10-second penalty' scribbled on it [it actually read 5sec]. Tom said, 'We've got a penalty. Michael's going to have to push on and we need to allow for it.' So we carried on, assuming that they'd add it at the end.

"Then we got a black flag, and we said, 'What the hell's that for?' They said we should have done a stop-and-go penalty. We showed them the piece of paper and they said, 'Oh, you're right, we screwed up. Do it now and you're okay.' So we did the penalty. But we still got penalised because the black flag is sacrosanct: even if it was unjustified, we had to respect it."

Despite the stop-and-go, Michael finished second. But subsequently he had the result taken away – and was also handed a two-race ban. He would miss his home race, news that left his countrymen in a fury. »

## DAMON HILL IN 1994

**The thought of someone taking a pot-shot at me made Hockenheim nerve-wracking. I used the back entrance to the circuit each day and had a police escort everywhere I went outside the track.**

**As I sat on the back of an open-topped car with my team-mate during the driver parade, the firing of rockets and crackers – a tradition in the Stadium Section – did little for my peace of mind**

*Motoring News*, German GP

It was hardly a surprise that Williams went into 1994 as hot favourites. Not only had the team been the dominant force for the previous two-and-a-half seasons, but Ayrton Senna had replaced Alain Prost as Damon Hill's team-mate. It seemed an unstoppable combination.

The reality wasn't so straightforward. The loss of active suspension and traction control levelled the playing field, and hit Williams hard. In its initial guise the FW16 was not as competitive as its 'fully loaded' predecessors.

"I think it was more difficult for us than other teams," says former chief designer Adrian Newey, "because we'd been on active suspension for longer. It took us a while to get back to making passive suspension work properly, especially in terms of remarrying the aerodynamics to the suspension.

"The car wasn't easy to drive at the start of the season. Ayrton managed to carry it to three poles, but in race trim in Brazil even he found it difficult to keep up. Basically, the sidepod was too long. We recognised reasonably quickly what we needed to do, but it took us a while to get the short-sidepod car out. Had Imola not happened, it would've been sooner."

Benetton's successes at the start of the season left the Williams team scratching its collective head.

"We were surprised," admits Newey. "The B194 was obviously a good car in many ways, but Ayrton was absolutely convinced it was running traction control. Having listened to it at Aida after his first-corner accident, he came to Imola convinced that he was fighting an illegal car. That caused him quite a lot of angst going into the weekend and the race. In fact, he and I had a long discussion about it in the truck on Sunday morning."

Senna's accident that afternoon was to change the face of motor racing, and the legal repercussions were to haunt Newey even after he'd left the team and joined McLaren: "To this day we still don't know exactly what happened. There is this general perception that the car went straight on. It didn't, it was high-sided, to use the motorcycle expression. The car stepped out into oversteer. Ayrton lifted off and, as far as we can see, applied opposite lock. Then it gripped and spat him to the outside. Through the race we were given all sorts of misinformation as to how he was. At one stage we were told that he was okay and fine. To finally get the news... you can imagine."

Williams had no choice but to regroup under Hill's leadership, but it wasn't easy.

Newey: "Monaco was extraordinarily difficult. Damon had only done one full season at that point, and being elevated to team leader was a big burden. Certainly, in Monaco, for most of practice, we were tugging around. Both Patrick Head and I told him, 'Come on, we've got to lift this for qualifying', and he did a pretty good job to qualify fourth.

## DAMON HILL IN 1994

**I found it extremely awkward being the only driver representing a team of the magnitude of Williams. I really wanted to do a blistering job, but I was most concerned not to stick the car in the barrier. The pressure was enormous**

*Motoring News*, Monaco GP

"Barcelona was a lucky win for us; Michael was a fair way in the lead when he had a gearbox problem. But it boosted morale: we'd broken our 1994 duck. From then on we made steady progress with the car – as did Damon as a driver."

Tester David Coulthard was drafted in as Damon's team-mate, but for Magny-Cours Williams stole the headlines by bringing Nigel Mansell back from CART. France was the only race he was able to contest in the short term, but three late-season GPs were also on his schedule.

"For Damon, having someone come in and test the car and make similar comments gave him more confidence," reveals Newey. "And also having Nigel out there hurling it round in his inimitable fashion made Damon dig a little deeper, spurred him on. It was definitely a positive thing. Nigel was always a dramatic driver who was never to be underestimated."

That summer, while Benetton lurched from crisis to crisis, squeaky-clean Williams just got on with it. Hill raised his game. And the wins piled up.

"It was to our advantage as far as points were concerned," says Newey. "It was Benetton getting itself into trouble

## THE DIARY OF DISASTER

**May 1** After the safety car is brought in, Ayrton Senna's Williams hits Tamburello's concrete wall. The three-time champion is dead

**May 1** Ferrari and Lotus mechanics are injured when Michele Alboreto's Minardi sheds a wheel immediately after making a pitstop

**May 12** Sauber's Karl Wendlinger lapses into a coma after an accident during free practice at the Monaco GP. He is unconscious for 19 days

**May 13** Drivers reform the Grand Prix Drivers' Association and will henceforth be directly involved in discussing safety matters

**May 13** FIA president Mosley brings forward 1995 plans to introduce a 10mm under-car 'plank'. It will now be enforced from the German GP on

**May 24** Lamy is hospitalised with serious leg injuries after his Lotus loses its rear wing and crashes into a pedestrian tunnel at Silverstone




that kept the championship alive. I think the black flag incident at Silverstone was Michael trying to stamp his authority, and then his team, I guess, got a bit arrogant.

## DAMON HILL IN 1994

**When I saw the black flag calling him in, I had a pretty good idea what it was all about. During the first parade lap he went blasting past me and stayed there for about half a lap. I remember thinking that was a bit naughty. Then we had a restart and I reckoned they would forget about Michael's indiscretion. But he did exactly the same thing on the next parade lap. It was a blatant breach of regulations, no doubt about it**

*Motoring News*, **British GP**

"The bottom line for us was to do the best job possible. We weren't only picking up points because Benetton was tripping over itself, we were also genuinely competitive: Damon's drive at Suzuka was sensational. That showed his depth of character. He wasn't necessarily the quickest natural driver, but he had great determination and resilience. That gave us confidence going into Adelaide."

The finale was a what-might-have-been. For a few seconds the title was there to be taken, but when he went for *that* gap Hill didn't know Schumacher's car was potentially crippled, that the German thus had little to lose.

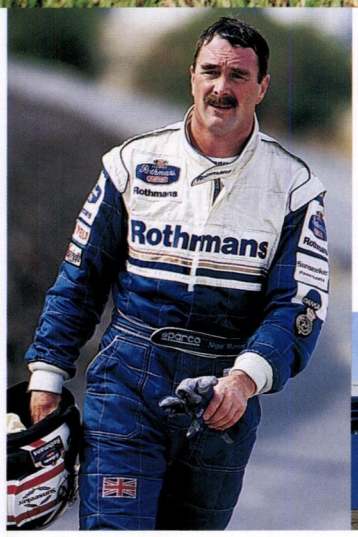
Newey: "We had the quicker car that day, without doubt. Michael, I guess, realised that and cracked. Damon was reeling him in relentlessly and pushed him into a mistake. It was pretty clear that, having lost it the corner before, Schumacher knew he'd damaged his car and so he took Damon out. There's no doubt about it.

"Our wishbone was bent, so it was, 'Do we keep going and hope he finishes, or do we retire the car?' We really felt, especially given the year we'd had, that we couldn't put Damon at risk. It was very frustrating, but these things happen in motor racing and you have to be philosophical. Equally, if we'd been on the radio a little quicker we could have warned Damon to be patient."

A win for Mansell in Adelaide provided some recompense, and Williams beat Benetton to the constructors' crown.

"We had a pretty good car by the end of the year," says Newey, "as the results showed. If anything, we had a car that was slightly quicker than the Benetton. That was satisfying, the fact that we had managed to turn the car around, especially after Imola. We also had the newspaper stuff about 'killer car' and the rest of it, which added to the pressure.

"Regardless of what we did in the championship, it was never going to change the fact of Ayrton's loss. I didn't feel any sense of revenge, we just did the best job we could. It was tremendously difficult for everybody involved."







**Clockwise from above: Damon feels the pressure before the British GP. He hung tough to win the race that had always eluded his famous father; FW16 was much more to Hill's liking towards the end of the year; after Senna's death, Hill was partnered by Coulthard and Mansell, the latter's arrival proving to be a shot in the arm**




**May 27** The GPDA digs its heels in as the FIA and Spanish authorities refuse to install a chicane at the Circuit de Catalunya. The drivers win the argument

**May 28** Italian Andrea Montermini breaks an ankle during free practice in Spain after his Simtek hits a concrete wall head-on (right)



**June 12** Williams duo Damon Hill and David Coulthard fall out at Montreal; the former claims the latter held him up in the race's early laps

**July 3** Michael Schumacher's storming second-row start at the French GP (right) arouses suspicions; his team denies using traction control




LAT DPPI

"We weren't going to appeal the Silverstone decision," says Brawn. When you have got a Cosworth V8, Hockenheim is probably the least competitive race of the year.

"But then there was a huge uproar from the German public. We had pleas from lots of important people in F1 to appeal so we could at least race in Hockenheim and appease the fans. So we did, because it was indicated that the appeal would be looked upon favourably. We raced at Hockenheim, where we blew up. Then we were completely stitched up – the appeal went through and nothing was done."

A lot more drama had unfolded before that particular hearing, however. The results of the FIA's Imola software tests finally became known at Hockenheim, and in his official report Whiting claimed Benetton had been using a launch control. It had been found listed in a menu as the 13th option, following an empty space coming after numbers one to 10. Benetton vehemently protested its innocence.

## DAMON HILL IN 1994

**I think it's extraordinary the way Michael is able to get off the line and blast past us. The Benetton seems to be able to go flat out immediately and change direction straight away without spinning its rear wheels under full power. They have the car set up extremely well to be able to do that**

*Motoring News*, French GP

"We were probably naïve," says Brawn. "We were a team which had not been in the spotlight before, and suddenly we were winning races, against the form book. We had no issues with the FIA in terms of them seeing what we'd created, but Ford did. They refused to give the FIA the source codes, as they considered them to be their intellectual property. We were stuck in the middle for a long time. Eventually we found a compromise with the FIA, and when they were studying the software they discovered a discarded portion of the infamous Option 13; it has been reported many times that it was a traction control, but actually it was a launch control.

"We were then able to demonstrate that there was a broken chain of software: it was impossible to use Option 13. But, of course, we got dragged through the courts, I think for other reasons. Eventually the FIA said there was no proof that we used Option 13. But in the hysteria that was going on, it was portrayed badly. I was very frustrated because it tainted a fantastic achievement."

While the software issue rumbled on, there was even more trouble for Benetton. Jos Verstappen's pit fire at Hockenheim (see panel) opened a whole new can of worms when it was revealed that the team had removed a filter from the fuel hose, although Brawn claimed that the FIA had given permission to do so.

That row continued to Hungary, where Schumacher won. He scored another great victory after a spin at Spa, only to fall foul of post-race checks. The 10mm 'plank' under his car, recently introduced to control ride heights, was deemed to be worn too thin, the implication being that the B194 had been running too low. His victory was scrubbed, handing Hill the 10 points.

Just two days after Spa an earlier appeal against the Silverstone penalty was heard. The two-race ban was upheld, so Michael now had to miss Monza and Estoril. Hill won them both. The title battle was closing up, and Schumacher was under assault from all sides.

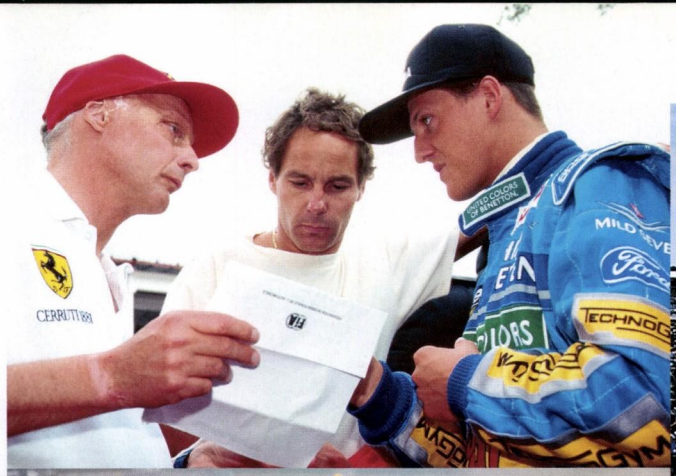
"It was very stressful. He was still a very young and relatively inexperienced F1 driver, who was achieving a huge amount," says Brawn. "He didn't need that extra pressure. He felt it, and I'm sure it did have some influence on his performance."

The crunch came at a wet Suzuka, where Hill scored a brilliant win. He was now just one point behind. »

## DAMON HILL IN 1994

**The chips were down at Suzuka – and I produced. Judging by Michael's face at the end it had registered that this title is not going to come to him on a plate**

*Motoring News*, Japanese GP








## THE DIARY OF DISASTER

**July 26** The FIA imposes a two-race ban on Schumacher, and his team is fined $500,000, for ignoring a black flag at Silverstone

**July 28** The FIA discloses that Benetton's software taken at the San Marino GP has a facility for launch control. But it cannot prove it was used in races

**July 31** Verstappen's Benetton is engulfed in flames during refuelling in Germany. Mika Häkkinen is banned for a race for his role in a startline shunt

**August 10** The FIA reveals that Benetton had removed a mandatory filter from its refuelling rig, and blames this for the Hockenheim fire

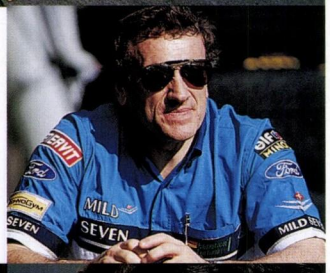
**August 12** Without publicity, Intertechnique, the designated supplier of F1's refuelling rigs, issues all teams with revised couplings

**August 28** Schumacher loses his Belgian GP win at Spa when post-race checks reveal that his under-car 'plank' has worn down too much



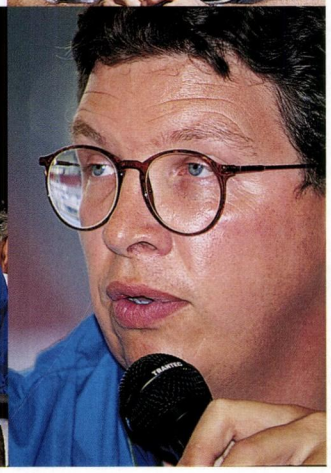










**Clockwise from top left: GPDA movers - Lauda, Berger, Schuey; Brundle's McLaren detonates at Silverstone; Benetton trio - Walkinshaw, Brawn, Briatore; narrow scrape at Spa; Schuey wins Monaco; Häkkinen gets sideways**




## PIT FLASHPOINT

Jos Verstappen's pit fire at Hockenheim is one of the enduring images of 1994, and the fact that it resulted in only minor injuries was little short of a miracle.

One man in the heat of the action was Martin Pople. His job was to support the heavy hose (above), standing right behind refueller Simon Morley.

"It happened so quickly," he recalls. "There was a big explosion and fire. The fuel was ignited by the hot brake pads. They said only three litres were spilled, but it looked a lot more in the pictures!

"The first instinct was to get away from there. The fuel on my suit was on fire, but they put it out quickly. I was in a state of shock afterwards. Simon was burned because he was wearing a normal crash helmet and the fuel got inside its visor. Fortunately, it was only superficial. Someone had their hand burned, and another guy hurt his arm, while Jos also got fuel inside his helmet.

"The good thing is that Michael dropped out after that, otherwise we would have had to do another pitstop. That would have played on people's minds. At least we had a couple of weeks to get ourselves composed and back into it."

Morley never did another pitstop. While the fire had obviously put him off, he was also frustrated at being singled out when Benetton blamed "a junior employee" for the incident. He later left F1 and now works in America. Meanwhile, Pople is currently team co-ordinator at BAR.

"I look after safety," he says, "things like mechanics' overalls. And I stand behind a big extinguisher at the stops! In 1994, a lot of people didn't have gloves or goggles. After that we got a lot stricter. The funny thing is there's still nothing laid down on paper by the FIA about what you should use, so it's down to the teams. We probably go over the top now, but it's best that people are overprotected rather than the other way round."

Benetton staff have always denied that the removal of the filter caused the fire, and instead blame machining tolerances within the fuel hose.

**August 30** The appeal against Schumacher's two-race ban is rejected; the series leader will miss the Italian and Portuguese grands prix

**September 7** Benetton is absolved of blame for the German GP pit inferno; the appeal against its exclusion from the Belgian GP fails

**September 30** Schumacher calls Hill "second-rate" and "a little man" because of his failure to support him during his recent troubles

**October 12** Team Lotus sinks into financial administration and Johnny Herbert's contract is sold to Ligier. He makes his team debut at Jerez

**October 15** Hill and Schumacher shake hands for the cameras before the European GP (right) - but only after Bernie Ecclestone tells them to




LAT Sutton

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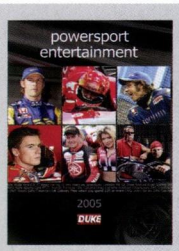
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## MARTIN AT McLAREN

For the 12 seasons prior to 1994 McLaren had employed various combinations of Lauda, Prost and Senna, and won a string of world titles. The latter's move to Williams meant the team went into the new season with two drivers who hadn't a GP win between them: Mika Häkkinen and Martin Brundle. After years of struggle the Brit had the bad luck to land his dream seat at a time when McLaren was in a stormy partnership with Peugeot.

"Let's start by saying that if it was a world championship-winning car, Alain Prost would have been driving it," Brundle recalls. "One day he tested it in the morning at Estoril; I followed him in the afternoon. He got out of it and you could tell he wasn't impressed. As I left the pits to start my first flying lap it threw a conrod so hard it damaged the track, and it didn't get much better from there!

"But it was exciting for me: Marlboro McLaren were such a fantastic team."

In his first race, Brazil, Brundle had one of the scariest incidents of his career: "I found myself in the gravel trap, and I had no idea how I'd got there. I got out of the car and there was carnage, with Irvine, Verstappen and Bernard. Jos's Benetton had hit me on the head and knocked me out. The start of my McLaren career!"

Martin enjoyed some good moments, though, earning a superb second behind Schumacher at Monaco and a third in the finale at Adelaide (below). But in between came many mechanical disasters, and podiums went astray at Aida, Hungaroring and elsewhere. But nothing hurt as much as Silverstone, where his car erupted in flames on the grid: "I walked across the track, through the pits and found a little machine shop in the front of one of the trucks. I shut the door and cried my eyes out. I was so upset."

McLaren left the winning to Benetton and Williams, and the team endured two difficult seasons with Mercedes before it hit winning form again. Häkkinen was still there to take advantage, of course, but Brundle had had just the one chance.












From top: Schumacher's celebrations at Spa were premature - he would be stripped of the victory; Japanese GP was held in atrocious conditions; Hill's greatest drive is acknowledged by his greatest rival; the title chase is on at Adelaide




It all boiled down to Adelaide – and it turned out to be one of the most dramatic conclusions to a title race. Hill harried his German rival into a mistake – only for the crippled Schumacher to put them both out when he made a desperate lunge towards the Brit.

### DAMON HILL IN 1994

**I am not upset, disillusioned or disheartened. I know that I did my best to win the title. I did everything possible to try to make it happen. That gives me great peace of mind and I just have to accept that it's over**

*Motoring News*, Australian GP

Ross: "It was despair at first when he hit the wall – and then when he bounced off and collected Damon there was a glimmer of hope! The championship was very tight, but we thought that very unjust, because we should have won in a quite straightforward fashion. We were feeling badly done by. You can argue about Australia, but I think it would have been a serious injustice if we hadn't won the title: we had the best car, the best driver, the best team. We just didn't have the best political position. We learned from that."

Considering that he was docked 16 points, and banned from two further races, it was hard to begrudge Schumacher the title. He's proved in subsequent years how good he is, but a decade on there still remains a cloud over that first success.

"There was a high level of paranoia in every direction," says Brawn. "It was a very unpleasant year. When I joined Ferrari I had a long talk with Jean Todt about his approach, and he said truly he believed that we were doing something wrong, because there was no easy excuse. But he said now he'd seen the people involved – Rory, myself, Michael and others – he understood what 1994 was about.

"But in the hysteria, the tragedies of Imola and all the other factors, it was whipped up. Jean has changed his mind, but there are certain people, whom I don't respect, whose opinion will always remain the same. And I don't respect them because they're not willing to be logical." M

## THE DIARY OF DISASTER

**October 28** Despite having three years of a four-year contract still to run, McLaren and Peugeot part company as Merc comes on board

**November 6** Flak flies in all directions after a rain-lashed Japanese GP; Martin Brundle's McLaren aquaplanes off the road and strikes a marshal

**November 10** Schumacher wins the title by a point - but only after colliding with Hill after a mistake of his own sees him hit the wall

**November 30** Williams and McLaren go to arbitration over who owns the rights to Coulthard's services for the 1995 season




**December 14** The Contract Recognition Board decides in Williams' favour - Coulthard (left) will stay there for the foreseeable future

all LAT



In an era of distinctive outlines, GH2 had a distinctive outline. Sadly, the car never raced; the team was disbanded before '76

# Hill & back

**Ian Flux was a junior F1 mechanic for Graham Hill when the team was torn apart by a tragic plane crash. Almost 30 years on he drives the car that was to carry its hopes**

photography by Peter Spinney/LAT




I knew immediately. Radio Luxembourg: 'plane crash, Elstree airfield. It could only be them: Graham Hill, driver Tony Brise, our designer Andy Smallman, the team manager Ray Brimble, and fabricators Tony Alcock and Terry Richards.

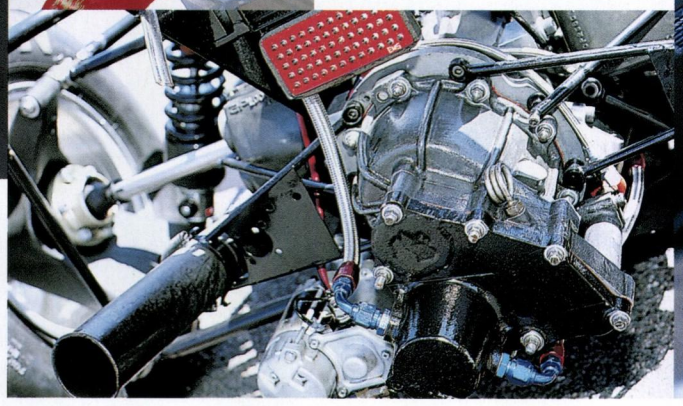
It was almost midnight on a cold Saturday in November and I was driving my (extremely) new girlfriend back to Guildford. I dropped her off, then dashed to Woking, to Alan Turner's house; he was our chief mechanic. I'd only been there a few minutes when his phone rang: could he come and identify the bodies? I drove home to my parents in Leatherhead in a haze.

Circumstance can turn in a moment. Only the day before I had been stood next to the telex as it chuntered into life: 'GH2 finally faster than GH1. 1.5sec!' It was all looking rosy: I was 19, working for the legendary Graham Hill in Formula One, winning race after race in Formula Vee and all set to go F3 with Graham's new junior team in 1976. There are few more selfish pursuits than wannabe Formula One driver, and I will admit it crossed my mind that my hopes had just taken a huge backwards step. But nothing makes you grow up faster than six funerals in seven days. »







Clockwise from above: Car always looked well in classy Embassy livery; Flux spent hours fettling Hooke-type driveshafts in 1975 - car now features more modern cv joints; tall airbox was banned in 1976; on the plunge at Dijon - tub nipped in around driver's knees

Embassy Racing with Graham Hill was a tight-knit outfit. There were 20 of us, working all hours in a particularly unlovely West London industrial estate. No days off, no holidays, I was paid £32 a week, plus £4 per day to spend at GPs. Bliss.

It helped that the team was on the up and up, that there was a buzz about the place. Graham was not the easiest to work for. He used to drive the number one mechanics to distraction with his last-minute meddling, but there was no doubt we had great respect for him and that he loved his racing. To see how much pleasure he derived from his team doing well gave us a huge lift.

Of the team members, I knew Graham the least. I was in awe of him – especially after he sacked me. I had been told to pick him up from the centre of London and take him to Gatwick airport, and I'd decided that this was my golden opportunity to show him my opposite-locking skills – in the team's automatic V4 Ford Transit, in the wet, at Hyde Park Corner. When I got back to the workshop Alan Turner told me that the 'Old Man' had been on the phone in a rage, asking who that young idiot in the Transit was and demanding that he be fired forthwith. Luckily, Alan had persuaded him that I was worth hanging onto.

Yet it was Graham who later rustled up some Shell sponsorship for my Formula Vee campaign. He never came to any of my races, but he kept tabs on how I was doing, turned a blind eye to my race car sat in a corner of the workshop awaiting its next 'spare moment' fettle and, after I'd won the title, promised to guide me through F3. Ah yes, I could see it all: Flux wins 1978 F1 title aboard Hill GH4.

Er... reality check: "Hey, have you finished rebuilding those driveshafts yet, Fluxie? Well, hurry up, you've got to crack-check all those wheels." A load of hard graft lay ahead, not least because GH2 was struggling. It was 24-year-old Andy Smallman's first from-scratch F1 car. He'd come over from the UOP Shadow team and done a great job reworking the Lola T371; he altered it so much that there were no qualms renaming it the Hill GH1 prior to the 1975 Spanish GP in April. It was leading that race when its carbon-fibre rear wing support broke and Rolf Stommelen flew into the Montjuich Park crowd. People were killed, Rolf was badly hurt and the car was totally destroyed. But that selfish racing mindset kicked in again: we had proved we could lead a grand prix. All we needed now was a really quick driver.

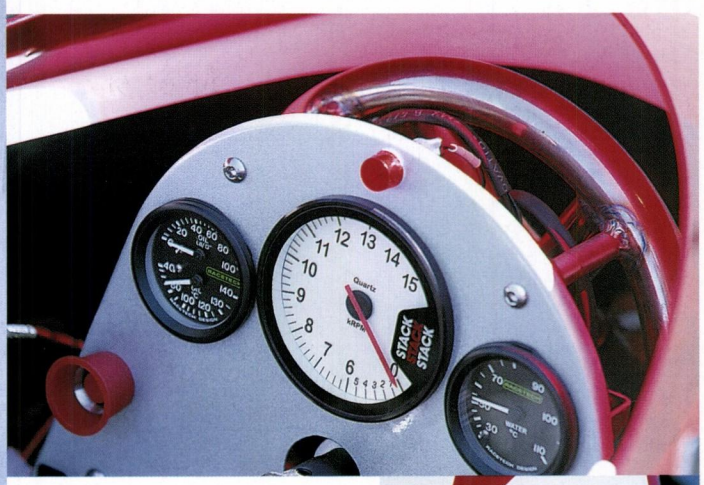
**'I could see it all: Flux wins 1978 Formula One title aboard Hill GH4'**

Graham missed the qualifying cut at Monaco and decided to hang up his crash helmet (without yet announcing it). He then watched his 'replacement' charge from the back of the F3 race's grid: 23-year-old Tony Brise. He waltzed into the team with a real air of confidence – three hours late for his seat fitting. He didn't say sorry and that really annoyed us, so we left him wedged in the monocoque by the expanding foam while we all piled down to the pub for lunch.

It turned out that Tony's way of thanking the mechanics, of whom I was his number two, was by giving it his all every time he went out in the car. And he soon won us over that way by qualifying seventh for his first race with us, Zolder. He retired on that occasion, but then finished sixth, seventh and seventh in consecutive grands prix – in Sweden, Holland and France – before he, too, got a reality check: a mid-season spate of difficult qualifying sessions, shunts (not all his fault) and retirements.

Part of the reason for this slump was that the team was at full stretch building GH2. Graham could see the potential of his young squad and wanted to be sure of maximising it in 1976. In those days, of course, the British F1 teams were 'assemblers': GH2's monocoque was built by TC Prototypes over in Northampton, its bodywork came from Specialised Mouldings in Huntingdon and its suspension parts were made by BS Fabrications. And like almost every








Clockwise from left: Once a mechanic, always a mechanic - Flux mucks in; car has been rebuilt to high standard, don't think DFV will run to 15,000, though; a name that launched thousands of sponsorship pounds; purposeful rather than lovely; industry-standard Hewland






## TECH SPEC
**Hill GH2**

### ENGINE
**Type** Nicholson McLaren-tuned Cosworth DFV **Capacity** 2998cc
**Maximum power** approx 480bhp

### DRIVETRAIN
**Gearbox** Hewland FGA 400, 5-speed **Clutch** Borg & Beck

### CHASSIS
**Type** monocoque. L72 alloy sheet, riveted and bonded **Wheelbase** 110.9in **Track (f/r)** 58/58.6in **Length** 179.3in **Width** 77.6in **Height** 36.75in **Weight** 1290lbs **Suspension (f)** double-wishbone **Suspension (r)** lower parallel links, upper single link, twin radius arms

### RUNNING GEAR
**Steering** rack and pinion **Brakes** Lockheed **Dampers** Koni, adjustable **Radiators** Serck **Wheels** Dymag **Tyres** Goodyear

other car of the period, it featured a DFV mated to a Hewland gearbox. We just had to bolt it together as well as we possibly could. It sounds easy, but there was no slack within the team to take up the extra strain, and I can assure you that we were very busy. And excited. With Brise and Smallman we felt sure we had a winning combination.

GH2, though, proved troublesome at its first test, at Silverstone in October: the GH1 was quicker and easier to drive. It was the same story at Paul Ricard the following month. And again, two weeks later. With time running out and winter closing in, the guys in France tried something desperate: they replaced GH2's rear end – engine, gearbox, suspension – with that from the GH1 they also had with them.

Three laps are all it takes to realise that this really is a good racing car with fantastic turn-in and excellent traction. I can imagine Brise's relief that day at Paul Ricard: no more snap oversteer. At last he had a balanced chassis he could work with, begin to finesse rather than search frantically for a big fix. The subsequent telex caused a similar wave of relief in the factory. Everyone was smiling again. 1976 here we come.

It's all flooding back to me now. And I mean all. I had expected this track test to be more significant than most, more emotional – but not *this* emotional. Just seeing the car for the first time, parked up in Dijon's pits, unlocks me: I see faces, hear the banter, smell the workshop. You never forget such things but you tend to put them to the back of your mind. Until something like this happens. It's overwhelming. And this is before I settle into a car I helped to build 29 years ago.

I fit fine but I'm concerned by the presence of the original titanium brake pedal. I advise current owner Klaus Fiedler that this should be in his trophy cabinet, not on his beautifully restored car. One such item snapped off and caused Clay Regazzoni's paralysing accident at Long Beach in 1980.

That, though, is my only gripe. The car is in better shape than it was when we had it, and is a credit to Klaus. Seeing it again confirms my suspicion that Mr Smallman was a Gordon Murray fan. GH2 is small and neat, its tall conning-tower cockpit and shallow, sloping sidepods a definite nod in the direction of Murray's Brabham BT44B.

But how I cursed those sidepods at the time. As the youngest and most flexible member of the team it was my job to fit the bag tanks into them. It was a sod: corking the rivets, putting tank tape over them all, pulling the bags through and contorting yourself so that you could tighten up the jubilee clips on the flap valves that connected the five »

bags (two in each sidepod and one behind the driver). I can still feel those skinned knuckles. Because Klaus races the car over much shorter distances, he has been spared this job, lucky fella. Today the sidepods contain battery and fire extinguisher.

Having bled the brakes – I'm still happy to get my hands dirty – the track beckons. One lap to make sure everything works, another to familiarise myself with the circuit, and a third to get on with it. Still fitted with its predecessor's rear end, GH2 is impressive through the famous downhill sweepers, and composed under braking for the hairpin at the track's lowest point. It then squats nicely as you gun it back up the hill. I've tested an Ensign N177 recently, and GH2 is a little bit better than it in every respect – except the engine. Its current DFV has 480bhp. That's about what we had in the day, but 520 is easily achievable with more modern know-how and materials.

I pit to take off some rear wing and instantly we are 250rpm up on the straight – and on the limiter halfway along it. And still the car impresses elsewhere – except now under braking. Trying a bit harder reveals a tendency for its nose to dive. Go up on springs or take some front wing off?

## 'The team was asset-stripped without any sentimentality'

Hang on, this is a day about years past, not tenths saved. I pit, climb out, put on my old Embassy Racing jacket, crack a can of lager and flash a fag: all of a sudden 1975 doesn't seem so long ago.

Tony Brise's was the first funeral. Graham's and Tony Alcock's were on the same day; there were thousands at Graham's. But the one I remember most is Ray's. His was the last of the six, and afterwards we went to a pub in Maidenhead and got slaughtered. That was the last time the rest of us were altogether. There was still hope, still talk, that the team might be able to soldier on into 1976, but we were deluding ourselves – not only we were young, we were naive. Without Graham at the helm, wooing sponsors, driving us on, we had no chance.

I wasn't fully aware of the details, but it also soon became clear that Graham's death had plunged Bette and the kids into severe financial difficulties. The Transit was pressed into action again, this time removing furniture from a small house Graham kept near Brands Hatch. Everything had to go. It was now that I realised racing was a hard-nosed business: the team was asset-stripped without any sentimentality.

Its staff, meanwhile, was headhunted: mechanics Alan Howell and Gerd von Aachen transferred to the Unipart March F3 team, as did storeman Mike Connors; mechanics Steve Robey and Jerry Bond went to the US and McLaren respectively; office manager Liz Morse was another to move to McLaren; truckie Malcolm Allen worked for Walter Wolf's F1 team, which had bought the bulk of what was left of Embassy Racing; and buyer Mike Young went off to run a pub. Me? The pull of F1 was still strong and I raced a Ralt RT1 in F3 in 1976, with Alan Turner as my team manager. I guess it was quite a step down for him – although I paid him more per week than Graham had!

There was at least £365,000 in Embassy Racing's kitty for 1976 – I'd seen a piece of paper I shouldn't have – and I have no doubt that we would have continued to improve. It turned out to be a competitive season – Ferrari, Tyrrell, McLaren, Penske, March and Lotus all won races – but with those 1.5sec already in our pocket, I see no reason why GH2 couldn't have been a regular points-scorer. A victory probably would have been out of reach, but a podium or two was on the cards. And then who knows what fate might have brought the team.

But that's the thing: we never knew and will never know.







LAT

Brise shakes down GH2 at Silverstone in October 1975 Inset: Flux about to sample some of his F1 handiwork

Our thanks to Klaus Fiedler, Steve Lydon and Dijon for their help with this feature

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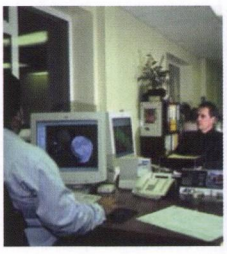
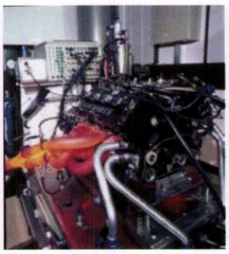
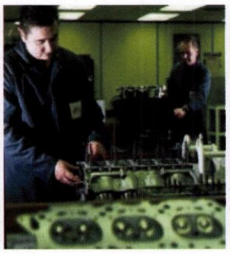
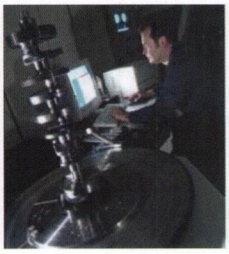


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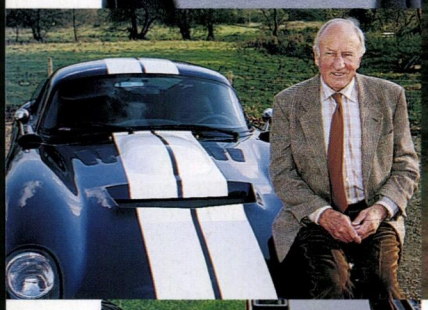
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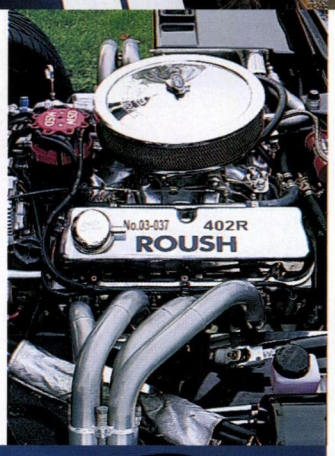
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Main: Coupe is brutally attractive. Details from top left: 18in alloys; SW gauges and toggle switches; 'Gentleman Jack' Sears; 6.6 litres of Roush 402R; racer-style filler cap gets opened a lot - 15mpg! Details below right: side pipes are neat fakes; cockpit air inlet works

It's 6am. It's dark. It's cold – and yesterday's briefing is momentarily forgotten. Where's the door lock? There isn't one. Naturally. Plip the fob and the door clicks open. Step two: clamber aboard and fire it up. Key in, press immobiliser button, turn on fuel pump, depress clutch. Er... button next to ignition is the horn. 'Course it is. Must be the toggle switch marked 'Ignition', then. Flick it upwards and... Armageddon arrives early. Red bunny eyes widen, pupils dilate as 6.6 litres of barely silenced Roush-Ford V8 erupts into life. And then dies. A bit more gas this time. God, it's loud. Parked in a natural amphitheatre, there's the sudden realisation that half of South West London is now wide awake. Welcome to the deeply anti-social world of the Superformance Le Mans Coupe. Not a car for polite society.

You could call it a replica of the Shelby Daytona Cobra. You could call it an evocation (but only if you were really pretentious). It's made in Port Elizabeth, South Africa and is a road car rather than a pure racer. That the project leader behind this new strain is Peter Brock – the man who is credited with designing the '60s icons – lends it kudos. As does the involvement of Bob Negstad, a man whose part in Shelby American lore has largely gone uncelebrated but who was responsible for GT40 and Cobra 427 suspension. Add in the development testing skills of Bob Olthoff, who won more races in Cobras during the Shelby era than any other driver, and the results deserve to be good.

So who better to prove it, one way or the other, than a man who helped the Daytona lay claim to the 1965 GT world title: Jack Sears. Charming and chatty on the phone, the double British saloon car champ was nonetheless a touch guarded about the idea for fear of upsetting his close friend Carroll Shelby, whose only involvement with the Le Mans Coupe thus far was to impound the first one to land in the US. But the lure of 501bhp proves too great, and it's agreed that he will give us his impressions. Hence the early start for his Norfolk home.

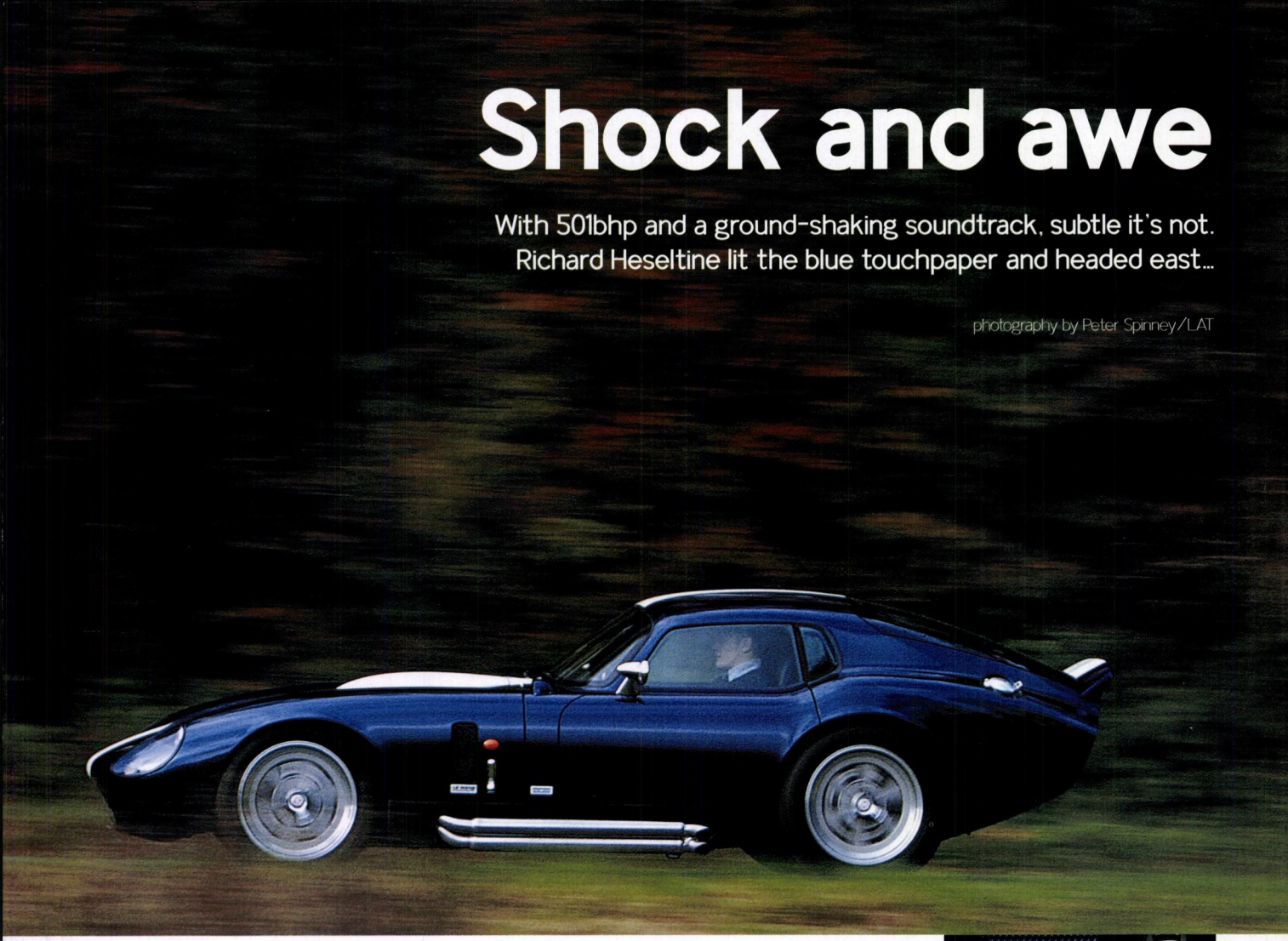
You can understand his concerns. All too often lookalikes are just that – visual representations of iconic classics which offer little in the way of driver satisfaction. The Superformance takes its style cue from the original Daytona Coupe, but that's about it. The six factory racers were essentially stopgaps. Hurriedly designed to front up to Ferrari's 250GTO, results were instant: Bob Bondurant and Dan Gurney took class honours at Le Mans in 1964, and Shelby narrowly missed out on that year's GT crown after Enzo used his influence to have the final Monza round cancelled. For 1965 there was no works involvement from Maranello, and the Daytonas, by now run by Alan Mann, won the GT championship at a canter, with wins in all bar two races.

There's very little commonality between the Le Mans Coupe and its inspiration. It's larger, with a body made of an advanced variation of glass fibre called Vinylester whereas the originals were constructed of

# Shock and awe

**With 501bhp and a ground-shaking soundtrack, subtle it's not. Richard Heseltine lit the blue touchpaper and headed east...**

photography by Peter Spinney/LAT



ally. The fit and finish is exemplary for a low-volume specialist sports-car. There are neither ripples nor shut-lines you could shove your fist through. It also has a spaceframe chassis with rose-jointed double wishbones at each end; the original Cobra featured a ladderframe and leaf springs.

Power, of course, is from the Blue Oval, if only in part. Based on a 351 cu in 'Windsor' V8, the Roush 402R unit is taken out to 6588cc, and fed by a mammoth four-barrel Holley carburettor. Producing 590lb ft of torque at 4900rpm, and boasting a power-to-weight ratio of 401bhp per tonne, the hypothetical top speed is 205mph.

News of which gladdens Mr Sears. Arriving at the rendezvous point in his ever-faithful Isuzu Trooper, 'Gentleman Jack' is precisely that. As the only man to have raced all three iterations of Cobra coupes, he's manifestly enthusiastic at being able to drive a fourth, admittedly unofficially sanctioned, one.

Walking around the car, he's all

**'Boasting 590lb ft of torque, 401 bhp per tonne, the top speed is 205mph'**

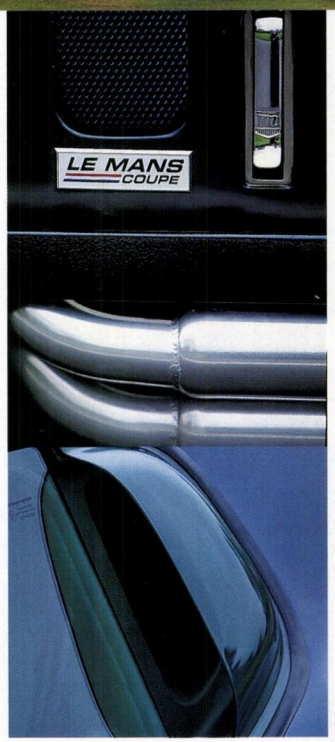
smiles, the occasional utterance of "Hmm, yes" punctuated by "It certainly looks the part, doesn't it?" He seems particularly intrigued by the exhaust arrangement, the side pipes being only functional in part. The outlets are there for show, as gasses are rerouted to the rear of the car. "How clever," he says.

"It's a bit bigger than the Daytona and, of course, we were on 15-inch [Hallibrand] wheels back then [the Le Mans Coupe has 18in rims and sticky low-profiles: 255/45 ZR18 front, 285/50 ZR18 rear]. I have to say that they have done a good job with updating the styling a bit. With those larger wheels, it could have looked awful."

Once inside, Sears is equally enamoured. The crackle-black dash is home to white-on-black Stewart-Warner gauges fitted with chrome surrounds, countersunk in line with Single Vehicle Approval regulations. Secondary instruments are sited in the centre console. There's little in the way of elbow room, but the great man is unperturbed: "That doesn't worry me. There's certainly more room than I remember [the wheelbase is 3in longer and you're not sitting on a chassis rail as with the original]. You have to remember that the Cobras were racing cars. Comfort never really entered into things. You just got on with the job. In here, it's quite civilised, isn't it?"

He fires it up. A dust storm swirls around the Kamm tail as Sears gently flexes the throttle: "If you think this is noisy, you should have sat in the Daytona. The side-mounted exhausts there were for real and, of course, there was no sound deadening. It also used to get very hot, but for some reason that never really bothered me. Here, you have got air-conditioning."

Trickling though a village, »






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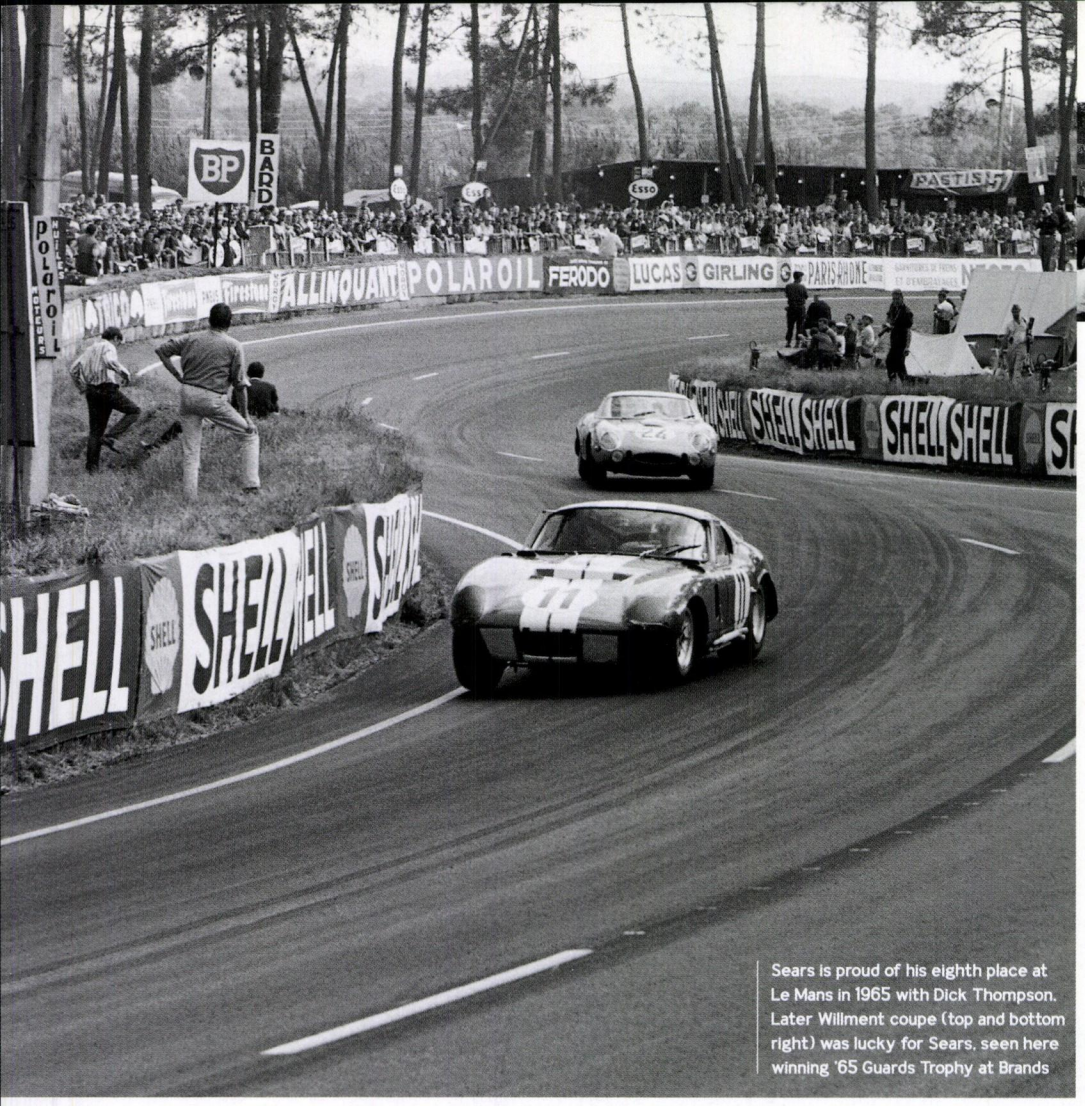
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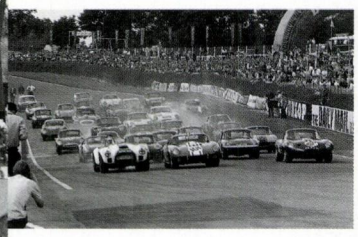
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Sears is proud of his eighth place at Le Mans in 1965 with Dick Thompson. Later Willment coupe (top and bottom right) was lucky for Sears, seen here winning '65 Guards Trophy at Brands

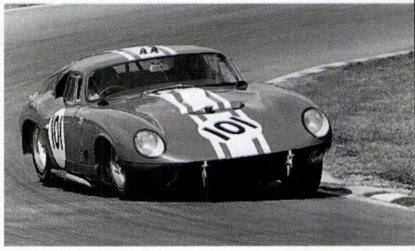
## SNAKE CHARMER

**"It's a minor claim to fame, I know, but I can say that I was the only man to race all three types of Cobra coupe," says the modest Sears. "There was the AC car built for the 1964 Le Mans race. That was a one-off, and it caused a media storm when Peter Bolton and I did 185mph in it on the M1 in the run-up to the race. Tony Martin, the nephew of AC's chairman Derek Hurlock, was a newspaperman - on the illustrative side rather than a journalist - and he was there. He went back to Fleet Street and told all his friends, and it turned into a real story. The publicity was massive and Peter and I have had to live with being blamed for the 70mph speed limit ever since. Some years later Tony met Barbara Castle, who had been Minister of Transport at the time, and he asked if our 185mph had prompted the imposition of the limit; she said categorically not. It had been in the planning stages for years.**

**"Anyway, in the race, Peter was driving at night and he had a tyre blow out. The car was badly damaged and he spent a night in hospital. Fortunately, he was alright, though.**

**"I really enjoyed the 1965 season with the Daytona. We had a successful year, but the big highlight for me, I suppose, was our drive at Le Mans with Dick Thompson. All the GT40s dropped out, as did out sister cars, and we had all sorts of problems. We really had to nurse it home and I think we did well to come home in eighth place.**

**"If anything, I had more fun in the Willment Coupe. John had tried to buy a Daytona from Shelby, but instead Carroll gave him drawings to make his own. My first outing was a 3-hour race at Snetterton. I know that circuit like the back of my hand and, in the fog, I just knew exactly where I was; I won by a lap. And I won at Brands next time out. That was a lucky car for me."**



Sears has his first reservations: "The clutch is a bit on the heavy side, but I'm used to driving older cars so that isn't much of an issue. The throttle, though, is a bit too stiff which makes it difficult to get a clean start: it isn't easy to modulate the take-off point. It isn't altogether happy being driven slowly, is it? It seems reluctant to pull below 2000rpm."

But once we're clear of trigger-happy Gatsos, into the derestricted zone, Sears plants the throttle. Revs rise, as does your pulse. If the factory performance stats are to believed, the Le Mans Coupe can top 60mph in 3.9sec, and the ton a whisker over 4sec later. If anything, this seems almost pessimistic. Acceleration is as visceral as it is loud.

"It gets up and goes," says Sears unnecessarily. "It's certainly faster than the old Daytona Cobra, as it should be. This must have 150, maybe 200bhp more than we had with the old 4.7-litre engine. The chassis seems up to coping with the loads and I like the gear change [it uses a six-speed Tremec T56 unit] which is meaty. Back then, we had to make do with four speeds when the 250GTO had five. Of course, the Cobra had so much torque it didn't really matter that much. This does, too. Acceleration really is instant."

On to some altogether more testing back roads, and Sears is clearly enjoying himself: "I like the steering. It loads up well [like the Ford GT, it uses a Focus rack]. The ride quality is better than I expected. With those wide tyres it does tend to follow the contours of the road a bit, but any performance car would do the same. You can feel the back end move around a bit, but it's very controllable. The brakes [325mm/305mm ventilated discs front/rear] are excellent: very, very reassuring. It really is quite something."

The last statement trails away. Smiling beatifically, the Cobra tamer gets on with the job and the next five minutes is spent in silence. As silent as anything this loud can be. The look of relish is writ wide.

Once stationary, the huge fans kick in and a still-smiling Sears »

### TECH SPEC
Superformance Le Mans Coupe

**ENGINE**
**Type** front-mounted, longitudinal, iron-block V8 **Capacity** 6588cc
**Power** 501bhp @ 6250rpm
**Torque** 590lb ft @ 4900rpm
**Compression ratio** 10.0-to-1

**DRIVETRAIN**
**Gearbox** Tremec T56, six-speed manual **Clutch** single-plate, Kevlar

**CHASSIS**
**Type** tubular spaceframe
**Wheelbase** 2362mm
**Length** 4455mm **Width** 1867mm
**Height** 1245mm **Weight** 1250kg
**Suspension (f&r)** double-wishbone, coil springs, anti-roll bar

**RUNNING GEAR**
**Steering** rack and pinion, power assistance **Brakes (f/r)** ventilated discs, 325/305mm

**PERFORMANCE**
**Top speed** 205mph (estimate)
**0-60mph** 3.9sec (claimed)
**0-100mph** 8.5 (claimed)




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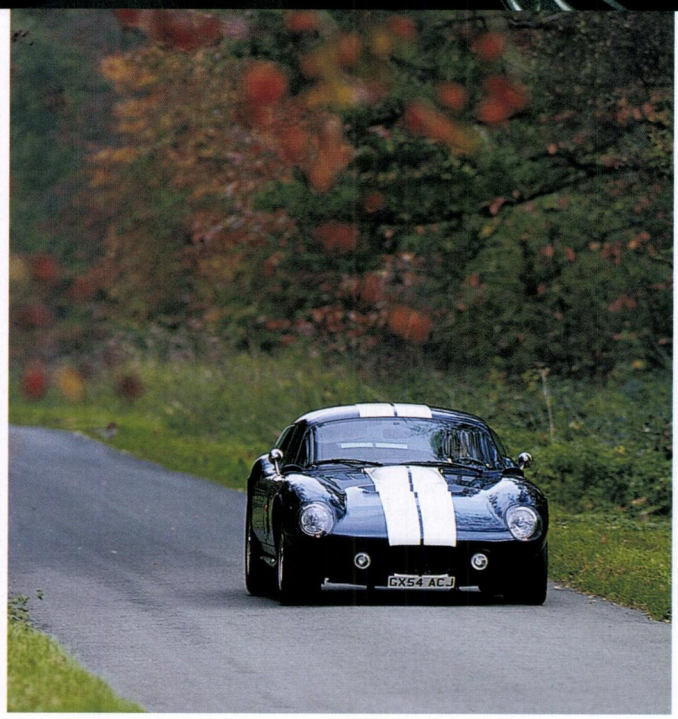
In his element: Sears revelled in the Le Mans Coupe's performance but felt it was not much like his old Shelby Daytona Cobra racers

considers his verdict. It's a stupid question, but is it anything like the old Daytona?

Pause.

"I would have to say no. This is a very different animal. At the recent Cobra gathering over at the Haynes Museum I took out a Daytona and the old Willment Coupe. I suppose that because I drove them so recently the memories are fresh, which makes the comparison that much easier. This is a fun car. I imagine it would be great for driving across Europe. It is comfortable enough and there's plenty of luggage space, so it's up to the task. Opening it up on the *autobahn* would be enormous fun. It's a very impressive machine."

Indeed it is. Two days and 500 adrenaline-charged miles in this car teaches you to re-evaluate your prejudices against replicas, clones, 'fakes' – call them what you will. Expecting unresolved dynamics and bits to fall off, it soon becomes clear that the inelegantly named Superformance is a proper car. Really it is. One that's searingly fast, with the genuine polish and heightened levels of charisma that many more exalted exotics would kill for. Every sortie becomes an adventure.



Despite low ride height and low-profile tyres the Le Mans has a reasonably pliant ride

## This car teaches you to re-evaluate your prejudices against 'fakes'

At £88,000 it's not exactly cheap, but there isn't any production car that's anywhere near as fast for the same money. And seeing as only 10 or so are likely to be imported here each year (there is the option of right-hand drive), there's also the added edge of exclusivity, should that matter.

There are no air-bags, no ABS, no traction control – and it's all the better for that.

Just lose the cup-holders.

Our thanks to Nigel Hulme and Rod Leach's Nostalgia 01992 500007

# Birkin's ghost

**Sir Henry Birkin's book *Full Throttle* was a huge success on its publication in 1932. But he didn't write it. Gordon Cruickshank speaks to the man who did**

Michael Burn is 92, a former *Times* correspondent, poet and playwright. But when Henry Birkin met him he was a young student who had never written anything. A mere three weeks later, he had. Birkin did everything at 'full throttle'.

"I met Sir Henry down at Syrie Maugham's very smart villa, the Maison Elisa at Le Touquet. I was 19. She had all kinds of people there, mostly from the stage. 'Tim' [Birkin's nickname] would not normally have been a friend of hers – it was not his kind of world – except that there was a great association between the theatre and the turf, which then passed to motor racing.

"Tim was a guest not as a racer but because of a blonde cabaret singer called Sylvia Ashley. She brought him. He was mad about her. She was beautiful in a slightly insipid 1920s way, and she sang with a slightly insipid voice. But she went on to marry Douglas Fairbanks, Clark Gable and Lord Stanley, so she can't have been boring! I don't think Tim was one of her most eligible lovers because he wasn't rich enough.

"She was awfully ill at Le Touquet, and Tim was terribly worried. John Buckmaster [son of Gladys Cooper, who would later star in one of Burn's plays] and I drove terribly fast to the hospital in Syrie's coupé because Tim was so worried. I was very innocent at the time, but I have a feeling she was having a child, or possibly an abortion.

"Tim was very fond of women. He had a beautiful wife, if I remember, extremely beautiful, but I think that he would have been intolerable as a husband, because he was simply in love with cars. I've just been re-reading my book – I mean his book – and though it is a very boyish, exaggerated piece of writing, it does convey his infatuation with cars. I think any wife would get tired of it.

"He said to me, 'They want me to write my life, and Syrie tells me you want to be a writer. Why don't you write it?' I wasn't particularly interested in cars, but I jumped at it. He didn't care a damn that I'd never written anything. It was rather marvellous; it gave me an excuse not to go back to Oxford, as I was having a good time and hadn't done a stroke of work.

"We worked on it at my parents' house in Hyde Park Square. Tim would come there every day and stride up and down dictating. I'm sure we did it in three weeks, because Mr Marshall of Foulis [the publishers] said, 'You can't do it in that time', and because we were both keen on a challenge we decided that of course we must! We started in September and Tim was determined to have it out by Christmas. I don't know how I coped, knowing nothing on the subject; I can't remember looking at any reference books. I had heard of Tim, just, but I'd never heard of Rudi Caracciola, Campari or Chiron. I had to decide whether I was writing for experts or the public, and I immediately dismissed experts – I wouldn't have been capable of that. I just asked him questions. I never remember him being at all impatient with me for not knowing anything about racing. The book was simply about Tim's character and his stories, and the whole thing was a great joy. I'm rather proud that it didn't strike a phoney note and didn't seem obviously ghosted. When I read it now I think it's quite well-written.

"The title *Full Throttle* was my idea, I think; or perhaps we hit on it jointly. He had thought of one or two – one was *Racing Demon*. The »

both LAT




## BIOGRAPHY: MICHAEL BURN

Born in 1912 into privileged circumstances (his father was Secretary to the Duchy of Cornwall), Burn dropped out of Oxford and, angered by rising unemployment in 1930s Britain, he flirted with socialism and communism, becoming close friends with Guy Burgess. He travelled to Germany to investigate National Socialism, where Unity Mitford took him to lunch with Hitler. During WWII Burn became a commando and won an MC for his part in the daring St Nazaire raid, when HMS Campbeltown rammed the gates of the dry dock and exploded. Burn was captured and incarcerated at Colditz. After the war he became *The Times* correspondent in Hungary, and later started a mussel farm in Wales. He has published fiction, poetry and plays as well as *Full Throttle* and, in 1933, a history of Brooklands called *Wheels Take Wings*.






Birkin's book came on the back of his second Le Mans win - 1931, with Earl Howe in an Alfa 8C

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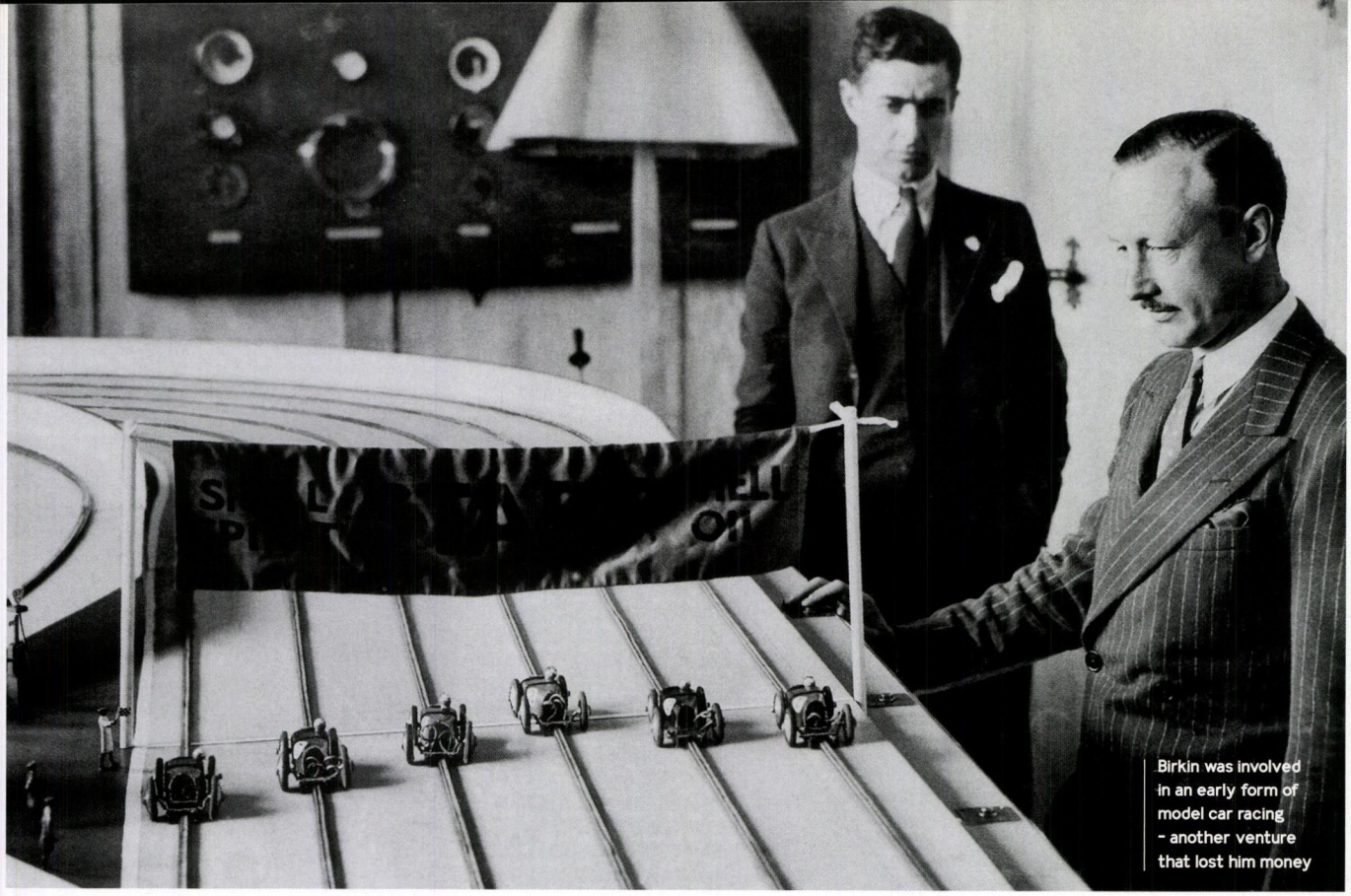
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Birkin was involved in an early form of model car racing – another venture that lost him money

dedication [which reads 'To all schoolboys'] must have been him. He was a tremendous hero to schoolboys, like David Beckham is today – but not so organised.

"I don't know how we did it in the time, except that we were determined to. And it did awfully well. Tim and the publishers were very pleased. I had a tiny slice of the profits, but it made up for me not going back to Oxford. I hope Birkin made a lot of money from it, but I'm sure he spent it all at once. He liked champagne…

"I didn't meet the other Bentley boys. I had an interview with Malcolm Campbell, whom Tim didn't like, though he's pleasant enough about him in the book. He was awfully polite about people; not a malicious person at all, but I think he thought Campbell was a bit of an advertiser. Tim's hero was Sir Henry Segrave. He admired him enormously, and talks about him in the book as some sort of an ideal. He also admired his German rivals very much, Caracciola especially.

"I don't think he liked Dorothy Paget [who funded Birkin's Blower Bentleys]. He was vaguely related to her. She was generous, and eccentric, but I think it *very* unlikely that they had an affair – she was a lesbian.

"The film [the 1994 TV film starring Rowan Atkinson as Birkin] shows me being terrified when Tim drives me on the road. That's quite wrong. He was very insistent about being careful on the road. He hated people showing off in cars.

**'He was full of fury that the British government was not assisting racing'**

"One of the reasons he was particularly keen to get the book done was because he was full of fury that the British government was not assisting motor racing and that people had to spend their own money on it. He spent all of his money on it, and he thought that a great wrong. He was a great fan of Mussolini; I think he was drawn to Fascism because Mussolini gave great support to Nuvolari and Campari. And Alfa Romeo was partly financed by state money. I shouldn't have been at all surprised if he had gone and worked in Italy. But he was very patriotic, very British.

"A rather sad thing is that he was a supporter of Sir Oswald Mosley, and he tried to enlist me. Some awful Blackshirt came to try to get me to enrol. Tim thought I was that sort of person because I could write. He certainly wasn't an intellectual. Of course they came from the same sort of background – both rich – but Mosley was showy in a way Tim was not. Tim was not even flamboyant; he was naturally attractive. Dashing, with that polka-dotted scarf. He must have been aware that he was idolised by a lot of people, but he was never flamboyant.

"I was very fond of Tim; well, he started me off writing. I went to his memorial service at All Souls, Langham Place [in 1933], and felt really rather sad. He was awfully careless about that burn on his arm. He didn't have it properly looked after; it could easily have been treated, I think. He was in a hurry to do something or other… I don't remember if his wife came to the service, but there were an awful lot of people there.

"Tim was a real amateur sportsman of the best kind – a Corinthian. Rich, privileged and brave. He'd certainly have been in the Commandos if he'd made it to the war." M

## BIOGRAPHY: HENRY BIRKIN

Sir Henry Birkin at the wheel of a sportscar with his silk scarf flying was the archetypal schoolboys' hero of the inter-war years.

Born into a wealthy family in Nottinghamshire in 1896, he had an exciting WWI as an RFC pilot, and after it took up motor racing to feed his desire for adrenaline. As one of the glamorous Bentley Boys he added prestige and success to the marque's record, and with Woolf Barnato won the '29 Le Mans in the new Speed Six.

Knowing that the Bentley's design was ageing, he tried to prolong its competitive life by supercharging. For 1930 he was bankrolled by the Hon Dorothy Paget, a wealthy racehorse owner, and famously finished second in a stripped Blower in that year's French GP at Pau against Philippe Etancelin's much more agile T35C Bugatti. Birkin's Blowers have become a 1930s icon, but though fast they were not reliable and never won a major race, while the cost, plus an acrimonious lawsuit with his partner in his garage business, bankrupted him.

Frustrated by the lack of competitive British cars, Birkin turned to Italy and raced a Maserati and Alfa Romeos, winning the Irish GP and Le Mans in 1931, the latter with Earl Howe. He also continued to race his single-seater Blower, in which he twice raised the Brooklands lap record.

In 1932 he was sued for libel by Brooklands, which he criticised strongly in his book *Full Throttle*. In it, he also advocated the creation of a road circuit and government support for the sport.

For 1933 he bought a 3-litre 8C Maserati and was third behind Achille Varzi and Tazio Nuvolari in the infamous 'lottery' Tripoli GP; but after burning his arm on the exhaust pipe he developed septicaemia.

He died three weeks later, aged 37.

X-ray spec

# Lotus 56

## Just five years after the death of the roadsters, Lotus almost won Indy with this futuristic device. By Keith Howard

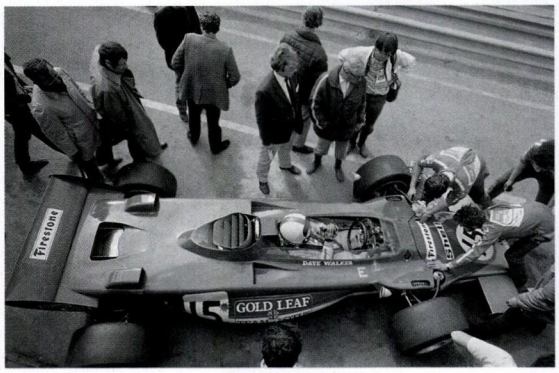
In his search for an engine that would surpass the supercharged Novi and finally bring him victory at the Brickyard, the flamboyant boss of STP, Andy Granatelli, turned in 1966 to the gas turbine. The following year, in a car designed by Ken Wallis, Parnelli Jones should have won Indy for him with ease, but just three laps from the end a ball-bearing failed in the transmission.

Undaunted by that disappointment, or by the increasing hostility of governing body USAC to the turbine engine, for 1968 Granatelli planned an even more ambitious assault, this time in a turbine car commissioned from Colin Chapman. The result was the Type 56, which Lotus's chief mechanic of the time, Dick Scammell, talks about opposite. Compared to the inelegant Wallis car, which had its engine positioned alongside the driver, the wedge-shaped, rear-engined 56, designed by Maurice Phillippe, was a revelation. It looked every inch the winner that Granatelli craved, and began to fulfil its promise as soon as it ran. Four were made, two of which would be campaigned by STP and the other two as Team Lotus-STP cars.

For all the Indy establishment's dislike of turbine engines – AJ Foyt repeatedly referred to them as 'cheaters' – under the technical rules imposed for 1968 they delivered substantially less power than their blown piston competitors. Nominally rated at 430bhp, although Lotus extracted more like 480bhp for the race, the Pratt & Whitney STN6B-74 turbine was 100bhp-plus shy of the best. But the 56 had two compensating advantages: the engine provided monumental torque, and with its Ferguson four-wheel-drive system the car was able to deploy it to full advantage.

Joe Leonard qualified one of the 56s on pole with Graham Hill just behind. But by that stage proceedings had already been soured by the death of Mike Spence in a freak practice accident. What was to unfold only twisted the knife further. First Hill crashed out with suspension failure caused by a wheel imbalance, then the remaining two STP cars suffered fuel pump shaft failures – in Leonard's case while in the lead with just nine laps remaining.

The following year turbines were effectively banned. So that was that. To the satisfaction of Foyt and his reactionary ilk, neither it, nor four-wheel drive, ever won at Indy.

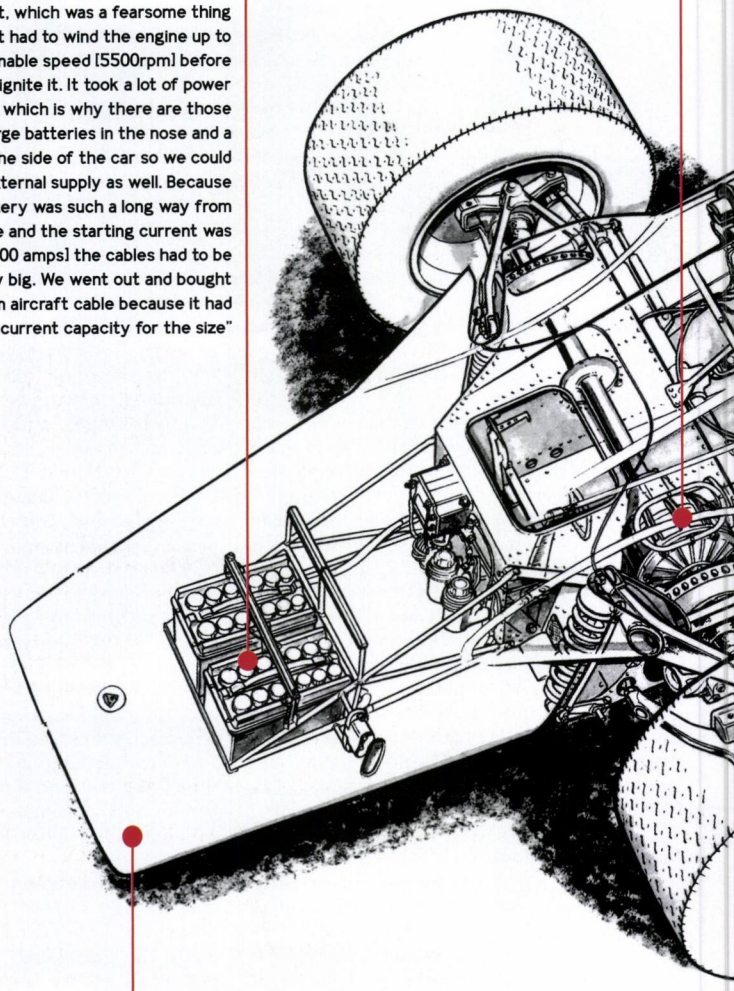



LAT

Squeezed out of Indy, 56B had a brief F1 fling in 1971. This is Zandvoort

"We had a bit of a problem with the oil pump in the transmission but otherwise it ran well. Derek Gardner from Ferguson was with us and looked after it lovingly. We took the centre differential out fairly regularly and he put it on the bench and got his hands dirty. We started with a 50:50 torque split but ended up with a little more on the rear to quell understeer. I think the diffs were open at both ends but I'm not certain. Others ran locking diffs at Indy because they couldn't put the power down, but with 4WD we didn't have that problem"

"The turbine had its own starter motor in it, which was a fearsome thing because it had to wind the engine up to a reasonable speed [5500rpm] before you could ignite it. It took a lot of power to do that, which is why there are those two large batteries in the nose and a plug in the side of the car so we could use an external supply as well. Because the battery was such a long way from the engine and the starting current was so high [600 amps] the cables had to be pretty big. We went out and bought Raychem aircraft cable because it had the best current capacity for the size"



"This was the first use of the wedge body. All cars with radiators in the front used to have big aerodynamic lift off the top of the nose; the wedge got over that. I think because we ran the car higher at the rear than at the front we were also probably getting a little ground effect under the car, though we didn't know it. The car turned in better with the rear higher – it took the lift off the front"

numerous other legitimate tweaks, raising the power from a factory-quoted 272bhp to what Tullius claims to be around 500bhp. Contemporary reports say 460bhp was nearer the mark, while its current owner, the Jaguar Daimler Heritage Trust, reckons that approx 440bhp is about right. Whatever, this was one powerful engine. If it had a secret, it was in its sump. "That's what hurt the

## 'All those guys ever did about us was bitch'

Broadspeed cars so much," explains Tullius, referring to the wildly fast but comically unreliable XJ12 coupés that contested the 1975 and 1976 European touring car series. "Our regs meant that we had to run a wet sump and we had one hell of a job stopping all the oil disappearing up one bank of the engine in corners. The V12 sat on a cross-member which meant a lot of the sump was very shallow, and what the guys in the workshop came up with was a work of art."

And it worked, too: for half of 1974 and the whole of '75, during testing, qualifying and racing, its engine never once let go. And the results speak for themselves. The Huffaker car won in Seattle on the same weekend Bob's gearstick came off at Watkins Glen, and then both cars simply dominated the rest of their respective series: Lee Mueller won three races in the Huffaker car, Tullius five for Group 44. They met for the first time at the Road Atlanta run-offs and left the field for dead, Tullius leading and breaking the lap record. Yet neither was to win: Mueller got a puncture and Tullius's tyres went off, allowing a Corvette to win by less than 1sec. "We had to have narrower wheels and tyres than the Corvettes," recalls Tullius somewhat ruefully. "Can't remember why, maybe it was because they were Chevrolets," he says mischievously. "Just as well, I suppose. If we'd been allowed the same tyres, they'd never have even seen us."

His 1974 regional title tucked under his belt, Tullius took seven victories in '75 to claim the SCCA's National crown outright, leaving his E-type with a record of which any racing car would be very proud: played 17, won 12.

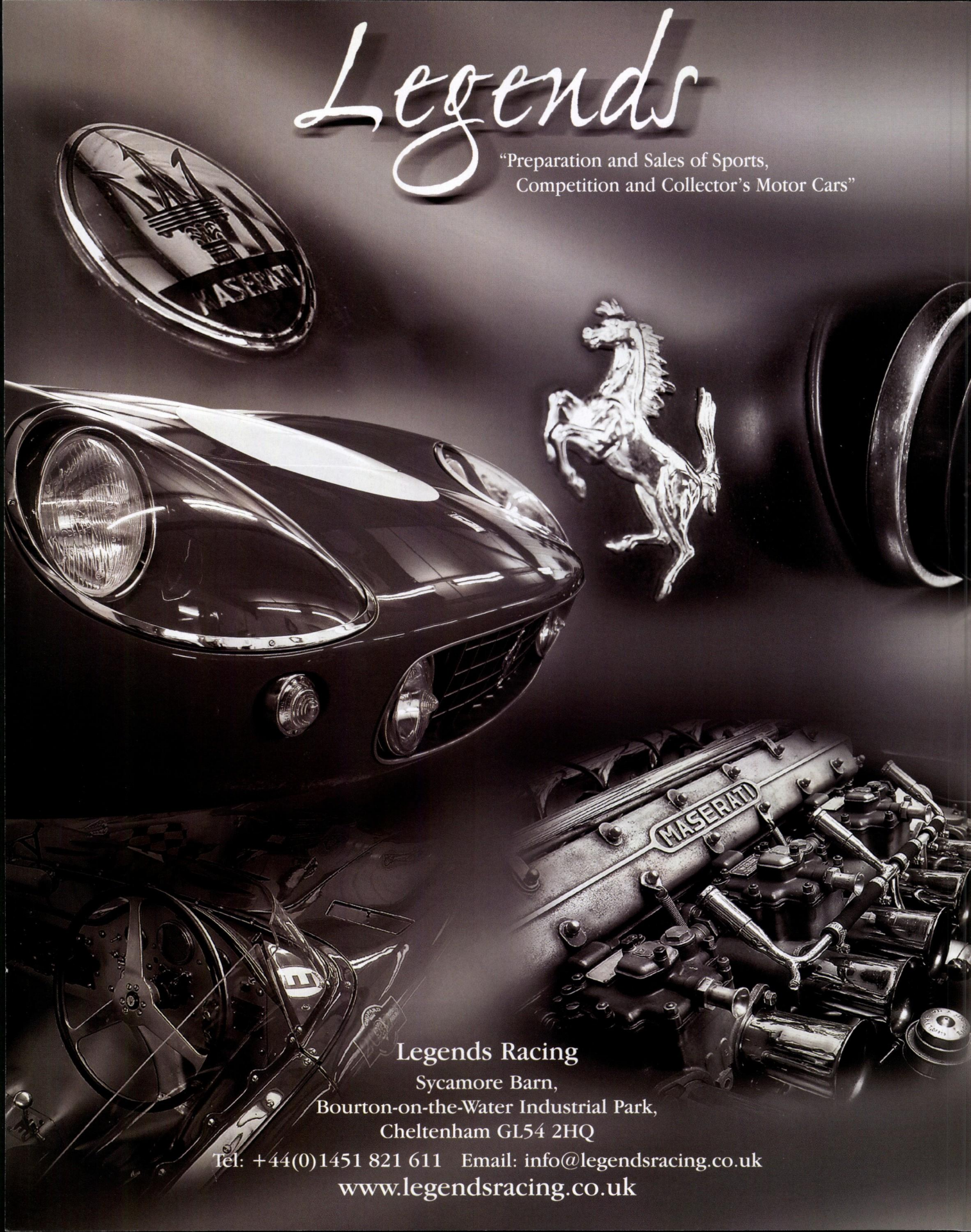
"I loved that car," says Tullius with a sigh. "We were very rarely »

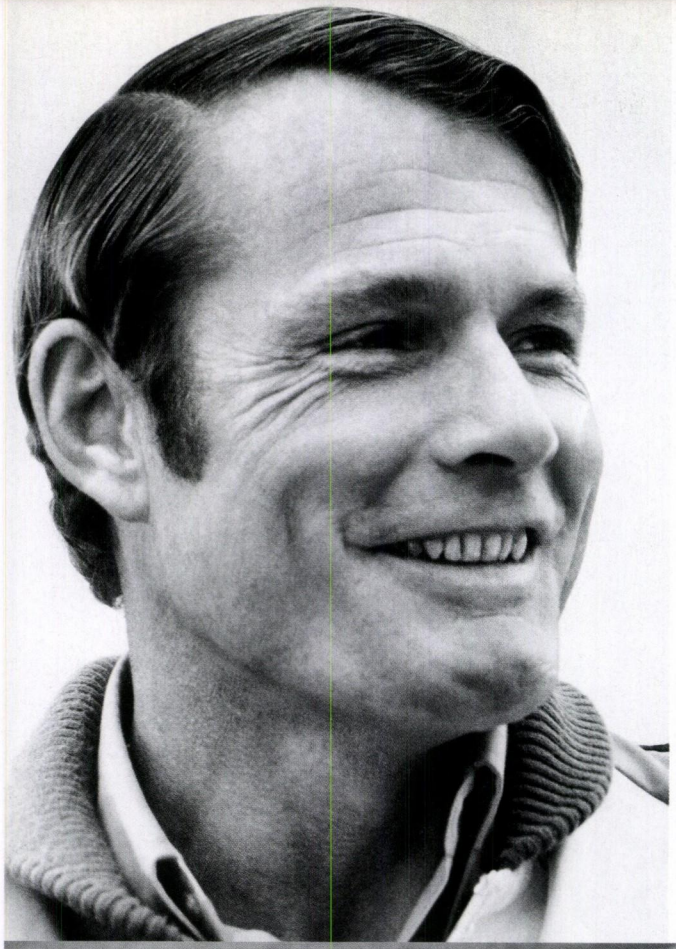



JDHT/John Colley/LAT




It just dozen change: 30 years on, E-type attacks Goodwood hill in same spec as its debut year (left)


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on pole but it was as quick on its last lap as it was on its first. It just never quit and that's what let us blow away the competition. It was curious to drive, with a low polar moment of inertia, and it could get away from you, as it did from me once. I just told it that it wasn't going to do that again and it was just fine after that."

If there was another secret to its success, it was its low frontal area relative to the Corvettes, giving it a straight-line advantage which the Americans could not answer.

There's not much in the way of straight lines on the Goodwood hill today, but this should not be an issue. As Tullius confirms, the car is exactly as it was when it finished its last race, though Don Law, who looks after many JDHT cars, has checked it over, rebuilt the brakes and made sure it's safe to drive. Justin, Don's overtly talented son – who would later post the fastest time of the weekend in an XJR-9 – has given it its first run of the day and says it's a delight to drive. That seems hard to imagine given its aggressive stance on vast slicks and its deafening exhaust, but I'm prepared to take his word for it.

And he's right. The car is very light to handle, thanks to strong power assistance at the helm, and when you give it the gun off the line those vast slicks – thankfully only a few years rather than a generation old – light up beautifully. There's torque in a solid wall from idle to 5500rpm and there is nothing to be gained from pushing it further, although apparently Tullius used 7000rpm. Maybe it's not breathing as it should at the top end. Either way, a standard Jag four-speed 'box is slow but precise and the brakes

**'When you give it the gun those vast slicks light up'**

seem more than capable of bringing the slicks to the point of lock-up. It feels fast, as a 460bhp engine in a 1200kg car should, but its power arrives gently and consistently, and even when I later drive it in the wet – on slicks – it's never a scary steer.

In fact, it's quite the reverse, allowing the power to move the back gently out of line on demand, without the slightest suggestion of snapping. I can see just enough to understand why it gained such a place in Tullius's affections. »




Above: Bob Tullius
.Right: Group 44
team celebrate
its SCCA title at
Road Atlanta '75

Ludvigsen, Bill Oursler

# IT'S DETAIL LIKE THIS...



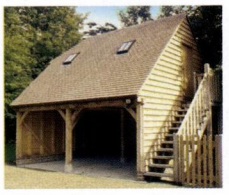
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By the end of 1975 the E-type was obsolete and out of production, so Tullius turned to the new XJS. After using it in regional Production events that year, the decision was taken to tackle Trans-Am in 1977, Tullius claiming the Category 1 championship, a title he'd win again in '78 before turning his attentions back to Triumph and putting together an IMSA GTO programme for the TR8 in '79.

But Tullius's valiant efforts had not gone unnoticed on this side of the Pond. With the XJS's competitiveness proven, Jaguar decided to put the sorry saga of the Broadspeed XJ12s behind it and once more go for the European touring car title. Tom Walkinshaw was handed the show to run and, after performing strongly during 1982 and '83, he duly cleaned up in '84, giving Jaguar its first works success since the factory team shut up shop in '56.

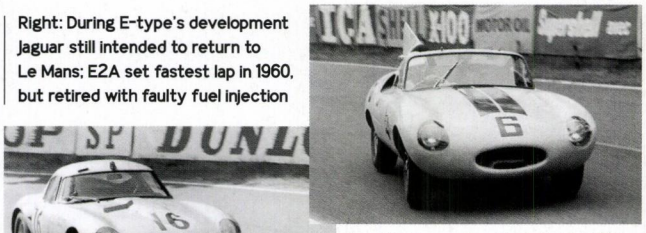
## Egan said: 'I want you to take Jaguar back to Le Mans'

But as Walkinshaw was racing his XJSs, Tullius had embarked on a more ambitious programme: "In February 1982 I was in [then Jaguar chairman] John Egan's office and he said two things to me. First he said, 'I want you to take Jaguar back to Le Mans'. And then he said, 'We will want to do this ourselves one day'." The result was the Jaguar XJR-5, a car conceived to race in IMSA GTP in the States and at Le Mans. Two entered Le Mans in 1984 and failed to finish, while just one crossed the line, on 11 cylinders and in 13th, in '85. But it didn't matter: by then Walkinshaw had grabbed the reins and the TWR-designed XJR-6 was already in existence. Tullius created an XJR-7 for IMSA, but it was TWR's XJR-8 which won the 1987 world sportscar championship and its long-tailed successor, the XJR-9LM, that ended Jaguar's 31-year Le Mans drought.

So when you attempt to forget Jaguar's ill-fated foray into F1 by instinctively casting your mind back to happier times, to the glory days of this famous marque's 250mph world-beating Group C cars, spare a thought for where it all started. For it was in a small regional series on the east coast of the United States that the legend of Jaguar's V12 racers was born. M

## THE SIX-CYLINDER E-TYPE RACERS

Right: During E-type's development Jaguar still intended to return to Le Mans; E2A set fastest lap in 1960, but retired with faulty fuel injection





Left: To counter Ferrari's 250GTO 12 Lightweight Es were built, with alloy body and block. This is Peter Linder's low-drag car, 1964 Le Mans



Straight off the production line, Graham Hill wins on E's race debut, Oulton Park, 1961



Even on a damp Goodwood start line, the big Jaguar oozes confidence

all LAT

Track test

# Südschleife

**There is a part of the Nürburgring that few have even heard of. Paul Fearnley drives it – and discovers that it's used to being ignored**

photography by Walter Bäumer



Nürburgring's northern loop, the Nordschleife: the most venerated, the most talked about, most photographed circuit in the world – even today, 28 years after the last grand prix was held there. The 14.18-mile 'Green Hell' – at least until its pruning update of 1971 – overshadows all other tracks, and none more so than its little brother.

Nürburgring's Südschleife: one of the least venerated, least talked about, least photographed circuits in the world. At 4.82 miles, and with 30 corners, teetering descents and torque-busting climbs, it can hardly be labelled a runt. But in its context, that's exactly how it was seen: a club circuit, a testing venue, a loop too far, possessing neither the charisma nor kudos that made the Nordschleife's challenge worth the risk. Instead drivers spoke warily of the Südschleife ghosts which, they said, swooped from between the trees to force cars off the road and into unexplained accidents. The organisers may have mocked, but the circuit was rarely used.

And when it was the racing gods rarely smiled down upon it. Its only German Grand Prix, 1960, run to F2 regs (and Porsche's benefit!), was held in thick fog and torrential rain. The race was dull, too. The F2 Eifelrennens of 1964 and '65 were also lost in the mists. It snowed at the '67 meeting (in April). And the '68 start was delayed by a forest fire.

It just wasn't meant to be. Every race fan mourned the loss of the Nordschleife to top-level racing by 1984; the Südschleife hadn't held a meeting of note since 1971 and nobody cared a jot.

Which is a shame, because it was a test worthy of the Nürburgring name. Indeed, it's where the legend began. The first sod of unproductive Eifel soil was turned on the Südschleife when the 'Ring's construction got under way in April 1925. Sources suggest that existing roads were incorporated in its layout and, as such, progress was swift. This was invaluable. Germany's economy was unstable and a long-term project with a distinctly odd end product was highly vulnerable. To stand any chance of survival the track had to be breathtaking – and built at breakneck speed. The Südschleife meant that the movers and shakers soon had something to show for the 14 million Reichmarks of public money poured in. Their grandiose spirit – and backbreaking

Maserati Gran Sport tackles the S bend at Bränkekopf




but uplifting slog for a local people ground down by unemployment – is still paying dividends today.

Less than two years after the laying of the pits foundation stone on September 27,1925, the track was ready for action. The bikes got first dibs, and on Saturday June 18, 1927, Toni Ulmen won the opening five-lapper astride a 350 Velocette. The cars took their bow on the Sunday, young Rudi Caracciola and Christian Werner respectively winning the 12-lap sportscar and 14-lap racing car events for Mercedes.

Mighty 17.5-mile laps, that is, for Nord and Süd were used to form the Gesamtstrecke – 'complete lap' – as they would be for the German Grand Prix of the following month. *And* also for the GPs of 1928 and '29. But after Louis Chiron's cycle-winged Bugatti T35C had broken Mercedes' stranglehold on this race run for sportscars – Otto Merz and Werner/Caracciola had won the first two – the northern loop began to exert its future dominance. The Südschleife had enjoyed some brief spells of autonomy – hosting the Eifelrennens of 1928-31 – but in the subsequent Golden Age of the Silver Arrows what lustre it had was allowed to tarnish. There are, »

however, two important footnotes: Auto Union team manager Willy Walb tested the ground-breaking P-Wagen there in November 1933, and Bernd Rosemeyer got his first taste of Silver Arrows power at the track in October '34. The latter occasion was during an Auto Union search-for-a-star: it found one. But Rosemeyer was not the quickest at this two-day assessment; the vastly more experienced Paul Pietsch was fastest first on the Südschleife and then the Nordschleife.

In the main, however, cars would loop 270 degrees to the right at the Südkehre and back into the meat of the 'Ring rather than plunge left onto its offcut. This entire section was bulldozed into oblivion in the early 1980s. The huge scale of this restructuring is evinced by the fact that the 258, the road that arrows parallel to the Nordschleife's long return straight, passes underneath

## The 'Green Hell', albeit softened by an autumnal hue

the circuit, whereas the Südschleife once passed *under* the 258. Indeed, those bridge parapets, butted to the track's edge, were its first hazard – followed by an over-the-crest left, which in turn triggered a sequence of downhill bends. Looking back from the K92, which runs south-east to Welcherath, it's tempting to think that today's tunnel under the track, which leads you up into the paddock, follows the same line as its predecessor. It looks about right – but the changes have been too great to tell for sure.

It's only when you slot 90 right onto the K72, which dips for 3km towards Müllenbach, that it all falls into place. Two 45 lefts lead into a tight left-right sequence made even more awkward by a steepening of the road. This is Bränkekopf. The looming modern grandstands have disappeared from view... welcome to the old Nürburgring. The track, nine metres wide, is hemmed in by tall trees beyond this point, as it was in its heyday: the Green Hell, albeit softened by an autumnal hue. It's cloaking, choking – and ghostly.

There are very real dangers, too. It's a seriously fast stretch, opening out after a longish left and sharper right onto the 400-metre straight past Müllenbach Campingplatz. The only remnant of circuit furniture stands here: a concrete post that once secreted a phone behind a metal door. Now bare wires jut forlornly from it: nothing to report.

The fast rights at Aschenschlag, Seifgen and Boxberg pass by almost unnoticed – at normal road speed. Aboard Helmut Kelleners' 7.6-litre March 707 they would have called for your utmost attention, a hefty dab of brakes and possibly a downshift. Kelleners' FL – a 109.2mph 2min 38.6sec – during the two-heat Rundstreckenrennen of 1970 is an outright record that will never be broken, and bears comparison with Willi Kauhsen's 115mph lap of the Nordschleife set two years later in a far more powerful Porsche 917/10. The Südschleife was quick.

But the bulk of that speed had to be shed for the 90 right directly in front of Müllenbach. At 480 metres, this is the lowest point of the entire Nürburgring, and it was here that floods delayed the start of the 1960 GP. It was a popular vantage point due to its proximity to the village;



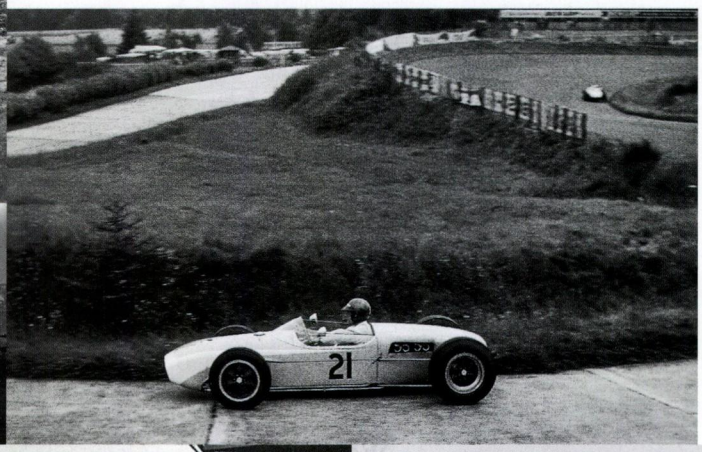
it was also the site of one of the three public vehicular access gates onto the 'Ring. You would never guess it today, though.

The K72 diverges from the old layout at Bocksberg, following a tighter and more raised course, and so the scene of bike racer Dickie Dale's fatal 1961 crash is today a loose-surface track hidden behind the tree line. Follow this path, however, and it eventually opens out – and gains a sealed surface – as it slips through a small industrial estate and past a scrapyard. A plethora of divergent Südschleife street signs causes some confusion, but it eventually becomes clear that the tight turning circle at the road's end is the old Müllenbach right-hander. The 'track' then disappears beyond a chain-link fence and under heaps of road-repairing materials, a couple of rusting pieces of JCB-yellow plant and a Trabbie Estate.

It re-emerges 250 metres north-east on the other side of the new road. This Räsruck section is the old Nürburgring at its most unadulterated. Leap over a ditch, pick through some brambles, scrabble over a redoubt of broken Tarmac, and you'll find yourself at the foot of time-capsule piece of road. The













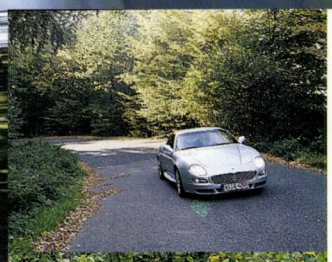

LAT Udo Kinkel Text & Technik

**Clockwise from below right: Redman pits in 1968 Eifelrennen; descent from Südkehre; Porsches out front, 1960 GP; bike start in 1970; 908 on Stichstrasse, which let Nord and Süd run at same time; Gurney's Lotus at Betonkehre**











Clockwise from above left: Räsruck section; long sweeping left around Scharfer Kopf; on the descent to Müllenbach; hairpin atop Räsruck; old control post; Green Hell's autumn tinge

sun is bright, but the air between the trees is chill – and eerily still. Those ghosts again.

The steady climb north is steeper (approx 1-in-10) than the southward descent, and it's hard to imagine its slight lefts and rights causing more than the occasional lift at anything less than Can-Am speeds. There's a big stop at the top, though, a cambered hairpin right forced upon the track by a heavily wooded, steep-sided protuberance called Scharfer Kopf. This geographical feature is then circumnavigated by a never-ending left... that ends when it runs slap into a large earth bank. We are back at the new track, the top of its pits peeking up and over.

From here the Südschleife used to continue its climb, passing under the 258 for a second time. Once back on the Nordschleife, it darted behind the old pits and then, just before Hatzenbach, nipped hairpin right at the concrete Betonkehre before returning, via a 90 right, in front of the pits and across the line. But this section, too, has all gone, buried beneath a featureless, wind-swept paddock and the second-gear squiggles of Schumacherland. It's an ironic twist that the Südschleife is the car park.

## A GOOD START *UND* LOTS OF ZEAL

**Best remembered for his role as Lotus team manager during the JPS glory days, Peter Warr was also a handy race driver. One of his best results was a flag-to-flag victory in the 1962 Eifelrennen aboard a Formula Junior Lotus 20. Ironically, though, it was this race that helped persuade him his future lay on the other side of the pitwall.**

**"My job that weekend was made easier when Bob Anderson was disqualified before the race," says Warr. "A scrutineer had dared to lay a hand on his car [the works Lotus] and Bob punched him!**

**"The Südschleife was a serious circuit. I guess that drivers today would put it on a par with Spa. Except that the Südschleife was bordered by ditches, hedges and trees. Not a place to go off.**

**"I remember that I made a superb start, and that set me up for the rest of the race. Kurt Ahrens, who knew the circuit very well, closed at one point, but I was able to pull away again. It was just one of those days when everything happened in slow-motion: every gearchange was just right, my lines were spot-on, and my focus never wavered.**

**"It was only later that I realised this was the state of mind the top guys fell into every time they drove; I'd felt it just once or twice."**

**He now knew he was good - but not quite good enough.**

The track had been torn up once before: by advancing US tanks in 1945. Its surface was badly chewed, but again the Südschleife's shorter lap came to the rescue. The French government (the entire Eifel area was under its jurisdiction) decided that rebuilding the track would be good for morale: the southern loop was up and running by 1947, when it hosted the Nürburging's first post-war event – for bikes and sidecars.



Once again, though, the layout was given short shrift: another bike meeting, a 10-lap F3 race and a rally being its lot until 1958. At which point it was reborn thanks to the rise of junior formulae. That year's Eifelrennen saw Swiss engineer/racer Michael May victorious in a Stanguellini. The following year Wolfgang von Trips beat him, but he notched up another victory in the national Eifelpokalrennen that October. Thereafter, from 1960 to '63, Dennis Taylor and Dick Prior, both in Lola Mk2s, John Harwood (Mallock), Jo Siffert (Lotus), Peter Warr (see panel), the Coopers of Kurt Ahrens Jnr and Curt Bardi-Barry, and Gerhard Mitter (Lotus) enjoyed small slices of Nürburgring fame. From 1964 to 1968, F2 topped the Eifelrennen's bill: Jim Clark (Lotus), Paul Hawkins (last-gasp win in an Alexis), Jochen Rindt (back-to-back Brabham successes) and Chris Irwin (Lola).

The latter race was watched by 200,000. Increases in disposable income and car ownership, allied to the Nürburgring's pull, were again causing demand to outstrip the Südschleife's primitive infrastructure. It survived just long enough for James Hunt to win an F3 race (1971), but thereafter it was left to its fate. Gone. And forgotten.

# substance with style

## Giuseppe Farina is rarely listed among the greats. He deserves more credit, says Mike Lawrence

In 1950 Giuseppe 'Nino' Farina became Formula One's first world champion, yet he remains among the least known. In his day sportsmen were rarely interviewed, and besides, he was an intensely private person who hated even posing for photographs. In modern terms he was a sponsor's worst nightmare, yet nobody could ignore his talent.

The best years of Farina's career were stolen from him by WWII; he had already claimed the Italian championship three years on the trot, 1937-39, even though Tazio Nuvolari was at the height of his powers. Enzo Ferrari, no less, called Farina the "complete driver", a man who could rise to any challenge.

What is interesting about him is that he had so many options in life, and he chose motor racing. Farina was a brilliant all-round sportsman who showed promise in athletics, skiing, soccer and riding. He was also a brilliant student who gained a PhD in political science – not a bad qualification for someone who would drive for Ferrari.

Farina served as a cavalry officer in the Italian army and a glittering military career beckoned, but he turned that down, too. For a time he practised as a lawyer, then decided it was not for him; he wanted to go racing and that alone. It's hard to think of any other driver who has had so many choices and who endured so much in order to race.

Farina was born in Turin in the October of 1906, the same year in which his father founded *Stabilimenti Farina*, which began as a subcontractor making pressed metal components for local firms, including Fiat. The company diversified into coachbuilding during 1919 and Giuseppe's uncle, Battista Farina, better known as 'Pinin', worked for it until '28, which is when he left to go into business on his own account. *Stabilimenti Farina* closed its doors in '53.

Nino grew up among cars and car people and these naturally included motor racing people. The automotive world in Italy was a small one and he knew everyone in it. He learned how to drive by the time he was nine, and that at a time when there were comparatively few private cars in Italy.

While still a student he bought a second-hand Alfa and entered it in the Aosta-Gran San Bernardo hillclimb. His father was running in the same event and Nino, spurred on by competing against him, overcooked a corner and crashed, breaking a shoulder bone and receiving facial injuries. This might have been a warning to most of us, but not to Farina: he lived to race.

It was 1933 before he could afford to indulge his passion again, and he took part in some minor events. The following year he began to appear in more important races with an Alfa Romeo 8C 2300 entered under the *Scuderia Subalpina* banner. His performances soon improved, and in September '34 he took his first victory – in the Voiturette race which supported the Czech GP on the daunting Brno road circuit.

By the end of that season Farina was marked down as a promising driver and people started to lend him cars. His smooth style drew comment, and Nuvolari for one was impressed. The two men formed a close friendship, and Nuvolari took Farina under his wing and became his mentor. For his part, Farina dedicated himself to fully justifying the maestro's faith in him.

The following year saw Farina compete in top-line events such as the Monaco Grand Prix, in which he crashed. He was fifth in the Tunis GP, second (to Nuvolari) in the Coppa Citta di Bergamo, picked up places in other events and led at Modena before retiring with a split fuel tank. In the first Donington GP he led until a halfshaft broke.

These were excellent performances and they led to Farina being invited to join Scuderia Ferrari in 1936. Enzo admired Farina's passion and fearlessness, and Farina would rise high – very high – on his list of favourite drivers.

Three Italian championships followed. True, Italy had now been downgraded to the second division among the motor racing nations by Mercedes-Benz and Auto Union, but a hat-trick of national championships was not an inconsiderable achievement. At the age of 34, when many modern drivers are thinking of retirement, Farina was coming into his own; but then came the war.

The period of hostilities is a dead chapter in Farina's biography and there appears to be no definitive account of what this former army officer did. The best guess, and it's only a guess, is that he returned to the family business which was then making aero-engines. Farina kept

LAT: Sutton/Duerden







Left: Farina noses his Ferrari 500 into the pits after winning the German GP in 1953. Right: Ascari leads Farina (6), Fangio (50) and Onofre Marimón (54) during their epic scrap at Monza in '53

himself such a private man that there is no account of him being for or against Benito Mussolini's Fascist regime. He did, however, gain his PhD when Mussolini was in power, so it is a pretty fair bet that he wasn't a Marxist.

When racing resumed in 1946, Farina demonstrated that his old skills had not diminished and, driving once again for Alfa Romeo, he won the *Grand Prix des Nations* in Geneva.

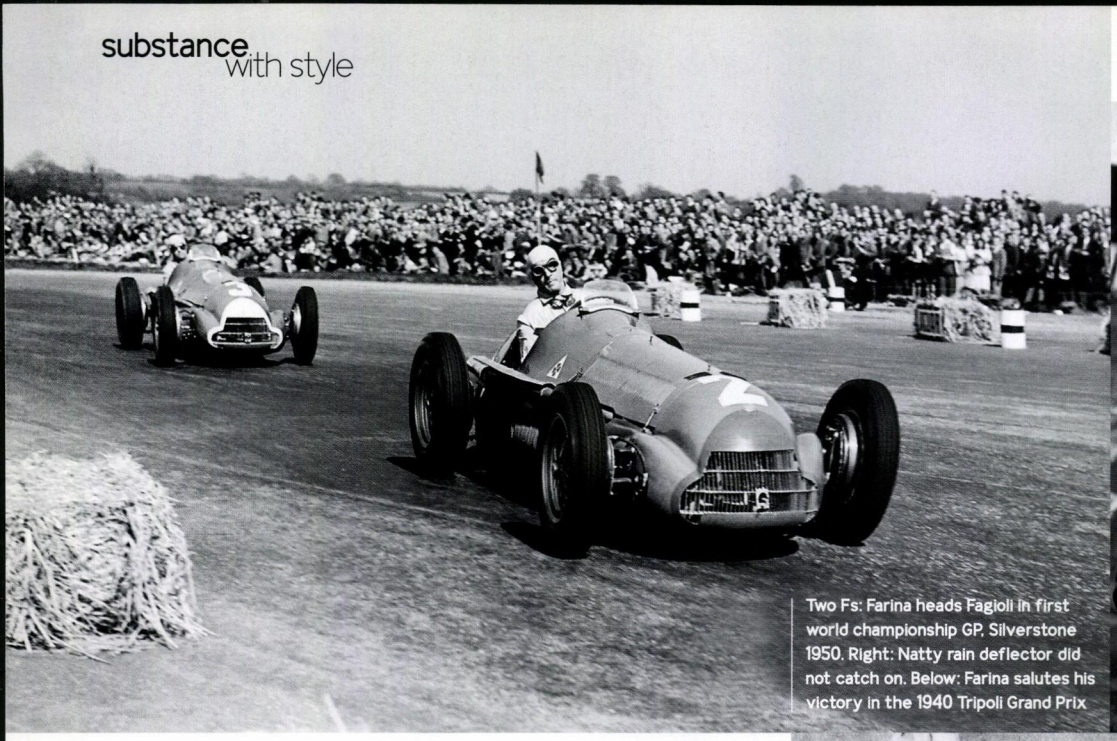
But then he fell out with the team. The fact that Alfa Romeo decided to restrict its activities to only four races a year did not please the drivers, but even this limit on competition stretched its resources. Of more importance to a man like Farina was the fact that, with no real opposition, the team began to stage-manage finishes. Such actions were a long-established tradition in motor racing, but it caused ructions within the team. A dispute over number one status developed, and Farina voted with his feet.

When Ferrari began in 1947 Farina was recruited, and the following year he divided his time between the works Ferraris and a private Maserati. The Ferraris were not reliable, but with the Maserati 4CLT/48 he won at Mar del Plata, the Monaco GP and the *Grand Prix des Nations* in Geneva. When Alfa was competing, however, everyone else became a member of the supporting cast.

Matters followed a similar pattern in 1949, although Alfa Romeo was absent. It was a restricted season with some good results, but Farina's career only really took off again when he rejoined Alfa in '50.

That year witnessed the inaugural world championship, and it was Farina who emerged as the first world champion. He was teamed with Juan Manuel Fangio and Luigi Fagioli and he began his run to the title by winning the first-ever world championship encounter, the British Grand Prix at Silverstone – and he did so magnificently by taking a firm lead from pole and setting fastest lap on the way.

As the year progressed Fangio was likely to be the quicker driver in practice sessions, although one would have been hard-pressed to decide who was quicker during a race. Farina won the Swiss GP at Berne after swapping the »






Two Fs: Farina heads Fagioli in first world championship GP, Silverstone 1950. Right: Natty rain deflector did not catch on. Below: Farina salutes his victory in the 1940 Tripoli Grand Prix



lead with Fangio until the latter retired. He led the Belgian GP until his transmission failed and led the French GP until his fuel pump gave up. He won the non-championship Bari GP, leading Fangio with no difficulty, crashed while leading the *Grand Prix des Nations* (he deliberately spun his car to avoid another driver's accident) and again won the International Trophy at Silverstone. Finally, he led all but two laps of the Italian GP to secure the title.

At Monza he had to see off both Fangio and Alberto Ascari, the latter in the much improved 4.5-litre Ferrari. These three were locked into a tight battle, but Farina kept his head, and his car, intact. He was a worthy champion. These days one hears a great deal about Fangio's brilliance, but Farina took the title fair and square – and in 1950 there were no team orders at Alfa Romeo.

Farina stayed with the team for 1951, while contesting other events with his Maserati 4CLT/48. This car was now obsolete, but as the new world champion Farina could negotiate good starting money.

This was the season when Alfa was finally defeated by Ferrari, and when Fangio emerged as clearly the quickest Alfa driver. Fangio took the title; Farina finished fourth in the points. Nino, though, was still a top-class driver, and his comparatively disappointing campaign was largely due to the Alfetta being at the end of its competitive tether. It was overstretched, and Farina did not have the delicacy of touch which Fangio had.

With Alfa Romeo withdrawing at the conclusion of 1951, Farina joined Ferrari, but like everyone else he was outpaced by his young team leader Ascari. This disconcerted him, although he and Alberto were close friends. For the first time in his life Farina had to try too hard, and he crashed a lot. Ascari was the fastest driver of the day – even Fangio acknowledged that – and he piled win upon win, leaving everyone else to pick up the crumbs. But it was still not a bad year for Farina – actually many grand prix drivers would have been very satisfied with it. He was regularly second behind Ascari, and finished runner-up in the championship, too – not bad for a man of 46. To put that in perspective, the runner-up in 2003, Kimi Raikkonen, will turn 46 in 2025!

**'At the age of 47, Ferrari made Farina its number one'**

Ascari continued his domination in 1953, by which time Farina had become a more thoughtful driver less inclined to take risks. He had fewer incidents, and the highlight of his season was winning the German GP after Ascari's sister car shed a wheel. He remains, at 47, the oldest driver to win a world championship race without sharing a car.

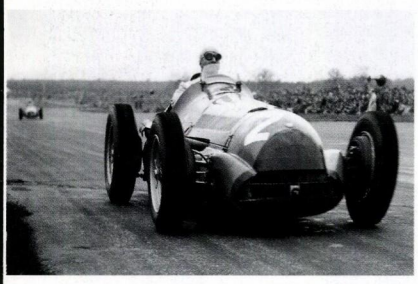
Farina was also retained to drive Tony Vandervell's Ferrari 4.5-litre 375 which was entered as the 'Thin Wall Special' in Formula Libre races in Britain. Given the usual state of the opposition this was akin to shooting fish in a barrel, but it was in this car that he became the first to lap Silverstone at 100mph.

The end of the season saw Farina third in the world championship – he grossed more points than Fangio in second place, but had to shed some – and he was the clear number two over at Ferrari, ahead of Mike Hawthorn and Luigi Villoresi.

Then both Ascari and Villoresi decamped to join Lancia and, at the age of 47, Farina became Ferrari's number one. He rose commendably to the occasion, but he must have known that Ferrari was in deep crisis with no clear idea where it was going. Even so, in the Argentine GP which opened the season, Farina set pole and led the early stages, though a pitstop for a new pair of goggles perhaps cost him a win.

He then secured victories in the Buenos Aires 1000Km sportscar race (which was unusual because he rarely shone in endurance races), the Circuit of Agadir and the Syracuse GP. He crashed heavily while leading the Mille Miglia but seven weeks later, with his right arm still in plaster, disputed the lead of the Belgian GP with Fangio's Maserati 250F until his Ferrari 553 developed a fault. Mercedes-Benz had not yet entered the world championship and so that drive at Spa was a good indication of his abilities; Farina »

LAT, Ludvigsen



Farina edged Fangio in 1950 Alfetta battle

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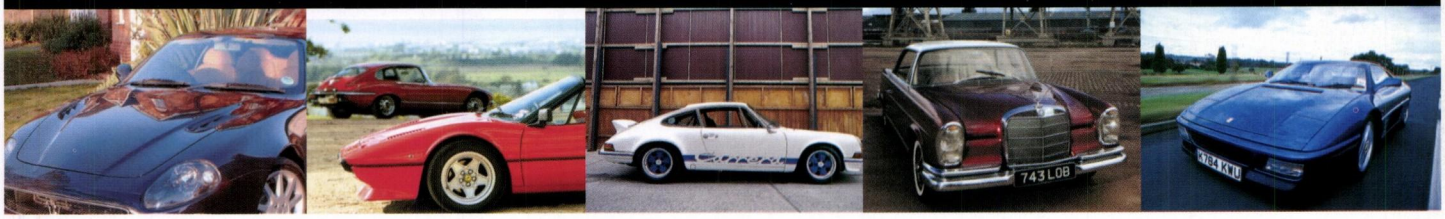
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revelled in Spa's fast sweeps where his delicate car control came into its own and where the driver could make a real difference.

Then it all went wrong. While practising for a Monza sportscar race, a universal joint on his Ferrari broke and the driveshaft punctured the fuel tank. The car caught fire and Farina was so badly burned that he missed the rest of the season. When he returned in 1955 he was able to race only by taking morphine injections to kill the pain.

With Moss and Fangio now at Mercedes-Benz everyone else faced an uphill struggle during 1955, but Farina still scored a second, a fourth and a third in the opening world championship races. Many drivers would be more then happy with that tally, yet we are speaking of a man pushing 50 and dosed-up on drugs...

It was too much even for Farina. The constant pain, together with the death of his friend Ascari, led Farina to announce his retirement.

Given his deep-seated passion for the sport, it surprised nobody that this retirement did not last long. Farina was back aboard a Lancia D50 entered by Scuderia Ferrari for the Italian GP, but the car was withdrawn after it threw a tyre tread at 170mph and spun wildly. Monza's banked track was being used, so speeds were exceptionally high, and the Engleberts which Ferrari used gave enormous problems.

That was the end of Farina's F1 career. He was not invited to join Ferrari for 1956, and he was not interested in making up the numbers in an uncompetitive car. With Villoresi, he had been the last of the great Italian drivers who had first raced pre-war.

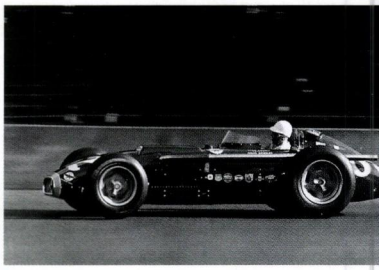
Farina was not quite finished, however; he attempted to qualify for the 1956 Indianapolis 500 using a Kurtis-Kraft chassis fitted with a six-cylinder Ferrari engine, but it was a failure. He tried again the next season with a regular Indycar and withdrew after it crashed in practice, killing the test driver.

After that Farina hung up his helmet and became involved in car dealerships, selling Alfa Romeos and Jaguars. He also dabbled with a driving school in Turin, but it was not a success. Eventually, he went to work for his uncle at Pininfarina, in a capacity which is best described as 'ill defined'.

In June 1966 he was driving his Lotus-Cortina to the French Grand Prix when it skidded while crossing the Savoy Alps near Chambéry and smashed into a telegraph pole. Farina died instantly. Having survived so many crashes on circuits, it was ironic that he should perish in an ordinary road accident. Ironic, but not altogether surprising. He had always treated public roads as though they were racetracks, to the extent that Fangio refused to ride with him.

**'Stirling has always acknowledged Farina's influence'**

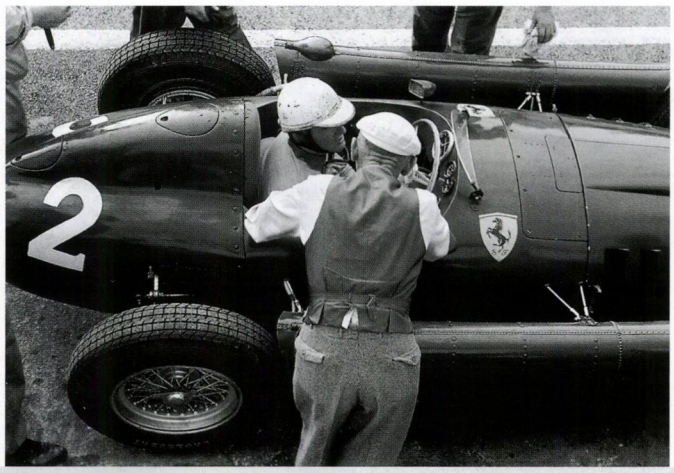
Today Farina is rarely remembered among the greats, but those three Italian championships in the late 1930s count for something given the calibre of Italian drivers at that time. His world championship was won with no less than Fangio as his main opponent, and he gave Fangio a hard time in 1954. Had he been more outgoing, more of a sporting celebrity, perhaps today his reputation would be brighter than it is.



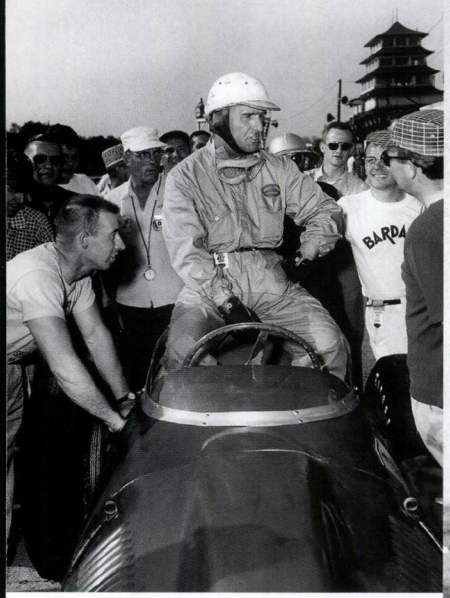
Farina withdrew this Kurtis from '57 Indy

His influence, though, lives on. In 1950, Stirling Moss undertook a season with HWM on the Continent, and it was not long before he encountered Farina. Nino taught Stirling a thing or two about how an established star deals with cheeky interlopers; Farina was a hard man, and you had to earn the right to overtake him. That was something which Stirling had to cope with. But the thing which really impressed Moss was Farina's driving style: it looked so good. Farina didn't hunch over the wheel as most drivers did then, nor did he appear to be wrestling with his car: he sat back with the steering wheel held at arms' length. The calmness which he displayed while racing conflicted with the Latin passion raging below the surface. Moss, then only 20, imitated that style behind the wheel, and he in turn bred countless imitators.

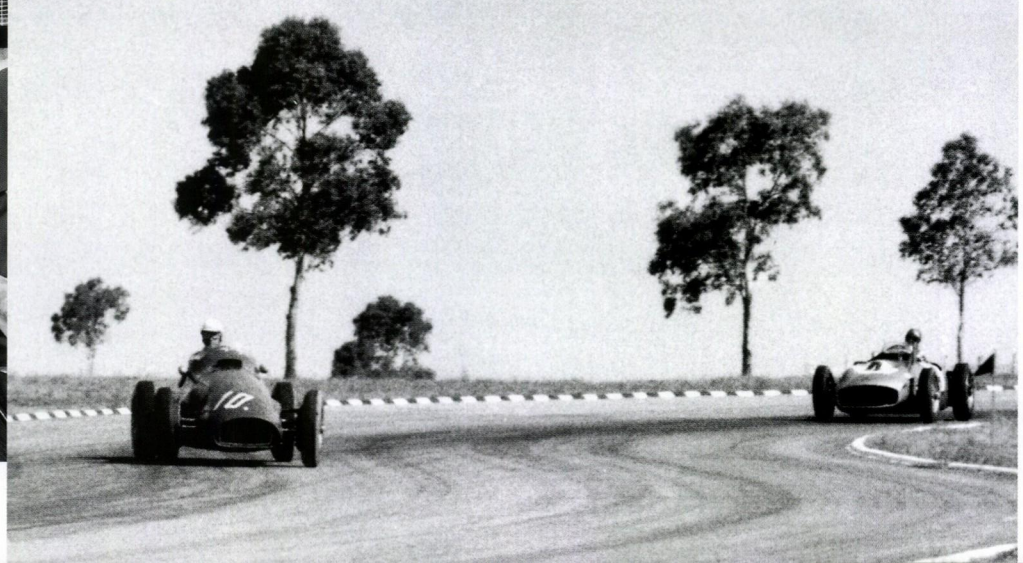
Stirling has always acknowledged Farina as his influence, and for many that alone would be compliment enough. But for a man like Nino, a true hero in his own right, it is nowhere near. M




LAT, Ludvigsen



Above: D50 designer Vittorio Jano leans in at Monza in 1955. Left: Farina after his Indy rookie test in a Ferrari 375 in '56. Below: Passing Kling before victory, Heat One, '55 Buenos Aires GP



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# Halcyondaze

## For one glorious year Trans-Am was the place to be. By Dave Friedman

In 1970 everything came together and American race fans enjoyed what was the greatest season in Trans-Am history. All of the big manufacturers – Ford, Chevrolet, Pontiac, Dodge, Plymouth and AMC – were there, as were many of the best drivers of the era: Parnelli Jones, Peter Revson, George Follmer, Mark Donohue, Jerry Titus and Jim Hall. These two factors would provide more wham-bam thrills than the series had ever seen.



Above: Mark Donohue's office did not match what you could get at your local AMC showroom, but the hitherto unfancied Javelin soon proved a winner



Above: Jim Hall leads Ed Leslie out of Laguna Seca's Turn Nine during practice for the opening round in April 1970. Ever the innovator, Hall had equipped the Chaparral Camaros with a primitive computer system (note the cables on the right side of the fender) to check out the car's performance during practice



Left: Parnelli Jones on the winner's rostrum at Laguna Seca. Most of the drivers in Trans-Am learned very quickly not to get in his way when he was on a charge. It's interesting to note that prior to 1972 there was no official drivers' championship – only a manufacturers' championship. This means that technically Jerry Titus (1967), Mark Donohue ('68,'69 and '71) and Parnelli ('70) never won a Trans-Am driver's title

Below: Dan Gurney protégé Swede Savage leads the field during the early laps at Bridgehampton. Chasing are Parnelli in his Bud Moore Mustang, Donohue in the number 6 Penske AMC Javelin, Leslie's Chaparral Camaro, Sam Posey's Dodge, George Follmer's Mustang and Hall's Camaro





Left: Jones's Boss Mustang leads Donohue's Javelin and Leslie's Camaro during the opening laps of the Lime Rock race in May. Jones won, Donohue blew his engine on the 72nd lap and Leslie finished second




Bud Moore was one of the greatest innovators in NASCAR and Trans-Am. His motto? "It ain't cheatin' if you don't get caught." He never did get caught...

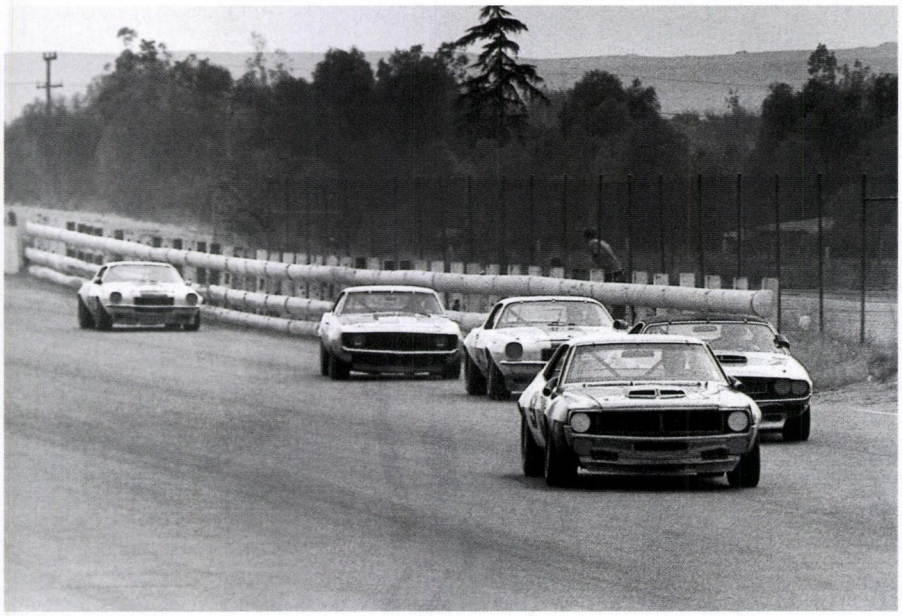


Roger Penske (foreground) and his foil Donohue check out the action at Bridgehampton. Mark would win on the Javelin's first Trans-Am encounter at this circuit.

**Below:** Gurney prepares to end his career at Riverside in October. Savage (behind in 42) would finish fourth, one place ahead of his AAR boss. This was the final appearance of the Plymouths in Trans-Am. Dan's next - and last - race would be here, in NASCAR, 10 years on





**Above:** Posey (left) and Revson have a frank and earnest exchange of views over who had the line in a corner. Usually it was Jones or Follmer who would let their fists express what their voices could not

**Left:** Revson's Javelin leads Posey's Dodge and the Camaros of Leslie, Milt Minter and British all-rounder Vic Elford along the front straight at Riverside. Only AMC would lend a team factory support in 1971

**Below:** Sam 'The Nearly Man' Posey's Dodge Challenger makes another well-orchestrated pitstop at Riverside






**Left:** Posey's Dodge and Savage's Plymouth come together at Road America in July; this was typical of why Trans-Am was so popular with racegoers. Savage took the runner-up spot, Posey was third


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# outer limits

**Picture Brooklands as a modern circuit. Would it rival Indy for sheer speed? Damien Smith suspends disbelief**

photography by Peter Spinney/LAT

The banshee wail of the Toyota turbo pings across the flat Surrey landscape as Cristiano da Matta guns the jet-black Lola along the Railway Straight. I crane my neck from a vantage point at the top of the Finishing Straight grandstand to witness exactly what 200mph-plus looks like. That engine note does not rise, does not fall. Flat line means flat chat. The passengers on the Woking-bound train that has just been left for dead by the bewinged missile must be groping around the carriages in search of their jaws.

The Lola hits the giant sweep of the Byfleet Banking and still that wail refuses to lower its tempo. It disappears briefly behind the airfield buildings, then bursts back into view as da Matta winds off lock for the run into The Fork. With the car's built-in stagger for left-handers this right should be tricky. But from where I'm sitting driver input appears minimal. That's probably not the case from where da Matta is sitting.

I gasp as the Lola cuts the timing beam. A shade over 45sec for a lap of what is perhaps the world's most daunting oval, a time good enough for pole position for tomorrow's BRDC 500.

"They're not as quick as they were a few years ago when these things had the right amount of downforce," sniffs the bloke next to me. Still looks plenty quick enough, though.

I know, I know – pure fantasy. It'll never happen. A physical impossibility. Brooklands closed for ever in 1939. Vickers' wartime demolition of part of the banking, and the building of industrial estates and a supermarket since have ensured that a full restoration of the world's first purpose-built racing circuit is definite no-go. But still...

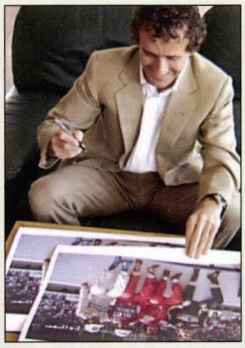
Maybe you think that we have too much time on our hands in the *MotorSport* office, but it's a tantalising 'what if?' Had Brooklands survived WWII and remained open today, been updated with a modern surface and had that nasty bump over the Hennebique Bridge ironed out, what speeds would a modern Indycar hit around the vast expanses of its Outer Circuit? Clearly, John Cobb's 1935 lap record in his monstrous Napier-Railton of 1min 09.44sec, a speed of 143.44mph, would be obliterated. But by exactly how »




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(What these drivers have said about one another at different times would fill a book, as rarely have motor-racing rivalries been so intense as they often were between these parties).

Nonetheless, all three drivers were delighted to add their signature to this limited edition print; a mark of respect, no doubt, for one another but particularly for the missing member of the quorum, Ayrton Senna. The edition is limited to just 250 examples worldwide and these are in stock now. Frame not included.

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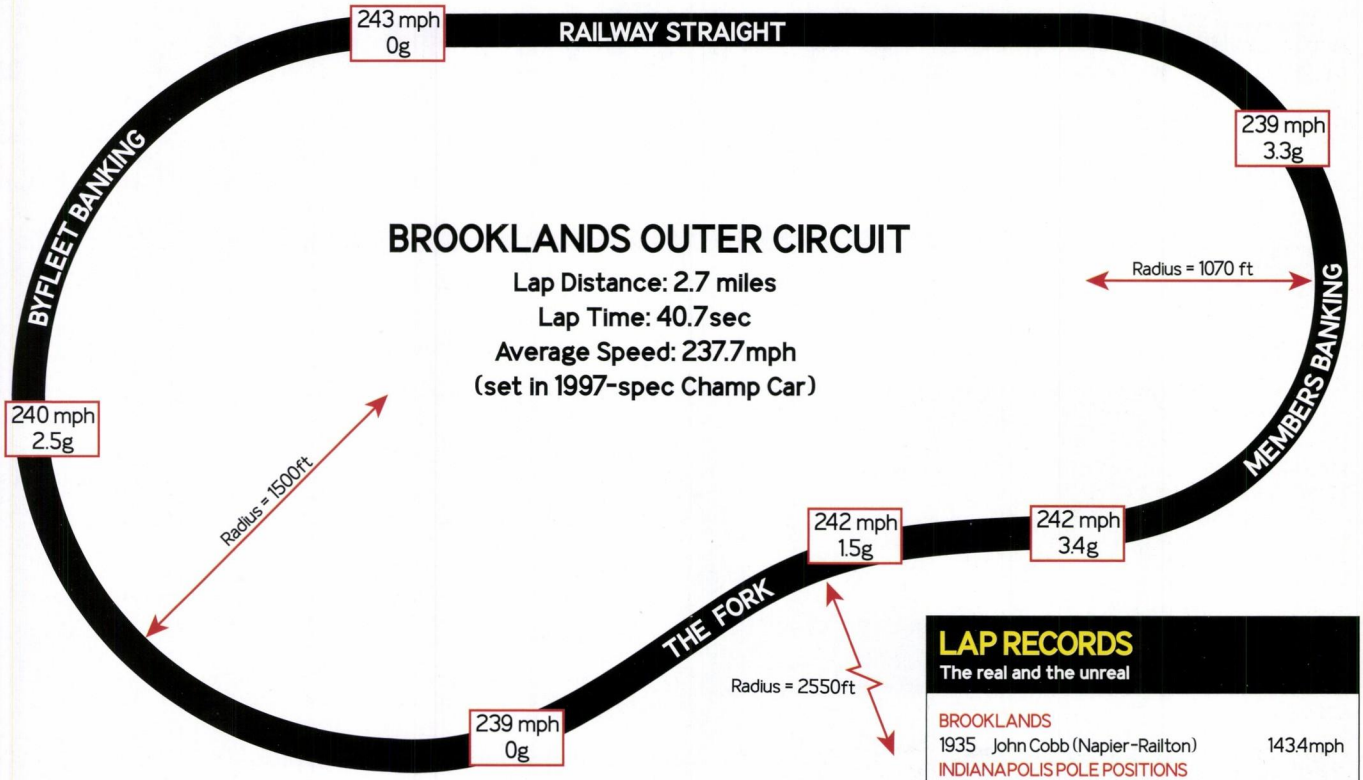
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*Photos copyright Pete Gibson*




much? And what would today's stars make of a right-hander on an otherwise conventional oval?

Lola shared our curiosity and aerodynamicist Mark Handford was put on the case. Given that he has had perhaps more influence on modern Indycar aerodynamics than any other individual, we could not have asked for a better man. His eponymously named rear wing dramatically cut downforce on Champ Cars in the late 1990s, and thus created the machines that put on some of the best oval races ever seen.

Handford took to his quirky task with gusto. Supplied with the dimensions that Brooklands was built to in 1907, he set up a circuit simulation programme, then fed in the details of various Champ Cars and their set-ups for circuits similar to Brooklands: 1995 Indy spec, '97 Fontana spec and a 2004 car dialled in for the Las Vegas oval.




MotorSport samples low line in a 2002 title-winning Lola

For perspective, he included a Monza-spec Formula One car (which he reckons might have been fastest of all shorn completely of its wings), a current Formula Three, a brace of NASCARs (in Daytona and Atlanta specs) and Bentley's Le Mans Prototype of 2003.

The Indycars were our main focus, given that the parallel universe we had created included a 500-mile race rivalling Indianapolis in prestige.

In the real world, speed comparisons between Brooklands and Indy, which opened a year after the British track, show that the former had the edge on outright speed. In 1935, when Cobb set his 143mph record, pole position at the Brickyard was 120.73mph. Cobb's mark was not beaten at Indy until 1956 (see panel).

Likewise, 'virtual' Brooklands would still have held the edge during the 1990s. The 1997-spec Champ Car was credited with the fastest lap stemming from Handford's simulations: 40.7sec, an incredible 237.7mph. The Indy pole of '96 – the last year before a generation of emasculated Indy Racing League open-wheelers was introduced – was 233.1mph.

The cold, hard figures for a Champ Car at Brooklands are impressive, as you can see from the diagram above. But as Handford admits, his simulation doesn't take the human factor into account. The cars would have the ability to hit these speeds – but would the drivers? Handford is confident they would.

"What makes Brooklands a bit scary is the reverse corner at The Fork," he says. "You would set the car up like you would for Indy or Motegi in Japan, which is like Brooklands in that it is an oval with unequally banked corners. In other words, the car would look like it had been in an accident before it had even started, with the wheels leaning in to the left, asymmetric camber and stagger. That means the car would be pretty alarming to drive through The Fork."

But he maintains it would not be impossible: "The Fork wouldn't be enough of a problem to be an issue. You'd probably find that the drivers would get a little wide-eyed about it, but they »

## LAP RECORDS
**The real and the unreal**

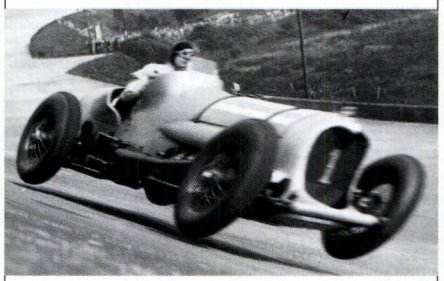
BROOKLANDS

| | | |
|---|---|---|
| 1935 | John Cobb (Napier-Railton) | 143.4mph |

INDIANAPOLIS POLE POSITIONS

| | | |
|---|---|---|
| 1935 | Rex Mays (Miller)* | 120.7mph |
| 1956 | Pat Flaherty (Watson)* | 145.6mph |

* Indicates four-lap average



Brooklands Society

**Cobb sets outright Brooklands lap record. Brave man!**

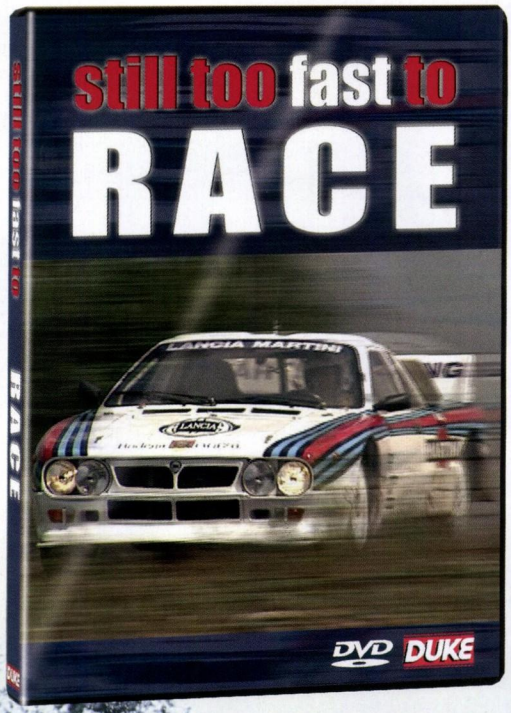
'VIRTUAL' BROOKLANDS LAP TIMES

| | | |
|---|---|---|
| 1997 Champ Car (Fontana)** | 40.7sec | 237.7mph |
| 2004 Formula One (Monza) | 41.8sec | 231.3mph |
| 1995 Champ Car (Indy)** | 42.5sec | 227.5mph |
| 2004 NASCAR (Atlanta)** | 44.6sec | 217.0mph |
| 2004 Champ Car (Vegas) | 47.1sec | 205.2mph |
| 2003 Le Mans Bentley | 48.3sec | 200.3mph |
| 2004 NASCAR (Daytona)** | 51.9sec | 186.4mph |
| 2004 Formula 3 (Silverstone) | 64.1sec | 151.5mph |

** Indicates high line taken on bankings

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wouldn't have to lift for it." Easy for him to say!

Once the driver had hung on through The Fork, he would then face the prospect of setting up for the Members Banking.

"Placing the car coming off this right-hander to get into the ideal position for the banking would be difficult," Handford concedes. "There is about 100 metres of straight after the turn, then you roll into the continuous left. If you positioned yourself in the wrong place it could be hair-raising. The beginning of the Members Banking would be the most dangerous spot on the circuit." As it was in its day.

Handford claims that the rest of the lap would be a fairly straightforward flat-out blast – he even describes the Byfleet Banking as "a bit of a non-event". But what would complicate matters is the choice of line through the corners: should the driver go high on the banking or hug the inside?

Handford's results show there is no clear answer. The fastest lap from the 1997 Champ Car was set by going high, but that's not the case with the 2004 version, or the F1 car, and there is just a tenth between the two lines for the '95 Champ Car. During Brooklands' active life the tyre technology and downforce expertise needed to produce enough grip for the most powerful cars to stay low did not exist. But now it does. If a driver can live with the higher levels of lateral g-force, the inside line should logically be the quicker because the car would cover less distance over a lap. It is a reality that Handford has experienced first-hand.

"I remember Michael Andretti's first test at Fontana [a two-mile superspeedway in California]," says Handford. "He began with a low-downforce package, but then we went to high-downforce settings. When he drove round after that he was out of sight of us. Normally you saw cars way up the banking, but he drove round at the bottom, below the wall. He came back in and said, 'I don't need the banking, it's quicker at the bottom.'

"Then there was the time at Newman-Haas when Michael and his father Mario were teammates. There was an occasion when Mario was unhappy because his car was slower. But they worked out it was simply because Michael was running lower down and so his lap distance was shorter. There was no difference in set-up or the power of the engines."

Of the cars Mark ran simulations for, four were quicker when they headed up the banking and four were faster when they kept low. It seems which line to choose would come down to a car's set-up and power, and its driver's ability to cope with g and the state of his confidence.

From the crowd's point of view, a choice of line would be good news for the spectacle. Handford reckons that Brooklands would produce 'drafting' races between large packs of cars running just centimetres apart, like those at Michigan and Fontana in the late 1990s – especially if the cars were running Handford wings. These produce little downforce but loads of drag and holes in the air that create the effect of hitting a boost button for following cars.

"The trick would be to follow your rival down the Railway Straight and slingshot past them into Byfleet," says Handford. "The problem then is that as soon as you roll into the turn, the guy on the inside has the shorter path, plus the guy on the outside has now lost his drag advantage. So you'd find yourself up on the banking slowing down, with further to travel, leading to some interesting side-by-side action. The *real* trick would be to get a big enough draft to slingshot past and pull back down quickly to the inside."

**'Follow down the Railway Straight and slingshot past them into Byfleet'**




**Fontana tactics matched in Surrey – in a parallel universe**

Sounds good, doesn't it?

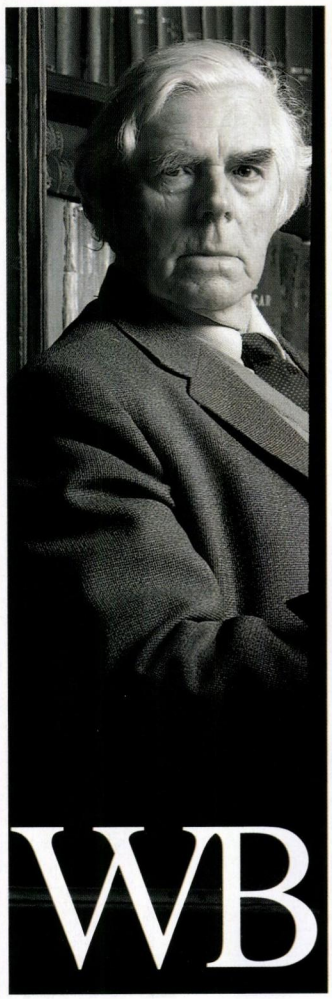
Brooklands has become an eccentric chapter of British motorsport: extravagant, larger than life, mythical. It's hard for the younger generation to imagine it: did it really happen?

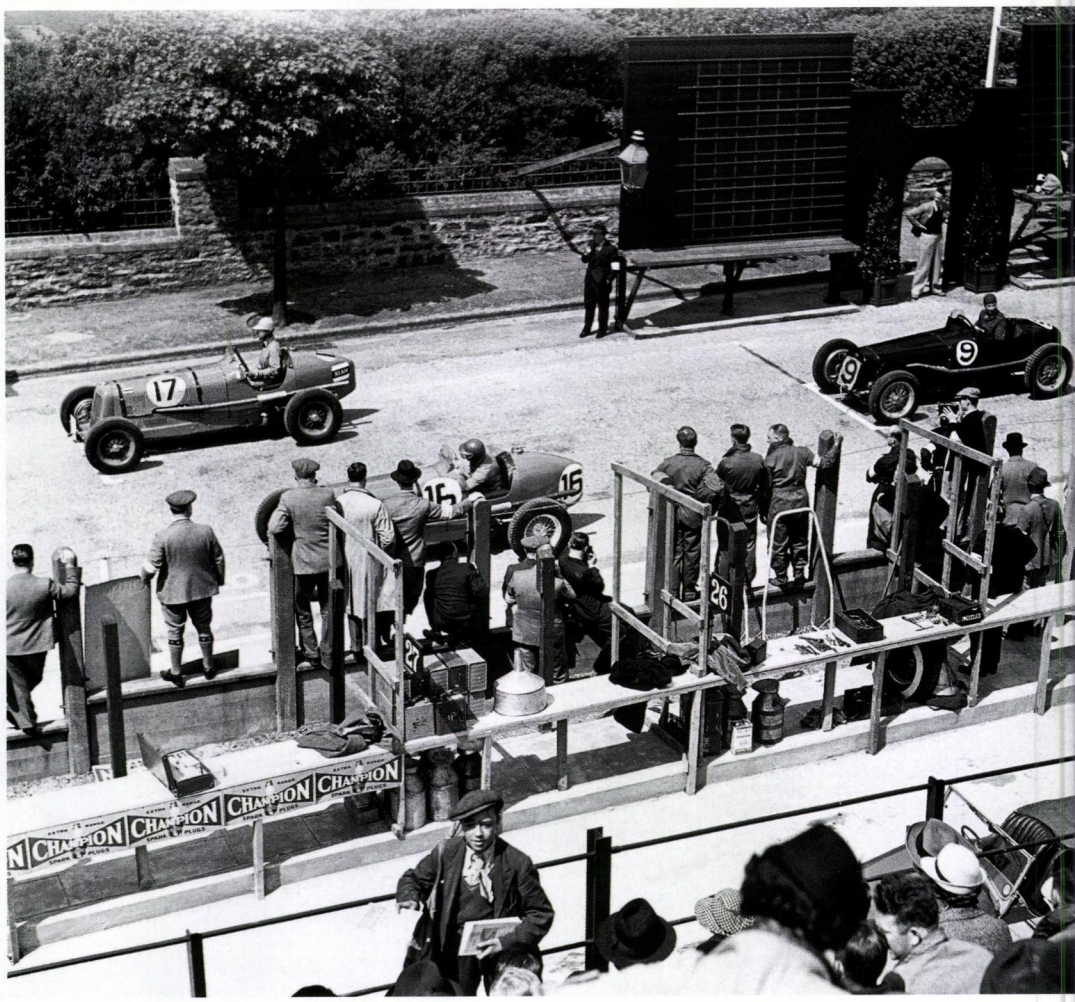
Yes, it did – in the heart of stockbroker belt Surrey, too! Pay what's left of the track a visit and you will realise that we are missing out on something special.

And something shatteringly fast.

Our thanks to Lola Cars, Mark Handford and the Brooklands Museum for their help with this feature






# Recalling a fine partnership

In the October *MotorSport*, 50 great racing partnerships were listed, with Colin Chapman/Jim Clark voted the top. Here is one of my own: Dick Seaman/Giulio Ramponi.

After Seaman entered his serious racing period, in partnership with Whitney Straight, he purchased the latter's MG Magnette and in the 1934 voiturette races was third at Pescara, first at Berne, fifth at Masaryk and second to Raymond Mays' 1.5-litre ERA in the Nuffield Trophy Race at Donington Park.

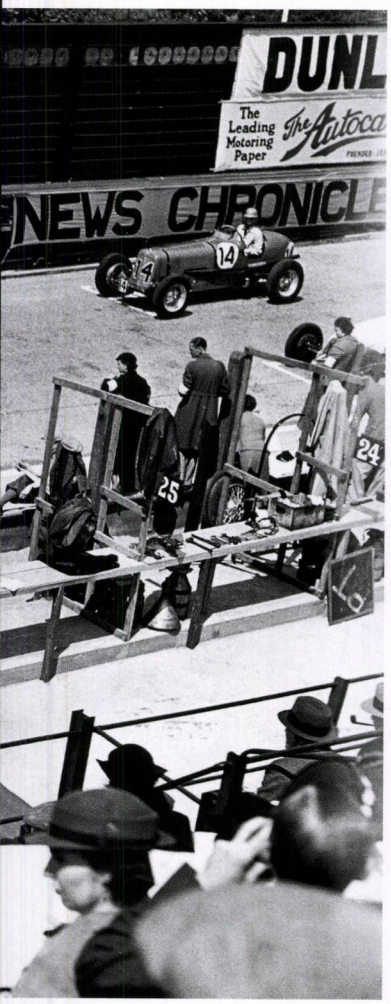
Seaman and Straight flew out in a DH Dragon to Africa, where Straight won the East London 100 in his Maserati and Seaman was fifth, after fuel feed problems, in a works K3 MG Magnette (3020). It was then that Dick ordered a new 1.5-litre ERA.

It is well known that eventually he took R1B away from Bourne, in which he was fully justified. The car was to have been ready for the 1935 Donington races, and letters from the firm implied that it was coming along well. Then Peter Berthon, ERA's engineer, suggested Dick should not enter but instead practice on the Brooklands Mountain course! However, he was lent a works ERA, namely R1. His contract was that ERA would prepare his car, arrange transportation to races, and supply parts and mechanics, expenses to be invoiced to him, with prize money shared equally. He ran the loaned car in a heat and 25-lap handicap and was third on aggregate, losing by 1sec to Charlie Martin's 2.3 Bugatti in the 25-lap final.

Seaman's next big engagement was the Isle of Man Mannin Moar race, Raymond Mays saying he could make a team with two works ERAs. Meanwhile, he expected his car for the Nuffield Trophy. Again his car was not ready in time, though Dick noticed that Fairfield's 1100cc ERA was, and it won.

Nor was Seaman pleased when Berthon told him that they hoped he could have a run in his ERA just before going to the IoM; to which Dick replied that with so much delay he had cancelled his entry. But, unable to borrow a Maserati, he'd entered for the GP des Frontières in June. He was anxious to race on the Continent and had flown in his DH Gipsy Moth to see the Monaco GP. He was told his ERA would not be ready until June 1 and a road test would be wise after that. One ERA mechanic would go to the race, before leaving to attend the works ERAs at Nürburg. To which Dick wrote a terse letter to Berthon reminding him that in 1934 he had been promised ERA's best mechanic all through the season, if his expenses were met. The row was already brewing!

When in May Dick went to try the ERA's seat he was asked to bring




Left: Delage (9) about to humble ERAs in IoM. Below: Ramponi (left) joins Dick Seaman after 1936 Donington 200 Miles win



a cheque for the car with him.

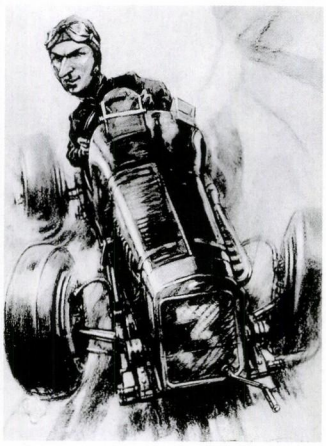
At Chimay it retired on lap three with mechanical problems, and after setting fastest lap at the Eifelrennen, leading the works ERAs, he had to stop for oil and ended up in fourth, behind Mays' ERA, a Maserati and Rose-Richards' ERA. He had asked before the race for the latest rocker boxes and piping to be on his car, which they were not. The car would have arrived late for the Kesselberg hillclimb had not Birch driven the Dodge van to Munich, since the ERA mechanics were remaining at Adenau. Dick now decided to make Birch his manager. He took over ERA's entry for the Nuffield Trophy but, with trouble in practice, did not start; Fairfield won. At Dieppe, Seaman's ERA pressed Mays' works car very hard until the transmission broke. Fairfield won again.

Enough was enough. Seaman wrote to Mays saying he felt that ERA was too busy with the works entries to look after his car. He had made Jock Finlayson his head mechanic, based in a garage behind the Seaman residence at Ennismore Gardens, London, and for the rest of 1935 the jet-black ERA won the Grössglockner hillclimb, at Pescara, Berne and Brno, and scored class honours at the Freiburg hillclimb.

Unable to get a modern Maserati for 1936, Giulio Ramponi, ex-Alfa Romeo race mechanic, persuaded Dick that he could make one of Earl Howe's GP Delage cars able to beat 1.5-litre opposition. So one of these fine 170bhp Albert Lory-designed, supercharged straight-eight cars, which had won the manufacturers' championships of 1926 and 1927, was entrusted to Giulio. A 10-year old car; mad obviously, unless you knew Giulio. He worked tirelessly, spending days just setting the tappets of the very complex engine and assembling meticulously this historically epic racing car. Not a great deal was necessary to make it fulfil Ramponi's expectations. (The ERA was sold to G Manby-Colgreave.)

A new £5 radiator element saved 15lbs, while no less a person than Murray Jamieson inspected the 16lb boost supercharger with Cozette carb and said it was excellent. Plans for a light-alloy cylinder block and chassis were discarded. A gearbox from a 1925 V12 Delage (1000 francs) shaved off 70lbs. A single 4.5-gallon oil tank saved weight, a new fuel tank another 97lbs, and each wheel now weighed only 7lbs. But, at 1650lbs, the Delage was still 150 heavier than an ERA.

An amusing incident occurred when Seaman requested Standard Valves to quote for a set of 16. It did so, priced at 4/9d: he ordered two sets. But, on being told that this price was for only one valve, he cancelled the second batch.



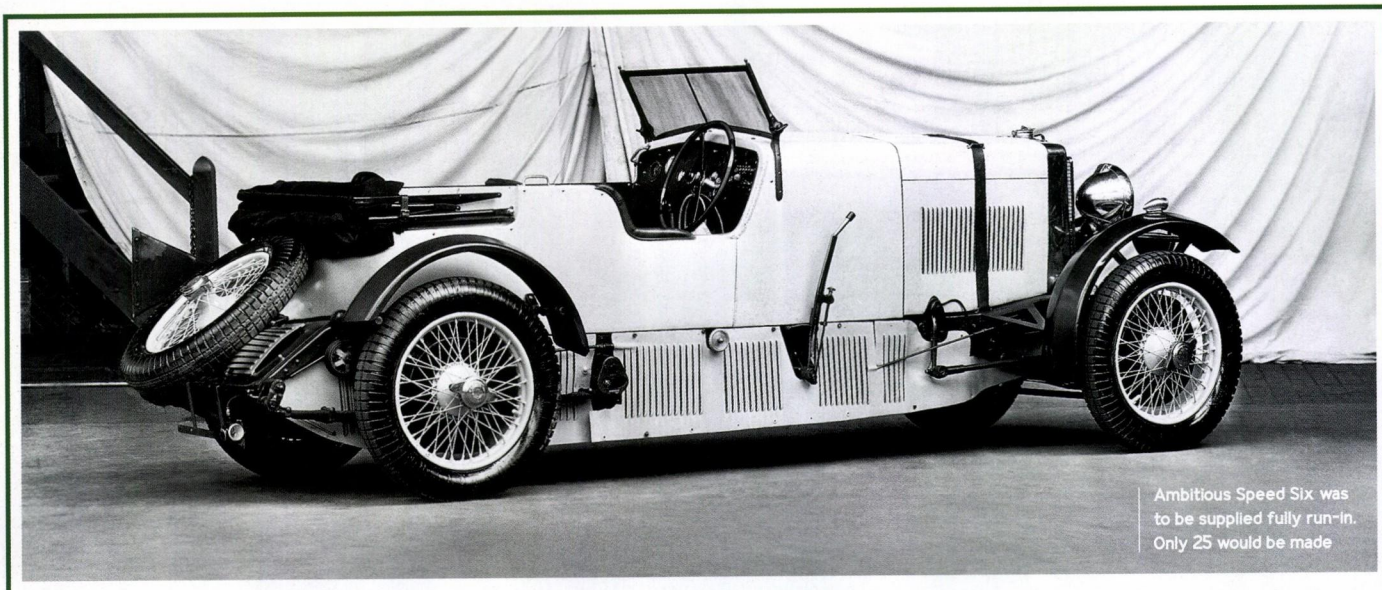
F Gordon Crosby's image of Dick Seaman

all LAT

When Seaman went to sign on with Shell for race bonuses, instead of doing this over a pint of beer in the Brooklands bar, he took Steve Mellstrom, the competition manager, out to lunch at Gibson's Club in Curzon Street. Ferodo paid £20 for a win, £30 for an IoM win, £50 for a TT first place, £20 for breaking an hour record and £40 for 24 hours.

The Delage was very successful. In 1936 Seaman won two 'shorts' at Donington, was first in the IoM, beating nine ERAs, and went off the course when leading the works ERAs in the Eifel race. He made a another mistake at Peronne, but won three more in a row – Coppa Acerbo, Berne and the Donington Park 200 – all with lap records to prove this was not just because a big tank allowed non-stop running.

I would like this driver/engineer pairing to be respected.



Ambitious Speed Six was to be supplied fully run-in. Only 25 would be made

# The other Speed Six: MG's also-ran

No-one will deny that the MG Car Company of Abingdon made a huge contribution to British prestige in motor racing; the greatest credit to Cecil Kimber and MG's racing staff. If I favoured other cars slightly more than MGs it was because they were, from the wonderful Midgets onwards, built from some Morris components, and the Midget's four-cylinder engine had Wolseley origins. How foolish one's prejudices.

Anyway, after a splendid record of racing and rally successes, MG produced the larger 18/80hp six-cylinder MGs. The MkI appeared late in 1928, with a modified Morris Light Six chassis, back axle and brakes, but the 69x100mm (2468cc) engine, which had a chain-driven overhead camshaft, was improved.

The prototype saloon was driven solo by Sir Francis Samuelson in the 1929 Monte. It came third in the Mont des Mules timed hillclimb, and three 18/80s gained awards in the MCC High Speed Trial.

That same year, the MkII 18/80 arrived, with a four-speed gearbox and a stiffer chassis, etc. With sports body this Speed Six was capable of nearly 80mph and 60mph in second gear, a match for a 3-litre Bentley. Its 0-30mph time of 3.8sec was only 0.8sec slower than a supercharged TT Stutz.

The MkIII 18/80 was something else! Long-distance sportscar races were popular at Le Mans, Spa, in Ireland and at Brooklands, etc, and Kimber decided to build an MG which could compete in these and other competitions without its owner needing to make any changes. Its engine had a special four-bearing crankshaft which was balanced statically and dynamically, all moving parts were also balanced, and the conrods machined all over. A water pump instead of an impeller was used, the cylinder barrels ribbed to combat distortion. A special cross-flow cylinder head was fitted, the latter with machined ports, and there were two downdraught SU carburettors. An overlap camshaft, triple valve springs and raised compression ratio also upped power. Dry-sump lubrication had the oil tank between the front dumb-irons. A heavy-duty dynamo was driven with a strong spindle used with the chain drive for the ohc camshaft.

Twin oil pumps scavenged the sump and fed lubricant to the main bearings. The oil tank had a filler and the starting handle passed right through it. Flexible external pipes took oil to cast-in galleries within the engine. Oil pressure was 60 to 90lb/sq in. Ignition was by a twin distributor supplying two plugs per cylinder, from twin coils.

A new chassis was stiffened with channel-section and tubular cross-members, and the cork-lined single-plate clutch was designed to facilitate racing changes. Before the rear axle a low-set 28gal fuel tank was placed. The front axle was damped by double-action Hartford shock absorbers and the rear with two pairs of right-angled double-action Hartfords. The brakes had large finned drums, and the cam spindles were cadmium-plated and on roller bearings. A hand wheel for brake-pedal adjustment was on the offside of the chassis, convenient for a pitstop. The external fly-off handbrake lever, with its press-button ratchet-release as on the MkII 18/80 Speed Model, was retained. Separate Tecalamit fuel pumps fed through their own pipes, with a two-way tap, so if one system leaked the other could be substituted, and the well-braced triple headlamps – one of them very large – featured separate wiring.

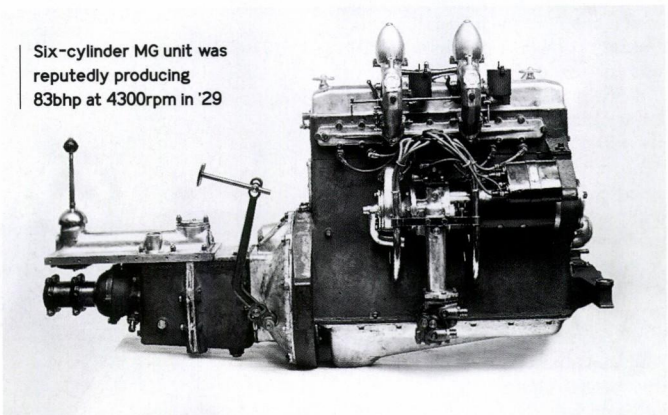
The four-seater body complied with AIACR racing regulations but although this exciting MG was intended for competition usage, there was central chassis lubrication, a fold-flat windscreen, and a race-regulation folding hood. A horizontal three-branch exhaust manifold and pipe ran along the nearside, into a big Brooklands fish tail, compensated for expansion.

This remarkable car was to be supplied already run-in, its brakes bedded in, all nuts split-pinned and wired and steering parts filed and polished to detect any flaws. A first batch of 25 was announced, the price £895 compared to £525 and £630 for the MkI and MkII Speed models. The MkIII engine gave 83bhp at 4300rpm and it was hoped to guarantee 100mph.

The new car's first competition outing was the 1930 JCC Double Twelve race at Brooklands. Drivers were Leslie Callingham and H D Parker. Alas, the car lasted for only two hours. The cause was given as a carburettor problem, but the press reported a broken piston. However, the true reason seems to have been failure of the main bearings, suggesting lubrication failure.

Callingham and Reid Railton later got 96bhp from the engine but production was stopped at just 25, as against 500 for the MkI and 236 for the MkII.

How miserable that such an ambitious plan came to naught.



Six-cylinder MG unit was reputedly producing 83bhp at 4300rpm in '29

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# Froy – a versatile and talented racer



Dudley Froy was ready to drive anything

Asked if I knew anything about race driver Dudley Froy, I recalled that when writing of Captain (later Sir) A G Miller, I had named him 'Mr Brooklands', which I know offended another driver who thought this accolade belonged to him. I based this assessment of Miller upon his many races and records in a wide variety of cars and motorcycles, from 1912 to 1939.

This is not a nonsensical discourse as to who were the best 50 or so Brooklands competitors; but Dudley Froy was certainly one of them. He was ever ready to drive anything lent to him, slow or fast.

Froy found his way to the magic of Brooklands – still magic, hence the Brooklands Society and its history-packed *Brooklands Gazette* magazine: the Society's membership secretary is Linda Titherley, Copse House, 38 Coxheath Road, Church Crookham, Hants, GU52 6QG – when he got to know J G Parry Thomas, the greatest Brooklands driver of the 1920s, and was said to have been apprenticed to the famous Welshman. I am not sure that JGPT took apprentices, but he lived at the Track and was a generous person, and probably Froy was admitted to his workshops.

Froy's first race entry came in 1926, when he was due to share Wright's ex-Zborowski straight-eight 2-litre Miller. It lasted only one lap, but Wright got it round at 96.71mph before its crankshaft broke. Froy had then to wait a year, all but a day, for his next race, driving A G Miller's ancient little Wolseley Moth in the Surbiton MC's 50-mile handicap in 1927, which he won at 82.71mph.

Having proved he was serious, in 1928 Froy was permitted to drive Woolf Barnato's 4½-litre Bentley and was let loose also in Capt Miller's venerable 21½-litre Benz and a 2-litre Bugatti, but the Benz was unplaced and the borrowed Bugatti proved a pedestrian no-go. He drove the Bentley in 11 BARC races, taking a second and three thirds (best lap 119.43mph). The Bentley also broke Class C records, the hour at over 115mph. Capt Miller then had Froy drive his 5.9-litre Delage I which, in 1929, resulted in a win and two second places (putting in a best lap of




Froy (white scarf) after his class win in the 1931 German GP. He drove the Riley there and back

LAT

123.58mph) in six starts. He also sampled some long-distance racing in the BRDC 500, partnering none other than Kaye Don in the V12 4-litre Sunbeam, which led until a spring broke.

It was time for his own car. For the 1930 season Froy had obtained the ex-Howey 8½-litre Leyland-Thomas, with which, after a wild ride and a very bad skid, he won the Gold Plate Handicap (best lap at 120.88mph) and a third place at Brooklands. With Bamber he ran Delage I in the 500-mile race but it caught fire.

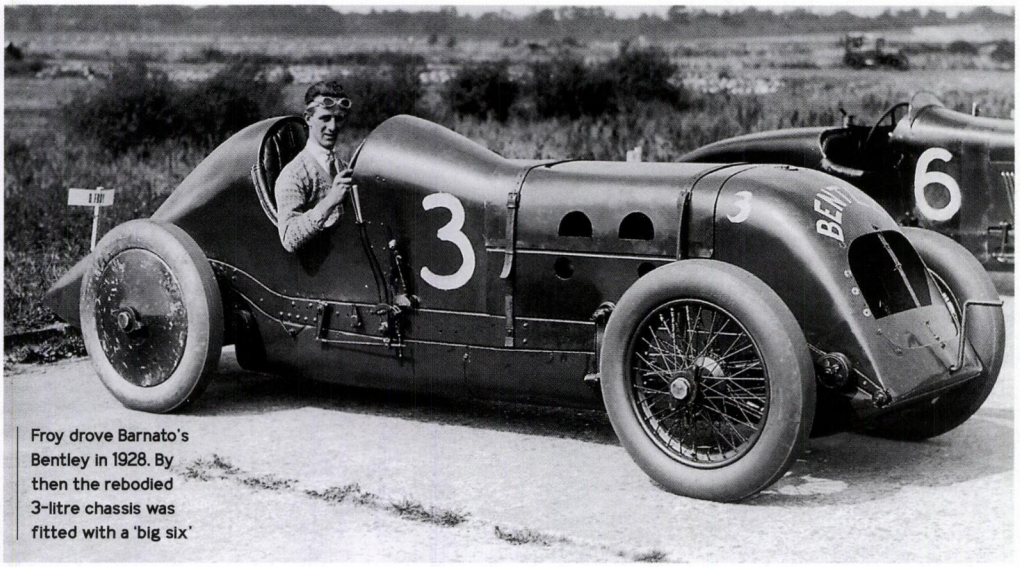
Froy did not return to Brooklands in 1931 until the Autumn Meeting. He managed a third in the primrose Leyland-Thomas (122.97mph) but with J Berger's 4½-litre Invicta a lap at 112.42mph was not enough. A special single-seater Invicta had been built for him for the 1932 500-mile event but Hebeler crashed it heavily in practice. However, Dudley had now had a go at road racing, driving to Coventry to pick up a Riley 9, and then to Nürburg to win the 1100cc class of the 1931 German GP after not far short of 4½ hours driving at 58.03mph. He beat three Amilcars, an MG, and two DKWs, after which he then drove the Riley all the way back to Coventry.

Froy was also expecting to drive Jameson's experimental two-stroke machine, but it wasn't ready. In 1932 he scored a third on the Mountain course in Kay Petre's Invicta and a fourth in the Championship with consistent lap speeds, although the black car lapped 4.38mph slower than Raymond Mays' famous white one. The following year produced only a non-start in a borrowed 1½-litre Bugatti, but during 1934 Froy had his best race results, with Kaye Don's fearsome 4.9-litre T54 Bugatti. It was a rough ride again, but a contrast to the MG Magnette he had in the JCC International Race. The Bugatti was second in the Championship race, just beaten by Cobb in the Napier-Railton, with a lap at 134.97mph, so a 130 badge to add to his 120mph one.

Yet he was not too proud to take part in joining J Wren for a 1000-mile endurance test of a sports Fiat Ballila round the Mountain course (1700 corners!). It ended successfully, averaging 55.11mph.

He had a Type 54 Bugatti for the 1935 BRDC 500 but retired with a broken fuel pipe.

So ends this necessarily short account of the career of a talented and versatile exponent. Another 'Mr Brooklands'. Froy then went to America on a curious expedition to sell 2-litre Lea-Francis engines to dirt-track racers. He lived in Arizona, but came over for one of the Brooklands Reunions.




**Froy drove Barnato's Bentley in 1928. By then the rebodied 3-litre chassis was fitted with a 'big six'**

# When replicas are acceptable...

I suppose a replica is acceptable if the real car it represents is lost forever. One such was the copy of a Wolseley 'Moth', like those produced by A G Miller at Brooklands in 1921, after he had persuaded Arthur McCormack of Wolseley's that this was just the publicity required for its new OHC Wolseley Ten. This was a decidedly slow car, but somehow Miller got a lap speed of over 88mph from one of his Moths, which were named after variety girls of his acquaintance.

Woolf Barnato raced a Moth long before Bentleys were born, and Froy used one in 1927 to prevail in a 50-mile handicap race (see story above). I told the full Moth story in *MotorSport* long ago.

Von de Becke put a supercharger on a Moth engine, which survived until the flywheel exploded at the Brighton Speed Trials.




**A good replica of the '200 Mile' Wolseley**

After they had all vanished, John End made an excellent replica and contested VSCC events with it. I believe he is now contemplating resuscitating it. A friend of his made another fine replica of the two-seater Wolseley Ten that had run in the 1922 JCC 200 Mile race. This too vanished, but was auctioned recently for £12,000.

Years ago I met someone who had found a 1920s Wolseley 15 chassis and proposed to make a replica of the larger of Miller's cars, which did well in 2-litre and 2.6-litre form, but of this I have heard no more.




For those who remember the stage and film stars of old: in the 1930s Max Miller had a Standard Swallow, 'Wee' Georgie Wood a 15.7hp Crossley, Binnie Hale a six-cylinder Standard, Elsie Randolph of the Co-Optimists a Swift Ten, and film producer Carlyle Blackwell a Big Six Bentley. Of other celebrities, Capt Broad, the Duchess of Bedford's pilot on the African flight, used a Rover, A W Carr, captain of the English cricket team, a Rover Meteor, pioneer aviator Grahame White a Rolls-Royce New Phantom, film star Gladys Jennings an 18/55 Fiat and the Earl of Devon a Marmon.

The Australian VSCC's Two-Day Alex Bryce Trial had 40 entries, which included an aero-engined Hispano-Suiza, Delage D8, Speed Six Bentley, Type 44 Bugatti, Lagonda M45, 12/50 Alvis, a Sunbeam, a sports-bodied Minerva and several 30/98 Vauxhalls and Lancia Lambdas. Shellard, in a seventh-series short-chassis Lambda, won the vintage class. The support vehicle was a Model-A Ford. The VSCC of Australia will celebrate its 60th anniversary next year.

A 110-page loose-leaf A4-size account has been published, for the edification of past staff of *The Motor*, as it was from 1903 to 1988, mostly about the later period. The reminiscences of editors, reporters, road testers, girl secretaries (enticed to be models) and photographers make entertaining reading. Copies are obtainable, while they last, from Charles Bulmer, Maywood St John, Portsmouth Road, Camberley, Surrey GU15 1LH for £6.50 post-free.

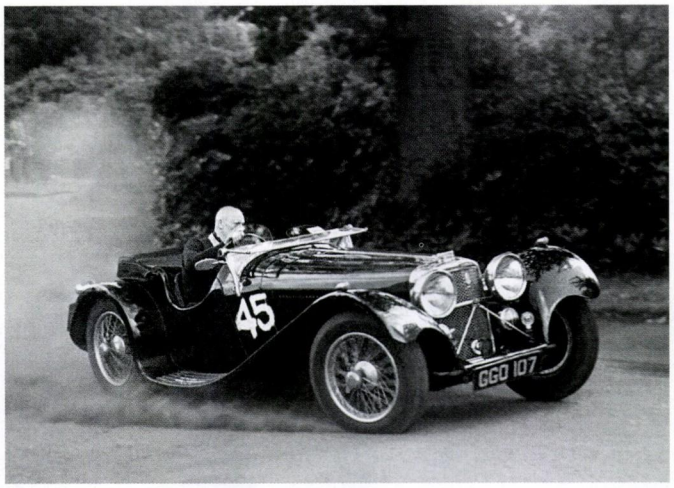
With another veteran car Brighton Run on the way, it is amusing to recall that a race for 'veterans' was held at the Southport Sand races in 1930. *The Autocar* rather unkindly said the result was of no consequence; the runners were two 1902 de Dions, a 1903 Riley tricar and a 1905 Riley.

It seems that the 12/60 Alvis which Anthony Powys-Lybbe successfully raced at Brooklands from 1933 to '35 - before he acquired the ex-John Cobb 2.6-litre Monza Alfa Romeo and then a 2.9 monoposto GP Alfa Romeo - is still in existence. It had an old body from a 12/50 Alvis and an additional oil pump below the standard item, and later a single-seater body. It was succeeded by an Alvis Silver Eagle.

# A change of perspective

With a membership of over 7000 and rising, the VSCC today is far removed from the position it saw itself in when war ended in 1945. Its original constitution was as a club for owners of pre-1931 cars, but to ensure a secure membership at this time it took the bold decision of admitting cars made up to 1940 – but only those of which it approved. This dismayed some whose ideals embraced 30/98 Vauxhalls, Bentleys and similar well-made, unpretentious, fast cars providing driving pleasure.

Because of the move to recognise these 'post-vintage thoroughbreds', Michael May, that splendid character who raced his Alvis Silver Eagle with hearty determination, resigned, with others. Was it the inclusion of the SS100 as a PVT which offended? Fine car that it proved to be, it was unacceptable to some of those early VSCC members. With its long and many-louvred bonnet housing a side-valve engine, flamboyant lines, and allegedly usually occupied by those wearing white linen racing helmets, it was a no-go. I knew one garage owner who refused to sell petrol to people in these cars. Yet years later I was led by an excited VSCC person to see at one of its meetings that they had *three* SS100s lined up together. History moves on.




**SS100: in today's view, a handsome thoroughbred; in 1945, flashy and undistinguished**

The 1945 PVT acceptance list was difficult to finalise, all those years ago. It took in front-wheel-drive Citroëns, which vintage folk discounted as being commendably advanced but nevertheless mass-produced family conveyances (but which were still used by several prominent VSCC members, as also were Volvos later on). Only genuine TT or Le Mans Singers, Ballila Fiats, and Minervas and Packards with no fewer than eight cylinders, were of good enough breeding, as was the Austin 7 Nippy, which I thought a nice little car but not in the vintage Ulster class. Lincolns, Zephyrs and Mercurys were rightly excluded, Cadillacs to be regarded with caution, and of the 'Anglo-American bastards' only the open Railtons were accepted.

A piece of history, not intended to denigrate cars you favour, not even the SS100, if only because it led to all those excellent twin-cam Jaguars, the XKs and the E-type especially, and to domination of important *sportscar* races, for which we now mourn.

# Powerful home-brew

Home-built cars have abounded from the early days, in the form of those modified to owners' ideas and more so in the case of specials constructed for competition driving. One which was quite exceptional was that built by Mr R G Baird, a Nottingham engineer who considered that what was on the 1920s market was "so much poor stuff".

He began work in 1923 and did not finish his ideal car until 1928. By the time of starting some very capable cars were available, so he may have been misguided. However, after WWI was over there were not many entirely new cars for sale; due to shortage of materials and strikes, deliveries were delayed and prices rose drastically. So if Mr Baird began drawing up plans for his personal motorcar then, he had justification.

What he wanted was a two-seater of impressive appearance and with reasonable performance. He made all the castings and forgings himself. The front axle was milled from a rough forged bar, and the back axle tubes were bored out of solid billets. Mr Baird made the worm-and-nut steering gear, road-springs, hubs and even the ball-bearing transmission universal joints.

The 2.3-litre (66x112mm) six-cylinder had four valves per cylinder and a bevel-driven overhead cam.

The four-speed gearbox featured ratios of 13.5, 8.34, 5.44 and 4.0 to 1. There were 15in four-wheel brakes, wire wheels, and fixed cycle-type mudguards, and an impressive vee-radiator was used.

This home-brew did 55mph in third and 65 in top without exceeding 3000rpm, in spite of the low-hung carburettor feeding into two very small-diameter riser pipes and three-branch inlet manifold.

What became of this car?

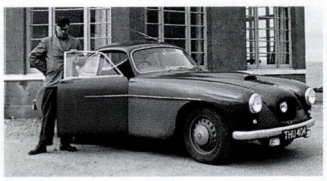
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## Acclaim for Triumph book

**I would find it quite impossible to say which is the best one-make motor book of all the ones I have read, large, enormous, small, or pocket-size. But for a complete coverage of Triumph cars from 1923 to their demise, it is great to know that the MRP work of Graham Robson and Richard Langworth – *Triumph Cars from Tri-car to Acclaim, the Complete Story* (ISBN 1899870 72 5, £19.99) – is reissued in softback, from Vine House Distribution Ltd of Chailey, East Sussex. I wondered if competition Triumphs were omitted; absolutely not, even my picture of Vic Horsman's Brooklands Super Seven racer is there (but no reference to the Seven's worm-drive axle). The different factories are listed, full specs given, etc. What value!**




The Bristol Owners Club (secretary G Hawkins, 1 Talls Lane, Fenstation, Huntingdon, Cambs PE28 9JJ) has as good and glossy magazine as any. The current issue contains an account of the formation of the Bristol Company's car division and how the Bristol 400 was created. Rightly, Tony Crook is the club's Patron. I road-tested the 401, 404 (below) and 411 models in their day and had a great admiration for all of them, although I thought it more fun to have to use the gearbox to persuade the 2-litre engine to perform than to loll in the later luxury of American litres and self-change transmission. But all were top luxury cars and today are, I suggest, the most exclusive of all British offerings.



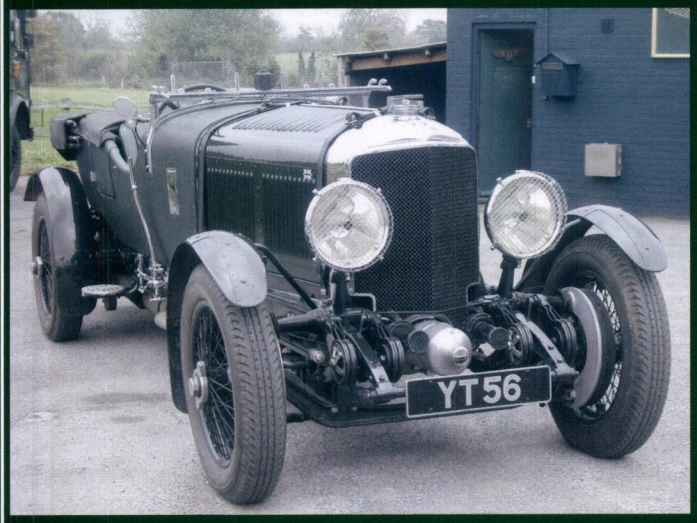
In 1930, long before SORN declarations, a car owner went to renew his 'road fund' licence. He presented the correct form and was asked whether he had used the car while it was unlicensed. "Yes, almost every day", he said. He was refused the new licence and was duly summonsed. The case went to court. The car owner handed the rejected form to the magistrate with a note on it, which said "car used unlicensed only on my own private property". Case dismissed. We now have to declare SORN on laid-up vehicles. Let us guard against prohibition on their use away from public roads!

The most stupendously authentic rebuild of a virtually derelict, very rare, pre-1919 Lanchester Sporting 40 has nearly been completed, a wonderful effort by long-time VCC member Graham Pilmore-Bedford.

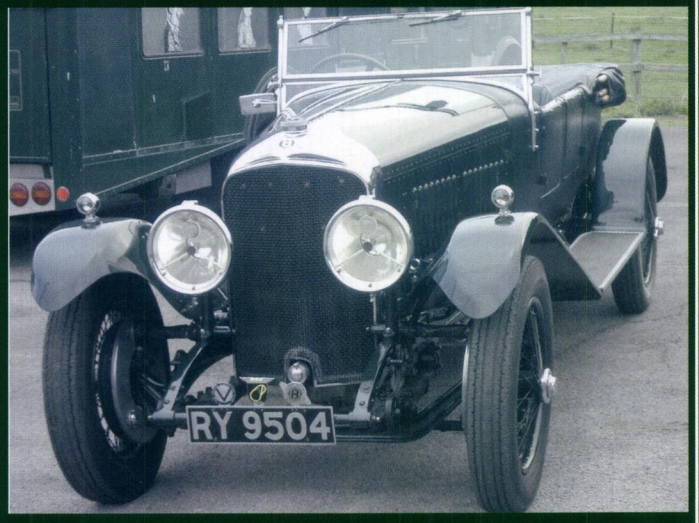
With automobilia now much sought after, does anyone remember the sheets of 144 postage-size stamps, each one depicting a racing driver? They were the idea of *Casque* (S C H Davis, *The Autocar*'s sports editor) to finance a prize for the mechanic of the winning car in the 1930 TT, with any money over going to Weybridge Cottage Hospital. The set cost 2/6d. I have one somewhere. I suppose these stamps would now earn a sliver of gold at auction, if any are left.

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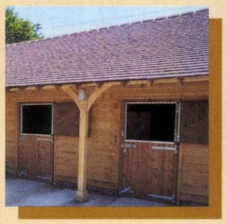
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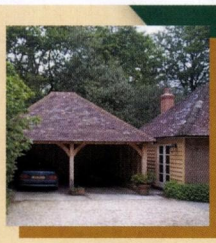
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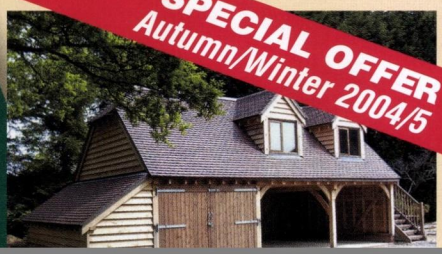




*Garage, guest room, extension,*

*Heritage... cachet...style ...it has to be English oak hand-crafted at*

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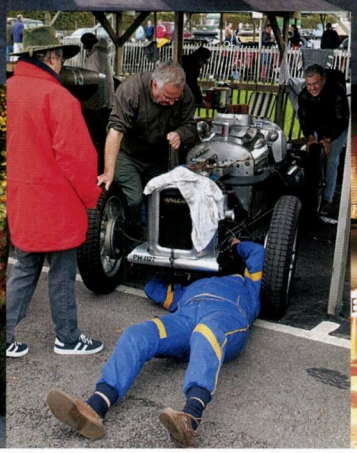
# WHEEL TO WHEEL

THE MONTH IN HISTORIC MOTORSPORT











## Reports

TGP finale at Estoril; Rally of the Tests; Bulldog Rally **P104**

## News

Silverstone historic festival; date change for Revival **P108**

## Previews

Long stretch ahead on LE JOG; historic rally action in Ireland **P113**

## Features

Clubmans racer wins after 39 years; Simon Taylor on rallying **P115**

Jim Houlgrave, Tony Large, Steve Havelock, Mike Johnson

# FAST TIMES

KEEP TRACK OF ALL THE ACTION









Clockwise from above: Tim Slow/Colin Day head for second in Clubman class; tea fixes anything!; Fennell/Savage Merc close runners-up; proud to finish - the Gees' 280SL; Eyre-Maunsell/Scott making waves; the social element









# OFF THE BLOCKS

CARS YOU THOUGHT YOU'D NEVER SEE AGAIN

## Fafnir Formula Junior

The Fafnir was one of the rarest of all Formula Junior cars created in the late 1950s. Only two were designed and built by Paul Moeller, and one of them returned to racing this summer for probably the first time in four decades.

The former German prisoner of war was naturalised in England when peace broke out and built his first racing car in 1959 at his home in Buckingham.

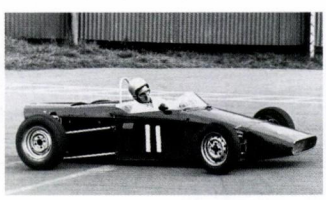
That is the car now owned by Keith Blanshard, while the second car, owned by Moeller's grandson, remains a rolling chassis in storage. "From photographs, it looks identical to mine," says Blanshard.

The first car, possibly named after a mythical German dragon, was raced by Moeller for a couple of seasons without great success and did little more after that. It runs a Ford engine and a VW 'box and is a neat, well-constructed car.

"He built his own adaptor plate to couple the engine and gearbox," says Blanshard. "He must have been quite a skilful engineer. Moeller did a very good job when he built it and the car handles beautifully."




Ford-engined Fafnir is well-constructed and handles beautifully. Goodwood was a highlight for car which has not run since '60s (below)




Blanshard bought FJ1 in 2002. It had been largely restored by a previous owner, but not raced and had probably not run since the 1960s: "It had been stored in a barn and needed stripping down, cleaning and rebuilding. The gearbox oil had turned to jelly but it was complete. The chassis was sound, just needing repainting, and I fitted a roll-hoop," says Blanshard.

The Fafnir returned to racing in July, but the project was centred around Goodwood in September. "That was a huge incentive," says Blanshard, who was pleased with its performance there despite a slipping clutch.

# Maunsell's Rapier thrust

Rally of the Tests | Nov 4-7

Robin Eyre-Maunsell and Peter Scott emerged atop a fierce contest for victory in the fourth Rally of the Tests. After more than three days of regularity sections and special tests, their Sunbeam Rapier headed the Mercedes 300SE of Frank Fennell and Kevin Savage by just 12sec.

The rally boasted a fresh look for 2004, with a start in Torquay and a finish in Chester. In between, a night section on Dartmoor early in the event proved one of the toughest sections, yet only four crews failed to reach the finish.

Former McLaren team manager Alastair Caldwell and his co-driver Catriona Rings were among those to relish the challenging night section. "Absolutely brilliant," he enthused after a real charge in his AC Aceca. They would go on to finish the event for the first time, taking 11th overall in the 1955 car.

Former works rally driver Eyre-Maunsell had taken the early advantage when all the crews stopped at Taunton on Friday night, but the Jaguar XK150 of Charles Graves and Ron Palmer was in hot pursuit, while 2003 winners Fennell/Savage were well placed in third despite a couple of dramas. "It wouldn't start twice, including after leaving a ford," explained Fennell of their first day.

On Saturday an early regularity between the rock walls of Cheddar Gorge rewarded entrants with the sight of a duffle-clad Tony Mason presiding. During a series of special tests Fennell threw the big Merc around to edge ahead by 40sec by the time the Saturday overnight halt at Chateau Impney in Droitwich was reached.

Adding to the challenge faced by Eyre-Maunsell and Scott was the Volvo 122S of James O'Mahoney and Pat Neville, which was hurting their scores on the special tests. "They keep taking points from us on the tests," said Eyre-Maunsell.

Day three guided crews through the West Midlands and included a group of tests at the Swinnerton military base. It was here that it all went wrong for the Mercedes crew. The throttle linkage fell apart and the intrepid Savage completed the test sitting under the vast bonnet working the throttle with Fennell's necktie! However, the time lost helped Eyre-Maunsell/Scott nip back in front to score a late victory.

Still within half-a-minute of the leading pair, Graves/Palmer scored a fine result in third overall. "It's been an excellent event," reckoned Graves after taking a class victory in the 1958 fixed-head XK.

Only 10sec down on the XK150 at the finish at Cranage Hall was the Alfa Romeo Giulia of Mickey Gabbett and Michael Jackson, while fifth place fell to the MGA of John Bateson and Mark I'Anson. Their drama took place on Friday night when they slid off the road and found themselves beached. "Frank Fennell towed us off – and he still cleaned the section," said an appreciative Bateson.

Clearly best of the pre-war cars in a fine seventh overall were Ian Williamson and John Bayliss in the ex-works 'Cream Cracker' MG PB. "It has been a tremendously good rally," said Williamson, who overcame choke problems during the opening day. "It's held together with tie-wraps," he explained.

Finally, the heavily fancied crew of Arthur Senior and Colin Francis encountered major engine dramas that would have put most people out of the rally. However, after a quick change of headgasket on their Riley 1.5 on the Saturday evening, they pressed on to finish 34th.

SIMON TAYLOR ON THE RALLY OF THE TESTS - TURN TO PAGE 117




**Left: Another win for Stig Blomqvist/Ana Goni (RS1800). Right: Stuart Rolt/Richard Pomfret 911 took a surprise win in historic class**

# Bulldog breeds a double for Tuthill

Bulldog Rally | Wales | Oct 23

Torrential rain and testing conditions on the forest stages of mid-Wales failed to stop Richard Tuthill/Nick Kennedy blasting to victory on the Bulldog Historic, final round of the Armajaro MSA British Historic Rally Championship.

On his first rally for 12 months, Tuthill repeated his 2003 win, setting a searing pace in his post-historic Porsche 911 on the slippery stages.

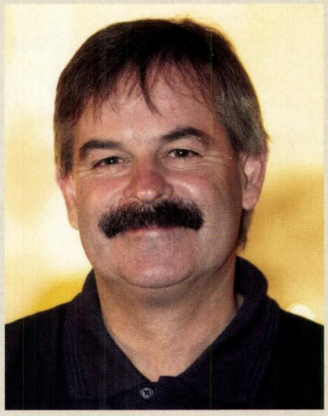
Stuart Rolt/Richard Pomfret scored a remarkable victory in the historic category, having swapped 911s with Francis Tuthill for the day.

Meanwhile, another win in the HRCR Classic Championship went the way of Stig Blomqvist/Ana Goni aboard their Ford Escort RS1800. Unfortunately, the points that the Swedish legend scored cost Gareth Lloyd/Ryland James the chance of levelling the title race with Ernie Graham/Robin Kellard. Graham went out with a blown engine but still took the title honours.

A timing error at the final control cost David Stokes/Den Golding second place; instead, Steve Smith and John Nichols took that slot in their RS2000 after Ray Bellm dropped time changing a puncture.

However, the big surprise came from Rolt, out in an older historic category 911 for the first time. His pace stopped Dessie Nutt taking a clean sweep of category victories as the Irish ace could not match the speed of the former racer.

# Inside line



## DESSIE NUTT

British historic rally champion

**How good has 2004 been?**
A perfect season. The car has been perfect. Geraldine McBride has read me over 500 pages of notes and we haven't had a wrong one yet. It's not a bad record!

**What led to the car rebuild for 2004?**
It had done probably in excess of 150 events. It was a good friend, but it was tired. We took it over to Francis Tuthill's intending to change the wiring. But we went right down to a sand-blasted shell and just built everything back up from new. It transformed the car.

**Who have been your big rivals?**
We had a great battle with Francis and Geoff Stewart on the Robin Hood and won by less than 10sec, so it was a tough start to the season. Francis was giving us a hard time on the Welsh Rally, but he had a big spin at the end of a stage and it taught him some manners, I think!

**What are your plans for 2005?**
More of the same. For 2005 I can't think of anything I'd rather do than defend the title. It's going to get more difficult, and Patrick Watts is going to be a big threat.

**What's the appeal of historic rallying?**
I think it's lovely that people like us can do a historic championship like this and be competitive. There is no development work to do and the car is not worth significantly less than it was at the start of the season. That's a real bonus and that's what makes it affordable. Everyone helps everybody else and the atmosphere is great. And 10 miles of Tarmac is better than a night with any girl!

Jeff Boxham Ferret Fotographic, Mike Hall

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Top left: TGP puts on street display. Left: New champ Gallego celebrates. Main: Dayton leads Folch and Gläsel

# Gallego's TGP title on home ground

Estoril | Oct 9-10

Local hero Rodrigo Gallego's all-action drive in the concluding round of the Thoroughbred Grand Prix series was sufficient to secure the fiercely contested title.

At the front, American real estate developer Duncan Dayton soaked up the pressure aboard his Williams FW07 from Joaquin Folch's FW08 and the Brabham BT49D of Christian Gläsel, and was never headed over the 12 laps. In Class B, Gallego needed to only finish second in class to seal the title, but it was far from a foregone conclusion: he soon came under attack from John Bosch's sublime ex-Villeneuve Ferrari 312 T2 as class front-runner John Crowson streaked away into the distance in his Ensign N177. After losing fuel pressure the Ferrari retired, but by this time Gallego's March 761 had lost the lower three gears and he did well to hold on to the flag.

A mixed bag of local entries made for entertaining FIA GTC 1976 battles, with Jorge Ferreira's rapid Ford Escort RS winning both races. Wolfgang Schachinger's Alpina BMW 3.0CSL kept him honest in the first after Armin Zumbotel's Porsche 906 retired. In the second, Ferreira disappeared into the far distance with only Carlos Santos's Porsche 911 RSR staying within shouting range.

Schachinger's demon Chevrolet Corvette took the first of the GTC 1965 encounters after Hans-Jürgen Malsbenden's similar car retired with brake problems, but he failed to make an impression in the second race. Malsbenden took the lead but spun on oil, leaving Jamie Boot's TVR Griffith to capitalise.

Carl Gustavsson's Lotus Cortina secured the first FIA TC 1965 race from a charging Dieter Karl Anton, but Sunday's damp second event was far more entertaining. Veteran Mini ace Graham Churchill, a class winner in the first encounter, defied kamikaze challenges from wayward Mustangs at the start to reel in Anton's Alfa Romeo GTA by lap seven, finally taking charge after the German had a grassy moment.

After building up a massive lead in Sunday's Lurani Trophy race, Denis Welch was forced out when his Merlyn's distributor cap fell off, leaving Alistair Morrison's Cooper T67 to take the chequer. Welch made up for it with a commanding solo performance in a processional one-hour Gentleman Drivers' GT Sports Racing Challenge, his Elva heading the Cooper Monaco-Ford of Chris Phillips and Barrie Williams by a lap. Cobra racers Oliver Bryant and Bill Shepherd took the two-hour-long Gentleman Drivers' GT Endurance race ahead of the ISO Grifo coupé of Antonio Simoes and Francisco Albuquerque.

The final race for Touring GT & Sports Classics saw Richard Eyre's Leyton House-liveried Porsche 962 outclass the small array of Group 6 and Can-Am challengers with only the enthusiastically driven Chevron B19 of Mario Silva staying within 20 seconds of the Weissach machine after Eyre throttled back towards the end.

## SERVICE HISTORY

RACING CARS THAT WON'T STOP RACING

## Costin Lister-Chevrolet




Julian Bronson at Goodwood's chicane in the 2004 Revival




1972: Gerry Marshall crosses the finish line to claim the last-ever race at Crystal Palace

The Costin-bodied Lister-Chevrolet now raced successfully by Julian Bronson was a 1959 car originally registered 'TUF 1'. It was built for Mike Anthony, who raced it at Aintree and Goodwood. The car was initially fitted with a 5.5-litre Chevy, but also raced in period with a Jaguar motor.

Anthony sold it to Mike Pendleton, who converted it to 3.4-litre Jag power when the Chevy proved unreliable.

After being owned by Dick Tindall, it passed to Gerry Marshall in the 1970s and he took it to notable wins in the Lloyds and Scottish Historic Championship. Ray Mallock carried out some set-up work on the car for Marshall, who later sold it to Geoffrey Marsh of Marsh Plant on the agreement that Marshall would continue to race it.

Rupert Beckwith-Smith was the next owner before Don Shead put the Chevrolet engine back in during the early 1980s. In the 1990s Alan and Jason Minshaw raced it with some success in BRDC Historic Sports encounter and had the chassis refettled before Bronson bought it in 2000.

Two years ago Bronson went off backwards at Goodwood: "The chassis was fine. It was only bodywork damage, and we salvaged everything. It is one of the few Listers with an original body."

The car remains extremely original and has a virtually continuous competition history. Bronson intends to keep that record up, having already taken it to Australia and Macau.

"It's going to be with me for a long time," he says. "Every time you fire it up it makes you smile!"

LAT Jim Hodgrave

MotorSport
CALENDAR 2005

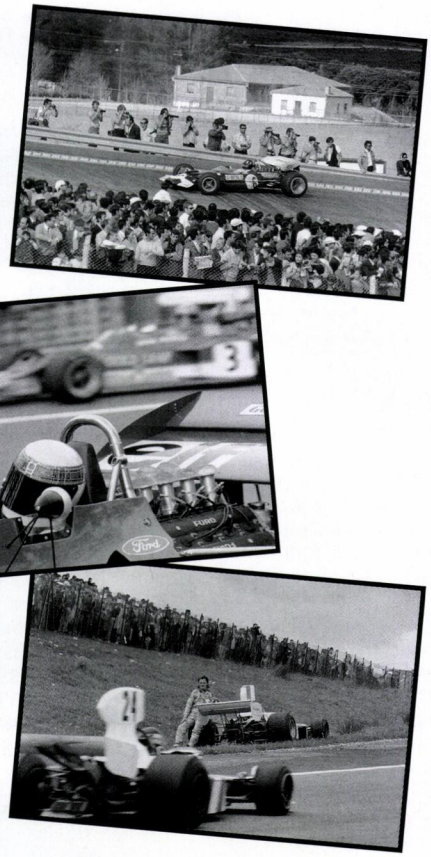
# THE COSWORTH YEARS

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Above: Ian Gray (BT30), surprise winner. Below: Bravado under braking - Alan Harper. Right: Godfrey Mini heads Alfas



# Godfrey and Harper shine in spray

HSCC | Silverstone | Oct 16

Very unpleasant weather conditions, which contributed to a nasty start-line shunt in the Derek Bell Trophy race, took the edge off the HSCC's end-of-season meet. Nevertheless, some excellent racing cut through the gloom, notably in the '70s Road Sports Championship.

With the title assured after Jai Sharma's Lancia Fulvia consumed its headgasket during qualifying, Richard Thorne was able to enjoy a spirited lead battle in his Morgan Plus 8. Alan Harper (Lotus Elan) and Andy Shepherd (Lotus 7) were his main rivals, and Harper's bravado under braking helped him inch ahead near the end as Thorne dealt with the persistent Shepherd.

Roger Godfrey will dine out all winter on the Historic Racing Saloon final. "I've been rain dancing in the paddock," he joked after storming ahead of more powerful cars in his Mini Cooper. While Adrian Oliver netted the title for a third year in his Imp, Godfrey slayed some giants in style after Dan Cox spun his lead away at Becketts on lap one.

For the second time in two weeks Graeme Dodd blitzed the Jaguar XK field in horrid conditions, winning by almost 50sec. Meanwhile, in Classic Racing Cars Ian Gray was a surprised but elated winner in his ex-John Watson Brabham BT30, after Matthew Watts aquaplaned off on the opening lap in his BT16.

Another to explore the Brooklands gravel trap was Nigel Bancroft, departing the lead contest to leave the way clear for Nelson Rowe to score his first Historic FF1600 win.

Matthew Bannister in his Datsun 240Z and Richard Hayhow (Lotus Elan) both took wins, while Richard Trott mastered the Classic F3 pack in his Ralt RT1. "That seemed a very long 15 minutes," admitted Trott, after taking the lead when Paul Smith spun his FF2000 Reynard.

Sadly, the Derek Bell Trophy race didn't happen. With standing water generating huge clouds of spray, a shunt before the bridge wiped out half the grid. It was triggered when the leading F5000s of Frank Lyons and Edwin Jowsey touched, and the chain reaction reached far down the field. Worst off was David Brown (Brabham BT30), who needed medical help after suffering a back injury in the confusion.

# Milligan has last laugh at Goodwood

VSCC | Goodwood Sprint | Oct 16

Fast becoming an end-of-season tradition, the VSCC's sprint at Goodwood in mid-October provided a convincing victory for Spike Milligan's HWM-Jaguar. With a best run which was a whopping 7sec clear of the rest, it stormed to the overall FTD as well as the post-war class victory.

The pre-war spoils came down to a straight fight between Trevor John (AC/GN Cognac) and Sean Danaher in his Maserati 8CM. John took a lead of 2sec after the opening run, and when the heavens opened before their second runs, the result was sealed.

Never far away from the over-1500cc racing cars, the leaders in the up-to-1500cc single-seater class turned in one of the closest battles of the day. Although Gary Caroline had been quicker in practice in his Morgan Super Aero, he was pipped on the first runs by Grant Crawley's Riley Falcon Special. But with less than a fifth of a second between them, Caroline's hopes of turning the tables on the second run were also dashed by the weather.

Another close finish came in the big-engined sportscar class as Mark Brett (Ballamy Ford V8) got the verdict over the Brough Superior of Jerome Fack by a mere fifth of a second. Meanwhile, in an all-Alvis battle in the special sports class, Brian Maile headed Roy Spiers by only half a second.



Left: Milligan streaks to a dominant FTD. Right: Maile's class-winning Alvis leaves the line

## REPORTS IN BRIEF

**The Orwell Supersports season concluded with back-to-back weekends at Spa and the Nürburgring and a championship title for Chevron veteran John Burton. Two more class wins at Spa sealed the crown for the B26 pilot, who shared race victories in Belgium with the Lola T222 of Peter Schleifer. Greg Caton then took two wins in Germany, keeping his Lola T212 ahead of the March 76S of Silvio Kalb.**



Burton's Chevron steals a March over Kalb

**The Team Goldarts Caterham squad took handicap victory in the 55th running of the Birkett Six-Hour Relay Race at Silverstone. The line-up of 41 teams encompassed the widest range of cars imaginable, including the squad of historic TVR Griffiths and Granturas that managed third on handicap. Unfortunately, Austin 7 racer Graham Chambers sustained a shoulder injury when he upended his car at Becketts.**



A7 and MGB typify range of Birkett entry

**Double wins for Tony Smith (Ferrari 246) and Bugatti boss Thomas Bscher (Maserati 450S) headlined the final weekend of the Shell Historic Ferrari-Maserati Challenge at Monza. Unfortunately, Smith's joy was wiped out by later shunting his Maserati Birdcage at Lesmo. Paul Knapfield hit throttle problems in the opening Group C race but stormed from the back of the grid in race two to win aboard his Ferrari 512BB/LM.**



Italian exotica swarms Monza during finale

Charlie Wooding, Steve Havelock, Fritz Frey, James Beckett, Sutton

# Silverstone back on historic map

## DATA LOGGER
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**While the F1 teams haggle over the British GP's future, our premier track puts its historic racing house in order**

The British Racing Drivers' Club has thrown its weight behind the relaunching of an annual Silverstone international historic festival. Planned for June 4-5, next year's event will replace the Silverstone Tribute one-off meeting of 2004.

"We are committed to establishing the festival as a flagship event on both the international calendar and Silverstone's calendar," said Ray Bellm, the BRDC chairman.

Although no details of its race content are yet available, a number of major pan-European historic series and championships are likely to be invited. Single-seaters and sports/GT cars from the 1950s, '60s and '70s are at the top of the organisers' wish-list.

Not since 2001 has Silverstone's Historic Grand Prix circuit been used for such a big event. Prior to that, it had run under various titles for over a decade.

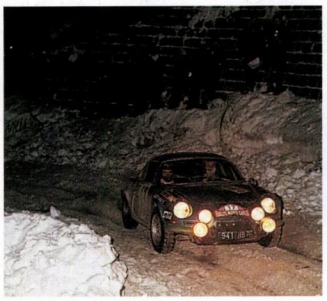
Since then the changes in circuit management have led to the event's demise. But now that the BRDC has retaken operational control of the circuit, it has moved to confirm a major historic festival for 2005 and beyond.

The HSCC has been appointed to oversee the logistics. It ran the 2004 Tribute event, but the new Festival is expected to feature more off-track attractions, including an air display and hot-air balloon meet.

The new event will headline the BRDC's race programme for 2005, which will also include the hugely successful Walter Hayes Trophy meeting in November and a new date on the GP circuit in April.



Silverstone's early historic festivals were a success. BRDC wants more


Monte Historique retraces old routes in '05

## MONTY'S MONTE?

The Rallye Monte Carlo Historique will run from January 27 to February 2, offering a 2500km route from five start venues.

Cars from between 1957 and '77 will converge for a common route from starts at Oslo, Turin, Barcelona, Reims and Monte Carlo. The main competitive route, comprising 13 regularity stages, will run on classic Monte Carlo Rally roads and the world famous Col du Turini will feature on the final leg.

2004 victor Monty Karlan will be aiming for a second win and his fifth podium finish in the event's history.

## GOODWOOD DATES

**The Goodwood Revival Meeting will switch to a later September date in 2005 following confirmation that the event will run over the weekend of September 16-18. This is a full two weeks later than this year's event, and has been chosen to fit in around the Formula One race calendar. It will, however, now clash with the British round of the World Rally Championship, Wales Rally GB.**

**The Goodwood Festival of Speed, meanwhile, will return to a July date over the weekend of 8-10. However, that date does remain at the mercy of the ongoing British Grand Prix negotiations. The date originally assigned to Silverstone for the grand prix was July 3.**

## CLUB VENUES IN '05

The Historic Sports Car Club is set to add meetings at Croft and Thruxton to its 2005 schedule as it seeks to meet the big demand for places in its programmes. Neither venue has been on the schedule during the past five years, but the expansion of the calendar is evidence of how strong this championship portfolio has become.

By adding at least one more meeting to its calendar, the club should be able to offer races for non-HSCC series at some events. Headline meetings at Oulton Park (Gold Cup in late August) and Brands Hatch (Superprix in July) will top its bumper year.

Meanwhile, the VSCC is planning a return to Oulton Park in late May, having not run race meetings at the Cheshire track for many years.

The club's major Donington Park meeting is scheduled for September 2-3.

## WATSON BT30 WINS

**The ex-John Watson Brabham BT30 has been back racing in the closing stages of 2004 in the hands of Ian Gray, who reckons he is Watson's biggest fan! And in only his third race in 30 years, Gray took chassis 11 to a surprise win in the final round of the HSCC Classic Racing Car Championship at Silverstone in October.**

**The car was bought from the factory by Marshall Watson at the start of the 1970 season for his son to race in the European F2 Championship. However, a shunt at Rouen in June left Watson with a broken leg and arm, and he only returned to racing at Mallory Park in March 1971.**

**Now Gray is the proud owner of the beautifully restored car: "I always said that, were I to do some racing, I would like to do it with John Watson's F2 Brabham. Well, it would seem that dreams do come true!"**

**Gray plans to run the car, which is race-prepped by Retro Track and Air, in a full HSCC programme in 2005, and hopes to take the car back to Mondello Park, scene of Watson's 1971 Leinster Trophy victory with it.**


Ex-Watson BT30 F2 is winning once more

## FORD 83C TO RACE!

The stillborn Ford 83C sports-racer is set to return to the tracks in 2005 following a protracted 10-year rebuild. If current plans are realised, the car should be tested in the spring by touring car and former works Aston and Jaguar Group C driver David Leslie; it could then be in battle before the end of the year in a Group C/GTP race.

The 83C was the successor to the C100 and was built and tested for the 1983 season. However, after a 1000km test at Paul Ricard in the hands of Marc Surer, the project was axed when Cosworth could not guarantee that the new turbo engine would be ready by the time the season kicked off.

Instead the car was converted into the 'Supervan' Ford Transit MkII lookalike and was demonstrated regularly at race meetings, often driven by Chris Craft and Chris Meek.

More recently it was on show at the Museum of Transport in Coventry, from where it was retrieved in 1995 by its current owner Bryan Wingfield.

The car is now being put back to its original spec using the monocoque that was prepared for the second, unbuilt chassis, albeit now fitted with a factory 3.9-litre DFL.

Also due to appear on the GpC/GTP grid in 2005 is Richard Eyre with an ex-Kremer Porsche 962. The Leyton House-liveried car has already made a winning debut at Estoril, against largely Group 6 opposition.



Transit gloria: 83C was basis for Supervan II

## PRE-WAR LEGENDS

**For the first time, pre-war cars will be able to compete in the Le Mans Legend race during the build-up to the world famous 24 Hours on Saturday June 18, 2005.**

**Run every second year by Motor Racing Legends, next year's event is open to cars from between 1935 and '55. The entry is limited to cars with a Le Mans history, or genuine sister cars with the same specification.**

**The cars will be driven into the centre of Le Mans for scrutineering in the shadow of the cathedral.**

**"The variety of cars racing at the 2005 Le Mans Legend will make for a superb spectacle," said its organiser Duncan Wiltshire.**

**Bugattis, Alfa Romeos and Delahayes will head the pre-war cars, while post-war entries are expected to include Jaguars, Astons and Ferraris.**

**The inclusion of pre-war cars at Le Mans will also give a further boost to the season-long series run by Wiltshire's organisation under the Motor Racing Legends banner.**

## HISTORIC HALL GATHERS PACE




The Historic Hall at Autosport International on January 13-16 will boast an extensive display of racing cars to coincide with the centennial celebrations of BEN, the benevolent fund for motor industry employees.

Sited in Hall 11, it will feature 20 cars, two for each decade since BEN's inception in 1905. The cars will include a Williams FW11 (above), a 1922 TT Vauxhall, a 1908 Panhard GP car and an Alfa Romeo 308C.

Another major display from the Group C/GTP race series will include a Porsche 962, a Tiga GC86 and the 1985 EMKA-Aston Martin.

Elsewhere, the 100-year history of Shelsley Walsh will be marked – from a 1905 Daimler to Adam Fleetwood's record-breaking 2004 Gould.

## NEWS IN BRIEF

**Late changes to the route for the Sunday leg of the Roger Albert Clark Rally mean that the November 20-23 event will no longer visit Oulton Park. Instead a pair of stages at Rother Valley will start the Sunday leg, which also takes in the forest stages of Gisburn, Harwood and Rooken.**

**Late entries for the event include teenager Matthew Wilson (son of Ford WRC boss Malcolm) and Steve Bannister, both in Ford Escorts.**

**Scott Mansell (below) wrapped up the 2004 EuroBOSS title in the final round at Le Mans in October. He did so despite finishing the race with the use of fifth gear only. The teenage ace's performances in his father Kevin's brightly coloured Benetton-Judd has earned him a place in the final six of the BRDC/McLaren/*Autosport* Young Driver of the Year awards.**



**A new event will conclude the 2005 Armajaro MSA British Historic Rally Championship. Replacing the Bulldog Rally as its ninth round will be the Somerset Historic Rally on October 29.**

**The 2005 Phoenix Park meeting will take place on August 12-13. Among the races for Dublin's parkland track will be an event for Classic Racing Cars.**

**Tony Fall, Robin Eyre-Maunsell and Gwyndaf Evans are among the entries for the Lombard Revival Rally. The event runs from York to Cheltenham on November 25-27.**

**FIA President Max Mosley and 1979 world champion Jody Scheckter will be guests of honour at the FIA TGP Championship's awards luncheon at the RAC Club, Pall Mall, on November 27.**

**Tony Bailey has put his ex-Patsy Burt 1963 Cooper T59 up for sale and is hoping to replace it with a fresh car for drum-braked sportscar races.**

**Andrew Marler is to take a rare Diamond R6 Clubmans back into racing after a 10-year gap. Owned by his father Sid, the ex-Ruari Gillies car will contest Classic Clubmans in 2005.**

## HAMMER DOWN

**Racers that are going, going, gone**




Coys' Lotus sale on October 30 saw 99 per cent of lots finding new homes. Two engine-less Lotus 102s were sold for £20,000 and £21,500, less VAT, while a recreation of Lotus Mark 1 (above) sold for £4000 - half its original estimate. The sale attracted a bumper crop of memorabilia collectors, with prices exceeding expectations. It seems that one of the few lots that didn't sell was Colin Chapman's monogrammed leather flight bag.



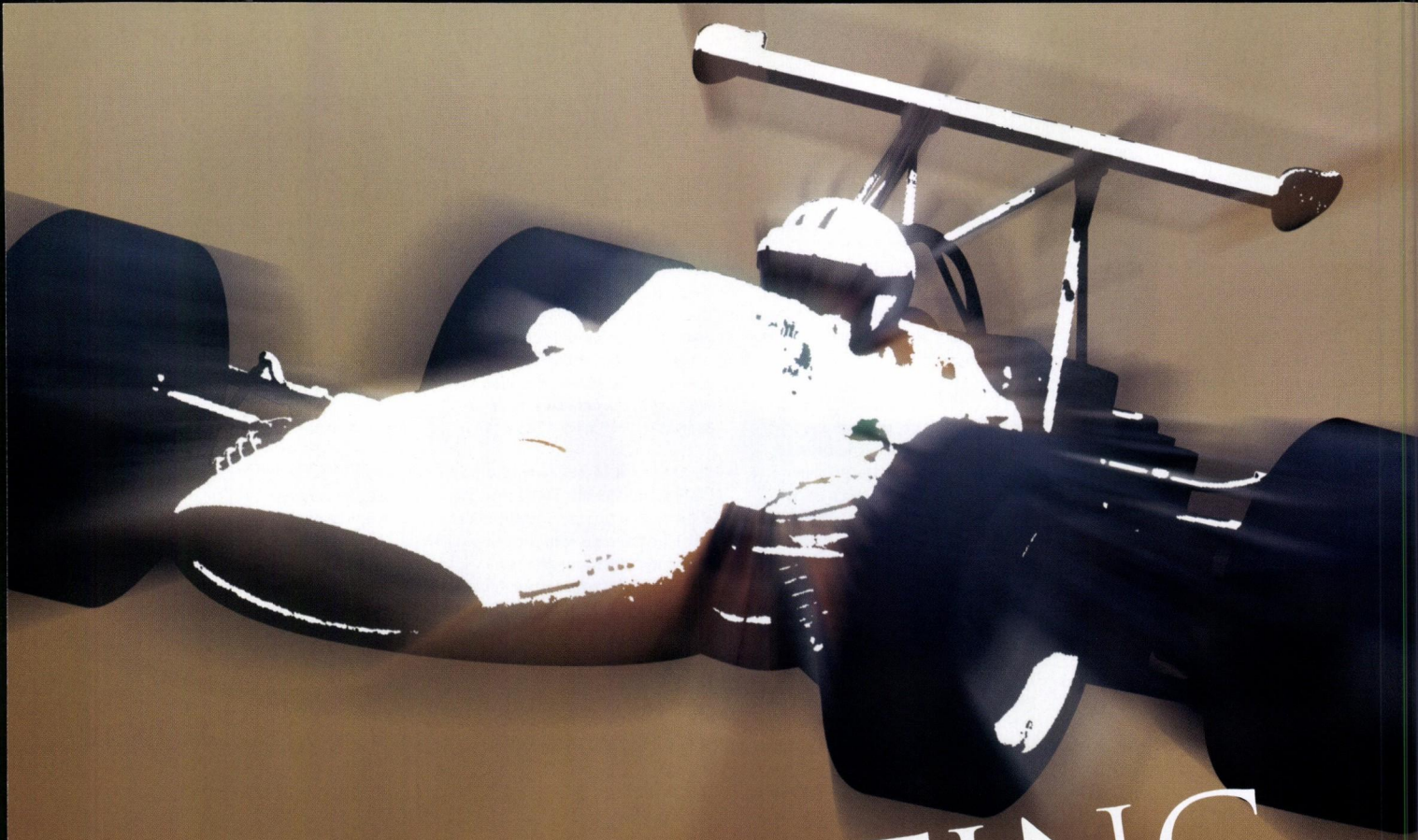

Michael Schumacher's Ferrari F2004 that was driven to F1 victories at Melbourne, Malaysia, Bahrain and Imola, will go on the block in Sotheby's At Ferrari on Monday May 23 next year. The sale, to be hosted at the Ferrari Logistics Building adjacent to Fiorano, is the first of its kind and, according to Sotheby's, marks the first time that Ferrari has offered an F1 car from the past season. No estimate has been set as we went to press.



In the same sale will be the long-tail Maserati MC12 racer (chassis number 071). Based on the Ferrari Enzo, this controversial machine took the 2004 FIA GT win at Oschersleben, the first 'works' victory for the marque in 37 years. It is expected to reach in excess of 1.2 million euros.

Also expected to go under the hammer is the Ferrari 412S, chassis number 0744. This 1958 sports-racer was extensively campaigned in North America by Phil Hill and Richie Ginther.

LAT Gary Hawkins



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BRITISH EUROSPORT




Here we go: Chris Podger and Ian Dobinson take the start last year in their Alvis Silver Eagle

# Trials ahead on LE JOG

LE JOG | Dec 4-7

The organisers of the annual Land's End to John O'Groats Historic Reliability Trial have promised one of the best routes yet for the 10th running of the event. Over 80 cars will tackle LE JOG, ranging from the 1926 Bentley of Robert Abrey to the 1974 BMW CSI of Erwin Putz.

LE JOG starts from Land's End at 8am on Saturday morning and ends 72 hours later at John O'Groats. In between lie some of Britain's toughest roads and a series of gruelling regularity sections and special tests.

The route heads deep into Wales on Saturday evening for a tough section before a rest halt at Chester early on Sunday. Organiser John Brown of the Historic Endurance Rally Organisation said: "This year we are taking a western route north through Wales, which means there will be a greater emphasis on forest roads, including two forests not previously used." Four special tests held in darkness are also planned.

Sunday's route starts at 9am for a demanding day across the Pennines before the first proper overnight halt in Gateshead. On Monday the survivors tackle Northumberland and then head into Scotland, with special tests at Knockhill.

Two mammoth regularity runs, including one of more than 80 miles, provide stern challenges. The first crews are due at John O'Groats around 9.20am on Tuesday.

Few will survive without penalties. Just five crews earned a coveted gold medal in 2003: The oldest car, Andrew and Jonathan Davies' 1936 Riley Sport 12/4, is back for more; Geoff Stewart and Peter Murray (Porsche 911), Rob Kiff/John Kiff (Okrassa-VW) and Jayne Wignall/Kevin Savage (Porsche 356B) are also chasing back-to-back golds.

## LE JOG: ROUTE AND TIMETABLE

**Information correct at the time of going to press. Spectators are welcome at the following:**

**Saturday 4 December**

**09.45** Little Chef, Chiverton Cross, near Redruth
**10.20** Special test at St Eval, Cornwall
**11.20** Whitehouse Inn, Wainhouse Corner, near Bude
**18.30** Magor Services, M4 South Wales
**20.55** Trout Inn, Beulah, Builth Wells

**Sunday 5 December**

**09.00** Hoole Hall Hotel, Chester
**11.45** New Inn, Clapham, near Settle
**15.30** Three Tuns, Eggleston, near Barnard Castle
**17.35** Marriot Metro, Gateshead

**Monday 6 December**

**07.00** Gosforth Park, Newcastle
**08.00** Special test at Causey Park, near Morpeth
**10.00** Horse and Hounds, Bonchester Bridge, near Hawick
**13.15** Hawes Inn, Queensferry
**13.45** Special test at the Scottish Bus Museum, Dunfermline
**13.50** Special test at Knockhill, Dunfermline
**16.15** Killin Hotel, Killin
**22.15** Macdonalds Four Seasons, Aviemore

**Tuesday 7 December**

**08.15** Portland Arms, Lybster
**09.20** John O'Groats Hotel

Killarney Historic Stages Rally | Dec 5

## PEREZ AND NUTT UP FOR PORSCHE DUEL

The Tarmac lanes around Killarney in Ireland will play host to the country's only event solely for historic rally cars. The ninth running of the Killarney Historic Rally will pit crews against nine stages and around 100 miles of classic roads in County Kerry.

Aiming to defend his 2003 victory in the historic category will be Steve Perez in his Porsche 911. But his 2003 adversary Dessie Nutt is going all out for revenge in his 911 after dominating the British Historic Rally Championship this season.

Jimmy McRae is expected to contest the event for a second time, while Paddy Hopkirk will drive one of the course cars.

Visit: www.killarneyhistoricrally.com

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**Classic Rally Association**
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Mike Johnson

MotorSport

# HSCC Champions Decided

Winning isn't easy. It's an old motor sport adage, which was as true in 2004 as it ever has been. So, for a group of HSCC racers, the spoils of championship victory were particularly special as the club's record-breaking season came to a conclusion.

In a year when the grids have been over-flowing and the competition fierce but sporting, the Historic Sports Car Club championships have been played out over a season of great racing. Now, as the club prepares for its annual Dinner Dance and Awards Evening on Saturday 20 November, it is time to applaud the champions.

Although not a championship, the Derek Bell Trophy, which has enjoyed support from Motor Sport this season, has produced a great season of racing amongst a wonderful diversity of machinery. The overall Derek Bell Trophy will be presented to Stuart Tilley after a cracking campaign in his Modus. Other awards go to Michael Scott and Alain de Wagter in their respective classes, while Patrick Sumner led the chase of Tilley in Group C. In the Classic Formula 3 Series, Steve Maxted was top performer in his Argo JM6.

For the earlier single-seaters, the HSCC Classic Racing Cars Championship was won by seasoned campaigner John Bladon in his Merlyn. He will be presented with the Retro Track and Air Trophy for his success, while class awards fell to Chris Drake, David Pullen, Matthew Watts, Edwin Jowsey and Martin Hibbert.

HISTORIC SPORTS CAR CLUB

For the third year running, Neil Fowler emerged as champion in the HSCC Legends Racing Historic FF1600 Championship after another hard-charging season. Nigel Bancroft and John Goldsmith claimed the next two placings, while Alastair Garratt was top of the novices.

Another driver to complete a hat-trick of titles was Adrian Oliver in the HSCC/HRSR Historic Racing Saloon Championship. Despite fierce opposition from an ever-growing pack of Hillman Imps in class E, Oliver took the title for the year running. Other classes fell to regular front-runners Graeme Dodd, Les Ely, Dan Cox and the giant-killing Roger Godfrey, along with Richard Oldworth and Robert Hartley.

The resurgent HSCC Millers Oils Classic Sports Car Championship fell to MGB racer Mark Ashworth, while class honours were taken by Andrew Colley, Sean Walker, Phillip Nelson, Jamie Boot and Les Ely. For Ely, class success in his Jaguar E Type added to HRSR class spoils in his BMW during a very busy year.

In the HSCC Historic Road Sports Championship, a fine year for Robert Barrie netted the overall title in his Porsche 911, while classes in the final standings went to Laurence Bailey, Mike Eagles, Adam Ormandy, James Bilderbeck and Tim Burrett. Meanwhile, in the HSCC 70s Road Sports Championship, Richard Thorne was champion in his Morgan +8 as class success went to Charles Barter, Howard Bentham, Jai Sharma, Adam Bagnall, Jonathan Smart and Andy Shepherd.

Other winners of end-of-season HSCC trophies include Edwin Jowsey (John Foulston Trophy for the most outright wins), Paul Drayson (Opposite Lock Trophy for the best newcomer), Janet Sherry (Alan Brownlee Trophy for the best lady) and Trevor Groom (Bill Phillips Trophy for best pre '60 car).

Of course, anyone choosing to race with the HSCC is already a winner, but the 2004 champions and trophy winners are deserving of particular praise. Congratulations!

For more details on the HSCC, contact Executive Director, Grahame White at the club office on 01327 858400 or visit the website at: www.hscc.org.uk











# Getting the hang of it

**Ian Mitchell waited 39 years to win his first race. Now he's almost prolific. Paul Lawrence reports**




TALK CURVE
HISTORIC MOTORSPORT INSIGHT

David Wragg and Peter Gaydon were the winners of the inaugural Clubmans championship in 1965. It was sponsored by Radio Caroline, and whereas that pirate station is long gone, this type of racing is alive and well, and the Fuelforce Classic Clubmans Championship is home to an ever-growing number of pre-1980 front-engined sports-racers.

It's a class with unrivalled driver loyalty: current pace-setters David Childs and Malcolm Jackson have raced Clubmans since the '60s, and Ray Mallock still occasionally exercises the type of Mallock Mk11 with which he won the 1971 Shell Clubmans title as a 20 year-old.

But none of them can match the pedigree of Ian Mitchell, who had his first Clubmans race at Castle Combe in August 1965. Exactly 39 years later, he scored his first win. Few victories can have been more popular across a paddock.

"It was very special. If you have been trying for so many years, it's a triumph of perseverance over skill," says this modest man with typical good humour. "I was beginning to wonder if it would ever happen. And the fact that the first victory was at Castle Combe, scene of my first race, made it even more special."

His racing career began after a knee injury stopped him playing rugby as a 21-year-old. His parents offered him a second-hand Mini; he bought a Lotus 7 kit.

Incredibly, he has raced every season since, always in Clubmans: "In some years I've only done two or three races, but I don't think I've ever completely missed a season. I'm no great talent, but the people are friendly and they put up with an ungifted amateur."

What makes his effort even more commendable is that he followed the Clubmans' tradition of building his own racer. Over the winter of 1979-80, he built the IM Mk1. Fitted with a 1599cc Ford 'Kent' engine, it's the car he still races in the Classic series.

"I was doing so badly in the car I was driving I decided to build my own," he says. "I rather enjoy 'adult Meccano', so I just thought I'd have a go at designing a car. I knew a little bit about chassis design and my father was very supportive."

Using parts from the Centaur he had been racing, Mitchell created his own car in around nine months, a slack period at work allowing him to sketch the project on graph paper before setting to with a welding torch. This time in the garage was the perfect counter to his work as a genetic toxicologist: "It's a narrow corner of a narrow world. You know a lot about very little, and bugger all about anything else!"

In 1995, he unveiled the Mk2, to be used in the contemporary MG-engined Clubmans category, but the creation of the Classic class opened up a new life for the Mk1: "I'd only mothballed it for a season when Classic Clubmans came along, so I just blew the dust off it."



'Clubmans has got the same level of friendliness it had 40 years ago'

**FACT FILE**
**Clubmans' movers and shakers**

- **Clubmans was created for 1965 by Nick Syrett of the BRSCC**
- Ray Mallock, Will Hoy and Frank Sytner were all Clubmans stars
- **Audi sportscar ace Jamie Davies' first race was in a Clubmans car**
- Max Mosley, Patrick Head and Harvey Postlethwaite all raced in Clubmans

Now 61 and retired, Mitchell has just enjoyed his best season of racing. That first win was followed by another at Snetterton, and he ended the campaign with one more, at Thruxton: "Wins are like buses!"

However, for Mitchell, taking part is reward enough: "One of my main interests is the construction of the car. And my wife puts up with it because it gets me out of the house!

"One of the nicest things was that everyone was so pleased for me. Clubmans has got that same level of friendliness it had 40 years ago, and that counts for a lot."

Ian is already planning his 40th race season and harbours plans to construct another car. He's also developing a taste for winning.

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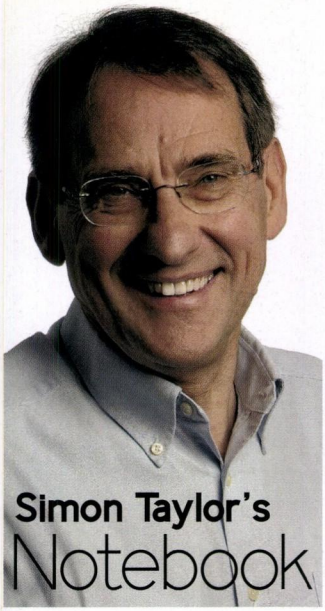
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# Simon Taylor's Notebook




Affordable rally car: Robert and Susan McClean press on in their trusty 1962 Rover P4

## Historic rallying is serious stuff. But mixed in with all that will to win is a lot of fun and camaraderie

Down the years, rallying at its highest level has changed almost as much as top-line motor racing. For sheer spectacle there is little to touch a works rally car flat out on a gravel-strewn forest lane, and world rallying is now excellently covered on TV. But its audiences have never approached those for Formula One, even when the rallies are close-fought and the grands prix are not. As manufacturers tot up the costs versus the promotional benefits of a major rally programme, works teams are dwindling. Like Formula One, top-flight rallying is beset by problems.

By contrast, and just like historic racing, historic rallying is thriving. Enjoyment and camaraderie come first, yet the driving and navigation are demanding and serious, some of the events are pretty tough on cars and crew, and the will to win runs high. Britain's traditional championship round, the old RAC Rally, changed for ever when its organiser Jack Kemsley took it into the forests in 1961. Before then it consisted of a route around the UK punctuated by tests – ranging from a trip up a hillclimb course to squealing around pylons at a seaside resort. The Rally of the Tests recreates those RACs of the 1950s, starting at the Imperial Hotel, Torquay (where the RAC's forerunner concluded in 1932) and finishing in Chester, another town with strong RAC associations.

The route is put together for the Classic Rally Association by Fred Bent, clerk of the course for the old Morecambe Illuminations Rally, and he knows all the tricks. Cars have to be pre-1968, but the outright winner has to be pre-'63. Only period modifications are allowed, there are no service cars and even mobile phones are forbidden. No crash helmets are worn, and roll cages are optional. To promote the period atmosphere the dress code is "Britain in the 1950s", so rather than racing overalls there are worsted jackets, woolly sweaters, ties and scarves. The rules list suitable headgear as bobble hats, cloth caps, deerstalkers or tam o'shanters: there are penalties for anyone wearing baseball caps.

But this does not mean that the Rally of the Tests is just a jolly. There are three days of demanding tests against the clock, and the road sections are challenging, too: during the Friday night on rural lanes across Exmoor and North Somerset, there were some 18 controls within two hours, and all had to be hit on time. And there are some serious competitors: rallying names of the past like Irishman Robin Eyre-Maunsell and ace navigators Willie Cave and Nigel Raeburn, plus former circuit racers like Geoff Breakell, who 35 years ago campaigned Brabhams and Alfas, but now likes to storm round the pylons in his Jaguar 3.8. Richard Sandilands raced a notoriously quick Standard 10 in the 1960s and remains faithful to the marque today, rallying a very original 10 with his son Jon.

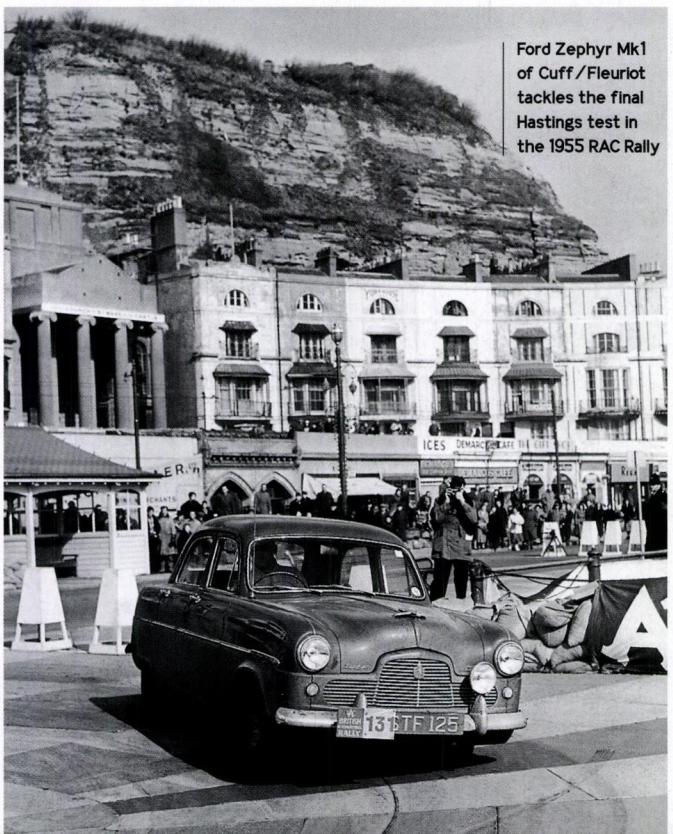
When long-time McLaren team manager Alistair Caldwell finally turned his back on Formula One he got seriously stuck in to classic rallying. His eclectic stable includes Ferrari 330GT, Mercedes 280SL and Rolls Royce Silver Cloud, and he's rallied them all, but his favourite car is his AC Aceca with full-house Zephyr engine, which he says "eats Healeys for breakfast". He has done three Carrera Panamericanas, as well as events as far afield as Marrakech and Moscow, but closer to home he still finds the Rally of the Tests "really intense". His cool-headed navigator Catriona Rings, her head down over the 'poti' map magnifier, relishes the relentless brainwork, and for Alistair historic rallying is the ideal sport, involving teamwork, extreme mental effort – and sometimes scaring yourself as well.

There's a splendid *esprit de corps* among the crews. At the Saturday lunch stop in a little café on the edge of Kemble Airfield, everybody was swapping hairy stories of their adventures so far. Several cars were already battered from fleeting arguments with banks and ditches. Lunch consisted universally of bacon, egg and chips, and in the steamy atmosphere I was transported to another era as I clutched my mug of tea. At the Goodwood Revival, the period clothing is mostly clean, pressed and rather too new-looking. Here, tired, cheerful faces topped crumpled tweeds, eggy sweaters and oily twills. This didn't feel like a filmset: it really did feel like 1958.

Later, as I watched perilously close to the pylons at the Long Marston test, the straining front-left wheel of the Sunbeam Rapier of Michael and Richard Moss finally tore out its centre and bounded off across the fields. As the Rapier lurched to a three-wheeled halt in a shower of sparks, the loudest noise was peals of laughter from the crew, for whom it was all part of the fun. Marshals lifted the stricken car onto a jack, the Mosses hastily unbolted the remains of the old wheel and shoved on the spare, and they were off again to finish the test.

An event like this isn't cheap, but £1300 or so for three days, including all hotels and meals and 850 miles of fun and excitement, doesn't sound so much when you think of the organisation involved. As for your car, it needn't be expensive: an elderly Volvo 122 or Rover P4 can be put into rally-worthy state for very little money, and you can still use it to take the kids to school during the week.

I've always had an odd hankering for a bog-standard battleship grey Austin A35. Perhaps I've now found an excuse to buy one. M



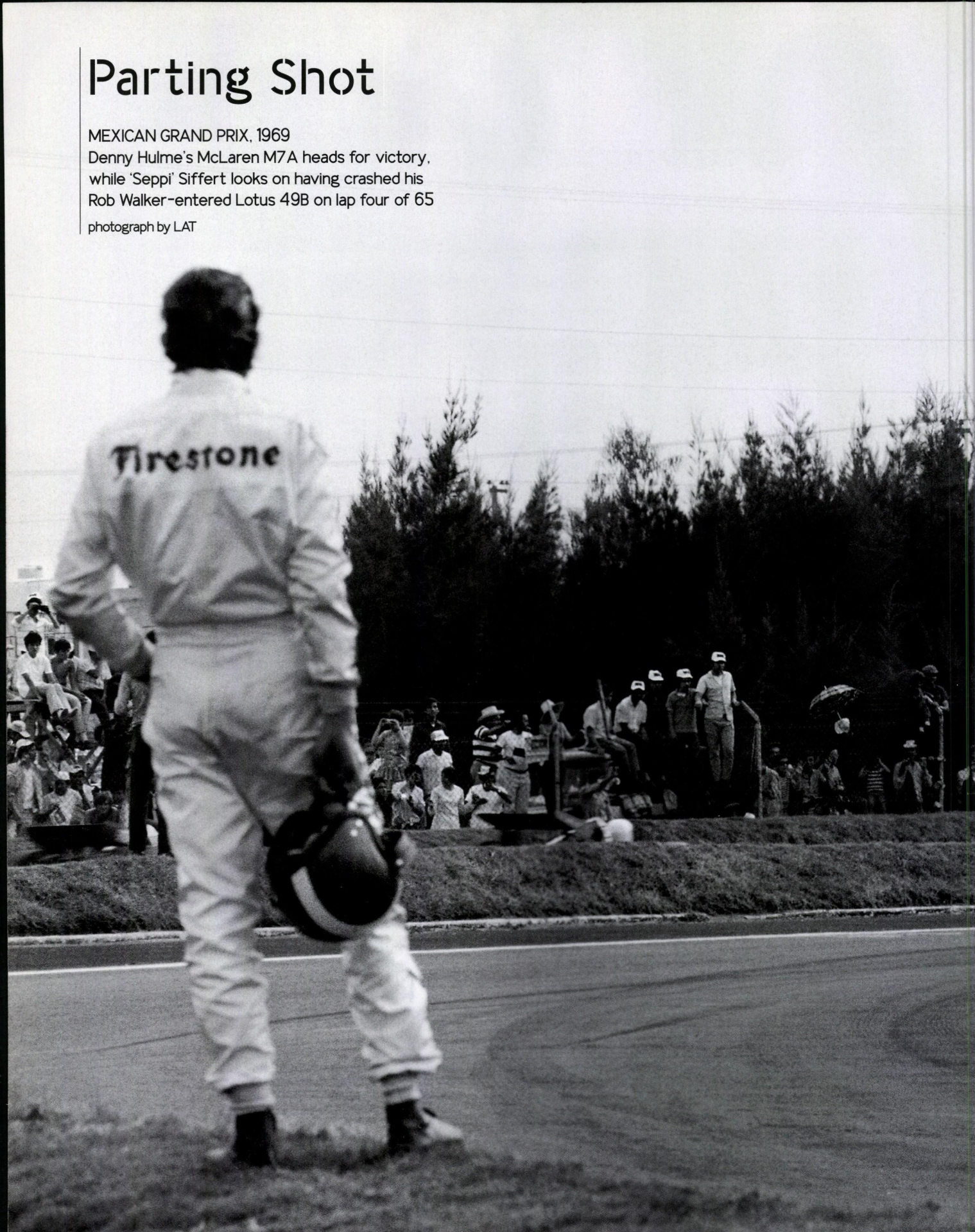

Ford Zephyr Mk1 of Cuff/Fleuriot tackles the final Hastings test in the 1955 RAC Rally

LAT Tony Large

# Parting Shot

MEXICAN GRAND PRIX, 1969
Denny Hulme's McLaren M7A heads for victory, while 'Seppi' Siffert looks on having crashed his Rob Walker-entered Lotus 49B on lap four of 65

photograph by LAT




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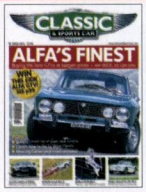
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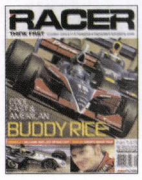
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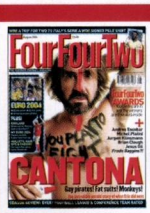
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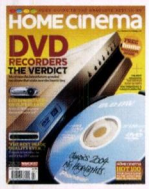
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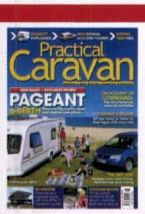
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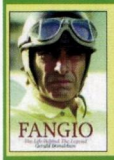
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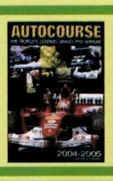
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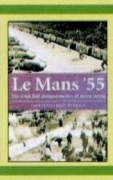
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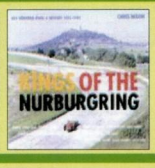
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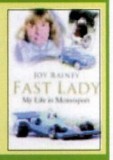













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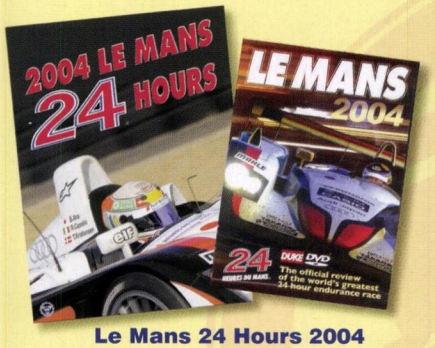
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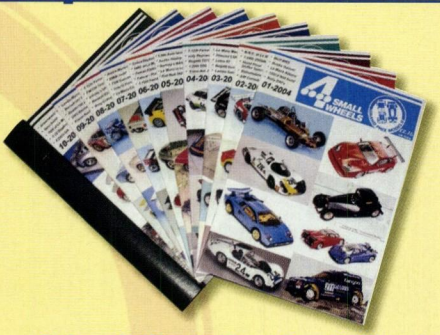



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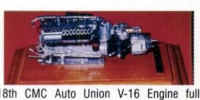
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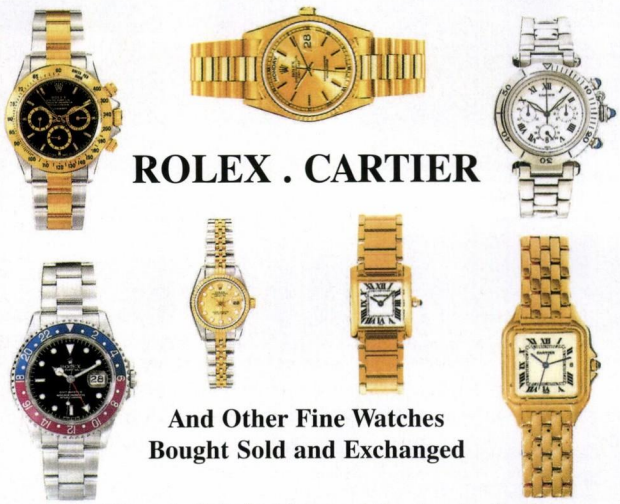
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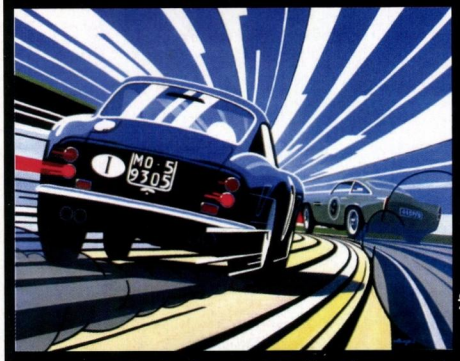
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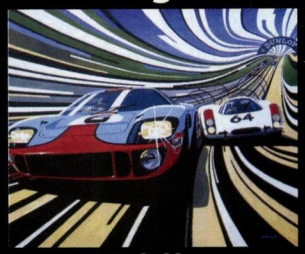


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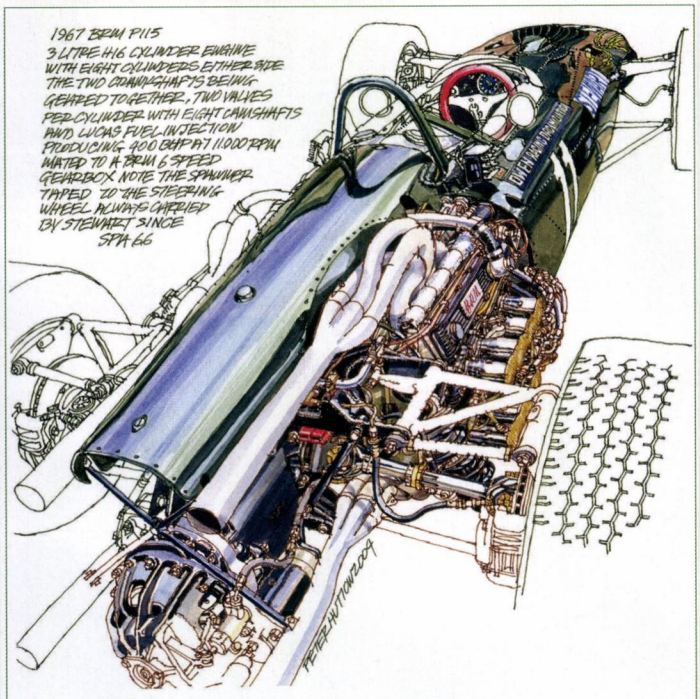
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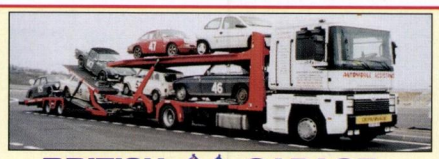
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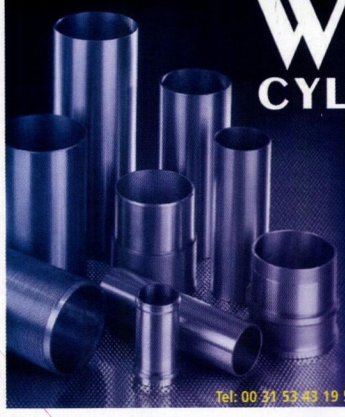
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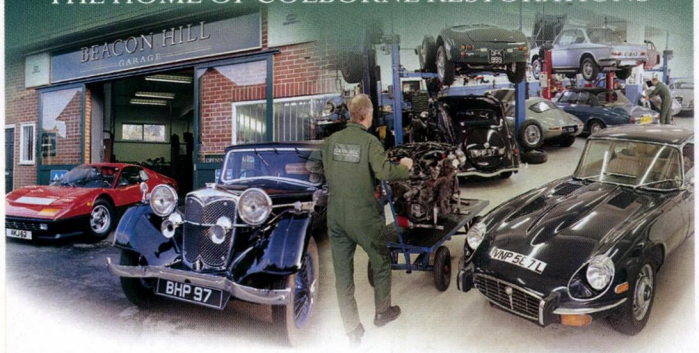
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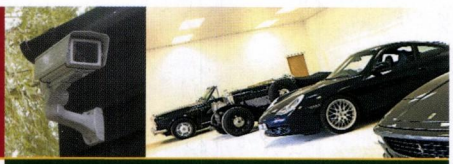
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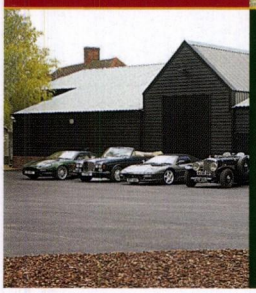
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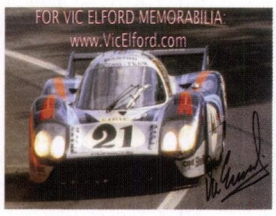
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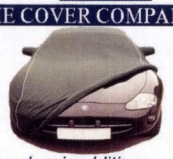

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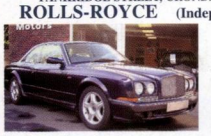

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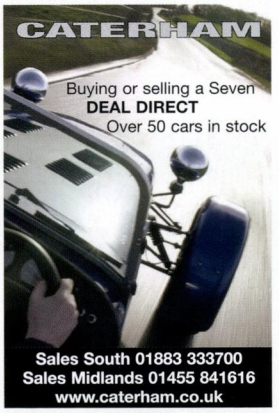
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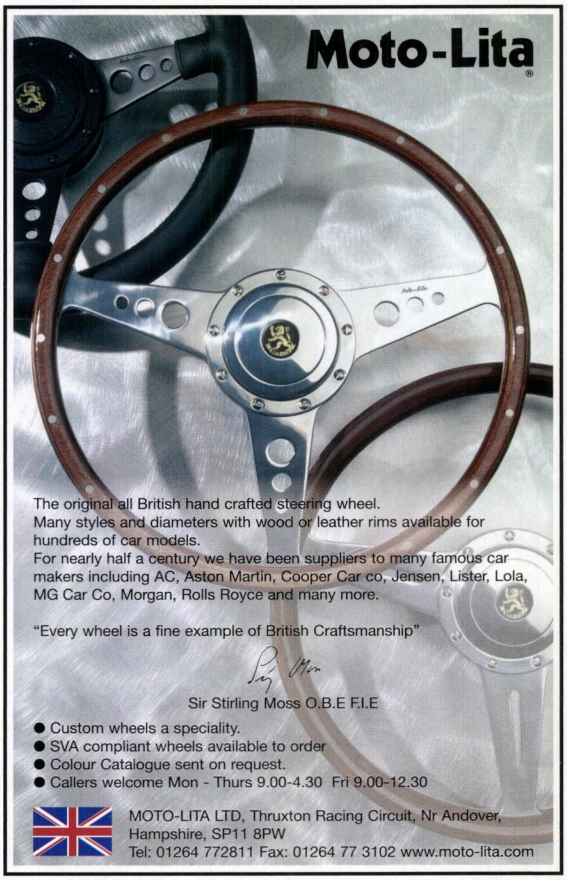
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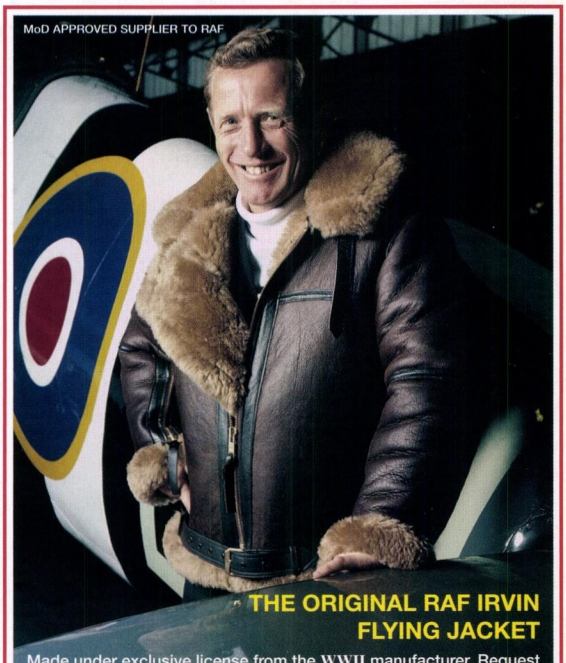

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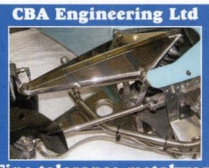
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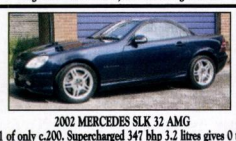
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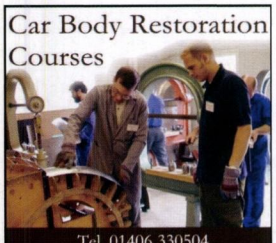
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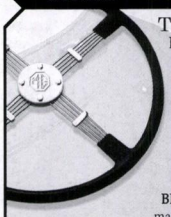
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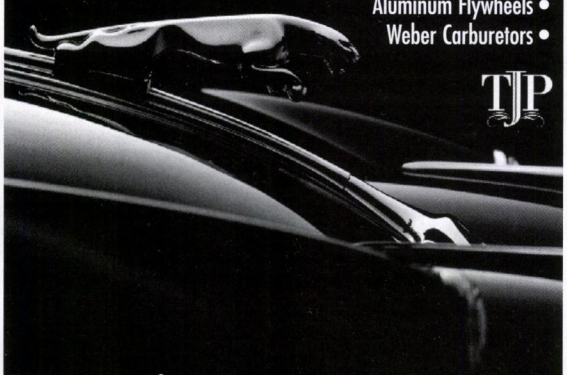
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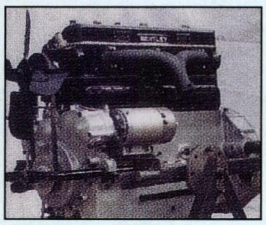
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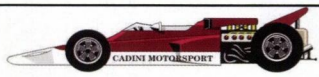
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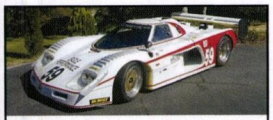


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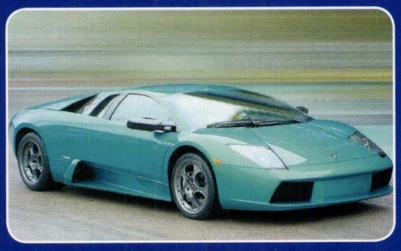
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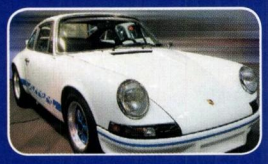
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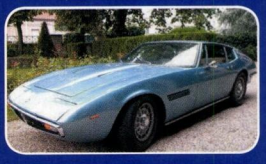
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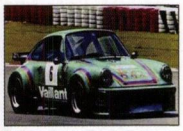
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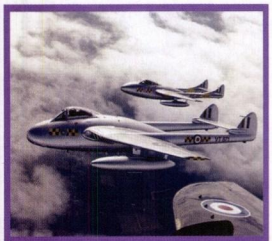
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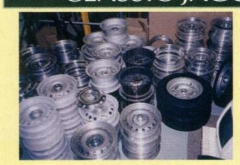
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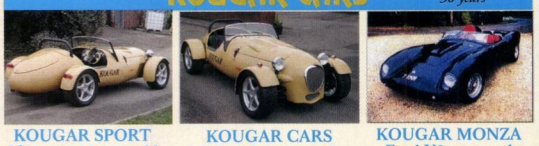




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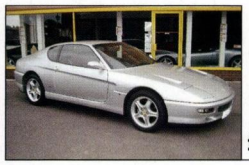
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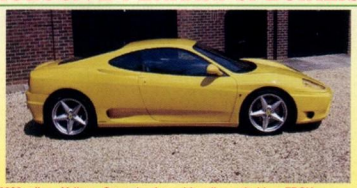
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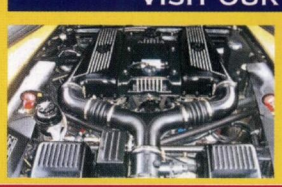
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**LHD 1998 355 BERLINETTA F1**
Rosso corsa with black hide, red carpets, climate control, abs, power steering, adjustable suspension, twin airbags, traction control, alarm/immobilser, 27,800 recorded miles.
**£42,990**



**1990 TESTAROSSA**
Rosso Corsa with Magnolia Hide, Red Carpets, Air Conditioning, Electric Windows, Electric Wing Mirrors, Sigma Alarm/Immobiliser, Kenwood Radio/Cassette/ Multi CD. 15,414 recorded miles. **£39,990**



**1983 512 BBI**
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*Tim has not had time to do his usual style advert this month as he has been too busy enjoying himself driving the Bugatti Type 44 advertised to Lyon and Angouleme. He tells me the car drove perfectly and had no trouble keeping up with the Type 35's. My time has been taken up finishing the Alvis Grey Lady which you may have seen on the Goodwood Revival TV programme, driven by Gerry Marshall. As you can see I am busier in my retirement than when I was working. Heartbeat Classics seems to be gaining a reputation for having deals whereby we take several cars, sometimes unfinished projects, and the customer drives away in a car he always wanted to own with no aggro involved. Why not give us a ring and tell us about that car you will never finish.*

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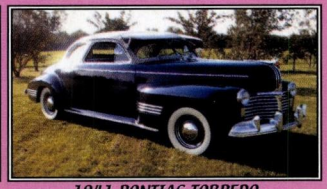
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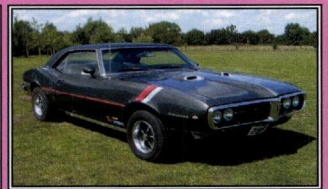
*1951 NASH HEALEY*
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*1941 PONTIAC TORPEDO*
*Classic American two door coupe. Straight eight engine. Very good condition. This car gets a lot of attention wherever it is seen. £15,000*



*1962 ALVIS TD21*
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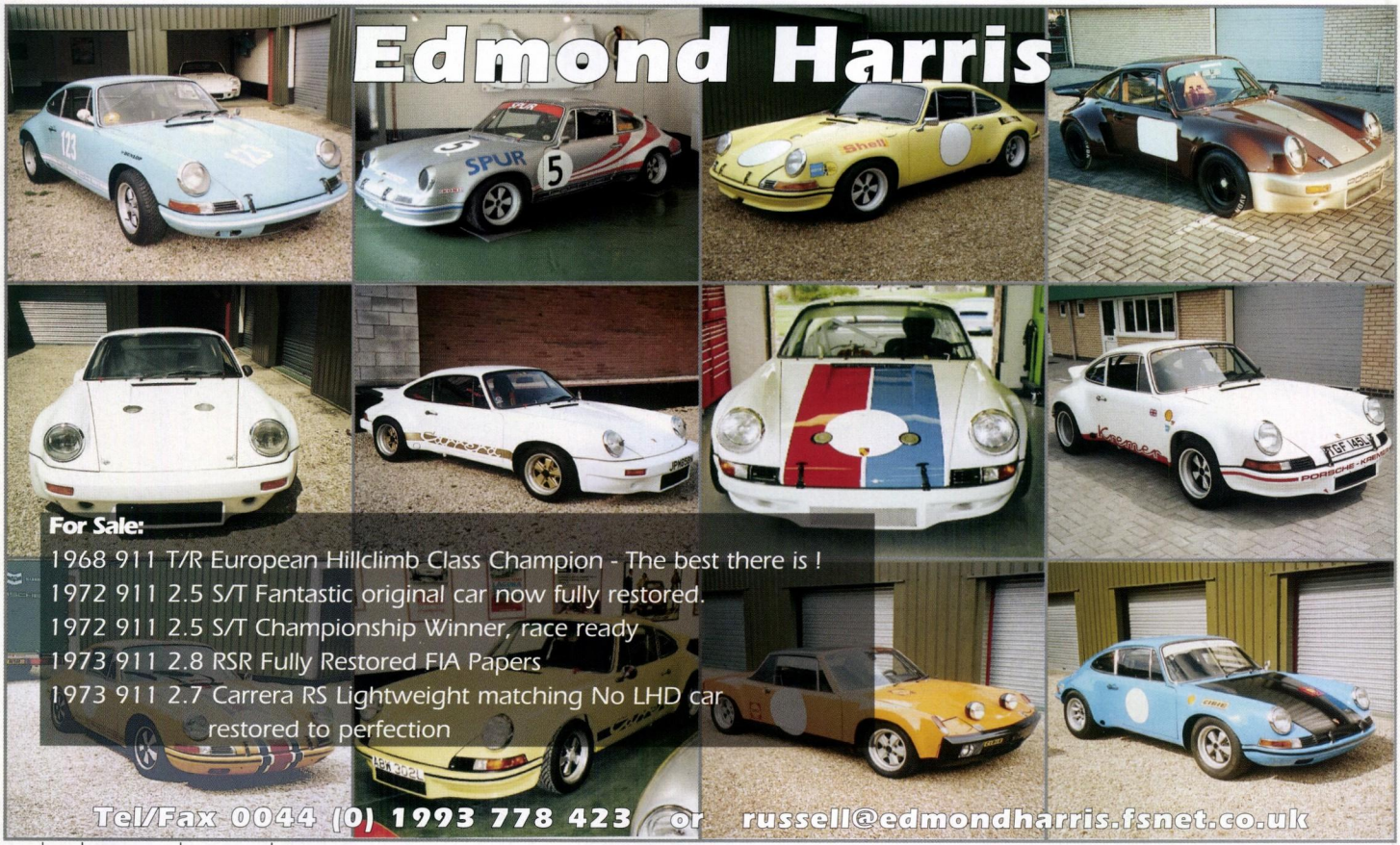

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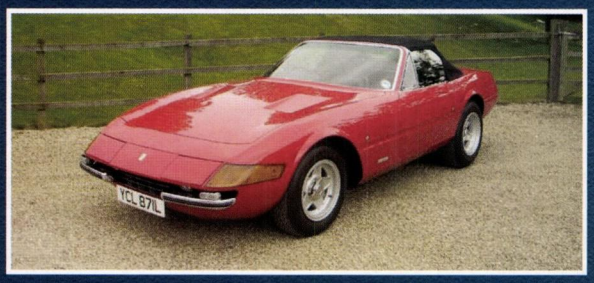
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Duncan Hamilton driving 'long nose' Jaguar D-Type 2CPG at Goodwood, 1958



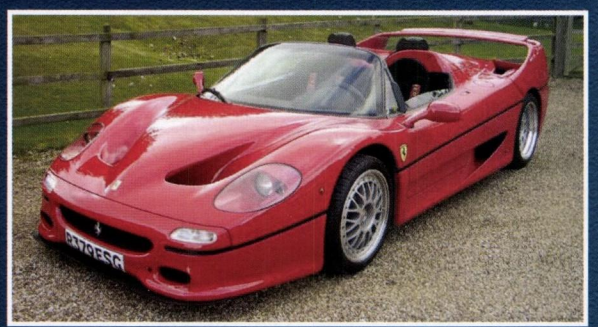
**1967 Ferrari 330 GTS**
LHD. Red with tan trim, Borrani wire wheels, recently restored to a high standard, with photographic record. Exceptionally fine example. £169,500.




**1972 Ferrari Daytona Spyder 14413**
Red with black hide. RHD. This car was converted to a Spyder by Brian Angliss at Autokraft and was subsequently owned by Lord Brocket. The car has been beautifully restored and has 9" rear wheels fitted. The car also has the added bonus of a Ferrari 365GT 2+2 power steering unit fitted. The car is in stunning overall condition. £POA.




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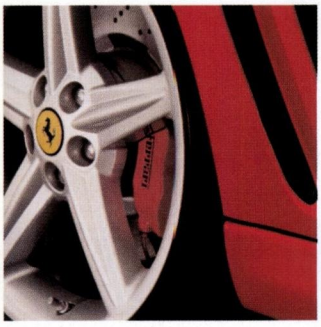
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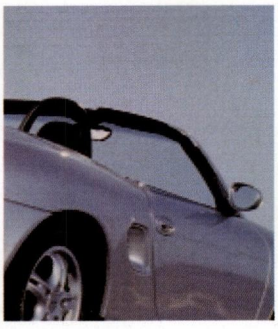
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**2004 996 C4S OCEAN BLUE TIPTRONIC 5,000 miles**
Metropole leather, 18in alloys, Bose, PSM, cruise computer, mem heated seats sat/nav

**2003 03 911 GT2 MIDNIGHT 6,000 miles**
Black leather, Aluminium kit , Bose

**2003 911 GT2 ARCTIC SILVER 12,000 miles**
Black leather, aluminium kit, sat nav, radar

**2004 996 GT3 RS WHITE 12,000 miles**
Black interior, white roll cage, fire extinguishers, 4 point harness

**2001 911 GT3 ARCTIC SILVER 4,000 miles**
Black leather model, ali kit

**2000 911 GT3 OCEAN BLUE 33,000 miles,**
Black leather comfort model, ali kit, climate control

**1996 993 RS MIDNIGHT 25,000 miles VERY RARE**
Black letaher RSR Bi Plane spoiler superb provenance

**2003 911 TURBO BLACK 11,000 miles**
Black leather, pc2 sat nav, sunroof, al kit, Bose

**2002/03 911 TURBO TIP COBALT BLUE 3,000 miles**
Grey leather, carbon pack, Bose, Aero kit, sunroof, 460 bhp, cruise

**2003 911 TURBO SEAL GREY 5,000 miles,**
Black leather carbon pack, sat nav, park assist, 1 owner

**2004 996 4S COUPE MIDNIGHT BLUE, 5,000 miles**
Grey leather interior, sat nav, 1 owner, BOSE, Cruise, heated seats

**2003 996 4S ARCTIC SILVER, 7,000 miles,**
Black leather, uprated radio, CD, 1 owner, BOSE

**2002 911 TURBO ARCTIC SILVER 7,000 miles**
Black leather, climate, Bose, heated mem seats, computer

**2003 996 CABRIOLET TIP MET SEAL GREY 14,000 miles**
Blue leather, 18in alloys, sports steering wheel, ali pack

**2002 996 CABRIOLET TIP OCEAN BLUE 8,000 miles**
Blue leather trim, climate, computer, uprated CD

**2002 996 CABRIOLET ARCTIC SILVER 15,000 miles**
Black leather, PSM, sports heated seats, White dials, Bose

**2001 996 CABRIOLET TIP LAPIS BLUE 13,000 miles**
Grey ruffled leather, computer, 18in alloys, Litronic lights, ali pack

**1999 996 CABRIOLET POLAR SILVER 51,000 miles**
Black leather interior, PSM, Xenon lights

**1998 996 CABRIOLET ARCTIC SILVER 39,000 miles**
Metropole Blue, leather, sat nav, sports seats, comp, 18in alloys

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**2001 996 COUPE ARCTIC SILVER 30,000 miles**
Grey leather, 18in GT3 alloys, sports steering wheel, uprated radio CD

**2000 996 COUPE TIP MET BLACK 38,000 miles**
Grey leather, 18" wheels PSM

**1999 996 COUPE MIDNIGHT BLUE, 23,000 miles**
Savannah leather, 18in alloys, uprated radio, PSM

**1998 996 COUPE TIP MIDNIGHT BLUE 37,000 miles**
Black leather int, climate/cruise control, 18in wheels, elec seats with memory, uprated radio/CD

**1997 993 CABRIOLET ARCTIC SILVER 18,000 miles**
Black leather, sports seats, 18in alloys, climate

**1995 993 CABRIOLET MIDNIGHT BLUE 45,000 miles**
Mid Grey leather, sports seats, air con, 6 CD changer, 17 in alloys

**1997 993 TARGA TIP ARCTIC SILVER 38,000 miles**
Blue leather interior, climate control, split rim alloys

**1997 993 COUPE 2S ZENITH blue 22,000 miles**
Black leather, sports seats, 18" wheels, twin grill, carbon kit

**1997/98 993 TURBO ARCTIC SILVER 65,000 miles**
Grey leather, sunroof computer, £10k service just completed

**1995/6 993 TURBO 4 POLAR SILVER 26,000 miles**
Black leather, sat/nav sunroof main dealer, history

**2003 BOXSTER S MERIDIAN SILVER 16,000 miles**
Black leather, climate, sat/nav, driving lights 18" wheels

**2003 BOXSTER S MET BLACK 7,000 miles**
Savannah int, climate, driving lights, computer

**2003 03 BOXSTER S SEAL GREY 17,000 miles**
Black leather, climate, driving lights, BOSE

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**2001 BOXSTER S BLACK 24,000 miles**
Black leather climate 18in alloys, Bose

**2001 BOXSTER S ARCTIC SILVER 14,000 miles**
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Ex- Le Mans, Superb Provenance

**1967 275 GTB4 RED 44,000 miles**
Crema hide interior, stunning rosso coachwork

**1973 DINO 246 GT RED 88,000 miles,**
black leather, 2 owners, excellent history

**2000 360 MODENA F1TDF BLUE 14,000 miles**
hide leather, suspension switch upgrade, CD package

**1997/98 355GTB RED 17,000 miles,**
Crema leather, recent built change, superb, provenance

**1988 355 SPYDER RED 22,000 miles**
Crema leather, climate, upgraded

**1997 355 GTS RED 27,000 miles**
Cream leather, uprated CD

**1993/94 512 TR RED 24,000 miles**
Natural leather, full service history, air con

**1992 348TS BLACK 9,000 miles**
Black leather trim, climate control, 2 owners

**1991 TESTAROSSA RED 5,000 miles**
Crema leather, Red carpets, CD player

**1991 TESTAROSSA RED 17,000 miles**
Black hide, Red carpet, uprated sound system

**1998 328 GTS RED 32,000 miles**
Crema interior, Red carpet, radio/CD

**1985/6 MONDIAL COUPE QV RED 54,000 miles**
Crema, Red carpets, air con, sunroof, good history

**1985 MONDIAL COUPE QV RED 36,000 miles**
Black interior, Black carpets, air con, sunroof, excellent history

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**1967 E-TYPE 4.2 RDST SER 1.25 SILVER 54,000 miles**
Original RHD, factory hard top, concours

**1963 E-TYPE 3.8 FHC BURGUNDY 85,000 miles**
Original RHD, superb restoration

**1998 AC COBRA SUPER BLOWER RED 6,000 miles**
Black leather Ex Coca Cola car

**1936 4.25 PILLARLESS COUPE**
Gurney Nutting, one owner 30 years


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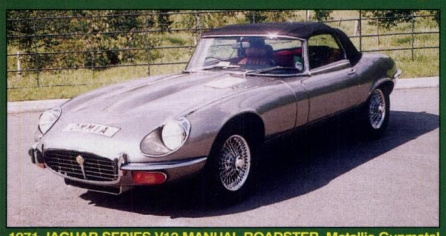
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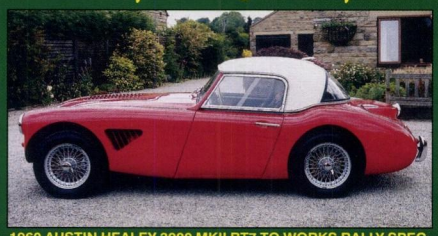
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1971 JAGUAR SERIES V12 MANUAL ROADSTER. Metallic Gunmetal Grey with Red hide. Total ground up concours restoration by XK Engineering in 1995, only 1,800 miles since. Koni shockers, CWW, Jag radio, alarm, blueprinted engine, mohair hood. If a better example is out there, I would like to see it, "DMM 1A" is the best.RHD - £44,995



1960 AUSTIN HEALEY 3000 MKII BT7 TO WORKS RALLY SPEC. Red with Black trim, alloy panels, triple webbers 185BHP at the wheels, comp overdrive, LSD, 72 spoke wire wheels, spot lamps, reversing lamp, side vents, louvered bonnet, Halda, comp seats, wood rimmed steering wheel, uprated suspension etc. Totally re-built to an exacting standard, now ready for some serious rallying, full F.I.A. Papers.RHD - ..... £39,995



1968 TRIUMPH 2000 MKI. White with Red trim. Prepared for historic rallying using the best of components in a superb shell. Works type dash, competition seats, overdrive, Motolita wheel, adjustable suspension, minilite wheels, spot lamps, reversing light etc. Could not be replicated for double this figure.RHD - .....£15,000




1965 FORD CORTINA GT, 2 DOOR RALLY CAR. Midnight Blue with Black trim. F.I.A. spec with F.I.A. & F.I.V.A. Papers, full cage, Halda spotlamps, minilite wheels, 120 BHP engine, CR gearbox, plus every rally aid you could ever need. A very successful car recently prepared with fresh engine, now ready for some serious use.RHD - .....£9,995




1959 AUSTIN HEALEY FROGEYE SPRITE. Speedwell Blue with Black trim. Recently undergone a total concours restoration, costing in excess of £25,000, on the most original rust-free shell imaginable. Has been uprated, modified and fitted with hard top, soft top, tonneau cover, mag race wheels, disc brakes, uprated suspension etc. Built to Sebring spec. The finest example available. RHD - .....£13,995




1965 AUSTIN HEALEY 3000 BJ8 MKIII. Black with contrasting Red hide interior. This exceptional example has only covered 50K miles from new and only had 4 owners. Fitted with CWW, original electric aerial, period radio and wing vents. In outstanding condition, this is one for the most critical.RHD - .....£32,995



1950 JAGUAR XK120 ROADSTER. Silver with two tone Blue hide and Black weather equipment. Total ground up concours restoration, little use since, winner of many major concours, an original UK car, fitted Kenlowe fan, high ratio axle etc. Look no further.RHD -..... £39,995




1965 SUNBEAM TIGER SERIES 1A. Speedwell Blue with Black hide. Uprated engine, T10 gearbox, Minilite wheels, Koni shockers, extra instruments; a very well restored example in excellent condition. One we have sold before.RHD - £18,495



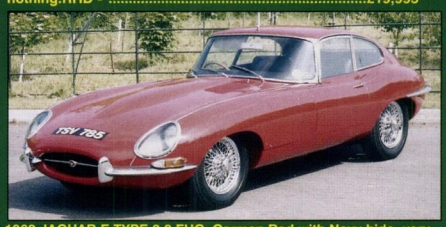

1958 TRIUMPH TR3A WORKS REPLICA. Total professional re-build & upgrades to true works spec, F.I.A. papers. Apple Green with Black trim, roll cage, Halda, 7" spot lamps, roof lamp, reversing lamp, full harnesses, 60 spoke wheels, wood rimmed steering wheel. A very successful car in excellent condition. We have just sold an ex-works car for £62,000, this is for stone wall nothing.RHD - .....£19,995



1965 TRIUMPH 2000 MKI RACE CAR. Built & developed over 15 years by Carlow Engineering, 250 BHP, dry sumped, C/R gearbox, LSD, rose jointed suspension, front & rear ventilated disc brakes, long range fuel tank etc. Donington Park 1.23, eligible for Swinging 60's Series and a definite front-runner. Fresh engine just fitted and whole car fully prepared, cost in excess of £80,000 to build. Vast amount of spares and data, the cheapest historic race car you are likely to find, it is also road registered.RHD - .....£11,995




1977 VW BEETLE KARMANN CABRIOLET. Ivory with Tan hide. A UK vehicle, low ownership, total ground up restoration costing in excess of £20,000. Radio, immobiliser, twin door mirrors etc. We have never had a finer example, 'it's stunning'.RHD - .....£9,995




1962 JAGUAR E-TYPE 3.8 FHC. Carmen Red with Navy hide, very low ownership and 35K miles. Supplied new to Gp Capt Harrison in Jersey, competition history from 1964 to 1970, fitted from new with Restall seats. Equipped with all synchro gearbox, CWW, unleaded head, alloy rad, alternator, S/S exhaust etc. A unique example used by Top Gear and Norman Dewis 'Jaguar test driver' in the making of ' The History of Jaguar'.RHD - .....£29,995

1966 AUSTIN HEALEY 3000 BJ8. In Colorado Red with Black hide. Equipped with CWW, overdrive, alternator, radio, CD, door mirrors etc. Ground up restoration with photographic record by marque specialist. A most outstanding example of the best Healey .....£31,995

1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning WAS £24,995, NOW .....£21,995

1980 TRIUMPH TR8 CONVERTIBLE. Factory experimental car, 1 of only 2. Silver leaf with Biscuit trim. 2 owners, 48K, total history incl all letters from British Leyland. PAS, stainless exhaust. The most outstanding example you could wish for, virtually unique. .....£14,995

1984 MERCEDES BENZ 500 SL. Silver with Dark Blue trim. 1 lady owner, 56K miles from new. Hard & soft tops, alloys, spot lamps, radio/cass, ABS, cruise control etc. An ultra low mileage example, outstanding .....£14,995

1971 TR6 150 PI. Signal Red with Black trim. Uprated engine, 164 BHP (Dyno), sports exhaust, overdrive, Kenlowe fan, tonneau cover, 77,800 miles with an extensive history. A most outstanding example and sensibly priced .....£13,995

1973 MGB ROADSTER. OEW with Red hide. Full ground up restoration and upgrades to the highest of standards. Stage 3 engine on 45 webber sports exhaust, Kenlowe fan, overdrive, wire wheels, uprated suspension, wood rimmed steering wheel. A most outstanding example with an excellent turn of speed .....£13,995

1982 MERCEDES BENZ 500 SL. Petrol Blue with Cream hide, only 2 owners and total dealer service history. Equipped with air con, rear seat, ABS, alloy wheels, radio cassette, elec windows, boot spoiler etc. An astonishing example, would grace any drive .....£12,995

1972 MGB ROADSTER. Teal Blue with Grey hide. Equipped with overdrive, CWW, music system, Motolita wheel etc. A very well restored example with unleaded head and uprated suspension. Outstanding value .....£9,995

1969 MGB 1.8 ROADSTER. Trafalgar Blue with Black hide, mohair hood, CWW, stainless steel exhaust etc. A very well restored example, realistically priced... .....£9,995

1975 JAGUAR 4.2 COUPE AUTO. In Silver with suede hide. 35,000 miles from new with a most comprehensive service history. Equipped with PAS, alloy wheels, black vinyl roof, electric windows, radio cassette etc. One of the best examples available .....£9,995

1963 JAGUAR 2.4 MK2 MOD. Opalescent Maroon with Cream hide, radio, reclining seats, overdrive, spot lamps etc. Low ownership & mileage, recent engine overhaul. A nice example at a sensible price.....£8,995

1979 TALBOT SUNBEAM LOTUS. Black over Silver with Grey cloth trim. Re-built some years ago using the last genuine factory shell. Uprated suspension, quick rack, oil cooler, spot lamps, fire extinguisher, catch tank etc. An outstanding example, now's your chance to make a serious rally car .....£7,995

1973 BMW 2002 Tii. In Zinabar Red with Black hide. Restored at a cost in excess of £14,000, five speed gearbox, recaro seats, alloy wheels etc. Engine by Jamic, a very special example, Be quick! .....£7,995

1967 VANDEN PLAS 4.0 LITRE R. Black over Shell Grey with Blue hide. 54K miles with the most extensive history imaginable. A low mileage example of this very usable luxury saloon, rarely found in such outstanding condition.....£7,495

1979 DAIMLER SOVEREIGN 4.2 AUTO. Regency Red with Tan hide. One owner, 30,000 miles from new, FSH. Equipped with air con, original radio cassette, elec windows etc. A most outstanding ultra low mileage example. Unrepeatable .....£6,995

1973 TRIUMPH SPITFIRE 1300. Magenta with Black trim. Low ownership and only 80,000 miles, minilite wheels, radio, immobiliser, unleaded cylinder head. Ground up restoration in 1998 at a cost of £12,000, excellent value .....£6,995

1989 ALFA ROMEO 2.0 SPYDER. Black with Black trim. 4 owners, 90K miles with total service history, 5 speed, elec windows, alloy wheels, radio cassette. A most outstanding example of this popular usable classic .....£6,995

1976 JAGUAR XJS 5.3 AUTO. Primrose Yellow with Black hide. Low ownership and only 50K miles with a total service history. Full restoration, bare metal, engine out etc, costing in excess of £15,000. You will struggle to find a better example.....£4,995



1950 JAGUAR XK120 ROADSTER, (original English RHD With Matching Numbers) Black With Red Leather, wire Wheels with Upgreaded Brakes, (Originals & Spats With Car) Circa £68000 Spent By Last Fanatical Owner, One Of the Best You Will Ever Find, .....£49,950.



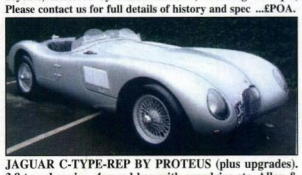
1985 BENTLEY MULSANNE TURBO, Lagoon Blue with Champagne Leather, Blue Dash Top And Blue Carpets. 63000 miles Only with FSH. Sold By Us To its last Two Owners (10 Year Period) Without Question One of The nicest You will Find, Stunning.....£14,950



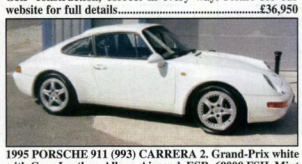
1974 JAGUAR XJ12L. 5.3 Old English white with blue leather trim 26000 miles only. Best we have seen. Please look at our website for full photos etc.....£12,950



1960, LOTUS ELITE S2. Famous Historic Racing car with FIA. papers. supplied NEW to Mr David Buxton of TEAM ELITE., Has Competed In many Top Events, Last owner over 20years, Restored by Simon Hadfield, Stunning Example, Please contact us for full details of history and spec ...£POA.



JAGUAR C-TYPE-REP BY PROTEUS (plus upgrades). 3.8 tuned engine, 4 speed box with overdrive etc. Alloy & GRP construction, correct in every way. Please see our website for full details.....£36,950



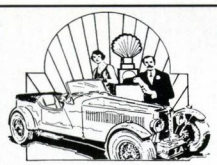
1995 PORSCHE 911 (993) CARRERA 2. Grand-Prix white with Grey Leather, Alloys, Aircond, ESR. 69000 FSH, Mint Example, This is as good as it gets .....£31,950.



1939 DELAGE D6-3L ( cotal electromagnetique gearbox) Four door sports saloon, by Guillore (rare) Royal blue with natural leather trim, restored to concours winning standards over the Last 15 years please see our web-site for full details, photos etc. .....£POA.



1939 BENTLEY MK 5 SPORTS SALOON BY PARK WARD Black with grey leather, subject of a Circa 100k restoration, by its last owner, superb and very important history file, famous owners, and the rarest of all Derby Bentleys (one of nine left). Please look at our website,more details /photos etc .....POA



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1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get better than this .....£15,950



1997 FERRARI 355 GTB, RHD, Giallo Fly Yellow, with Grey leather Sports Seats, (kevlar Backed) Challenge Exhaust, SS, Aircond, CD, 18000 Miles Only ( Just Had Cam Belt Service) FFSH, My Own car For The Last 4 years, One previous Owner, This is As Good As you Will Ever Find, .....£59,950) Inc. Reg, 143F. or £54,950 without.



1938 ROLLS-ROYCE 25/30 LIMO By H J Mulliner. Black over Oxford Blue Over Black, Blue Leather to the Front, and Tan Cloth To the Rear, (with Division) last Owners Circa 32 years, Restored to Concours Standards, (Famous First Owner) The Best we Have Ever Seen .....POA.



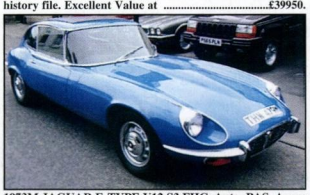
1931 Bentley 8 LTR (by Mulliner). First Production model # (YF5001). Historically the most famous of all Bentley 8 Ltr Saloons. Please see our website.....£POA



1979 MERCEDES 450 SL SPORTS. White with Blue leather trim 80000 miles FSH, auto, hard & soft tops, mint example .....£13,950



1978 (Oct) ASTON MARTIN V8 VANTAGE (OD) Manual. Finished in goodwood Green with Magnolia leather, alloys, air-cond, etc. Recent mechanical restoration work by HWM. Superb and totally sound, 48000 miles with extensive history file. Excellent Value at .....£39950.

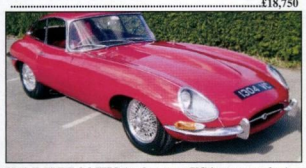


1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only.....£19,950

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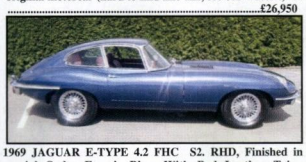
1982 FERRARI MONDIAL 8 5 speed manual. silver, red leather 48,000 miles FSH, all books, tools, etc. Aircond, superb, original mint example (very very rare like this) .....£18,750



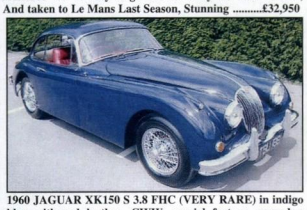
1962 E-TYPE 3.8 FHC (early car on VC jaguar number) Signal red, with red leather and red webasto sunshine roof. CWW Restored By its previous Owner to Concours winning standards. Original English RHD with Matching Numbers. Stunning .....£36950.



1968 MERCEDES 280SL PAGODA. White with Black hard top. Automatic with power steering, 3 owners from new. 91,000 miles, original interior and perfect hood a superb and original motorcar (hard to find like this, see our website) .....£26,950



1969 JAGUAR E-TYPE 4.2 FHC S2. RHD, Finished in special Order Ecossie Blue, With Red Leather Trim, chrome Wire wheels, Stainless Exhaust, and Upgreades. Restored To A very High standard By its Last Owner, And taken to Le Mans Last Season, Stunning .....£32,950



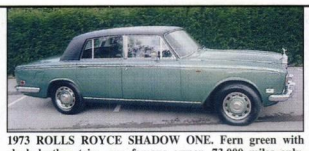
1960 JAGUAR XK150 S 3.8 FHC (VERY RARE) in indigo blue with red leather, CWW, special factory upgrades, touring seats, 50 gallon Le Mans tank. Genuine low mileage example, (famous owners) unique motor car, and stunning to drive.....POA



1924 Singer Two Seat, Open Tourer With Dickey Seat. Royal Blue With Black Trim, Superb Mint Example Very Seldom as Good as this , Please see our Web-Site..£12,950.



1947 TRIUMPH 1800 ROADSTER, with Twin Dickey and screen. Restored to Show Winning Standards, Superb and correct, drives as it should , A better Example would be hard to find.!! Original Buff Logbook, All Books Tools and History File.....£18,950.



1973 ROLLS ROYCE SHADOW ONE. Fern green with clack leather trim, one famous owner, 73,000 miles only, Harvey-Bailey kit, mint example. Please see our website.....£14,950



1987E FERRARI 328 GTB. Nero with Cream Leather , Star Alloys, Air-Cond, 22000 Miles Only, FFSH, The Nearest To a Brand New Example you Will Find, All Books, Tools, MOTs, etc.Cherished Number, This is As Good as It will Get .....£41,950



1961 JAGUAR 2.4 MK 2, Manual BRG, with Suade Green Leather, This Amazing Car has Covered Only 20800 miles from New. and has Full Jaguar main agent, (and Specialist) History, all handbooks, Service Book (tools Unused ) Totally Rot Free, Never Ever Restored, And The Most Original Classic car we have Ever seen, this must be Unique.!! .....£24,950.



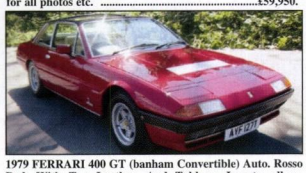
1937 ROLLS-ROYCE WRAITH Sports Alloy Body Saloon By Park-ward. (original Factory Experimental Car) Very Famous, and Important Example, Please See our Web-site or Contact Us for Full Details etc. .....£44,950.



1965 BRISTOL 408, COUPE Brooklands Green, with Mushroom Leather, 48000 Miles Only, with Total History, (one of 66 Built) Sold by us to its Last Collector Owner, Seldom Does One Find a Truely Mint Original Example, But This is It.!! .....£34,950



1967 ASTON MARTIN DB6 Mk 1.(English RHD) Dubonet Rosso, With Natural Hide, Fitted CWW, Manual Gearbox, and PAS. Three Owners from New, Approx 30000 Miles Only Till Stored for many years, Restored By its last owner of 12 years to Concours Standards, Super-Unleaded-Engine etc, If you are looking for of the best in the uk, (under £80000) This is as good as it will get. Please see our web-site. for all photos etc. .....£59,950.



1979 FERRARI 400 GT (banham Convertible) Auto. Rosso Red, With Tan Leather, And Tobbaco Inserts, alloys, Aircond, Pas, 47000 miles Only, Full Engine Rebuild c. 2000 miles Ago, Superb History File, A Lovely. Rare motor-car .....£19,950.

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1958 BENTLEY S1

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1989 MERCEDES 560 SEC, SUPERB

1968 MGC ROADSTER, CONCOURS CHAMPION.,

1954 AUSTIN HEALEY 100/4

MATCHING NUMBERS ORIGINAL,

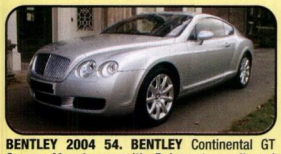
1973 ASTON MARTIN V8 AUTO.

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**BENTLEY 2004 54. BENTLEY** Continental GT Coupe. Moonbeam with Beluga top roll and carpets. Portland hide interior. 19" split rim alloys. Many extras only 48 miles. £12000 over list price. .....**£POA.**



**BENTLEY ARNAGE 2001 (Y)** Red Label LEFT HAND DRIVE in Amethyst , magnolia interior only 8Klm SH .....**£93,750.00.**



**BENTLEY ARNAGE RED LABEL 2000 (W)** meteor blue with magnolia interior, low miles, history, outstanding condition and value .....**£77,999.**



**BENTLEY 1999 T.** Bentley Arnage Red Label lookalike. Finished in Verdant Green with Cotswold interior. Low mileage. FSH. Immaculate .....**£62,950.**



**BENTLEY ARNAGE 1998 (R)** Red label look-alike in Silver Tempest rouched French navy interior, piped. Low mileage. Sat Nav. Walnut inlaid panels .....**£62,950.00.**



**ROLLS ROYCE 1998 (S) SILVER SERAPH.** Finished in Iridium with Soft Tan interior. 25,000 miles. FSH. Picnic tables, Electric sunroof. Immaculate .....**£66,950.**



**BENTLEY 1997 (P).** Bentley Brooklands in Royal Blue with Parchment int.,piped. Only 27000 miles. Service history. Immaculate condition... .....**£41,950.**



**BENTLEY 1997 (P).** Mulliner Brooklands. R LPT. Limited edition. Sherwood Green. Magnolia interior, piped. Racing mesh grille. Side vents. 17" Alloys. Low mileage Service history. Superb. .....**£41,999.**



**BENTLEY 1996** Bentley Continental R. Finished in Silica with Parchment int., piped. Picnic tables. Racing grille. FSH. Immaculate. .....**£52,950.**



**BENTLEY 1996 MDL.** Bentley Brooklands in Sherwood Green with Natural interior. Service history. Outstanding condition. .....**£31,950.**



**BENTLEY AZURE 1996 (P)** finished in peacock blue with magnolia interior, blue mohair hood, 34,000 miles, fsh, absolutely stunning condition .....**£99,999.**



**ROLLS 1996 N.** Silver Spur. Finished in Royal Ebony with Silverstone interior. Only 48000 miles. FSH Electric rear seats. Immaculate throughout. .....**£37,950.**



**BENTLEY BROOKLANDS 1996 (N).** finished in special order aurora with parchment interior, low mileage, service history, immaculate, outstanding value.....**£33,950.**



**BENTLEY 1994 MODEL. (L).** Bentley Turbo RL MK III. Finished in Graphite with Parchment interior, piped. Picnic tables. 2 owners. Service history. Immaculate.....**£27,950.**



**BENTLEY BROOKLANDS MKIII 1994 (M)** sherwood green with magnolia interior, low mileage, service history, immaculate throughout .....**£26,250**



**BENTLEY TURBO R MKII ACTIVE RIDE 1992 (J).** Finished in tudor red with soft black interior, fitted with 17" alloys, service history, immaculate condition .....**£23,750.**



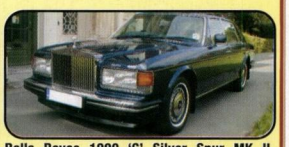
**BENTLEY 1992 MODEL. BENTLEY TURBO RL MKII.** LHD. Active ride. Finished in Acrylic White with Magnolia interior. Picnic tables. 71 KM. FSH. Immaculate condition. .....**£26,950.**



**ROLLS 1990 G.** Silver Spirit MK II. Active ride. Finished in Claret with Magnolia interior, piped. only 39000 miles. FSH. Immaculate .....**£21,950.**



**BENTLEY 1990 G.** Bentley Mulsanne S. MK II Active ride. Finished in Balmoral Green with Parchment int. CD-Multiplay. History. Outstanding.....**£18,950.**



**Rolls Royce 1990 'G' Silver Spur MK II.** Finished in Royal Blue. Magnolia interior, piped. Electric rear seat, picnic tables. 72,000 mls. Outstanding. .....**£22,500.**



**BENTLEY TURBO RL ABS EFI 1987 (D).** Finished in Georgian silver with dark blue interior, history, outstanding condition throughout .....**£16,950.**



**BENTLEY TURBO ABS EFI 1987 (D).** Finished in royal blue with parchment interior and ebony wood, service history, known to ourselves for 7 years, immaculate condition.....**£15,950.**



**ROLLS ROYCE SILVER SPIRIT 1986 (C).** cotwold beige with cream interior, service history, low mileage, outstanding condition .....**£15,950.**



**RR CAMARGE 1980 V.** Camargue. Finished in Peacock Blue with Magnolia interior. Complete restore costing £22000. 17" Alloys. Immaculate condition. .....**£28,950.**



**ROLLS 1977 S.** Silver Shadow Series II. Finished in Silver Sand with Nutmeg interior. Velour inverts, picnic tables, Alloys. History. Low mileage.....**£13,750**

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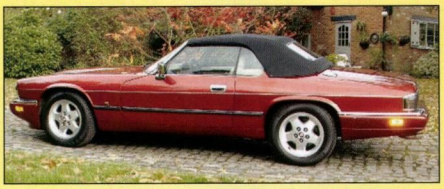
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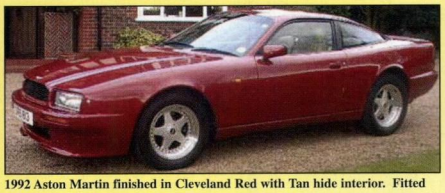
1975 Jensen Interceptor J Series finished in pale metallic Blue with Cream hide interior. Fitted with Automatic transmission, electric windows and 6 stack CD player. This car is exceptional in that it has had only 3 owners from new and has covered only 35,000 miles. Excellent to drive and wonderful value. .....£14,950



1994 Jaguar XJS 4 litre Convertible finished in Carnival Red with Cream hide interior piped Red. Fitted with alloy wheels, Automatic transmission, air conditioning, power hood. Splendid condition throughout. .....£9,995



1980 Aston Martin V8 Oscar India finished in Silver with Blue hide interior. This car comes with considerable history and is a 3 owner car. Recent works include refurbished alloy wheels and a full service . .....£26,950



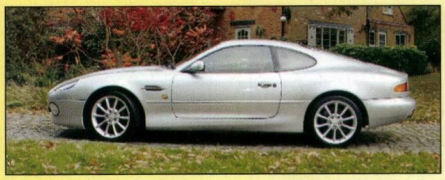
1992 Aston Martin finished in Cleveland Red with Tan hide interior. Fitted with automatic transmission and OZ alloys. 30,000 miles and a full service history with HWM and perfect throughout .....£29,950



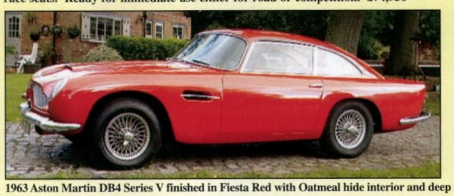
1961 Aston Martin DB4 Series III finished in Aston Racing Green with beautifully trimmed interior in Tan leather and fitted with dark Green carpets. This car was rebuilt by ourselves three years ago and has 6" x 15" chrome wires, 4.2 fast road engine with high lift cams and three 2" su's, oil cooler, Kenlow electric fan, catch tank, competition suspension, standard seating and two leather trimmed Cobra race seats. Ready for immediate use either for road or competition. £74,950



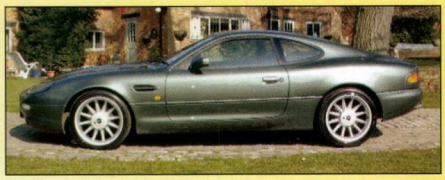
1958 Aston Martin DB2/4 MK III finished in Peopny Red with Black interior. Fitted with 4 speed gearbox with overdricve, this car has been sold only four occasions. It has been sympathetically maintained with only the rear "seat" anddoor panels requiring re-trimming. .....£38,000



1999 Aston Martin DB7 Vantage finished in Silver with Magnolia and Oxblood hide interior. One owner, 15,000 miles, Manual 6 speed, sports exhaust and Cd stack. Full service history. .....£52,950



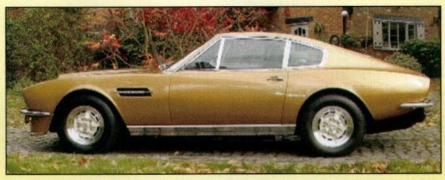
1963 Aston Martin DB4 Series V finished in Fiesta Red with Oatmeal hide interior and deep Red carpets. Fitted with four speed Manual transmission and overdrive, 15", 72 spoke wire wheels, this is a very rare model of which only 103 were produced and is the same shape as the DB5. .....£64,950



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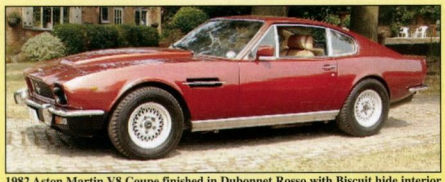
1972 Aston Martin V8 Fuel Injection finished in Cornish Gold with Black hide interior. Fitted with Automatic transmission and power steering, this car has had a £6,000 engine rebuild and unleaded conversion by Rikki Cann and comes with a large comprehensive history file. .....£16,950



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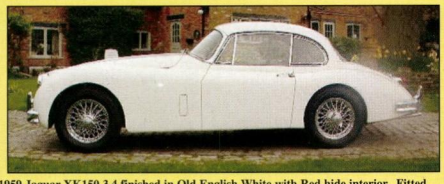
1971 Jaguar E Type Series III 5.3 V12 Roadster finished in Masons Black with Tan hide interior. This car was the subject of a total restoration by Country Classics about 8 years ago. Fitted with Manual gearbox and chrome wire wheels and is in fine condition throughout. Sensibly priced .....£33,950



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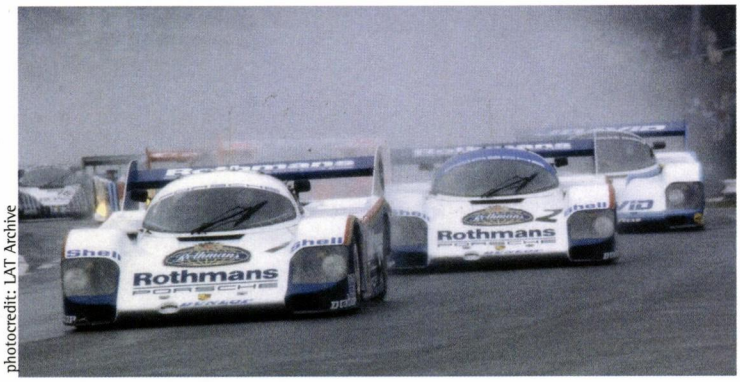
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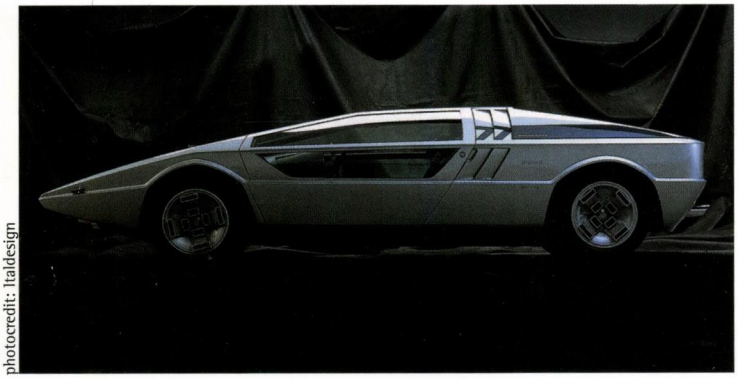
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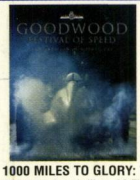
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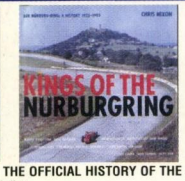
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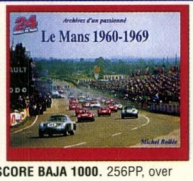
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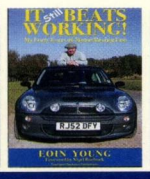
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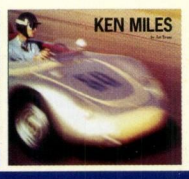
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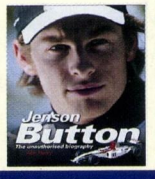
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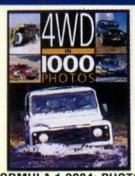


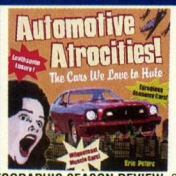



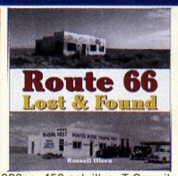



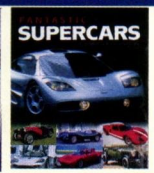




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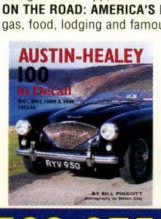
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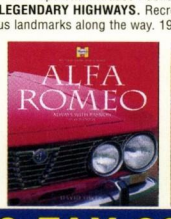
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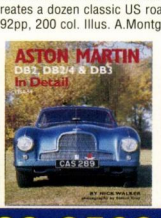
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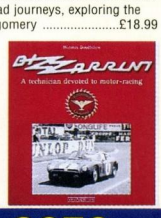
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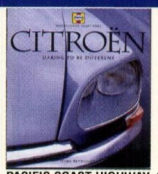


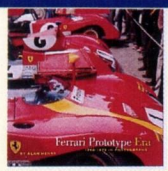


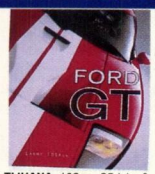


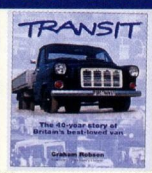


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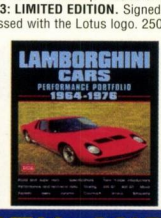
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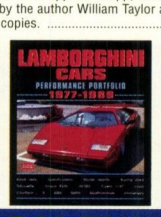
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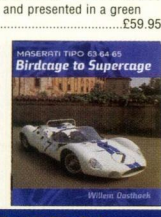
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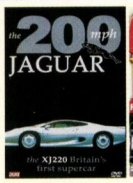

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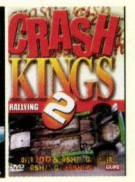
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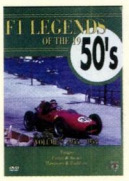
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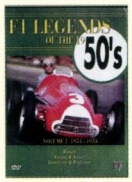
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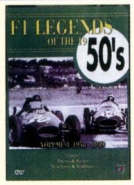
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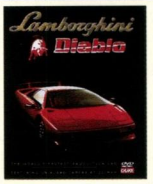


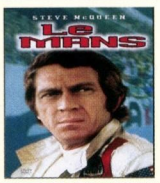


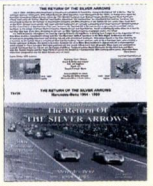

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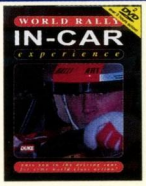
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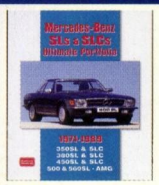
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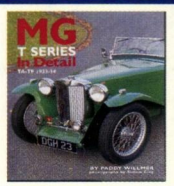
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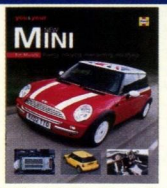
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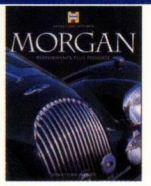
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