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1937 Lagonda LG 45 4 1/2 Litre
1939 Lagonda V12 Saloon
1960 Lotus 18 2.5 litre works car
1963 Lotus Type 24 Ex Parnell, Gregory, Revson
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1955 Mercedes-Benz 220S Cabriolet
1955 Type Mercedes-Benz 300 SLR by Proteus
1936 MG 6 Cylinder Supercharged Magnette
1937 MG VA Drophead by Tickford
1925 Rolls-Royce 20/25 Boat Tail Tourer
1948 Talbot Lago T26C
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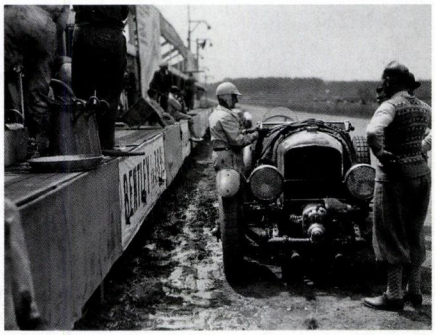
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editorial



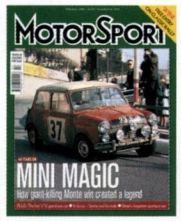
OULTON PARK WOULD MAKE A LOVELY UPMARKET PRIVATE HOUSING ESTATE: a select few seven-figure houses dotted around a swathe of prestigious rolling Cheshire parkland, its lake filled with trout (not Jaguar MkIIs!) and perhaps a new golf course, complete with a tricky approach to a small green sited on the inside of the old Esso/Shell Corner.

There's more. Can you imagine a smaller such development at beautiful Cadwell Park, a busy-busy one full of starter homes at Brands Hatch (it even sounds like an estate) and one of those ungodly retail parks at Snetterton (situated just off the A11)? I can. And it could so easily have happened.

But today we know that these pillars of British motorsport are in safe hands.

Dr Jonathan Palmer was pretty tasty behind the wheel in his time – F3 and F2 champion, 89 grands prix starts and a brace of world sportscar victories – but he seems even more accomplished behind a desk. Since his post as resident expert alongside Murray Walker ended when BBC's *Grand Prix* reign did, he has set his mind to a variety of motorsport projects. He approaches familiar topics – junior formulae, corporate track days, driver management – and then gives them an unexpected tweak: boost buttons and centralised car preparation (Formula Palmer Audi), a huge track complex at Bedford Aerodrome, and selling shares in Justin Wilson's F1 future. He can be a little overwhelming face to face, but he has interesting ideas, puts his (and others') money where his mouth is and has the *chutzpah* to make them happen.

'He approaches familiar motorsport topics and then gives them an unexpected tweak'



Neill Bruce

Hopkirk's Mini wins the 1964 Monte Carlo Rally

And now, with the help of two businessmen/enthusiasts, John Britten and Peter Ogden, Palmer has pulled off the 'big one': an estimated £30 million deal to buy these four famous British tracks.

There's nothing to say that these new owners – MotorSport (a very good title!) Vision Limited – might not want to sell these assets at some time in the future, and that is their prerogative. But it's surely good news that the tracks have been purchased by people who understand the sport at a national level and are clearly confident of its future.

So it's still pits and not clubhouse, still *drive* and not drive, at Oulton Park. That difficult dogleg par five over water will just have to wait. Doctor's orders!

Letters from Readers

Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middx TW11 8RT, Great Britain.
E-Mail (please include address): motorsport@haynet.com
The Editor reserves the right to edit all letters

CAN YOU MGB SERIOUS?

SIR,

Your article on Mugello brought back to me one of the more intriguing episodes in my 40-year interest in motor racing.

In either 1965 or '66 I was on holiday touring around Italy when, in the hills above Florence, we came across a hotel with the Ron Harris Team Lotus transporter parked in its driveway. As we had no accommodation arranged, I thought it would be interesting to spend a few days in a hotel with a racing team, rather than having to suffer the heat and crowds of midsummer Florence. I had never even heard of Mugello at the time, let alone knew about the circuit and the F3 race that would be run there that year.

Anyway, we booked in and soon met the team and the drivers. They were all new to the circuit and the story they told us was as follows:

One of the drivers had timed an initial 'blind' lap of the circuit in the MGB he had driven to the event. They then did a more detailed inspection of the circuit, stopping at the various corners and taking note of the terrain. This made such a great impression on them that their fastest lap over the whole weekend was the initial one in the MGB, and not the ones in the Lotus.

I don't know how close to the truth this story is, but your article gives it a degree of plausibility.

Many thanks for a great magazine, the best part of which is these *Track Tests*.

EDWARD ATKIN, LONDON

STAR LETTER

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LAT

John Love beat Team Lotus to the dubious honour of bringing sponsors' colours to F1. He drove this Gunston-liveried Brabham in the 1968 South African GP

RECORDED LIVERY

SIR,

As a great admirer of Simon Taylor's sense of history, I am somewhat surprised that in *Modern Times*, January 2004, he perpetuates the myth that "sponsorship as we know it first appeared in the 1968 Tasman Series" with Gold Leaf Team Lotus. Not so; nor, as often claimed by many, was Team Lotus the first Formula One outfit to race in a sponsor's corporate colours – with the Spanish at Jarama on May 12 that year cited as *the* event.

Both honours belong to then-Rhodesians John Love and Sam Tingle, who ran their Brabhams in the colours of, and were entered by, Team Gunston – after the local tobacco brand – in the South African Grand Prix held at Kyalami on January 1, 1968. The former qualified 17th to Sam's 22nd, so John, technically, became the first-ever starter in commercial colours of an FIA-sanctioned event.

Colin Chapman returned to London after supervising Jim Clark's 'plain' Lotus 49 to victory in that South African GP – the Scot's last F1 win, as it turned out – before flying to South Island, New Zealand for the January 20 Tasman race. Had he possibly (probably?) gleaned the tobacco livery concept from Gunston, then put a rapid proposal to Gold Leaf? This might account for the Lotus cars receiving their corporate colours only after his arrival in Christchurch.

Either way, Love, Tingle, Gunston and Kyalami, and not Chapman, Gold Leaf Team Lotus and Christchurch, were first with sponsorship as we know it in F1.

Talking about myths, 1968, Lotus, and Spanish Grands Prix, should not Jackie Stewart's win at Jarama in 1970 with Ken Tyrrell's customer March 701 rank as the last privateer win over Jo Siffert's 1968 British victory with Rob Walker's Lotus?

DIETER RENCKEN, LONDON

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DUFF INFORMATION

SIR,

In the November issue of MOTOR SPORT the article by Bill Boddy titled 'Over the Edge in a Benz' provides a presentation of my father which is completely false. The comments "Duff was a Bentley driver" and "Duff recovered and won for Bentley in 1924" suggest that he was just one of the drivers employed by W O Bentley.

In fact, he owned his own car and was a great individual champion driver. He won not only at Le Mans, but in races all over Europe and also at Brooklands, where he broke the Double-Twelve record, driving two sets of 12 hours on successive days without a co-driver, said to be the greatest feat of endurance ever witnessed at Brooklands. He broke the 24-hour and many other world records. His car was exhibited at Selfridges and now stands at the Motor Museum at Le Mans.

When my father first entered his Bentley for the Le Mans race in 1923, not just WO, but many of the top drivers of the day told him that the car was not suitable. If it had not been for his initiative there never would have been a Bentley racing team at Le Mans, where the reputation of the marque was established. After all, who would enter his own Bentley for the race against the advice of Mr Bentley himself? Please give my father the recognition he deserves.

I do not know much about the Benz accident, except that my father only drove the car because he had promised to do so, in spite of grave misgivings about the brakes, which failed when he left the finishing straight and went up the banking.

CHARLES DUFF, LONDON NW6

You must be a very new reader of MOTOR SPORT! I have given your father praise for all the accomplishments you mention many times. Years ago I drove up to Newmarket to interview him and we spoke of his Le Mans performances in 1923 and 1924, but he had more or less forgotten his two big Fiats. The Benz episode is given a long separate chapter in my book *Brooklands Giants*. I can do no more to give your father the recognition you and I both know he deserves without repeating countless articles and book references I have already written – **WB.**



LAT

John Duff: the privateer who took Bentley to Le Mans

* * * *

BOARDER PATROL

SIR,

Close inspection of the *Parting Shot* of the Huddersfield MC Trial in the December issue of MOTOR SPORT reveals an interesting detail. Towards the top of the climb there is an individual on the hill, in cloth cap and tweed jacket, who appears to be riding a skateboard!

Is this the first photographic record of the skateboarding phenomenon? Have we all been hoodwinked because this transatlantic sport clearly (or more accurately, blurredly) has its historical roots in Huddersfield?

JASPER GILDER, HEMEL HEMPSTEAD, HERTS

Continental Notes

JENKS ON GTs, 1962

LAST MONTH IT WAS MORE THAN WORTHWHILE TO visit England to gather some Continental knowledge. An 'open house' day of dicing was being organised at Silverstone by Total Oil, with a long line of Continental cars in the paddock.

Looked after by Alfa Romeo man Guidotti was a splendid array of the Milan products. I tried the Sprint Speciale and the 2.6-litre spider, which really came into its own at Silverstone. The gearbox is first-class, the ratios near perfect. For those who like gearchanging, the Alfa Romeo five-speed is one of the joys in life.

'I dream of the day when MOTOR SPORT sells a million copies'

The 3500GT Maserati is more a 'roadster', but a very fast one – 145mph is not unlikely. The steering is accurate but the tail breaks away all too easily; I don't think I would enjoy driving from Naples to Sicily in the standard product.

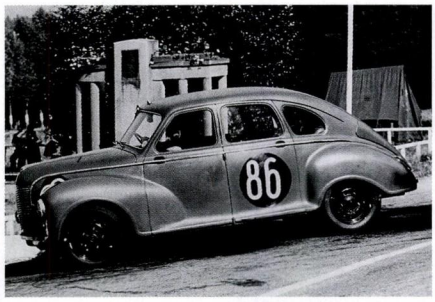
I dream of the day when MOTOR SPORT sells a million copies, for then the Proprietor might buy me a Ferrari 250GT for my travels round Europe. Then life will be complete – except that Ferrari will have built a better car by then. If the short-chassis 3-litre V12 Ferrari is not the last word in GT cars, I would like to know what is. There are not many cars I would give my right arm to own, but this is one – you would not need to drive the thing, you could just stand and drool over it in the garage.

With foreign products ringing in my ears I got on my foreign motorcycle and headed for home, happy in the knowledge that there is not much wrong with the Continent. – **Yours, DSJ**



LAT

The last word in GT cars: the Ferrari 250GT



Geoff McAuley

First outing for Jowett Javelin forged a link with ERA

THROW IN THE JAVELIN

SIR,

If Bill Boddy had chosen to extend his fascinating insight into Spa endurance races by just one more year (to 1949), he might have commented on the fine result of an unlikely contender, the 1.5-litre Jowett Javelin, in its first major competitive outing.

Piloted by Anthony Hume and Tom Wisdom, the car was driven to the circuit from the factory's home in Bradford, West Yorkshire. A second Javelin towed experimental manager Horace Grimley's camping-trailer full of spares!

The race car ran faultlessly for the 24 hours of the event, covering 1572 miles at an average speed of 65.5mph, not only winning the 2-litre Touring class but also exceeding the best of the 4-litre Touring class.

ERA's Leslie Johnson (in a 2.5-litre Aston Martin) was reported to have been greatly impressed by the Jowett's performance, which may have played a part in his company's involvement with the creation of the tubular chassis for the Javelin-based Jowett Jupiter sports model later that year. Johnson brought in Dr Eberan von Eberhorst to design the chassis, which provides a tidy link to another feature in your December issue – the fabulous Auto Union D-Type.

How small and entwined the world of motorsport can be!

GEOFF MCAULEY, YORK

* * * *

DERBY DAY

Sir,

I am prompted to write by Bill Boddy's piece 'The Day the Germans Came' from the January issue.

This brought back great memories of Donington Park, which I first visited in 1935 with my godfather Walter Handley, the great racing motorcyclist, and racer of MGs and Freddie Dixon's Riley, and my father, Harry Perrey, an intrepid competition motorcyclist and the first person ever to cross and recross the English Channel with an amphibian (a 500cc Ariel mounted on floats). He did this trip in the summer of 1929, the round journey, including a Calais champagne lunch, being completed in 6hr40min.

Your piece about the Germans at Donington rekindled wonderful memories, not only because the 1938 GP was won by my all-time hero Tazio Nuvolari, but also because the accompanying photographs included one of Earl Howe. By a happy coincidence, the first copy of MOTOR SPORT I ever handled also featured a photograph of Earl Howe, but this time on its cover at the wheel of a Maserati taken during the 1934 Monaco GP. Your photograph of Caracciola (another hero!) and his wife, Baby Hoffman, was also evocative. The lady standing next to Baby is, of course, Frau Lang.

PETER H PERREY, BIRMINGHAM

* * * *

THE OTHER JACKIE

SIR,

All lists of 'greats' in any sport are of course subjective, but how your panel can omit from any position in the Top 20 sportscar aces a driver who partnered many of the acknowledged heroes in their stirring drives leaves me dumbfounded.

I refer to Jackie Oliver, without whose assistance surely Mr Ickx could not have achieved his legendary 1969 win. I believe Jackie also still retains the record for the fastest-ever sportscar lap on a road course. They don't come tougher than that.

JOHN ATKINS, BENFLEET, ESSEX

* * * *

BEST OF THE REST

SIR,

Rest and Be Thankful was indeed unique for a British hillclimb, and Gordon Cruickshank's article (December 2003) brought the memories flooding back. The scenery, the occasional incident and the results service were just some of the notable features.

GC mentions Peter Lawson's BRM going down the hillside. I can still see it happening, at the 1968 meeting, and still remember the relief when the driver, clad in yellow oilskins and thus clearly visible from the top of the hill, jumped out and waved all four limbs simultaneously to reassure us he was okay.

But it was the results service that was the most amazing. Within minutes of the final climb, a hard-working team in a caravan produced results listing all times, the RAC Hillclimb Championship runs in the order of ascent and a list of the prize-winners.

This being before the days of computers, high-speed printers and mains generators, it would have been done by typewriter and a hand-cranked duplicator. The finished product was handed out free to anyone who cared to wait the short while at the caravan door. Service indeed, and just part of what made Rest and Be Thankful so special.

COLIN WARD, YATELEY, HANTS



LAT

No Rest for the results crew at Scotland's unique hill

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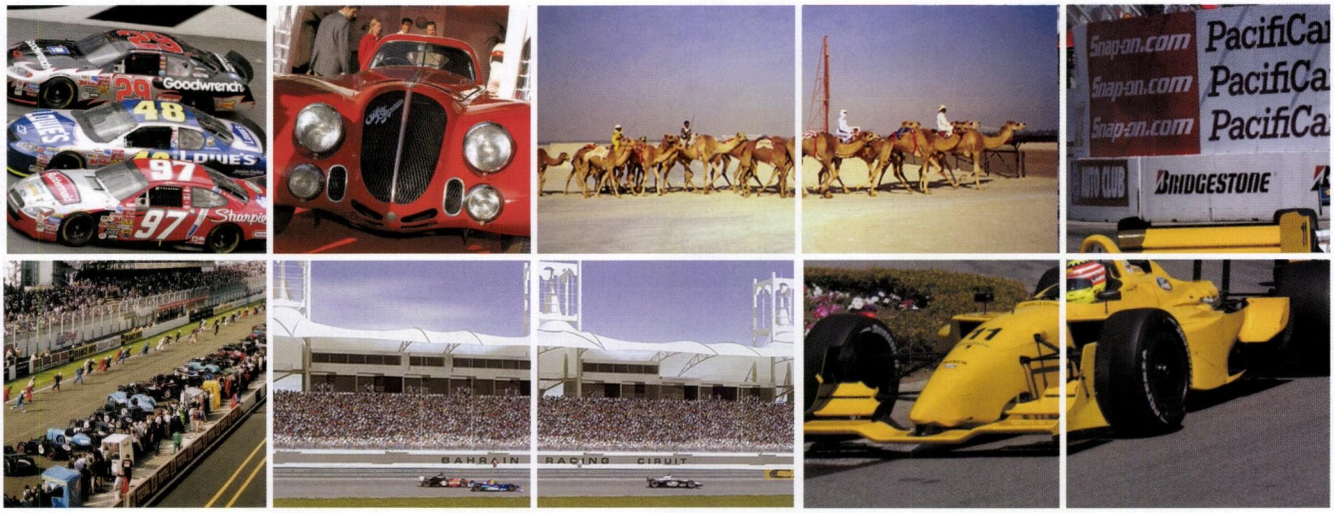
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There are new races this year in **Bahrain on 4 April** and in **Shanghai on 26 September** with exciting opportunities for the travelling spectator. The first ever race in the desert and in China where you can also visit Beijing, the Great Wall, the Terracotta Army and cruise on the mighty Yangtze River.

The **Canadian** and **US Grands Prix** are just one week apart in June so you can combine the two races on one holiday and our tour and ticket prices for the **Malaysian Grand Prix on 21 March** are cheaper than 2003 so there's plenty of reasons to travel long haul this year to watch your favourite sport.

In Europe all our favourite tracks and venues are featured. **The Monaco Grand Prix is on 23 May** and the **British Grand Prix at Silverstone** has its usual summer July date. The **Belgian Grand Prix** is back and is on **August Bank Holiday weekend.** Perfect!

HISTORIC RACING

Not only is there an **F1 Historic Grand Prix in Monaco** this year there's also a festival of sportscar racing at the **Le Mans Classic on 24 & 25 July**. With a line-up of 366 cars, traditional 'Le Mans' starts and plenty going on around the track too it's a gift for all sportscar enthusiasts.

LE MANS 24 HOURS

The legendary sportscar race is on **12 & 13 June** and there's nowhere else to be! It's a week long party and an unrivalled endurance racing spectacle. If you've a special car - rare, old or just fast - and want to take it to Le Mans - then our Marque Park arrangement is for you.

RACING IN THE USA

The **Daytona International Speedway** in Florida hosts the **24 Hour Sportscar race on 31 January & 1 February** and the famous **Daytona 500 NASCAR race on 15 February**. This is oval racing at its best and at night it is awesome.

The Champ Car World Series is home-grown American-style racing too and we've picked four of the best - **St Petersburg in Florida, Long Beach in California, Vancouver in Canada and Denver, Colorado**.

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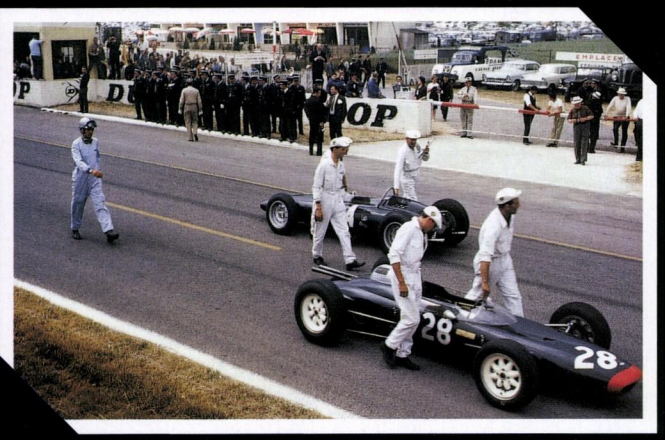
ANOTHER CHAPTER IN OUR SERIES FOR AMATEUR MOTOR RACING PHOTOGRAPHS CONTRIBUTED BY OUR READERS FROM THEIR OWN ARCHIVES. THIS MONTH'S SELECTION TAKES US TO REIMS AND AINTREE



Starter Toto Roche checks all-Lotus FJ front row of Arundell, Rees and Spence



That long pits straight reverberates to the racket of the Juniors blasting off



Mechanics push Salvadori's Lola (28) and Ginther's BRM toward the GP grid



Surtees' Lola is rolled onto front row; behind, Brabham backs up his Lotus 24

"ONE OF THE FIRST SOUNDS I EVER HEARD was J-P Wimille's Alfetta", says Michel Mathieu. His family lived at Gueux, on the old Reims circuit, and would picnic in the garden as the cars streaked past. His father saw every meeting from 1926-69, and told of seeing Silver Arrows drivers stop at the village store during practice to buy cognac, and of watching Caracciola hit the wall, making a hole that wasn't fixed for 30 years.

Michel's first memory of the track is seeing Mike Hawthorn's Ferrari spin off at the Gueux bypass during the 1954 French GP. He began taking photographs in the Sixties; these are from the 1962 non-championship Reims GP meet, with Formula Junior heats.

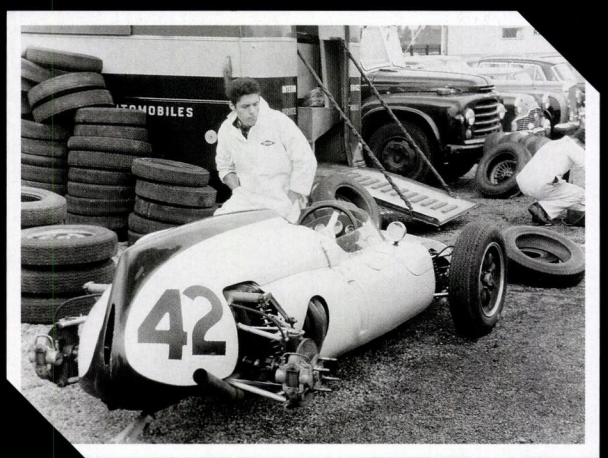


One minute board: Clark (10) on pole, Hill, Surtees, McLaren and Brabham

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 postal address on page 4). 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.

YOU WERE THERE...



1961 British GP, Aintree: Masten Gregory's Cooper awaits fresh rubber

IF THE FIRST RACE YOU EVER SAW HAPPENED TO be Stirling Moss's famous victory over J-M Fangio in the 1955 GP at Aintree, the chances are that you were instantly hooked on motor racing.

That's what happened to Norman Hayes, a MOTOR SPORT reader since the Fifties. Aintree was his nearest track, and over the years he attended, and photographed, many meetings there, progressing from a Box Brownie to a folding Kodak. "I collected my first drivers' autographs at the International 200 meeting at Aintree – Ireland, Surtees, Flockhart and Salvadori all signed the programme, which I still have.

"One thing noticeable in the photographs is the closeness of spectators to the cars and drivers. You could have a chat with any of the stars, and they would willingly sign any number of autographs. What chance have you today of even seeing any of the grand prix drivers, never mind trying to get their autographs?"



Sharknose Ferraris came to 1962 '200'

"THESE PHOTOGRAPHS HAVE NEVER BEEN SEEN BEFORE," SAYS Ross Ainscow of Anglesey, "because they have been hidden away in my schoolbag for 40 years."

We're back at the 'Liverpool Goodwood', where horses and racing cars shared the facilities. Once again the amateur viewfinder takes a different view to the professional, grabbing the surprisingly mundane transport of a local hero. "No helicopter or Ferrari supercar for our Stirling – a Triumph Herald, no less.

"In 1961 I had snapped Giancarlo Baghetti. In '62 I took the picture along; he remembered me and signed it. No English or Italian spoken, just gestures of invisible cameras. My hero for ever."



"To be this close to the Ferrari grand prix cars was heaven for a 15-year old in 1961

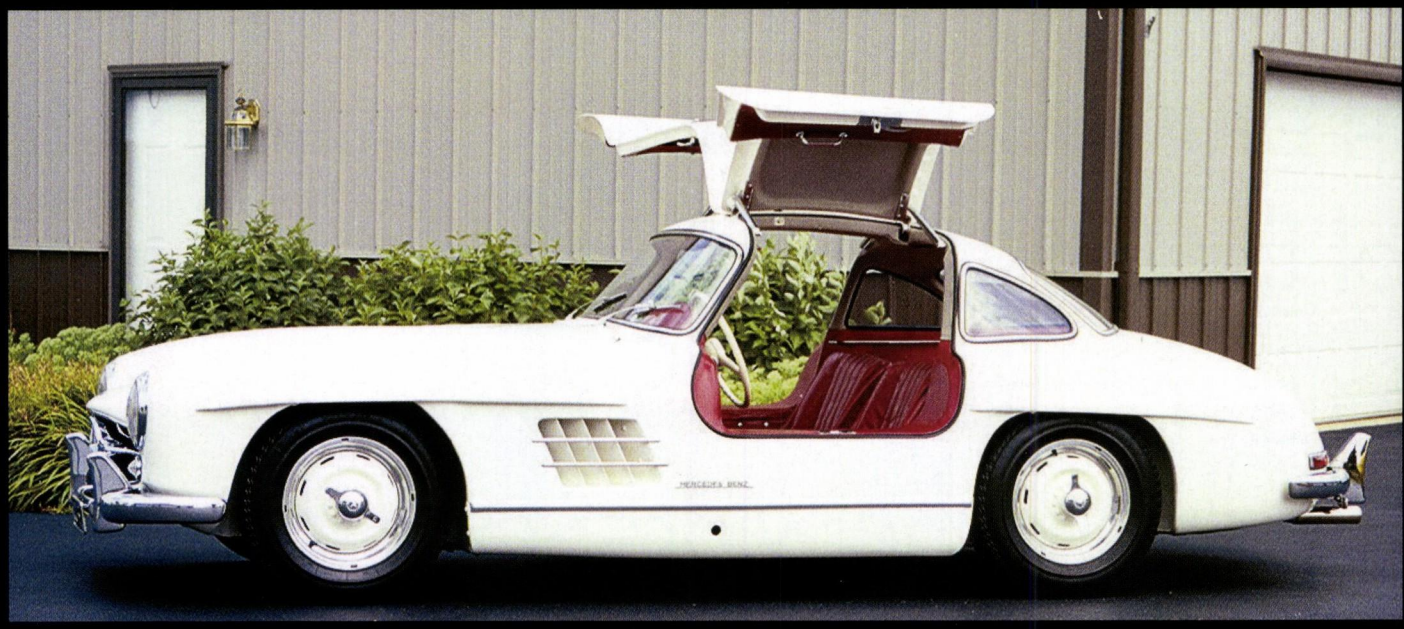


Baghetti's signature shows that enthusiasm needs no words



Stirling and Katie Moss giving Jo Bonnier a lift in two-tone Triumph, Aintree 195

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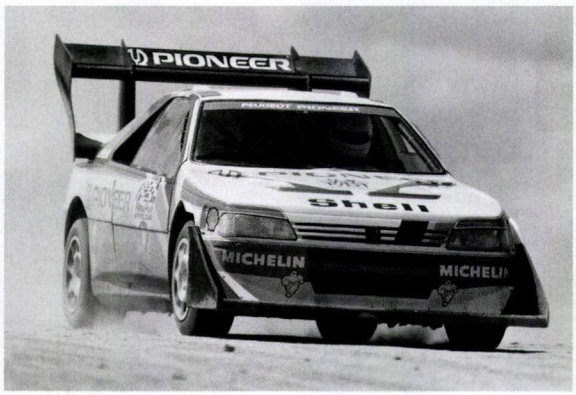
Surely the most humanistic politician in Brussels, Ari Vatanen is also one of the most exciting rally drivers ever to grace this earth. So what was it like driving the widest-ever Escort and doing Pikes Peak one-handed?

Your 1988 run on Pikes Peak in the Peugeot 405 was breathtaking – tell us about taking one hand off the wheel and using it as a sunshield. (Yes, we've seen the footage!)
Alex Roache, Stratford-upon-Avon

People from all around the world ask me about Pikes Peak – it seems to be a popular subject! In pure performance terms, Pikes Peak is the ultimate test by a long way. That film was shot during the practice runs, which were early in the morning, and the sun was so low it came straight into my eyes. People are amazed that I was brave enough to steer with one hand at Pikes Peak, with its sheer drops off the edge, but I have to burst the bubble: okay, when you go up slowly you look sideways and think, 'Oh dear, that's a big drop'; but when you're doing it for real it's different because you don't think about the drop – you're totally focused on driving. Before the start I would walk around in the forest to concentrate and psyche myself up. When the flag dropped, passion would take over and automatically the rest of the world was no longer in vision.

British rally fans have fond memories of your exploits in the 'black beauty' MkII Escort in 1982 – reputedly the widest Escort ever built. What are your memories of it?
Robin Middleton, Newbury

Of course, the Escort was already obsolete by that time, because Audi had changed



both: LAT

To Vatanen, Pikes Peak in a 405 T16 was the ultimate challenge



Ari was flying in Scotland (above), but came unstuck on the Manx

everything. But occasionally, like the Scottish Rally of '82, I was blindingly fast. At night, Hannu Mikkola could not match my speed even though he had four-wheel drive. So I have very fond memories of it; it was an incredibly spectacular car to drive. But when you were going quickly over Tarmac bumps it was a real handful. I had a really big accident that year on the Isle of Man, because I was pushing it a bit too far. We were zig-zagging down the road, and I was fighting it for hundreds of metres at high speed, and finally I lost it. Afterwards, they asked my co-driver Terry Harryman at what point he had realised we were going to have a major accident. He replied: "In scrutineering."

Which of your fellow Finns did you fear the most: Mikkola, Toivonen, Kankkunen, Alén or Salonen?
Hamish Laing, Norfolk

Fear? Does that mean respect? On Toivonen, I've always believed that Henri himself never realised just how much sheer talent and speed he possessed. Therefore he never truly came to terms with it, and never fully took advantage of it. Mikkola was 10 years older than me, but someone I always respected as a driver and gentleman. Not very expressive, but always a very correct man – he was the only driver who came to see me regularly in the hospital after my Argentina accident. I had some great battles with Alén, while ➤



McKlein



CLASSIC AND HISTORIC

Classic & Historic Automobile Division

Programme of sales for 2004

Saturday	14th February	BCA Blackbushe, Surrey.
Monday	19th April	BCA Bridgwater, Somerset.
Monday	7th June	Brooklands Museum, Surrey.
Saturday	31st July	BCA Blackbushe, Surrey.
Monday	4th October	BCA Bridgwater, Somerset.
Saturday	4th December	BCA Blackbushe, Surrey.

Quality entries are now invited for these sales

For further information or to consign your vehicle
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British Car Auctions

Kankkunen's peak came after my accident, so it's harder to judge him. Salonen was very talented, but just so laid-back. When he arrived as my team-mate at Peugeot in 1985, he immediately asked for two things to be changed on the car: that they fit assisted steering and an ashtray! It's too hard to say who was best – we're all so different. Sometimes Finns are described as 'dour', but the six of us are all totally diverse characters.

Why is it that Finland has produced so many great rally drivers over the years?
Adam Crocker, Belfast
I've always said that all you need to be a top rally driver is a heavy foot and an empty head! But seriously, I think Finns are very individual people, and are not best suited to team sports – ice hockey aside, perhaps. We have good footballers spread across the world, but bring them all together, and to keep them happy you have to give them 11 balls. So we tend to excel in sports where we're on our own, such as ski jumping and motor racing. But it's rather alarming that Finns seem to be only really good at sports where our heads are in danger!

From what age did you believe you had the talent to become world rally champion?
Lindsey Buckle, Sydney, Australia
I only ever believed I could do it when I had actually become champion in 1981. I'm not ambitious, I'm just active. When I was young, my career was nothing but a struggle – but luckily I never realised how far it was to the top of the mountain, because I never dared even look that far. I just focused on the next stage. How to get the next set of tyres; how to get the panel-beater paid; how to squeeze another £100 out of my mother. It was continuous crisis management.

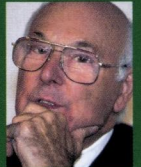
What possessed you to make that comeback drive in the Peugeot on the Monte in 1985?
Rob Jackson, Chesterfield
For sure, it was one of the great wins, and when I think of that rally, it's very special because we had to overcome so much adversity. Nothing went according to plan. First of all, I heard the news that my first co-driver from 1971 had died of cancer. It was expected, but when it happens it's still a shock. Then I was out running and fell ill, went to hospital and could not complete the recce. My co-driver Terry Harryman called in Fred Gallagher to help, but they rolled my car while making the notes. Then on the second stage, I hit some spectators, which was not nice – one of them broke a leg – and the radiator was damaged. It was a terrible start. Walter Röhrl was pulling away, until I found this completely new speed altogether and we beat him by 25sec on one stage. After that, I never looked back – I was a different Ari, full of confidence. But then there was the famous clocking-in-too-early incident, and it seemed we had lost all hope of victory. Terry was distraught. I said, "Now, Terry, put it behind you. You've made a mistake, and now you have to read the notes better than ever in your life." We went beyond flat-out and won. Massively satisfying.

Do you ever think about your accident in Argentina in 1985 and wonder, 'What if?'
Nick Poulos, Devon
I often think about the accident. The surgeon told me he'd never seen a patient with such a low oxygen value in their blood – it was below 20. That normally means you're dead. But I now think I was incredibly lucky to have this happen to me, because otherwise maybe I would not have realised how totally selfish and introspective we can be. It made me realise that we are all living on borrowed time, that life is a gift given to us all, and that I must treat all human beings according to their unique value. That's why I work as an MEP now; I have to try to help.

What was the key to you winning the Paris-Dakar Rally first time out in 1987?
Matt Wilson, Marlborough
I can't pinpoint it. But you have to remember the background. I was coming back from near-death. So just to be at the start meant so much to me. And then, on the very first special stage near Paris, my front suspension collapsed through a mechanical failure. I was telling Jean Todt, 'I know it was not my mistake'! And then to actually win the rally was amazing – because just to be alive was fantastic. So at the end I was so overwhelmed by life. The Dakar win was a dream, but in a way it was just a bonus on top of being there in the first place. My wife, Rita, came to see me in Dakar; I still remember that pink cardigan she was wearing. I was in love – with her and with life.

Where you ever tempted to go circuit racing like Röhrl or Jean Ragnotti?
Nick Eduard, Kensington
I've done a few saloon races in my time – I did the Nürburgring 24 Hours once and, on that sort of circuit, it appealed to me. But rallying is my life. It's given me so much, and allowed me to take in many great challenges. It's never left me cold or indifferent. M

NEXT VICTIM...



Murray Walker

Post, fax or email your questions to us at: Somerset House, Somerset Road, Teddington, Middx, TW11 8RT 00 44 (0)20 8267 5222 motorsport@haynet.com

COMING UP: Chris Amon & Alan Jones

NEXT MONTH

JODY SCHECKTER



LAT

FROM WILD CHILD TO CALCULATING CHAMP

plus

Formula Two track test

Nuvolari vs Caracciola at Alfa

Rallying's very first supercar...



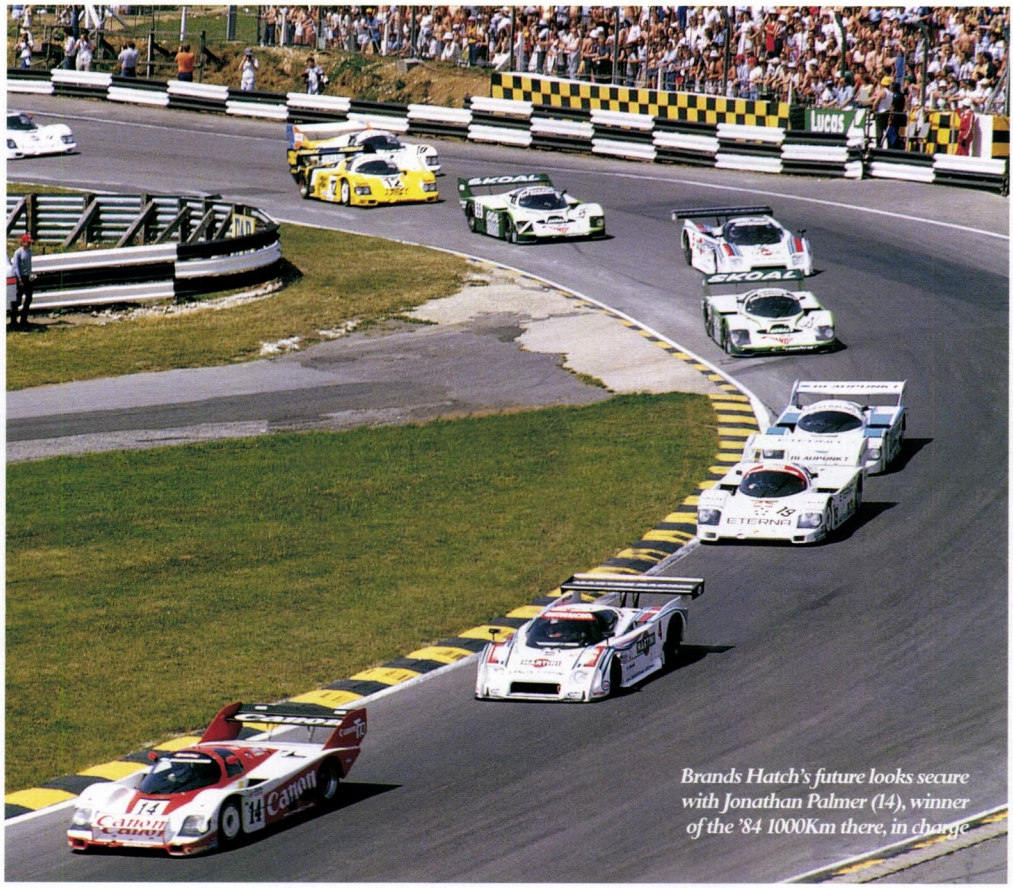
McKlien

...OH, AND STRATOS, TOO

ISSUE ON SALE FEB 20

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



Brands Hatch's future looks secure with Jonathan Palmer (14), winner of the '84 1000Km there, in charge

LAT

BRITISH TRACKS TO KEEP ON RACING

THE MOTORSPORT FUTURES OF FOUR major British motor racing tracks have been secured in a deal worth an estimated £30 million.

The new owner of Brands Hatch, Cadwell Park, Oulton Park and Snetterton is MotorSport Vision Ltd (MSV), a company created by ex-Formula One star Dr Jonathan Palmer and two businessmen/enthusiasts, Peter Ogden and John Britten.

Britten is a former MG and Morgan racer who also backed the privateer Porsche sportscar team that Palmer drove for in the mid-1980s; Ogden was formerly a managing director of Morgan Stanley before founding Computacenter in 1983, a company which has been a strong supporter of GT racing in the last decade.

MSV bought the tracks in January from Interpublic, which in turn owns Brands Hatch Circuits Limited.

"The future of these historic venues as motor racing circuits is now assured," said Palmer, the managing director of MSV. "Central to our plans is the continued ownership of all four and the development of each of them in accordance with the character and opportunities they present.

"There is clearly a great deal of work ahead. However, I am very excited about the prospect of providing spectators with more entertaining motor racing and competitors with circuits that become even better to race at.

"We're totally committed to developing motorsport at these circuits and believe that, through innovation and quality enhancement, we can revitalise one of the UK's most thrilling sports."

Interpublic, which bought the four circuits from Nicola Foulston's Brands Hatch Leisure in 1999, will now focus its UK motorsport efforts on staging the British Grand Prix, the rights to which were part of the above deal, and running Silverstone, which it leases from the BRDC. As a consequence its Brands Hatch Circuits Ltd subsidiary has been renamed Silverstone Motorsport Ltd.

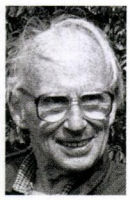
Andrew Waller, the managing director of Silverstone Motorsport Ltd, said: "We are delighted that Jonathan Palmer and his team are acquiring the four circuits and believe that our sale to his company will help safeguard the future interests of UK motorsport."

obituaries

Guy Griffiths

WITH THE DEATH OF GUY GRIFFITHS THE motoring world has lost another great character. I shall miss hugely the phone chats we had as we both grew older.

Guy began trading cars at 18, with exciting machines at affordable prices. He drove his own cars – a 1922 GP Sunbeam, Bugattis from Brescia to GP, and the Anzani-Nash 'The Spook' – in VSCC and other events, and supplied props for TV, which led him to form his Chipping Camden Museum.



But most of all he became one of the greatest motor racing photographers, as epitomised in *1946 And All That*, a collection of his work. I recommend any would-be lensman to read his preface.

We will miss seeing Guy walking with his long staff round the circuits, taking action shots and intimate stills. I used to call at his house on Monday mornings after race meetings to collect pictures for MOTOR SPORT.

No-one can replace this busy chap and all we can do is to offer sympathy to his wife and family. **WB**

Sir Gawaine Baillie

GAWAINE BAILLIE, WHO DIED IN DECEMBER, aged 69, began racing saloons in the late 1950s. In 1959, he joined Equipe Endeavour using Jaguar 3.4s, staying with MkIIs into '62 before switching to the big American Fords for which he's best remembered.



In his Galaxie, Mustang and V8 Falcon, he made a big impact on the British saloon scene, winning his class in 1966.

Up to his death he was still running the successful engineering company, HPC, that he established in 1959.

The nephew of Dorothy Paget, he inherited Leeds Castle in 1974, later bequeathing it to the nation.

UPPA

NEW SPORTSCAR SERIES TO UK

THE NEW PAN-EUROPEAN CLASSIC Endurance Racing series for 1960s and '70s sports-racers is set to visit the UK this season.

The Peter Auto-run events are to support the new Le Mans Endurance Series for contemporary sportscars, and will be part of its Silverstone round on August 14-15.

The one-hour Classic Endurance races are open to sport-prototypes that raced in major events from 1966-72, and GT cars from 1966-73.

The other dates include a visit to Monza on May 9, the Nürburging (July 3-4) and Spa (September 11-12).

GOLDEN AGE AT TEAM LOTUS

A CELEBRATION TO MARK 50 YEARS of Team Lotus is to be staged this summer by the son of the marque's late founder, Colin Chapman.

Classic Team Lotus, the historic racing and preparation company run by Clive Chapman, is organising the public open day at Group Lotus' Hethel test track on July 17-18.

Chapman aims to have up to 20 Formula One cars demonstrated at the event, along with examples of Lotus sportscars.

It is hoped that the very first Mk8 sportscar, produced in 1954 when Team Lotus was formed as an offshoot of Lotus Engineering, will also attend.



LAT

Mighty 'Yank tanks' have thrilled British spectators for more than 40 years

V8 CLASS GETS READY TO RUMBLE

HEAVY METAL V8S ARE TO GET A NEW championship this season.

Camaros, Mustangs and Cobras have already registered for the V8 Rolling Thunder series run by the Classic Sports Car Club. There is, however, no cut-off date and so modern classics such as Aston Martin DB7s will mix it with the older machinery.

With a view to less potent, less expensive machinery, the club will also introduce the Swinging Sixties series in 2004. This will be open to four- and six-cylinder road-going saloons or sportscars from that decade – and the 1950s. Cars must have their original engine type and silhouette. The races will be a minimum of 40 minutes and feature a pitstop.

"Competitors want less meetings but more track time, and that's what we are about," said a spokesman.

EURO F2 FOR ZANDVOORT FESTIVAL



Jim Haulgrave

Eight-round Euro F2 is going Dutch

THE FORCE RACING ORGANISATION is the first to commit to Zandvoort's new historic festival this year.

The Dutch circuit will stage the finale for FORCE's European Formula Two Trophy, which this season reverts to being exclusively for pre-1972 1600cc cars, on September 25-26.

FORCE's series for pre-1978 F1, F5000 and 2-litre F2 machinery will also visit the track.

news in brief

FORMER INDIANAPOLIS 500 WINNER Bobby Rahal has acquired a Ferrari 250GT SWB to compete in historic events this season, including the Goodwood Revival. The American bought the car in place of his recently sold Porsche 917.

* * *

THE CONNAUGHT STREAMLINER which won its class in the 1955 Goodwood Nine Hours is set for a full season of racing in 2004. The ASLR, one of two 1.5-litre sportscars built around lengthened A-type grand prix chassis, has been bought by former Chevron B19 racer Stephen Gibson.

* * *

FIA THOROUGHBRED GRAND PRIX champion Mike Wrigley is to race Down Under this winter in the two-round Tasman Revival F5000 series. He has shipped his Lola T330 to New Zealand for the races at Ruapuna and Teretonga, along with the Lola T332 and McLaren M18 of Frank and Judy Lyons.

* * *

A WAVE OF NEW IMSA GTP CARS are to boost the Group C-GTP Racing grid this year: American Brian DeVries is bringing his 1991 Intrepid-Chevrolet to Europe, while Nick Randle has added a second Nissan NPT90 to his stable. A March-Chevrolet 84G is also expected, driven by Peter Schleifler.

WIN A CLASSIC RALLY ENTRY

Emerald Isle Classic 2004

WIN A SPOT ON A classic rally around Ireland. MOTOR SPORT has teamed up with the Classic Rally Association to give a reader a free entry worth £2650 on the Emerald Isle Classic 2004, from May 16-21. The second running of this very popular event starts and finishes near Dublin and travels through the spectacular scenery of Ulster, Donegal, Sligo and the Wicklow mountains on magnificent driving roads, many famous from former use in Irish motorsport. As well as the regularity sections, the route will be peppered with driving tests on private estates and closed roads, and there will even be the option of a night section.



Our winner will get a free entry for themselves and a co-driver in an eligible classic – pre-1981 and suitable for a regularity rally – all accommodation (based on two people sharing a twin room) and evening meals, plus a return ferry trip to Ireland from the UK.

All you have to do to win this prize is answer the question on the coupon opposite (photocopies are acceptable), fill out your details and send it to Emerald Isle Classic Competition, MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middlesex, TW11 8RT by February 12.

For details call +44 (0)1633 263366, fax 263399, or e-mail info@classicrally.org.uk

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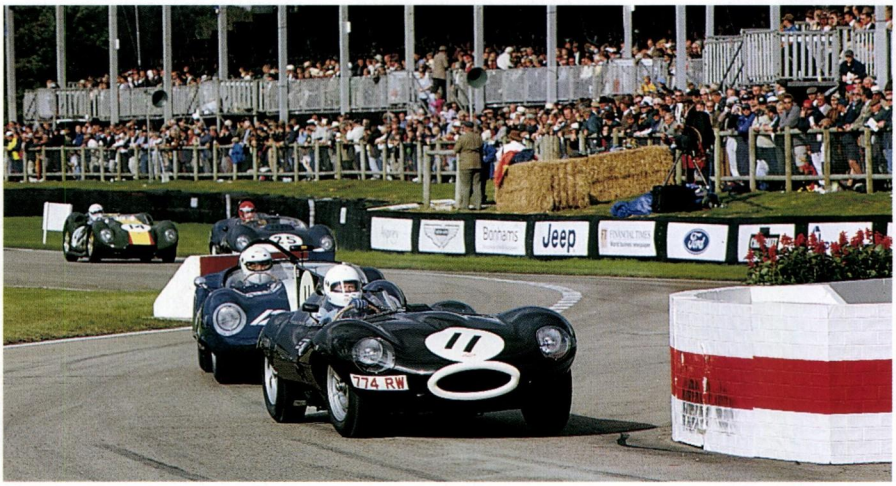
Question Who is the patron saint of Ireland?

Terms and conditions The winner will be picked at random from all entrants who answer the question correctly and will be notified by February 19, 2004. No cash alternative or substitute prizes will be offered. The competition organisers reserve the right to supply a prize of similar value and specification if the named prize is unavailable. The decision of the organisers is final and no correspondence will be entered into. Information on the winners of the competition will be available two weeks after the published closing date and will be supplied upon the receipt of a stamped addressed envelope. This promotion is open to all UK residents except employees and relatives of the promoters: Haymarket Publishing Limited and the Classic Rally Association.

1) MOTOR SPORT would like to keep you informed of new developments and offers exclusively from MOTOR SPORT. If you would prefer not to receive such information please tick this box. ☐

2) From time to time we may pass your contact details on to specially selected partners whose products may be of interest to you. If you would prefer not to receive such information please tick this box. ☐

GOODWOOD GOES ALL-TICKET



Jeff Bloxham/LAT

Crowds at the Revival Meeting will be tightly controlled this year – and treated to two solid days of racing

ENTRY TO GOODWOOD'S TWO PREMIER HISTORIC motorsport events is to be restricted to pre-paid ticket holders this year to ease congestion problems.

It will be the first time that the Revival circuit meeting in September, as well as June's Festival of Speed hillclimb, will be open solely to advance buyers. Both are among Britain's top three best-attended motor racing events, and the changes have been introduced to prevent overcrowding.

A format alteration to the Revival, balancing the racing action across both Saturday and Sunday, has also been introduced to spread out the crowds. Friday's free practice has now been dropped to be replaced by qualifying, which previously ran on into Saturday morning. This change allows a full programme of races to run on the meeting's second day, followed by another on Sunday.

Finite paddock space prevents extra events being incorporated into the programme. The revolving programme could, however, this year also include a new race for 'out of period' 1920s and '30s racers, or the return of late-1960s 3-litre Formula One machinery which last raced at the 1999 Revival.

The Festival's theme for 2004 will be 'Young Chargers and Old Masters', celebrating the great father-and-son driving dynasties and their cars.

WHAT'S ON WHERE?

JANUARY

28-31 DAYTONA (USA)
The Speedway's prestigious meeting for the Rolex 24 Hours sportscar race also features a one-hour Historic GTP/GpC support race, plus the Rolex Legends event for cars once eligible for the 24 Hours itself.

FEBRUARY

20-22 STONELEIGH (GB)
The first International Historic Motorsport event in Warwickshire is expected to draw 20,000 visitors to a wide range of exhibitions and stands. Live rally action feature is also planned.
Tel: 01367 250001

21 SILVERSTONE (GB)
VSCC's latest season of speed events kicks off with annual Pomeroy Trophy.
Tel: 01608 644777

MARCH

4-7 SEBRING (USA)
Endurance Challenge weekend, a week before the 12 Hours proper, includes the Al Holbert GTP Reunion, a round of the Historic GTP and GpC series and a Historic GT event.

6/7 NOTTINGHAMSHIRE (GB)
Robin Hood Stages based in Clipstone forest is opening round of Armajaro MSA British Historic Rally Championship. Tel: 01594 810821

20/21 CUMBRIA (GB)
HERO classic reliability Lakes and Dales Rally will take in some memorable Lake District roads.
Tel: 01235 851291

MYSTERY CAR COMPETITION



both: LAT

A YEAR'S FREE SUBSCRIPTION IS THE PRIZE for the knowledgeable reader who recognises this month's mystery offering from LAT Photographic's sportscar archives. Answers must be received by February 6, and in the event of there being more than one correct answer, we will favour the entry with the fullest information. Good luck!

Please send your entry to:
MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middlesex, TW11 8RT, UK.
Fax: 00 44 (0)20 8267 5222
E-mail: motorsport@haynet.com

Last Month: De Tomaso-Ford, Franco Bernabei, 1963 Anglo-European Trophy, Brands Hatch.
Winner: Perhaps it was the overseas origin, or even the Christmas holiday, but there were only a handful of replies to this one. The most comprehensive account came from David Cole of Rutland, who outlined the brief, unsuccessful story of these FJ cars (though one did lead an F1 race!).



Club News

COSWORTH RACING HAS RENEWED ITS DEAL TO sponsor the FIA Thoroughbred Grand Prix in 2004. The series has also been awarded 'World Championship' status by the FIA.

* * *

THE 14TH LOUIS VUITTON CONCOURS D'ELEGANCE is this year being moved out of London to Waddesdon Manor, near Aylesbury, Bucks. It will be held on June 5. Around 60 cars and 20 will be judged on beauty and originality.

* * *

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2004: Classic Rally Calendar

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JANUARY

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MAY

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"The best rally I have ever done"
Ted Gaffney, Triumph TR4

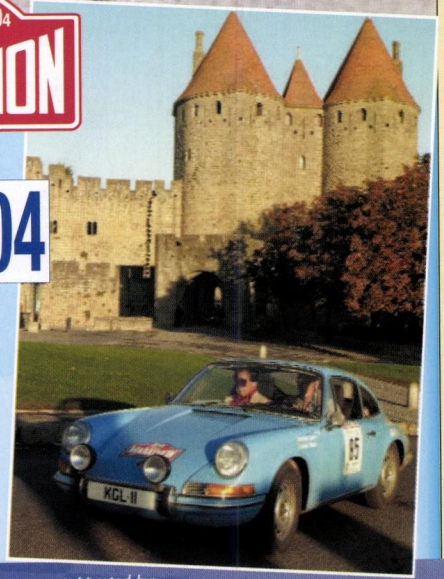
"They sure know how to enjoy themselves in Ireland"
David & Jacky Hall, 1929 Chrysler 75



1988 16 2004 Classic MARATHON

SEPTEMBER

On September 10th we head off to Scandinavia on the event that started the Classic rally scene, the 16th Classic Marathon.



CLASSIC RALLY ASSOCIATION RALLY OF THE TESTS 2004

NOVEMBER

End the rally season in the traditional way with a rally around Great Britain on the Rally of the Tests between 4th and 7th November.

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Neil Wilson, Mercedes-Benz 280SL

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JANUARY			4	11	18	25	S
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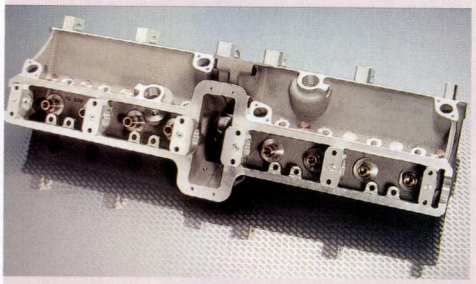


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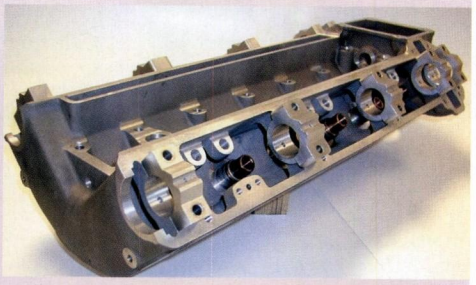


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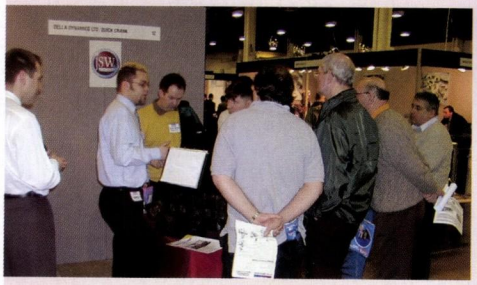


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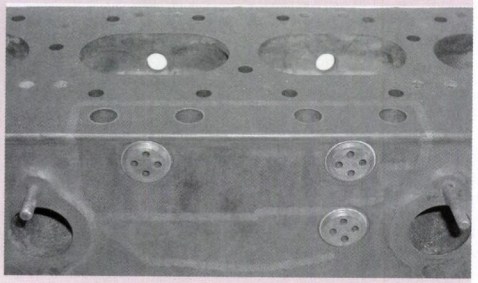


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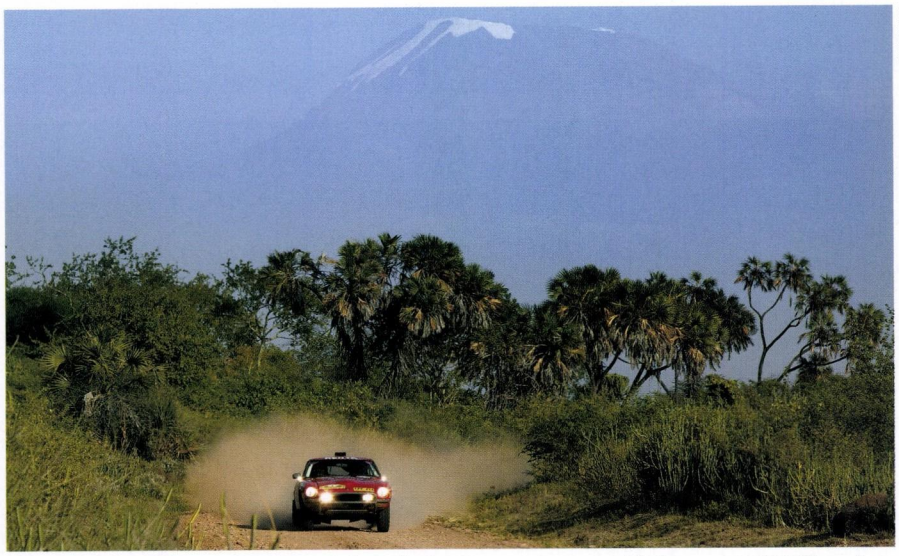


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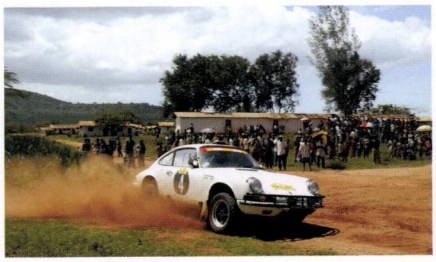
EAST AFRICAN SAFARI RALLY

DATSUN 240Z WINS TRADITIONAL SAFARI

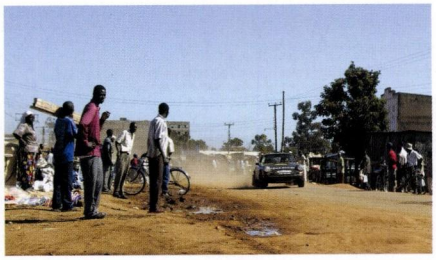


all: McKlein

Dust raised by Collinge and Levitan's Safari-winning Datsun contrasts with the snow on Mt Kilimanjaro



Second-place Porsche of Dor/Bréton 48min adrift



Rolt and Tuthill recreate 60s theme of 'new' Safari

ROB COLLINGE AND CO-DRIVER Anton Levitan ran out comfortable victors of the Kenyan Airways East African Safari Rally in the week before Christmas. Their Datsun 240Z finished 48min ahead of Frédéric Dor and Didier Bréton's Porsche 911, which in turn was 38min clear of the similar Porsche of Stuart Rolt and Richard Tuthill.

This recreation of the old Safari Rally was only open to pre-1972 cars, so that the MkI Escorts were 1760cc BDAs or pushrod Mexicos, while the Datsun and its Porsche rivals were running on carbs rather than injection.

The event was run by Mike Kirkland, whose own experience was gained driving works Nissans and who now runs a tour company, Southern Cross Safaris. This combination of expertise resulted in a superb rally which ran for 10 days and 3000 miles across Kenya, Uganda and Tanzania. It was tough on the road, but easy on the body as nights were spent in the best accommodation.

In line with its 1960s image, the overseas competitors did not win despite forming almost half of the 53-car entry. Michèle Mouton broke the front suspension of her Escort on the first day and, though rescued, the penalty accrued was almost six hours. The Porsches started rather more cautiously – at Mount Kenya, Dor and Rolt were ninth and 10th respectively – and by the time they were up to speed, the flying Datsun was beyond reach.

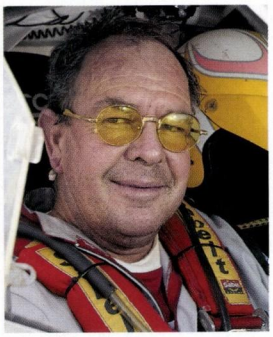
Several entries were old Safari hands reliving past times but a large proportion were first-timers travelling to Kenya to experience the legend. Many of these found African roads a tough proposition, and mechanical problems were frequent. However, the format of the event, with its night halts, meant that these could be fixed and an almost full entry departed the following morning.

Among the retirements was Gerard Marcy's Escort, which went off the road while leading and was too badly damaged to continue. John Lloyd rolled his Escort on the last day and had to watch it burn to a crisp.

At the finish on the sands of Diani Beach, the conversation was that it had been a great event, tougher than expected... And when did entries open for the next one ? **JDFD**

INSIDE LINE

ROB COLLINGE

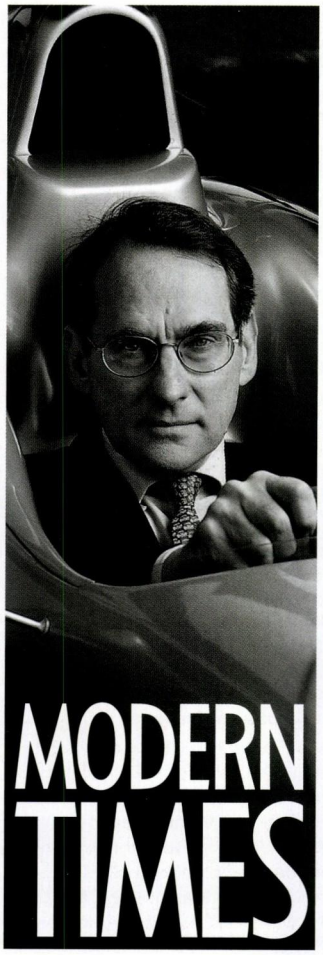


WINNING THE EAST AFRICAN SAFARI IS THE ZENITH OF A 32-YEAR CAREER FOR THE KENYAN

What did this Safari win mean to you?
It was everything I had ever hoped for. I first drove the Safari Rally in 1971 – in a Sutton Escort. It was the first BDA on the Safari. I did it with my mother [Gerry Davies] and we were the first car to retire when it dropped a valve at Mitito Andei. I didn't use it again, and drove a Colt Galant and then an Alfa Romeo to win the Kenyan Rally Championship three times in the Seventies. I did the Safari several times, but the thing everyone remembers is the Safari of 1982 when I finished sixth overall in a Range Rover. I also competed in a Fiat Abarth 131 and Toyota Land Cruisers, but there was no chance of winning.

Was this Datsun 240Z something special?
Yes, but not in the way you mean! It was prepared by Stuart Wilkinson in Australia and when I bought it the car had done Panama-Alaska, London-Mexico and London-Sydney. In fact, the engine and gearbox hadn't been touched since Sydney. All we did was open the gearbox and check it out before a shakedown on the 'other Safari' rally, the one that used to be the Equator, earlier in the year. But we did treat it to a new set of spark plugs!

What next?
I would simply love to do a rally-raid event. In fact, we ought to run one here in Kenya. I think I am of an age where I am the right candidate for long-distance events where success is not a matter of 'balls to the wall'. And I want to do it while I still have this love of driving and passion for cars. Anton [Levitan] and I have so much experience with 4x4s that I am sure we would make a go of it.



MODERN TIMES

HERE IN BRITAIN, A WAVE OF PATRIOTIC indignation greeted the news that Justin Wilson had lost his seat in the budget-challenged Jaguar F1 team. This, said the gossip, was in order to admit some unknown Austrian youth with an earring, who was buying his drive for many millions of dollars. Ultimate proof, surely, that F1 is all about money, and nothing else.

One lounge bar cynic told me he had it on good authority that Justin lost his drive not only because of his rival's bulging pockets, but also because Ford's marketing men – despite that earring – liked the image that went with the young man's name, which was apparently Christian Clean.

In fact he is called Christian Klien. And, far from being an unknown youth, he has already been tipped to follow in the tracks of Austria's two world champions, Jochen Rindt and Niki Lauda. He is still only 20 years old, although he will have had his 21st birthday before Melbourne. He was winning kart titles at 13, and racing in Formula BMW at 16. Having scooped the German Formula Renault Champship in 2002, he had a brilliant rookie season in F3 last year, finishing runner-up in the Euroseries after victories in the Marlboro Masters, and at Le Mans and the Nürburgring. When he had his Jaguar test he had never sat in an F1 car before, yet team boss David Pitchforth praised his calm composure and intelligent feedback.

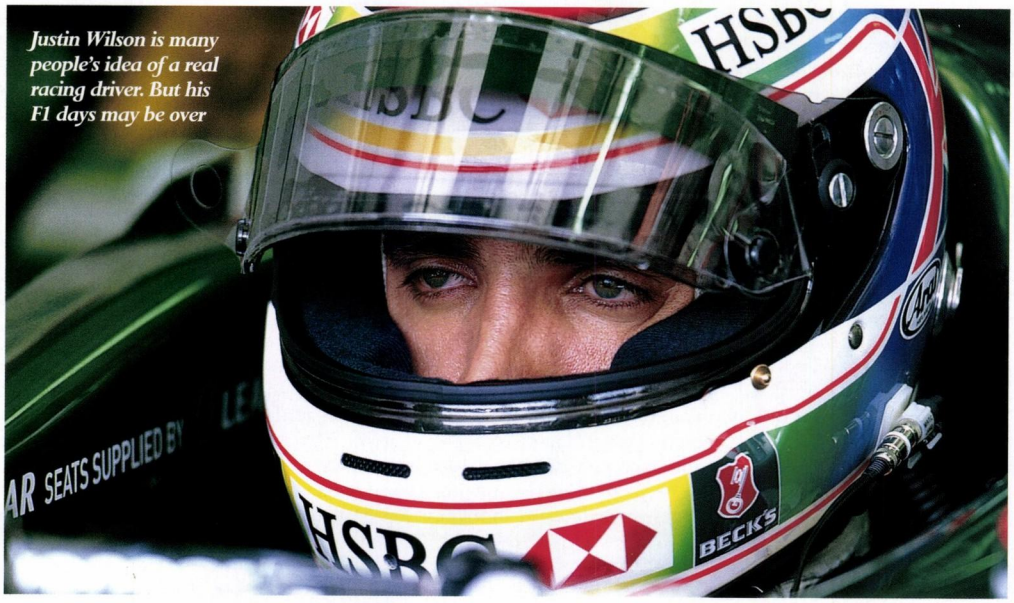
However, Pitchforth's somewhat defensive press announcement – "our decision to employ him was based on merit, potential and speed" – was conspicuous in making no mention of the £6 million Klien is thought to be introducing to the team, courtesy of Austrian energy drink millionaire Dieter Mateschitz. Quite how a red bull will co-ordinate with a leaping jaguar on the cars' livery has yet to be revealed.

Twelve months earlier, the talents of the young Brazilian Antonio Pizzonia had been described by Jaguar in equally glowing terms, yet he was unceremoniously fired mid-season. Now it seems that Justin Wilson's grand prix career is finished, just 10 months after it began with so much optimism. You'll remember that this time last year his manager, ex-F1 racer Jonathan Palmer, masterminded a flotation which allowed the public to subscribe for shares in Justin Wilson plc, and thus raise enough money to get Justin his seat at Minardi. Even Fernando Alonso found it hard to shine as a rookie when he was at Minardi in 2001, but from the first race Wilson gave a doughty account of himself, showing that the speed, courage and intelligent racecraft which made him Britain's first Formula 3000 champion were still in place. In his F1 debut in Melbourne he took advantage of a scrappy start to hustle his uncompetitive mount from 19th on the grid to ninth by lap two. Four months later, when Pizzonia was shown the door after the British GP, Jaguar signed Justin as his replacement, and his career seemed to be on its way.

'Some team bosses preferred to treat the number two seat as a necessary evil or a welcome profit centre'

Usually a driver learns to work with a new team in winter testing, rather than during the frantic hurly-burly of a tough season. Justin arrived at Hockenheim for the German Grand Prix to confront not just a new car, but also a whole new set of working relationships. (While all this was going on the team's No1 driver, the gritty, hard-working Australian Mark Webber, continued to show he is a far better, more intelligent racing driver than most had given him credit for.) As for Justin, he had just five races for Jaguar. The first three ended in mechanical failure; the fourth, at Indianapolis, earned him his first – and perhaps his only – championship point. Now it's hard to see where his career will go from here.

Hungarian Zsolt Baumgartner failed to set the track alight on either of his



Justin Wilson is many people's idea of a real racing driver. But his F1 days may be over



Horace Gould was the classic privateer, earning start money with his old Maserati



George Eaton's Canadian dollars swelled BRM coffers



Hector Rebaque allowed Brabham to focus on its No1

all: LAT

rent-a-drives for Jordan last year – and, incidentally, has apparently never won a race in any formula. But he has been signed to drive this year for Minardi rather than Dutchman Jos Verstappen, who'd hoped to get the seat. It seems Baumgartner's cash – some of it from the Hungarian government – came through, and Verstappen's didn't.

Of course, buying your way into F1 is nothing new. Back when life was simpler, a typical grand prix would have a grid of two halves. The first was composed of the works teams, most of whose drivers were being paid for their efforts (but often not very much, certainly by today's standards). The other would be the privateers, men wealthy enough to buy an F1 car and tug it around Europe just for the fun of it. Sometimes a private entrant would run a good enough operation, and hire a good enough driver, to be a player among the works teams – Rob Walker was the supreme example of this. But as long as Maserati, for one, could balance its books by offering examples of the simple, reliable 250F for sale, there would be characters who could persuade enough start money out of race organisers around Europe to have a fun season.

Typical of these was burly Bristolian garage owner Horace Gould, whose bulk, and fiery style, earned him the affectionate title 'Gonzalez of the West'. He carried his 250F around Europe in an old bus, and gave a good account of himself in non-championship races such as the Naples GP: he was second there in 1956, and in 1957 he was fourth behind the works Ferraris of Hawthorn, Collins and Musso. He started in 13 championship rounds between 1954 and 1958, by which time the Maserati was definitely long in the tooth, and scored two championship points on one great day at Silverstone in 1956 – finishing ahead of similar private Maseratis of Villoresi, Perdisa and Godia. He had many enthusiastic counterparts, from Italy to South America. Who now remembers Ottorino Volonterio, or Jorge Daponte, or Prince Gaetano Starrabba and his Maserati-powered Lotus 18?

By the 1970s the rising costs of F1 encouraged several teams to hire out third and fourth cars to youngsters whose bank balance was obvious even if their talent wasn't. BRM, in its Louis Stanley era, was one of the first teams to exploit this idea. Sometimes the arrangement was quite open and unashamed; at other times there was some token PR-speak to imply that the driver had earned his seat because the team were convinced he was a future world champion. In Montreal, Eatons is the Canadian equivalent of Selfridges, and a son of the family, a long-haired lad called George Eaton, did 13 grands prix for BRM between 1969 and 1971. He retired seven times, failed to qualify twice, and never finished higher than tenth. From 1970 to 1972 BRM ran 16 drivers: Rodriguez and Siffert of course, and Oliver, Beltoise, Ganley and Gethin, but also Helmut Marko, Vic Elford, John Cannon, Bill Brack, Vern Schuppan, Reine Wisell, Brian Redman, Peter Westbury and Alex Soler-Roig. Some of these fell into the Justin Wilson category: newcomers with potential who got their first taste of F1 from BRM because they didn't cost much, or anything. Others, of course, simply bought their drives.

Spaniard Soler-Roig also popped up at March and also at Lotus, for Colin Chapman was always happy to rent cars to local heroes. Between 1964 and 1968, Moises Solana usually drove a works Lotus in the Mexican GP. He would also sell cars to wealthy young hopefuls: another Mexican, Hector Rebaque, ran his own race team in 1978-79, fielding year-old Lotuses. Then, after a disastrous attempt to commission his own F1 chassis, Hector took his money to Brabham. Bernie's boys were concentrating their efforts on winning the championship with Nelson Piquet, and were very happy to have a No2 who quietly did his best and didn't complain.

Once F1 teams had become strictly two-car affairs, some team bosses preferred to put all their budget behind getting a top No1, and treat the No2 seat as anything between a necessary evil and a welcome profit centre. Understandably, Minardi cannot afford to run any driver who doesn't bring money into the team, and Jordan, given the choice between a decent driver with money and a decent driver without, is always going to take the former. It's the way of the world.

None of which will be much consolation to Justin Wilson. He has already had plenty of opportunity to learn fortitude – after he won the Formula 3000 Championship in 2001 he had a quiet year before his Minardi break in 2003 – and there is talk of a ChampCar drive, which should suit his quiet courage and opportunistic aggression. As for Mr Klien, he may prove to be the find of 2004, and the leaping jaguar and the red bull may well learn to make sweet music together. In about seven weeks' time, in Melbourne, we'll start to find out. M

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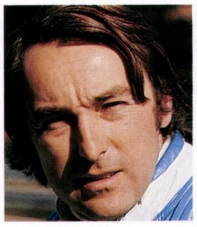
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1974 BELGIAN *at* NIVELLES *by* GERARD LARROUSSE



How did a driver in the middle of a successful season of sportscar racing with Matra end up making a one-off grand prix start?
I don't really remember, but I think I wanted to say that I had done one grand prix in my life. Elf and Gruyère Switzerland, a cheese maker, bought a ride for me from a Swiss guy called Jörg Dubler, who was running the Team Bretscher Brabham owned by Martino Finotto.

Why that particular drive?
I can't think why we went to that team, except that I had a lot of connections in Switzerland. It wasn't expensive, though, something like FF80,000 [£6800] as I remember.

Had you ever raced a single-seater beforehand?
I'd contested a handful of Formule France races back in 1968 when I switched over from rallying. I did four races and won one at Albi, but that was it.

Did you get to test the Brabham BT42 beforehand?
Not at all. The first time I saw it was when it turned up at Nivelles on the back of an open trailer pulled by a little truck. There were just two mechanics and I brought along a couple of guys from my own team, Equipe Switerzland Archambaud, which was running Alpine-Renault two-litre sportscars that year.

Was it a straightforward transition from a Matra MS670C sports-prototype?
The BT42 was really easy to drive, but I had to set it up on my own. Unfortunately, we didn't get any help from the works Brabham team.

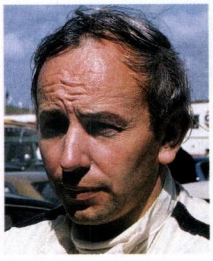
You qualified 28th and ran well early on in the race. Were you happy with your performance?
My big concern was to get some good tyres. We were on Goodyears and I kept asking my good friend Leo Mehl for the 'right' rubber. What we had for qualifying wasn't the best, but just before the race he gave me another set. I remember making a good start and running ahead of two of the works Brabhams [Rikky von Opel and Teddy Pilette]. It was going well for a while, but then I started having problems with the tyres. After two-thirds of the race they were finished and I had to retire. I've always suspected that Leo gave me qualifying tyres.

Why didn't you change tyres and continue?
We didn't have any more to switch to, and besides, we didn't have the necessary equipment to change the wheels quickly.

What is your overriding memory of that weekend?
I saw Clay Regazzoni the other week and he reminded me that I had held him up at one point. I told him that I didn't do it on purpose. That's his memory, but mine is being near the back of the grid and staring at a wall of tyres. I was so low in the car and F1 tyres were so big in those days.

What happened when you tried to qualify the car for the French Grand Prix?
The car was a disaster at Dijon and then the engine blew, so it was impossible to qualify. I never had an intention to carry on in F1, but that weekend at Nivelles is one of the best souvenirs of my career.

My hero BY JOHN SURTEES



"Growing up during World War II limited the scope for sporting hero worship, but two magazine pictures salvaged from our bombed-out house stuck with me. The first was of Georg Meier riding a supercharged BMW bike – wheels off the ground at Bray Hill during the 1939 Senior TT on the Isle of Man. The other was of a Mercedes-Benz W125 at Donington Park with Rudolf Caracciola at the wheel. In 1980 I was fortunate enough to find Meier's BMW, the one from the photo, and put it back together again. I used it all over the world until I let it to go to the museum in Munich. In 1987 Mercedes asked me to drive some cars. The first they put me in was a W125 at Spa. It was Caracciola's car."

THIS MONTH IN



1994

Works Nissan 300ZX (above) dominates Daytona 24 Hours, winning by 24 laps. Thomas Radström wins the Swedish Rally and Formula One testing hots up, with Michael Schumacher's Benetton B194 and Ayrton Senna's new Williams FW16 to the fore



1984

Stig Blomqvist (above) wins the Swedish Rally. Fellow Audi Quattro drivers Michele Mouton and Per Eklund are second and third. Porsche's 962 makes its debut in the Daytona 24 Hours. It retires and a Porsche-powered March 83G wins the race



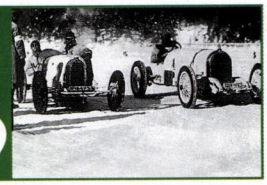
1974

Peter Gethin (above) wins the Tasman Series in the Team VDS Formula 5000 Chevron B24. Emerson Fittipaldi completes a Brazilian F1 double with victory in the non-championship race at Brasilia. Tapio Rainio wins the Arctic Rally in a Saab V4



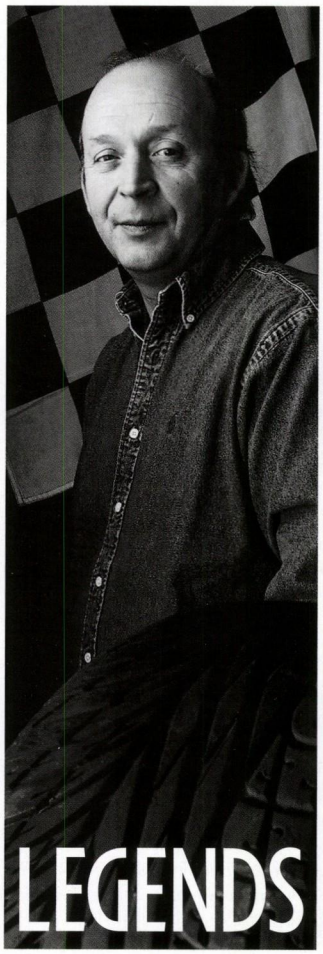
1954

Mercedes unveils one of the weapons in its grand prix comeback – the W196 streamliner (above). Maurice Trintignant wins the Buenos Aires Grand Prix for Ferrari after the last-lap retirement of team-mate Mike Hawthorn with conrod failure



1929

Bugatti and Austro-Daimler take to the snow for a race at Garmisch Partenkirchen in Austria (above). Louis Chiron gets snow ploughed off the Brickyard; he is at Indianapolis to try out various American cars in preparation for an assault on the Indy 500



LEGENDS

RETIRING CHAMPIONS



'85 Dutch GP win was Lauda's last before his second retirement, after a rare successful comeback

all LAT

IT WAS WITH SOME SURPRISE THAT we learned, last June, that Michael Schumacher had agreed to extend his Ferrari contract by another couple of years, taking him to the end of 2006, by which time he will be closing in on his 38th birthday.

Why the surprise? Because, should he see it through to full term, by then Schumacher will have completed 15 full seasons as a grand prix driver, two more even than Alain Prost, whose career was considered unusually long.

Already Michael has set records for both wins and championships that will probably stand forever, and has enough money for several hundred years. One might have expected that the 2004 season would be his final one.

Schumacher says he still loves competition, and so long as that abides so also will his career. But in 2003, while world champion for the sixth time, and still the best driver on earth, he had to face the fact that the young Turks – Montoya, Raikkonen, Alonso – were closing in. Many doubt that he will in fact go on for another three seasons.

"One of the big secrets of this business," Mario Andretti once said, "is knowing the right time to stop." He was just past 50 at the time, and there were many who reckoned that already he should have called it a day, that he wasn't quite what he had been. And he had been racing for 30 years, and his friends wanted to see him survive.

Andretti was aware of all that. "I know I'm not as fast as I was," he said, "but I believe I can still do it. If I didn't, I'd be gone. But it's not easy to give it up, because I don't know anything else.

"The thing is," he added, "it is tempting to go on, because to be a race driver is a wonderful life. On the other hand, I think some guys get out too early. They've made some money, quit early, then realised it wasn't out of their system. Some they come back, and that I'd never do. When I retire, I retire."

Some, like Jackie Stewart and Jody Scheckter, indeed packed it all in at 30-something, at the height of their powers. In their case, it worked. Stewart claims he has never missed the driving, and Scheckter, like Jackie a world champion, left without a backward glance a year after winning the title.

"To me," said Andretti, "guys like Stewart and Scheckter don't really love this sport. They got what they wanted out of it, and then quit. If they'd had a pure love of the sport, they wouldn't have been able to give it up that easily. But it's their decision, and at least they stuck to it. You know, when Mark Donohue quit, I said at the time it was too early for him, that he'd miss it. And, of course, he did, he came back – and he killed himself."

Donohue is something of a forgotten figure now. He excelled in Can-Am





Above: Schumacher has extended his contract – but will he see it through? Below: Andretti knew when to stop, and '94 was his last year racing full-time



sportscar racing, and was also – like Andretti – an Indianapolis 500 winner.

At the end of 1973 he retired, but by '75 was back, this time as an F1 rookie. At the Osterreichring, during the race morning warm-up, he had a tyre failure and went over the barriers.

If only rarely has a driver's comeback ended in death, then not often has it been a complete success. Alan Jones, for example, was world champion in 1980, and retired at the end of '81 in dream style, after winning for Williams his 'final' Grand Prix, in Las Vegas.

'Retirement' can be a relative term in motor racing. What Jones wanted, he said, was to go home to Australia, relax, maybe race touring cars. And that was what he did.

Unfortunately, though, he didn't leave F1 completely alone. At the start of 1983 he drove a few races, not for a Williams or a Ferrari, but for the no-hope Arrows team. It was not a success. Apart from anything else, he would now no longer be remembered as that rare man who had left racing from the top step of the podium.

The great exception to the comeback rule was Niki Lauda. At the end of a practice session at Montreal in 1979 he drove into the Brabham pit and announced to team owner Bernie Ecclestone that he was retiring.

Lauda being Lauda, that meant not at the end of the season, but *now*. "I've come to realise," he said, "that there's more to life than driving round in circles." By mid-afternoon he was on a flight to California, and Ricardo Zunino was in the car, in Lauda's overalls.

For the next couple of years Niki gave all his time to his fledgling airline. But, as Andretti said, he had stopped too soon, his passion for driving not yet quenched, and by the winter of 1981 he was receptive to an approach from Ron Dennis to return.

Through 1979, the year of his withdrawal, Niki was routinely outpaced by his apprentice team-mate, Nelson Piquet. Thus there was a widespread suspicion that his return would not prove a good idea. The doubters were soon disproved. At the Long Beach GP, only the third race of his comeback, Lauda's McLaren won, and decisively.

The 1982 season was among the most cataclysmic the sport has known, with two drivers losing their lives. But it was a highly competitive one on the track. If no driver, remarkably, won more than two grands prix, Lauda also dominated at Brands Hatch, and eventually was fifth in the points.

The following season was not a success, however. McLaren didn't have a turbocharged engine, and Lauda scored only 12 points from the 16 races. But he was confident that better things lay ahead, and he was right. What McLaren had coming was a turbo V6 from Porsche, an engine purpose-built to fit John Barnard's new MP4-2 design.

If Niki had a worry for '84, it was that new team-mate Alain Prost was intimidatingly quick. But Niki, while unable to match him on sheer speed, was always second in races Prost won, and first when he had problems – which he did more often than Lauda.

Thus, although Prost won more races, it was the toothy Austrian who went to the deciding race with a points lead, knowing that another second place to his team-mate would make him world champion – by precisely half a point. And that was the way it turned out. At Estoril, Lauda took the title for the third time.

As a success story, Lauda's comeback is unique in the sport's history. True, Prost himself returned to win the 1993 world championship after a year away, but on that occasion it had simply been a sabbatical, a bit of breathing space after a dozen years on the road.

So how will Schumacher play it? One important difference between days gone by and now is that racing used to be incomparably more perilous, and there was a much greater sense of 'get out while you can'. True, we had that dreadful weekend at Imola in 1994, when Roland Ratzenberger and Ayrton Senna lost their lives, but by then a dozen years had gone by since the last fatality at a grand prix, and there has been none since.

"Okay," said Martin Brundle, "in the back of a current F1 driver's mind is the acceptance that he might get hurt, but 20 or 30 years ago it must have been right at the *front* of your mind. It isn't for the current drivers: these days it's possible to have an almighty accident and step out of the car. And that registers. There isn't this idea of retiring while you're still in one piece…"

Still, there is a right time to stop. Ideally, as Andretti suggests, it is while you are still enjoying it, still doing justice to your name and reputation. It was a painful thing, at Monaco in 1975, to watch Graham Hill fail to qualify for a race he had won five times.

In the early '90s I talked with Brundle about Senna, and how long it would be before Ayrton was no longer quite the force he had been.

"You and I will never see it," Martin replied, "because he'll know it before anyone else – and as soon he does, he'll quit immediately." One suspects it will be just that way with Schumacher. M

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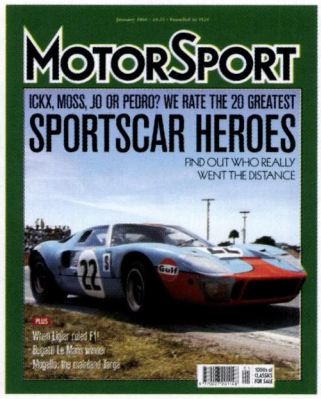
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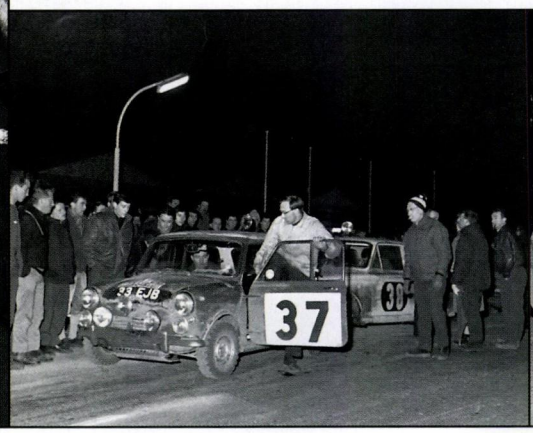






SMALL WONDER

FORTY YEARS AGO, THE MINI'S VICTORY ON THE MONTE CARLO LAID THE FOUNDATIONS OF ITS ICONIC STATUS – AND CHANGED RALLYING FOREVER. JOHN DAVENPORT RELIVES AN EPIC EVENT WITH THE TEAM'S KEY FIGURES





Bill Price



Clockwise from above: Paddy Hopkirk, grand prix driver, throws 33 EJB around Monaco; triumphant car displays grime of thousands of miles; Hopkirk's navigator, Henry Liddon, climbs aboard after a control stop; BMC flew car home by air ferry to appear on television; winning car performed faultlessly, but crew happy to offer help to others; Raymond Baxter and Paddy Hopkirk swap notes; top of the Turini, where the Mini's abilities crucially extended its lead



Bill Price

Mini adventure – Liddon, Hopkirk at the Palladium



Now, who's having borscht? Russian police check

IT WAS THE LAST WEEKEND OF JANUARY, 1964. BRUCE Forsyth and Tommy Cooper flanked Joan Regan on the revolving stage that marked the finale of Britain's most popular televised show, *Sunday Night at the London Palladium*. The glamorous Tiller Girls stood alongside them, but for once only two of the long-legged high kickers were on the stage's central podium. And they were sharing it with two nervous-looking gentlemen in dark suits and ties and a little red car with a white roof. The men were Paddy Hopkirk and Henry Liddon and the car was their 1071cc Mini Cooper S, which days earlier had won the Monte Carlo Rally. Just like that!

To us, now, a Mini winning the Monte doesn't seem such a strange idea. Back then, it was simply amazing. That such a small car – an innovative piece of engineering from a British company and driven by a British crew – could triumph on the world's most prestigious rally was something to marvel at. And to celebrate.

The victory was not just on the front page of every British newspaper, but was in the nation's living rooms at peak viewing time. The amazing Mini had already taken wins on the track, but it was this display of endurance that truly captured the imagination, in Britain and beyond, and propelled the car towards becoming an icon of the 'Swinging Sixties'. The car would, of course, be immortalised on celluloid in *The Italian Job* five years later, but Hopkirk's win was a major marker in helping to establish a legend.

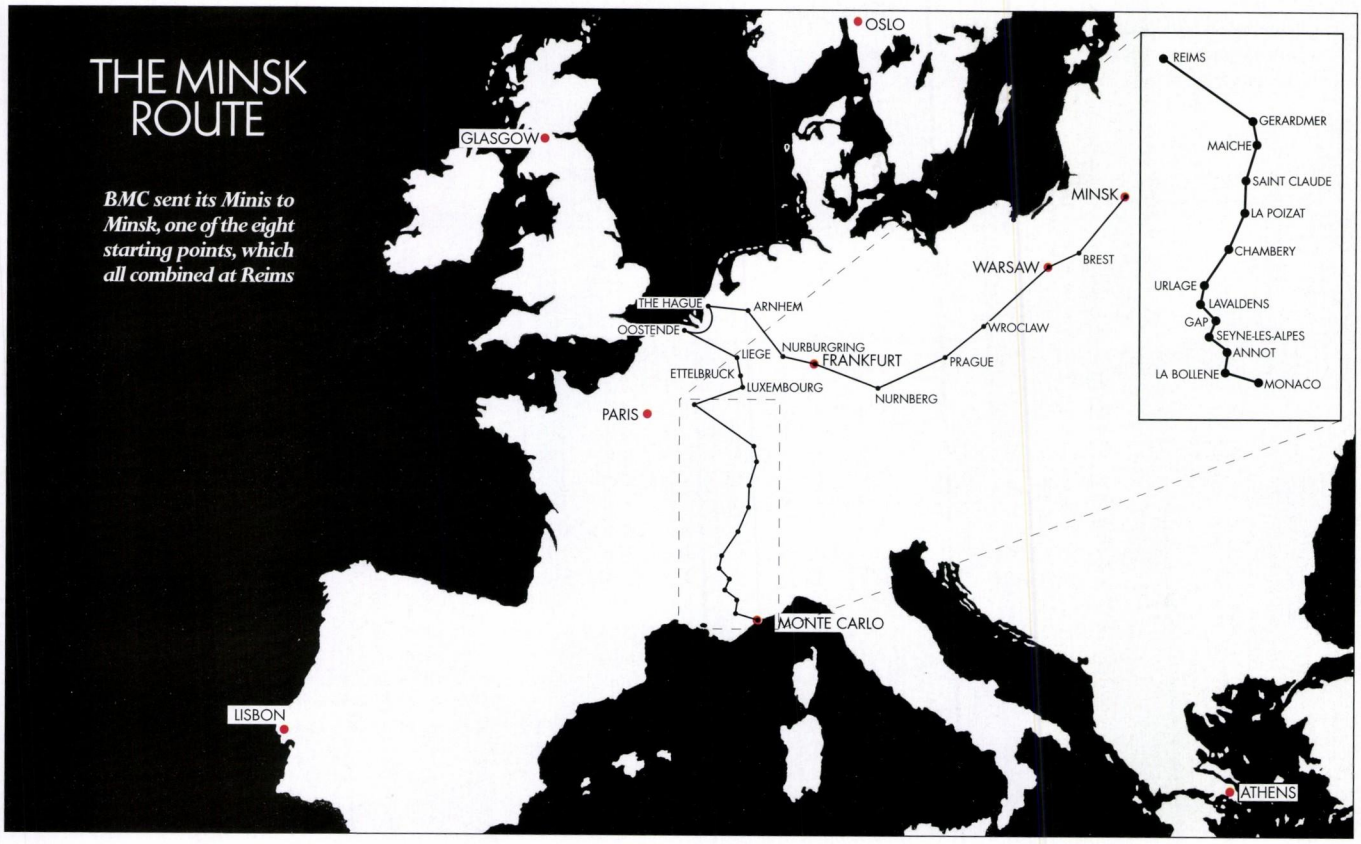
The 1964 Monte was not the first competition appearance for the Mini Cooper registered 33 EJB. Built in the summer of '63, the car's maiden outing had been the Tour de France, crewed by Hopkirk and Liddon. It was one of four of the new 1071cc Cooper S models entered by the factory, and Hopkirk came a creditable third overall in the Touring category, which he also won on handicap. Having developed a liking for French roads, it was decided to use the car as Paddy's mount for the Monte.

Cliff Humphries
BMC development engineer

"In those days we would get one mechanic to build the whole car. That included the engine and gearbox. The cylinder heads were done by Weslake, but our guys would have to grind in the valves, fit the springs and camshaft and deck the cylinder block to get the right compression ratio. We never used an engine twice. When it came back from a rally it would be sold off to a private owner and we would build a new one for the next rally. The whole process could take nine weeks, or more if the mechanic was building a car from scratch."

The BMC entries were shipped from the Port of London to Gdansk in Poland. On the boat were two more Mini Coopers, a works car for Raymond Baxter/Ernie McMillen and a private car for Dr Shelagh Aldersmith/Liz Jones. They were accompanied by mechanics from the Abingdon works, plus the redoubtable Dr Aldersmith. On arrival at Gdansk they were faced with a 250-mile drive to Warsaw, where they met up with the crews who had flown in and were to drive the cars on to Minsk, a further 370 miles up the road.

Privateers Shelagh Aldersmith and Liz Jones leaving Minsk



Paddy Hopkirk
Winning driver

"I flew out to Warsaw and a welcoming committee took me off to be reunited with Henry and the rally car. They also tried to reunite me with a month's production of Polish vodka. The local police had dreamt up this reception for us, which was very nice, but we had to drive the Mini up to Minsk the following day. I guess they knew how cold it would be and were just making sure that we had adequate anti-freeze inside us.

"And boy, it was cold. Alec Issigonis deserves full marks for designing such a super little car, but he had not given much thought to the survival of the occupants in a Russian winter. A Mini heater is a contradiction in terms. We were soon equipped with fur hats and fur boots. In fact, we probably looked a lot like those Russian policemen that we all made fun of – they looked like tea cosies carrying guns."

The night-time temperature dropped to below -40°C and the rally cars had to be tow-started in the morning. That came as a bit of a shock to the locals, who had imagined that the superior technology available in the West would have bypassed such primitive methods.

Stuart Turner
BMC team manager

"Why Minsk? I tried not to choose starting points for the drivers but let them pick their own. I was keen for there to be a good spread so that if one starting point had bad weather, the others would be okay. But Minsk was an obvious choice because it was the first time in 52 years that there had been a starting point in Russia, and so there was bound to be a lot of press coverage."

For the Minsk starters, the flag dropped at 00:34am on Saturday, January 18. Facing them was a nine-hour run (back!) to Warsaw on roads that, while not free of ice, at least had no new snow. That was a big relief because snowploughs in the area were few and far between. The biggest difficulties came at the borders, where even special arrangements for the little convoy could not avoid the inevitable bureaucratic delays. Hopkirk had a very worrying experience when he took a wrong turning and encountered a brace of 'tea cosies' waving their guns in his general direction.

By 10pm on Saturday evening they were in Prague – and Sunday breakfast was taken in downtown Frankfurt. The day was spent in a foggy tour of the Low Countries, returning in the early hours of Monday morning through the Ardennes and Luxembourg to arrive at Reims just after 8pm.

Bill Price
BMC Competition Dept co-ordinator

"I had a rather short involvement with the rally. My first task was to go with Den Green and Johnny Lay in a car to Frankfurt to service the cars as they came in from the East. It was about six o'clock in the morning and the chosen place was a frozen car park. The temperature was -10°C. There was no problem with the Minis, but we diagnosed a leaking radiator on the Morley brothers' MGB and phoned home to get a replacement shipped out to meet them at the Oostende control.

"While the rally went off to the Nürburgring, we drove to our next service at Arnhem. We picked up the BBC on the radio and it was saying that two British girls in a ➠



Raymond Baxter and Ernie McMillen cross Germany



Keystone

Sub-zero temperatures in Poland made life difficult

Nürburgring was just one of the stages on the long haul south





Minis being checked in Reims during one-hour halt



Keystone

By Saturday evening Minsk starters reached Prague

Mini Cooper had been taken to hospital in Maastricht after an accident. We guessed that it must be Pauline Mayman and Val Domleo. We headed towards Maastricht and, by the most amazing luck, a chap pulled up alongside us at a traffic light – he had seen the Monte service plates – and asked if we wanted him to show us the hospital. We found the girls, left Pauline in bed and took Val back to the scene of the accident for her to retrieve their kit. We then pressed on to Arnhem, where we were happy that there were still no problems with the other Minis.

"The plan now was for us to drive to Paris, leave our car with the Austin dealer, catch a flight to Nice and integrate with the rally service. Sadly, the airport was completely fogged in and likely to stay that way for some time. I rang Stuart Turner, and he said that it was best for us to go home when it finally cleared – which is what we did."

Stuart Turner

"My role was largely completed before the rally started. It was my task to work out the service arrangements and make sure that all the kit and spares would be in the right place at the right time, and that the teams of mechanics would find their way to the right spot. I remember my wife Margaret insisting that I clear all the maps and paperwork away from the dining room table as we had guests coming for Boxing Day!

"To me, doing the service plan was the most challenging job in rallying – and I loved it. On the event, I would jump into a car with a driver and go round to see the rally at various points. There were no mobile phones or radio so there was no chance to exercise any tactical control. In any case, the rally went straight from Reims to Monte Carlo so we only saw it a few times. I didn't even make it to the finish ramp in time to see them arrive."

Reims was the central point where all the routes converged, at a large Elf garage on the outskirts of the city. Thirty or so French motorcycle cops were waiting to escort the tired crews to the service park and control in the town centre, in the shadow of the famous cathedral. Their method was to gather a group of three rally cars together, then switch on every available flashing light and siren and head for the centre oblivious of traffic lights, other road users or the speed limits. For drivers who had already been on the road for 56 hours, this was definitely a wake-up call.

The first cars left Reims at just after 9am. These were the Warsaw starters; the Minsk cars followed them. (If you were an Athens starter, you were not on the road south until 2.30pm.) As Monday night approached, the roads became smaller and more mountainous, while the time controls got closer and closer together. Crews had been arriving with 20min or more in hand; now they were scrabbling in with just the odd minute to spare.

The organisers had banked on using a special stage at Mont Revard, before Chambéry, followed by the classic stages of Chartreuse and Chamrousse. However, Revard was closed because of road works and the authorities of Isère wanted to charge too much for use of the latter two. Thus the rally shot past all this prime mileage, and it was not until sometime after midnight that it arrived at the first special stage, 14.3 miles of hoar frost over the Col du Festre. Slow up and very fast down is the best description, and here, as on all five stages, it was the Ford Falcon of Bo Ljungfeldt that set the fastest time.

Actually, that's possibly not true. The times of those who retired never arrived in Monte Carlo, much like their owners, and so were never published. And rumour has it that a Chrysler Valiant driven by Esko Keinanen set fastest time on the first three tests before a driveshaft broke...

The next special stage, taking in three cols between La Madeleine and Pellautier, followed immediately. At 28.6 miles this was the rally's longest stage and featured a mix of fast and twisty sections, many with spectacular drops. (It was here that Sam Nordell, the Vauxhall driver, was killed during the recce.) Ljungfeldt again had the fastest recorded time. But Hopkirk was only 19sec slower on scratch – and led the rally by 30 points on handicap.

When Hopkirk equalled Ljungfeldt's time on the icy Chorges-to-Savines stage after Gap, he was 44 points clear. Not that he knew it; Ljungfeldt and Carlsson may have learned of Hopkirk's times, but Paddy could not have known theirs. He was ahead of them on the road, and since the stages were not started on whole minutes, no outside observer could be sure of any times. The drivers just had to get on with it. Go as fast as they could.

As dawn broke, the Minsk runners were coming to the last two stages in the Alps overlooking Nice. The first of these was St Martin-Vésubie, the infamous 'Ford Falcon Autobahn', so dubbed by Pat Moss and Liz Nystrom. But even here, with a 28sec second advantage over Hopkirk, Ljungfeldt could not stop the Mini gaining more points on handicap, while the twistier Col du Turini provided another huge leap forward for the little car.

THE SCORING

THIS WAS THE PENULTIMATE MONTE TO USE THE FACTOR OF Comparison on stage times. This was a formula designed to reduce the benefits of tuning and engine capacity. The basic bit was the square root of a figure arrived at by dividing the cylinder capacity in litres by eight times the cylinder capacity plus one. A further fixed coefficient (zero for Group 1, 1.04 for Group 2 and 1.05 for Group 3) was added depending in which group your car was entered. This gave you your particular 'factor'.

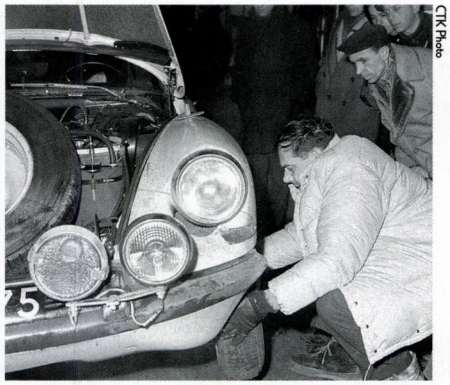
The times over the five special stages were added together and multiplied by your 'factor'. Then, a day after the 'finish', there was a series of races on the Monaco GP circuit, each lasting four laps. The scratch time there was added to the adjusted stage times to give your final result.

Simple!

Erik Carlsson
Saab works driver

"The weather was a bit too good for Saab: cold, but not much ice and snow. What there was came on the three stages around Gap, where we could keep up with the Minis. But the 'Ford Falcon Autobahn' was impossible for us. It was dry Tarmac most of the way. I lost 48sec to Paddy – even Pat [Moss, in another Saab] beat me. She went like hell in those conditions. It was much better on the Turini, where there was proper snow and I was second-fastest behind Ljungfeldt.

"Part of the problem in such good conditions was that we did not use racing tyres like the Minis. We had ➳



CTK Photo

Even in the Sixties, the right tyre choice was crucial



All the works Minis took the Northern Europe route



Minis were in pretty standard spec, with no rollcage or harness

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Twisty, snowy sections let agile Mini gain on huge V8 Ford Falcon

MONTE 1964 STAGE TIMES

	Coefficient	Time on SS1 min:sec	Total after SS1 with coeff	Time on SS2 min:sec	Total after SS2 with coeff	Time on SS3 min:sec	Total after SS3 with coeff	Time on SS4 min:sec	Total after SS4 with coeff	Time on SS5 min:sec	Total after SS5 with coeff	Time on circuit in secs	Final penalty points
Hopkirk	0.3345	16:13	325.47	34:11	1011.53	15:23	1320.27	17:41	1675.18	23:46	2152.17	384.1	2536.2730
Ljungfeldt	0.3489	15:54	332.85	33:53	1042.16	15:23	1364.20	17:13	1724.61	23:29	2216.21	350.5	2566.7128
Carlsson	0.3298	17:00	336.40	35:20	1035.57	15:45	1347.23	18:33	1714.30	23:42	2183.28	390.5	2573.7760
Makinen	0.3345	16:40	334.50	34:59	1036.62	15:42	1351.71	17:54	1710.97	25:10	2216.06	377.8	2593.8625
Pat Moss	0.3298	17:07	338.70	36:05	1052.72	15:48	1365.37	18:16	1726.83	23:51	2198.78	398.2	2596.9766
Ljungfeldt-to-Hopkirk gap in points			7.38		30.64		43.93		49.44		64.04		30.44

a Dunlop contract, but to cover all the possibilities, from full snow to dry Tarmac, we also had to carry some studded BF Goodrich snow tyres and Pirelli wet road tyres. With two service cars and a supervision car to look after two rally cars, the tyre choice was never going to be optimised for every stage. The BMC boys did a fantastic job to look after all those cars they had and get the right tyres on them."

Thus, with the rallying over, Hopkirk led from Carlsson, Moss and Timo Mäkinen, with Ljungfeldt only fifth. But the crucial seconds on the four-lap circuit test were not subject to the coefficient, and counted as points. So Ljungfeldt could gain considerably – and the gap to Hopkirk was only 64 points.

The Falcons were the quickest on the circuit: Ljungfeldt did the fastest time ahead of Jo Schlesser, followed by Günther Klass (Porsche Carrera), the two Mercedes 300SEs of Eügen Böhringer and Dieter Glemser, and then Anne Hall in a third Falcon. But Hopkirk drove quickly and sensibly to drop just 34sec to Ljungfeldt. The Swede did manage to leap ahead of Mäkinen's Cooper S and the two Saabs – but Hopkirk remained just out of his reach.

Ljungfeldt's drive in the big 4.7-litre machine must be reckoned one of the best in modern rallying. And yet there was someone else able to go one better. Hopkirk and Liddon's tenacity and planning paid dividends; they had put in a lot of time practising the stages, helped by the fact that three of the stages were around Gap, the other two around La Bollène.

Paddy Hopkirk

"I don't remember much of the rally and the stages. You were so tired you only thought of driving as fast as you could. I do remember seeing Stuart Turner at the roadside coming away from the Turini. He stopped us and asked how it had gone. We could only say that it was okay because we didn't know how we compared with anyone else. He wanted to chat more, but we would have been late to the finish.

"Even then, after arriving in Monaco, we did not know ➤



Archive A.C. Monaco

Conditions were too good for Carlsson's Saab to shine



Celebration lunch with Fangio, Hill and Bonnier

WHAT HAPPENED NEXT...

THE MONTE CARLO OF 1964 SEEMED TO OPEN SOME KIND OF TAP. The Mini's win captured the imagination – and not just in Britain. Even America heard about it, since (the losing) Ford America had brought a pack of journalists with it. And, throughout the boardrooms of the car world, it seemed to pluck nationalist heart strings and generally set them thinking on how to win rallies, the Monte Carlo in particular. This victory triggered 20 years of growth within the sport.

To start with, the others did not have it easy. Waiting in the wings was a 1275cc version of the Mini Cooper, which was racking up outright wins by mid-1964. It didn't matter that rallies were starting to ditch their capacity coefficients. With its bigger engine, the Cooper S had a sufficient power-to-weight ratio to win without handicaps. Famously, it did just that three more times on the Monte. First Mäkinen defeated Böhringer in a works Porsche 904 in the snows of '65. He won again in '66, only to be thrown out with all the other British-entered cars for an alleged lighting infringement. And finally Aaltonen won in '67, finishing just 13sec ahead of Ove Andersson's Lancia Fulvia. By '67, Lancia, Alpine, Porsche, Ford, Sunbeam and Opel were snapping at the heels of the Mini and, sure enough, on their last appearance as a works team, on the Monte of '68, they were swept aside by Porsche.

But they had had their effect. Rallying was on the up, and would stay that way. Carlsson may have bought the firework, but Hopkirk had lit the blue touchpaper.



Bo Ljungfeldt's Falcon set the fastest time in Monaco

how things were. It took a long time in those days to get all the printing clock records in from the controls and do the calculations. I went to bed on the Tuesday afternoon. At about four o'clock on Wednesday morning, the telephone woke me. It was Bernard Cahier, the French journalist. He wanted to know how it felt to be the winner. I thought he was kidding and told him it was a bad joke. But he finally convinced me.

People often speculate as to how Hopkirk was able to so convincingly beat his Finnish team-mates Mäkinen and Rauno Aaltonen on an event and in conditions that should have suited them well. What one has to remember is that Hopkirk was, at that point, more experienced than they were, as well as being at the peak of his career. Sprinkle in a dose of hard work and you have the recipe for his success.

Stuart Turner

"After the rally, Tony Dawson, BMC's PR dynamo, was simply fantastic. Before we knew where we were, there were telegrams from The Beatles (we had organised a lift for Ringo from Paris airport in a rally car before the start, when he had arrived after the rest of the group), a lunch with Juan Manuel Fangio, Graham Hill, Jo Bonnier and other luminaries, and then a celebration dinner, with Alec Issigonis as the star guest.

"Tony's final stroke of genius was to get the winning car, together with Paddy and Henry, flown back by the Channel air ferry so that it could appear live on 'Sunday Night at the London Palladium', which was at the time by far the most-watched programme on TV. To add to the joy of the success, Tommy Cooper was on the bill."

Just like that! M

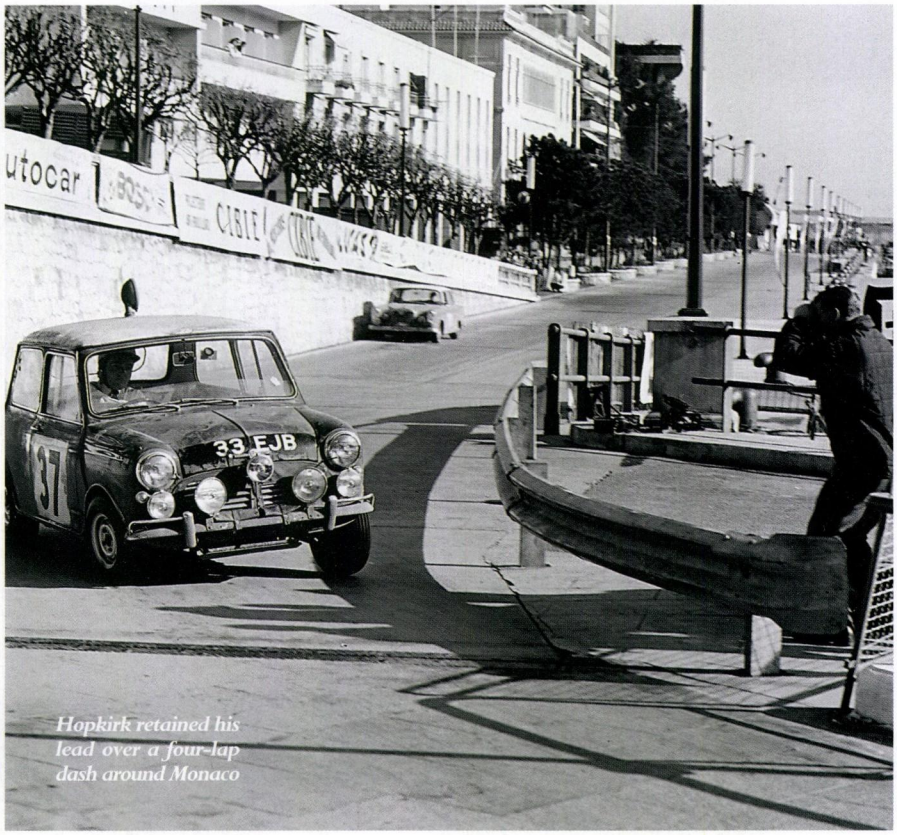


Maurice Louche

Hopkirk waits as Henry Liddon deals with red tape



BMC's haul: outright win, team prize and GT class

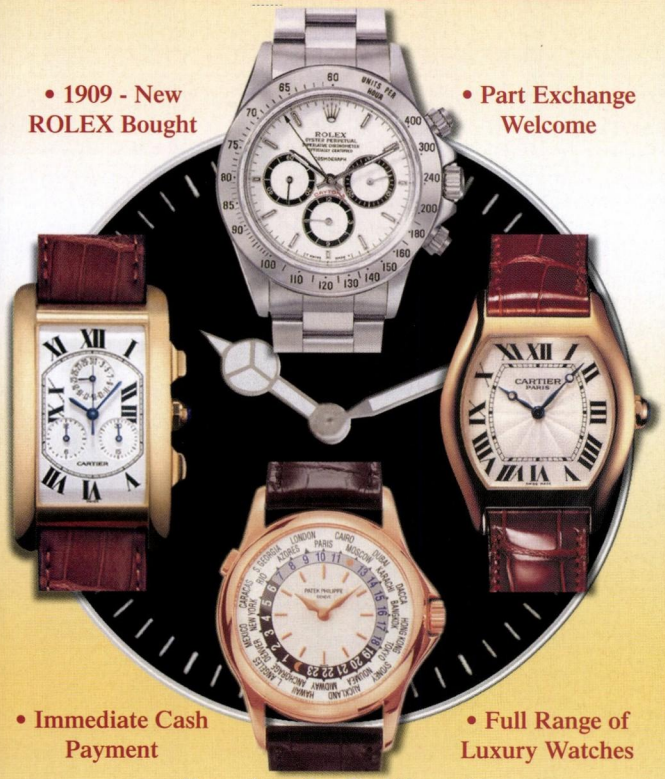


Hopkirk retained his lead over a four-lap dash around Monaco

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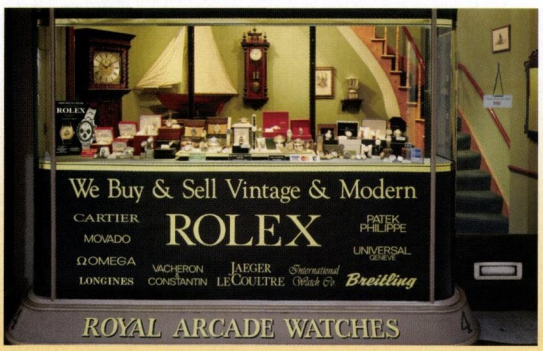
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PF02 YVE

The final blast uphill from the esses sequence marked the end of the five-mile lap. Below: Dieppe GPs were dominated by the Alfa and Bugatti rivalry

TRACK TESTS

DIEPPE

THE LATE TWENTIES GRAND PRIX SCENE WAS SWAMPED BY BUGATTI, CREATING A SURGE OF FRENCH CIRCUITS. TIM SCOTT VISITS A COASTAL TOWN WITH AN APPETITE FOR ROAD RACING

photography by Ian Dawson

STANDING IN THE CENTRE OF THE ROUNDABOUT, THE STRAIGHT ribbon of grey road, bordered on each side by unkempt green fields, stretches as far as the eye can see, disappearing into the horizon: destination, Paris. Flat and featureless, it's a scene that is nevertheless unmistakably northern France. Behind me lies a typical edge-of-town industrial estate, fed by a steady stream of Renault and Citroën vans going about their daily routine. And you get the feeling that the occupants are utterly oblivious to whose wheel tracks they are following.

That's because there's not a trace, not one shred of evidence that on this very spot, 70 years ago, France's greatest drivers demonstrated their skills: Wimille, Benoist, Chiron and Dreyfus all came here to Dieppe and added to the story of the Bugatti versus Alfa Romeo battles that characterised grand prix racing of the period. To my right, screaming race cars would have once appeared going flat-out up the gentle incline, braked hard for the tight right-hander in front of me on the *rond-point*, and slid into view of the packed crowds, before powering up through the gears and disappearing down that long straight. ➳



LAT

On the inside were makeshift pits, wooden running-boards supporting toolboxes and jerrycans of fuel. On the outside, to the drivers' left, were hay bales 'guarding' four temporary grandstands that were erected specially each year. Of these structures, as well as the numerous petrol pumps, advertising hoardings and the wooden footbridge just after the start-finish line, there is now no sign.

The grand prix occurred here on just seven occasions, but in that time, for one weekend in July, Dieppe was completely taken over by motorsport. The thriving coastal town had always enjoyed a strong association with car racing from the earliest days of intercity events, the one and only Paris-Dieppe event being staged in 1897. And then came what is perhaps the town's most significant contribution to four-wheeled sport.

As the birthplace of motor racing, France had staged the very first grand prix at Le Mans in 1906. But it was Dieppe that hosted the world's most prestigious race for the following two years. The ACF ran the event over a huge 48.1-mile course of public roads – known as La Seine Inférieure – which started from the Dieppe suburb of Neuville, heading inland to Londinières, then north to Eu, before following the coastline down to Dieppe.

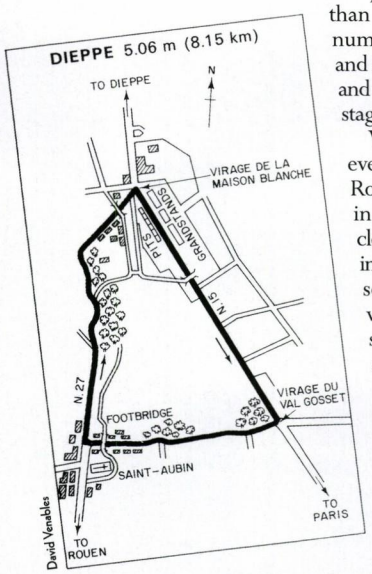
The choppy political waters of France's racing authority led to there being no event in 1909-11, but in 1912 the French GP returned. Once again, Dieppe was the chosen host, and the nation was rewarded by a stirring home success, Georges Boillot winning for Peugeot in lashing rain after a memorable fight with the Fiat of David Bruce-Brown. For 1913, Amiens became the GP's new venue, but racing had taken root in this Normandy port.

'It was Dieppe that hosted the world's most prestigious event for the next two years'

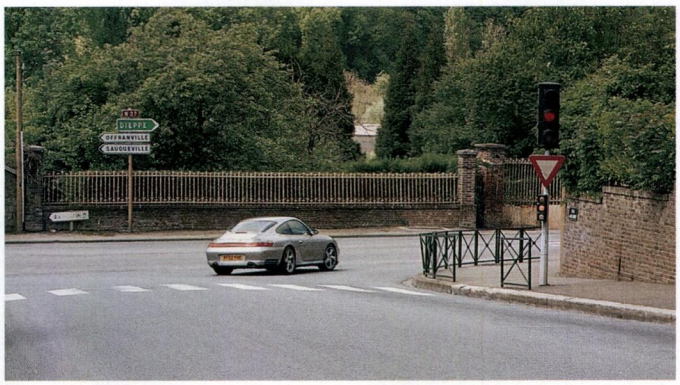
In 1928, the Moto Club de Dieppe took the decision to revive motorsport in the area. The sport had evolved enormously over the previous 16 years, but two key elements were the same: France was still the global hub of automobile racing, and the notion of competing over public roads closed for a short period remained *de rigueur*. Certainly, purpose-built facilities were becoming more commonplace by the late 1920s – the French GP had visited Montlhéry, Monza had been born in Italy, and the British had Brooklands – but road racing was still the basis of the sport across Europe. And nowhere more so than in France. Fuelled by the numerous successes of Delage and Bugatti, over 20 of its towns and cities across the country had staged track events.

What had changed, however, was the nature of circuits. Roads were much busier than in pre-WWI times, and to close 48 miles of highway was impractical. So the Moto Club sought a completely new venue, and chose a five-mile stretch of roads just to the south of the town, it's only association to the previous track being that it mirrored its basic triangular layout.

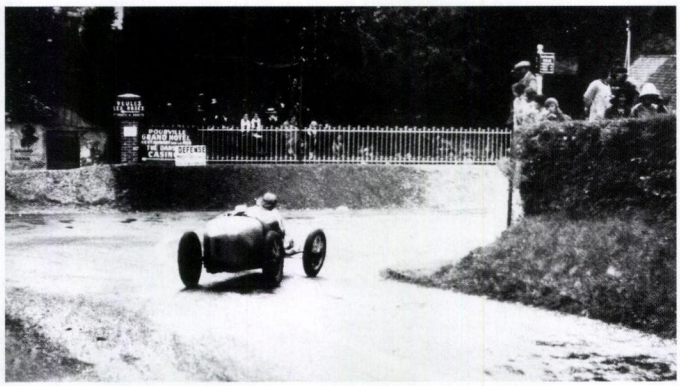
On July 7, 1929, the first Dieppe Grand Prix was staged, with a huge entry of 34, mainly Bugattis, ➤



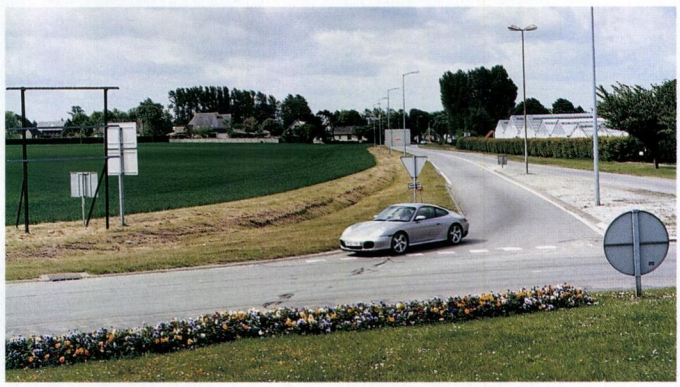
Triangular layout was similar to ACF track, but in new location



The stone wall and railings still exist at the right-hander in St Aubin village



Bugatti Trust



A roundabout is now at La Fourche corner, with no sign of circuit left standing



LAT



The most acute bend in the esses also attracted enormous crowds. Inset: Now the circuit is just a lay-by, with the hillside impenetrably overgrown

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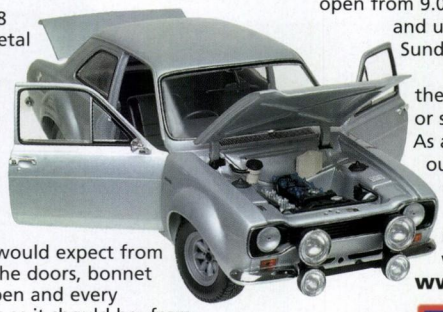
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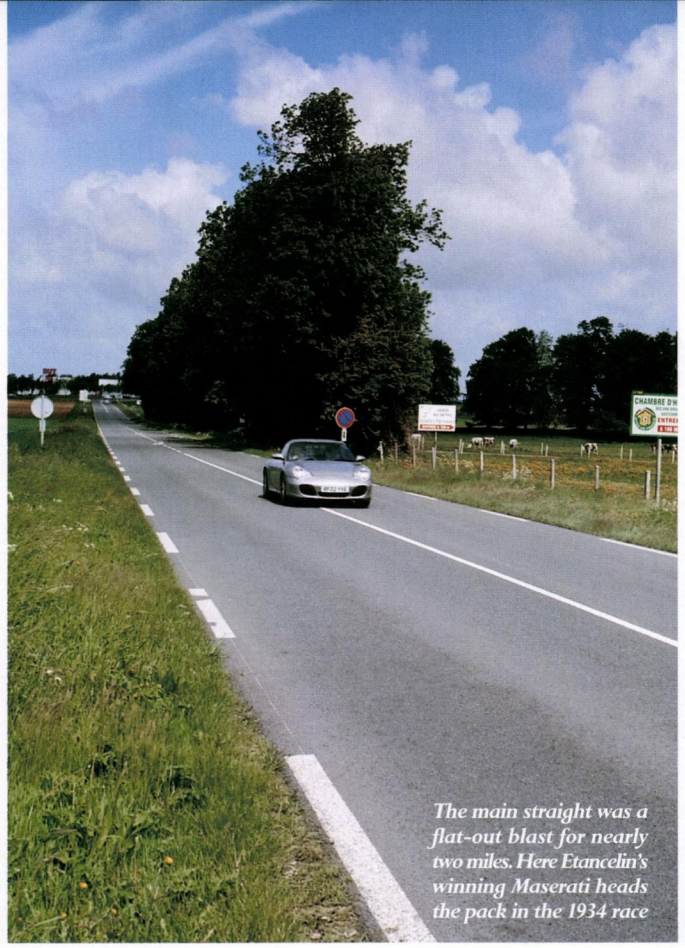
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The main straight was a flat-out blast for nearly two miles. Here Etancelin's winning Maserati heads the pack in the 1934 race



LAT

and including eight voiturettes and 12 cyclecars. The race was won easily by the ex-Williams T35B of a young René Dreyfus (his first major triumph) and the large crowd sealed the event's future for the next six years.

That tight right-hand turn on the roundabout next to a Maison Blanche that no longer exists (the corner itself was known as La Fourche in its racing days) marks the start of our lap. We hit the straight, the beginning of the N15, which is now a single-carriageway main road. One of the characteristic features of the Dieppe circuit was just how narrow it was, but this section, at seven metres in width, allowed drivers to tow and then pass rivals cars with relative ease. At 1.8 miles in length, the straight also put a premium on top speed, and the Bugatti T59s and Alfa Romeo Tipo Bs would expect to approach 150mph along its course. Two-thirds of the way down it there is a blind brow, before the cars began the gentle descent to another hard right-hand turn, Virage du Val Gosset.

All that greets us now is another featureless modern roundabout. This had once been a favoured overtaking spot, but with cars arriving at such high speed it also placed a premium on reliability of braking. It was a tricky corner, that caught out even aces such Louis Chiron and Jean-Pierre Wimille, who both overshot during the wet race of 1932.

Within the centre of the roundabout we notice a stone carving that proves to be the only man-made evidence in the track's entire course that this was once a circuit. Closer inspection reveals it to be an art deco monument to Jean Gaupillat, a capable Bugatti privateer who suffered the misfortune of being this Dieppe track's only fatality. The winner of the voiturette class event in 1929, Gaupillat was a regular Dieppe competitor who even briefly led the main race overall in '32. But two years later he paid the ultimate price at Val Gosset.



Memorial to Gaupillat at Val Gosset

Following the second side of the triangle, the circuit then heads towards the picturesque village of St Aubin. Having left the main road behind at Val Gosset, the surroundings alter completely – the road is sunk between low hills, and winds gently downhill, getting narrower all the time. A right-hand kink (now a junction) a mile on is the only true corner – a dab of the brakes and a downchange – before the cars shot along a wall-lined lane for another 500 metres, under a second footbridge and into St Aubin itself.

This section's notoriety came from the tight confines of the track – on the run down to the village the road is no more than 12ft wide. Going single-file at high speed here was a given before braking for yet another tight right-hander.

This corner of the track is the only one where the physical surroundings of the 1930s remain today. The large 19th century house resides on the inside, while the painted metal railings still run along the outside wall. St Aubin was a popular vantage point for a few locals, and the sleepy village was often a favourite haunt for the star drivers to take their lodgings. But the greatest concentration of the 40,000 or so spectators who flocked around the track each year came at the next section, the feared esses.

The cars accelerated away from St Aubin on a 700-metre straight before entering an uphill right-hander that began a fearsome combination of seven sweeping turns which was the circuit's sternest test of driver ability. Rising steeply all the time, the valley on the drivers' left became a perilous drop below, while hills on their right created a superb vantage point for spectators.

The second right-left sequence of this section was the ➳

sharpest and most challenging, and it was here that the hillside created a natural amphitheatre that attracted many thousands of picnicking families to observe the skills of France's racing heroes. The modern road now bypasses this turn, and the course of the once great corner is left only as a lay-by, the hill overgrown with trees. A 500-metre climb leads to the flat-out final right-hand kink of the esses before the one-mile run straight up to La Fourche to complete the lap.

The grand prix provided a true festival atmosphere, with British journalists at the time comparing it to a day at Shelsley Walsh. The main race marked the culmination of a weekend dedicated to motorsport. Saturday would feature the convergence of the Dieppe Rally on the town, with its final stage test taking place on the Boulevarde de Verdun. There was also a *concours d'elegance*, while on Sunday morning there were often motorcycle races to act as a preamble to the cars' feature event.

The Moto Club was always keen to tap into potential British interest for the event, from both drivers and spectators, as Dieppe was easily accessed by the direct ferry from Newhaven. There is even known to have been a good contingent of British high society at the 1912 ACF GP, but the events in 1929-30 failed to attract such overseas recognition. This changed in '31 when Earl Howe brought his 1500cc Delage voiturette over for the race, and his third-place finish (and generous £180 prize money) sparked much interest. Racers and fans began to make the trip, and by the final event in '35 there were three British privateer T59s – and a T51 – in the main class, as well as the factory ERA voiturette team.

Single-seater racing's smaller-engined class played a vital part in the Dieppe GP's history. A pack of 1500cc Bugattis bulked-out the grid every year, and by 1933 they outnumbered the larger grand prix cars 14 to eight. Interest peaked in 1935, when the Moto Club felt strong enough to organise a completely separate, rather than concurrent, voiturette event. The factory ERAs dominated, but once Raymond Mays and Richard Seaman had retired, it was Pat Fairfield who won ahead of a 21-year-old Prince Bira, who was making his international debut.

'The bottom was falling out of French road racing, and Dieppe was among the casualties'

The main race that year was also memorable, due to factory Bugatti driver Wimille's tireless but ultimately fruitless chase of the Scuderia Ferrari Alfas of Chiron and Dreyfus. Its entry had been strong, but this proved to be the last Dieppe GP.

Bugatti's weakness was a tell-tale sign of troubles on the horizon, as the French manufacturer struggled to remain significant in the face of the two-pronged silver steamroller from Nazi Germany. The Mercedes and Auto Union teams never came to Dieppe and it, along with many other parochial French events, was becoming less prominent due to their absence. Racing was changing. The new formula for grand prix cars, established in 1934, was now well-set and producing increasingly advanced but very expensive machinery. The newly formed European Championship was homogenising the calendar into fewer but bigger races, and the ACF's ill-starred breakaway 'sportscar' grand prix rules for '36 – designed to protect Bugatti, Delage, Delahaye and Talbot – simply marginalised them from top-level competition. The bottom was falling out of French road racing, and Dieppe was among the casualties.

With no circuit ruins on which to base reminiscence, it seems that racing is long forgotten here. But on a final lap we stop to speak to a couple of staring French labourers in St Aubin. Mention the circuit, and their faces light up as they explain that racing cars *still* come to the track. It turns out that the French national rally championship uses the roads as part of a stage. Dieppe's motorsport heart is still beating. M

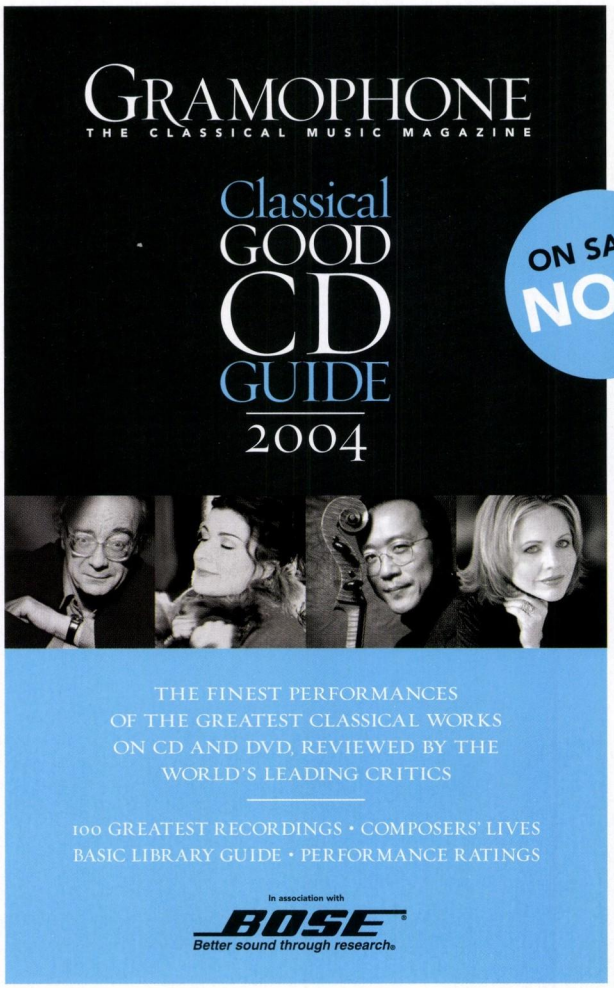


The esses culminated in a flat-out right hander; still a main road, it is considerably wider now than in its Thirties guise



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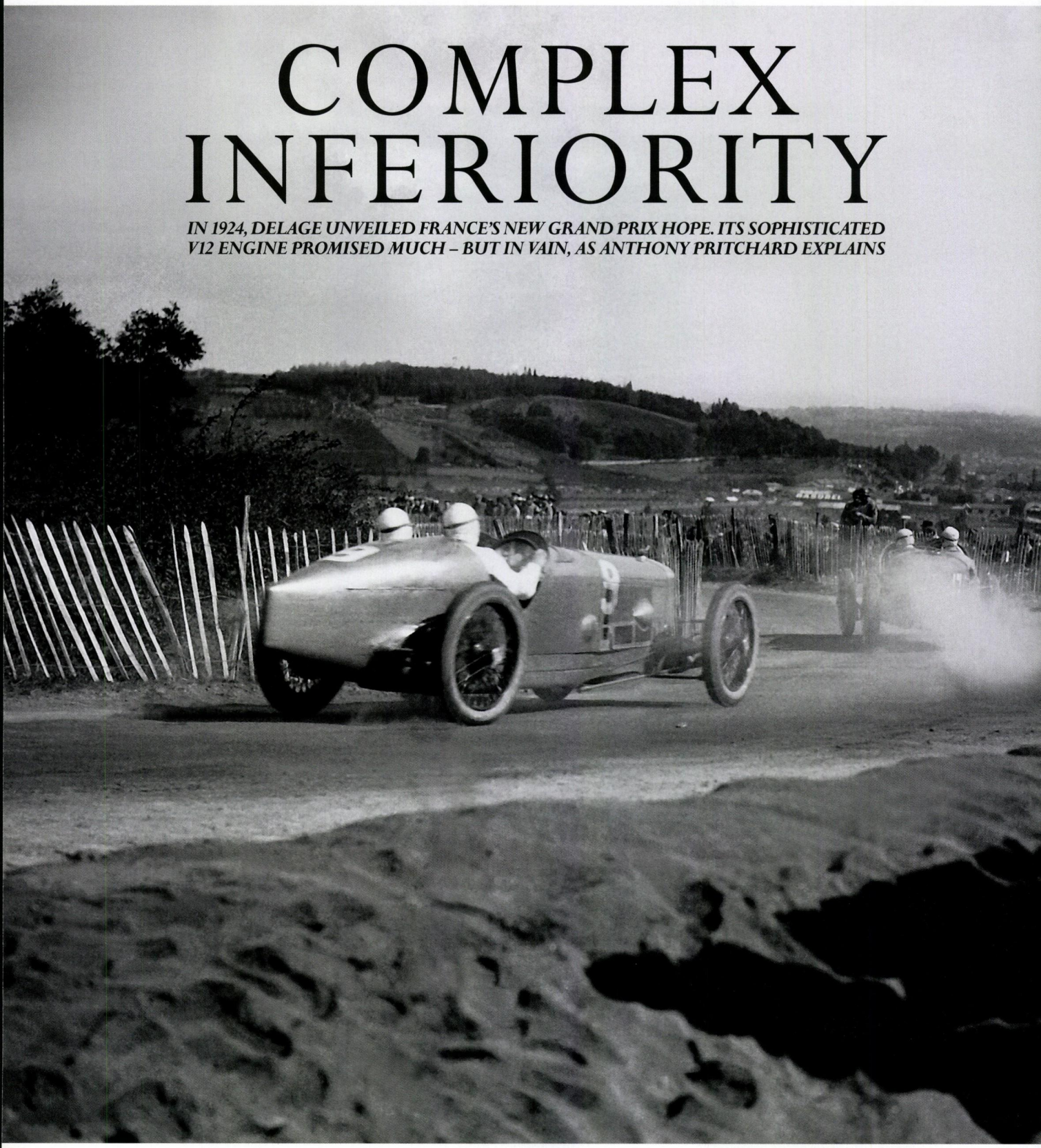
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COMPLEX INFERIORITY

IN 1924, DELAGE UNVEILED FRANCE'S NEW GRAND PRIX HOPE. ITS SOPHISTICATED V12 ENGINE PROMISED MUCH – BUT IN VAIN, AS ANTHONY PRITCHARD EXPLAINS





LAT

French GP, Lyon, 1924: Robert Benoist shows the shapely tail of the new Delage V12 racer

Amongst the exotic noises at the 2003 Goodwood Festival of Speed, one of the sweetest came from the Brooklands Paddock behind the stables. A high, multi-cylinder rasp, it spoke not with an Italian accent, but with a French one, for it came from Lukas Hüni's 1924 V12 Delage, newly restored by Sean Danaher.

In the period of grand prix racing between 1921 and the introduction of the 750kg formula for 1934, the 2-litre formula of 1922-25 was the most successful, attracting more serious contenders than any other of this era. The Italian red of Fiat and Alfa Romeo battled with the British Sunbeams and the French blue of Bugatti, Delage and Rolland-Pilain. Although not the most successful, the V12 Delage had by far the most technically innovative engine.

Having worked for Peugeot, Louis Delage was experienced in the motor industry when he set up his own firm at Courbevoie in 1905. He was keenly interested in motor racing as a sport and as a means of promotion. As early as 1908 André Guyot drove a Delage to a win in the Voiturette Grand Prix at Dieppe. In 1911 Paul Bablot's Delage won the Coupe de *l'Auto* at Boulogne, and two years later the same combination won the Grand Prix de France at Le Mans. And it is almost forgotten that René Thomas and Guyot took first and third places with Delages at Indianapolis the following year.

'Almost every component was an intricate example of micro-engineering, but its complexity was its downfall'

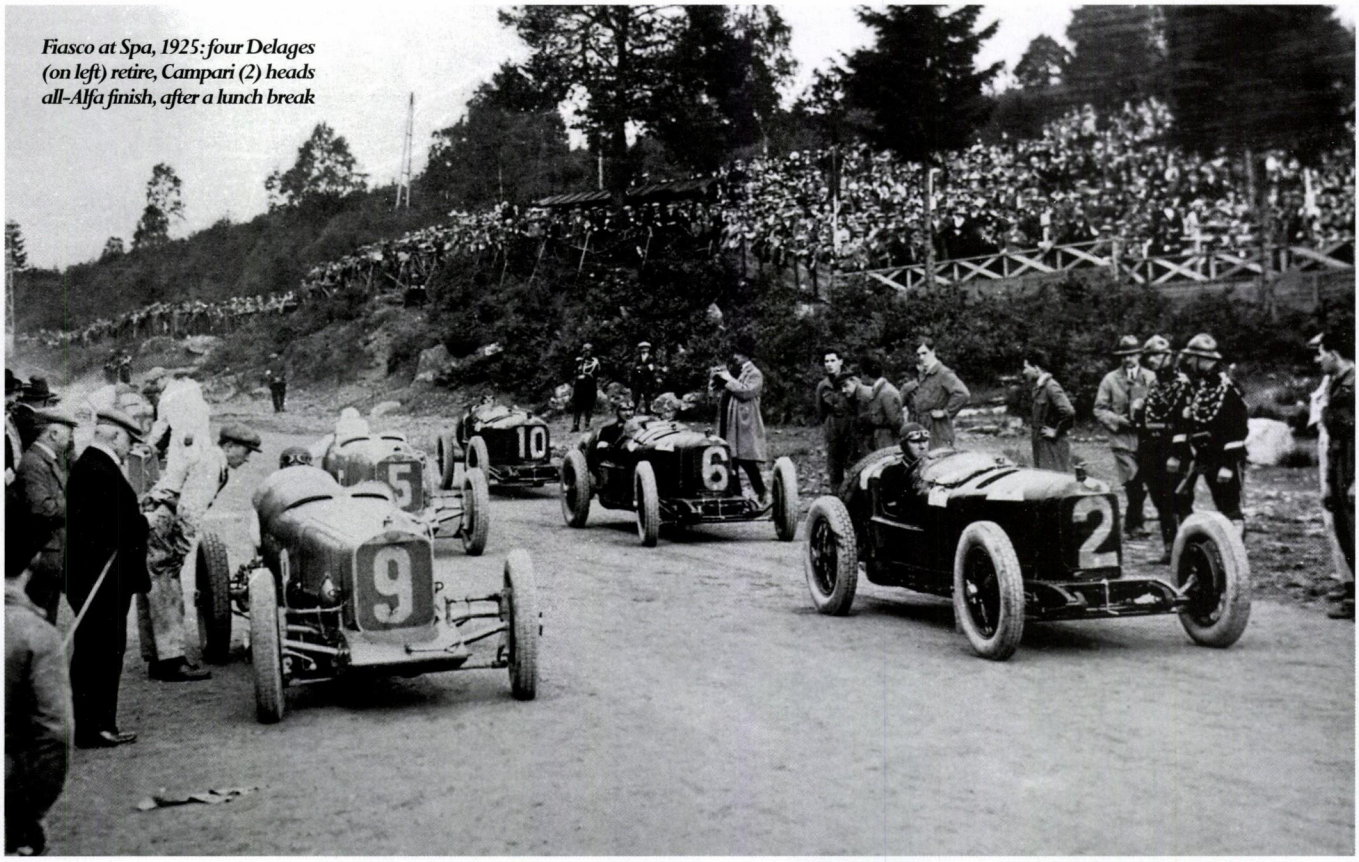
During the Great War the Delage factory turned to munitions manufacture, but in 1919 car production resumed. Charles Planchon, a cousin of Louis Delage, was now chief engineer, assisted by Albert Lory, and as well as production models they designed the first post-war competition cars. The six-cylinder Delage I and II sprint cars that appeared in 1922; then in '23 came the famous V12 10.7-litre record-breaker with which Thomas set a new Land Speed Record of 143.31mph at Arpajon. Car sales were buoyant, and in late 1922 Louis Delage instructed Planchon to build a car for the 2-litre grand prix formula.

In only three months Planchon designed and built the remarkably advanced and exceptionally complex 2LCV model. Delage had developed an *idée fixe* about V12 engines and instructed Planchon to use this layout. It was the first practical racing V12, and it remained one of the smallest-capacity V12 engines ever made until Ferrari built his Tipo 125 in post-war years. Almost every component was an intricate example of micro-engineering. The advantage was a large piston area and the low reciprocating weight of components, but its downfall – and that of its designer – was its complexity.

Planchon arranged the cylinders at an angle of 60 degrees and the capacity was 1992cc, with the exhausts in the centre of the vee rising high above the engine in traditional Delage manner. A single Zenith carburettor for each block of cylinders was mounted on the outside. The two valves per cylinder were at an included angle of 100 degrees in accordance with Fiat practice, feeding hemispherical combustion chambers. The pistons (which one commentator described as "Lilliputian") were aluminium alloy. Staggering the fixed-head, cast-iron cylinder blocks allowed Planchon to use side-by-side connecting rods, which were of I-section and ran on roller bearings.

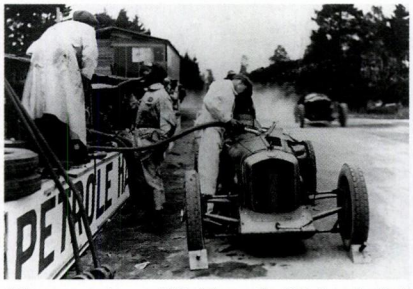
In the light-alloy crankcase there was a one-piece crankshaft with circular webs and seven split-cage roller bearings. At the front of the engine a train of 23 spur gears mounted on ball races drove the four overhead camshafts, the twin magnetos, and the water and oil pumps. Because of the engine's very smooth torque there was no need for a flywheel, merely a clutch disc for the multi-plate clutch. Power output was about 116bhp at 5400rpm. A four-speed gearbox was in unit with the engine and there was a very orthodox 8ft 6in-wheelbase, channel-section chassis with rigid axles front and rear. Like Delage I and II, it had a rounded radiator and the body had a heavily louvred bonnet and long, pointed tail. This car was painted French racing blue.

Delage believed that the car was ready to race by the French Grand Prix ➤



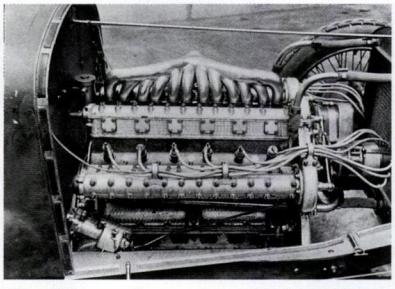
Fiasco at Spa, 1925: four Delages (on left) retire, Campari (2) heads all-Alfa finish, after a lunch break

Adriano Cimarosti



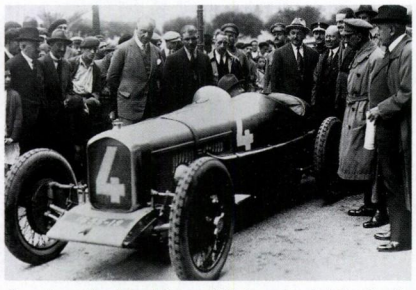
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Thomas swigs as V12, blown for '25, is refuelled



A. Pritchard Collection

Two-litre quad-cam was an intricate beauty



LAT

Lory's revised, unblown 1924 car had tidier body

WHERE ARE THEY NOW? THE SURVIVING V12 DELAGES

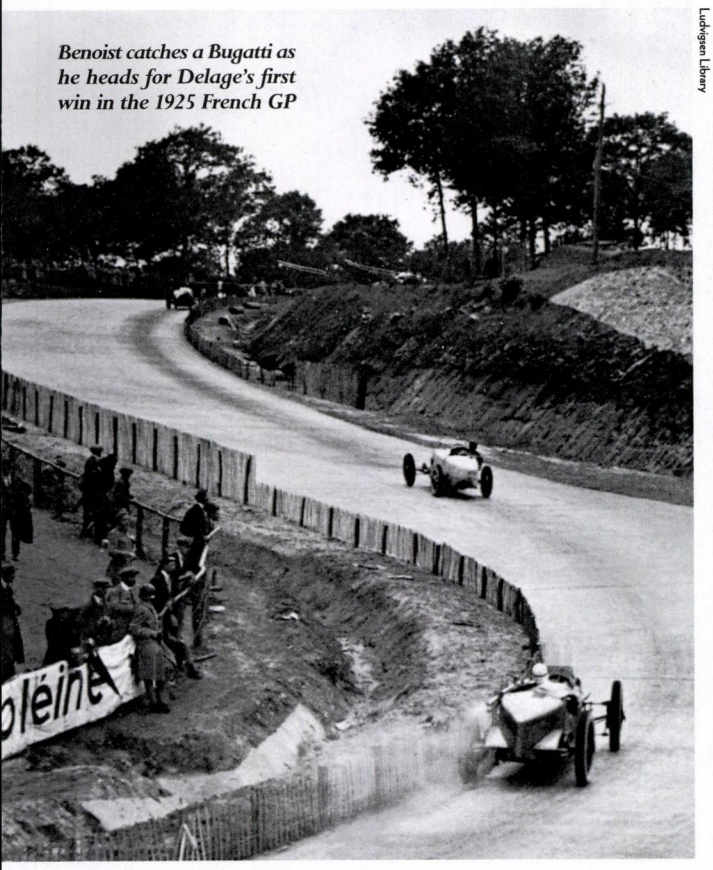
ONCE THEIR RACING DAYS WERE OVER, DELAGE SOLD THE CARS. OF THE NINE BUILT (ONE IN 1923, four in 1924 and four in 1925, together with spare engines), there are three identifiable survivors, together with various components.

The 1923 car survives as the Becquet Special. M Becquet was chief test pilot for SPAD aircraft, which were mainly powered by Hispano-Suiza V8 engines. Becquet had built an earlier Hispano-Suiza-powered special, before he fitted a 12-litre Hispano engine in the Delage chassis. This car was later bought and restored by Nigel Arnold-Forster, and Alex Boswell now owns it. It is generally accepted that the Delage V12 engine and the gearbox in the Turin Motor Museum are from this car.

Lukas Hüni's car is known to be chassis number three and is an interim 1924 model. René Thomas probably raced it in 1924 and Paul Torchy early in 1925. A Mr Malcolm bought it in 1927 and drove it to a win in that year's Argentine 500 Miles race at Rafaela. Other owners raced this car in the Argentine as late as 1942. Bob Sutherland in the United States bought it in 1978. Then Arnold-Forster brought it to the UK and had it rebuilt, but the body proportions were incorrect and the engine would not run properly. It has now been completely restored by Sean Danaher.

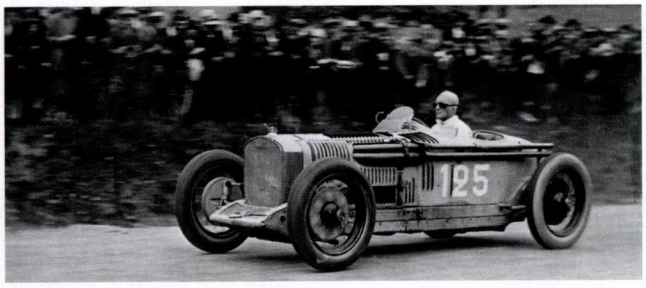
The third survivor is a 1925 car modified in 1935 for voiturette racing; the engine was reduced to 1500cc and LMB-type split-axle IFS was fitted. The engine blew up during testing and the project was abandoned. It was later restored and driven in VSCC events by John Rowley, who fitted the original front suspension. Julian Majzub now owns this car, together with the remains of another car and a 'spare' back axle.

The writer would like to thank Sean Danaher for his help with this article.



Benoist catches a Bugatti as he heads for Delage's first win in the 1925 French GP

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Benoist at Gaillon hillclimb shows blown '25 car's high exhaust, extra louvres

at Tours in July 1923, and Planchon could not dissuade this sybaritic autocrat from making an entry. Thomas, who headed the Delage competition department, drew pole position by lot, led fleetingly and soon retired because of a broken crankshaft. As Planchon feared, the V12 was underdeveloped.

Delage sacked Planchon, and the unfortunate engineer sank into such obscurity that few writers could even identify him or spell his name correctly. There was a search for a successor but there were few who were suitable, and even less who were willing to work for Delage. Lory became chief engineer by default and carried out substantial development work on the four cars for 1924. His most significant change was the adoption of a disc-shaped bearing for mounting the engine at the front, which relieved the engine from torsional stress.

Lory experimented with supercharging (a Roots blower compressing through a single carburettor on each cylinder bank), but the cars continued to be raced *sans compresseurs*. In this form, with a 7:1 compression ratio and twin-choke Zenith carburettors, power output was 120bhp at 6000rpm, so these cars were still developing 20bhp or so less than blown rivals such as the Alfa Romeo P2, Fiat 805 and Sunbeam. Lory also made changes to the chassis, tidied up the bodywork – which was much neater than in 1923 – and a much squarer, larger radiator was fitted. The colour finish was a clear blue lacquer over the unpainted, milled aluminium-alloy panels.

In 1924 there were four races held to grand prix rules: the Indianapolis 500, together with the French, Spanish and Italian races. On August 3, the French race (which carried the title of the European Grand Prix) was held at Lyon over a distance of 503 miles. Delage entered three cars for Robert Benoist, Albert Divo and Thomas. The 14-mile triangular circuit was rough, dusty, narrower and bumpier than most, but the Delages proved remarkably robust and were constant front-runners. Campari won with his P2 Alfa on the marque's grand prix debut, but Divo (66 seconds behind the winner), Benoist and Thomas finished second, third and sixth.

Delage next ran his cars in the San Sebastian Grand Prix in September, although both Alfa Romeo and Fiat missed this race. There were four Delages for Benoist, Divo, Thomas and André Morel, and the main opposition came from Bugatti and Sunbeam. The 11-mile Lasarte circuit was narrow, winding and poorly surfaced and the race was run in the wet. Benoist battled with the leaders until he went off the road, Divo was delayed by a leaking fuel tank, while Thomas retired because of engine problems. Segrave (supercharged Sunbeam) scored a fine win from Costantini (Bugatti Type 35) with Morel and Divo in third and fourth places. Delage then entered October's Italian Grand Prix, but failed to appear.

There was a controversial change in the regulations for 1925. Although two-seater bodywork remained compulsory, a riding mechanic was no longer carried. Delage was now also confident enough to run the V12s in supercharged form with two very large Roots-type blowers. According to some sources, the bore was reduced, without change of stroke, giving a capacity of 1973cc. Power output was now 195bhp at 6500rpm. There was a lower and more aerodynamic body, and the already heavily slotted bonnet was replaced by one with more louvres than metal, which extended up the scuttle. Lory now had a car with an engine too powerful for its chassis, which had indifferent handling and poor braking.

'Lory now had an engine too powerful for its chassis, which had indifferent handling and poor braking'

The first grand prix of 1925 was the European event on the 8.76-mile Spa-Francorchamps circuit on June 28, held over a distance of 503 miles. There were only seven starters, three 1924 Delages with superchargers for Benoist, Thomas and Paul Torchy, together with a 1925 car for Divo, and three P2 Alfa Romeos. The race proved a very famous fiasco. All the Delage drivers retired, two of them because Lory had omitted to install blow-off valves in the inlet manifolds and the build-up of pressure led to valve problems. The race found its place in motor racing history because Alfa Romeo team manager Vittorio Jano called in Antonio Ascari and Guiseppe Campari to refuel, and sat them down for a quick meal while their P2s were cleaned, to jeers from the crowd. They were the only finishers, and Monsieur Delage was humiliated.

July brought the 621-mile French GP at the new Montlhéry Autodrome. Although the course used part of the banked circuit, there were many difficult corners. Courbevoie produced a full team of 1925 cars driven by Benoist, Divo, Thomas and Louis Wagner. There were also three Alfa Romeos, three Sunbeams and five unsupercharged Bugattis.

Divo retired early in the race because of supercharger problems, but Benoist had moved up into second place behind Ascari by quarter-distance. Rain began to fall, and two laps later Ascari crashed with fatal results.

Campari took the lead from Divo (now at the wheel of Benoist's car) and shortly after half-distance, once Jano learned that Ascari had died on the way to hospital, the two surviving Alfa Romeos were withdrawn. The Delages were now unchallenged and Benoist/Divo won by nearly six ➤



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5	Jun 27	Mid Wales Stages	Mid-Wales
6	Jul 29/30	Manx Historic	Isle of Man
7	Sep 11/12	Tour of Flanders	Belgium
8	Oct 2	Rally Yorkshire	Yorkshire
9	Oct 23	Bulldog Stages	Mid-Wales

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5	Sep 11/12	Tour of Flanders	Belgium
6	Oct 2	Rally Yorkshire	Yorkshire
7	Oct 23	Bulldog Stages	Mid-Wales

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4	May 8/9	East Anglian Classic	Chelmsford MC
5	May 30	Hughes Rally	Blackpalfrey MC
6	Jun 20	Leukaemia Rally	Ecurie Cymraeg
7	Jul 24	Ross Traders	Ross DMSC
8	Sep 4	Targa Rusticana	Oxford University MDC
9	Oct 9	Regis Rally	Bognor Regis MC
10	Nov 7	Palladwr Rally	Salisbury & Shaftesbury CC
11	Dec 4/5	Ilfracombe Rally	North Devon MC
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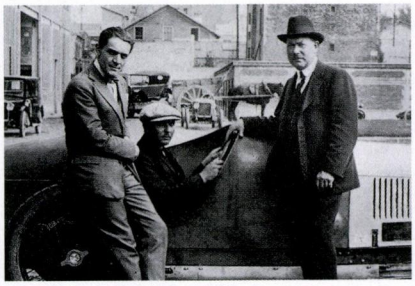
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minutes from Wagner, whose car was also driven by Torchy. Giulio Masetti finished third for Sunbeam. It was a fortuitous victory, but did something to redeem Delage's reputation.

Delage failed to contest the Italian race in which P2s took the first two places, but things were reversed for the 450-mile San Sebastian GP. This time Alfa Romeo stayed away, while four Delages ran, and the only opposition came from unblown Bugattis. Divo, Benoist and Thomas took the first three places, but even this landslide in a poor race was marred for Louis Delage by Torchy's fatal crash with the fourth V12 car.

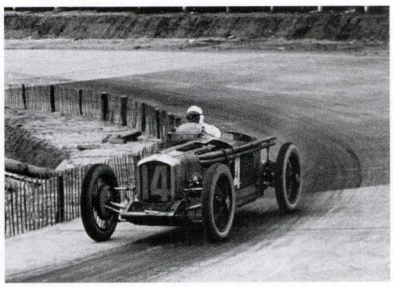
That Spanish event was the last to be held to the 2-litre grand prix formula, but the works did field the V12 cars once more. This was in the 1926 Formula Libre Spanish Grand Prix in which Goux and Wagner/Benoist took second and third places behind Costantini (Bugatti). The 2-litre formula had been marked by significant technical progress; power outputs had more than doubled since 1922 and peak engine speeds had risen by almost two-thirds. That the V12 Delages were substantially unsuccessful is difficult to challenge, but they were technically advanced and delightfully complex. For 1926, Lory designed the much simpler straight-eight 1500cc car which achieved little in its first year, but in 1927 swept all before it, winning all four races entered, together with the European Championship.

The cost of these two racing programmes was astronomically high, and Delage became financially squeezed as the road cars became difficult to sell in a worsening financial climate. He faced increasing problems in maintaining his expensive lifestyle and he finally lost almost everything, including his luxurious Château du Pecq at St Germain, when the company folded in 1935 and was acquired by Delahaye. Louis Delage died in penury in 1947. Now a mere handful of his beautiful racing cars remain to invest his name with some of the glory he craved. M



G. Griffiths

Delage drivers (l to r) Benoist, Morel and Thomas



Ludvigsen Library

Wagner heads for second at Montlhéry, 1925



LAT

Early promise: Divo was second in '24 French GP



Robert Benoist thunders under the Dunlop bridge at the Lyons circuit, 1924

Ludvigsen Library

THE ICKX FACTOR

HE HAD THE TALENT TO BE FORMULA ONE WORLD CHAMPION, BUT DID HE LACK THE AMBITION? ADAM COOPER TALKS TO THE QUIXOTIC MISTER ICKX

photography by Rainer Schlegelmilch

COMPILE A LIST OF 'FORMULA ONE champions who never were' and it's sure to be headed by Stirling Moss, with Ronnie Peterson and Gilles Villeneuve close behind. It's all too easy to overlook a man whose career was not cut short by an accident, but who never quite managed to fulfil the potential he so clearly possessed.

As last month's MOTOR SPORT poll showed, Jacky Ickx is the undisputed king of sportscars. And yet his many achievements in that arena have tended to overshadow the fact that between 1968 and '72 he was also one of the top three or four grand prix drivers. With a little luck, and better reliability, the title might have come his way in any of those seasons.

Just consider the run of 12 grands prix from France in July 1970 to Holland in June '71. Ickx retired from the first two of these, while leading. He then went on to win four times and score 55 points – more than anyone else in the same period. He also took six poles and set six fastest laps. Alas, that sort of strike rate was never compressed into a single season.

"It was not written that way, I believe," says Ickx. "It's as simple as that. Sometimes you don't get what you expect, and sometimes you get what you don't expect. I cannot say that I was weighed down by the dream that other people had for me to become world champion, because I wasn't dreaming about it myself. Generally speaking, it never bothered me because I was so lucky in Formula Two, long-distance racing, Can-Am and Paris-Dakar. And I think that's the way people have to see it. I don't feel frustrated at all."

Some 25 years after his F1 career fizzled out with Ligier, it's easy for Ickx to look back through rose-tinted spectacles. But even at the time, his understated, thoughtful approach contrasted with that of some of his rivals. Racing was just one aspect of his busy, compartmentalised life, and while he loved it and excelled at it, he wasn't driven by a burning desire to be world champion. Indeed, as a youth he had little interest in GP racing. He got into it by chance, as natural ability shone through and one works opportunity led to another, first on two wheels and then on four.

"The drivers were not interested in money, and there were no sponsors," he recalls. "If you could get a drive and earn a little something, everybody was happy. The mentality was, if you were doing well in one category, there was always someone to offer you a drive in the 'next step'. And the next step was something slightly bigger and slightly faster."

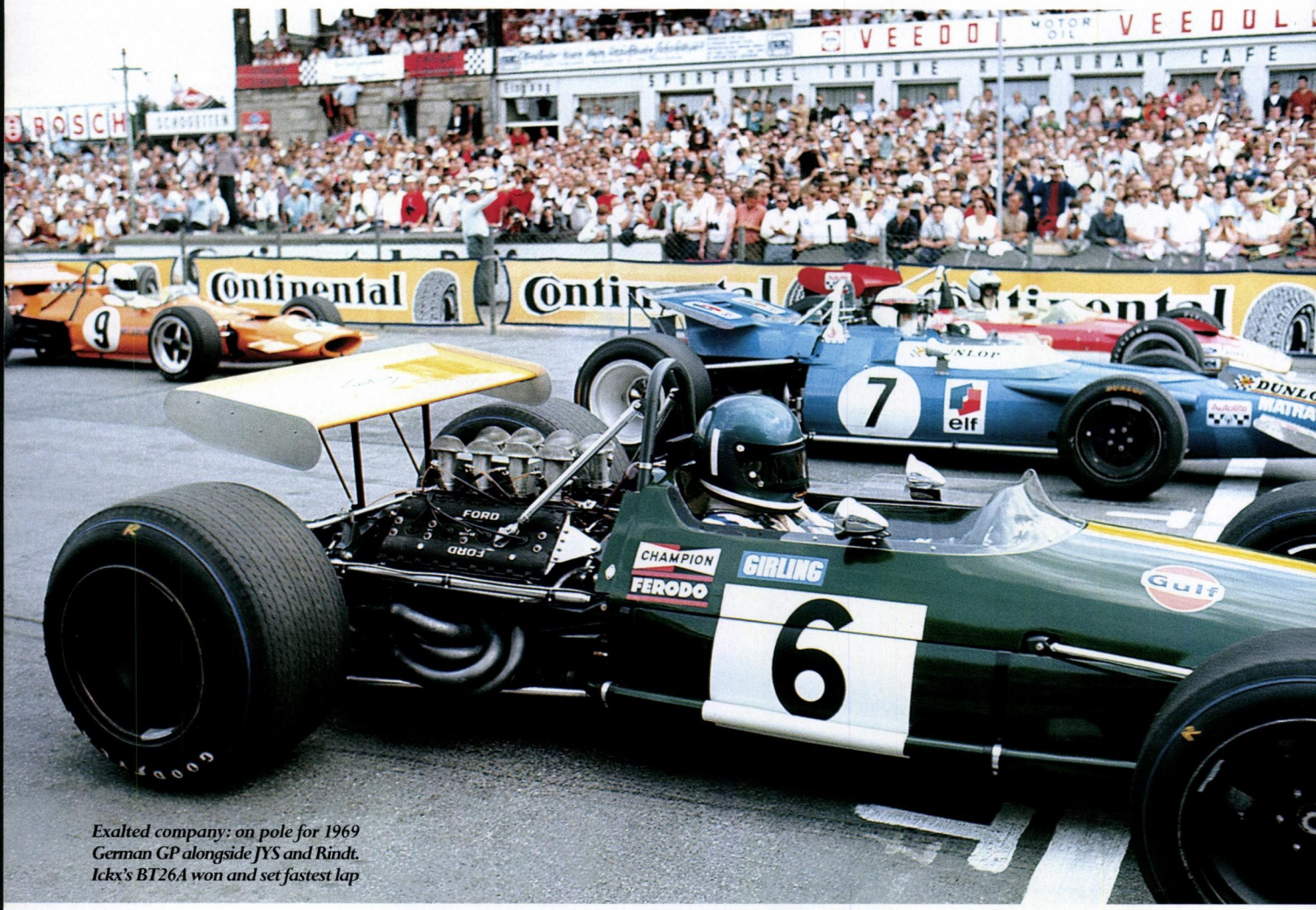
At his first international touring car race, the 19-year-old Ickx attracted the attention of the man who would take him into the big time – not just because of his speed, but also because of his cool reaction after bringing a crippled car back into the pits.

"Ken Tyrrell is the key of everything in my life," says Ickx. "He first saw me in 1964, driving a Lotus ➤



Ickx's closest brush with the F1 title was in 1970, but he was glad to have been runner-up to the late, great Jochen Rindt





Exalted company: on pole for 1969 German GP alongside JYS and Rindt. Ickx's BT26A won and set fastest lap

Cortina for Alan Mann in Budapest, and said, 'I want you to test a single-seater.' I said, 'I'm sorry I can't, because I have to go into the army.' I was away for 15 months.

"But when my national service was over Ken came back and said, 'Let's have that test.' I was fast, but I had a hard time staying on the road, and before the season started I had already damaged a few cars. But still he maintained his faith in me. He's the man who changed my life; without him I think I could have been a gardener."

Despite the testing mishaps Tyrrell placed Ickx in his Matra F2 team for 1966, alongside Jackie Stewart. He was consigned to a less reliable BRM-engined machine and rarely had a chance to shine. However, Stewart's Cosworth car was available for him to handle in the F2 class within the German GP at the Nürburgring. He qualified 8sec ahead of his nearest challenger and embarrassed some of the F1 privateers.

Ickx won the inaugural European title for Ken in 1967, but the race that really made his name was his second F2 outing within the German GP: he stunned the F1 circus by setting the third-fastest qualifying lap, behind only Jim Clark and Denny Hulme, although he still had to start behind the main pack on a separate grid. His F1 chance wouldn't be long in coming: Cooper called him up to replace the injured Pedro Rodriguez at Monza. Running alongside Jochen Rindt, he finished a creditable sixth.

There was by now much interest in Ickx, but Tyrrell wanted him for his planned F1 graduation in 1968. Indeed, as early as July, Ickx turned down an approach from Ferrari. But, following much procrastination, Ken had to tell him that there was no seat after all. Luckily, Ferrari still had a vacancy, and he got a second chance.

"Unfortunately, Ken could not use



Ickx's first GP win came in his ninth start, at Rouen in 1968 with Ferrari. He was a natural

LAT

Ickx set fastest lap of the 1970 Dutch GP, but his Ferrari was no match for the victorious Lotus 72 of Jochen Rindt

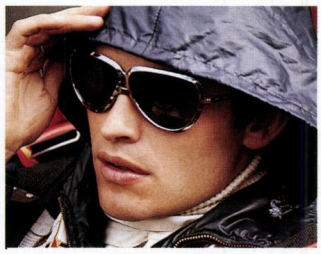
me," explains Ickx. "Jackie was there and a French driver – Jean-Pierre Beltoise – had to be part of the team. It was only because Ferrari didn't settle a deal with Stewart that I was still able to join them. It's a small world."

The mercurial Belgian could have won the title in his first full season. He scored a brilliant maiden win in the wet at Rouen – "no sane-thinking man likes racing in the rain!" – but elsewhere something always seemed to go wrong. His year opened with two retirements, and when Ferrari boycotted Monaco, he was still languishing on zero points after three races. When he finally started scoring, it was usually after overcoming hurdles: chronic engine problems at Spa, dry tyres in the Zandvoort rain, a puncture at the 'Ring, a splash-and-dash at Monza. But despite these woes he left Italy three points behind series leader, Graham Hill, with three races to go. Then, at Canada's Ste Jovite, a stuck throttle sent him off the road in practice. A newly erected fence kept him out of the trees, but his challenge was over: "A broken leg was a minor accident in F1 at that time!"

Contemporary interviews suggest that Jacky was frustrated with the day-to-day chaos at Maranello, and that he didn't enjoy a close relationship with Ferrari's technical chief Mauro Forghieri. He was also in the delicate position of racing for Ferrari and Shell in F1, and Ford and Gulf in sportscars. Something had to give.

Preferring the latter route, he moved to Gulf-supported Brabham for 1969. It was a good choice. He worked well with Ron Tauranac and mechanic Ron Dennis, and won at the Nürburgring and Mosport – on both occasions after muscling past Stewart, the eventual champion.

"There was still a lot to learn," says Ickx. "But I was doing better step by step, building up experience. When



Elvis goes F1! Ickx at 1972 French GP

Jack Brabham was injured I was on my own and everyone concentrated on me, and that was really the take-off. There is no mystery: if a driver is going to be efficient he has to be surrounded by people who appreciate him, like him and trust him."

Yet after just one year away he was tempted back to Maranello. Aware that Gianni Agnelli and Fiat were now offering support, and intrigued by the new flat-12, he felt the time was right.

"I am one of the very few who returned to Ferrari. I think Enzo liked me very much, and I liked him. He was always very fair to me. I never felt pressed by him, or manipulated. He tried to do the best he could do at the time with his team. Maybe it was not perfect, but it was still a great time."

The new 312B was quick but fragile. The first seven GPs of 1970 saw him score just one third place, at Spa, and that only after a stop because of a fuel leak. He retired while leading at Clermont-Ferrand and Brands Hatch, before finally winning in Austria. But just as his title challenge was building momentum, points rival Rindt was killed at Monza. Jacky won two of the last three races, but was content to remain runner-up: "It would not have been correct to beat someone who couldn't defend his chances until the very last race. Jochen really deserved that title – he was the best driver of the year, no doubt."

Both 1971 and '72 were filled ➤

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Photo: Robert Young

with frustration: Ickx scored just one win in both years; he regularly took pole position – his qualifying record was better than that of eventual 1972 champion Emerson Fittipaldi – only to often hit trouble while leading.

"The time when I was really on top of my game, was really doing well, was fantastically motivated and had a really good car, was the time when I was with Ferrari."

But things can change quickly in F1, and that motivation first became suspect in 1973, when the new 312B3 was hopeless: "We were completely unsuccessful and the car was a mess. At Silverstone, we were almost last, and that was totally unacceptable. So the team decided to withdraw for a number of races. At the time they had said it was because the drivers were not good..."

Left twiddling his thumbs, Ickx felt he had to prove that Ferrari's slump wasn't down to him. He knew that



Ensign provided flashes of old form

McLaren had a spare M23 and simply asked Teddy Mayer if he could drive it in the German GP. He was 6sec faster than his team-mates in qualifying, although a conservative tyre choice meant the pace-setting Tyrrells left him to third on race day.

"I badly needed to restore my confidence in my abilities, because 19th was not my position on the grid. It was very important for me, and Enzo finally accepted that. I returned with my belief completely restored."

Jacky rejoined Ferrari for a final outing at Monza, and finished the season with a guest appearance in an Iso Marlboro at Watkins Glen. He thus achieved the unique feat of driving for McLaren, Ferrari and Williams in consecutive races.

In retrospect, Ickx's F1 career could have taken a different path had he made a better team choice for 1974. What if he had stayed at Ferrari alongside Niki Lauda? Or taken the vacant Tyrrell seat that went instead to Patrick Depailler? Or even urged his personal backer Marlboro to help him into McLaren? Unlike his eventual destination, all three marques would be in contention for the '74 title until the final round. Instead, he switched over to Lotus.

It seemed a good idea at the time; after all, the team had just won the constructors' title, and the new Type 76 was on the way. And Ickx started well, scoring a brilliant wet-weather victory with the ancient 72 in the Race of Champions. However, the 76 was a disaster, and the old model was soon back on duty; a heroic Peterson scored three wins, but Jacky never came to terms with the situation. He only twice outqualified a team-mate he'd outpaced in Ferrari sportscars two years earlier: "Ronnie was the number one driver, and it was a position established by his talent. I had to learn the car and so on, and I had a hard time to go as fast as him."

The situation grew even worse in 1975, when Jacky suffered three brake shaft failures. He left the team mid-season: "I was battling with the 72, and it was falling apart on a number of occasions in private testing. When you don't trust the car, it's difficult to take it to the limit."

A competitive seat for '76 still might have reversed the downward trend. But he opted for the truly awful Hesketh-derived Wolf-Williams, ➤



Ickx finds a good use for a Lotus 72 in Spain in 1974. He used the new 76 for the race and led – for a single lap

and the spiral continued as he struggled even to qualify. Once again he left in the summer: "That was the last year where I could have had a good car and probably raced as I was used to doing. But as I didn't manage that, I became weaker and weaker."

Ickx was at rock bottom as far as F1 was concerned, although he was still more than a match for McLaren star Jochen Mass when they shared Porsche sportscars. Later he returned with Ensign, and there were signs of the old spirit at Zandvoort, where he set third-fastest race lap, and again in wet qualifying at Monza. But then a fiery crash at Watkins Glen ripped open the chassis and almost finished his career: "I was lucky to keep my feet. I suffered five or six fractures in both ankles, a cut heel and burns."

He returned for occasional outings with Ensign in 1977-78, but readily admitted to team boss Mo Nunn that he wasn't prepared to drive flat-out to earn a midfield grid position.

His F1 career seemed to be over, but an unexpected reprieve came when Depailler was injured in a hang-gliding accident in the middle of 1979. Encouraged by Jean-Pierre Jarier's career-saving outings with Lotus the previous year, Ickx jumped at the chance to join Ligier.

The timing was wrong. Contesting just five grands prix in the preceding two-and-a-half years was poor preparation for the unforgiving new breed of wing car. Worse still, just as he joined, the team lost its way, and all efforts went into salvaging Jacques Laffite's fading title hopes. Some in the camp felt that Gitanes had forced Ickx upon them, and he missed the support that he'd always needed. His reputation took a battering every fortnight, and Watkins Glen would prove to be his final grand prix outing, some 13 years after his first.

Ickx was only 34 – younger than



Ground down: feeling Ligier effects

Michael Schumacher is now – but apart from Mario Andretti, no-one else who'd raced in grands prix in the 1960s was still competing at the top level. He was not the only veteran to lose the plot in the ground-effect era: Lauda and James Hunt both stopped that season, and Jody Scheckter and Fittipaldi would follow suit a year later.

"I realised that I was not good enough to drive in F1 any more. I had neither the necessary passion nor the necessary motivation," explains Ickx.

"My time with Ligier was a perfect experience – even though it was not good as far as results were concerned. It was perfect because it happened at the right moment: I realised that I was not 'there', and instead of trying hard just to be last on the grid in every race and saying that I don't have the right car, I stopped. I had done my time, so I turned the page."

There are many ifs in Ickx's career, many missed opportunities, but he has no time for idle speculation…

"Why have regrets? It's pointless. I raced for so long at a high level, and I'm still here to talk about it. I think about the friends I have lost in that time – some much better than me, without a doubt – who didn't have that luck. I had a wonderful life, with some dreadful moments, some very good moments. And that's why the question, 'How do you feel about not becoming world champion?' is not a subject I pay attention to." M



A very distant 15th at Anderstorp in 1975 was Ickx's last finish with Lotus. Two years had been wasted

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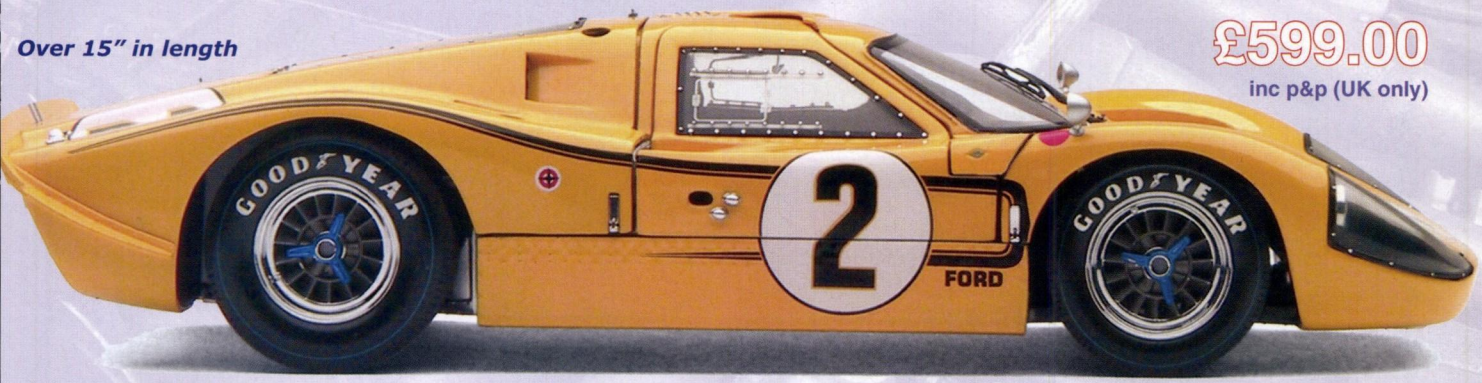
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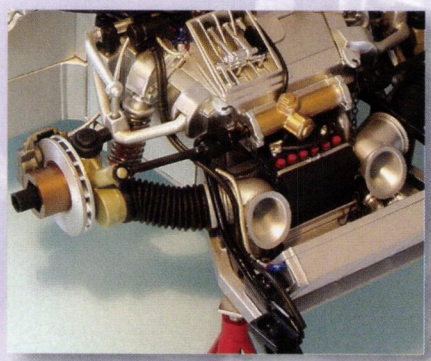
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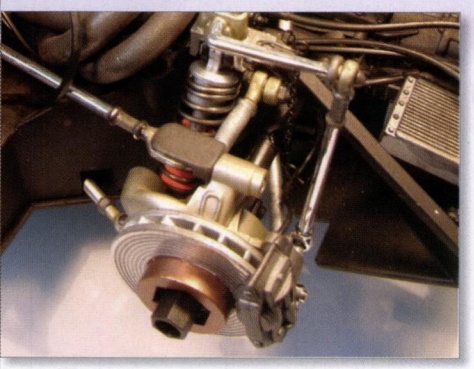


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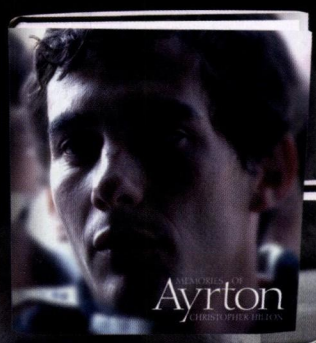
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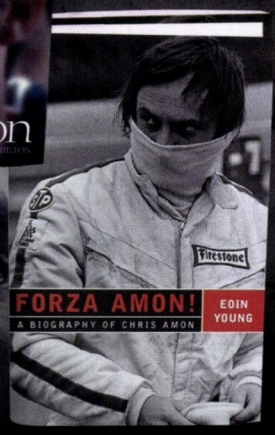
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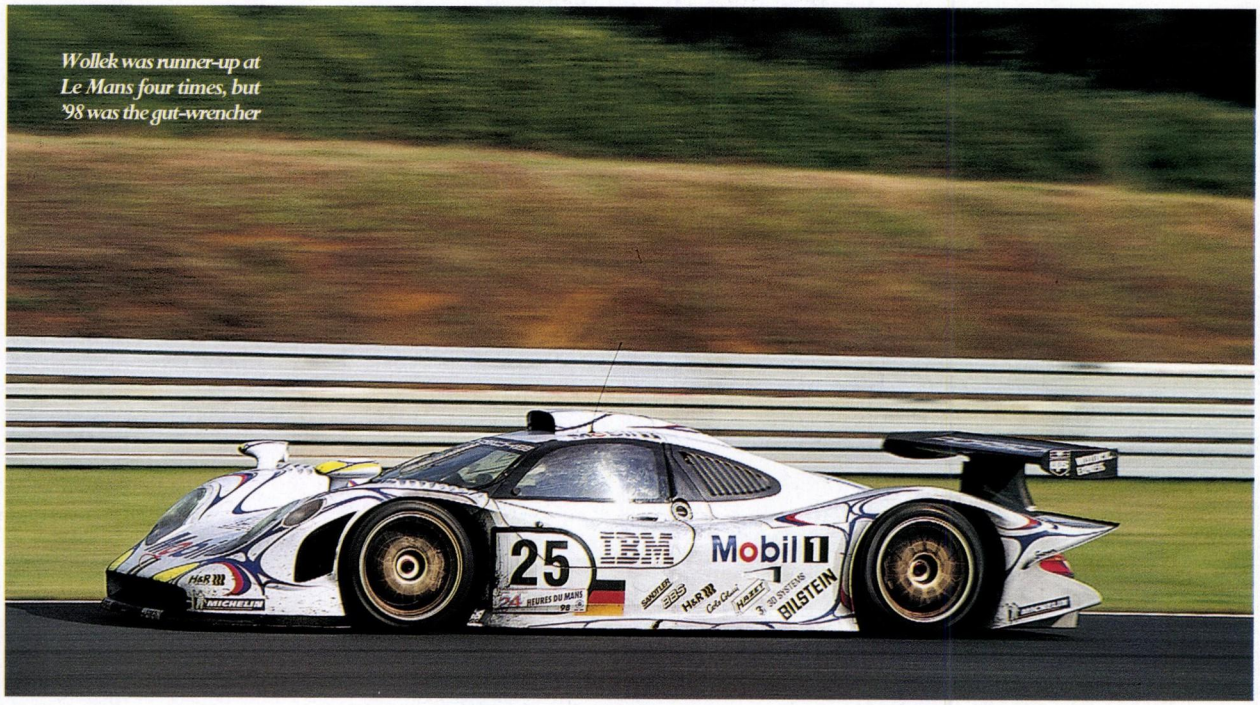
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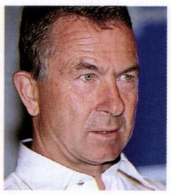
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Wollek was runner-up at Le Mans four times, but '98 was the gut-wrencher

both LAT



FOR WANT OF A LAP

BOB WOLLEK WAS A SPORTSCAR GREAT BUT NEVER WON THE LE MANS 24 HOURS. WEEKS BEFORE HIS DEATH, IN MARCH 2001, HE TOLD ADAM COOPER OF HIS FINAL FRUSTRATION

"I'VE WON EVERYTHING IN SPORTSCARS EXCEPT, OF COURSE, the Le Mans 24 Hours. And of all the near misses, it was the 1998 race that was particularly terrible for me – we came so close and were so unlucky.

"Months before the race I swallowed a piece of apple which went in my lung. I had to go to hospital. A week later I fell off my bike and fractured my shoulder, which made it very difficult to drive a car quickly round Le Mans.

"I had a Porsche factory drive, and the 911 GT1-98 was a good car. It wasn't perfect, but besides Bob Wollek, nothing's perfect! Of course, it could always have been better, but it was good enough to win Le Mans. I was sure that we were going to win that year.

"I was given the choice of driving the GT1-98 or the open Joest Porsche [the WSC95 that had won Le Mans the previous two years], but having been part of the development of both cars, I knew the closed car was the faster. Of course, racing is racing – you can have an accident or break the gearbox – but for sure I knew our car was better than Joest's open prototype.

"And I also thought that our sister works Porsche entry wouldn't be as quick as us, because Laurent Aïello did not know the team or Le Mans. In the event, the guys in that car did a very good job."

[The second factory GT1-98 driven by Aïello, Allan McNish and Stephane Ortelli battled for the lead through the night with the car that Wollek shared with Uwe Alzen and Jörg Müller. Then, shortly after 6am on Sunday, Müller put Wollek's second-placed car off the road at the first chicane on the Mulsanne Straight.]

"Eventually Müller lost it. I had been talking to him all week saying, 'Slow, slow, slow, please slow!' I remember I told him, 'Even if we are second and we are two laps down, go slow, don't try to catch them'. After the accident we were talking in the pits and he said, 'I'm an asshole,' and I said, 'Well, it's too late…'

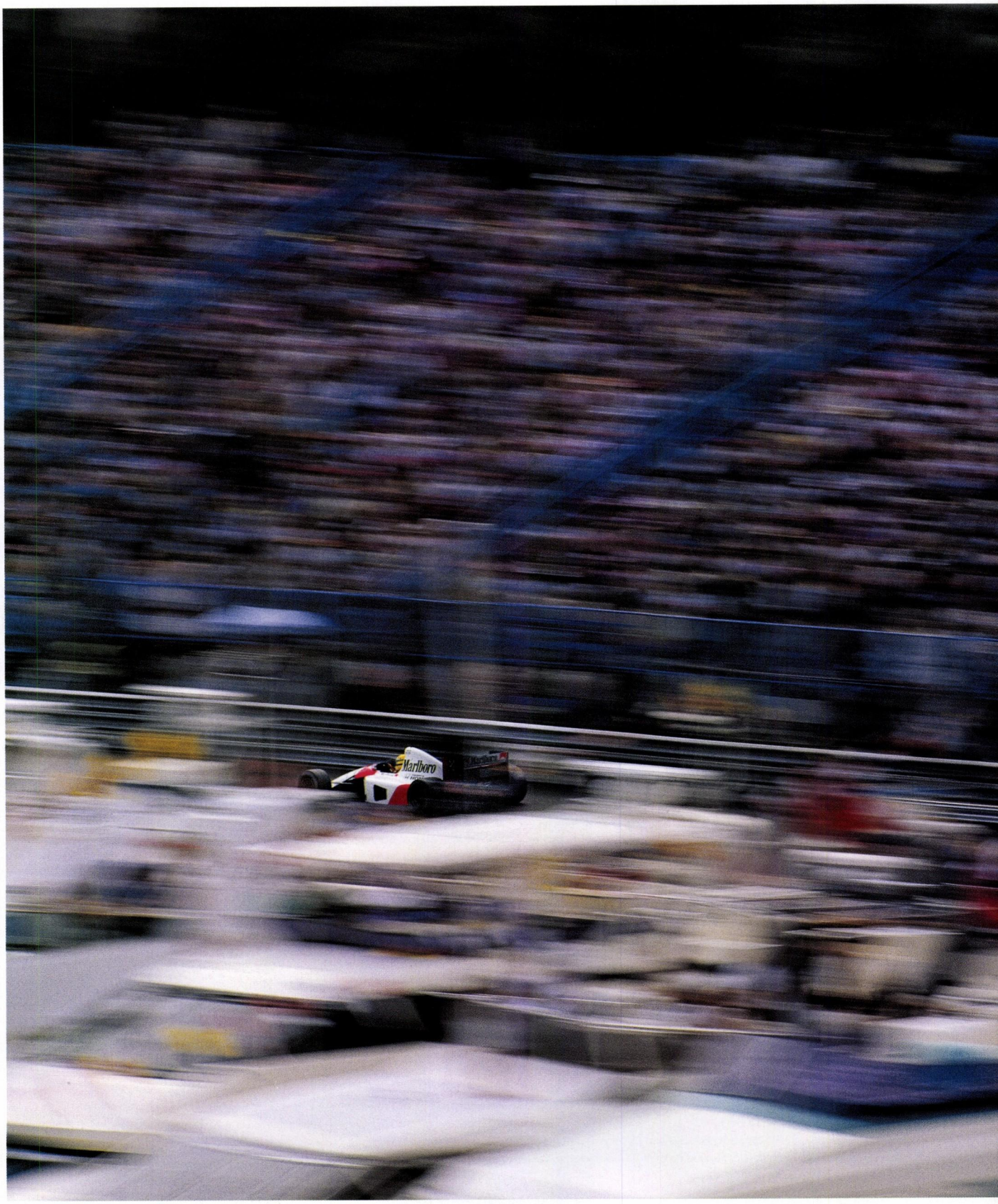
"The thing was that a few minutes after his off the leading car of McNish had overheating problems and spent 30 minutes in the pits. I will always say – and I am convinced of this – that it was a question of luck. If Müller had been able to keep it together for another lap, he'd have got the message that the sister car was delayed. And from then on, it would have been easy. It was a question of two minutes. Another lap, and he would have got the 'slow' board and we'd have won the race.

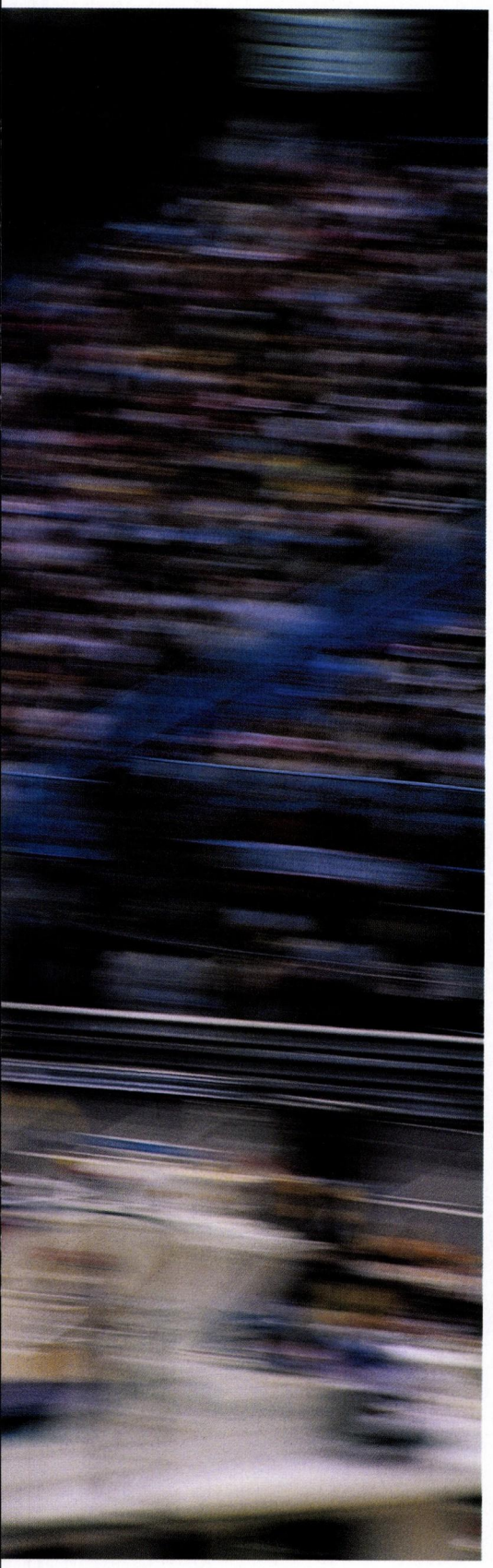
"Then, when the team repaired our car after the accident, they replaced the bodywork and sidepods. They fired up the engine, and found there was some water dripping out of the right sidepod. So they took the driver's door and sidepod off again, but discovered that it wasn't a leak at all! Actually, water had been poured into the sidepod when they sealed up the radiator, and there was no leak. All that took another five or 10 minutes, and it shouldn't have…

"Still, at the end of the race we were only one lap behind our winning sister car. Because I'd fallen off my bike I had not been able to drive fast enough, and because of that, we had been three-quarters of a lap behind. Then Müller had his shunt, which he shouldn't have, and then we had repaired a water leak that did not exist. So we lost the race three times!

"Thousands of people would like Bob Wollek to win Le Mans. There are so many people calling and telling me about it, and they grab me and say, 'This year, this year!' It just builds up, and then it doesn't happen, and for me the world sort of breaks. It's happened to me 22 times that I had a chance but failed to win Le Mans. Especially in 1973-74 with Matra, then '78 in the factory Porsche, and, and, and… You always say, 'Bad luck. Next year!' The difference was that in 1998, I was already 54, so next year? It was gone.

Wollek raced twice more at Le Mans after 1998, both times in GT class Porsche 911s. He was preparing for what would have been his 31st and final Le Mans start when he was killed while cycling back to his hotel at the 2001 Sebring 12 Hours.


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THE SENNA YEARS

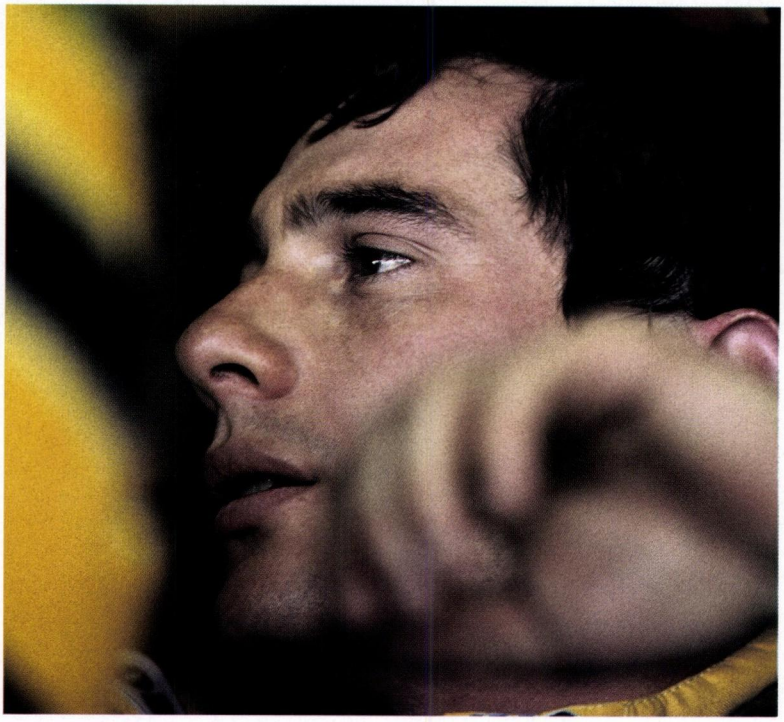
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Left: Banked crowds and the flickering blur of yachts in the harbour are an almost abstract frame for Senna's McLaren at Monaco – the circuit where his steely precision and ability to furnish a pole-grabbing lap yielded six victories

Above: Moment of calm. Among Ayrton Senna's formidable array of weapons was his supernatural concentration. Once in the cockpit, nothing would impinge on his focus that did not directly involve his performance in the forthcoming contest



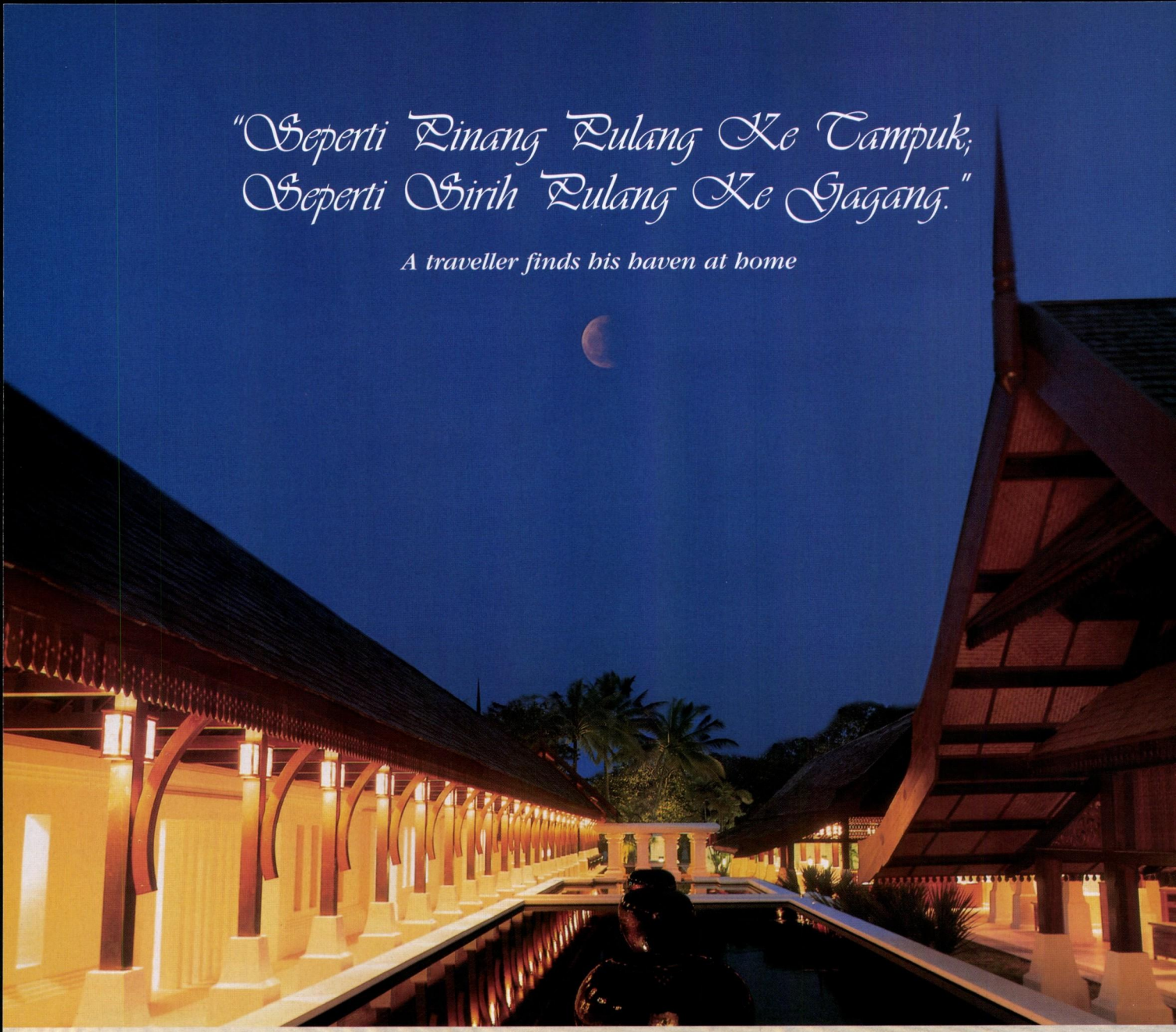
Above: Shoulder to shoulder. Gerhard Berger believed he could be the very best, until he arrived at McLaren as team-mate to Senna. He accepted that the Brazilian was super-special, and the two built a close friendship. "Ayrton taught me to drive," he said, "and I taught him to laugh"



Above: As David Coulthard's Williams gyrates to a halt facing the pack, Gerhard Berger is still on final approach. By the time his Ferrari lands back down next to his team-mate Jean Alesi, the ill-fated first lap of the 1995 Monaco Grand Prix will have come to a standstill at Ste Devote

Right: Senna is not pleased that the new Honda V12 engine for 1991 is heavier, longer and thirstier than the previous 10-cylinder unit. It doesn't prevent him winning the first grand prix of the year, in Phoenix, and going on to seal his third and final world championship crown





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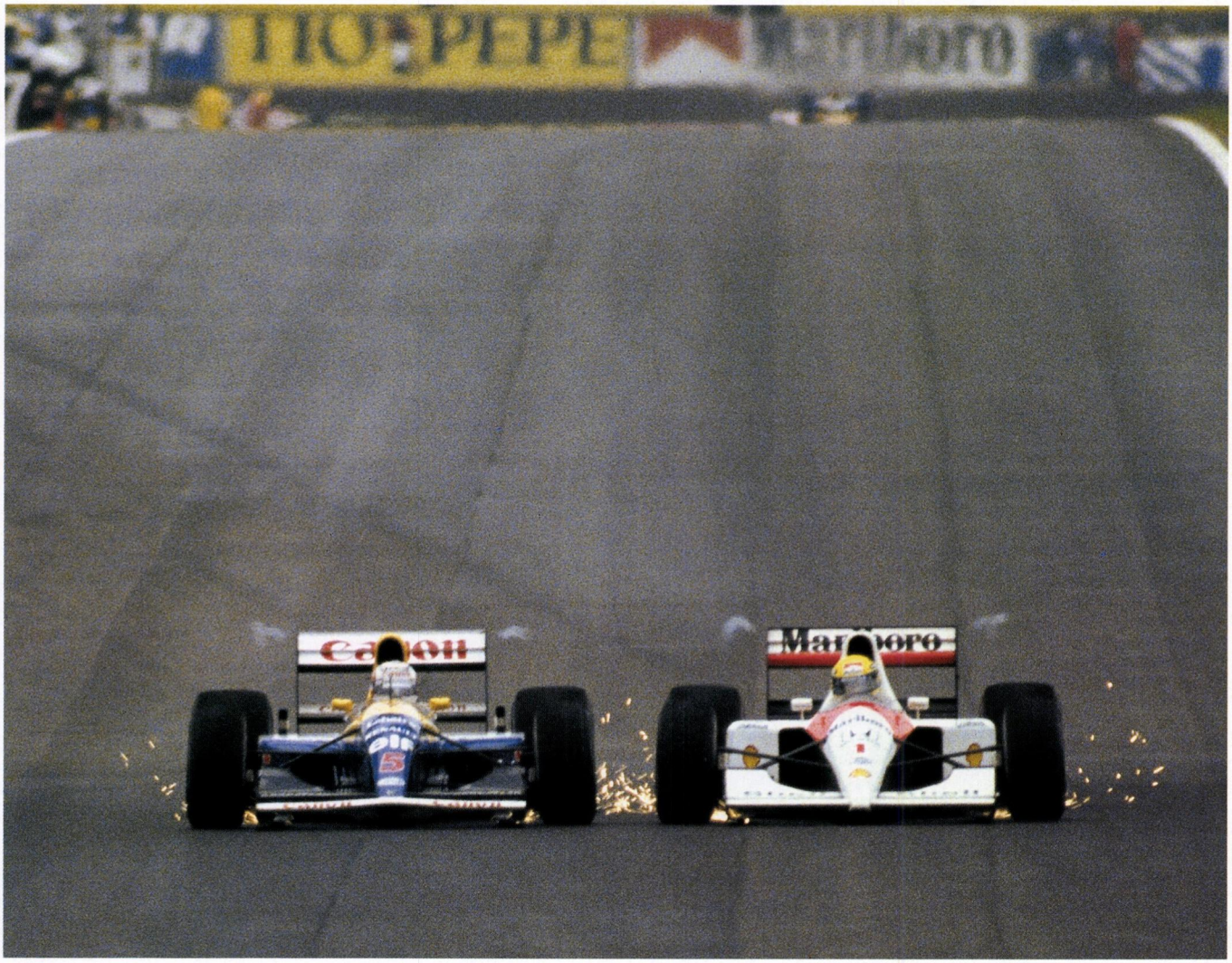
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Right: His world championship, the adulation of the tifosi at Ferrari, the tag of 'Il Leone' – all are difficult to foresee in 1982 as Nigel Mansell squares up to another of the many challenges fate will throw him. He is fighting a losing battle in the Lotus 91 - but he never gives up



Below: Needle match. Down the straight at Barcelona in Spain's 1991 Grand Prix, titanium sparks fly as two alpha males lock horns. Wheel to wheel at 180mph, neither Senna nor Mansell is prepared to lift off. In the end it's Mansell who seizes the edge into the first corner







Above: Alain Prost's first year at McLaren, 1980, was tough. The team swapped one uncompetitive car, the M29, for another, the M30. But Prost battled on, finishing the year with one fifth and two sixth places

Left: Them and US at Imola. Michael Andretti's 1993 season at McLaren turned into a debacle. The '91 CART champion failed to adapt to the high-tech MP4/8, or indeed to the world of Formula One



Left: Perfect result. Alain Prost steps from his Renault to the acclaim of the pitlane at Paul Ricard. Setting off from pole, a French driver in a French car has led the '83 French Grand Prix from start to finish

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RHD

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LHD reconstruction

1973 Ferrari 365 GTB/4 ~ Daytona
RHD 25,000 miles

1974 Ferrari 246 GTS Dino
RHD 35,000 miles

1993 Bentley Turbo R
RHD 60,000 miles

1993 Maserati Barchetta
LHD 4,000 Kms

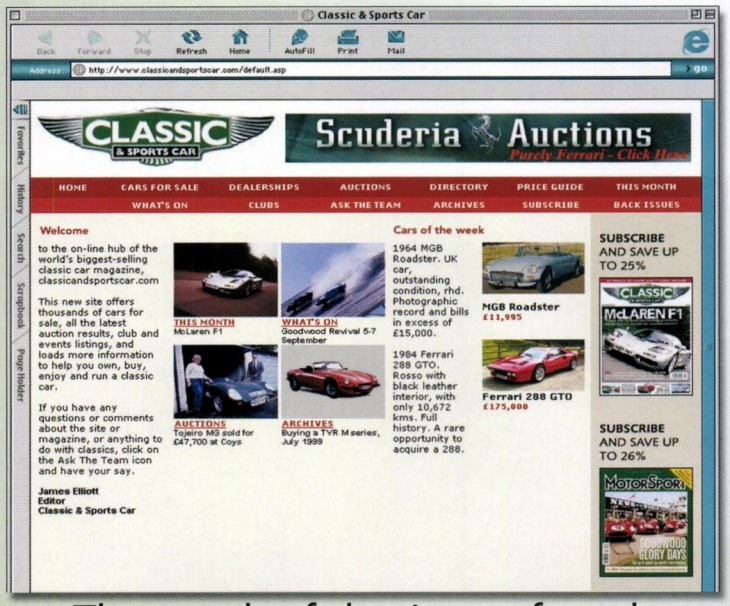
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X-RAY SPEC

ERA E-TYPE

BUILT TO CHALLENGE THE CONTINENTAL GP TEAMS, THIS DESIGN WAS FLAWED FROM THE START. KEITH HOWARD SPEAKS TO THE MAN WHO SORTED IT OUT, 65 YEARS ON

ENGLISH RACING AUTOMOBILES WAS, IN MORE ways than one, the pre-WWII prototype of BRM. The philosophy was the same: to revive British motor racing by building cars to meet and beat the best from Europe. Key personnel were the same too: Raymond Mays, who was still a driver when ERA was founded in 1933, and designer Peter Berthon. Likewise the ability to create a car that was wonderful in some respects, but sadly crass in others.

Although earlier ERAs had proved hugely successful in European voiturette competition, the marque's last and most ambitious model, the E-type, was intended to confront the might of Germany and Italy in grand prix racing. But it arrived too late – it did not race until 1939 – and then proved adept at tripping over itself.

Although the E-type quickly set new hill-climb and standing mile and kilometre records for its class, it fared less impressively on the circuit. At its first appearance, for the International Trophy race at Brooklands, it performed so poorly in practice that it was withdrawn. At the French Grand Prix the car was again temperamental during practice and didn't race. On its eventual debut, at Albi, Arthur Dobson crashed while in the lead, rupturing the car's fuel tank, and was forced to retire. Various owners continued to campaign the cars after the hostilities, but still without conspicuous success.

Just three E-types were built, designated GP1, GP2 and GP3 in recognition of their grand prix ambitions. Following a crash and subsequent fire at the Isle of Man in 1950 – caused by a driveshaft shearing and then puncturing the fuel tank – GP1 was rebuilt using a spare chassis from GP3. It is now owned, maintained and raced by Briton Duncan Ricketts. His comments over the page reinforce the view that, with a bit more forethought, the E-type might have been a formidable machine. But as he concedes: "In some ways the car is a really lovely thing, and in other ways they just got it so wrong."

In its favour, the E-type was formidably quick in a straight line. Mercedes timed it at 172mph during practice at Reims, justifying ERA's decision to slash the car's frontal area and give it more flowing lines. Whereas its predecessors had a frontal area of some 13.5sq ft, the svelte E-type cut this to just 9sq ft. Power increased to 260bhp, about 20bhp more than the C, but it was improved aerodynamics that contributed most to a remarkable 62 per cent improvement in the crucial benchmark of horsepower per square foot.

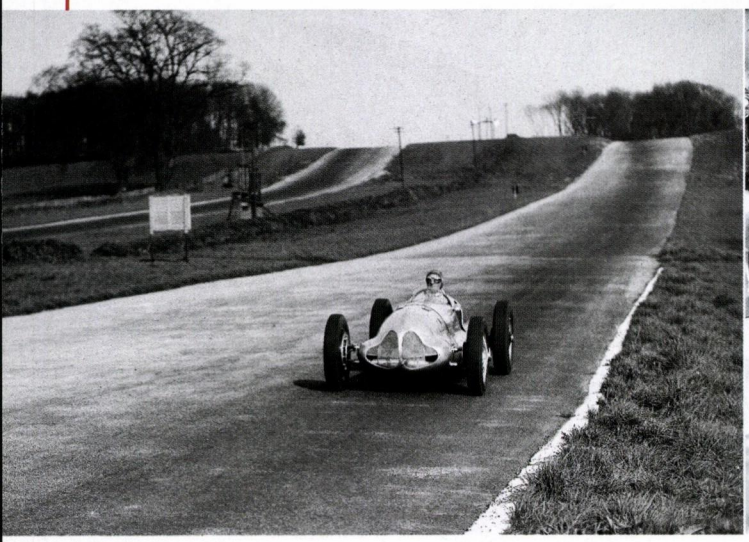
In one fundamental respect at least, the chassis design was right too. Today, when F1 teams spend untold sums contriving ways to lower a car's centre of gravity by a few millimetres, it is intriguing to find that a quite different philosophy held sway at ERA.

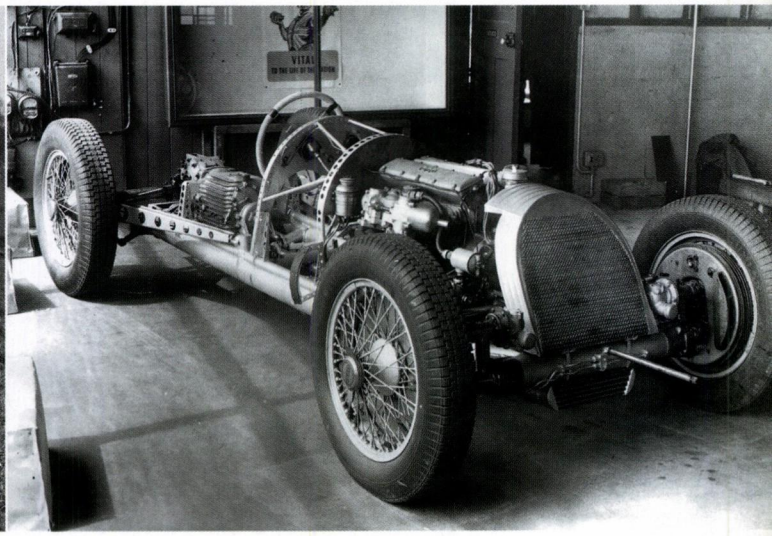
Reid Railton had done much of the design of the initial A-type, based around an engine derived from the modified six-cylinder Riley unit that Mays had raced in 1933. It was Railton's firm conviction that a high centre of gravity, around 20 inches above the ground, would make for a car that was more controllable at the limit. All ERAs, including the E-type, were designed accordingly.

Duncan Ricketts' experience suggests that Railton was right. "The chassis on a Riley is underslung, so it has a very low centre of gravity. Then they went to Railton and got this thing that you sit on top of! The difference – and I know because I've driven them – is that when you put a Riley sideways it gets to a certain point and then it just goes, and you won't catch it. Whereas with an ERA you can virtually let the back overtake the front and still be in control." ➳

both: LAT

Left: Testing the E-type at Donington in 1939 shows low frontal area and driver's low seating position, later raised for straight propshaft
Right: Clean concept and high-quality engineering were let down by inadequate engine and serious design flaws, such as the steering



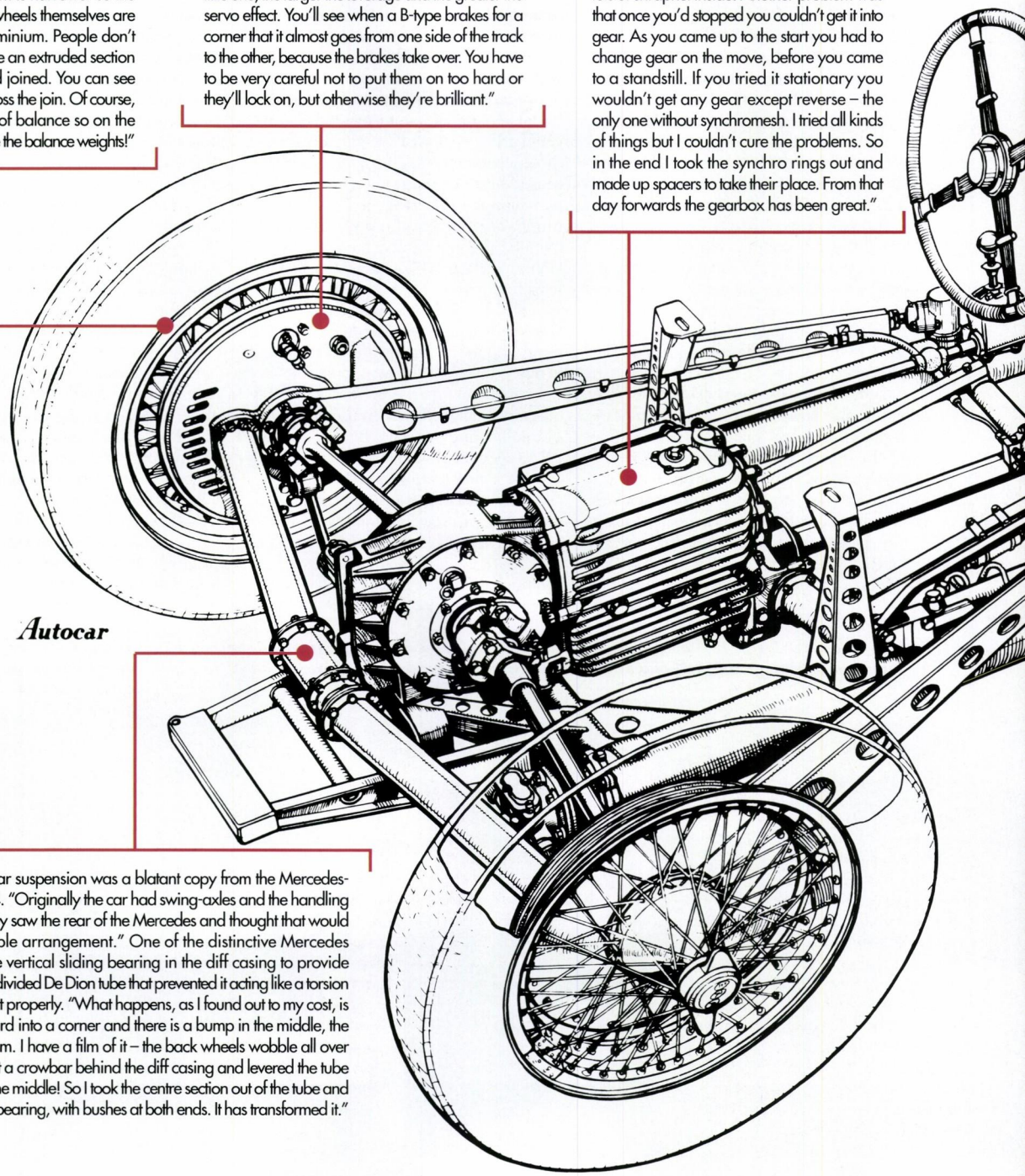


X-RAY SPEC: ERA E-TYPE

Ricketts: "The car is very quick in a straight line, but with 19in rear wheels and 18in fronts, you can't get it around corners anywhere near as quickly as a B-type on 16in rims; they are quite wide, so you don't get the tyre distorting. On the bigger wheels the rim is narrower so the tyre tries to roll off. The wheels themselves are a Dunlop design in aluminium. People don't believe it but the rims are an extruded section formed into a circle and joined. You can see the plate they riveted across the join. Of course, that puts the wheel out of balance so on the opposite side you can see the balance weights!"

One of the 'improvements' over previous ERAs was the use of hydraulic brake actuation and drums with twin leading shoes. "But funnily enough they're not as good as the B-type brakes, which had a self-wrapping system with one big shoe and one little one. The big shoe can pull away from its operating mechanism, so when you brake it tries to wrap round the drum, pushing on the little shoe. The larger you make the big shoe and the smaller you make the little one, the larger the leverage and the greater the servo effect. You'll see when a B-type brakes for a corner that it almost goes from one side of the track to the other, because the brakes take over. You have to be very careful not to put them on too hard or they'll lock on, but otherwise they're brilliant."

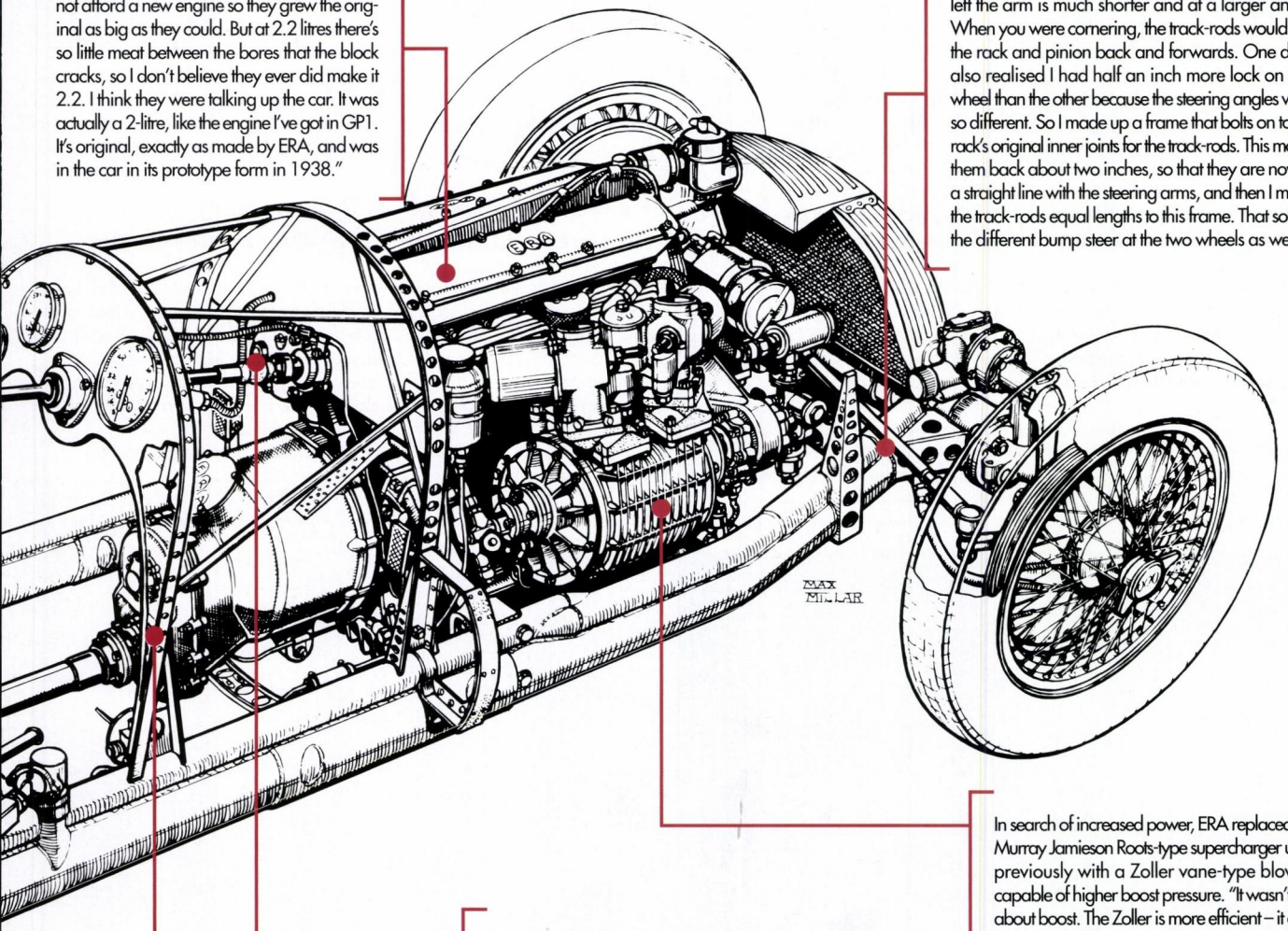
Originally the E-type's gearbox was fitted with synchromesh, but Ricketts has removed it from GP1. "I had a lot of problems with it grating. You had to get the revs just right, it wasn't pleasant, and every time I took it apart there was lots of shrapnel inside. Another problem was that once you'd stopped you couldn't get it into gear. As you came up to the start you had to change gear on the move, before you came to a standstill. If you tried it stationary you wouldn't get any gear except reverse – the only one without synchromesh. I tried all kinds of things but I couldn't cure the problems. So in the end I took the synchro rings out and made up spacers to take their place. From that day forwards the gearbox has been great."



The E-type's De Dion rear suspension was a blatant copy from the Mercedes-Benz W125 and W154. "Originally the car had swing-axles and the handling was a bit hairy. Then they saw the rear of the Mercedes and thought that would be a much more sensible arrangement." One of the distinctive Mercedes features, apart from the vertical sliding bearing in the diff casing to provide lateral location, was the divided De Dion tube that prevented it acting like a torsion bar. ERA didn't execute it properly. "What happens, as I found out to my cost, is that if you put the car hard into a corner and there is a bump in the middle, the back end goes into spasm. I have a film of it – the back wheels wobble all over the place. And if you put a crowbar behind the diff casing and levered the tube away, it would bend in the middle! So I took the centre section out of the tube and made the whole thing a bearing, with bushes at both ends. It has transformed it."

In its pre-war form the E-type had a capacity of 1487cc, but was originally specified with a 2.2-litre version of ERA's in-line six. "ERA was trying to compete with 3-litre cars, but could not afford a new engine so they grew the original as big as they could. But at 2.2 litres there's so little meat between the bores that the block cracks, so I don't believe they ever did make it 2.2. I think they were talking up the car. It was actually a 2-litre, like the engine I've got in GP1. It's original, exactly as made by ERA, and was in the car in its prototype form in 1938."

The track-rod layout was a Horlicks. "The rack is over to one side with both track-rods at an angle. On the left the arm is much shorter and at a larger angle. When you were cornering, the track-rods would pull the rack and pinion back and forwards. One day I also realised I had half an inch more lock on one wheel than the other because the steering angles were so different. So I made up a frame that bolts on to the rack's original inner joints for the track-rods. This moves them back about two inches, so that they are now in a straight line with the steering arms, and then I made the track-rods equal lengths to this frame. That solved the different bump steer at the two wheels as well!"



In search of increased power, ERA replaced the Murray Jamieson Roots-type supercharger used previously with a Zoller vane-type blower, capable of higher boost pressure. "It wasn't just about boost. The Zoller is more efficient – it only loses about 30 per cent of the extra power generating the pressure. With a Roots, once you get to about 16psi, every extra bhp you produce you just about lose powering the blower. I have drawings showing two different Zoller sizes. I think the smaller gave 28psi boost – the figure quoted in the books – and the bigger one perhaps 32psi." The Zoller wasn't reliable, however, so different options, including two-stage Roots superchargers, were adopted post-war. GP1 now runs a single K300 Roots.

To put it mildly, the E-type's steering gear was an abomination. "On the bulkhead behind the engine, three gears take the steering off to the left. There's a reduction too. From there you have a very small-diameter shaft that runs down the side of the engine, then another two gears bring it up to the right height for the rack and pinion. So the steering is a bit remote. I always had the problem that when I went into a corner the front wheels would do one thing while I was steering the opposite way. I was always trying to catch up with where the wheels were pointing. It turned out that the shaft alongside the engine, which is nearly 3ft long, was twisting because it is too small in diameter. I've put in a thicker one, although space is very restricted there. It made a big improvement."

Gearsets behind the clutch and ahead of the gearbox lowered the propshaft, in order to sit the driver as low as possible. "In pre-war form the car had the dropped propshaft – not 3in below the crank, as it says in the books, but 4.5in; I've measured it. Post-war, ERA was trying to gain in every respect and figured the car was losing too much power through the gearing, so the propshaft was brought back into line. If you look at the bell-housing there's a little cover – that's where the shaft came out. At the back, ahead of the gearbox, you could do the same thing. Pre- and immediately post-war the car had a lovely cigar shape; then you suddenly see the cockpit area change and the driver sitting up out of the car."

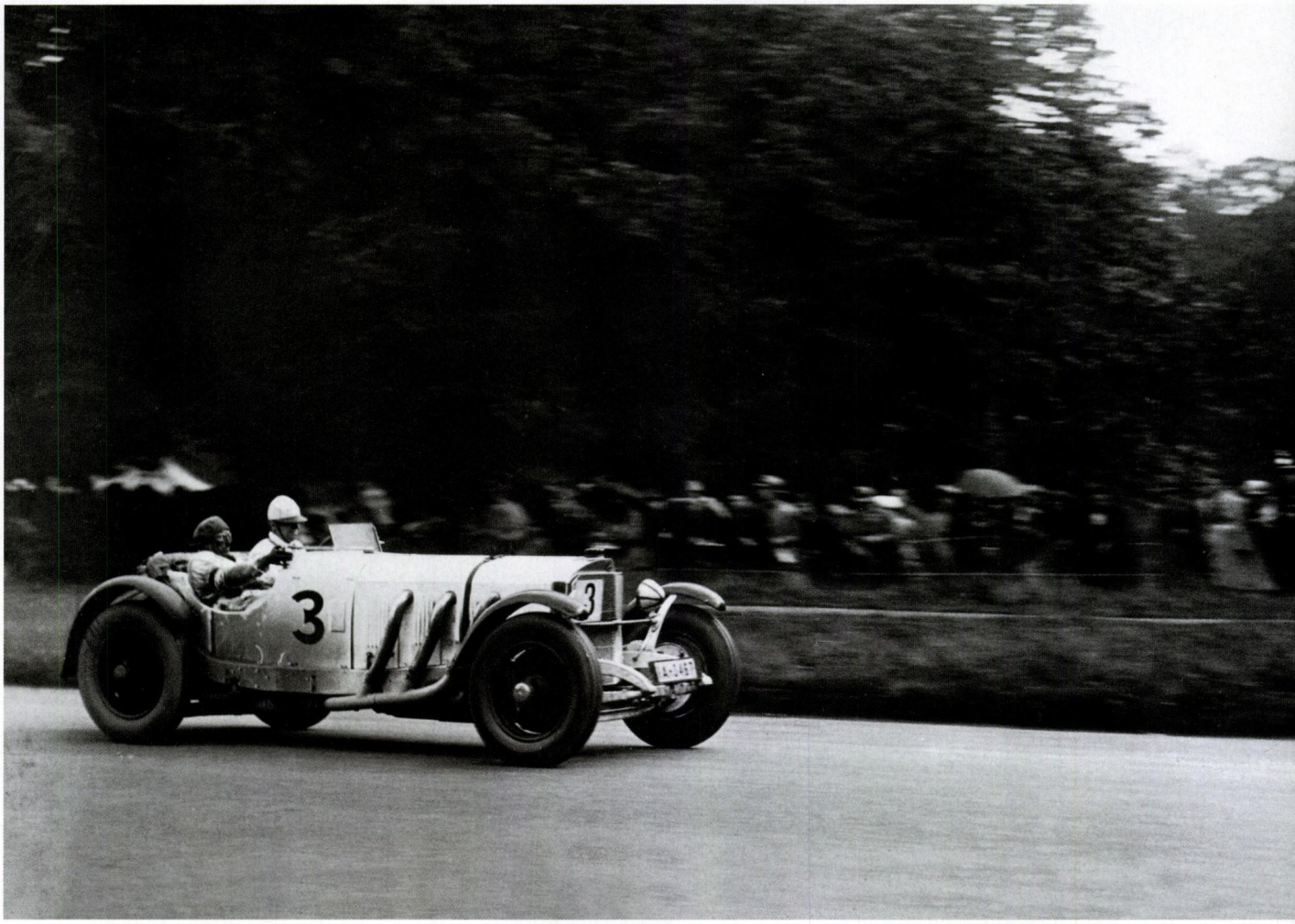
ANGLO-GERMAN SENSATIONS

THEY WERE THE TWO GREATEST MARQUES IN THE VINTAGE YEARS OF SPORTSCAR RACING, YET RARELY MET DIRECTLY ON THE TRACK. BILL BODDY ASSESSES WHICH HAD THE EDGE – BENTLEY OR MERCEDES-BENZ

WHEN I WAS GROWING UP I FOUND IT VERY DIFFICULT TO KNOW EXACTLY WHETHER my teenage allegiance lay more to Bentley or to Mercedes-Benz, both makes then prominent in sportscar racing.

At the age of 14, with the presumptuous assurance of a motor-mad schoolboy, I wrote a letter to *The Autocar* about supercharging, suggesting that the Mercedes method of blowing air into the carburettors was superior to sucking mixture from them. This was duly published over my initials WB. Mercedes-Benz saw this as a possible means of selling one of their fabulous supercharged 36/220 sportscars to someone they assumed to be a potential customer, so they obtained my address from the magazine and invited the letter-writer to take a trial run. I duly arrived at Grosvenor Street, the London headquarters of the German company, wearing my school cap. I produced the invitation and was asked whether my father was coming soon. "No," I replied, "he was killed in the war". It dawned on the astonished salesman that it was *me* who had written the letter. But Mercedes, as I was to discover in later years, was efficient to a degree. The massive German manager was consulted, he eyed me and the salesman returned. He then told me that I would be shown how one of their cars performed. Soon a test driver stopped an open 36/220 outside, I got in, and we attained about 100mph along the Barnet Bypass. My first cause to respect the Three-Pointed Star had occured.

Against that, Bentley cars, the 4½-litre fours and 6½-litre Speed Sixes, were dominating Le Mans and doing exceedingly well at Brooklands, and I had



National Motor Museum

Head to head: 1930 was the year Mercedes-Bentley rivalry peaked. Rudi Caracciola's rain-defying victory in the Irish Grand Prix (above) was his revenge for...

plenty of reason for pro-British enthusiasm. Which has prompted this attempt to assess which of these well-known makes was the more successful in the field of top-class sportscar racing.

Mercedes had been making cars long before WO had begun racing DFPs and, by 1919, making the 3-litre Bentley. The German cars achieved some notable racing successes, topped by that devastating disposal of the previously invincible Peugeots with the 1-2-3 finish in the 1914 French Grand Prix at Lyon on the eve of the war.

The impressive 36/220hp Mercedes-Benz with its Teutonic vee-fronted radiator, those triple external exhaust pipes protruding from the offside of the long bonnet and a low-hung chassis, had been preceded by the four-cylinder 12/40hp model of 1925, its supercharging innovation no doubt founded on war-time aero-engine research. The six-cylinder sportscars followed, in the sequence 24/100, 33/180, 36/220 and 38/250hp.

The 33/180 had a 6.3-litre engine and was described as the first genuine 100mph touring car. The later 36/220 model (which in S for Sports form became the best known) had a 6.8-litre engine of the same type; it created a sensation when shown at Olympia in 1927. It had a wheelbase of 11ft 8.8in, a dry multi-plate clutch, a four-speed gearbox and a 27-gallon petrol tank. The four-seater cost £2300. After MOTOR SPORT tested one in 1930 the driver exclaimed: "Words fail me; this has been the most amazing motor car it has been my good fortune to drive."

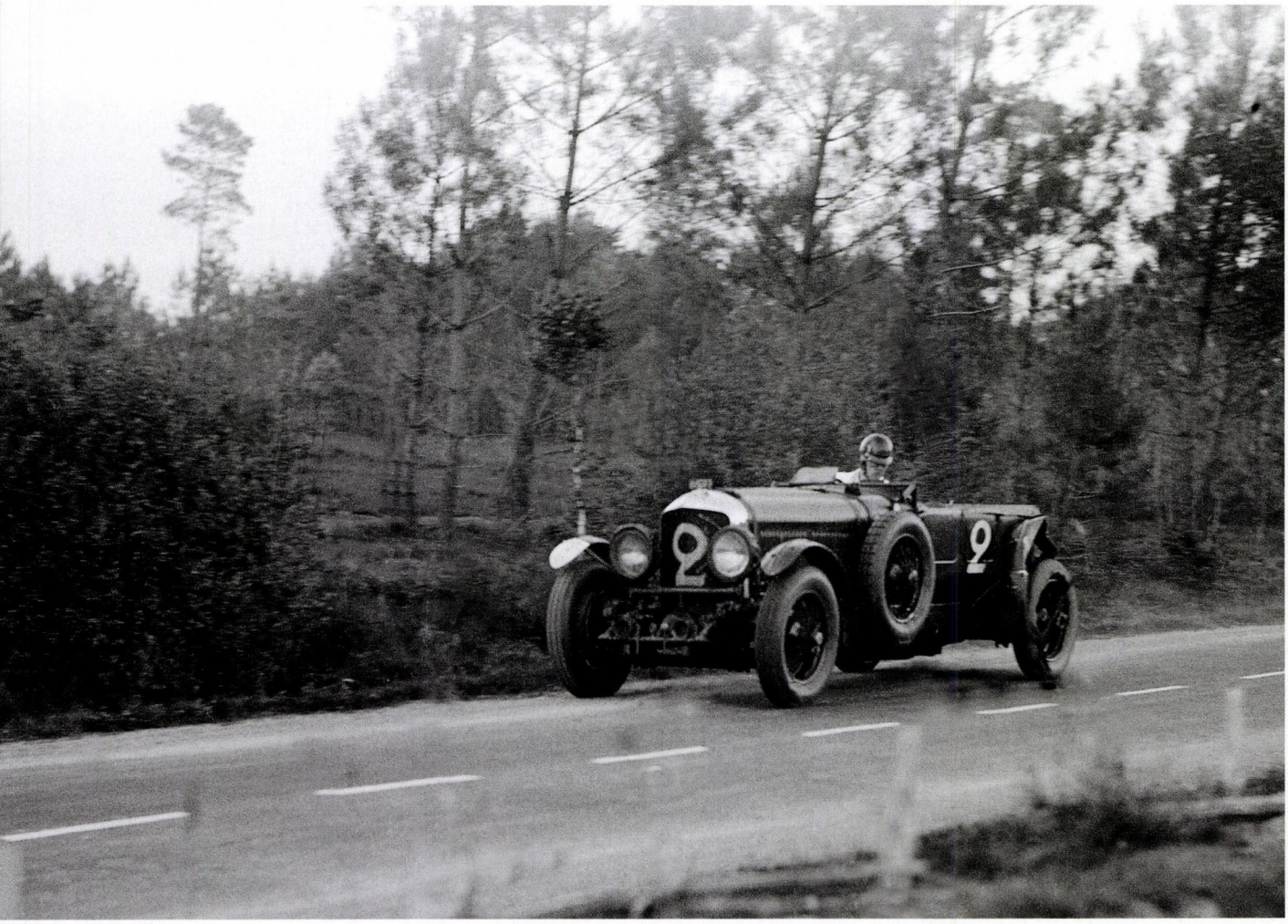
The 38/250 had the same engine enlarged to 7.1 litres, with a vertical twin-vane Roots supercharger driven from the front of the crank, geared to run at three times engine speed. This blower was engaged by a clutch when the accelerator pedal was fully depressed, to gain extra power above the unboosted 140bhp at 3200rpm for better acceleration. Since it blew through the carburettor, the petrol tank and carburettor float chambers had to be pressurised as well. The siren scream when the supercharger was in use added to the awe with which ordinary motorists regarded these big Mercedes. This powerful car with its higher chassis was produced in SSK (K for short-chassis) and SSKL (L for Light) versions. The SSKL had a bigger, or 'elephant', supercharger giving 10 lbs/sq in boost, a special camshaft, drilled side-members and a wheelbase of 9ft 8.8in.

The 4½-litre Bentley was an enlarged edition of the 3-litre, and the Speed Six had a 6.6-litre six-cylinder engine with the same fixed four-valve head but a sophisticated triple-eccentric drive for its overhead camshaft. The crankshaft had eight bearings and there was magneto and coil dual ignition. The short chassis had a wheelbase of 11ft 1.25in, a 25-gallon petrol tank and sold for £1450.

I have driven the ex-Sir Malcolm Campbell 36/220S Mercedes-Benz, GP10, the 1929 38/250 TT-winning Mercedes-Benz and a Bentley Big Six, all excitingly memorable experiences. But what of the racing comparison?

Racing resumed in Germany soon after the war had ended, and Mercedes had many successes in races and major hillclimbs. The first German Grand Prix was held in 1926, but the 1927 GP was for sportscars only, and a truly enormous crowd at the new Nürburgring saw seven Mercedes-Benz, which were virtually standard 36/220s, start in the event. They finished 1-2-3. Otto Merz, former chauffeur to Archduke Ferdinand, was the winner at 63.38mph over the difficult course, Christian Werner next and Willi Walb third.

Caracciola and Rosenberger were 1-2 in the follow-up sportscar race, Rudi winning at 4.6mph faster than the old s/c Mercedes of Werner in the ➳



... the Bentley Le Mans triumph, in which Birkin's pace broke the sole works SS and allowed the Barnato/Kidston and Clement/Watney (above) cars to score a 1-2

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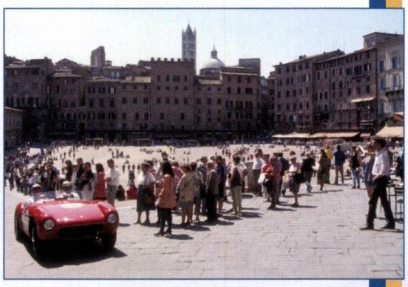
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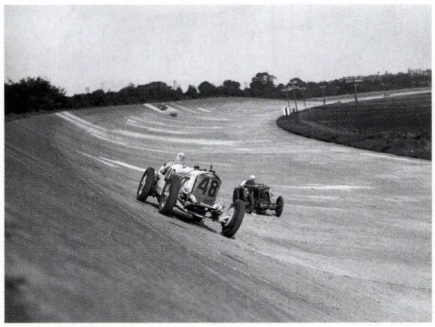
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racing car class. Prior to this, Bentley had won at Le Mans in 1924 (at 53.78mph), and again in 1927, at 61.35mph, with its 3-litre cars.

In 1928 Mercedes were again 1-2-3 in the German GP at the 'Ring, where the heat played havoc with tyres. Caracciola and Werner won at 64.56mph, from Merz and Werner/Walb. Private owner von Wentzel-Mosau, a rather wild driver, won the Wisbaden races in his 36/220, and Prince Hohenlohe the 50km Kesselberg hillclimb. Mosau was second in the GP de la Baule, and Caracciola, now in an SSK Merc, was quickest up Friburg. Away in Buenos Aires the 12-hour Production Car race went to a 3-litre Bentley. Over here, H F Clay, a versatile amateur, won the sportscar class at Shelsley Walsh.



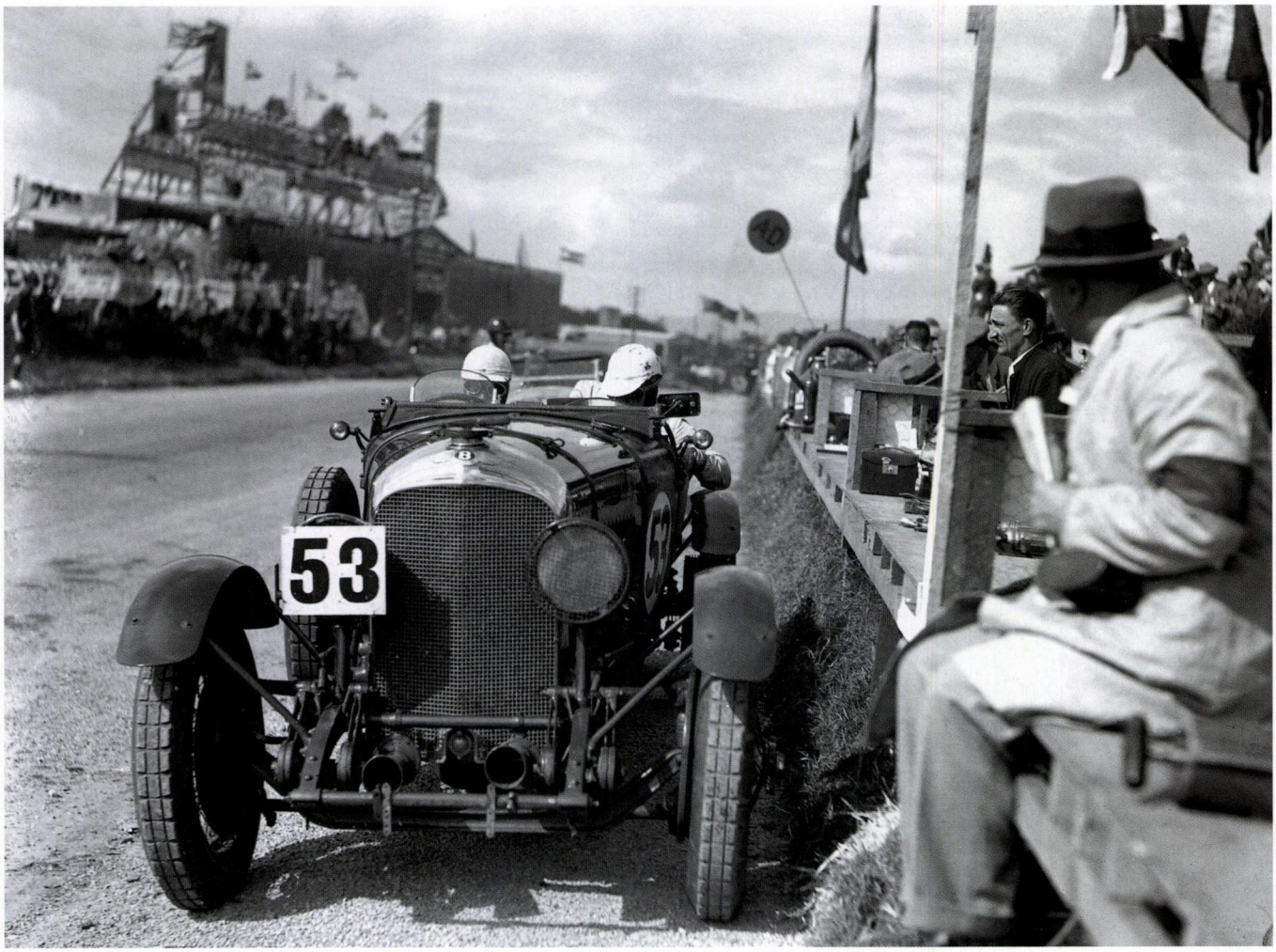
Zehender's stripped SSK – a rare Brooklands sight

One has to try to assess how these results stack up against the major Bentley performances of 1928. At Le Mans the British marque had its third victory when 'Bentley Boys' Woolf Barnato and Bernard Rubin won at 69.11mph, while in the Essex MC's Six-Hour race at Brooklands, Birkin and Dr Benjafield were third in a 4½-litre.

The year 1929 opened well for Mercedes-Benz when it nearly won at Monaco, on a street circuit unsuited to a big and heavy car. In this racing car contest Caracciola was defeated only because he required a two-minute pit-stop for can after can of fuel and a wheel change, following a duel with Williams' more suitable GP-type Bugatti 35B. Rudi was eventually also vanquished by the Bugattis of Bouriano, but it was an epic drive, with Rudi beating four other 35Bs. Perhaps we should not regard a *stripped* SSK as a sportscar.

Rudi then had another great drive in a works 38/250 in the Ulster TT, when cars had to be close to catalogue specifications. In heavy rain he whittled down his handicap and won magnificently, at 72.82mph for the uncomfortable 410 miles on a by no means easy circuit. Earl Howe used this car to win the sportscar class at Shelsley Walsh, and second to his Lordship was 'Scrap' Thistlethwayte in his 36/220, with which he had also won the 100-mile race on Southport's sands. In the Irish Grand Prix he had led Birkin's blower 4½ Bentley for the first two hours, having beaten the Bentleys in practice, before the head gasket gave out. At St Moritz the SSKs took a first and second, and a 36/220 won from a lady driver's 38/250, von Brauchitsch making FTD in a 38/250 in the 'touring car' class. And there were more hillclimb best times.

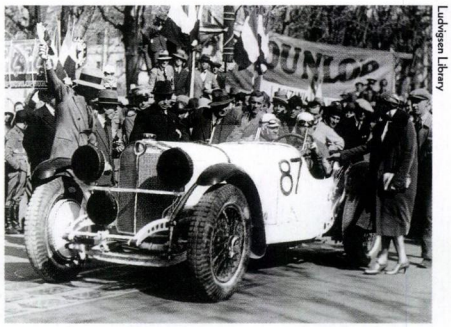
Bentley's 1929 highlight was the wonderful 1-2-3-4 finish at Le Mans, with Barnato/Birkin first, having averaged 73.62mph in a Speed Six, followed by three 4½s. The JCC 'Double-Twelve' produced a second for S C H Davis and Sir Ronald Gunter in a 4½, and then the Speed Six won the BARC Six Hours for Barnato and Jack Dunfee. Commander Glen Kidston used the Speed Six to make best race average in taking second place in Dublin's Irish GP, Birkin's blower 4½ third, but the Ulster TT was a Bentley no-go. ➳



both: LAT

The Tourist Trophy should have been an ideal arena for Bentley to show its abilities, but the best Birkin could do in 1928 was fifth. At least he beat a private M-B

In what I regard as the end of the vintage period, 1930, Barnato and Glen Kidston achieved Bentley's fifth Le Mans victory, with Watney's sister car placed second. This was the dramatic occasion when Sir Henry Birkin went flat out to attempt to break Caracciola's Mercedes-Benz, passing it at top speed on the verge in his blower 4½ Bentley. Eventually the Mercedes came in and retired. The cause was claimed to be a flat second battery, preventing them from refiring the engine on the starter as the rules required. But cynics suggested that the dynamo or the engine had failed, possibly because Birkin had caused Rudi to keep the supercharger in use for too long.



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Caracciola's 1931 Mille Miglia win was a sensation

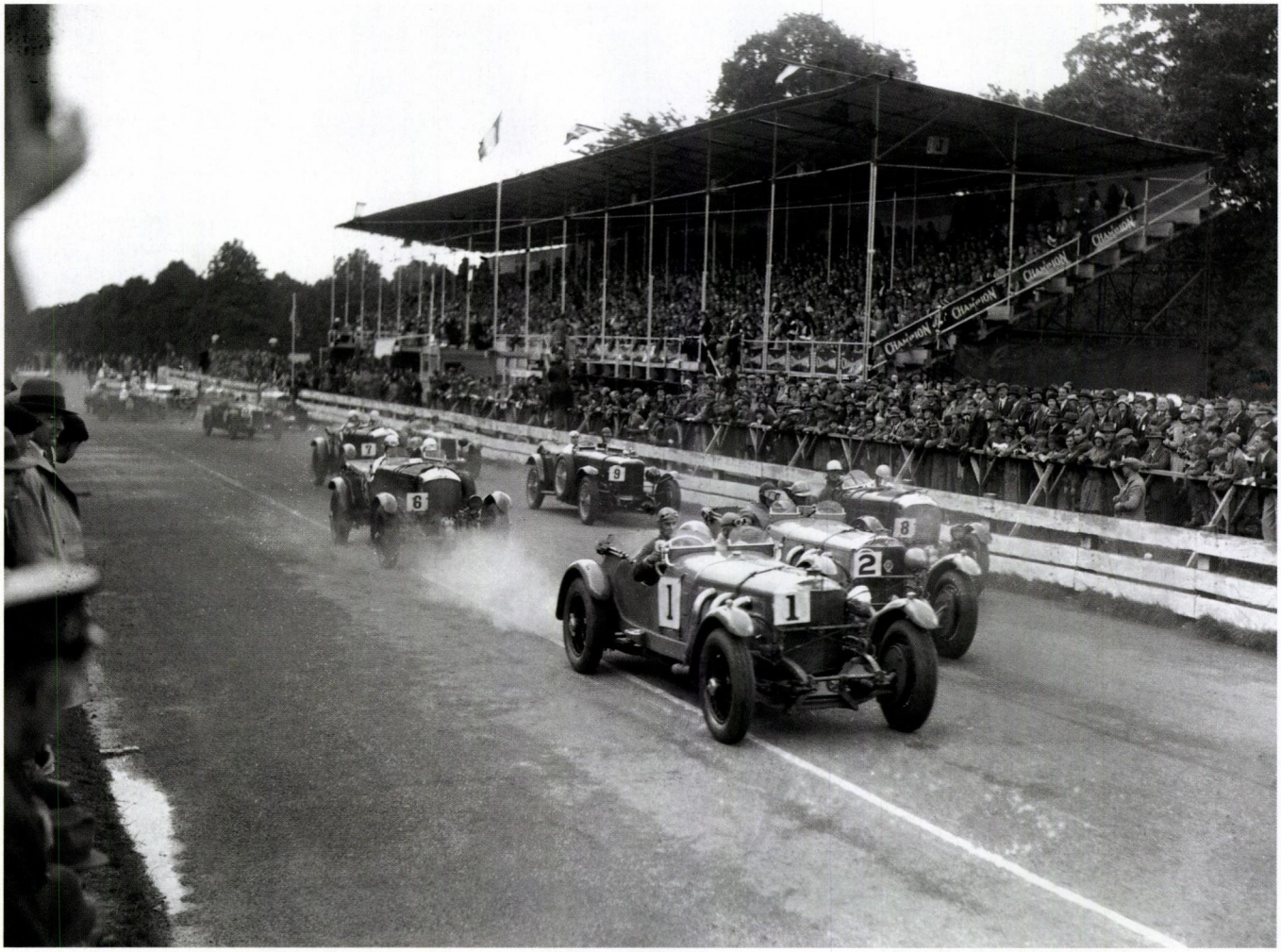
Not surprisingly, soon after Birkin had gone in front, a tyre tread flew off and he was afterwards in frequent tyre trouble, finally retiring. The Speed Six then continued to harry the Mercedes until its retirement during the night. W O Bentley objected when Birkin supercharged his 4½-litre engine and must have thought the Mercedes system ridiculous, but I wonder whether this episode made him a little less critical.

Caracciola was barred from entering the 1930 TT after Malcolm Campbell protested that his oversize blower was non-standard and thus ineligible for a production car race. But the German ace then won the Phoenix Park GP with another top-class drive in the rain. In spite of a multiple spin at speed, he won the race at 85.88mph over 300 miles, setting the lap record at 91.3mph. Earl Howe was fourth and Campbell sixth in the 38/250s, separated by Birkin's Bentley. At Pau, Birkin tackled the racing cars in a stripped blower 4½ Bentley to be placed second.

Goffredo Zehender unsuccessfully entered an SSK in the 1931 BRDC '500', a race in which Bentleys often did very well, but those cars had track-racing bodies, so really fall out of the scope of this assessment. Although beyond the 'vintage' era, I cannot resist describing Caracciola's win for Mercedes in the 1931 Mille Miglia, that quite unique road race, in which he drove without team-mate Sebastian taking over, averaging 62.85mph, including tyre, fuel and control pauses. He deserves being applauded for this precursor to Moss's never-to-be-surpassed feat of winning the event in 1955, navigated by Denis Jenkinson's roller-blind map. Moss must be given every credit for having made the fastest winning speed ever in this epic road race, an incredible 97.9mph. Bentley never took part in this Italian marathon.

Winged-B or Three-Pointed Star? I am not taking sides, but one avid M-B enthusiast used to remind us that they met in only three international events in vintage times, the 1929 TT and 1930 Ulster TT and Le Mans (score: Mercedes, two; Bentley, one) and that at Le Mans in 1930 the lone ill-fated Mercedes was up against six Bentleys. It was also the only M-B retirement in these major races.

After 1930, Bentley's official racing programme ended but Mercedes continued, winning repeatedly until the end of '55 with those almost unbeatable racing and sportscars, which people (but not me) *will* call 'Silver Arrows'. M



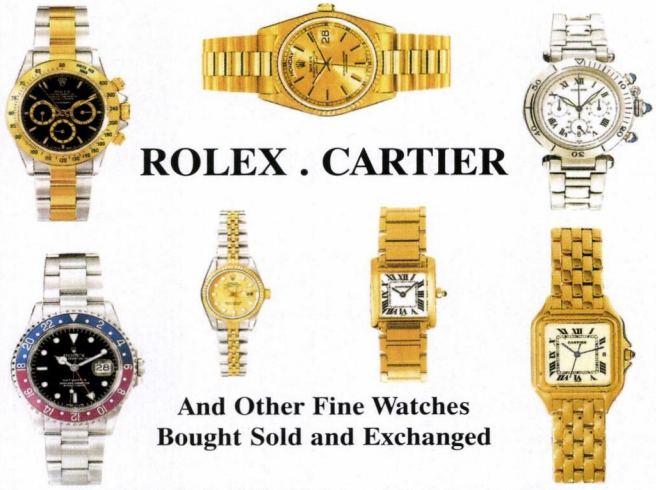
LAT

1930 Irish GP: Malcolm Campbell (1) and Earl Howe (2) in private M-Bs lead away Tim Birkin's Bentley (8); all will lose to Rudi Caracciola in the works SSK

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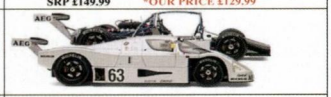
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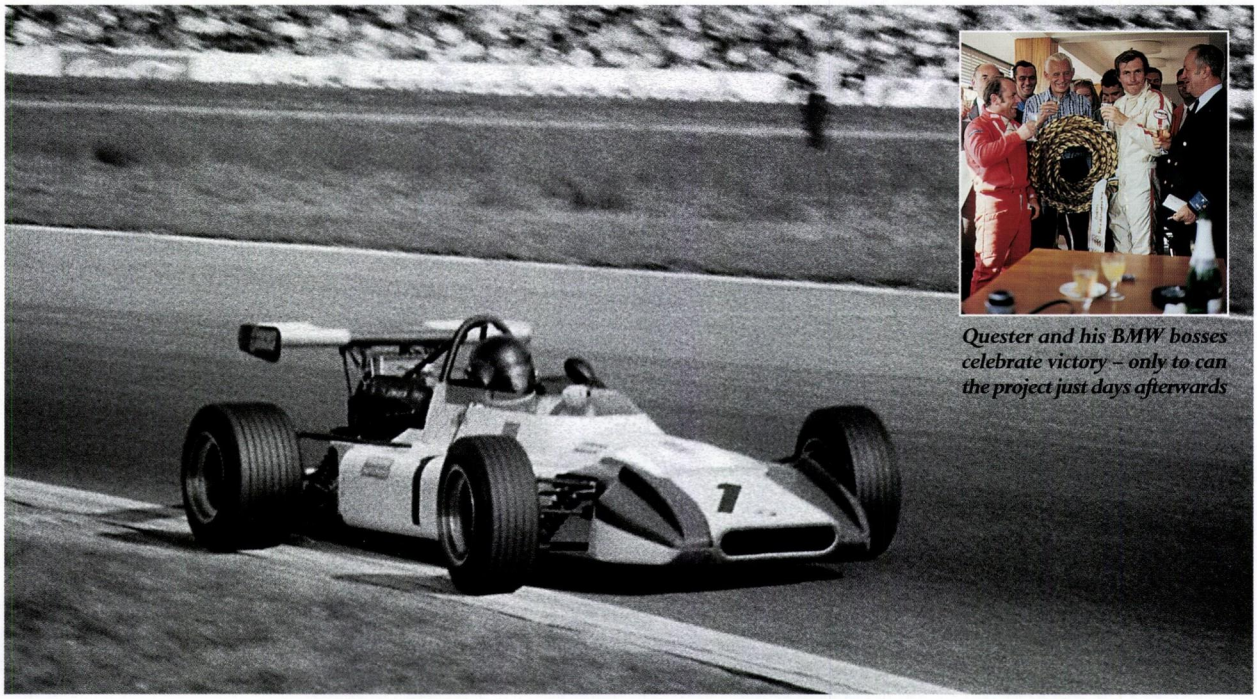
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Quester and his BMW bosses celebrate victory – only to can the project just days afterwards

both: Jutta Feunel-Ward

UNFULFILLED QUEST

BMW'S FAMOUS BADGE GRACED A CHASSIS WHICH FOR A FEW MONTHS IN 1970 DID MOST OF THE WINNING IN F2. NICK PHILLIPS LOOKS BACK ON MUNICH'S OWN SINGLE-SEATERS

THINK BMW IN THE CONTEXT OF SINGLE-SEATER RACING, AND technically advanced powerplants spring to mind. In the second half of 1970, however, the Munich marque built arguably the quickest chassis in Formula Two. The BMW 270 won three of the European championship's final five races, yet within days of its greatest triumph the project was axed.

The story climaxed with Dieter Quester's win in front of 100,000 at Hockenheim's Euro finale that October; it began in 1967, with a Lola chassis that eventually carried BMW badges. By '69, though, BMW wanted its own car and approached Len Terry's Design Autos. Terry already had an appropriate design in stock – a Formula 5000 project that had run into trouble and would subsequently re-emerge as the Surtees TS5.

"I always felt that the basic design would be suitable for F2," recalls Terry, "so when BMW came to me, I had the design essentially all ready. I showed them what I had in mind and they were happy with that."

BMW decided to have the cars built in Germany by aircraft manufacturer Dornier. It made some modifications to the design that didn't impress Terry. "What I had laid down was a full monocoque," he says, "and they changed it to make the cockpit surround detachable. Although they fitted it with quite a few bolts, I think it detracted from the torsional stiffness."

Terry attended a successful first test at Vallelunga, but thereafter development was all down to BMW.

The new BMW 269 made its debut in mid-1969, and it soon replaced the Lola. As many as three were fielded, but there were no wins. In '70, more cars were built up and badged 270s. More importantly, a new four-valve cylinder-head design was introduced.

"That was the big jump," says Quester. "It was the grandfather of the four-cylinder grand prix engine."

By June, BMW was a winner; Hubert Hahne took a 269 to victory in a non-championship event at Hockenheim. Then Jo Siffert triumphed at Rouen, and Jacky Ickx at the Salzburgring and Tulln-Langenlebarn. The senior drivers used the newer 270, and Quester had one too when he got in on the act at the finale.

"It was my first F2 win and a very important one," he recalls. It was also a gripping race. The Austrian broke away at the front with Tecno drivers François Cevert and Clay Regazzoni. "Powerwise, we had the best car, though for me the Tecno chassis was better than ours. It was difficult because I was the only BMW. Okay, Cevert retired, but Regazzoni at that time was the hardest driver I had ever raced against."

On the last lap the pair came up to lap Vittorio Brambilla. They went either side of the Italian's Brabham BT30, but met on the other side, clashed wheels and spun. Quester recovered more quickly and won; second, though, clinched the championship for Regga.

Before the car's next outing two weeks later in a minor event on the Munich-Neubiberg airfield, BMW announced its withdrawal from F2. Quester won the race, but the black armbands worn by the team forcefully expressed its bewilderment.

"It was a bad feeling – we had no understanding of the reason," says Quester. "There wasn't a problem with money and we weren't unsuccessful…"

The team, led by Paul Rosche – later to be revered as the father of BMW's turbo F1 engines – didn't want to give up, though. Quester got hold of two engines on condition that he stayed well away from the factory, and what he calls "the underground team" was born. Rosche maintained and developed the engines, smuggling them in and out of the factory in the boot of his car and, fitted in the back of a March 712M, they took Quester to third in the 1971 European championship.

The factory re-entered F2 in 1973 – as an engine supplier. And, despite BMW looking at building its own F1 car prior to re-signing with Williams last year, that is how it has gone single-seater racing ever since. M

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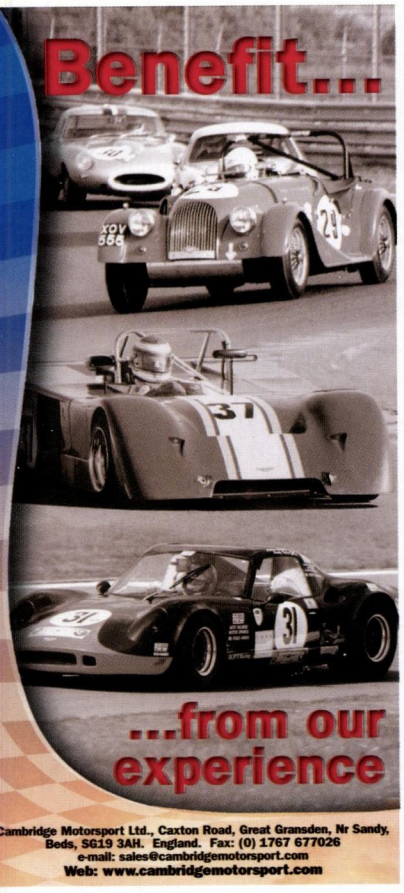
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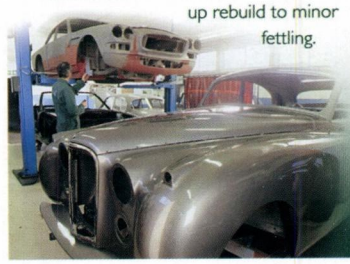


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STADIUM ROCK

PETE TUCKER WAS ONE OF THE VERY FIRST STARS AS STOCK CAR RACING TOOK A HOLD IN FIFTIES BRITAIN. HE RECALLS THE LIFESTYLE WITH RICHARD BARNETT



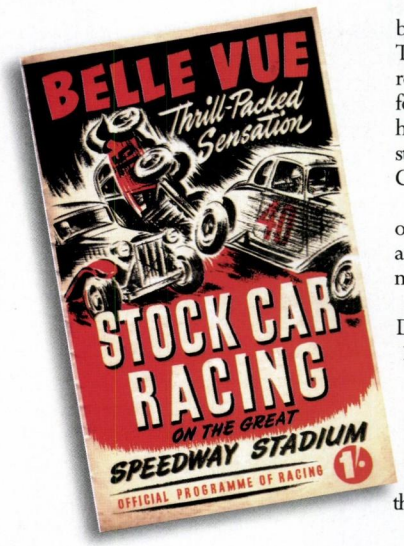
Tucker's knowledge of how to get the most out of the Ford V8s was a source of interest to his early stock car racing rivals

IN 1954 JUAN MANUEL FANGIO WAS thrilling grand prix-goers on his way to another world championship, but in race stadiums around the United Kingdom another form of motorsport was being established. That same year British stock car racing was born, and was very soon attracting crowds of up to 60,000 – on any night of the week.

The preferred mount for the stock car boys, the Ford V8, was nowhere near as sophisticated as a grand prix Mercedes or Lancia. But their rough and rumble V8s were tough, racing night in, night out in six or seven heats each evening.

They were dragged around the country behind other Fords, Mercurys and the occasional flatbed truck. Drivers didn't stay in hotels: a bed and breakfast maybe, but sleeping in the car was more likely. Sophisticated Formula One this was not.

But for Pete Tucker, this new branch of motorsport became his overriding passion for nine years, and he in turn became one of its first stars. He took part in over 2500 races, and won literally hundreds of them as he rapidly became a leading light with the pioneering Barnstormers circus that toured the country's stadiums.



Fast forward to 2003, and Tucker's office from where he now deals in American cars. A spritely 73, he has stock car memorabilia going all the way back to that '54 season, a host of photos and, most importantly, a memory that'll instantly recall the colours of a driver's overalls, and even the make of car they towed with.

The son of a Wembley scrapyard owner, Pete grew up surrounded by cars and loved them from an early age. He was going to become a speedway rider before chancing upon a meeting organised by 'Digger' Pugh, at Hammersmith Town Hall in January 1954, that would set the stock car ball rolling in Britain.

Pugh was a former boxer and motorcycle racer who had once appeared in a Royal Variety Command Performance. He'd seen some stock car racing in America, and that evening showed some films of the action to a captive new audience. The young Tucker was instantly hooked.

Pete already had a '35 Ford 'slant-back' sedan he was selling for £79. The 'For Sale' sign was promptly removed. In went a roll-cage, more for decoration than protection, and he was ready for Britain's first-ever stock car race, on Good Friday at New Cross Stadium.

Experience gained from working on Ford V8 army trucks gave Tucker an advantage. He knew how to get more out of the flathead engine.

"I was working on the trucks at Dagenham Motors from the age of 14, so when stock car racing started I was ready. I knew how to make them run right; for example, we'd use desert-specification radiators for extra cooling," he says.

That first event involved towing the Ford from Wembley to New Cross behind a Standard Flying 12. Racing was to start at quarter to eight, but by 4pm the stadium was heaving with a 30,000-strong crowd.



Tucker was hooked on the new sport

Such was the interest in the race that Pugh managed to entice some key motorsport figures to attend. Earl Howe was in the crowd, Stanley Sedgwick was lapscorer and John Bolster was commentator. Bill Boddy wrote a report in MOTOR SPORT.

A later commentator at Haringey, James Tilling, would explain the racing etiquette by saying: "Let me

Getty Images, covers courtesy Graham Brown, other photos from Pete Tucker

tell you the rules – there aren't any!" People were immediately turning up in their thousands to week-night meetings up and down the country.

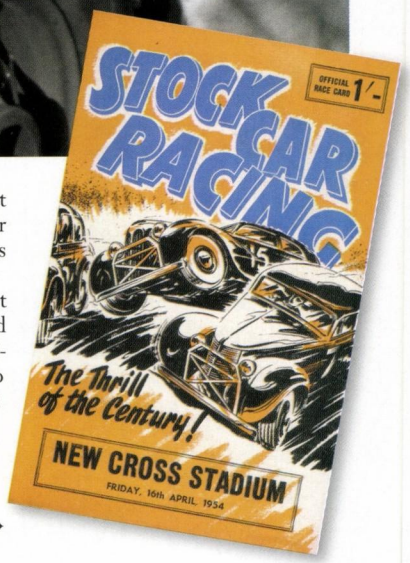
Ringmaster Pugh knew he was onto something big. He signed an agreement with the Greyhound Racing Association to use its stadiums across the country for his new show. To ensure he had the hardware, he formed the 19-strong Barnstormers group, hiring the drivers to race for him professionally. He agreed to pay them start and travel money, as well as expenses. He told them: "It'll be tough, but you will get all the excitement you can manage."

So everyone racing came away with money in their pockets. "Digger ran things professionally," Tucker says. "After all, he was a showman. Some weeks you'd be earning £300, when the average weekly wage was around £8."

But Pugh also set high standards. They meant that Tucker had very nearly not even made it onto the track for that first race at New Cross. Pugh, keen to give his fledgling sport a responsible air, stopped Tucker going onto the track because he was not wearing a helmet.

"He told me I couldn't go out unless I had one," relates Tucker. "I said that I didn't intend having any accidents, but Pugh was adamant. So I sent my brother down the Old Kent Road with five shillings, and he came back with a papier maché helmet and one-and-six change. I wore it for the rest of my career."

Harnesses were also a grey area. ➠

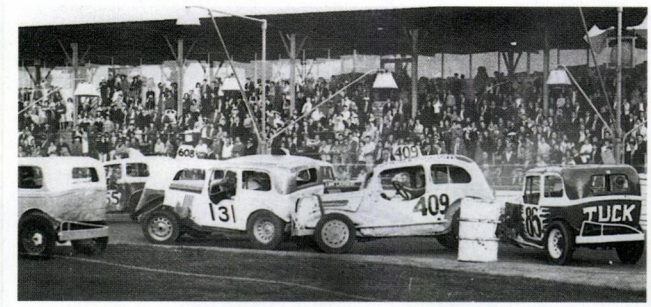


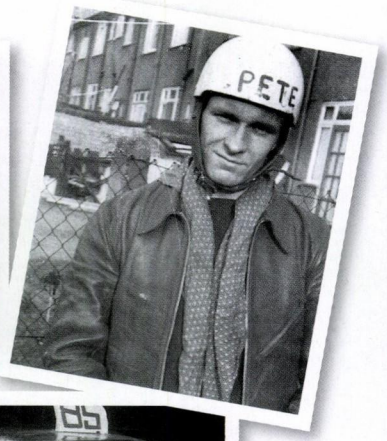
Pugh expected them to be worn, but it wasn't unusual for drivers to instead tie a tow-rope around their waist when they were in the car. Other drivers used old aircraft harnesses, but Tucker never bothered. "I just had two black stripes on my overalls, which made it look like I was wearing belts."

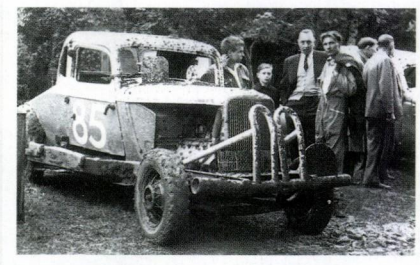
Pugh held a vice-like grip over racing from the beginning: "You had to wear clean overalls," says Tucker, "and the cars had to be well presented – there was no room for any old rubbish out on the tracks. He wanted to give people a good show and keep the sport respectable."

That first race at New Cross had been such a success that the sport spread quickly. The Barnstormers were mainly from the South, but the Bradford track opened up to entice them north, and soon they were going all over the UK.

"Sometimes we were racing five nights a week," says Tucker, "and that meant sleeping in the car. At Newcastle they really didn't like us, and there would be fights all the time. After one race there was a fight, and we then went to the railway station café for something to eat. Within minutes there was another fight."

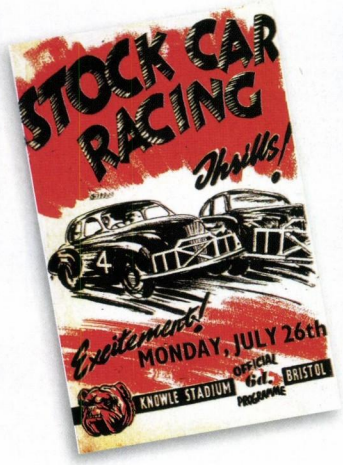








Clockwise from top: Pete (85) joins in the carnage at Haringey in 1963; Tucker with Old Kent Rd headgear; the 1934 Ford V8 Coupé that carried Pete for 100 races and many wins; in the mud at Arlington in 1955 with a 1933 Ford V8



There were up to six races a night, finishing anytime between 10pm and, at the newly-opened Staines stadium one night in 1955, 1am. Eamonn Andrews commentated there, while local starlet Diana Dors, who would come from Maidenhead in her Cadillac, was often in the crowd.

While V8 Fords proved popular with drivers, plenty of other cars, particularly American models, were raced. "You'd get all sorts out there: Auburns, Cords, Packards, De Sotos and Durants, but in those days they really were just old cars."

Tucker is also very complimentary about the other drivers. "You could trust those boys, even when you were running three abreast into the first bend. You knew they wouldn't put you in the fence."

In 1955 the first purpose-built stadium at Neath, near Swansea, opened. Car battery magnate Derek Walker had developed the track, but in racing there, Tucker fell foul of Pugh, who wanted his Barnstormers to race exclusively at the GRA circuits.

That second year also included a six-month tour of Britain by some NASCAR drivers, which Pugh had arranged. Even NASCAR's first real superstar, Fireball Roberts, was scheduled to make the Atlantic crossing, but had to pull out.

The Americans had the hottest tuning parts around, including triple carburettor set-ups, Offenhauser or Edelbrock heads, hydraulic brakes and quick-change rear ends, which allowed them to set the final drive to suit individual circuits. At Haringey more than 43,000 spectators turned up. "Some of us thought we were fast but we'd never seen anything like this," Tucker recalls. "Sometimes they won by over a lap from us."

Tucker's highly successful career continued until midway through 1963, when a controversial race at Southampton persuaded him it was time to quit. He was driving a Ford Model-Y in the recently-created Formula Two class, but track staff watered the track and created large puddles on a surface already wet from a heavy downpour. Tucker's disgust prompted him to drive a complete circuit while knocking over all the marker barrels.

He then shoved his papier maché helmet under his arm and walked away from the sport he had done so much to help establish. M

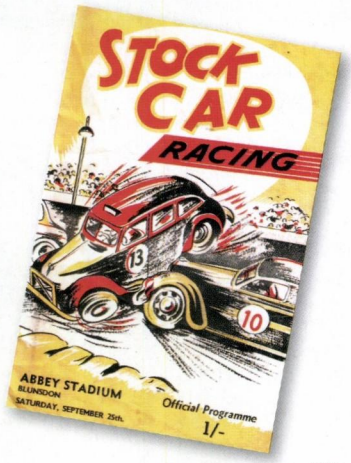
A COLOURFUL SUPPORTING CAST

WHILE PETE TUCKER WAS TEARING AROUND the tracks with the Barnstormers, a host of others were having a go at stock car racing. Bernie Ecclestone, Graham Hill, Les Leston, Johnny Brise (Tony's father) and Cliff Davis all had a go, while Stirling Moss had a tryout at the Haringey track in 1954, taking to the wheel of a Ford V8 sedan. "I enjoyed driving it as it was a different car, and I wanted to see what you could do with one. It was very educational, but as I was racing so much it wasn't really a viable proposition," Moss says.

Ecclestone, who had already tried his hand at circuit racing, had a few drives in Brise's car in 1955, but as he liked his cars to remain well turned-out, his stock car career was short. "I took it seriously, but was upset with the damage," he says. "It didn't last long, but it was good fun."

Several women made their names on the stock car circuits. Tanya Crouch took part in the first meeting, and got her Ford V8 sedan sponsored by Bandbox shampoo.

Other women drivers in the earliest days included Jean Forrest, who drove with an artificial leg following a motorcycle crash, Kit Marais and Ness Hodgkins, the first driver to be killed in a British stock car race.



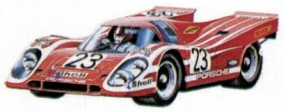
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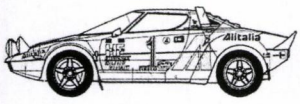
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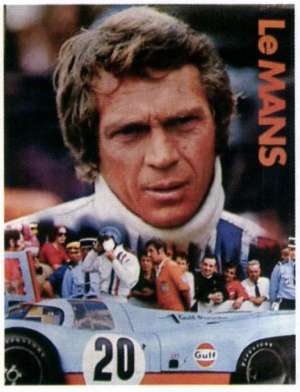
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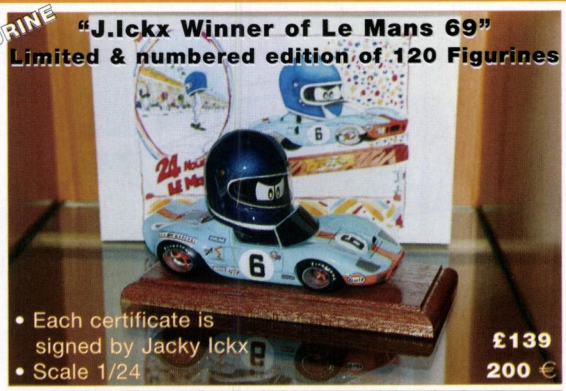
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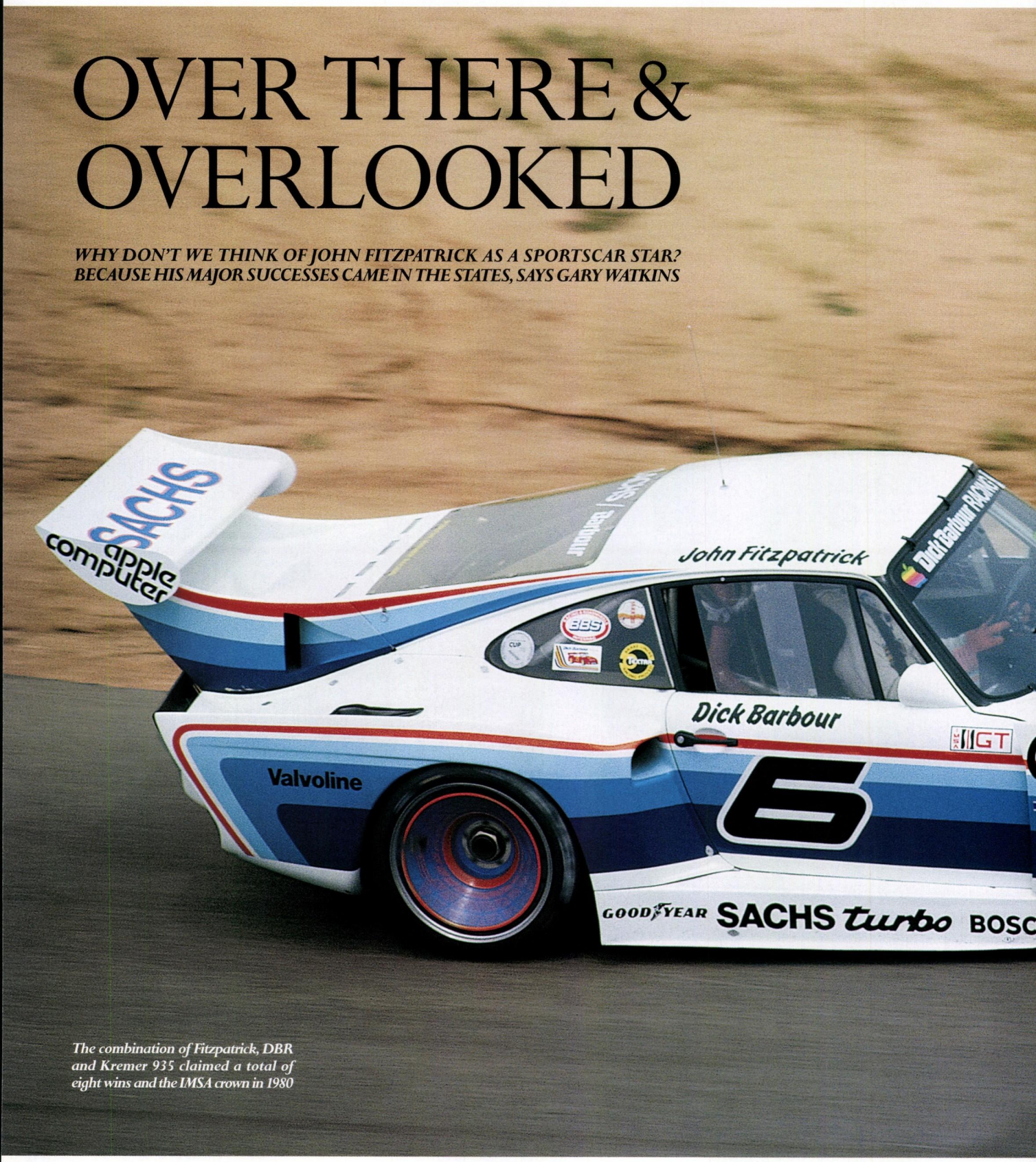
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OVER THERE & OVERLOOKED

WHY DON'T WE THINK OF JOHN FITZPATRICK AS A SPORTSCAR STAR? BECAUSE HIS MAJOR SUCCESSES CAME IN THE STATES, SAYS GARY WATKINS



The combination of Fitzpatrick, DBR and Kremer 935 claimed a total of eight wins and the IMSA crown in 1980



Bob Tronolone



LAT

Fitz – overlooked and underrated but a star in 935

The question 'Who won the most major sportscar races at the wheel of Porsche's 935 in all its iterations?' would undoubtedly yield some predictable answers. The name you'd probably get thrown back at you is Bob Wollek, the victor of more than a dozen 'DRM' German Racing Championship events in these monsters. Or maybe Rolf Stommelen, who scored more wins in the world championship aboard the flame-belching Group 5 machine than any other driver. And then there's Peter Gregg, twice an IMSA Camel GT Champion with self-entered Brumos 935s.

Opt for any of the above three, and you'd be wrong. Wollek did most of his winning in Germany, Stommelen in the world arena and Gregg over in North America's premier sportscar series. But overall the most successful driver of the 935 era has to be a multiple victor in all three of those championships. Step forward John Fitzpatrick, Britain's forgotten sportscar star and the winner of a whopping 26 races in a variety of 935s.

There's no doubt about it, Fitzpatrick is overlooked when it comes to lining up the greats of this branch of the sport. So overlooked, in fact, that he failed to garner a single vote when MOTOR SPORT asked a distinguished panel of experts – including this author – to pick their top 20 sportscar drivers.

The omission of 'Fitz' from that list (MOTOR SPORT, January 2004) is due in part to our focus on the world championship, whereas the Briton's glory days undoubtedly came on the other side of the Pond in IMSA. But there's more to it than that, and not just because many remember the 1966 British Saloon Car Champion as a touring car specialist. The Group 5 era – read GTX for the American branch of the sport – somehow remains historically unfashionable, sitting as it does between the three-litre formula that gave us classics such as ➤➤

the Matra MS670, and the Group C era, which produced the all-conquering Porsche 956/962.

Yet, for a handful of years in the late Seventies and early Eighties, Fitzpatrick was certainly Britain's most successful sportscar driver, and arguably pedalled a 935 better than anyone. And that includes two men in our top 20, Wollek and Klaus Ludwig, not to mention Stommelen, Gregg and a host of others.

Fitzpatrick, by then in his late 30s, was part of the 935 set that raced almost every weekend through the summer as the Seventies drew to a close. He was a race winner with both Georg Loos' Gelo team and Kremer Racing in the DRM and the World Championship of Makes. He'd already claimed a first WCM win in the 1976 Silverstone Six Hours driving a factory-backed BMW 3.5 CSL when he notched up his first victory in a Porsche the following year. But perhaps his greatest triumph at this level came at Watkins Glen in the autumn of '78, when he famously drove to victory with Gelo despite losing a door. This win would prove to have a greater bearing on Fitz's career than even he could have imagined at the time.

A close second that weekend was IMSA regular Dick Barbour, an aspirational and at times inspirational team owner. Just over a year later he ran into Fitz again at the Bathurst 1000 touring car classic in which they were both driving. "Dick told me he was going to run a full IMSA programme and asked me if I was interested," remembers Fitzpatrick. "I didn't know much about him except that his cars always looked nice and that he'd finished second at Le Mans that year. The Loos thing was coming to an end, and a deal for me to drive with Dick came together inside a couple of months."

Come the first weekend of February, Fitzpatrick was racing a Dick Barbour Racing Porsche 935-K3 at the Daytona 24 Hours. It wasn't an auspicious start, however. Manfred Schurti, who was co-driving with Fitz and Barbour, crashed heavily around midnight.

Seven weeks later, Fitzpatrick and Barbour claimed victory in the Sebring 12 Hours by three laps. The pair won again in the Riverside Five Hours in April, which marked the beginning of a purple patch for a team which started the season running out of Bob Garretson's workshop. Fitz, now driving alone in the sprint events that made up the bulk of the schedule, remained unbeaten until the series entered its closing stages. Another win, this time with Brian Redman, in the Mosport Six Hours (also a WCM counter) as good as gave him the IMSA title, which he sealed with victory number eight in the first of two 50-mile dashes at Road Atlanta in September.

Fitzpatrick had left the IMSA Porsche 935 regulars trailing in his wake, most notably Peter 'Perfect' Gregg. But his opposition didn't begin and end with the reigning champion. There was Bobby Rahal in a second DBR/Garretson car, new kid on the block John Paul Jr, Flyin' Hawaiian Danny Ongais and the Whittington brothers, Bill and Dale.

The Briton's runaway success was all the more impressive given his unfamiliarity with the majority of the tracks used on the IMSA trail. "I knew Sebring, Daytona and Watkins Glen," he explains, "but the rest of the circuits were new to me." What's more, he missed the Lime Rock event in May while DBR prepared for a Le Mans 24 Hours assault.



One-off drive in John Buffum's Broadspeed Escort at Daytona changed the course of Fitzpatrick's career



Best Le Mans result as a driver was fourth in 1982 aboard JFR's 'Moby Dick' 935 together with fellow Brit David Hobbs



all LAT

First world series win came at Silverstone sharing a works-backed BMW 3.5 CSL with Tom Walkinshaw



Exactly how Fitzpatrick ended up as Britain's first IMSA champion is a tale of driver talent, car superiority and more than a hint of intrigue.

More than 20 years on, Fitzpatrick and Barbour pay each other great compliments. "I wouldn't say we had a secret," says the driver. "We just had a good car from Kremer and Dick ran a good team."

Barbour, meanwhile, believes that Fitzpatrick had the measure of everyone in the field. Including Gregg and Paul? "They weren't even close to Fitz." And Rahal? "Not in the same class." Did he have a match in a 935? "The only guy who could put him on a trailer was Stommelen, but he wasn't consistent like Fitz was." Praise indeed from the team boss.

Fitz also had a trick or two up his sleeve. "Goodyear would never supply qualifying tyres, but I'd picked up a deal to race in the DRM with Kremer," he recalls. "I'd return to the US from Europe with a set of Goodyear quallies in my luggage, we'd cut the numbers off and, if the possibility arose, we used them in qualifying."

The other trick was something he'd learned in Europe and seems not to have been common practice on the IMSA scene. "I used to play with the boost a lot," he explains, "I'm sure not a lot of other drivers were doing that [Gregg appears to have been the exception]. In qualifying you could use 1.7-bar boost, but in a long-distance race, for example, you had to run 1.2. I used to knock it up to 1.6-1.7 in the corners and once the car got going would back it off again. I was tweaking the boost the whole time."

It wasn't all plain sailing for Fitzpatrick and DBR. Despite the team's slick preparation and even slicker presentation, money was tight. Long-time IMSA senior official Mark Raffauf remembers the outfit's hand-to-mouth existence. "At Portland, they could not start the car because the battery was dead and they didn't have a spare," he says. "Dick had to send someone down to GI Joe's to buy another one. You'd always find him hanging about outside our trailer after the race so he could collect the prize money and get to the next event."

DBR closed its doors over the winter of 1980-81 and Fitzpatrick was left with a dilemma. "I hadn't moved myself out to California just for 12 months," he says, "so I made the decision to do my own thing." John Fitzpatrick Racing was born.

The venture retained Barbour's Sachs sponsorship and his San Diego premises. A 1980-spec Mk2 K3 was purchased and the reigning champion began the defence of his crown. The 1981 season, however, marked the beginning of the GTP prototype era in IMSA. More wins followed over the next two seasons, and Fitz also claimed his best Le Mans result with fourth in a Joest-built 'Moby Dick' 935 in 1982, but the IMSA title was always going to be won by a prototype driver.

JFR took a K4 Kremer car on the 1982 IMSA trail, with backing from the JDavid fund run by controversial financier David Dominelli, and ordered two new 956s for the following year. When IMSA decided it didn't want the car, the team switched its focus to the World Endurance Championship.

The highlight of the season was a famous win with Derek Warwick ahead of two factory cars in a soaking Brands Hatch 1000Km, a round of the European Endurance Championship. It was the ➳

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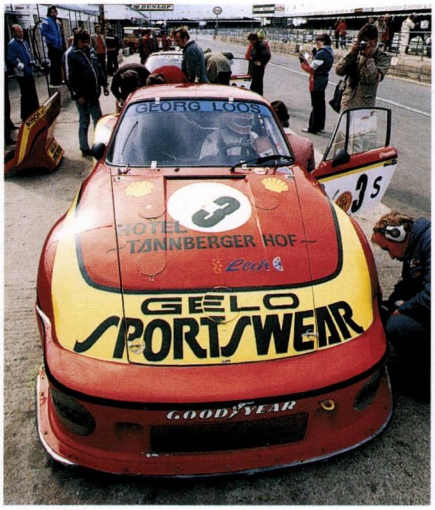
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Broadspeed link-up lasted over a decade. Here, Fitz pedals his Escort to class honours at Mallory in '69



Fitz won five world series races in Loos-run 935s



The jump to sportscars came with Kremer in 1972



With retirement beckoning, the final win of a glorious career came aboard a self-run 956 at Brands in '83

last big win of Fitzpatrick's career. JFR famously employed an aerodynamic tweak that involved blocking off louvres in the car's ground-effect tunnels and extracting the hot engine-bay air with fans, though the team owner dismisses its significance. "The two keys were Goodyear tyres, which were better than the works cars' Dunlops, and Derek's driving. He built up a big lead and I hung onto it."

But how did John Fitzpatrick the touring car driver become one of the most successful drivers ever in 911-derived machinery? As in most motorsport stories, almost entirely by chance.

"I'd had the odd sportscar drive, but in 1972 I went to the Daytona 24 Hours for the first time. Broadspeed [with whom he had won the saloon car title in '66] had built a BDA-engined Escort for John Buffum, who wanted me to drive it at Daytona. Next to us in the pits were the Kremer brothers. They asked me what I was doing for that year. One thing led to another and I ended up driving for them."

Fitz contested a mixed programme of European GT Trophy and world series events driving a 911S. He claimed the new GT series crown and the end-of-season Porsche Cup (the first of three wins in the Stuttgart marque's privateer award). He remained with Kremer for 1973 at the same time as driving for Ford in the European Touring Car Championship, a series in which he continued to dovetail factory drives with his sportscar programmes for much of the decade. He regained the GT crown – now with full championship status – in '74 driving for both Gelo and Kremer, after briefly falling out with the mercurial Loos mid-season.

Fitz hung up his helmet at the end of 1983 in order to focus his energies on JFR, which was set to move into Champ Cars with JDavid. "I had ordered three March chassis and we were going to do CART," explains Fitzpatrick. "Skoal Bandit [which had backed a JFR Porsche at Le Mans in 1983] was coming on board full time, so the sportscar team was about to grow. Then Dominelli got into legal trouble and the CART thing didn't happen, but retiring still seemed the natural thing to do."

What he didn't know then was that his team would only continue for three more seasons before the sponsorship dried up. That explains why he looks back on his retirement with a hint of sadness: "I could have continued driving into the 1990s."

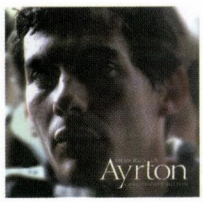
There wasn't much Fitzpatrick didn't win during his career, but his failure to claim overall honours at Le Mans is one regret. "My big chance was with Dick in 1980," he explains. "We were effectively leading for 14 hours, but then we had an engine problem, which dropped us to fifth."

The only other hole that Fitzpatrick would like to have filled in his CV is more ethereal. "Winning a British Racing Drivers' Club Gold Star [awarded annually to the best British and Commonwealth driver] would have been something special," he explains. "When I was growing up it really meant something. In 1980 it went to Alan Jones, but I always thought my victories in IMSA and the DRM would have put me in with a chance."

Fitz has long suspected that the BRDC was not aware of quite what he accomplished that year. It was not alone in failing to grasp the achievements of this underrated driver. M

MEMORIES OF AYRTON

BY CHRISTOPHER HILTON
ISBN 1 84425 005 9
Published by Haynes, £19.99



WHAT DO RICK MEARS, Reinhold Joest and Lake Speed have in common? All crossed the path of the late, great Ayrton Senna during his racing career. And that's why they have been asked to provide anecdotes and reminiscences of the three-time Formula One world champion for a book that marks the 10th anniversary of his death.

Author Christopher Hilton has sought out everyone and anyone who had an involvement in Senna's career – from his karting rivals, the owner of the café where he used to hang out in his Formula Ford days, to his F1 sparring partners. Emerson Fittipaldi, Jean Alesi Bernie Ecclestone, and Gordon Murray are among those who have supplied memories of the man.

This isn't a conventional biography, but it does offer significant insight into Senna's career. A worthwhile read. **GW**

THE GREAT CHALLENGE – THE SENNA YEARS

BY DIETER STREVE-MÜLHENS & RAINER SCHLEGELMILCH
ISBN 3 00 012504 3
Published by Schlegelmilch, 255 Euros



THIS LAVISH SERIES OF mainly photographic books has set a high standard so far, and this fourth volume easily matches it.

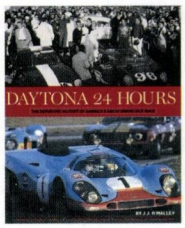
Drawing from the German photographer's huge archives, it covers, broadly speaking, the years in which Ayrton Senna was setting the track alight, but offers sections on several of the era's top men as well as the Brazilian superstar. Berger, Mansell and Prost also get their own 'chapters', with a short but reflective text to accompany the powerful pictures.

As well as strong action shots of cars on track, Schlegelmilch has a knack of catching a revealing close-up of a driver in the pits, whether relaxing or worrying, as well as unusual angles on moments behind the scenes of a grand prix.

A rich picture of the sport. **GC**

DAYTONA 24 HOURS

BY JJ O'MALLEY
ISBN 1-893618-24-2
Published by David Bull, £59.99



HOW IS IT THAT A COMprehensive history of the most famous US sports-car race does not already exist? Never mind. This volume *has* broken new ground, and I suspect there won't be any more soon – because they'd do very well to better it.

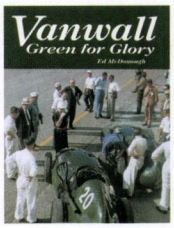
Author JJ O'Malley dedicates eight pages to each year's race since the first Continental event in 1962. The text does not go into infinite detail, but does give a thorough overview of the entry, the battle for the lead and other interesting cars, while also giving us background to the evolution of the event.

The pictures are a strong point, with an especially excellent array of colour shots from the 1960s and, with over 400 in the book, a great many of Daytona's weird and wonderful cars are recorded. A strong layout and quality production do the photos justice.

Finally, it's also a useful reference tool, with Janos Wimpffen's full results and an index of participating drivers at the back. Full marks all round. **TS**

VANWALL – GREEN FOR GLORY

BY ED MCDONOUGH
ISBN 1 86126 542 5
Published by Crowood, £19.95



IT'S SURPRISING THAT THIS IS the first Vanwall book for 13 years (and almost 30 since the comprehensive Jenks/Posthumus one), since historic events such as Goodwood have given the remaining cars plenty of exposure in recent years (not to mention our own Vanwall edition last May). And a homegrown world-beater always makes a good subject.

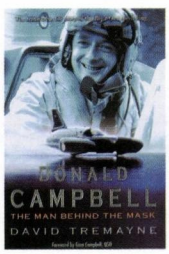
So it's disappointing that this one doesn't look more impressive. The monochromes are rather grey, the colour shots are cramped onto small pages, and the layout is uninviting.

Long quotations from Brooks, and to a lesser extent Moss and others, give the inside view, and tell us a little more about Tony Vandervell himself, while quotes from previous works add some depth.

I'd like to have seen more technical info and drawings of a machine which majored on design; otherwise, a compact view of the team which took up the flag BRM had dropped. **GC**

DONALD CAMPBELL – THE MAN BEHIND THE MASK

BY DAVID TREMAYNE
ISBN 0 593 05058 4
Published by Bantam, £20



EARLIER CAMPBELL BIOGS have concentrated on the shadow of his father, hinting that the playboy lifestyle and the women were a consequence of this struggle to outdo him.

Tremayne goes deeper: though his father said dismissive things to him, and he did crave the old man's respect, his speed compulsion was in the genes – Donald was not stunted by Malcolm, but inspired by him.

Gina Cambell's highly approving foreword supports the book's depth and honesty, which depicts Campbell's superstitions and later disappointment as frankly as the triumphs.

With technical detail to reinforce just how much Campbell did achieve, this is an absorbing read. The words of those close to him confirm that this was a brave, forceful and charming man. **GC**

FERRARI FORMULA 1

BY PETER WRIGHT
ISBN 1-893618-29-3
Published by David Bull, £59.95



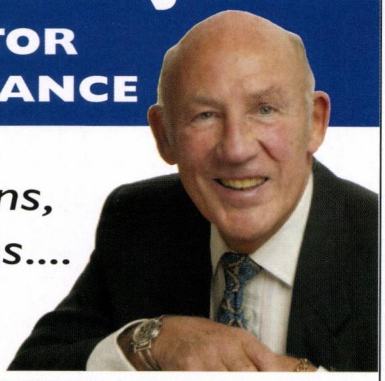
FERRARI IS IN A STATE OF war, says Ross Brawn. Which means that author Peter Wright got behind enemy lines. In the aftermath of its first drivers' title for 21 years, the former Lotus designer asked for permission to write an in-depth story on Schumacher's 2000 'weapon of choice' – F1-2000. He did not hold out much hope, but if you don't ask…

To his surprise, Ferrari opened its doors, its only proviso being that the book did not appear for another four years, by which time, presumably, the details therein were of little use to the enemy – such is the pace of F1 tech.

Wright covers every aspect of this significant car in detail, speaking to the key men, and in the process offers an invaluable insight into Ferrari's modern-day turnaround.

A must-have. **PF**

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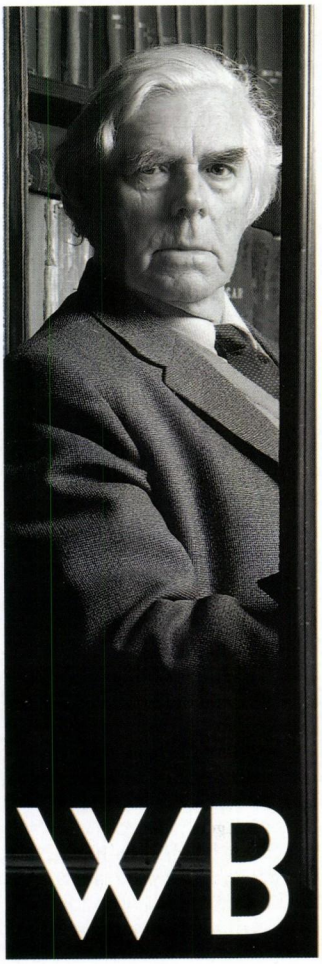


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Was this Britain's first race?

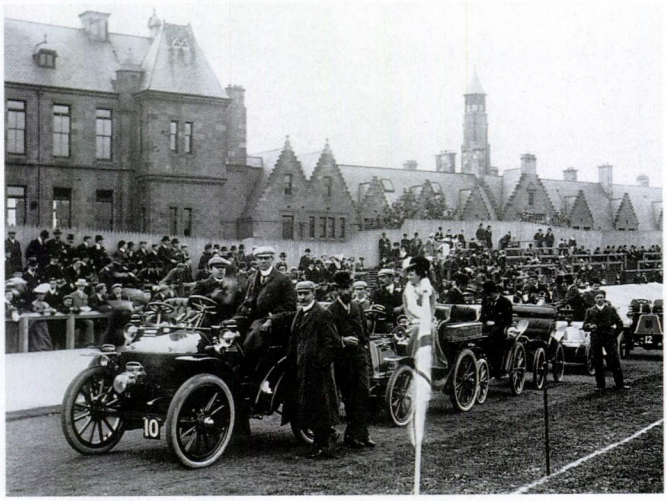
IT IS SOMETHING OF A CHICKEN OR egg puzzle. I refer to the fact that the CARkeys website has put a motoring cat among the publicity pigeons by posing the question: where was the first British motor race?

Bexhill-on-Sea has claimed this distinction when holding its commemorative speed trials, classing these as races because two cars competed together along the seafront. But now an article by Ross Finlay on the aforesaid motoring website has reminded us that Scotland had a motor race in September 1901, as part of Glasgow's mammoth International Exhibition in the Kelvingrove Park, which brought almost seven million visitors.

The Automobile Club of Great Britain and Ireland (later to become the RAC) staged a motoring event on the day that the show closed, and this it did on a banked 440-yard cycle race track built for the exhibition on the Glasgow University's sports ground at Gilmorehill, overlooking Kelvingrove Park.

The automobile contests were held on September 7, with enthusiastic support from Alec Govan, MD of the Argyll Car Company. After a concours and driving tests, the races began. Slow, but races nevertheless, with a pair of cars running together, over events of 20 laps and five laps. Officials of the Scottish Automobile Club marshalled. Two Locomobile steam cars contested the long race first, and then Moffat Ford's Decauville petrol car lapped at 29mph in the shorter event, being only just beaten by a Locomobile. The Decauville's speed detered other petrol cars from taking it on, until a Century tricar took the challenge, only to retire. Low-key, but it was surely Britain's first motor race meeting.

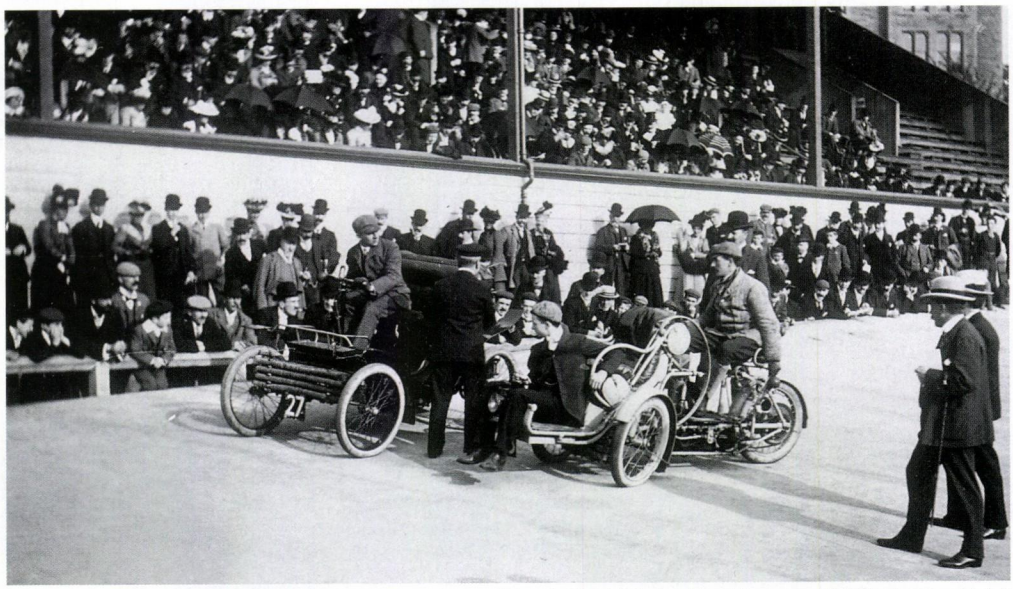
both: Robert Grieves



Contestants for the Speed and Skill events assemble on the temporary track

Odd then that at the ACGBI-run speed trials at Bexhill in 1902 there were signs proclaiming it to be the 'Birthplace of British Motor Racing', a claim repeated when a commemorative event was run a few years ago.

Today, Glasgow University's Kelvin Building stands on the site of the old race course grandstand, while lecture rooms and laboratories now cover the location of what seems to have been Britain's first car race track.



The 29mph laps of the Decauville (left) put petrol rivals off, but finally this intrepid pairing entered their Century (right)

The heavy toll of motor racing

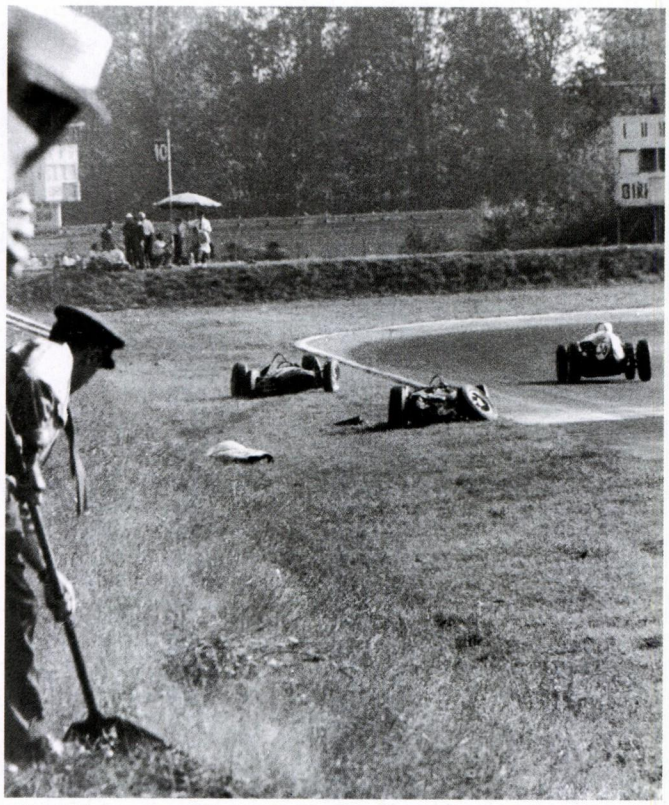
THE CELEBRATED COLUMNIST 'TAKI' OF *The Spectator* has been reminded by Adam Cooper's book *Piers Courage – Last of the Gentlemen Racers* of the racing drivers he numbered among his friends who were killed while competing. Taki refers to Cooper as a motorsport journalist of impeccable credentials.

Taki's friends included Wolfgang von Trips, the Marquis Alfonso de Portago, Graham Hill, Jo Bonnier and Jochen Rindt. All are mentioned in William Court's morbid but interesting book *Grand Prix Requiem* (Patrick Stephens, 1992), which was preceded by his commendable two-volume Grand Prix history *Power and Glory*.

It is astonishing how many drivers *were* killed before Sir Jackie Stewart's intervention caused better safety measures to be introduced.

I find that, before this, a surprising number of minor races during the 1930s, in France and elsewhere, involved injuries and even fatalities to spectators, as well as to drivers, but were nevertheless run again. Presumably, if you watched from a forbidden place, just too bad!

And Le Mans survived the horrific 1955 crash involving onlookers in the apparent safety of the public areas.



LAT

The wreckage of von Trips' Ferrari is a reminder of how safety has improved

Stopping for a pint and a photo

AMONG THE MANY ASPECTS OF VINTAGE AND VETERAN interest, may I suggest another one – that of keeping one's eyes open for interesting pictures with motoring themes in pubs, restaurants and hotels?

Years ago I was intrigued by a photograph of Burford High Street which hung on the dining-room wall of the Cotswold Gateway Hotel. It was a view of this popular trials venue, taken long before traffic-lights were installed at the bridge over the stream at the bottom of the hill; a happily deserted village then, in direct contrast to the same place now. On the left of the photograph were seen parked a Trojan saloon, a 14/40 Sunbeam and another car I could not identify. Opposite, a solitary bullnose Morris two-seater awaited its owner.

Other such 'finds' have included a rear view of an Ulster Austin Seven in a Little Chef restaurant, captioned as showing a street in a nearby town; with a magnifying glass I might have been able to read its registration number – one of the racing Sevens on test, possibly.

In one Welsh town a number of pictures of veteran cars graced a pub wall, and in another I found photographs of an Edwardian Renault tourer and an earlier car which, in the dark passage, I could not see well enough to guess its make. In the Elan Valley Hotel there are still a few pictures of the 1932 *Daily Express* Rally, which must have had a check-point or lunch stop there.

The most interesting such discovery was in a small hotel off a dual-carriageway not far from a very famous stately home, and not all that far from the VSCC's HQ. It was a framed photograph of a very early motor lorry, *circa* 1900 I would think, with perched on it a veteran car, an 1898 Benz Ideal or similar. Was this very early motor car being delivered to an early exponent of the horseless-carriage movement, or had it broken down, or what?

I do not think that hotel proprietors will mind people looking for such pictures, as those searching are likely to order a meal or support the bar. But one hopes that they would not waste a hotelier's time by asking questions or wanting to take away or buy such discoveries. Have you come upon any such prints from the past?

miscellany

THE MIDDLESEX COUNTY AC's centenary in 2005 is already being prepared for, and its Centenary Committee Secretary, Kathleen Dawson, would appreciate the loan of any photographs, programmes, events regulations, etc appertaining to it. Her address is 76 Norton Road, Wembley, Middlesex HA0 4RF.

* * *

THE INTERNATIONAL BUGATTI Rally is scheduled for June 20/26, with the Prescott Day on June 23. We are told that entries are already coming in fast. Details from Louise Treutlein at the BOC Office, Prescott, Gotherington, Cheltenham GL52 9RD (01242 673 136).

* * *

FIXTURES FOR 2004 ARE AS prolific as usual. The VSCC has its traditional list (with recent additions), the VMCC has so many that it has needed a 19-page booklet to cover them all, and all the one-make clubs are to be highly active. The *Aeroplane*, that excellent monthly devoted to historic material, publishes the dates of the many air shows, and *Steaming*, journal of the National Traction Engine Trust, which in quality matches the best of the motoring clubs' magazines, lists those for steam rallies, should you seek a change.

* * *

THE 27-LITRE THOMAS SPECIAL 'Babs' in which J G Parry Thomas was killed at Pendine Sands in 1927 while trying to retake the LSR, which he'd held at 174.88mph, is now on show at the Brooklands Museum.

* * *

THE SUNBEAM MCC'S 66TH Pioneer Run for pre-1915 motorcycles and three-wheelers takes place on March 21, from Epsom to Brighton. The first finisher, out of an expected 300 or so entries, should arrive on Madeira Drive at about 10am.

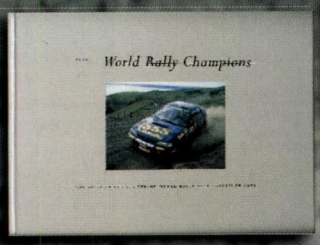
SPECIAL STAGES

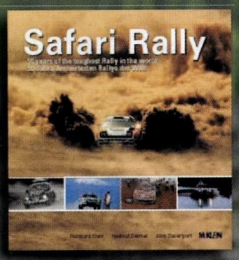
It's a dirty game but someone has to do it!

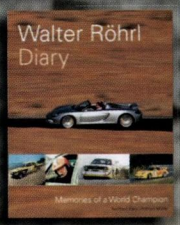
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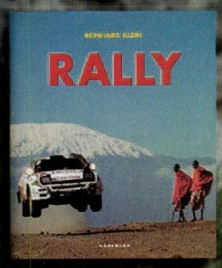
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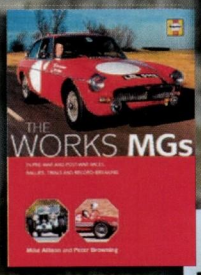
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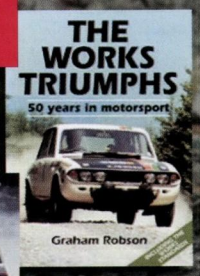


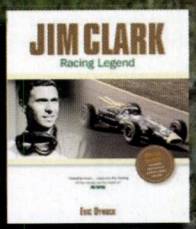


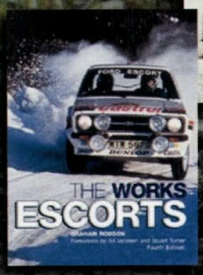


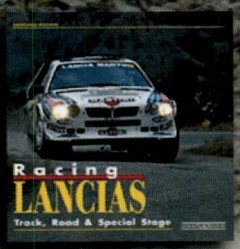


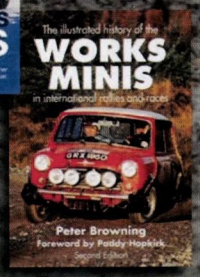




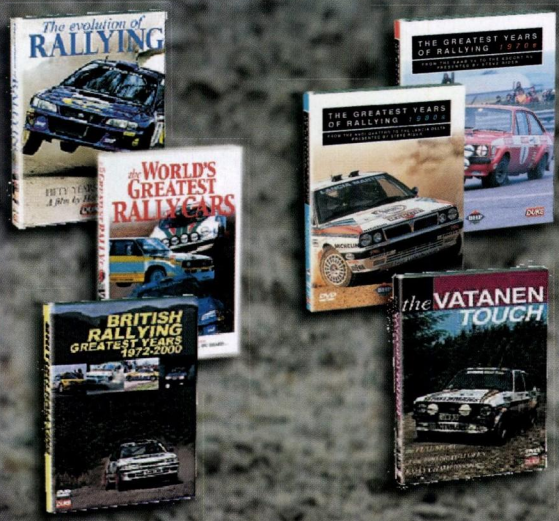








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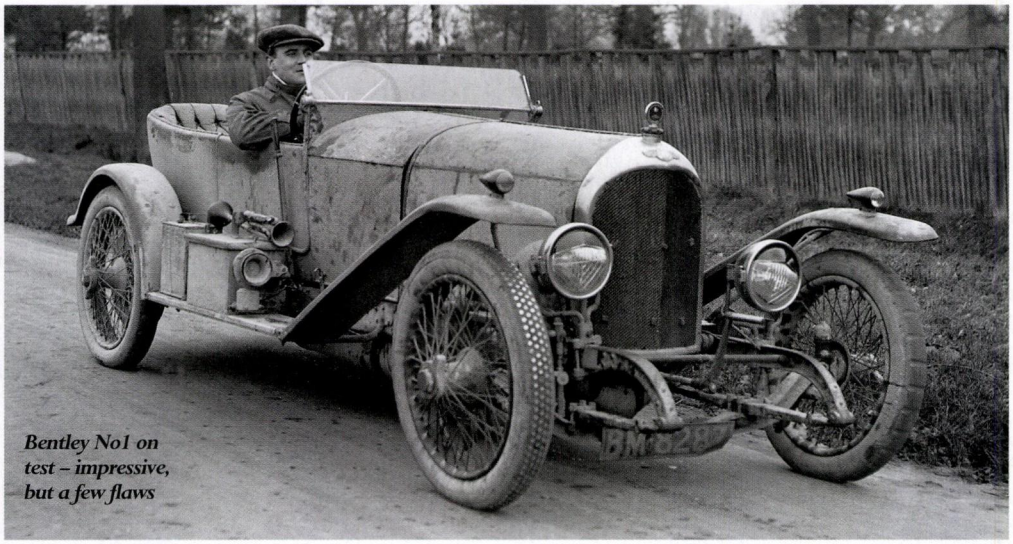


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A brace of early road tests



Bentley No1 on test – impressive, but a few flaws

both: LAT

I REMEMBER TWO RATHER FASCINATING road test reports in *The Autocar* in 1920, when the roads were not just free from congestion, but almost devoid of traffic. The tests were of two sporting cars not yet in production – all the more exciting, because at that time such cars were a rarity. By the mid- and late-1920s, however, such cars were by then in production, so that 30/98 Vauxhalls and 3-litre Bentleys etc, were likely to be seen more often.

The New Year had barely dawned when Bentley No1, BM 8287, with Harrison four-seater test body, was taken out for this press appraisal. It had no hood and only a casual windscreen. With "one or two of those little jabs at the throttle beloved by Brooklands drivers", the Bentley was away.

When a long stretch of familiar road, quite deserted, was reached "the wind shrieked past the screen and the flanking trees were a blurred streak, as the roar of the exhaust rose to full song", at over 70mph. Speed was the outstanding impression but the brakes, on the back wheels only, were noted as equally impressive.

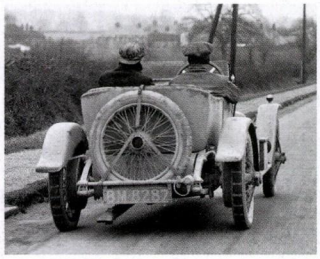
But praise was joined by criticism. The gears of the overhead camshaft-drive of the four-cylinder, 16-valve engine were noisy, as were those of the double oil-pump. Every so often the engine gave a penetrating grate, and much oil was sprayed over it from the breather pipes. But it was stated that these faults could be easily rectified granted that this was Bentley No1.

Top gear coped down to 10mph, the road-holding and springing were praised and this sporting car "was endowed with all the features for town carriage work of the most docile type".

It was S C H Davis who wrote this; I wonder how long it was before Davis was again spoken to by W O Bentley?

The other test featured was of an experimental 4-litre Straker-Squire, registration MC 6108, with six separate cylinders, aero-engine style, an overhead camshaft and 12 valves. It also had a sketchy four-seater test body, with a low metal wind deflector in lieu of a glass windscreen.

The occupants went first in pouring rain to Selfridges to buy all-weather coats, with another stop to acquire sea-going equipment, and on wet seats they went via the Holyhead road to Dunchurch, where the night was spent at the Dun Cow Inn. Along that fine though undulating highway, "with ignition full forward and the mixture control at rich", high speed was reached "without vibration or indecision", in spite of the road surface being horrid in some parts. It was said that it would take a day or so before the beauty of control would be apparent, but the excellent steering, as on the Bentley, and the niceties of the minor controls were surprising. Indeed the "delightful steering" saved the day when Dunchurch Cutting's slippery surface caused wild skids.



No hood on Bentley, skimpy screen

The car went next to Stratford-on-Avon, to cover the Colmore Cup Trial. All hills were climbed easily, barring Saintbury, where the car got up, but to the accompaniment of loud explosions because a blocked fuel pipe was starving the carburettor.

Both cars were praised as very fast tourers but the Straker-Squire was criticised for whining camshaft-drive gears, oil escaping from the gearbox through the gear-lever shaft, and the gear lever twice jumping out of place.

The engine was described as being "a little terrifying when the bonnet was first opened, because there is so much of it, so many bolts and nuts, connection and control rods, as against the smooth power unit exteriors of most modern cars. But it was a works car, so subject to many experiments."

I wonder what the designer, Roy Fedden, said about that!

miscellany

DYING IS TO BE AVOIDED, BECAUSE however famous and respected your friends and followers may have thought you, the media, with what I understand are now called its 'journos', will pick and pick until hopefully some flaws from your past or private family life, preferably raunchy, are revealed. Thus, sadly, are the respected diminished, for the profit of those avid unravellers of otherwise unblemished lives. It has been done in the case of W O Bentley, revealing a dire and unexpected side to someone previously regarded universally as a quiet, gentlemanly person, famous for his sportscars and happily married to Margaret. But Malcolm Bobbitt has revealed WO's as being a very different story, of divorce and other calamities.

* * *

THE SAME FATE HAS OVERTAKEN the brave Donald Campbell, a temperamental and difficult character, by none other than David Tremayne, the expert LSR historian, in three full and lurid pages of the *Daily Mail*. 'Live and let live' has become an outdated principle, and death a signal for snide probing into the peccadilloes of anyone and everyone, the Royal Family not excluded. What a miserably changed world!

* * *

THE GREATEST PRAISE MUST BE accorded to our rugby team which beat Australia and brought honour and fame to England. The enormous crowds which celebrated the return of the players to London were quite fantastic. Praise, too, to the 'buses which conveyed the gallant players and the cup on this pedestrian drive of honour – no boiling, no burnt-out clutches, no running down of the police horses which bravely walked in front of them. Never mind, Schumacher; although you were not on these 2mph 'buses, you are far from being forgotten!

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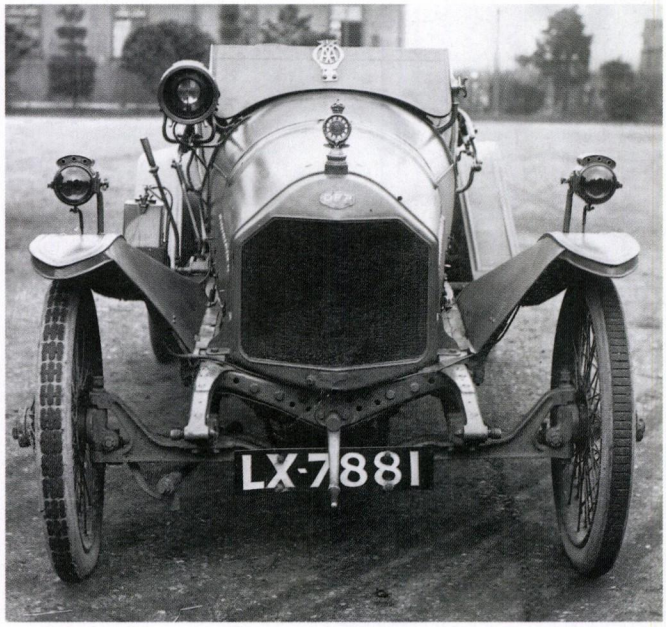
WO was a racing driver, too

W O Bentley will forever be respected as the instigator of some of the greatest sportscars of vintage years.

Most 'Bentley Boys' of today will also know that he braved going as the passenger to Tim Birkin in a 4½-litre Bentley in the 1929 Ulster TT. It shouldn't be forgotten, however, that WO himself had been a racing driver at Brooklands, with DFP cars, before the 1914-18 war. Indeed, he fought quite a contest with Humber in breaking class-B records. In 1913 this battle saw the official speed of his DFP increase from over 66mph to 79.63mph for ten laps.

WO then took his car back to the Courbevoie works for a differential-less back axle and a hotter camshaft to be fitted, with other engine changes for greater speed. In haste the DFP was brought back to England while the Olympia Show was open, to put the 10-lap class record to 81.98mph, a speed which the manufacturers had thought impossible from this 2-litre production-type car. He responded to later challenges with speeds of over 82mph for the 50-mile and one hour targets, and accomplished a flying-start half-mile at 89.7mph.

He did this with the DFP he drove into fourth place in the 1914 600-mile IoM TT, which was won by a 3.3-litre Sunbeam. This gallant little DFP car survived the war, being fitted with comfortable two-seater bodywork, acetylene headlamps and a driver's 'searchlight', its Reg No LX 7881.



After W O Bentley drove this DFP in the 1914 TT, it was adapted for the road

LAT

WO then competed in the 1922 TT, with Frank Clement and Douglas Hawkes, taking the Team Prize with three 3-litre Bentleys. After which he was too busy producing his inimitable cars to be a racing driver.

The returning of the Shew

Quite remarkably, a one-off car of a previously unheard of make has returned to where it was first built, in County Durham. It is called the Shew, so named after Lord Londonderry's Seaham Harbour Engineering Works, Dudley. This company had made steam waggons since 1903, and continued to do so until 1908, but in 1906 it tried making petrol vehicles.



Rory Sinclair

Awkward touring body a later fitment, but unique Shew now back 'home'

It is thought that a Thomas Perker designed a car for them, built by the Sedan Autocar Company at Dudley. Seahams altered much of the design and the car was used until 1912, when it was put into a shed on the estate.

It was discovered in 1957, and then appeared at a Cambridge auction in '67, its engine having been last run in '61. Beamish Museum was keen to acquire the car and, with help from the Lottery Fund, the Museums Council and Friends of Beamish, it was last year able to return this rare find to its place of origin.

Restoration has begun and it is on exhibition to museum visitors. It has a wooden chassis, a twin-cylinder engine, a gilled-tube radiator with a large Shew badge, and a touring body.

miscellany

My recent mention of going on trials with Derek Buckler attracted a folder of Buckler history, including technical drawings of spaceframes, etc, with data on all these cars, which keen members of the Buckler Register may well wish to possess. It is available from the compiler, Brian Malin, 128 Bath Street, Rugby, Warwicks CV21 3JA, for £23 with UK postage. It includes the karts.

* * *

The Centenary of the Sheffield & Hallamshire MC&LCC arrives this year. It is now seeking photographs and memories for its Centenary book. If anyone can help, Simon Cork, Bretton, Back Lane, Hathersage S32 1AR (01433 650 740) would be pleased to hear from them.

I have seen a preview of the book, which will cover pre- and post-war TTs, the High Peak and other trials, and Continental events. The Club was formed by the late Jack Haslam, who was an active motorcycle competitor.

* * *

I am glad to note that the Midland AC has enrolled a large number of new members in recent months, which will help with the finance required to ensure the future of Shelsley Walsh. To assist with this good cause the MAC is selling square yards of the famous course for £125 each. Sir Stirling Moss already has his, and Motor Sport has bought two. The address to contact is the MAC office at Shelsley Walsh, Worcester (01886 812 211). The MAC's monthly magazine has a feature describing happenings at the hill 25, 50, 75 and 100 years ago.

* * *

To those many readers of Motor Sport who kindly sent me Christmas and New Year cards, my sincere thanks. It was very much appreciated.


KENDALL
DUNLOP
6
HILL

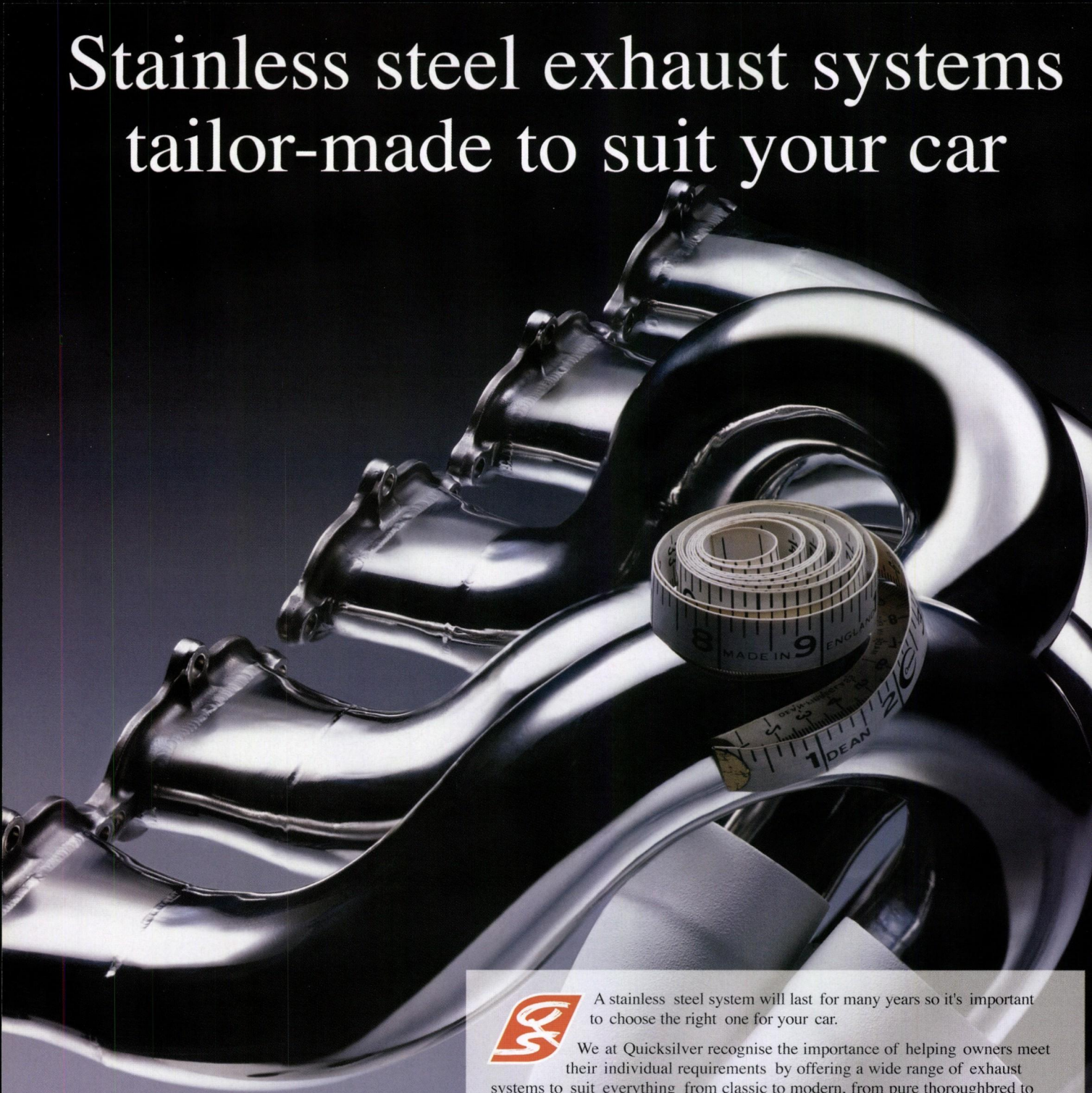
PARTING SHOT

US GRAND PRIX, WATKINS GLEN 1967
Graham Hill leads team-mate and eventual winner Jim Clark (5) away at the start, although Amon (9) would briefly lead before the first lap was out

LAT Photographic



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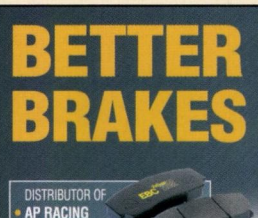
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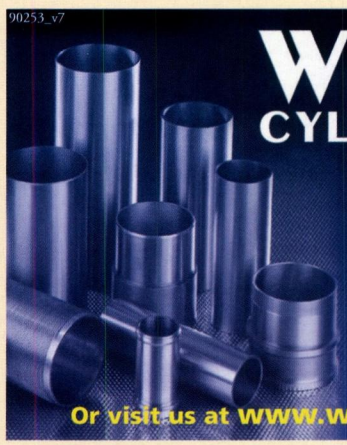
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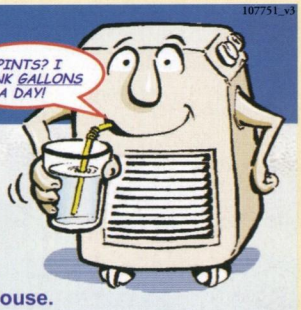
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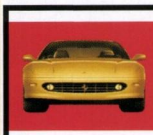
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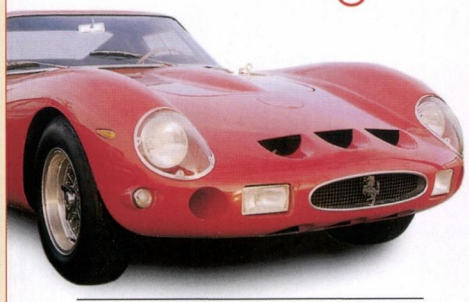


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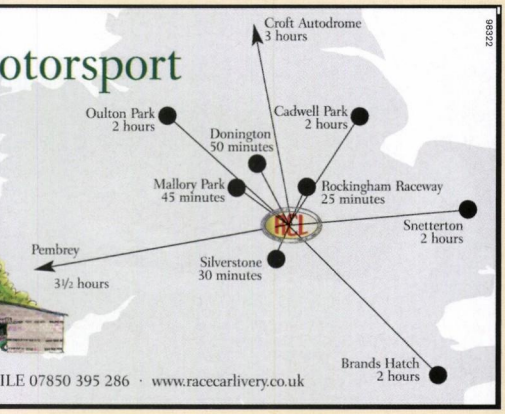
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3 CBB209	9 Drawer tool chest		£139.95	£164.44	
4 CBB203	3 Drawer chest-step up	£82.19	£67.95	£79.84	
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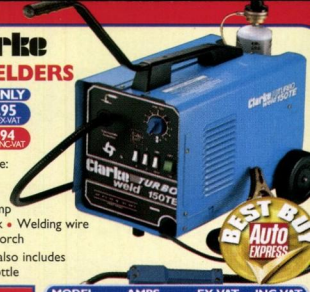
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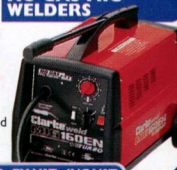
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130EN	30-130	£179.95	£211.44
151EN	30-150	£179.95	£211.44
160EN	30-150	£209.95	£246.69

Clarke METAL LATHE

CL300M

- 300mm between centres
- LH/RH thread screw cutting
- Electronic variable speed
- Self centering 3 jaw chuck & guard
- Compound mitre slide and 4 way tool post
- Gear change set
- Power feed

ONLY £399.95 EX VAT £469.94 INC VAT

BEST SELLER



FULL RANGE OF ACCESSORIES AVAILABLE

Clarke SPOT WELDERS

FROM ONLY £219.00 EX VAT £257.33 INC VAT

VARIETY OF ARMS AVAILABLE - SEE CATALOGUE



#Microprocessor controlled

MODEL	MAX. ABSORBED	RATING MAX. POWER	THICKNESS	EX VAT	INC VAT
CSW6T	6Kw	1.2Kw	1+1mm	£219.00	£257.33
CSW13T#	13Kw	2.3Kw	2+2mm	£289.95	£340.69

Clarke 5 PCE AIR TOOL KIT

KIT1000

ONLY £19.95 EX VAT £23.44 INC VAT



- Paraffin spray gun
- Blow gun
- Paint Spray Gun
- Tyre inflator
- Recoil hose with quick couplers

ALSO AVAILABLE 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun ONLY £14.95 EX VAT £17.57 INC VAT

Clarke MEASURING INSTRUMENTS



MODEL	DESCRIPTION	EX VAT	INC VAT
CM160	150mm Dial Caliper	£17.95	£21.09
CM180	0-25mm External Micrometer	£9.95	£11.69
CM190	25-50mm External Micrometer	£15.95	£18.74
CM200	0-1" External Micrometer	£13.95	£16.39
CM220	0-10mm Dial Test Indicator	£16.95	£19.92
CM100	150mm/6" Vernier Caliper	£8.49	£9.98
CM110	200mm/8" Vernier Caliper	£19.95	£23.44
CM120	300mm/12" Vernier Caliper	£25.95	£30.49
CM130	150mm/6" Locking Caliper	£15.95	£18.74
CM150	6" Dial Caliper	£16.95	£19.92
CM145	150mm/6" Digital Vernier	£29.95	£35.19

STAYER SANDERS/POLISHERS

PROFESSIONAL QUALITY



FROM ONLY £84.95 EX VAT £99.82 INC VAT

LU270 POLISHER
- 1,800 rpm no load speed
- 800w, 230v
- 170mm backing pad

ONLY £84.95 EX VAT £99.82 INC VAT

LU272 POLISHER/SANDER
- 800/1200w, 230v
- 170mm backing pad
- 2 speeds, 2000/2500 rpm no load speed

ONLY £94.95 EX VAT £111.57 INC VAT

Full range of Compounding & Polishing Heads - see Catalogue for details

Clarke TARPAULINS

DOUBLE SIDED BLUE/SILVER

FROM ONLY £3.80 EX VAT £4.47 INC VAT



- Water and tear resistant

SIZE	BLUE OR GREEN EX VAT	BLUE OR GREEN INC VAT	CAMOUFLAGE EX VAT	CAMOUFLAGE INC VAT
6'x 8'	£3.80	£4.47	£4.99	£5.86
8'x 10'	£5.95	£6.99	£5.99	£7.04
10' x 12'	£7.95	£9.34	£8.99	£10.56
12'x 16'	£9.95	£11.69	£13.95	£16.39
16'x 20'	£16.95	£19.92	£22.95	£26.97
18'x 24'	£18.95	£22.27	£29.95	£35.19
20'x 40'	£34.95	£41.07	£49.95	£58.69

Clarke PRO AIR BRUSH KIT

CAB2P

ONLY £24.95 EX VAT £29.32 INC VAT



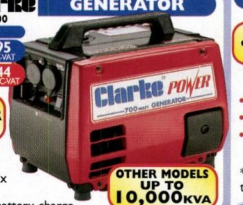
Complete with:
- Double action trigger for accurate control
- 2 Jars
- ¼" BSP adaptor
- Lightweight hose
- Chromed paint cup
- Precision machined nozzle

Clarke GENERATOR

G900

ONLY £299.95 EX VAT £352.44 INC VAT

700W SUPER QUIET



- 2 x 230v outlets
- 700w max output
- 12v DC battery charge

OTHER MODELS UP TO 10,000KVA

Clarke DRILL PRESSES

Full range of Drill Vices available

FROM ONLY £33.95 EX VAT £39.89 INC VAT



- Safety cutout on belt guard
- Tables tilt 0-45° left and right
- Depth gauge
- Chuck guards

* Includes wet 'T' slot table & worklight

MODEL	CHUCK SIZE	SPD	EX VAT	INC VAT
CDP5DD	13mm	5	£33.95	£39.89
CDP10IB	13mm	5	£54.95	£64.57
CDP15IB	13mm	5	£84.95	£99.82
CDP20IB	13mm	12	£115.49	£135.70
CDP25IF	13mm	12	£134.95	£158.57
CDP30IB	16mm	12	£139.95	£164.44
CDP35IF	16mm	12	£149.95	£176.19
CDP40IB	16mm	16	£159.95	£187.94
CDP45IF*	16mm	16	£189.95	£223.19
CDP50IF*	20mm	12	£379.95	£446.44

Clarke ANGLE GRINDERS

CAG115C BEST BUY Practical Householder

FROM ONLY £12.95 EX VAT £15.22 INC VAT



MASSIVE PRICE CUTS

Inc. disc & handle

MODEL	DUTY	MOTOR	WAS INC VAT	EX VAT	INC VAT	
CAG121*	DIY	500w	£16.39	£12.95	£15.22	RED
CAG120*	DIY	550w	£19.92	£15.95	£18.47	RED
CAG115*	PRO	500w	£32.84	£25.95	£30.49	RED
CAG115C*	PRO	720w	£35.19	£26.95	£31.67	RED
CAG230#	PRO	1700w	£41.07	£32.95	£38.72	RED

*115mm disc #230mm disc

Clarke BENCH GRINDER STAND

BGS1

ONLY £25.95 EX VAT £30.49 INC VAT



- Complete with bolt mountings & feet anchor holes

Clarke BENCH GRINDERS

FROM ONLY £18.95 EX VAT £22.27 INC VAT



CBG8W features 8" wetstone & 6" drystone.

MODEL	DUTY	WHEEL DIA.	EX VAT	INC VAT
CBG6RZ	PRO	150mm	£18.95	£22.27
CBG6RSC*	HD	150mm	£26.95	£31.67
CBG8RSC	HD	200mm	£33.95	£39.89
CBG6SB#	210w	150mm	£24.95	£29.32
CBG8W*	275w	150/200mm	£39.95	£46.94

*Heavy Duty # With sanding belt

Clarke POWER WASHER

JET1000

ONLY £54.95 EX VAT £64.57 INC VAT

FULL 100 BAR PRESSURE

IDEAL FOR PATIO CLEANING

SEE CATALOGUE FOR FULL RANGE OF ACCESSORIES



- 6l/min max flow
- 1.6Kw, 230v motor
- Inc. foam lance and refillable detergent bottle
- Nozzle for fan or pencil jet

ALSO: HIGH POWER JET 5000. HUGE 130 BAR PRESSURE

Clarke GAS FIRED SPACE HEATERS

- Variable output (except Little Devil)
- Dual voltage (except Little Devil)
- Calor approved

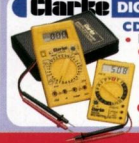
FROM ONLY £84.95 EX VAT £99.82 INC VAT



STAINLESS STEEL ALSO AVAILABLE

MODEL	BTU/HR	EX VAT	INC VAT
Little Devil	35,000	£84.95	£99.82
Devil 850	107,000	£154.95	£182.07
Devil 1250	149,000	£209.95	£246.69
Devil 1850	200,000	£299.95	£352.44
Devil 3000	281,000	£319.95	£375.94
Devil 3150	344,000	£389.95	£458.19

Clarke DIGITAL MULTIMETERS



CDM10 • 19 position • 10 amp facility ONLY £6.99 EX VAT £8.21 INC VAT

CDM20 • 32 position • 10 amp facility ONLY £15.99 EX VAT £18.79 INC VAT

Clarke VICE

MULTI - PURPOSE CMV125

ONLY £39.95 EX VAT £46.94 INC VAT



- Jaw width 127mm
- Jaw opening 120mm
- Jaw depth 75mm
- 360° rotating vice head
- 360° double locking swivel base

SUPERWINCH

FROM ONLY £119.95 EX VAT £140.94 INC VAT



MODEL	CAP	VOLTS	FREEWHEEL	EX VAT	INC VAT
T1500	680kg	12	Yes	£119.95	£140.94
S2500	1130kg	12	Yes	£199.95	£234.94
S4500	2040kg	12	Yes	£329.95	£387.69

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

*CTJ2 & CTJ2LR voted Best Buy in Car Mechanics Independent Test

MODEL	EX VAT	INC VAT
DIY CTJ2*	£12.95	£15.22
DIY (long) CTJ2L*	£14.99	£17.61
Semi Pro CTJ2LR	£24.95	£29.32
Quick Lift CTJ2Q	£22.95	£26.97
Pro CTJ2000G	£49.95	£58.69

Clarke JUMPSTART 910 WITH AIR COMPRESSOR

ONLY £42.54 EX VAT £49.98 INC VAT

- Portable 12v rechargeable power supply, booster starter & air compressor (240psi max)
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Powerful and compact general purpose winches. Quick and easy to install for all types of pulling & lifting work. Cable doubles to increase load capacity

MODEL	POWER	X1 CABLE	X2 CABLE	EX VAT	INC VAT
CHP250	530	125kg	250kg	£119.95	£140.94
CHP400	880	200kg	400kg	£159.95	£187.94

Clarke WORKSHOP CRANES

FROM ONLY £119.95 EX VAT £140.94 INC VAT

Fully tested to proof load

MODEL	EX VAT	INC VAT
1/2 ton	£119.95	£140.94
1/2 ton folding	£139.95	£164.44
1 ton folding	£139.95	£164.44
1 ton large folding	£169.95	£199.69
1 ton long reach	£159.95	£187.94
1 ton pro	£299.95	£352.44
2 ton pro	£599.00	£703.83

Clarke JERRY CANS

Fixed & flexible spouts available

FROM ONLY £10.95 EX VAT £12.87 INC VAT

- Stores fuel safely

10 LITRE CAN ONLY £10.95 EX VAT £12.87 INC VAT
20 LITRE CAN ONLY £12.95 EX VAT £15.22 INC VAT

Optional Vehicle Bracket ONLY £17.95 EX VAT £21.09 INC VAT

Clarke WALL RACK

FROM ONLY £19.95 EX VAT £23.44 INC VAT

CWR45

- Steel construction
- LDH: 1130x14x630

Tools shown not supplied

- Complete with wall hangers, plus 17 assorted tool holders and 4 peg hooks

Clarke MECHANICS TOOL BOXES/CHEST

FROM ONLY £19.95 EX VAT £23.44 INC VAT

CB4

MODEL	DESCRIPTION	EX VAT	INC VAT
CB2	2 Drawer Chest	£19.95	£23.44
CB3	3 Drawer Chest	£26.95	£31.67
CB4	2 Drawer Chest with front cover & tote tray	£24.95	£29.32
CB5	3 Drawer Chest with front cover & tote tray	£34.95	£41.07

Clarke AXLE STANDS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

- Supplied in pairs
- Ratchet action for quick height adjustment

MODEL	MIN HT	MAX HT	EX VAT	INC VAT
CAX3TBC 3 Ton	300	430	£12.95	£15.22
CAX6TBC 6 Ton	400	615	£19.95	£23.44

Clarke ENGINE STANDS

FROM ONLY £29.95 EX VAT £35.19 INC VAT

CES500A
- Rotates through 360°
- Engines up to 227Kg

ONLY £29.95 EX VAT £35.19 INC VAT

CES750A (shown)
- Rotates through 360°
- Engines up to 340Kg
- Includes tool tray

Fully tested to proof load

Clarke CAR TRANSPORTER LASHING

- 3.33M overall length
- 5000kg max strength in straight pull
- 300mm long wheel strap to slide onto main restraint

ONLY £12.99 EX VAT £15.26 INC VAT

Clarke MULTI-DRAWER PARTS CABINETS

FROM ONLY £22.95 EX VAT £26.97 INC VAT

- Drawers on each model have slotted fronts allowing tickets to be added for easy identification

MODEL	DRAWERS	DIMS (WDH)mm	EX VAT	INC VAT
CTB800	16	432x190x290	£22.95	£26.97
CTB900	25	540x190x356	£34.95	£41.07
CTB1000	36	642x190x426	£47.95	£56.34

Clarke PRO TOOL SET

178 PCE SET & CHEST - CHT388

PROFESSIONAL QUALITY

ONLY £79.95 EX VAT £93.94 INC VAT

- All the most popular sizes (AF/Metric), sockets, spanners, driver bits etc.

Clarke TROLLEY JACKS/ AXLE STAND SETS

FROM ONLY £24.95 EX VAT £29.32 INC VAT

MODEL	EX VAT	INC VAT
DIY Jack & Stands CTJ2ZA	£24.95	£29.32
Pro Jack & Stands CTJ2000GA	£59.95	£70.44

Clarke BATTERY CHARGERS ENGINE STARTERS

FROM ONLY £34.95 EX VAT £41.07 INC VAT

- Ammeter to indicate charging power
- Multi-position charge regulator
- Overload protection on charging cycle

SEE OUR NEW CATALOGUE FOR THE FULL RANGE

MODEL	MAX CHARGE	MAX BOOST	EX VAT	INC VAT
BC100B	15 amps	100 amps	£34.95	£41.07
BC120E	15 amps	120 amps	£58.95	£69.27
BC130	15 amps	120 amps	£42.50	£49.94
BC210E	25 amps	200 amps	£79.95	£93.94
BC410E	35 amps	400 amps	£99.95	£117.44
BC320E	35 amps	310 amps	£119.95	£140.94
BC520E	50 amps	510 amps	£154.95	£182.07

Clarke BOLTLESS SHELVING

SIMPLE, FAST ASSEMBLY

FROM ONLY £24.95 EX VAT £29.32 INC VAT

CAN BE ASSEMBLED AS A SHELVING OR BENCH UNIT

MODEL	SHELF DIMS	CAPACITY	EX VAT	INC VAT
CS5150	800x300x1500mm	150Kg	£24.95	£29.32
CS5350	900x400x1800mm	350Kg	£39.95	£46.94

Clarke TOOL CABINET

WALL MOUNTED - CWC48 Tools shown not supplied

ONLY £39.95 EX VAT £46.94 INC VAT

- 3 lockable cupboards
- 4 steel shelves
- Pegs and hooks supplied

WALL MOUNTED TOOL RACK ONLY £19.95 EX VAT £23.44 INC VAT

Clarke BODY REPAIR KITS

10 TON KIT H/Duty pump, ram, wedge ram and accessories, in a tough steel case. ONLY £109.95 EX VAT £129.19 INC VAT

FROM ONLY £69.95 EX VAT £82.19 INC VAT

8 TON KIT Spreader wedge ram & accessories in a tough moulded case. ONLY £69.95 EX VAT £82.19 INC VAT

Clarke CHAIN BLOCKS

- Hardened alloy steel chain
- Mechanical load brake
- Heat treated and ground gears shaft and pinion
- Compact gear housing
- CE approved

FROM ONLY £39.95 EX VAT £46.94 INC VAT

MODEL	CAP.	LIFT HEIGHT	EX VAT	INC VAT
CCH500	500Kg	3.2m	£39.95	£46.94
CCH1000	1000Kg	3.2m	£49.95	£58.69
CCH2000	2000Kg	3.3m	£59.95	£70.44
CCH3000	3000Kg	3.4m	£69.95	£82.19
CCH5000	5000Kg	3.5m±	£99.95	£117.44

Clarke BATTERY CHARGERS

FROM ONLY £14.95 EX VAT £17.57 INC VAT

MODEL	MAX CHARGE	ENGINE CAPACITY	EX VAT	INC VAT
CC40	2.7 Amps	1000cc petrol	£14.95	£17.57
CC60	4.0 Amps	1600cc petrol	£17.95	£21.09
CC80	6.0 Amps	2000cc petrol & above	£24.95	£29.32
CC120	8.5 Amps	2000cc petrol/ diesel & above	£27.95	£32.84
AC70 (Auto)#	4.0 Amps	Any size battery & leisure batteries	£31.95	£37.54

#AC70 automatically regulates charge to battery condition

Clarke TORQUE WRENCHES

3/8" TORQUE WRENCH - CHT204

FROM ONLY £13.95 EX VAT £16.39 INC VAT

- Reversible ratchet
- 120-960 Lbs/in • 1.4 - 11.1Kg/m

ONLY £13.95 EX VAT £16.39 INC VAT

1/2" TORQUE WRENCH - CHT141

- 5" Extension bar
- 1/2" - 3/8" adaptor
- 28-210 Nm
- 20-150Ft/lbs

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Clarke PRO SOCKET SET

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33 PCE 3/8" PRO23

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- Includes extension bar, ratchet handle & spark plug sockets • 3/8" drive
- 33 piece set, metric • Professional quality
- 18 sockets: 6-24mm & 9 deep sockets: 8-19mm

Clarke CAR CREEPERS & MECHANICS SEAT

FROM ONLY £10.99 EX VAT £12.91 INC VAT

CMC1200

CMC45

- Car creepers feature padded backs and head rests for maximum comfort

MODEL	DESCRIPTION	EX VAT	INC VAT
CMC36	Car Creeper	£18.95	£22.27
CMC40	Creeper with tool tray	£24.95	£29.32
CMC45	Creeper with adj head	£22.95	£26.97
CMS1	Mechanics Seat	£10.99	£12.91

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £7.49 EX VAT £8.80 INC VAT

MODEL	EX VAT	INC VAT	MODEL	EX VAT	INC VAT
2 ton	£7.49	£8.80	8 ton	£19.95	£23.44
4 ton	£9.95	£11.69	12 ton	£24.95	£29.32
6 ton	£12.75	£14.98	20 ton	£36.95	£43.42

Clarke FUEL TRANSFER PUMPS

TRANSFER DIESEL ETC.

ONLY £84.95 EX VAT £99.82 INC VAT

- Splash proof on/off switch
- Supplied with 4M outlet hose fitted with pump connector and high flow delivery nozzle

MODEL	MAX FLOW	MOTOR	EX VAT	INC VAT
CFT12	40l/min	12v-0.25hp	£84.95	£99.82
CFT24	40l/min	24v-0.25hp	£84.95	£99.82
CFT230	50l/min	230v-0.3hp	£84.95	£99.82

Clarke 10 PIECE GARAGE KIT

CGK10

ONLY £49.95 EX VAT £58.69 INC VAT

ALSO AVAILABLE: 4 Piece Garage Kit ONLY £37.95 EX VAT £44.59 INC VAT

Clarke AUTOMOTIVE WHEEL DOLLY

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BIG 3" CASTORS

ONLY £47.95 EX VAT £56.34 INC VAT

- Four swivel castors for easy movement in confined spaces
- H/D steel construction - load rating 500kg per dolly
- 350mm Wide recess to fit vehicle tyres

Clarke IMPACT WRENCH

ONLY £25.49 EX VAT £29.95 INC VAT

12V DC 1/2" DRIVE CIR-13

BEST BUY Auto Express

- Portable, lightweight impact wrench for easy removal of wheel nuts
- Up to 115ft/lbs of torque
- Battery clips or cigarette lighter terminals
- Includes 17, 19, 21 and 23mm impact sockets

Clarke WORKBENCH

HEAVY DUTY CWB1250

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- Extra thick, reversible plywood faced worktop
- LWH: 1205x600x850mm
- Constructed from robust, heavy gauge steel

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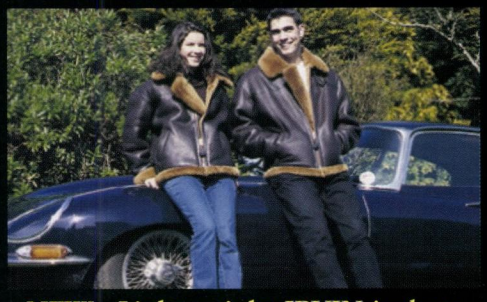


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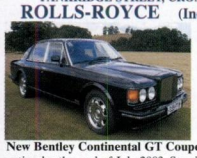
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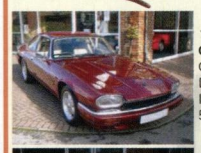
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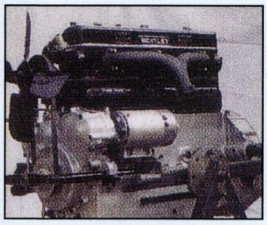
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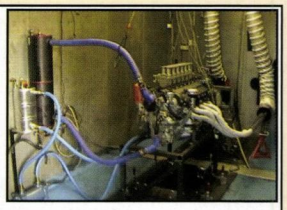
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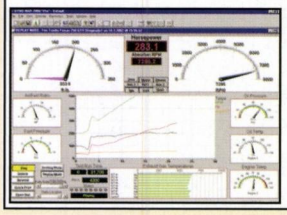
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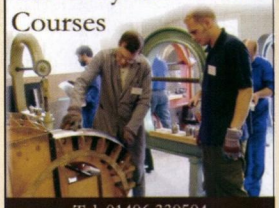
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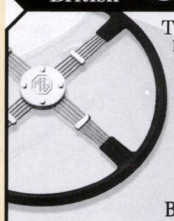
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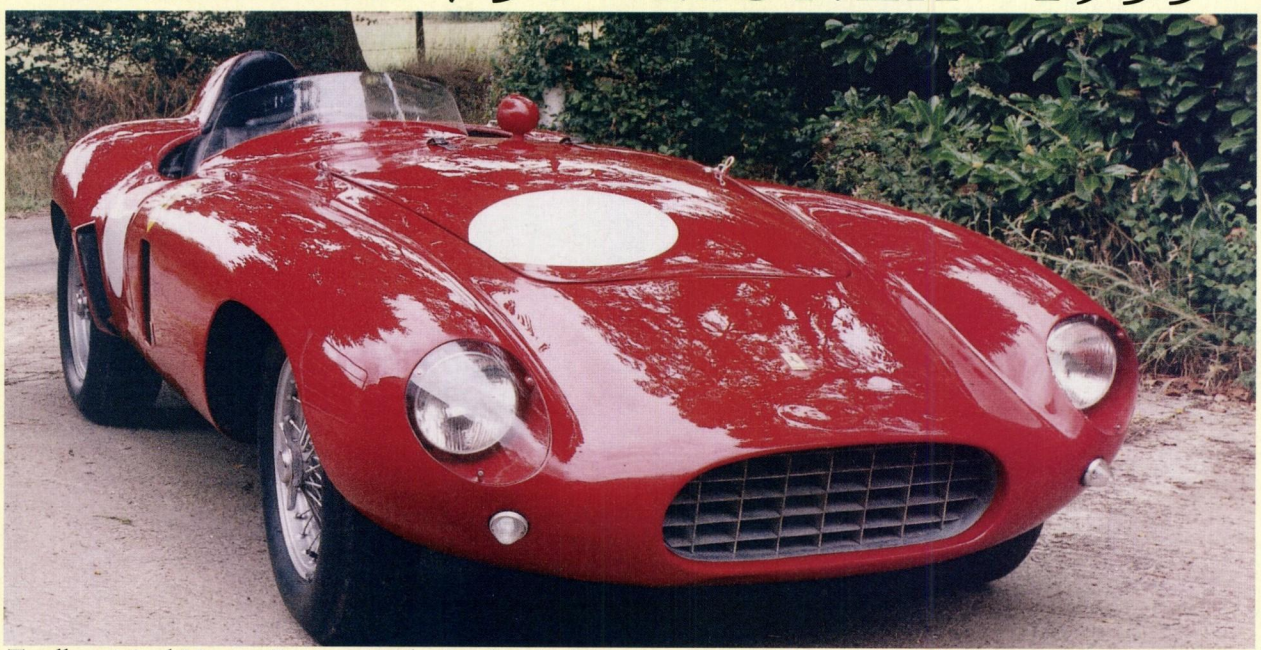
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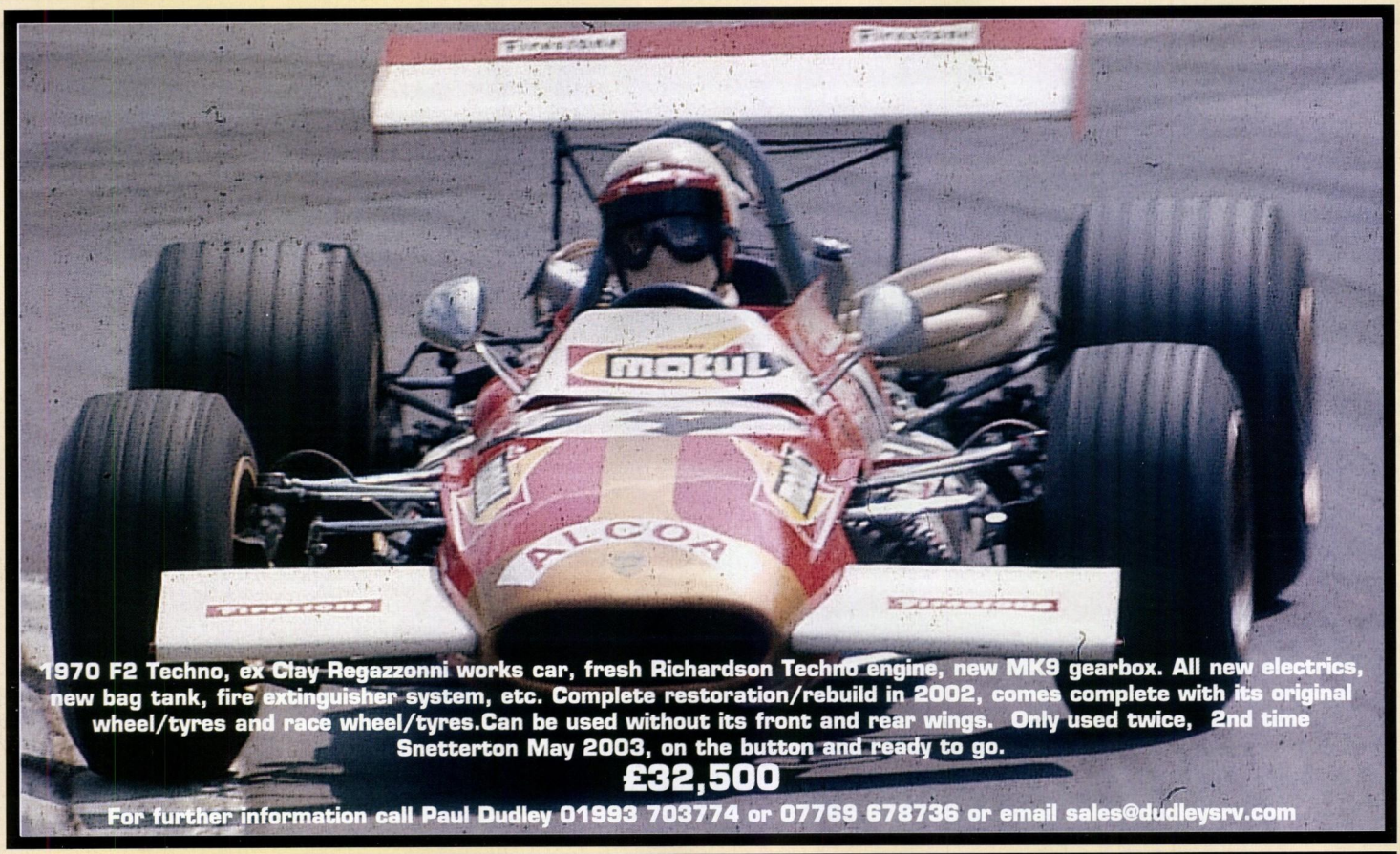
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Parts

Spice C1/2 gear case rear upright rack calipers & wheels, wing screen, **Tiga** 84 C2 nose, DFV fitting kit, screen, **Leyton House** 88-90 ratios diffs CWP's, carbon discs/pads, rear upright assy wheel wishbone, **March** 86-88B wishbones uprights, March F2 front & rear uprights, 822 oil tank 811wbones, 803 uprights & fr rockers 783 nose, **Reynard** 85-97 F3 /F3000 parts wings wheels uprights body parts brackets gearboxes ratios, **Dallara** F3 95-01 parts, **Lola** 90-99 wheels uprights wings gearbox parts, 89 nose 99 side pod, **Ralt** RT1 w/bones uprights wing elements RT3 w/bones wings brackets tub skins uprights RT4 w/bones rockers brackets uprights wings RT30-36 F3 uprights w/bones brackets wheels body parts, 6 ft wide rear wings for sports/GT cars alloy & carbon 78 inch wide **Brake parts** AP CP2667 2561calipers F3/F3000 Brembo F3 pistons seals pads many discs Girling calipres, **Dampers** Koni 8012 & 2812 Spax Dynamics Quantums Ohlins White Power, **Aeroquip** fittings and pipes **Camlock** fasteners, **Alloy rads** Many F1 F3 F3000 type & heat exchangers,30 mm alloy tube

Wheels March F1 F2 F3000 Mclaren M26 Williams FW07/8 fr rims Fittipaldi F7-9 Rears, Spice C2 rims, Ralt RT32-34-37 rims

Pit equipment F1/F3000 jacks stands fuel churns, pit/awning floor back drops flight cases, scales flat patch/set up floors, fuel pumps engine gbox stands

Gearbox FT200 Mk9 **dallara** f3 **Reynard** 90-92 transverse 93-97 sequential, Lola 90/91 & 93-99 sequential, **Jordan** 99/00 F1 cases and internals over 1500 **FT/FG** 5 & 6 speed ratios dog rings CWP new & used, over 350 Mk5/9 ratios dogs CWP, 300 DGB, some DG300, 200 TPT ratios dog rings, misc internal gear parts also **Hewland** touring car internals, DG300 end cover bearing carrier, FT FGB Mk8 sideplates

Engines 3 x **Cosworth** DFV long/short strokes, 3x 3.5 DFZ DFR motors, **Judd** CV, EV, V10, **Ferrari** V12, **Mugen** & Judd F3000, **BMW** M12, BDG/ BDA, 2x **VW** F3 24mm, **Opel** Spiess 26 mm F3 engine fresh rebuild also 1 blown parts or rebuild

Cosworth DFV oil/water pumps bare block, liners, 3 DFV/X heads, new 3.5 DFR crank & rods, 1.14/1.4 Valves, throttle slides misc castings for engine DFZ/R ecu leads caps NGK plugs, sumps **GAAV6** internals heads cranks etc, **BMW** M3 crank & rods, M12 head assy

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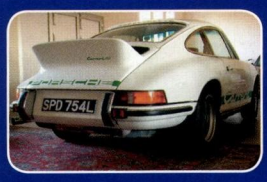
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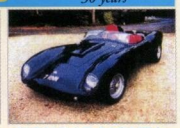
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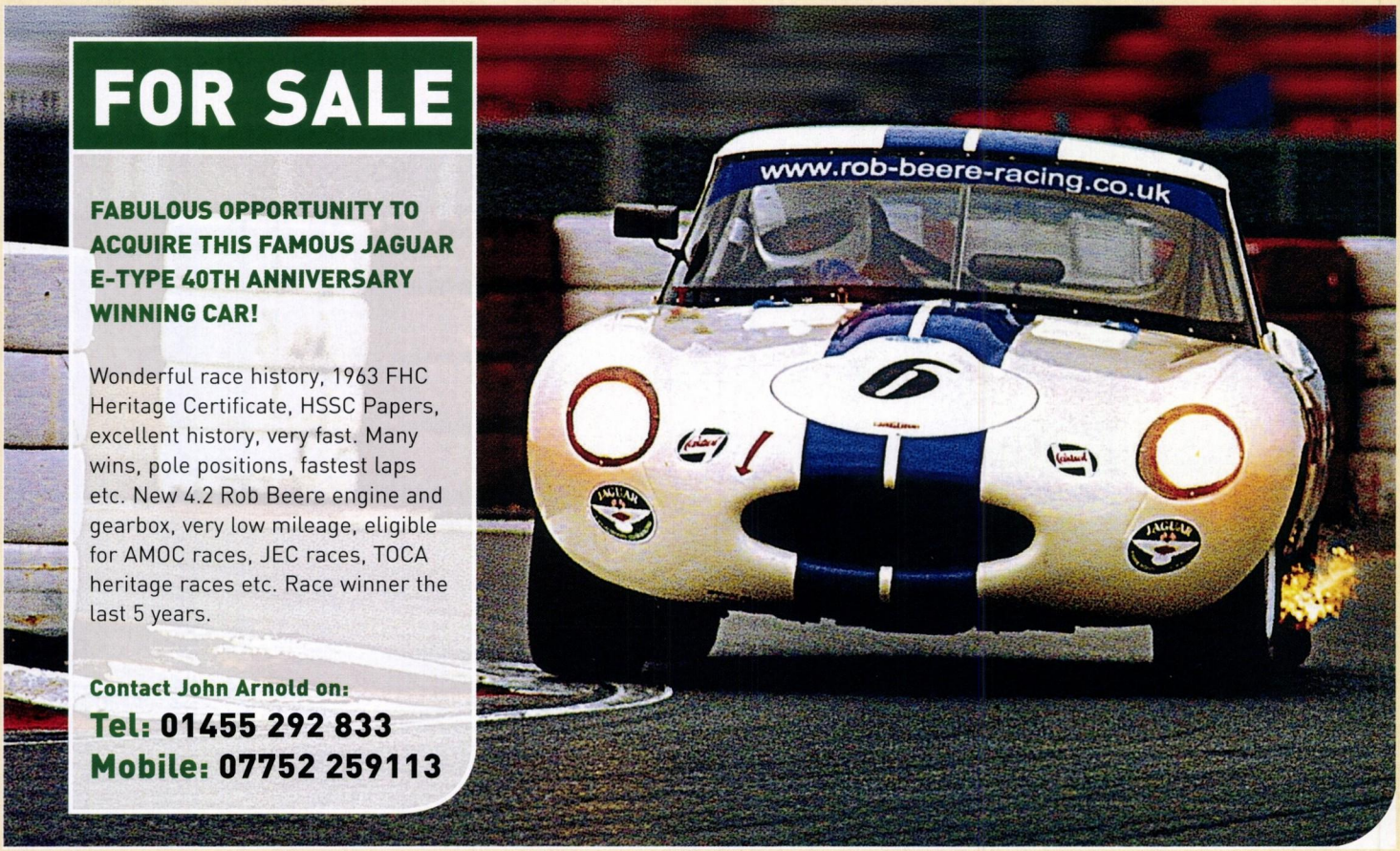


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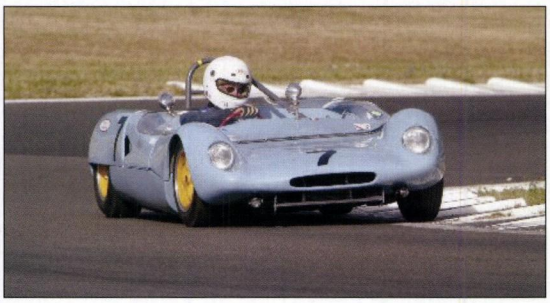
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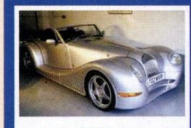
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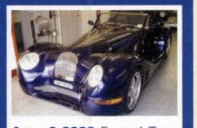
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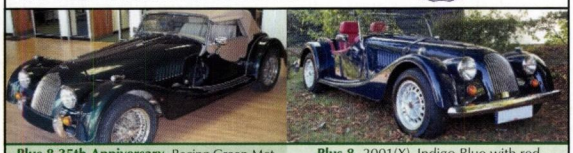


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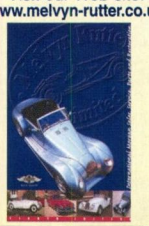
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Morgans For Sale

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- 1993 Plus 8, met. red/stone leather, 14,167 miles £23,750
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MORGANS FOR SALE

NEW MORGAN
4/4 4str 2004 Le Mans Blue/Silver £33,990

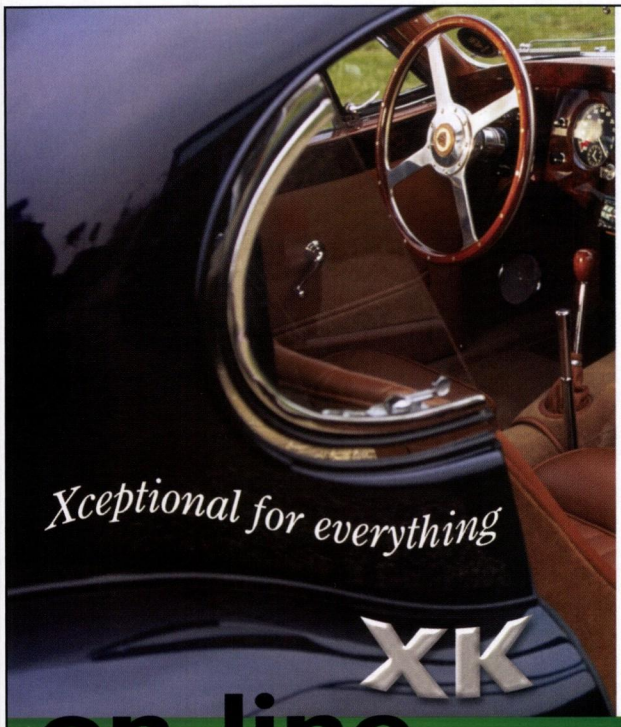
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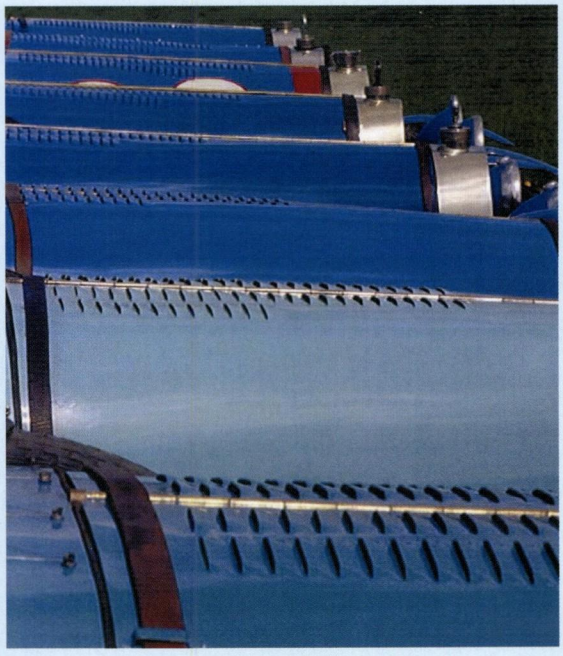
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FERRARIS FOR SALE



1982 308 GTS
Chiaro Blue with Tan Hide, Tan Carpets, Air Conditioning, Electric Windows, Michelin TRX Wheels and Tyres, 4 Owners from New, 1 of only 233 UK RHD Cars, 42,800 Recorded miles. £24,990



1998 Porsche 993 Turbo 4S
Speed Yellow with Black Hide Sport Seats, Black Carpets, Air Conditioning, Power Steering,ABS, Sunroof, Painted Calipers, Sports Exhaust, Aerokit, Radio/CD. 3 owners from new. 46,200 recorded miles. £59,990



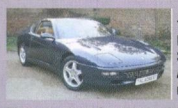
2003 Ferrari 360 Challenge (LHD)
Black with Red Cloth Sports Seats, F1 Gearbox, V-8 3.6 Litre 400 BHP, Extinguisher System, Spare Set of Wheels, 1 Owner from new, This car has never been raced, It has only been used as a track car.
£109,990



1997 AC Cobra MK IV
Metallic Silver with Burgundy, Bordeaux Hide Interior with Bordeaux Carpets. V8 4.7 Litre, Full Weather Equipment, 4 point Williams Harnesses, Moto-Lita Steering Wheel, 3 owners from new, 11,400 recorded miles. £39,990

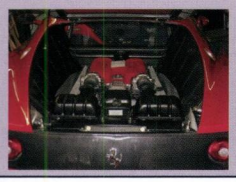


1991 348TS
Rosso Corsa with Black Hide, Red Carpets, Climate Control, ABS, Electric Windows, Radio/CD, Toad Alarm/Immobiliser, 1 of only 261 UK RHD cars from a total production of 4,230 cars. £34,990



1996 456 GT
Le Mans Blue with Tan Hide, Black Carpets, Power Steering, Climate Control, ABS, Electric Seats, Adjustable Suspension, Radio/Multi CD. 3 Owners from new. 27,600 recorded miles. £45,990

Please contact Guy Tedder for a viewing or more information



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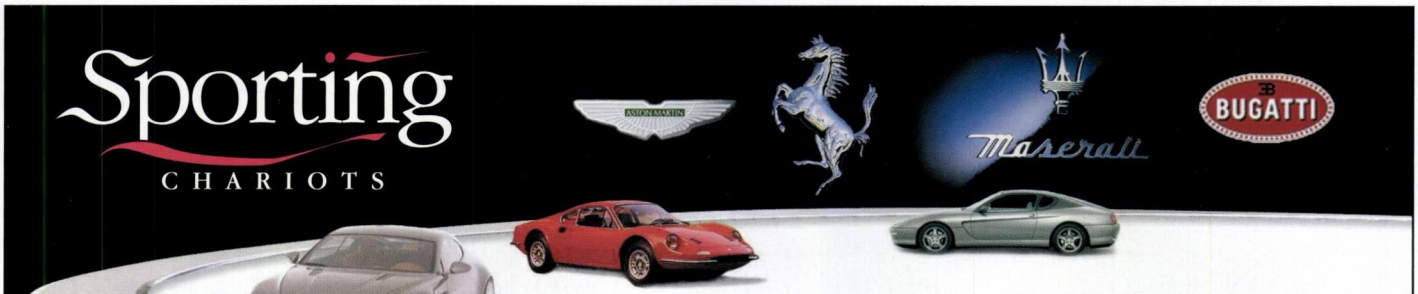
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A sample from the "Sporting Chariots Collection"

Aston Martin DB6 MKII 1969.
Manual in BRG furnished with a blemish free magnolia leather interior. Impeccable service history. Original sales brochure and invoice.

Aston Martin DB5 1965.
In Sierra Blue with Grey hide interior. Original example in delightful condition. Full service history and document file. A joy!

Ferrari 365GTB/4 Daytona 1970.
Restored to the highest standard in Rosso with Black hide and is simply a fabulous example. Documented ownership.

Ferrari 275 GTS 1964.
A Beautiful example of this rare car. In Black with Black hide. New Borranis and full service history.

Ferrari 288 GTO 1985.
In Rosso with black leather, A/C and power windows and FFSH, she is a gorgeous exotic in mint condition.

Ferrari 250 GT SWB Berlinetta 1960
LHD. A beautiful and meticulously maintained aluminium-bodied example of this stunning Ferrari. Presented in Red with black trim, complete history and interesting provenance.

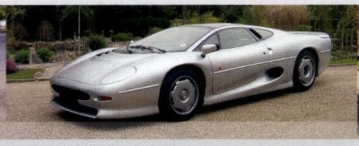
Ferrari F40 1991
This true "supercar" is in exceptional and very near concours condition. In Rosso with factory black leather, she has a complete Ferrari history and has covered only 8000 klms.

Lamborghini 350 GT 1966.
Bare metal re-paint in Silver with new black leather interior and Borranis. Only 400 miles since an excellent restoration by renowned specialist. All documents and complete service history.

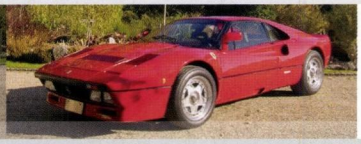
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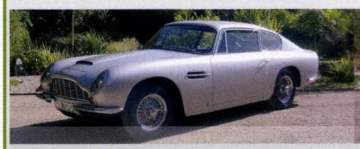
Jaguar XJ220 LHD
Un-registered Grey leather
167 kms delv Mlg **£115,000 (+VAT)**



Ferrari 288 GTO
1985 black leather only 2900kms
£195,000



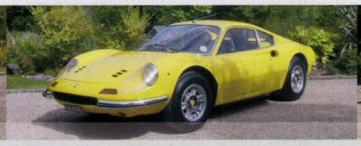
Alfa Romeo Tipo T33
1975 world championship winner
matching Nos **£POA**



Aston Martin DB6
1966 dark blue hide fully restored
£59,950



Ferrari Mondial 3.4T Cabriolet
1993 Valeo clutch less Auto (1 of 5)
23000 mls **£27,950**



Ferrari 246 GTB Dino
1972 recent restoration
£64,950



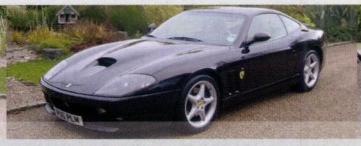
Bentley Azure
2003/03 blue leather delv mlg last RHD
customer car **£249,500**



Ferrari 456 GT
1994/L 20000 mls cream leather
£42,950



Jaguar E type S1 4.2 fhc
1996/P 33000 kms
£195,000



Ferrari 550 Maranello LHD
1996/P 33000 kms
£65,950

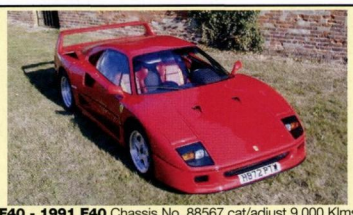


Ferrari 328 GTS
1988/F 28000 mls with cream leather
£34,950

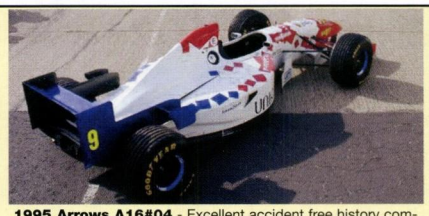
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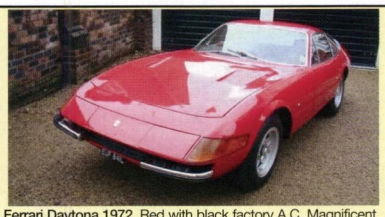
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F40 - 1991 F40 Chassis No. 88567 cat/adjust 9,000 Klms Full history with factory fitted leather carbon backed seats in as new condition. £189,950



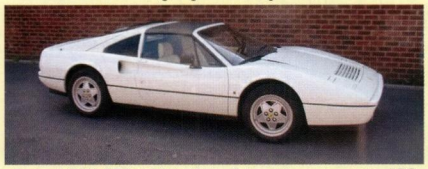
1995 Arrows A16#04 - Excellent accident free history complete roller - suit Judd V10 or Ford HB - Huge spares package available including original drawings £35,000 + VAT



Ferrari Daytona 1972. Red with black factory A.C. Magnificent car. Ex Eddie Irvine. £30 K restoration just completed inc. engine & trans axle repaint/chrome/trim etc. £89,950



Ferrari 512M 1996. RHD (1of 41). Rosso, sports seats, 9,700 miles. Just had major service. Damaged when new. Sadly on V car. Beautiful condition only £52,950.



Ferrari 328 GTS 1989. White, Beige hide, red carpets, ABS, LHD, FSH. 29,000 kms. Totally mint inside out. UK Reg £24,950



Aston Martin 1980 Vantage V8 Oscar India factory auto (1 of 3). Service history, 62,000 miles, beautiful condition inside & out. Last owner 8 years. £23,950



Lamborghini 1989 LM002 estate. Prototype designed and built by Salvatore Diomante at Autocostruzioni Turin, Italy for the Sultan of Brunei. Many special features. 15,000 kms only (UK reg). £49,950 + VAT.



Maserati Ghibli 4.7 auto. 1971. Royal blue, black hide, Piped red, restored by Bill McGrath for the Sultan of Brunei. Borranis. Probably the best in existence. £59,950



Georgie boy 'A' class 1997 Cruise Master 3190. 460 F-i. O/D, lounge slide out, petrol, 32k miles. Loaded with extras. 33ft. (UK reg). £32,500 + VAT.

Alfa Romeo SZ 1991. Beautiful condition, tan hide, fitted cover, 67k miles. Service history etc. £16,950

Various Ferrari Parts
1 x F40 Front body nose section - ready to fit, 1 x 456 GT Main box (new), 4 x 456 GT alloys (new), 1 x pair of 348 H.Lam,p pods complete, Phone for Details.

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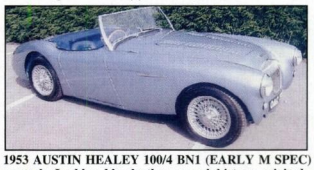
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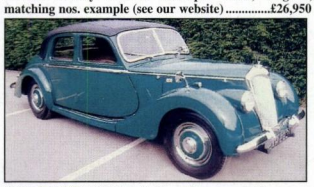
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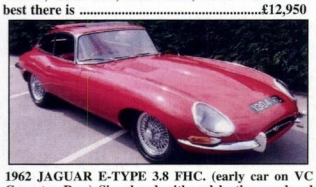
1965 AUSTIN HEALEY 3000 MK III RHD, Finished in special order Kingfisher Blue, Blue leather, Blue hood, stainless exhaust, lead free engine etc. Total ground up - concours standard, restoration, the nearest thing to a new Healey you will find, see our website ...£36,950



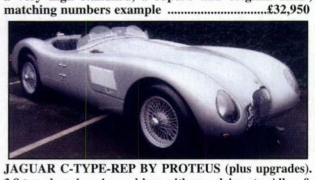
1953 AUSTIN HEALEY 100/4 BN1 (EARLY M SPEC) example. Ice blue, blue leather, superb history, original - Donald Healey Mo/Co. Example RHD, English, matching nos. example (see our website) £26,950



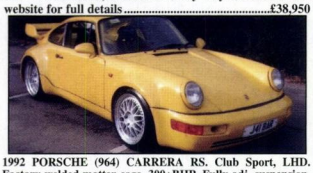
1948 RILEY RME 1.5 Forest green with green leather, circa 40K, restoration, could well be the best there is £12,950



1962 JAGUAR E-TYPE 3.8 FHC. (early car on VC Coventry Reg.) Signal red with red leather, and red webasto sunroof. CWW, restored by previous owner to a very high standard, a superb and original RHD, matching numbers example £32,950



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 £38,950



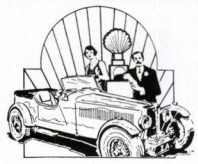
1992 PORSCHE (964) CARRERA RS. Club Sport, LHD. Factory welded matter cage, 300+BHP. Fully adj. suspension, nomex race seats. 1 owner in Germany (never raced). Don Manley engine rebuild in last 500 miles driven around Goodwood by (Mr Porsche) Nick Fauke at (1 min 25.7) UNIQUE AND STUNNING £36,950



1963 JAGUAR 3.8 MK II MOD. BRG with suede green leather trim, PAS, upgraded brakes, suspension, stainless sports exhaust, w/wheels. Subject of 5 year concourse rebuild, one of the best and has a superb documented file .....£28,950 (See our Web-site)

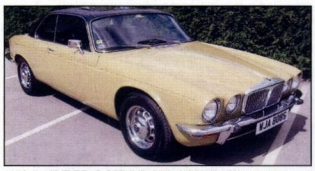


1939 BENTLEY MK 5 SPORTS SALOON BY PARK WARD Black with grey leather, subject of a Circa 100k restoration, by its last owner, superb and very important history file, famous owners, and the rarest of all Derby Bentleys (one of nine left). Please look at our website, for more details /photos etc . . POA



The School Garage

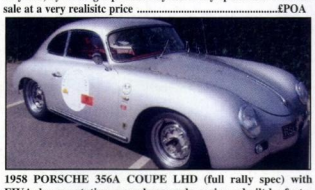
(MARTIN J DALY) Est 1979



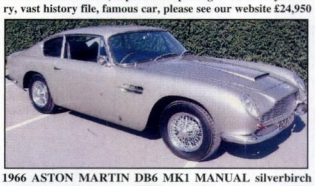
1978 DAIMLER DOUBLE SIX COUPE (Very very rare) Green sand with olive leather, chrome wheels, factory sunroof, one owner 42,000 miles only.....£10,950



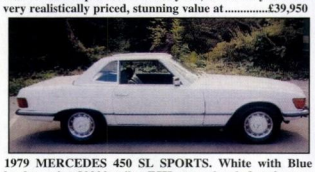
1959 BENTLEY CONTINENTAL (FOUR LIGHT FLYING SPUR) By HJ Mulliner (Reg HJM 50.) Dawn Blue, Grey - leather, steel sunroof, restored to concours standard, for its last owner of 25 years, by leading top Rolls Royce/Bentley specialists. Now for sale at a very realisitc price .....£POA



1958 PORSCHE 356A COUPE LHD (full rally spec) with FIVA documentation, superb example engine rebuilt by factory, vast history file, famous car, please see our website £24,950



1966 ASTON MARTIN DB6 MK1 MANUAL silverbirch with blue leather trim, CWW, a lovely original example, with a vast comprehensive history file, drives very well and very realistically priced, stunning value at.....£39,950



1979 MERCEDES 450 SL SPORTS. White with Blue leather trim 80000 miles FSH, auto, hard & soft tops, mint example £13,950

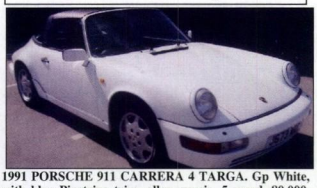


1989 MERCEDES 300 SL SPORTS. Signal red, black trim with grey inserts, alloys, abs, H&S tops plus good spec – 19,000 miles only, with FMBSH, one of the best left in the world £26,950



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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1991 PORSCHE 911 CARRERA 4 TARGA. Gp White, with blue Pinstripe trim, alloy, music, 5 speed, 80,000, Full FSH. Superb mint example £19,950



1949 MORRIS MINOR SPLIT SCREEN, with famous "Alta" tuning conversion (very rare) first owner 40 years, 36,000 miles only, platinum grey with leather trim, this unique motorcar is superb in all areas, and has the most comprehensve history file ever seen by us. (A historic motoring treasure) £7,950



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) £28,950



1987 PORSCHE 944 TURBO. Very rare like this GP white with Burgundy half leather trim. Cup alloys. ESR. Total service history from new, concours, winning example, possibly the best.....£12,450



1992 (MDL) MERCEDES 300 SL SPORTS. Beryl Blue with light tan leather, 8 hole alloys, cruise, power hood, CD. Full electric pack, 64,000 miles only with FMBSH. Looks 2 years old. Superb £18,950



1928 SINGER JUNIOR four door open tourer. Burgundy with Black mud guards, original buff logbook and first tax disc. Restored approx 10 years ago to - concours winning standards, perfection £12,950



1935 AUSTIN 7 OPEL Royal Blue, Blue leather, superb original example. Original Buff log book. Three owners from New. (See our website) First owner 32 years. The best we have seen to date.....£9950



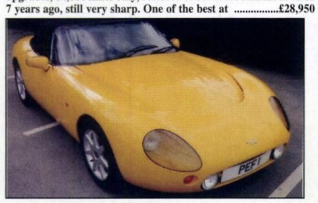
1973 ROLLS ROYCE SHADOW ONE. Fern green with clack leather trim, one famous owner, 73,000 miles only, Harvey-Bailey kit, mint example. Please see our website £14,950



1981 MERCEDES 280 SL SPORTS. Auto. Pewter with silver roof, old grey trim, H&S tops, alloys, electric pack, stereo, superb mint example. Excellent history file £12,950



1962 JAGUAR 3.8 MK II MOD. Original English RHD example in opalescent silver-blue, with blue leather trim, pas, and brake upgrades, 64,000 miles only, restored to concours standards circa 7 years ago, still very sharp. One of the best at £28,950



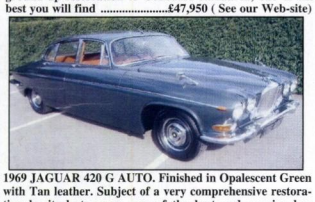
OCT 2000 TVR 500 GRIFFITH, Pearlescent sunset yellow, with black leather and yellow stitching, mega spec inc. alloy wheels, alloy switches yellow dials, polished wood. CD system, alarm, one previous owner, 2200 miles only, as new inside & out (number plate by separate negotiation only.....£29,950



1989 BENTLEY TURBO R. Cobalt blue with magnolia leather piped blue, alloys, full spec, 102,000 miles, FSH, superb history file. Mint example, very rare to be found as good as this .....£18,950 (See our Web-site)



1958 JAGUAR XK150 3.4 ROADSTER MANUAL. Pearl grey with red leather and blue mohair hood. Original LHD example with matching number. Subject of a 7 year ground-up-restoration to Concours standards, one of the best you will find .....£47,950 (See our Web-site)



1969 JAGUAR 420 G AUTO. Finished in Opalescent Green with Tan leather. Subject of a very comprehensive restoration by its last owner, one of the best and genuine low mileage. STUNNING.....£16,950

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(These vehicles will be available at time of press)

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1990 MERCEDES 300SL (W107) ONE LADY OWNER AS NEW.

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1949 LANDROVER SI (SUPERB)

1960 JAGUAR XK150 S 3.8 FHC (MINT AND VERY RARE/FAMOUS CAR)

We are always interested in buying, part-exchanging OR selling, cars similar to the above, click-on to our website for more detailed photos, and info.



996 **964 / 911**

2002/03 996 TURBO TIP COBALT BLUE 3000 miles **1990 964 CABRIOLET RED 59000 miles**

2001 996 TURBO TIP METALLIC BLACK 16000 miles **1990 964 TARGA RED 117000 miles**

2002 996 CABRIOLET TIP FACELIFT SEAL GREY 9000 miles **2002/03 911 GT2 METALLIC BLACK 1300 miles**

2000 996 CABRIOLET TIP ARCTIC SILVER 39000 miles **1988 911 TARGA GUARDS RED 70000 miles**

2002 996 4S COUPE ARCTIC SILVER 10000 miles **1980 911 3.0 CARRERA WHITE 75000 miles**

2003 996 COUPE FACELIFT MIDNIGHT BLUE 11000 miles **FERRARI**

2002 996 COUPE FACELIFT LAPIS BLUE 14000 miles **2003 575M MARANELLO BLUE 1000 miles**

2002 996 COUPE FACELIFT ARCTIC SILVER 12000 miles **1998 550 MARANELLO GUNMETAL GREY 16000 miles**

1999 996 COUPE ARCTIC SILVER 19000 miles **2001 360 MODENA DARK GREEN 6000**

1998 996 COUPE METALLIC BLACK 42000 miles **1999 355 GTS F1 RED 15000 miles**

1998 996 COUPE TIP OCEAN BLUE 35000 miles **1999 355 F1 BERLINETTA RED 11000 miles**

1998 996 COUPE ARCTIC SILVER 36000 miles **1999 355 SPIDER F1 RED 20000 miles**

BOXSTER **1998 355 GTB RED 18000 miles**

2002 BOXSTER S SEAL GREY 7000 miles **1997 456 GTA BLUE 25000 miles**

2001 BOXSTER LAPIS BLUE 19000 miles **1992 348 TS BLACK 9000 miles**

2000/1 BOXSTER S TIP ARCTIC SILVER 6000 miles **1991 348 TS RED 21000 miles**

2000/1 BOXSTER S TIP SEAL GREY 9000 **1992 512 TR RED 18000 miles**

2001 BOXSTER S ARCTIC SILVER 14000 miles **1991 TESTAROSSA RED 5000 miles**

2000 BOXSTER S ARCTIC SILVER 24000 miles **1985/6 MONDIAL COUPE QV RED 54000 miles**

2000 BOXSTER S BLACK 19000 miles **1972 246 GT AZURE 48000 miles**

2000 BOXSTER 2.7 ARCTIC SILVER 22000 **1967 275 GTB4 RED 40000 miles**

993 **JAGUAR/AC**

1997 993 4S COUPE 3.8 ARCTIC SILVER 38000 miles **1968 E-TYPE 4.2 RDST HARDTOP CONCOURS SILVER 54000 miles**

1997 993 COUPE 4 ARCTIC SILVER 39000 miles **1963 E-TYPE 3.8 FHC SUPERB RESTORATION BURGUNDY 85000 miles**

1996 993 TURBO 4 POLAR SILVER 55000 miles **1966 E-TYPE 2+2 AUTO PRIMROSE 82000 miles**

1996 993 TURBO 4 OCEAN BLUE 31000 miles **1959 XK150 S DROPHEAD COUPE RED RESTORED**

1997 993 TARGA BLUE 54000 miles **1954 XK 120 DHC OLD ENGLISH WHITE 70000 miles**

1994 993 CABRIOLET BLUE 72000 miles **1989 AC COBRA MK IV DARK METALLIC BLUE ENGINE UPGRADE FROM FACTORY 7000 miles**

1994 993 COUPE TIP BLUE 36000 miles

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Pictured above is Hendon Way Motors' Ferrari 275 GTB 4 competing in the Tour Auto rally in April 2001

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Bentley 4¼ litre 1938
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Bentley 4¼ litre (MR overdrive series) 1939
Vanden Plas 4 door allweather tourer



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Bentley S1 Continental 1957
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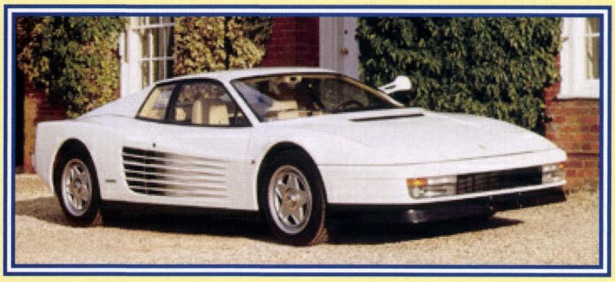
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1991 AC Cobra MKIV Lightweight. Dark metallic blue with black hide interior. A rare opportunity to acquire a genuine Lightweight, one of only 26 built and in exceptional condition having covered less than 6,000 miles from new. 340 BHP blueprinted Ford 5.0 V8. ..... **£59,950**



1961 Ferrari 250 SWB. Chassis number 3039GT. This steel-bodied car is finished in red with black trim and is in excellent condition throughout. The car has an exceptionally good provenance and is available immediately ..... **£POA**

For further information on any of the above outstanding cars please call: Adrian J. Hamilton
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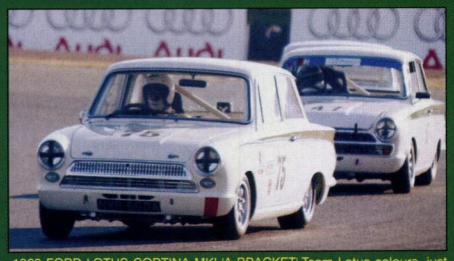
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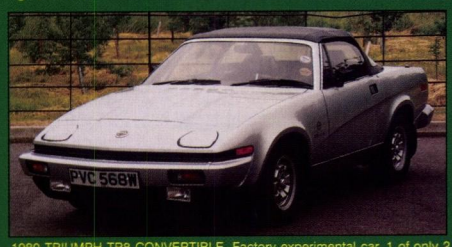
1986 AC COBRA MK4 300BHP. In Chichester Blue with Black hide. 10K miles, FSH, equipped with roll hoop, 3 eared spinners, wind wings, sun visors, radio cassette, door mirror etc. Impeccable condition and outstanding value. RHD £37,995



1958 MGA 1500. Finished in Chariot Red with matching Red interior. Recently refurbished to an extremely high standard, including paintwork and trim. A pristine example of a highly sought after classic. RHD £16,495



1963 FORD LOTUS CORTINA MKI 'A BRACKET'.Team Lotus colours, just completed total re-build to F.I.A. spec, raced once. The best of everything under homologated weight, Donington 1.27, Snetterton 1.26, Silverstone 1.11. F.I.A. Papers, in the right hands will be unbeatable. RHD £50,000



1980 TRIUMPH TR8 CONVERTIBLE. Factory experimental car, 1 of only 2. Silver leaf with Biscuit trim. 2 owners, 48K miles, total history incl all letters from British Leyland. PAS, stainless exhaust. The most outstanding example you could wish for and virtually unique. RHD £14,995



1962 AUSTIN HEALEY MK2 3000 BN7 TRI CARB, 2 SEATER. Ice Blue with Dark Blue hide, ground up restoration to the highest of standards. Equipped with centre change overdrive gearbox, wire wheels, adjustable steering column, stage 2 unleaded head etc. The rarest of all Healeys and possibly the most desirable, an outstanding example. RHD £32,995



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. RHD ..... WAS £24,995, NOW £21,995



1994 AC COBRA MKIV TO LWT SPEC. Dark Blue with Biscuit hide piped Blue. 8K miles, FSH, 350bhp, non cat, traditional dash, front & rear anti roll bars, 3 eared spinners, wind wings, wood rimmed wheel etc. Unmarked and shatteringly quick. RHD £44,995



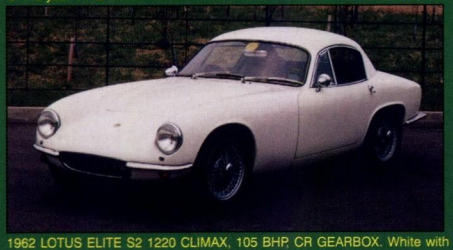
1965 TRIUMPH 2000 MK1 HISTORIC RACE CAR. In Red, built and developed over a period of 12 years by Carlow Engineering, and raced with great success by Tony Carlow-Bunton. 260bhp engine, CR gearbox, dry sump, LSD, safety cell, cost in excess of £70,000 to build. The bargain of the year. RHD £15,000



1986 BMW M5 E28. In Dolphin with full Black hide. A local car, 2 owners, FSH. Just had top end overhaul & new chains. Air con, elec seats/roof/windows. CD, CSL brakes. A most outstanding example of this very usable road rocket. RHD £9,995



1972 TRIUMPH STAG MKI. This restored and modified example in Concours winning condition is finished in Mimosa. Modifications include Holley carb, electronic ignition, stainless exhaust and manifolds, electric fan, adjustable suspension etc. This is the best. RHD £13,995



1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order. RHD ..... WAS £28,995, NOW £24,995



1972 MGB ROADSTER. In Tartan Red with Black hide piped Red. Ground up restoration including new shell, many upgrades, cww, overdrive, sound system, spot lamps etc. A perfectly restored example. RHD £12,995

1958 TRIUMPH TR3A (VVC 288). Works prepared rally car. Winner Liege-Rome-Liege 1958, campaigned through '58, '59', '60 in many international and national rallies by Col "Bing" Crosby, then sold through Mike Hawthorns Tourist Trophy Garage to Kenneth Pearce, used by him in national rallies until '64. Now undergoing a sympathetic total re-build to period rally spec. Ready Dec 03 ..... P.O.A.

1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 90/95 at a then cost in excess of £100K to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why; maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable' LHD. £59,000

1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED. Chiaro Blue with Cream hide, low ownership & ultra low historied mileage of only 40K. The Ferrari flagship, equipped with air con, PAS, centre lock wheels, elec windows. Undoubtedly one of the most useable 4 seater Ferraris available, in a condition that beggars belief. Your search is over. Possibly the finest example available £19,995

1970 GP PORSCHE SPYDER 1760CC ENGINE. Metallic Silver with Blue trim. Retired engineer built to a very high standard. Bills for parts alone in excess of £14,000. Tremendous fun and outstanding value £9,995

1963 MGB ROADSTER, PULL DOOR HANDLE. Totally restored & re-shelled, in OEW with Black trim. Overdrive, wire wheels, wood rimmed steering wheel. A UK car, 141 KEW, good value £9,995

1974 ALFA ROMEO 2.0 LITRE GTV COUPE. Red with Black trim. 69,000 miles, prepared for historic rally/race, full cage, competition seats, adjustable suspension, sports exhaust, up-rated anti roll bar, full harness, alloy wheels etc. A superbly prepared car in exceptional condition £7,995

1968 TRIUMPH 2000 MK1. White with Black trim. Being prepared for historic rallying using the best of components in a superb shell. LSD, works type dash, adjustable suspension etc. Heaps of spares ..... £5,000 as is, or £15,000 finished.

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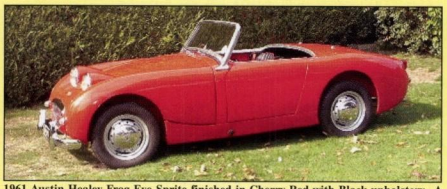
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1998 MG F finished in British Racing Green with Black interior. This is a one owner car with full service history. A very nice car and superb value at .....£5,995.



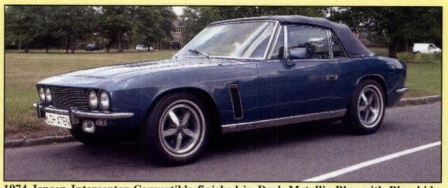
1961 Austin Healey Frog Eye Sprite finished in Cherry Red with Black upholstery. A nice original UK supplied car which has been sympathetically refurbished (not overdone) and drives extremely well £7,995



1998 Alfa Romeo Spider finished in Black with Black hide interior. Fitted with 16" alloys, air conditioning, airbags, CD player, 5 speed Manual and immobiliser . .£7,995



1959 MG A Roadster finished in Iris Blue with Black hide interior. Delivered new to South Africa in 1959 and because of this is in totally rust free condition. Fun to drive; an appreciating asset at only £12,950



1974 Jensen Interceptor Convertible finished in Dark Metallic Blue with Blue hide. 52,500 miles, Automatic, electric powered hood, alloy wheels, comfortable 4 seat open top motoring. £19,950



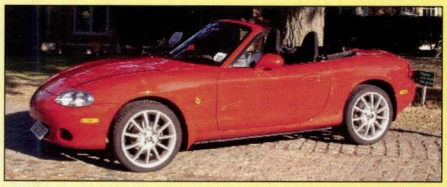
1983 Ferrari 400i finished in Grand Prix White with Blue hide interior. Probably the best on offer having covered only 50,000 miles from new in the hands of two careful owners and having a complete service record. Pristine throughout £14,995



1970 MGB V8 Roadster finished in Carnival Red with Magnolia leather interior. Fitted with electric windows, 5 speed gearbox, Wilton carpets, Burr Walnut cappings, chrome wire wheels. Last owner 21 years. £12,950



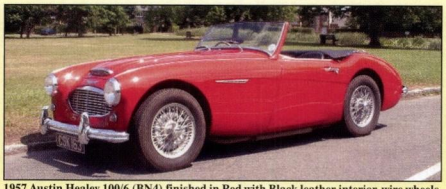
1968 Bentley T finished in British Racing Green with Red hide interior. 91,000 miles from new with comprehensive service history. Fitted with air conditioning and has had 4 owners. Recent £6,000 service. Excellent value at only £8,995



2001 Y Mazda MX5 1.6 finished in Red with Black interior. One owner and fitted with alloy wheels, sports suspension, electric windows and CD player. £9,995



1973 MGB Roadster finished in White with Black interior, recent restoration, Minilite wheels, o/d, tremendous value £7,750



1957 Austin Healey 100/6 (BN4) finished in Red with Black leather interior, wire wheels, Black wood and tonneau cover, boot mounted luggage rack, wood rimmed steering wheel. A very original classic car with 2+2 advantages. £16,950



1988 Lotus Esprit Turbo finished in Silver with Blue leather interior. Fitted with air conditioning and glass roof. 56,000 miles and service history. £12,950



1964 FIA MGB Racer. Professionally prepared, 2003 Class Winner of Thoroughbred Championship. Specification too extensive to print here - please enquire for details. £18,950



1979 Aston Martin V8 Volante finished in Madagascar Brown with full Beige hide interior and Beige hood. This is an extremely nice example with low mileage and a detailed service history. Currently offered for sale on behalf of the present owner who is purchasing a newer car £27,950



1974 Ferrari 365 GT 2+2 finished in Midnight Blue with Blue hide interior and fitted with the very desirable 5 speed Manual gearbox and Cromodora 5 spoke alloy wheels. Plenty of service history from Bob Houghton and MOT certificates dating back to the 80s. £13,950



1989 Mercedes 500SL finished in Astral Silver with Black leather interior. Fitted with air conditioning, heated seats, stereo system, 8 hole alloy wheels. Total Mercedes service history. Very nice condition. (similar to photo) £13,995



1989 BMW Z1 finished in Henna Red with Black leather interior. 5 speed Manual gearbox, electric windows and doors, power steering, alloys, stereo, alarm. 44,000 miles with service history. £14,995

Picture not yet available

2000 (W) Porsche 996 Carrera 2 Cabriolet finished in silver with black hide interior, fitted with hard top and electric soft top. 6 speed manual, 18" alloys. All usual refinements. Full Porsche service history. 32,000 miles. £42,500

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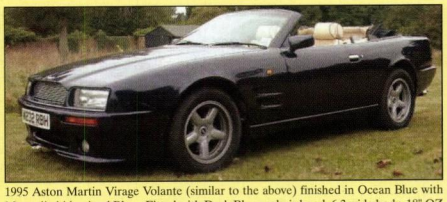
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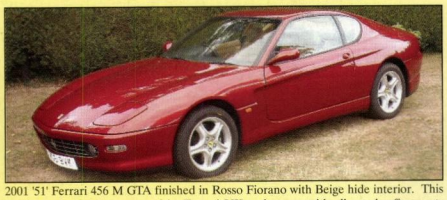
1995 Aston Martin Virage Volante (similar to the above) finished in Ocean Blue with Magnolia hide piped Blue. Fitted with Dark Blue mohair hood, 6.3 wide body, 18" OZ alloys. A one owner car with 42,000 miles from new. Excellent order throughout. £49,950



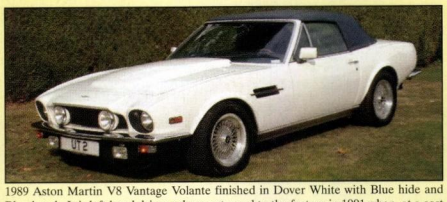
1979 Aston Martin V8 Oscar India finished in Storm Red with Magnolia hide piped Red. Fitted with Automatic transmission, power steering, air conditioning, electric windows, alloys, stereo and alarm. Good service history, 95,000 miles. (similar to photo) £24,950



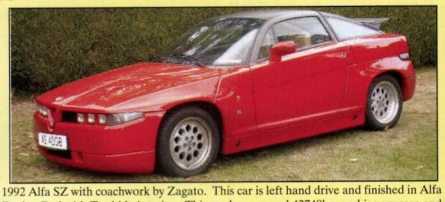
1979 Aston Martin Volante/Vantage finished in Rolls-Royce Royal Blue with Magnolia hide interior piped Blue and dark Blue mohair hood. Fitted with X Pack specification engine, Manual gearbox, 16" Ronal wheels, sports exhaust. Full history with low mileage at Aston Martin main agents. Superb throughout. £44,950



2001 '51' Ferrari 456 M GTA finished in Rosso Fiorano with Beige hide interior. This car has only ever been owned by Ferrari UK and comes with all usual refinements including 17" 5 spoke alloy wheels, air conditioning, high quality hi-fi system with CD, automatic transmission, power assisted steering. The car has covered only 16,000 miles from new and has been maintained by the Ferrari factory. £79,500



1989 Aston Martin V8 Vantage Volante finished in Dover White with Blue hide and Blue hood. It is left hand drive and was returned to the factory in 1991 when, at a cost of £60,000, this car was converted to POW spec and had a full 6.3 conversion carried out. £79,950



1992 Alfa SZ with coachwork by Zagato. This car is left hand drive and finished in Alfa Racing Red with Tan hide interior. This car has covered 42740km and is very rare and collectable. £23,950



1957 Aston Martin DB 2/4 Mk III finished in two tone British Racing Green and Silver. Owned by a valued customer for many years with service history with ourselves and Four Ashes Garage. Very nice 50s sports car at £32,950



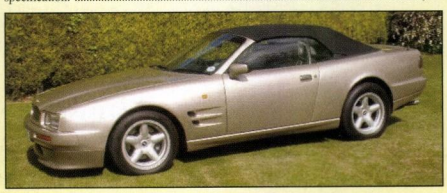
1955 Aston Martin DB 2/4 Race Car finished in Ferrari Racing Red with in excess of 14 years continuous racing history. Very competitive with numerous Class wins. Fresh 2.6 engine with DB3S cams, Cosworth pistons, new crankshaft, Cunningham rods, DB3S valves - all of this producing 170bhp at the wheels. Please telephone for further specification. £42,500



1971 Jaguar E-Type 2+2 finished in Wedgewood Blue with Dark Blue hide interior. Fitted with Manual transmission and chrome disc wheels. In excellent condition throughout and has been stored for the last seven years. (similar to photo).....£15,950



1967 Ferrari 330GTC finished in red with Black hide interior and Black carpets. This is an exceptional example of this rare and sought after model and it comes with considerable service history. Outstanding condition. Needs to be seen. £59,950



1993 Aston Martin Virage Volante finished in Conniston Sand with Black hide interior piped Cream. A very nice example with service history and fitted with 5 spoke alloys, wing vents and AUTOMATIC transmission.....£36,950



1965 TVR Griffith 400. Barnet Motor Company demonstrator run by Gerry Marshall and later sold to stunt man - Colin Skeaping. The car was returned to the TVR Factory after an accident, who then rebuilt the car to the later 400 specification. Accepted by the FIA as a 1965 built car and comes with full FIA papers £36,950



1964 Aston Martin DB5 finished in Dark Metallic Blue with Magnolia hide. This car is in beautiful condition and was in the same ownership for the last 15 years. It is fitted with a 5 speed gearbox, electric windows, chrome wire wheels and represents very good value at £69,950



1998 R Jaguar XKR Supercharged finished in Phoenix Red with Magnolia leather interior and Beige carpets. Two owners, 34,000 miles only and full Jaguar service history. £25,950



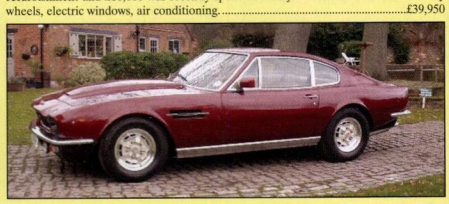
1972 Ferrari 365 GTC4 finished in Blue Sera with new full Black hide interior. This is a beautiful example which has covered only 73,000 miles from new. The car has a total service history from day one. It has recently had the benefit of coachwork refurbishment and £16,000 was recently spent on a major overhaul. Fitted with alloy wheels, electric windows, air conditioning. £39,950



1965 Aston Martin DB6 finished in original Fiesta Red with Black hide interior. A beautiful example with fully rebuilt engine with unleaded head. Chrome wire wheels, 5 speed ZF box, a really excellent early example. £44,950



1998 Ferrari 355 Spider. This car is finished in Giallio Fly with Black interior and Black mohair hood. 5,000 miles only, F1 gearbox (paddles), two owners and full service history. Perfect condition. £62,500



1980 Aston Martin V8 Oscar India finished in Burgundy with Beige hide interior. Automatic transmission, air conditioning, alloys and full service history.....£24,950

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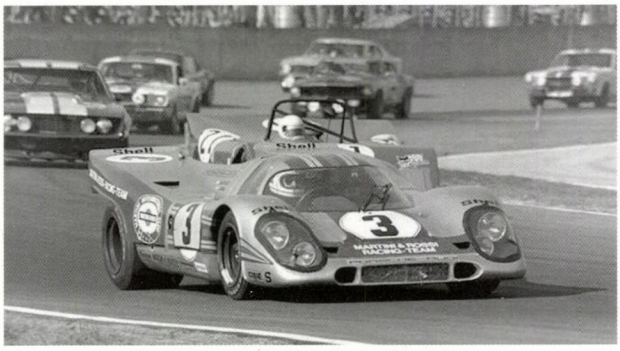
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AT OUR END OF YEAR AUCTION ON 29TH NOVEMBER 2003 AT THE IMPERIAL WAR MUSEUM DUXFORD, THESE WERE JUST SOME OF THE EXCEPTIONAL PRICES WE ACHIEVED:

1954 Connaught ALSR ex-Stirling Moss, Les Leston, Archie Scott-Brown £101,000
1926 Unrestored Bentley 3 litre Short Standard Tourer by Vanden Plas £52,000
1960 Sunbeam Rapier Mk III ex-Works, Peter Harper, Ricardo Rodriguez £14,800
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The ex-Elford/Larousse, 1971 Sebring 12Hr Winner
1969 Porsche 917K
Chassis No. 917.020
Estimate: €1,500,000-1,800,000



The ex-Pierre Vogt and Last Production
1935 Bugatti Type 55 Super Sport
Chassis No. 55238
Estimate: €1,600,000-2,200,000



1939 Bentley 4 1/4 Litre Overdrive Drophead Coupé
Coachwork by Van Vooren
Estimate: €200,000-250,000



1950 Abarth 205A 'Fischer Green Star'
Estimate: €90,000-120,000

Other highlights include:

1942 Alfa Romeo 6C 2500 Sport	Estimate: €195,000-245,000
1967 Aston Martin DB6 Volante (lhd)	Estimate: €150,000-180,000
1911 Bugatti Type 13 Two Seater	Estimate: €170,000-190,000
1929 Bugatti Type 51	Estimate: €450,000-550,000
1983 Porsche 911SC/RS (954) GP.B	Estimate: €135,000-155,000

EXCEPTIONAL MOTOR CARS AT RÉTROMOBILE

Auction
Paris, 14 February 2004

Forthcoming Sales
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