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– FIND OUT ON PAGE 28

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editorial



IT WASN'T A BAD RACE THIS YEAR'S Monaco bash – even though I can't recall a single for-position overtaking manoeuvre. What was distinctly impressive was how the top seven finishers were pretty much mistake-free. The fantastic on-board footage emphasised just how boggling the world's most famous circuit is, how its barriers beckon you at every turn. You must be inch perfect – and Montoya, Raikkonen, Schumacher M, Alonso, Trulli, Coulthard and Barrichello were. Incredible.

There can be no doubt that the current breed of F1 driver exists in a very different atmosphere from that of his forebears. Cocooned by the team, his focus is unbroken and unimpeachable. He can't want to win GPs any more than the 1976 James Hunt did, but there is no denying that he (in fact, all of today's F1 grid) would beat 'Master James' hands down at a staring contest.

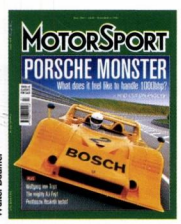
There can be no doubt, too, that today's cars are easier to drive than their predecessors. Automatic gearchanges, both hands on the wheel all the time, just two pedals: stop and go. Extracting the maximum out of them is still the domain of a handful of supermen – but their baseline is indupitably higher, the working environment they provide improved beyond all recognition.

And then there's downforce. In other people's million-pound racing cars I've tended to skirt around this. But now, for sure, this month I have felt the effect of this unseen force – pressing the car into the track, loading-up its steering, knotting my neck muscles. I was very grateful for it at the time, but that doesn't make it a good thing. Driver of average talent feeling (relatively) comfortable in 1000bhp car (page 28). That's not right, is it?

Formula One's powerbrokers are currently discussing new technical regs, which include a standardised rear wing of 'Monza downforce and Interlagos drag'. Bearing in mind that wings will never be summarily removed, this suggestion seems immensely sensible. Which is why, I suppose, it is likely to be thrown out.

Come on guys, Monaco wasn't bad, but it wasn't a patch on the race there 70 years ago, when Nuvolari and Varzi, in Alfa and Bugatti, passed and repassed for 100 laps, before Achille got the nod when Tazio's car caught fire on the last lap. No downforce, no semi-autos, no carbon brakes – just skill and excitement. It's time to ask more questions of today's talent.

SPEAKING OF QUESTIONS, THE OPPORTUNITY REMAINS FOR you to put your teasers to Sir Stirling Moss, Mario Andretti, Dan Gurney and Derek Bell. You've sent us some already, but we need more before we can turn up on their doorsteps. You can put *me* in the 'hot seat', too, if you log-on to www.itv-f1.com/goodwood, or e-mail your Goodwood queries to goodwood@itv-f1.com.



Walter Bäumer

Ed in Willi Kauhsen's Porsche 917/10 at the Bosch testing facility in Boxberg

Vol LXXIX No 7 JULY 2003

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SEVENTY-NINTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



Power play *There's 1000bhp pressing into the small of your back, an empty banked track ahead of you and the owner is watching… Well, you don't want to let anybody down, do you? Page 28*



Tough guy *Three meetings in a weekend? That was normal service for A J Foyt. Page 36*

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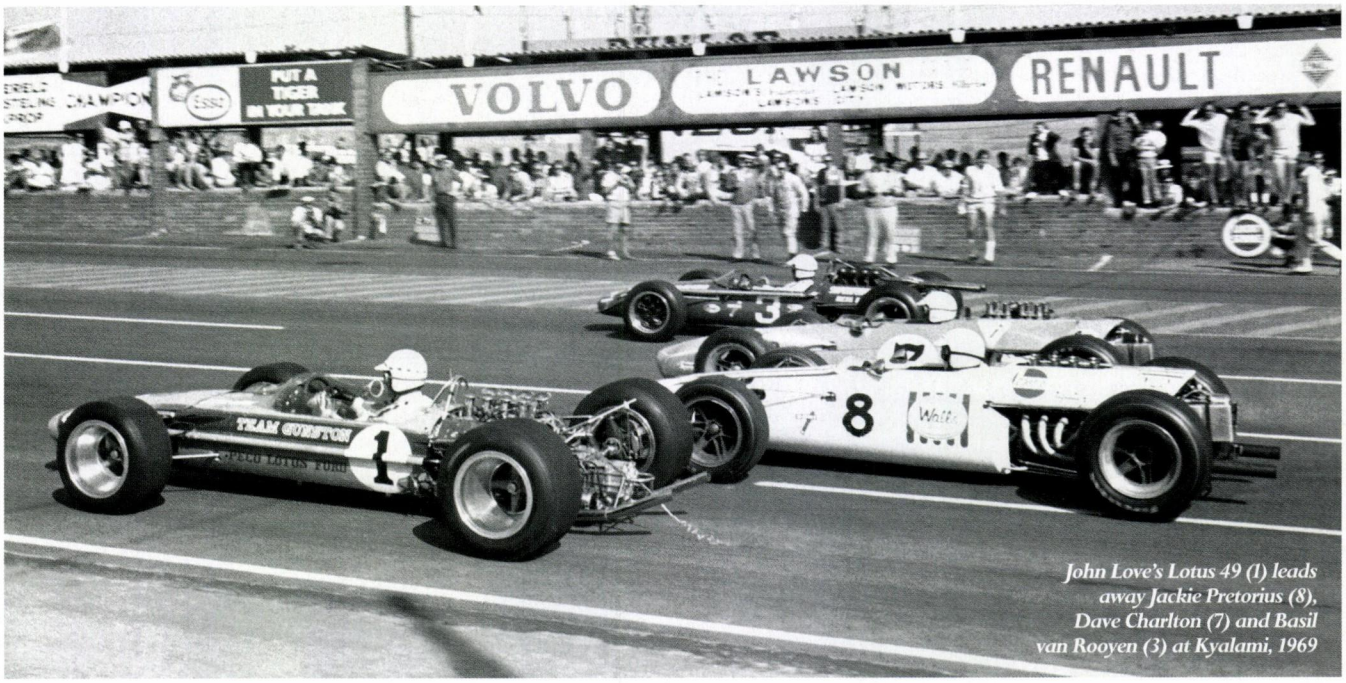
No limits *The BRDC needed a crowd-puller, and so it threw away all the rules. Page 54*



Naked ambition *How bare-faced cheek helped – and hindered – Rupert Keegan in F1. Page 68*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



all: LAT

John Love's Lotus 49 (1) leads away Jackie Pretorius (8), Dave Charlton (7) and Basil van Rooyen (3) at Kyalami, 1969

FORCE REVIVES SOUTH AFRICAN WINTER FORMULA ONE SERIES

CLASSIC GRAND PRIX CARS ARE TO return to South Africa this winter following the confirmation of a two-event 'Springbok Series' to be run by the FORCE organisation.

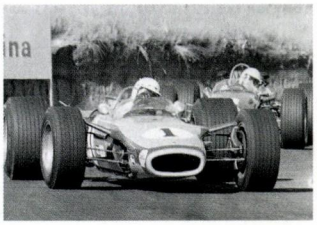
The brace of races are to be held on consecutive weekends at the new Gosforth Park circuit – soon to be renamed WesBank Raceway – and at Kyalami, starting on November 16.

This will bring back the spectacle of 3-litre grand prix racing machinery to a country which staged a domestic F1 series from 1962 to '75 that made stars of drivers such as John Love and Dave Charlton.

Series organiser David McLaughlin said: "Gosforth Park is built around an existing horse track, so it already has an infrastructure of an extremely high standard. We expect a good grid."

The series is open to pre-ground effect F1 cars, while entries will also be accepted from F5000 and 1600cc F2 cars from the 1967-71 period.

Sadly, no F1 cars are expected to appear in the colours made famous in the South African series, as most have been put back to their original world championship liveries.



Love scored six South African F1 titles

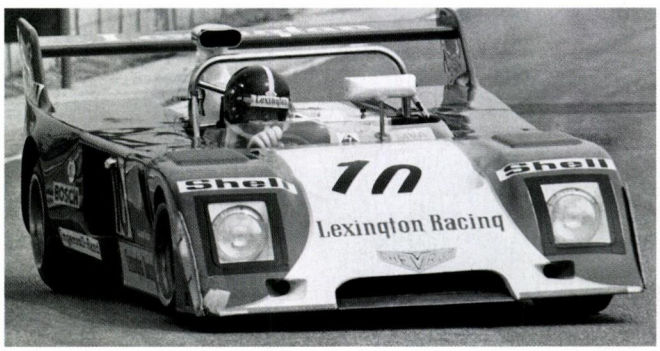
EURO 2-LITRE STAR LEPP RETURNS WITH CHEVRON

EX-FACTORY CHEVRON AND MARCH sportscar driver John Lepp ended a 17-year break from racing by competing in the International Supersports Cup rounds at Silverstone in May.

The Briton, now 65, drove John Burton's 2-litre Chevron B26 to third place in the second of the races.

Burton and Lepp, who was British sportscar champion in 1969 and '76, were formerly team-mates in the Red Rose Chevron squad of '71.

"I thought it'd be interesting to see how it felt to race again," said Lepp, who now lives in the Canary Islands.

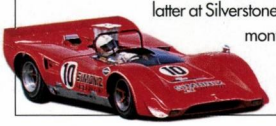


Altrincham-based jeweller John Lepp was a Chevron stalwart during the '70s

DOUBLE QUOTA FOR LOLA T163

AMERICAN DON BELL IS TO INTRODUCE A second Lola T163 Can-Am car to the International Supersports Cup this year.

Dodkins Motorsport is preparing the second car, chassis 15, to join Bell's ex-Chuck Parsons chassis 16 (below) on the trail of the pan-European series. With Bell away, Richard Dodkins raced the latter at Silverstone last month.



F1 KAUHSEN SET FOR RETURN IN TGP RACE

WILLI KAUHSEN HAS BOUGHT BACK ONE OF HIS FORMULA One chassis and plans to return it to the track at this year's Thoroughbred Grand Prix finale at Estoril in October. The car is being rebuilt by Mecauto in Belgium.

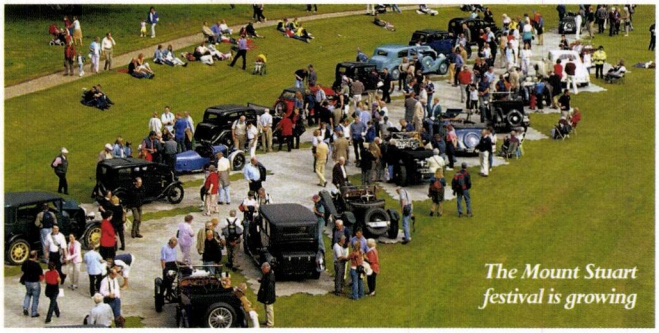
Designed by Klaus Kapitza, chassis number one (of five) was one of the most striking shapes in F1 when it was first tested at Paul Ricard at the end of 1978. However, the 'signature' positioning of its rear wing almost ahead of the rear wheels proved to be the car's downfall. It generated insufficient downforce and never raced in this format (in fact, 001 never raced). The subsequent and equally unsuccessful Kauhsens had their wings affixed further back.

The Kauhsens routinely failed to qualify. The marque's only F1 start came in the 1979 Aurora round at Zolder. It lined up eighth in the hands of Gianfranco Brancatelli, but posted the first retirement on only the second lap.

By midseason Kauhsen had sold his cars to Arturo Merzario, who reworked them into his eponymous A4.



Patrick Neve poses with unusually-winged Kauhsen 001



The Mount Stuart festival is growing

MOTOR SPORT BACKS MOUNT STUART

MOTOR SPORT IS SUPPORTING THE 2003 Mount Stuart Motorsport Classic, the two-day automotive festival staged at the ancestral home of the Marquis of Bute in Scotland.

The magazine is to back the Mount Stuart Rallysprint Classic on Sunday, September 21 during the festival conceived by former grand prix driver and Le Mans 24 Hours winner Johnny Dumfries; the present Marquis is now simply known as Johnny Bute.

The event comprises a mixture of modern motorsport activities and historic displays in the magnificent setting of Mt Stuart. Stars of past and present motorsport are due to attend.

Our sister magazine, *Classic & Sports Car* will be supporting Saturday's Concours d'Elegance.

obituary

Alejandro De Tomaso

THE FOUNDER OF THE DE TOMASO MARQUE died recently in Italy, aged 75, having suffered ill health for the last 10 years.

Although Argentinian by birth, De Tomaso spent much of his life in Italy, where he raced after the war before setting up his Modena-based company.

The firm made Formula Juniors and even grand prix cars, although the latter, which appeared from 1961-65, were poor. A fresh push in F2 in '69 spawned a partnership with Frank Williams that took De Tomaso back to F1 in '70. But the project dissipated soon after Piers Courage's fatal accident.

De Tomaso's legacy in road cars is stronger: the 1962 Vallelunga was the first-ever production mid-engined road car, the Mangusta was an icon of the 1960s and the Pantera lasted 20 years.

AMOC TO RUN ASTON LE MANS CELEBRATION



Eight DB3S models will join Aston's 75th anniversary of Le Mans competition

THE 75TH ANNIVERSARY OF ASTON Martin's first Le Mans 24 Hours is to be commemorated by a race at Silverstone's St John Horsfall meeting.

The all-Aston grid on June 28 will be headed by the 1959 Le Mans-winning DBR1. This will be backed up by eight examples of the DB3S model, which scored second places in '55-56 and '58. A number of the factory DB2 cars from '51 are also on the entry list.

The marque first entered the classic French event in 1928 with LM1 and LM2, both of which retired.

news in brief

THE HSCC'S SUPERPRIX AT Brands Hatch on July 5-6 will see this season's first use of the track's Grand Prix layout. The highlight of the 14-race meeting should be the Can-Am cars of the Orwell Supersports Cup.

* * *

OUR CONGRATULATIONS TO Bob Morton of Lockerbie, winner of our recent Italian Grand Prix competition. He will attend this year's race at Monza courtesy of Airtrack.

* * *

SIR FRANK WILLIAMS WILL HEAD the guest list at the launch of Adam Cooper's book *Piers Courage: Last of the Gentleman Racers* at Goodwood on Saturday, July 12. Other attendees will include Roy Pike, Charles Lucas and Jonathan Williams. There will also be a signing session on the MOTOR SPORT stand.

* * *

SIR JACKIE STEWART WAS re-elected as president of the BRDC during the club's AGM in May, while Ray Bellm and Michael Ostroumoff were elected to the board of directors for the first time.

* * *

A CLASS OF 15 FERRARI AND Maserati race cars will be a highlight of the Festival of Hillclimbing at Shelsley Walsh on August 15-17. Alongside a round of the British championship, other classes will include Shelsley Specials, the History of Shelsley, World Rally Cars, TGP cars, up to eight ERAs and a snapshot of cars from 30 years ago.

* * *

ALLAN WINN HAS BEEN appointed director of the Brooklands Museum and took up his new post in May. Winn is well-known in aviation and motoring circles and is a committee member of the VSCC, owning a 1929 3-litre Bentley. He was formerly editor of *Flight International* magazine.



Racing debutant Johnston made waves in the TGP race

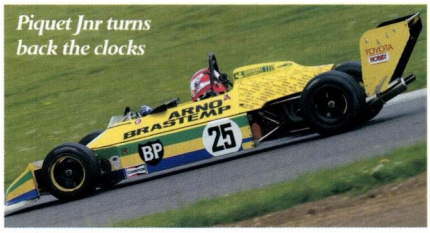
Erich Jauch

TV WINNER SHINES ON TGP DEBUT

MARK JOHNSTON, THE WINNER OF CHANNEL 5 television's *Be a Grand Prix Driver* competition, made a strong impression on his racing debut in the Throughbred Grand Prix series event at Monza.

Johnston finished the race in eighth place aboard the Tyrrell 012 owned by Tim Matthews, who organised the scheme in conjunction with *Exchange & Mart*. The Irishman started from the back of the grid after suffering mechanical dramas in qualifying, but scythed his way through the field in the ex-Martin Brundle car. "I'd been given a once-in-a-lifetime opportunity and I didn't want to waste it," said Johnston.

The 23-year old won his way to the drive from 2500 hopefuls. As part of the prize, Johnston will now be taken on board by Essentially Sport, the company that manages Jenson Button. He aims to mount a full junior single-seater campaign in 2004.



Piquet Jnr turns back the clocks

Jakob Ebrey

PIQUET JNR IN DAD'S F3

NELSON PIQUET'S SON GOT AN INSIGHT INTO HIS father's British Formula Three Championship-winning year of 1978 when he sampled the title-winning Ralt RT1 at Silverstone in May.

Nelson Angelo, himself a leading light in British F3 this year, was watched by his triple world champion dad during a few exploratory of the Grand Prix circuit in the Toyota-engined car during the BRDC's 75th Anniversary meeting. Nelson Snr could not get into the car, a legacy of his leg injuries.

Still in original livery, the car is regularly raced in Classic F3 events by owner Francis Gomm.

obituaries

Mike Keegan

THIS ONE-TIME OWNER OF HAWKE RACING CARS HAS DIED, AGED 78. A successful businessman, primarily in the aviation industry, he was also a motor racing enthusiast who backed his son Rupert's path through to Formula One.

Keegan Snr bought Formula Ford chassis manufacturer Hawke in 1974. Besides Rupert, the cars were also raced by Nigel Mansell, Derek Warwick and Derek Daly, while a young Adrian Reynard was the firm's engineer – even designing a stillborn Hawke F1 car.

Paul Vincent

THE BOSS OF HISTORIC PREPARATION COMPANY MCDONALD RACING lost his battle against cancer at the end of May.

He started with Brabham and later worked as a race engineer at McLaren, Fittipaldi and Wolf. He then turned his skills to rebuilding classic cars, most notably the Eagle that was raced recently by Ben Liebert.

EVENTS OF NOTE

JUNE

27-29 A1-RING (A)
FIA Cup for TGP Cars tops the bill.
Tel: 00 43 3577 7530

28 SILVERSTONE (GB)
Aston Martin Owners' Club St John Horsfall meeting includes a Formula Junior race. Tel: 01865 400400

JULY

4-6 CHIMAY (B)
Gaggle of Top Hat historic races grace annual classic event at the famous Belgian track. Tel: 01926 885835

5/6 BRANDS HATCH (GB)
HSCC Superprix is a cracking annual event on the Brands Grand Prix circuit, headlined by a brace of races for the spectacular International Supersports Cup.
Tel: 01327 858400

5/6 BERWICKSHIRE (GB)
Jim Clark Memorial Rally includes a round of Armajaro MSA British Historic Rally Championship.
Tel: 01594 810821

6 SHELSLEY WALSH (GB)
Annual VSCC event at Shelsley promises a bumper turn-out, including lots of Shelsley specials. The question is: could it be the last? Not to be missed.
Tel: 01608 644777

11-13 GOODWOOD (GB)
World's best historic racing event. This three-day extravaganza is expected to attract a huge crowd.
See page 17 for a full preview.

11-13 DIJON (F)
Dijon's Historic Grand Prix meeting has a fine line-up of races, including HGPCA, FORCE and Group 4 events.
Tel: 00 33 3 8035 3222

12/13 OULTON PARK (GB)
A round of the popular BRDC Historic Sportscar Championship runs within the meeting for British Formula 3 and British GTs at the Cheshire circuit.
Tel: 01829 760301

20 MALLORY PARK (GB)
VSCC makes its yearly visit to Leicestershire, with the main trophy for pre-1955 grand prix cars in remembrance of local hero Bob Gerard.
Tel: 01608 644777

26/27 CLERMONT-FERRAND (F)
Clermont-Ferrand's inaugural Festival Historique will be highlighted by a FORCE Classic Grand Prix race for Sixties and Seventies Formula One cars, including a bumper line-up of V12 machinery.
Tel: 00 33 4 7398 1689

27 SNETTERTON (GB)
A round of the AMOC Historic Formula Junior Championship lies within the meeting in Norfolk which also boasts the usual range of Aston Martin races.
Tel: 01865 400400.

31/AUG 1 ISLE OF MAN (GB)
Manx Historic Rally includes round six of Armajaro MSA British Historic Rally Championship.
Tel: 01594 810821.

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August 15, 2003

Consignments are now invited

Entries are now invited for this year's internationally renowned auction of Collectors' Motor Cars at Quail Lodge Resort and Golf Club. Now in its sixth year this annual West Coast sale has become synonymous with fine cars and record prices, and this year's sale will be further complimented by a selection of outstanding collectors' automobilia, timepieces and jewelry.

Pictured: The ex-Don Ricardo 1957 Mercedes-Benz 300SL 'Gullwing'. Sold at Quail Lodge 2002 for $244,500

Inquiries to:
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Andrew Reilly (415) 503 3285, andrew.reilly@bonhams.com
Malcolm Barber (415) 861 7500, malcolm.barber@bonhams.com

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COPPA INTEREUROPA: MONZA

DAYTON'S COPPA-BOTTOMED SUCCESS HALTS KUMSCHICK RUN



Richard Eyre's FW08 (2) and the Lotus 81 of Hubertus Bahlsen dispute fourth place

both: Eric Jauch

AMERICAN DUNCAN DAYTON TOOK the big prize during Monza's major historic event at the end of May. Racing his Williams FW07C, Dayton won a cracking TGP contest to bring a halt to Fredy Kumschick's winning sequence in his FW07C.

Dayton led from the start, but over the second half of the race he was forced to keep pushing hard as both Kumschick and Christian Gläsel's Brabham BT49 closed to within a couple of seconds. A good break in late-race traffic aided Dayton's route to victory.

The Historic F2 race for the Jim Clark Trophy was a two-parter and the Ralt RT1s of Tony Thompson and Philip Harper each won one section, while Bob Juggins topped out the 1600cc cars in his Lola T240.

Swede Bo Warmenius had a good weekend, pipping fellow Lotus Elan racer Sean Walker in the FIA Historic GT race and winning the Historic Touring Car event as well in his Ford Lotus Cortina. **PL**



Steve Hartley rotates his Arrows A6

VSCC: CADWELL PARK

WHITE SEES THE LIGHT BEFORE BLACK CLOUDS SPREAD GLOOM



Clive Press inverts his Peugeot; he broke his wrist

both: Jim Houlgreve

TORRENTIAL RAIN RUINED THE SHUTTLEWORTH AND Nuffield Trophy at the VSCC's Cadwell Park meet in early June. With the track flooded, the race was halted after four laps and was not restarted. John Ure had been leading in ERA R9B at the time.

Before the rain arrived, Brian White took his Frazer Nash TT Replica to victory in the FN/GN race and the Melville and Geoghegan Trophies race.

The John Holland Trophy fell to Tom Walker's GN Special, but the Morgan Aero of Stuart Harper was right behind him at the flag. More comfortable was Tom Dark's Spero and Voiturette win in his MG Q Type. **PL**



Tom Walker heads for John Holland Trophy win

GRAND PRIX HISTORIQUE: PAU

LOLA BEATS CHEVRON IN FRENCH STREET RACE FESTIVAL

THE ANNUAL HISTORIC EVENT AROUND the streets of Pau produced some fine racing from magnificent fields, none more so than in the European Sports Prototype Trophy encounter. Carlos Barbot had his hands full threading his Lola T70 through the barrier-lined streets of the French town – but he also had to fend off a race-long challenge from the Chevron B16 of veteran John Sheldon.

In fact, Chevrons claimed four of the top six places, with brothers Michael (B6) and Andrew Schryver (B8) taking fourth and sixth. But at the head of the race, Barbot countered every move that Sheldon tried and took the flag less than a second to the good after 15 hard-fought laps.

The Formula Junior entry was split at 1960 and it was Michael Schryver who won the race for the later cars, even though his Lotus 22 was involved in a race-stopping tangle with a backmarker. Denis Welch (Merlyn Mk5) and Martin Walford (Lotus 22) were some way adrift of Schryver when the race was halted.

Back racing after a lengthy break, rapid Scotsman John Fyda guided his Mallock U2 to victory in the race for pre-1960 Formula Juniors, comfortably outpacing the rare Caravelle of James Hicks.

The considerable talent of Mike Littlewood was on display as his Wolf WR1 took a FORCE F1/F2 double. With Peter Williams (March 761) posting an early retirement, Nico Bindels (Lotus 77) led the chase of Littlewood, but the versatile Englishman was able to build a handy lead in both races. Sid Hoole topped the F2 cars in his Brabham BT36.

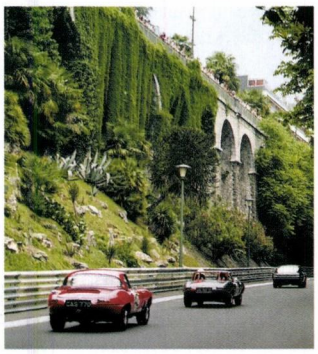
Alan Minshaw has seldom worked harder for victory than he did in the 1950s Sports Car race. His Maserati T61 'Birdcage' had a great battle with the Lotus 15 of David Heynes and the Lotus 17 of Jac Nellemann. A late error from Nellemann allowed Minshaw through to a memorable win.

A classic F3 race was a mainly French affair, except for Rob Moores – who won in a Chevon B38. **PL**



Carlos Barbot's Lola T70 held off the Chevrons to win the Sports Prototype race

both: Linzi Smart



Pau provides sensational backdrop

reports in brief

ERNIE GRAHAM EMERGED TO TAKE a popular debut win in the fourth round of the Armajaro MSA British Historic Rally Championship. Graham guided his Escort RS1600 through the dusty mid-Wales stages to win the post-historic division, while Steve Perez (Porsche 911) beat Paul Kynaston's Sunbeam Tiger by just 1sec for historic glory.

* * *

ARGENTINIANS SIELECKI AND HERVAS won the Mille Miglia Retro in late May in their Bugatti T23 Brescia, having finished second a year earlier. The Italian Vesco brothers took the runner-up slot in their 1934 Fiat 508S, with another home crew third in the form of Aghem/Conti (Alfa Romeo 6C).

* * *

THE FORMULA JUNIOR MALLOCK U2 of Fyrth Crosse claimed FTD at VSCC Wiscombe Park in May. The nimble, front-engined machine set a pace that was just out of reach of the fastest pre-war car, which was Bruce Spollon's ERA R8C.

HERITAGE GTS: SILVERSTONE & THRUXTON

EX-CHAMP ROUSE IS STILL THE TIN-TOP MAESTRO



Jakob Ebrey

Chevy chased: unbeaten Andy Rouse/Pete Hall Camaro

FORMER BTCC CHAMPION ANDY ROUSE AND PETE HALL dominated the opening three races of the Heritage GT Challenge. Sharing Hall's Chevrolet Camaro, the pair took sprint race wins at Thruxton and Silverstone, as well as victory in a 65-minute enduro at Silverstone.

Big grids and good racing have made the races popular additions to BTCC events, and at Silverstone former F1 racers Jackie Oliver and Tiff Needell were on the grid in Aston Martin DB4s.

Sharing the car of Tom Alexander, Needell starred by chasing Rouse to the flag in the sprint race. Meanwhile, Oliver has run strongly in the DB4 of Martin Angle and claimed third at Thruxton. **PL**

BRDC: SILVERSTONE

FARMER'S UNION WITH MARCH REAPS REWARDS

MARKING ITS 75TH ANNIVERSARY, THE BRDC added a series of quality historic races to a contemporary Formula Three/British GT meeting on the Grand Prix circuit. A rare visit from the Orwell International Supersports was the star attraction and it was BRDC member Geoff Farmer who won both races.

Aboard the Dodkins Motorsport March 717, Farmer maintained his victorious Dijon form, despite being harried early in the first race by ex-F3 racer Steven Arnold's Chevron B19. Unfortunately, engine dramas on the last lap put Arnold on the sidelines for race two.

Farmer then had to fend off Wido Roessler (McLaren M6B) in the early stages of the second race. Star drives came from Peter Hoffman (McLaren M8F) who was up to third place after starting last, when a spin at Woodcote put him out, and John Lepp, who won his class in John Burton's Chevron B26 after a 17-year lay-off.

Gary Pearson took the Roy Baker Trophy Race for Group C cars, his Jaguar XJR-11 never headed in either race. Nick Adams chased hard in the Spice SE88 with which he claimed the 1989 C2 title, while Paul Whight and ex-TGP champion Bob Berridge claimed a brace of third places in the former's Aston AMR1.

A fine BRDC Historic Sportscar Championship race was won by John Harper's Cooper Monaco, despite starting dead last after a condenser problem in qualifying.

The Pre-War Sports Car encounter fell to Gareth Burnett and Martin Walford in their ex-George Abecassis Alta. **PL**



Geoff Farmer was dominant in the March 717. Below: Berridge took third in the Group C race

all: Jim Houlgrave



HSCC/VSCC: SILVERSTONE

WALKER SLIP-UP ALLOWS WHITE-WASH

GHASTLY WEATHER BLIGHTED THE JOINT HSCC/VSCC Historic Silverstone weekend in May, with drivers battling the elements more than each other.

A spin from leader Philip Walker (Lotus 16) handed the Hawthorn Memorial Trophy Race win to the energetically driven Cooper-Bristol of Kenneth White.

Walker suffered similarly in an absorbing Hawthorn International Trophy. He led the early stages in a Lotus 15, albeit pressured hard by John Harper's Cooper Monaco. With the gap narrowing, Walker missed a gear at Becketts allowing Harper to grab the lead. Undaunted, Walker fought back, only to spin at Abbey and allow Harper through to win. Ted Williams' Cooper Monaco took third.

John Ure's ERA R9B prevailed in the Hawthorn Spanish Trophy, but only by a whisker from Mark Gillies' Riley Treen.

A faultless drive by Julian Majzub netted the Boulogne Trophy in his Bentley Pacey-Hassan, with Jeff Stow's Bugatti T35 his nearest opposition.

Another notable win came from Edwin Jowsey in his Formula 5000 Lola T400 in the Derek Bell Trophy Race, which was run in awful weather conditions. **PL**



Kenneth White took the Hawthorn Memorial spoils after Philip Walker spun

HSCC: MALLORY PARK

DODD CHARGER

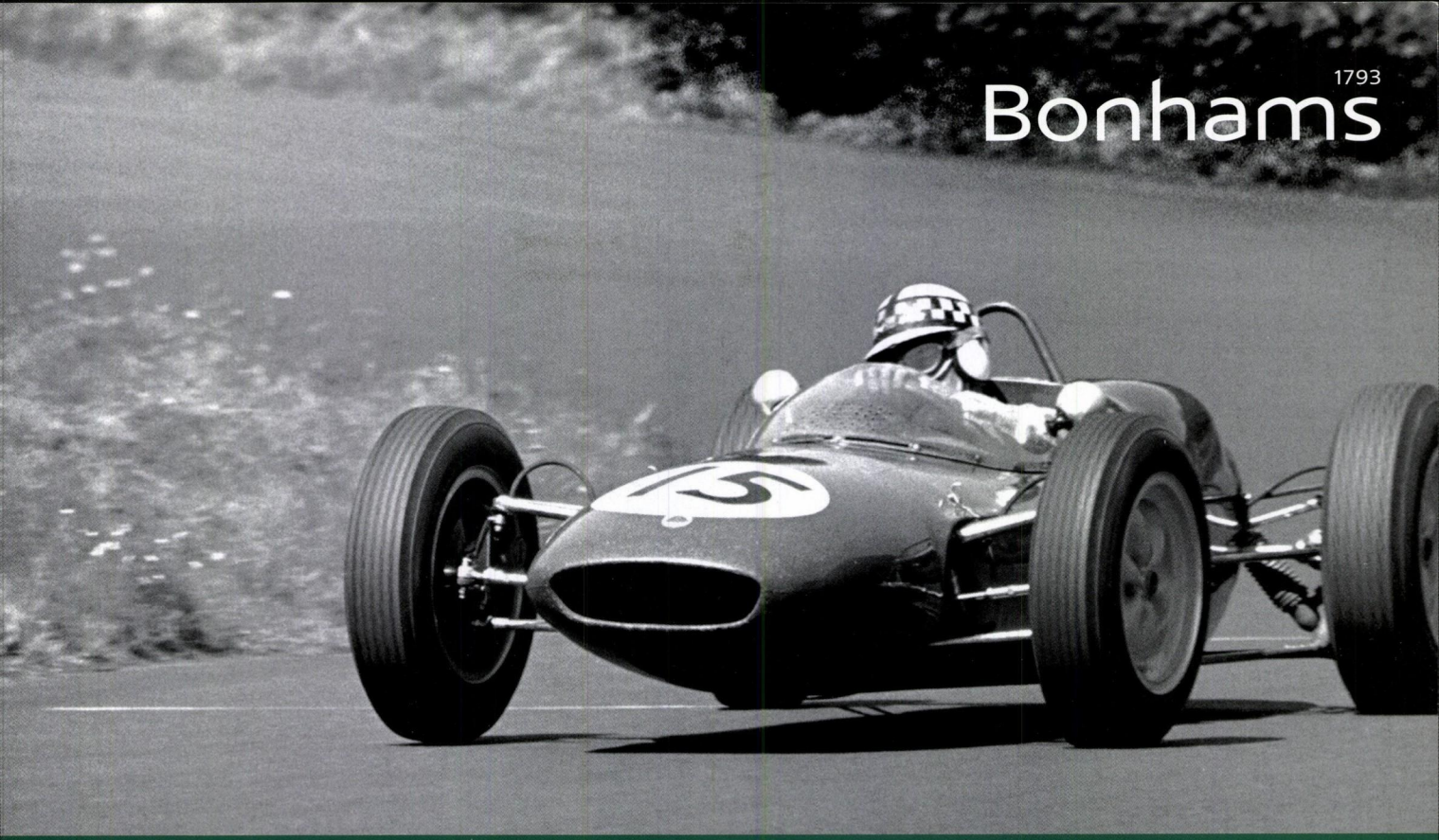
DESPITE A NASTY SHUNT IN THE JAGUAR XK race during the HSCC's Mallory Park meeting, Stephen Skipworth and Nicholas Wilkins thankfully emerged unharmed from seriously damaged cars. When the encounter was rerun, Graeme Dodd won comfortably.

The Derek Bell Trophy battle between the victorious Steve Worrad (Modus) and Neil Dunkel (Argo JM3) was a highlight. Neil Fowler's route to the Historic Formula Ford spoils was eased when Oliver Smith spun, while Charles Barter's Datsun 240Z took the '70s Road Sports win. **PL**



Smith's spin at Gerards aided Fowler

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Highlights of the inaugural event included the sale of the magnificent Holthusen Collection of important Lagondas, a barn-find 1956 Jaguar D-Type 'XKD 534', the ex-David Clarke 1951 Ferrari 212 Export Cabriolet and the ex-Donald Campbell 1954 AC Aceca.

Leading the entry list this year is a very special car with a provenance embracing three of Great Britain's most cherished drivers.

The Ex-works, Innes Ireland, Jim Clark, Stirling Moss 1961 Lotus-Climax Type 21 Formula 1/ Tasman racing single-seater.

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What's more it also won the non-championship 1961 Solitude GP outside Stuttgart, when Innes beat the works Porsches of Dan Gurney and Jo Bonnier on their home soil.

It was loaned to Stirling Moss for the 1961 Italian GP and then – into 1962 – fitted with a 2½-litre Climax FPF 4-cylinder engine, it was driven by none other than the future double-World Champion Jim Clark in the Tasman race at Sandown Park, Melbourne, Australia. Here we offer the best, the rarest, the prettiest of all 4-cylinder Formula 1 Lotuses.

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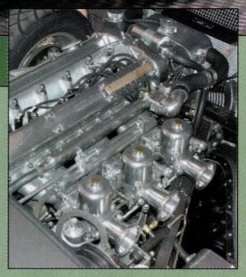
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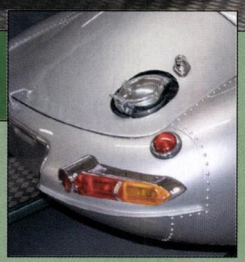




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The Editor reserves the right to edit all letters

TALL RATIO TALE

SIR,

In the May issue Bill Boddy has repeated the story told to some by Juan Fangio that he could not have beaten Moss at Aintree in 1955 because his car had a lower axle ratio than the W196 driven by Stirling.

This was not the case, as the records of the *Rennabteilung* show. All four cars at Aintree had the same 15:42 final-drive ratio. Fangio used the lowest revs, 8950, while Moss and Kling used 9150 and 9200 respectively. Winner Moss had the lowest fuel consumption at 32.5 litres/100 km, while Fangio consumed 33.0 and Kling 35.5.

The only occasion in 1955 when the cars did have different final-drive ratios was the Italian Grand Prix at Monza, where the two streamliners were geared slightly higher than the cars running with open-wheeled bodywork.

I AM, YOURS ETC,

KARL LUDVIGSEN, BURY ST EDMUNDS, SUFFOLK

* * * *

POLITE GESTURE

SIR,

Fangio definitely let Moss win! It was a wonderful gesture and appreciated by all who saw it. Three friends and I were in the stand on the last bend before the final straight. Sir Stirling came round the bend, hotly pursued by Fangio who was rapidly gaining. As they were rounding the bend Fangio was about to pass Moss on his outside when he lifted off quite deliberately to allow Moss to keep clear ahead. It was a lift of the throttle, or a dab on the brakes, and it was obvious to us all. We immediately understood what he had done and cheered both the drivers.

Whether it was team orders one will never know but it very much looked like an instant decision on Fangio's part, and his later reticence would seem to back that idea up. This episode would probably not have been seen by Sir Stirling in his mirrors.

It was an unforgettable moment.

I AM, YOURS ETC,

PHILIP PAGE, BLAKENEY, NORFOLK

* * * *

A DAY AT THE ORIFICE

SIR,

I refer to your Vanwall tales in the May issue. When I ran Dealer Team Vauxhall at Shepreth, Cambs, in the 1970s, we were privileged to have Frank Costin helping us with the design of the two V8 Berthas, Big and Baby Bertha, based on the Vauxhall Ventora and Firenza. Frank spent several weeks with us, and most lunchtimes we repaired to our local for, as Frank put it, "a jar and a bite to eat". His fund of stories was never-ending and I regret to this day that I did not record them at the time.

One such was about the Vanwall and the struggle to cool the beast. During one of the many test sessions Costin had to find a way to cool the brakes without compromising the aerodynamics and so increasing drag. He ended up cutting a 2.5in hole in the bodywork, which seemed to do the trick. When Vandervell discovered that a hole had been cut in the body of his beautiful car he asked why. Frank had to tell him that it seemed to keep the brakes cooler.

"So please tell me," asked Vandervell, "does the air go into the hole or does it come out?" Costin had to tell him that he didn't know: "I'm only interested in getting the air to circulate. Which it does, one way or t'other!"

Apparently, Tony Vandervell roared with laughter and decreed that from that day on the hole should be referred to as 'Vandervell's Orifice'!

I AM, YOURS ETC,

BILL BLYDENSTEIN, BUNTINGFORD, HERTS

* * * *

VANWALL AND THE LOTUS IX

SIR,

It was an interesting coincidence that you should feature the Lotus Mark IX in the same issue of your magazine as the Vanwall, because these cars have a firm historical link. As helper to Colin Chapman on the design side I remember that the Vanwall's rear suspension was just a scaled-up version of the Lotus, and your articles reminded me of an incident...

The same type of jig for the de Dion tube that we had used for the Lotus IX was used on the redesigned Vanwall. I did the drawing for this, and Colin asked me to come to the Vandervell works in Acton where the Vanwall was being built. Colin explained that the Vandervell people were very concerned that no limits had been shown for the overall length of the piece of channel section Rolled Steel Joist (RSJ) that I had specified. In fact, it would not have made the slightest difference if it had been three inches longer or shorter, but Colin thought we would have a bit of fun.

He waited until they asked the question again, and turned to me. "What do you think, Peter?" After some moments thought I replied, "Well, plus 10 minus zero, I would say", meaning that it would have to be cut to a tolerance of 10-thousandths of an inch. "That's fine" they replied, happy now to be able to carry on!

To elaborate on the difference between the production Lotus Mark IX frame and the works spaceframe, the one shown in your cutaway drawing is the frame that Frank Costin had told Colin was "too heavy" when they had first met. It had 1.875in diameter lower tubes which were far bigger than needed to take the load. Frank said he was only interested in "aircraft design principles".

The 'works' Mark IXs, which were known as P4s, had a completely different chassis frame designed by Mac McIntosh to full aircraft design principles, with tubes of only 1in diameter top and bottom, and one even had a detachable member across the top of the engine bay. Two of them were made, the first, with magnesium body, for the 1500cc car, and the second, with thin-gauge aluminium body, for the 1100cc car which ran at Le Mans. They were the forerunner of the frame of the Lotus XI which came out the following year.

I AM, YOURS ETC,

PETER ROSS, HISTORIC LOTUS REGISTER, FALMOUTH

* * * *

A YEAR OUT

SIR,

Your excellent series of photos 'Best Two Seats in the House' was marred by an unfortunate error on page 73. The caption describing the 1970 Watkins Glen race was accurate enough, but the photograph shows the '71 race.

The 1971 Watkins Glen race came immediately after the untimely death of Pedro Rodriguez, so the second Gulf car was run for Derek Bell and Richard Attwood, who finished third. The race provided the third success for Alfa Romeo that year, with a win by the Tipo 33-3 of Ronnie Peterson and Andrea de Adamich. You can note that the race numbers 1, 2, 3 were offset to the right, this so that the cars could be easily renumbered for the Can-Am race held on the circuit the following day as 91, 92 and 93 for three of the Gulf drivers.

Jo Siffert had his own special 917/10 spyder ready to run for the Can-Am race, and he notched up a creditable third place on the car's debut. In the Can-Am race Alfa Romeo again beat the Gulf Porsches, with de Adamich finishing seventh against Gijs van Lennep in ninth.

The Watkins Glen race of 1971 was the end of an incredible domination of the World Endurance Championship by two outstanding drivers in an outstanding car that won 12 races over the two years of Gulf's partnership with Porsche.

After Watkins Glen the endurance championship would no longer see the Porsche 917 and its arch-rival the Ferrari 512. Gone also were Rodriguez and Siffert.

An era had closed.

I AM, YOURS ETC,

ROBIN BRATCHELL, VIA E-MAIL



LAT

Geared up: Merc streamliners had taller final drive at Monza '55

LETTERS FROM READERS

PROOF NEGATIVE

SIR,

As usual, WB has given an interesting and detailed article in the June issue. His piece Wolverhampton Wanderers reminded me, as so often, of forgotten details, in this instance just how close K L Guinness came to making it a crushing 1-2-3 for Sunbeams, and just how fancied René Thomas was for the race; driving the V12 Delage, and with an Indy 500 win, Land Speed Record, etc under his belt, he must have been 'The Man'.

Sadly, however, one small criticism. WB has surely been let down by proof-reading. In his penultimate paragraph he says, "It was not until Jim Clark won in a Lotus at Reims in 1963 that a British driver again won a French Grand Prix".

What of Peter Collins in 1956, and Mike Hawthorn in '53 *and* '58? I am guessing that WB's original wording had "in a British car" inserted in there, Peter and Mike's successes being, of course, with Ferrari and Lancia-Ferrari mounts.

I have this month achieved a small ambition – I am in a photograph featured in MOTOR SPORT. I was in the tribune shown in the Peugeot refuelling fire from Le Mans 1991 (p44). I have a picture of the flames taken from exactly the reverse angle – so I must be in that seething throng somewhere!

I AM, YOURS ETC,

GUY LOVERIDGE, EMLEY, YORKSHIRE

[Yes, WB is innocent – the fault was ours. Ed]

* * * *

AUSTIN'S GRAND PRIX WIN

SIR,

Much as I enjoyed Bill Boddy's article about the racing history of Herbert Austin's Sevens, I was disappointed that he did not include in the competition history the only grand prix win by an Austin Seven, the Australian Grand Prix of 1928.

It was won by Arthur Waite and was a 100-mile road race, run in handicap form, at Phillip Island, not far from Melbourne.

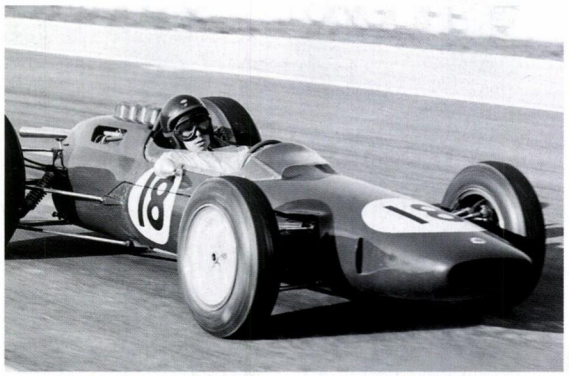
Captain Waite, an Australian who had served at Gallipoli before working for Austin, had returned to Australia in 1927 and, when the grand prix was announced, naturally chose an Austin Seven in which to compete. The car the factory sent him was a Sports model with a Cozette supercharger and a four-speed gearbox instead of his choice, his special Brooklands car, which had already been sold. The car won both its class and the race overall.

While the original car was apparently broken up, the 'eight-stud' special engine and gearbox have survived and are in a replica chassis and body.

The Australian GP trophy has a model of the Austin as its centrepiece. More details – of race and car – are in the book *The Official 50-race History of the Australian Grand Prix.*

I AM, YOURS ETC,

TONY CALDERSMITH, AUSTRALIA



Jim Clark's '63 Reims victory was first British 'double' for 40 years

LAT

LEA AT FRANCIS

SIR,

Chris Mason's letter regarding the 1929 Irish Grand Prix races asks about the person standing second from right in the picture (June, p14). It is in fact John (Jack) Lea, whom I had the pleasure of meeting several years ago and spent a very enjoyable day recalling some of his motoring experiences.

John Lea had a long and varied career in motorsport as mechanic, development engineer and occasional co-driver. He joined the experimental and service department at Lea-Francis in 1928, and I have a transcript of a talk he gave some years ago about his motor racing experiences in the 1930s in which he refers to the 1929 race, when he acted as riding mechanic to W H Green, finishing third.

When Lea-Francis went into receivership in 1931, John began working for the former chairman of Lea-Francis, Mr L T Delaney, who had bought the London Service Department of Delauney-Bellevilles and formed a new company with his son Tom and Kaye Don as fellow directors. One of the projects in which he was involved was George Eyston's AEC diesel-engined Chrysler-chassised record car.

On hearing that Humphrey Cook and Raymond Mays were forming ERA at Bourne, John joined them, and became involved in all aspects of preparation and development of the cars up to the E-type.

John left ERA in 1938 and spent the war working for Bristol Aeroplane Co. Then he joined Jaguar's competitions department where he was mechanic to the works team and co-driver in Leslie Johnson's XK120 in, I believe, the 1950 Mille Miglia, as well as playing a part in the development of the C-type.

After leaving Jaguar he moved to Gretton near Winchcombe in Gloucestershire, close to Prescott, where he ran the village garage with many privateer racing drivers bringing their cars to him to look after, including the lightweight XK120 and C-type of Bob Berry.

Sadly, John died a couple of years ago, but his wife Madge, now 96, is still living in Winchcombe.

I AM, YOURS ETC,

GRAHAM BOSWORTH, COVENTRY

SPEC SAVER

SIR,

I am hoping one of your readers can help me with some photographs or drawings of any 1965/6 F2 Lola T60s, which will assist me further in the accurate restoration of mine. For example, we are chasing the specification of the extractors/exhaust for the 1-litre SCA engine. Any drawings or information would help enormously. For instance, was the monocoque painted the usual 'English' chassis grey, or black, as we believe?

I was at your fabulous Goodwood Festival in 2001 and spoke with a couple of chaps tending Sir Jack Brabham's priceless 1966 F2 Brabham-Honda, now owned by the Honda Museum. They claimed to have been involved in the mid-1960s F2 scene and were most interested in my Lola, but sadly I have mislaid their names due to a stolen suitcase in transit. Hopefully someone may know them?

This era of Formula Two motor racing is seemingly overlooked by most in favour of F1 and saloon car racing. I was in my early 20s as a 'working Oz tourist' in England in those days and never missed a race meeting anywhere.

My Lola, chassis SL 60/2, is well documented, and was driven by John Surtees, Frank Gardner, Tony Maggs, Paul Hawkins *et al* before it found its way to Ireland, then New Zealand and eventually to Oz, where it gained a twin-cam for a while, until I located it in a farm shed. It was almost complete, including a rebuilt SCA, but in need of much love.

I hope to take the car to UK in early 2004, when restoration is completed, and leave it there for occasional visits and race meetings (I have raced for many years, especially in tin-tops), but do not wish to be accused of any specification discrepancies. I know how fussy you chaps are, so any relevant items of information, no matter how small, will be very much appreciated, if only to confirm our own research.

I AM, YOURS ETC,

ROB TWEEDIE, SYDNEY, AUSTRALIA

* * * *

CELLULOID SEARCH

Sir,

Further to David Stick's letter in your magazine, I have been trying to track down the remnants of Stanley Schofield Productions for the past two years.

Through Companies House I have found that the company itself was wound up in the mid-1980s. I have a list of company directors at that point, but have been unable to trace any of them.

I am trying to find out what they did with all the master tapes and prints from their albums and films – I would love to reissue all, or some of them.

Can anyone out there help me?

Please feel free to e-mail any information you may have to me at gary@yesterdaysracers.com

I AM, YOURS ETC,

GARY CRITCHER, SHEPPERTON, MIDDLESEX

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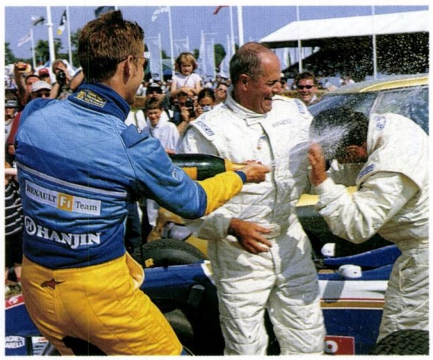
You don't need to have seen the cars in their heyday to be fascinated by the spectacular display up the hill

NOWHERE ELSE IN MOTORSPORT WILL YOU FIND AN experience quite like it. For three days the drive of Goodwood House is converted into an arena for the great and the good of the sport to play to the gallery. This is motor racing's annual garden party.

Sporting legends of the part and present mingle with the fans, while famous cars covering the entire history of the sport are urged up the hill by intrepid pilots. It is a unique event that has carved a place in diaries the world over – and this year it will be held on July 11-13.

The major theme for the 2003 Festival of Speed is 'the first decade'. Many of the star turns from the first 10 Festivals are returning to mark a decade of thrills at the hill. But for many fans the chance to see the Mercedes W196 streamliner in public for the first time in 25 years will be the main highlight.

At the serious end of the competition, the hill record is set for a bashing if conditions are right. ➤



Even the Formula One stars let their hair down...



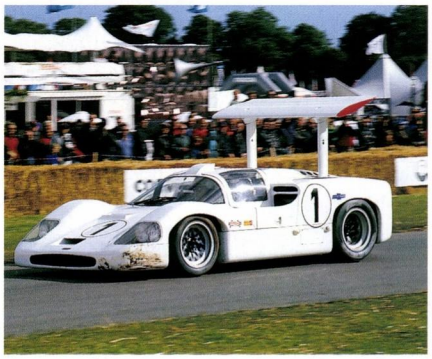
Great scenery and cars make for brilliant day out



John Surtees will drive wailing Honda V12 F1 car



Rally cars use a bit more of the manicured lawns!



Jim Hall's Chaparrals will once again grace the hill



Heidfeld will be out to beat record he set in 1999

ALL YOU NEED TO KNOW

FRIDAY, JULY 11
Free practice begins at 10am with all competing cars on the hill once, as well as the Supercar Run; Red Arrows will make only appearance of the weekend.

SATURDAY, JULY 12
Official practice starts at 9am and will continue all day, with two runs per competitor. Day will also feature the Supercar Run and air displays.

SUNDAY, JULY 13
Action starts at 9am and runs throughout day, with cars having two runs each. Sunday also features final of Soapbox Challenge and Cartier Style et Luxe, plus Supercar Run and air displays. Prize-giving will take place at approximately 6.30pm.

ADMISSION
Friday: £18 (£13 in advance); Saturday: £30 (£24 in advance); Sunday: £32 (advance only); weekend: £55 (advance only). Grandstand seats are extra, but children under 12 are admitted free of charge.

For advance booking call 01243 755055 or click on to www.goodwood.co.uk

DIRECTIONS
Goodwood House is just north of Chichester in Sussex and will be extensively signposted from all major routes.

Current record-holder Nick Heidfeld has been released from his Sauber contract for the weekend to be reunited with the McLaren MP4-13 in which he set the record at 41.6sec back in 1999. Ranged against him will be a gaggle of Formula One cars and drivers, as well as the outrageous Toyota Tacoma pick-up of New Zealander Rod Millen. F1 cars going head-to-head with a 900bhp hillclimb monster! Having set the fastest time in 2002 with his Toyota Celica, Millen has pledged to go even faster. But he will have his hands full with current hillclimb aces, such as Graeme Wight Jr, who will be on hand to make their own bid.

Fernando Alonso is set to drive a current Renault F1 car, and Juan Pablo Montoya will thrill the fans in a Williams-BMW. Jenson Button will fire his BAR at the hill, while Ralph Firman (Jordan) and Olivier Panis (Toyota) will make this the biggest collection of F1 cars and drivers away from a grand prix weekend.

Jean Alesi in a current Mercedes DTM car will be supremely popular, as will Stirling Moss – in the 1955 Mille Miglia-winning Mercedes 300SLR – and Jackie Stewart, who is expected to hop aboard the newly-restored Tyrrell 001 for an emotional reunion drive.

However, Goodwood is also about the weird and the unusual. Two years ago US drag racer Bob Riggle stunned the crowds by pulling 100-metre wheelies in front of Goodwood House in his 1100bhp Plymouth Barracuda. He's back for more this year. Also returning from across the Atlantic will be Jim Hall and several of his revolutionary Chaparral sports-racing cars that thrilled the fans back in 1997.

The list of star turns goes on and on: Richard Burns in a Peugeot 205 T16, Alan Jones (Williams FW07), Hannu Mikkola (Ford Focus WRC), Jörg Müller in the 1999 Le Mans-winning BMW V12 and John Surtees in the Honda RA300 F1 car. At every turn there will be amazing sights and sounds.

Truly, this is motorsport's weekend to wallow in nostalgia. The politics and pressures of modern-day racing are put aside for three days so that everyone can savour and celebrate the diverse experiences that fire the imagination of those who love the sport.

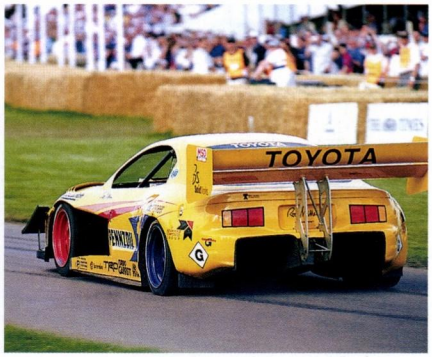
Ten years on, the Festival of Speed is undoubtedly a national treasure. M



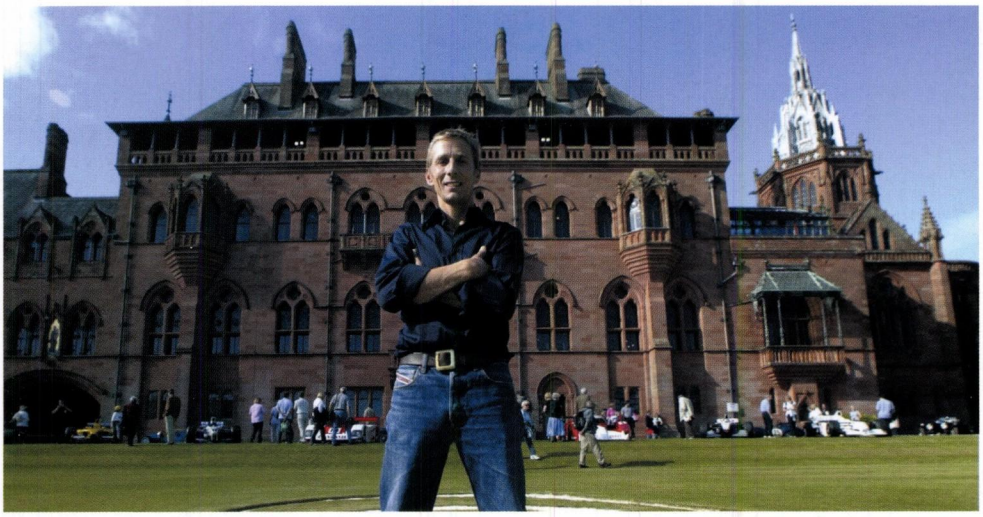
It's not just cars – bikes get in on the action as well



Seven of the current F1 teams will be represented



2002 FTD-setter Millen has promised to go faster



The magic of Mount Stuart

This year's forthcoming Mount Stuart Motorsport Classic (19/20/21 September) has all the hallmarks of being another massive drawcard. Staged in the glorious grounds of Mount Stuart House, the ancestral home of the Marquis of Bute, the dazzling Scottish event is now firmly established as one of the most prominent and prestigious week-ends on the UK motoring calendar.

The annual automotive festival boasts a first class racing pedigree – it's the brainchild of Johnny Bute (above) who, as Johnny Dumfries, raced alongside Ayrton Senna in the Lotus F1 team and won the famous Le Mans 24-Hours in 1988 with Jaguar.

Last year's inaugural Mount Stuart Motorsport Classic provided spectacular family entertainment with tens of thousands of visitors making the short ferry trip across the Firth of Clyde to the delightful Island of Bute. As well as viewing the finest collection of past and present F1, Le Mans and World Rally Championship cars ever seen in Scotland, the crowds were also treated to plenty of live action – notably a thrilling rally sprint.

"It was an incredible weekend and gave all of us involved great confidence," enthuses Johnny Bute. "To see so many people having fun, admiring the fantastic cars and enjoying the magical atmosphere of this idyllic island made all the hard work well worthwhile."

Building on this success, the 2003 Mount Stuart Motorsport Classic will once again bring the nostalgia and excitement of legendary motor cars from all eras to the magnificent west coast of Scotland. Saturday's highlights will include the conclusion and Concours d'Elegance for the Royal Scottish Automobile Club's annual Veteran and Vintage Car Run while Sunday's rally sprint – organised by the Lanarkshire Car Club – will embrace the final round of the fiercely-fought Scottish Mini Cooper Challenge Cup.

However while the 2003 Mount Stuart Motorsport Classic will be even bigger, better and bolder than before, it will still retain the enchanting spirit that made the 2002 event so special for so many.

Famous faces

It's not only the glittering cars that steal the spotlight on Bute. A rich gathering of showbiz stars and motor sport personalities will also play their part in adding to Mount Stuart's unique and intoxicating character. Classic car fan Robbie Coltrane (right) was one of the many celebrities waxing lyrical about last year's spectacular garden party on Bute. "It was a terrific event, right down to the last detail," reported the well-known actor of *Cracker* and *Harry Potter* fame. "The setting, the atmosphere, the astonishing collection of cars – it's high time Scotland boasted such an enjoyable and prestigious event."









TICKETS TO RIDE

To ensure affordable fun for all the family, ticket prices for this year's Mount Stuart Motorsport Classic are easy on the pocket. Adult entrance is priced at £10 per day, with under-16s costing just £6; those five and under are admitted free of charge. A special 'family ticket' covering two adults plus two children is also available at a special rate of £25 per day. For more information call the ticket hot-line at the Rothesay Tourist Information Centre on 08707 200619.

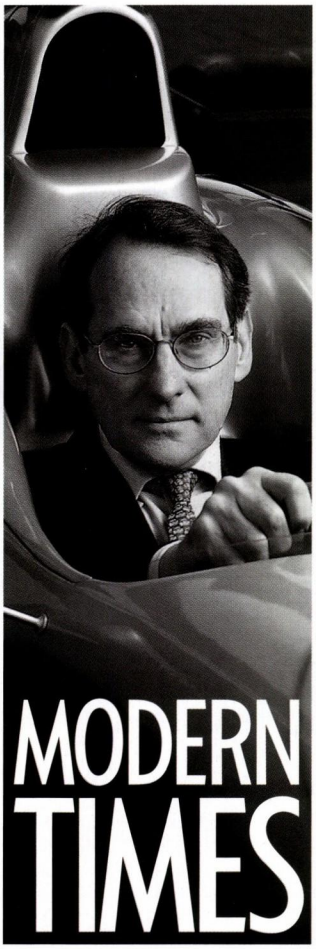
Standard car and passenger ferry crossings to Bute from the mainland run at regular intervals from Wemyss Bay (15 miles to the west of Glasgow) and, further north, from Colintraive. For those seeking a somewhat more deluxe boat trip, a dedicated 'Balmoral Cruise' return service is available direct from Glasgow's Waverley Terminal. Priced at £29.50 each to include entry to the Mount Stuart Motorsport Classic, this special package also provides passenger transfers to and from the event from Rothesay Pier. Places are limited to 600 so, to avoid disappointment, book early by calling 0845 130 4647.

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MODERN TIMES

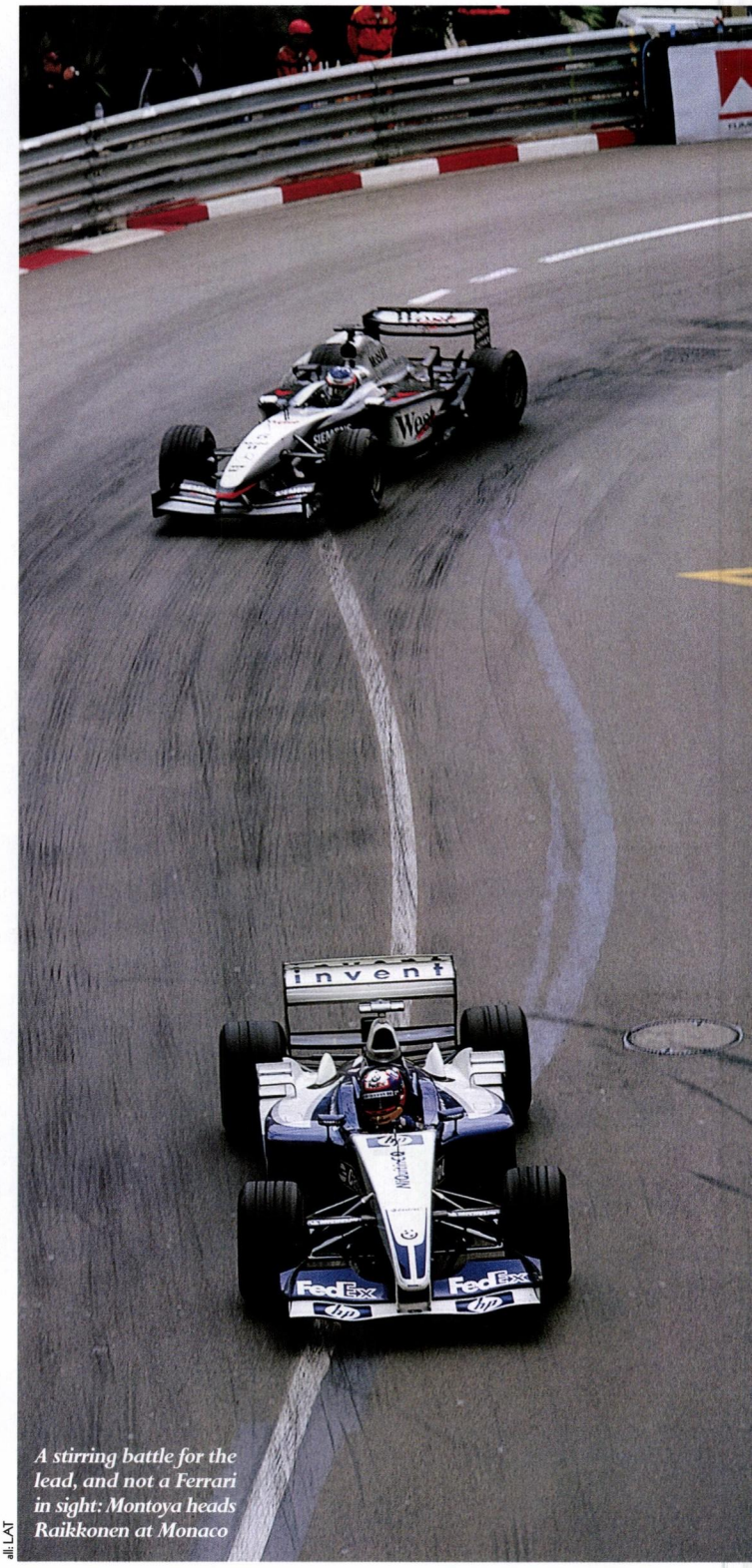
THINGS ARE LOOKING UP FOR FORMULA One. After last year's worries about falling TV ratings and dwindling column inches, we've had two stories that were heaven-sent for the tabloids, and just right for getting the Sunday afternoon couch potatoes to switch over from the *Eastenders* omnibus.

First, the world champion's car bursts into flames during a refuelling stop. Our superhero sees the flames in his mirror, nonchalantly accelerates out of the pits to blow the fire out, and charges back up the field to win the race. Hollywood couldn't have done it better. Then the dashing young golden Brit, screaming around the millionaire-thronged streets of Monaco, crashes at 180mph within sight of the yachts in the harbour. From the stretcher he pleads with the doctors: Let me back in the car – I want to race.

That, give or take a dramatic adjective or two, is more or less how the media handled these two incidents. One can be cynical about their coverage, but certainly not about the individuals concerned. Michael Schumacher's calm reaction in Austria to what might have been a serious fire was courageous professionalism. And Jenson Button's accident revived frightening memories of Karl Wendlinger's similar accident at the same spot in 1994, so it was a relief when we learned that, apart from concussion, he was more or less uninjured.

The media must find stories where it can, so Sunday morning's papers were plastered with lurid pictures of Button strapped to a stretcher as he was removed from the wreckage of his BAR-Honda. He didn't race, simply because Professor Sid Watkins, the redoubtable F1 doctor, said he shouldn't. Sid is a renowned neurosurgeon and believes that, if you've had a bang on the head severe enough to induce concussion, you shouldn't run the risk 24 hours later of another bang, because two such traumas close together can combine to produce more lasting damage.

But for those who like racing, the real Button story from Monaco was his performance in first qualifying: third-quickest behind the Ferraris, a stunning performance which boded well for the race. As it turned out, while Bridgestone was the rubber to have on Thursday's dirty track, by Saturday qualifying and in the race Michelin had a substantial edge. The



A stirring battle for the lead, and not a Ferrari in sight: Montoya heads Raikkonen at Monaco

dli: LAT

Bridgestone-shod Ferrari F2003-GA and Michael Schumacher's genius were only good enough for fifth on the grid and third at the flag, and Button's BAR, also on Bridgestones, would have had a harder task come race day. But the young Englishman's driving keeps improving: it's unjust that, in his fourth F1 season, he has still to make a podium, for he's turned in several drives that merited it.

As for Schumacher in Austria, the real story for me had less to do with that fire and more to do with his speed on the track, particularly on his Saturday qualifying lap. In the first sector he made a mistake and was a fat 0.16sec down on Kimi Raikkonen's McLaren. But he applied himself to getting that back and more, and took pole by 0.039sec: very rewarding to watch, and a vindication of the one-lap qualifying system. (Even the formerly critical Bernie Ecclestone has learned to love it: on the grid he wandered down to 14th spot, where David Coulthard was languishing, and gave him one of his quizzical leers: "This one-lap qualifying's great, isn't it?").

Come the race, and not only Schumacher but also the entire Ferrari team coped with the fuel-rig drama with controlled brilliance. In the first stops Rubens Barrichello's rig didn't work properly, and they had to switch to Michael's to get the Brazilian filled and out. It was fuel retained in the nozzle from Ruben's stop that caught fire when Michael came in two laps later. So once he was back in the race the Ferrari mechanics had 20 minutes to take the rigs to pieces and ensure that, out of the two, one would be working properly when the second stops came around. They did so, and Schumacher won.

But the potential disaster of a pits fire once again focuses attention on the wisdom, or otherwise, of refuelling stops. The Austrian incident was the first F1 fire since Irvine's Jordan at Spa in 1995, a year after the horrendous conflagration at Hockenheim involving Jos Verstappen's Benetton. But whether we like it or not, refuelling is here to stay, for a race without pitstops today, particularly on a track like Monte Carlo, really would be a procession. And the ebb and flow of the strategies does provide its own opportunity for hard racing. Schumacher's speed on his in- and out-laps is one of his specialities, and this year at





Above: Salo's Tyrrell managed without stopping at all at Monaco in '97. Below: Murray oversees Patrese's historic refuelling pitstop at Zeltweg in '82

Monaco Fernando Alonso put on a brilliant charge when the scrapping Jarno Trulli and David Coulthard ahead of him made their second stops. So when he stopped he was able to come out of the pits ahead of them, and convert his seventh place into fifth. That's F1 today: overtaking happens in the pits, not on the track.

Refuelling strategies aren't new in grand prix racing, of course. In 1950, while the 1.5-litre supercharged 158 Alfa Romeos swept all before them, Ferrari designer Aurelio Lampredi reasoned that a less thirsty, lower-revving, normally aspirated 4.5-litre would have to carry less weight of fuel, and make fewer pitstops. The Alfas were carrying up to 66 gallons of methanol in several tanks spread around the car, and still needed three refuelling stops in the longest races. When Gonzalez's Ferrari beat the Alfas at Silverstone in July 1951 it was the end of an era.

Fangio's greatest race, the German Grand Prix at the Nürburgring in 1957, was also a matter of fuel strategy, although as it turned out he won despite, rather than because of, this. The 2.5-litre F1 cars of the day could carry enough fuel for the 300-mile race distances, but Fangio decided to run light for the first half and make a mid-race fuel stop. The pitstop went horribly wrong and he lost all the advantage he'd built up over the Ferraris of Hawthorn and Collins, and then some: but as we all know he turned in the drive of his life and still won the race. That day, the overtaking was certainly on the track.

In more modern times, refuelling returned in 1982 courtesy of Bernie Ecclestone's Brabham team and the ever-ingenious Gordon Murray, who calculated that time lost in a pitstop for fuel and rubber would be offset by the advantage of running lighter before the stop, and the better grip after it. Air jacks were fitted to the BMW turbo-powered BT50, fuel pumping equipment – primitive and dangerous by modern standards – was assembled, and the first stops came in Austria in August. Nelson Piquet arrived in the Brabham pit several laps early, and lost almost a minute in the ensuing confusion. However, team-mate Riccardo Patrese took on four new tyres and 24 gallons of fuel in 15.6 seconds: it was the first modern routine stop. Murray's wheeze was to have as far-reaching an effect on Formula One as had Colin Chapman's idea 14 years earlier of painting the Lotuses to look like red-white-and-gold cigarette packets.

Successful innovation soon gets copied in F1, and by 1983 all the teams were getting into routine pitstops and fuel strategies. Concerned about safety, the FIA banned refuelling the following year. A decade later Bernie Ecclestone and Max Mosley, keen to increase the spectacle, forced it in again. Now regulation fuel tank sizes have effectively made it mandatory – although at Monaco in 1997 Mika Salo, in a race slowed by rain, was somehow able to make his Tyrrell go the full distance without a pitstop, and scored fifth-place points. That effort will go into the history books as probably the last full-distance, non-stop drive in an F1 race.

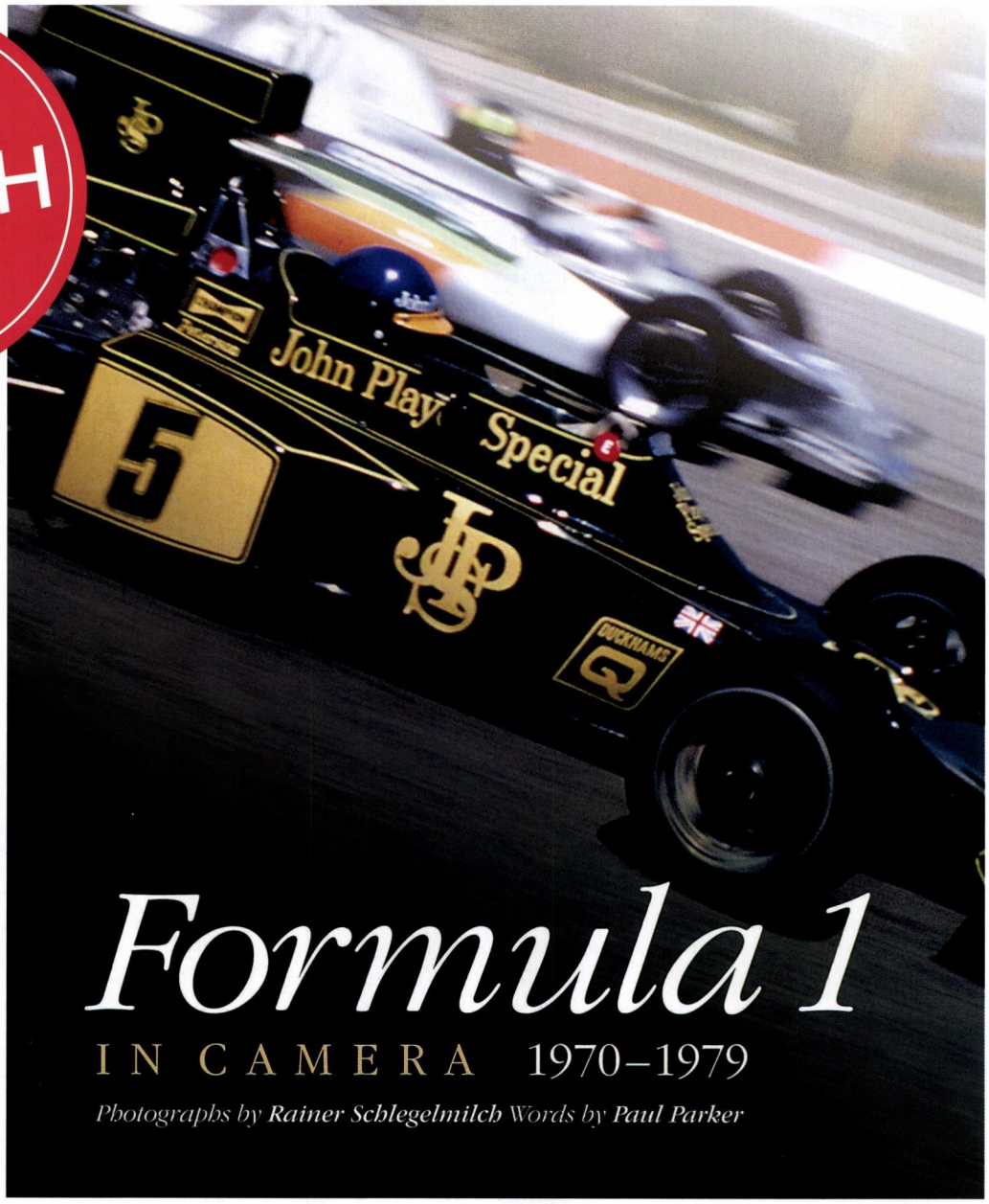
This year at Monaco, Juan Pablo Montoya's victory was Williams' first since Monza 2001, and its first on the Monte Carlo streets since '83, when Keke Rosberg used slicks on a damp track to score the finest win of his career. Montoya had been leading in Austria until his engine failed, and in the closing laps at Monaco the BMW engineers were worried about Juan Pablo's engine and told him to reduce revs – which is why Kimi Raikkonen's McLaren got so close at the end. But after three wins on the trot, the 2003 Ferrari was this time beaten fair and square, even if the excellent Michelin tyres deserved much of the credit. Improvements to the Williams are clearly bearing fruit, and the new McLaren will be along soon. Now the only team among the 'Big Four' without a win this year is Renault, and Alonso's day can't be too far away.

So forget all those tabloid headlines. Here's the real reason why Formula One is back in fashion: the racing seems to be getting better again. M

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Formula 1

IN CAMERA 1970–1979

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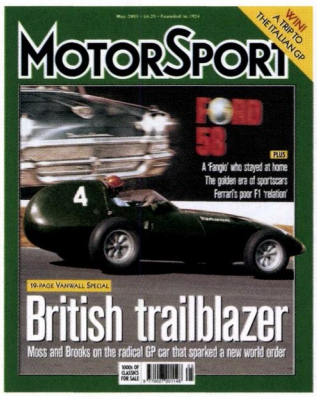
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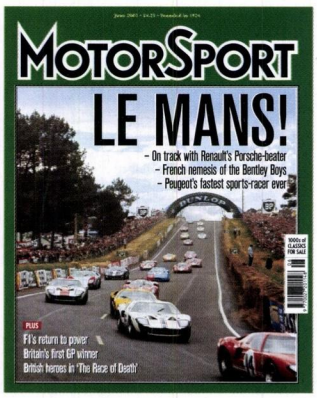
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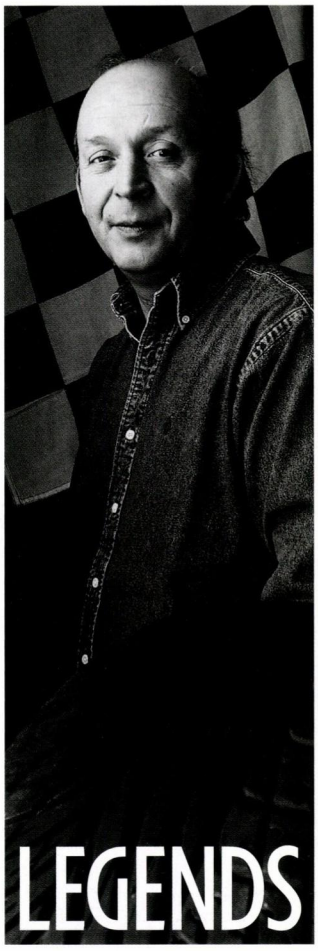
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LEGENDS



A gamble on slicks - and a supreme display of car control – saw Rosberg win

both: LAT

1983 MONACO GP

FRIDAY EVENING AT MONACO, AND A drink or two on Keke Rosberg's boat, moored near the chicane. The host, as usual, was chattering away about this, that and the other, reminding us again that not all Finnish grand prix drivers are mute; Mika Häkkinen may have been a man of few words, but compared with Kimi Raikkonen you couldn't shut him up.

Keke was regretting that his day had been a busy one, that he had been unable to attend a lunch for the *Club Internationale des Anciens Pilotes de Grand Prix*: "I've been to it several times, because I think it's important that it keeps going. The thing is, most of the guys in it... well, that was a generation of drivers thrilled to see each other again, wasn't it? But... Piquet isn't thrilled to see Rosberg, is he?"

Eventually conversation turned to Keke's win in the Monaco Grand Prix of 1983, perhaps the best of his life, and – until Juan Montoya's triumph this year – the last by a Williams driver in the principality. On paper, at least, Rosberg didn't have much of a chance that day. Nimble and wieldy his Williams FW08C may have been but, as Patrick Head always points out, Monaco is also very much a horsepower track. And grunt, in '83, was what Williams didn't have.

Rosberg may have been the reigning world champion, but now he faced a soul-destroying season, for although Frank had a deal in place for turbocharged engines from Honda, it was not due to come into play until 1984. For now, Keke and his teammate, Jacques Laffite, were stuck with the venerable Cosworth DFV, giving away perhaps 200 horsepower to Renault, Ferrari, and Brabham-BMW, all of whom had turbo motors.

Still, things could have been worse. Rosberg and Laffite may have been only fifth and eighth on the grid (Keke 1.4sec faster than Jacques!), behind the Ferraris of René Arnoux and Patrick Tambay, and the Renaults of Alain Prost and Eddie Cheever, but at least they were on the grid, and towards the good-looking end of it. The McLarens of Niki Lauda and John Watson, also Cosworth-powered, failed to qualify!

Just seven weeks before, at Long Beach, another street circuit on the F1 calendar, John and Niki had finished 1-2, so how could they have missed the show at Monaco? As he packed his gear away, Lauda was crisp on the subject: "Thursday – shit; Friday – nice weather, no practice; Saturday – rain. Thank you, gentlemen, and good afternoon. See you at Spa."

Way off the pace on the opening day, Lauda and Watson were wasting their time on Saturday, for rain meant that Thursday's times were now The Grid. As Niki and John headed home prematurely, and Marlboro's countless guests wondered who they were going to root for, Prost was confirmed as pole man for Renault, followed by Arnoux, Cheever, Tambay, Rosberg, Nelson Piquet in a Brabham-BMW, Andrea de Cesaris' Alfa and Laffite.

In the wet conditions of the final session, though, Rosberg was fastest of all: "I wasn't optimistic about the race, but I knew that at least there was the chance of rain on race day. That seemed to be our best hope."

On Sunday morning it looked, as Mario Andretti puts it, like the Man Upstairs had been listening, for the sky was grey, and for a long time it rained. But by 12.30, warm-up time, the track had begun to dry out a little; Tambay duly set the fastest time, followed by Riccardo Patrese in the other Brabham-BMW, Arnoux, Prost, Rosberg and Piquet. And what made Keke's session different from anyone else's was that he alone had tried slicks – so *he* alone knew how much grip there was.

"More than you'd have thought, actually," he explained. "Now what I was really hoping for was uncertain conditions at race time. Basically, it seemed to me that if I had to start on the same tyres as the turbo guys – wets or slicks – I wasn't going to have any chance. My only hope was to gamble, to have something different from them."

Back then, Prince Rainier's post-luncheon digestion was considered more important even than TV schedules, and the start at Monaco was always unusually late, at 3.30. As the afternoon slipped by, so spots of rain began to fall again and, as race time neared, the teams were in a quandary: the track was wet, yet the predicted downpour had not materialised. Out on the grid, the outpsyching began. Williams, however, had no doubts on the subject: Rosberg wanted slicks; Laffite followed suit. If the rain eased, they would obviously be in good shape – but would they be able to live with the wet-shod turbos in the early laps?

Keke answered that at the green light, rocketing away in a welter of wheelspin: "It's all that power we have, you know!" By the time the cars reached Ste Devote, he was already up from fifth to second. Prior to the start, Cheever had been asked if he considered Rosberg a threat in this race. Eddie replied with a question of his own. "Where's he going to pass me?" he smirked. Answer: during the first five seconds.

At the start of lap two Keke – slicks or not – outbraked Alain into Ste Devote, and at once drove away into the middle distance. He was stupefying in those early laps, throwing the little Williams around like an F3 car, making all his rivals look clumsy and tentative. At the rate of 2-3sec per lap, he pulled away from Prost – and Alain himself had left all the others behind.

After only four or five laps, those who had started on wets began coming in for slicks, and thus Rosberg was left in an even more impregnable position. If his Williams held together, no-one was going to get near him. Except perhaps his team-mate...

On pure pace Jacques was no match for Keke, but as the halfway mark approached the gap between the two Williams began discernibly to close. It was clear that Rosberg was in some kind of trouble.

"It started out as a misfire," Keke remembered, "but then the engine began cutting out occasionally when I came off the throttle. In fact, the first time it happened it went completely dead and I thought that was it, my race was over. But I let the clutch out – and there was the engine again! That gave me quite a moment, too, because when it cut in it spun the back wheels."

There were other problems, too. For some weeks Rosberg had been feeling listless. This was originally put down to 'a virus', but much later in the year it would be discovered that he was suffering from hepatitis. In the circumstances, it was hardly surprising that in the late laps he seemed a very tired man.

Nor was that the end of the ailments: "For some reason that day I had an incredible vibration from the front wheels, which made the steering wheel very hard to hold. And when I think of the race now, my first memory is always of my blistered hands. First the palms went – and then they blistered a second time, through the next layer. By the end they were literally like raw meat.

"Imagine that nowadays," Rosberg chuckled. "You'd finish the race, come to the paddock – and you'd have three doctors looking after you! What did I do? Took the first plane to Ibiza, put my hands in the sea and said, 'Pour me a beer!' Never even went to a doctor. Salt water heals very quickly."

There were other comparisons, too, between then and now.

"No-one's saying it's *easy* to drive round here these days – but for sure it's *different*. Think of it: you're left-foot braking now, not having to change gears, so you keep two hands on the steering wheel at all times, and you don't move your feet on the pedals at all – you either press, or don't press. So that's it: you steer, and you brake.

"Back in 1983, though, we were *dancing* on the pedals like mad – non-stop. You had a manual gearbox with a conventional clutch, and you had to keep from over-revving the engine, of course; on a Cosworth, if you went 150 revs, max, over its 11,200rpm limit, the valve springs were gone. So you had to watch that needle the whole time, on that old Smiths tachometer."

Anything else?

Keke thought for a second. "Mmm, well, we didn't have anything like as much power as they have today, of course, so that was easier." A pause. "Mind you, we were expected to control the power going to the back wheels ourselves! With the throttle! No traction control in those days, I'm glad to say."

He burst out laughing. "We're beginning to sound like old farts, aren't we? But seriously, I think the driver did have a little more to do in those days." M



First lap magic: Rosberg has overtaken both Ferraris and Cheever's Renault at the start; a lap later he'd pass Prost, too

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EDITORIAL DEPARTMENT
Telephone 020 8267 5258
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BRITISH GP THRILLERS



LAT

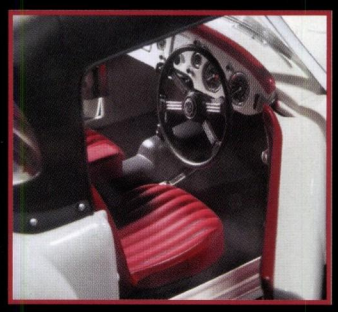
FROM SILVERSTONE TO BRANDS VIA STEWART, HUNT & MANSELL

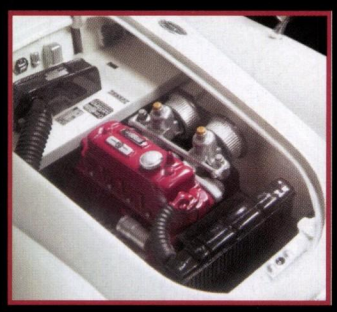
PLUS

Special supplement: 75 years of the BRDC
Rebuilt Tyrrell 001 returns to its place of birth
Ford F3L: beautiful, flawed – and tested at Spa
Lancia Delta S4 or Peugeot 205 T16? Tough choice!

Contents subject to change







1:18 MGA ROADSTER

The first MG was created in 1923 by the Morris Garage (MG) in Oxford, and was followed by a variety of sports, racing and luxury cars, which enhanced the worldwide reputation of the MG name. The distinctive MGA design was characterised by sleek elegant lines, and was in total contrast to its sharp-cornered predecessors.

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MGA ROADSTER – THE BRITISH CLASSIC



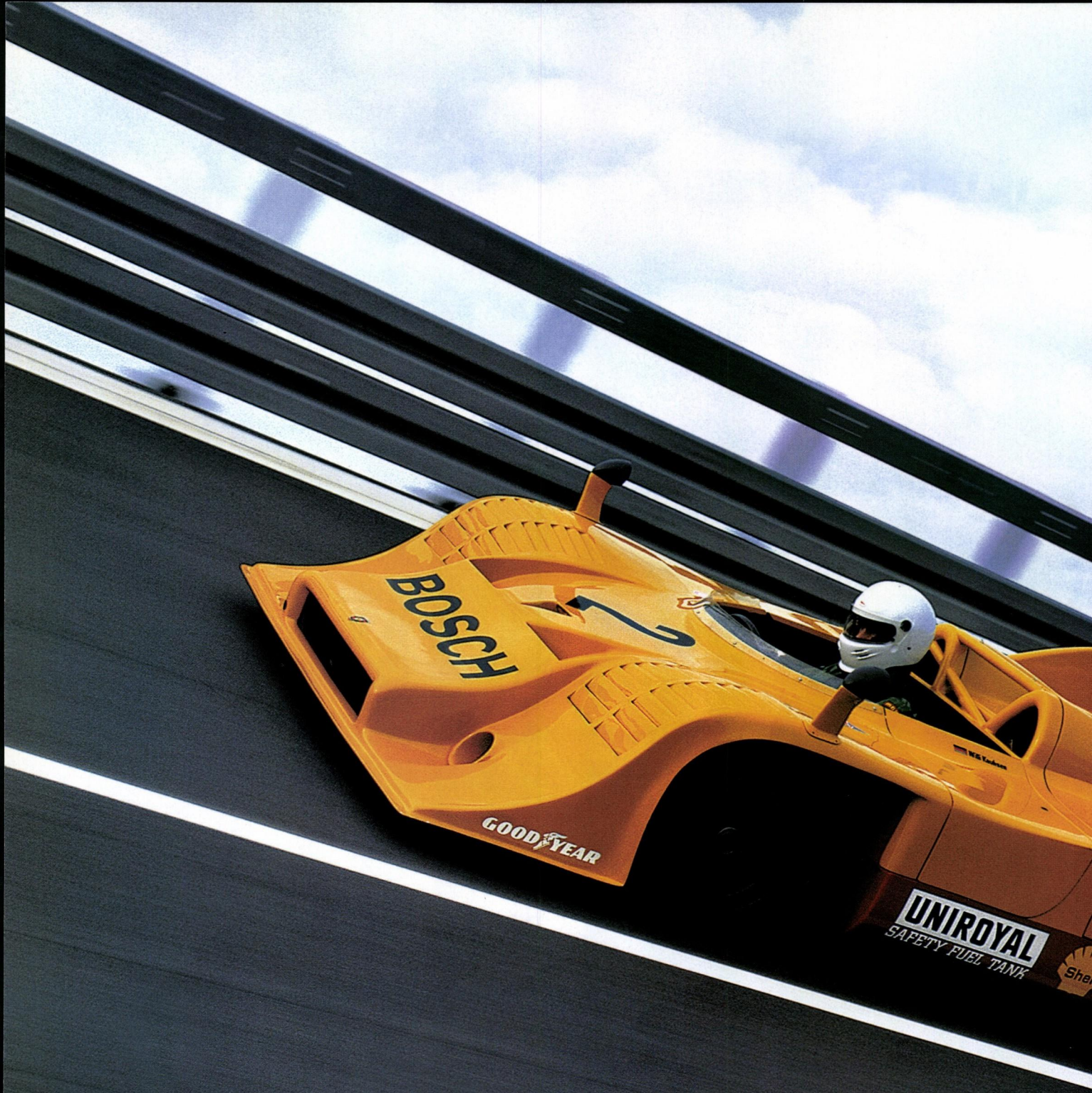
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Feel the downforce: large reserve of bhp allows car to run huge rear wing and a 'snowplough' front end

SHOT FROM A CAN-AM

PORSCHE'S TURBOCHARGED 917/10 WAS THE FIRST 1000BHP RACING CAR. IT COULD REACH 100MPH IN LESS THAN FOUR SECONDS – ALL IN FIRST GEAR – AND WAS GOOD FOR 230MPH! PAUL FEARNLEY CLIMBS INTO ONE – AND LIGHTS THE FUSE

photography by Walter Bäumer

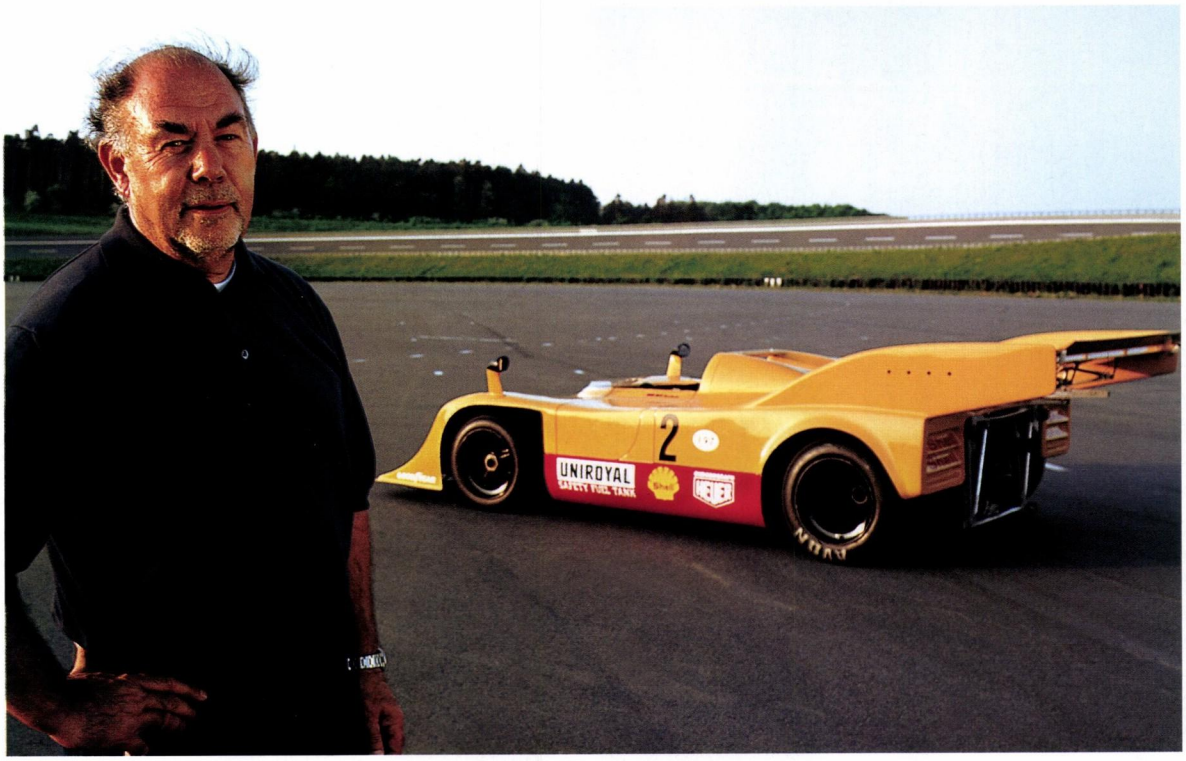


OKAY, SO THE 200MPH WARNING SIGNS WERE there: an engine note that registers on the Richter scale; a power-to-weight ratio capable of punching you through the exosphere – and beyond; a hitman's sense of purpose. But into that mix you have to factor… me. Had they been asking for volunteers I would have skulked at the back rather than be oo-oo-me-me-ing down at the front.

But they weren't asking for volunteers. They'd already found their senseless sacrifice… me. I'd not had even the condemned man's luxury of a decent breakfast. Some people ease themselves healthily into a new day with freshly squeezed juice and a bowl of muesli; others go for the caffeine kick-start. Me? I strap myself into a 1000bhp sports-racing car.

It's 7.30 in the morning at Bosch's thankfully out-of-the-way Boxberg test track when they fire up the pool table-sized flat-12. This five-litre twin-turbo runs Texas oil baron rich from cold; when combined with its 6.5:1 compression (just about the only spec figure that doesn't verge on the unimaginable), this makes it as grumpy as me in the wee hours. In the good old, bad old days, two or three attempts at starting were all you got before it was an all-plugs-out job. Bearing in mind that there are 24 of these, the front four of which require you to slide the engine back before they can be swapped, this is not a quick fix. Thanks to modern plugs, however, and a practiced hand on the throttle linkage, this is a rare occurrence these days. Today included. Curses!

After four or five minutes at a constant 3000rpm, my 1000-horse carriage awaits. Its vast, one-piece rear bodywork section, which from certain angles looks like a particularly tricky crazy golf hole, is clicked into place and the hinged-forward driver's door is swung open. Willi Kauhsen, the charming man who 30 years ago did thousands of kilometres of testing in this very chassis, and who's owned it since 1972, beckons me over. He appears completely unconcerned about what's to ➤



Willi Kauhsen and chassis 001 go way back. As Porsche's official test driver, he did most of the 'European' R&D work on the 917/10 project

come. Such is his confidence in fact, he's even brought some wets with him: 1000bhp, turbo lag, differential-less rear axle, in the rain? No thank you.

I step over the wide sill that contains one of the massive fuel tanks (77 gallons in total) and plonk myself into the driving seat. I fit. Curses again!

I'm behind an Abarth (!) steering wheel, the plentiful diameter of which hints at the muscular ride that lies ahead. The pedals are offset to the left but fall easily to foot. The throttle is meaty, but the triple-plate clutch and unservoed brake feel remarkably road-car. Seen through the top half of the three-spoke wheel is a VDO rev-counter that's red-lined at 8400rpm; to its right, canted-in at a gentle angle, is a boost gauge that's red-lined at 1 bar. There are some other smaller, piffling gauges – oil temp, water temp, that sort of thing – but it's impossible to peel your goggling eyes from the big ones that matter. Except when you accelerate, at which point you involuntarily scan the heavens.

In pull-left-and-push forward first the car had shunted unfussily through the two automatic barriers that lay between it – and me – and the wide-open sweeps of the 1.9-mile banked oval. But that same ratio is also good for 110mph – it's amazing what you can do with a Giant Redwood-pulling 720lb/ft of torque. Willi had advised that I change up at about 5000rpm in first and second to avoid wheelspin during the quantum leap from 380 to 1000bhp. Eagle-eyed and pussy-footed, therefore, I squeeze on the revs: 4000, 4500, 4750. Sky! My crash helmet thuds into the roll-hoop as the turbos go Full Ahead Both. Thankfully, the same rag-doll momentum sees me pull, semi-auto, through into second. Four-speed, all-synchro, this unit is robust (as you might expect) rather than rapid. This fact, when combined with the more sensible default option in my Fight or Flight Response, means the selected cog drops into mesh just as I drop off the boost. My chin nods onto my chest. But it doesn't stay there for long. We're off again. Second gear is good for 150mph – which is exactly where we're headed. Quickly.

With my neck muscles boosted, I determinedly see 6000rpm before engaging third (good for 190mph!) with an unsteady hand. And, despite my understandable circumspection, we're off again. This is a runaway train of a car. And she blew. It's not a shrieking power, though; its builds menacingly, unstoppably, like a Europe-sized storm in the Caribbean. This is the car, remember, that crashed into America and swept all before it. This is the car you can see from space.

When Mark Donohue, clean-cut Captain Nice, the racing driver who probably could have brought Apollo 13 home safely, first ➳

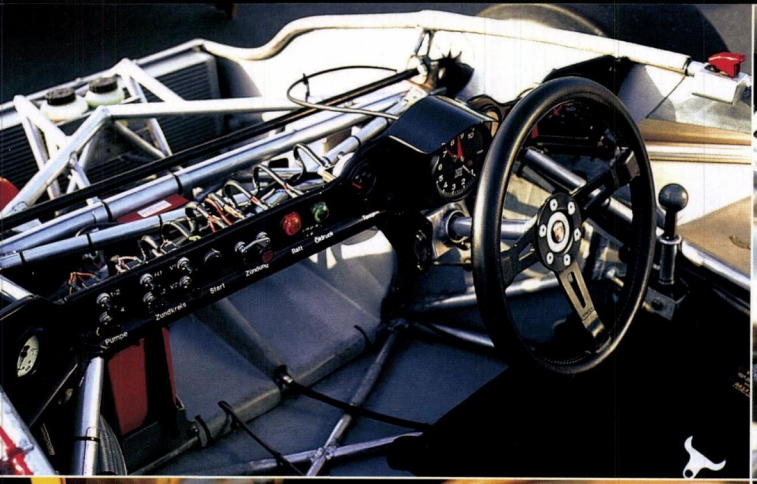
TRACK RECORD: 917/10.001

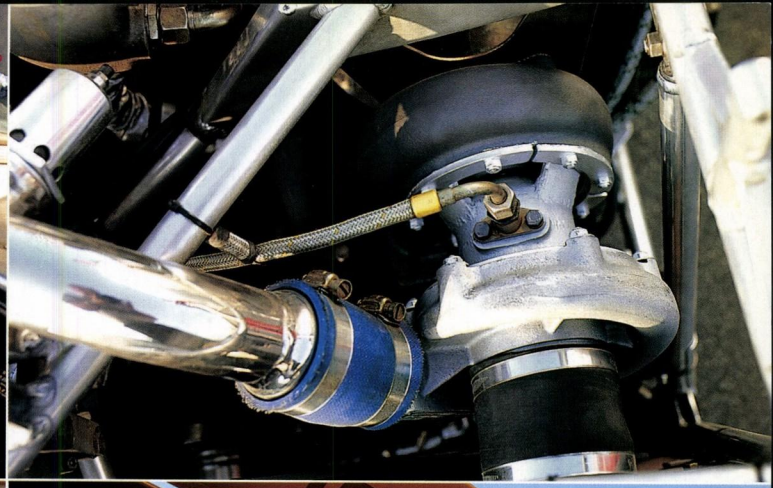
FROM THE START OF 1972, WILLI KAUHSEN RACED 002, sister car to 001, in the Interserie championship. This was the chassis that had been campaigned, in non-turbo form, by Jo Siffert during the Can-Am series of '71. With sponsorship from Bosch, Kauhsen won at Imola and scored seconds at the Nürburgring, Osterreichring, Hockenheim, Norising and Keimola in Finland. Back at the Nürburging in September, and desperate to make the most of pole position in a bid to close the gap to series leader Leo Kinnunen (in 004), a puncture on the first lap sent Kauhsen into the barriers. On full tanks, the car was burnt to a crisp.

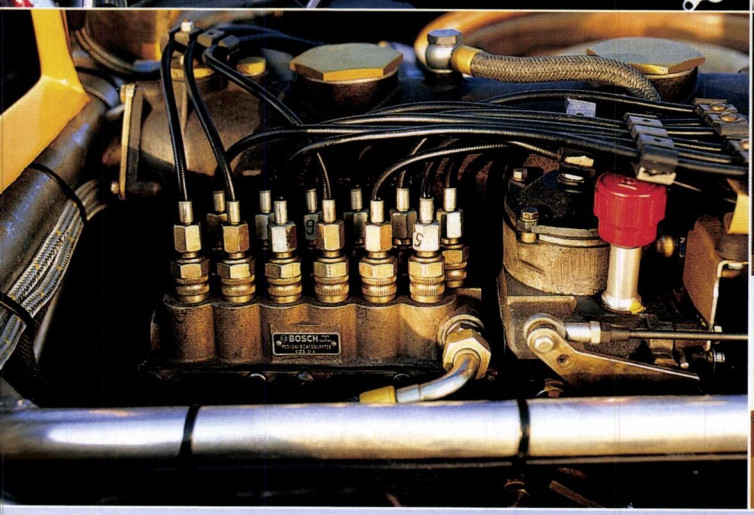
Porsche then offered Willi 001. This car had done more than 10,000km of testing, and so a new spaceframe was built for it and a fresh engine dropped in. He ran it at Hockenheim (another second), but with the Interserie title beyond his reach he decided to contest the Laguna Seca and Riverside rounds of the Can-Am series. He retired from the former with a blown turbo, and finished a distant eighth in the latter.

Willi had a new chassis for 1973 (015), so 001 was loaned for one Interserie race each to Charlie Kemp, Günther Steckkönig and Wilson Fittipaldi.

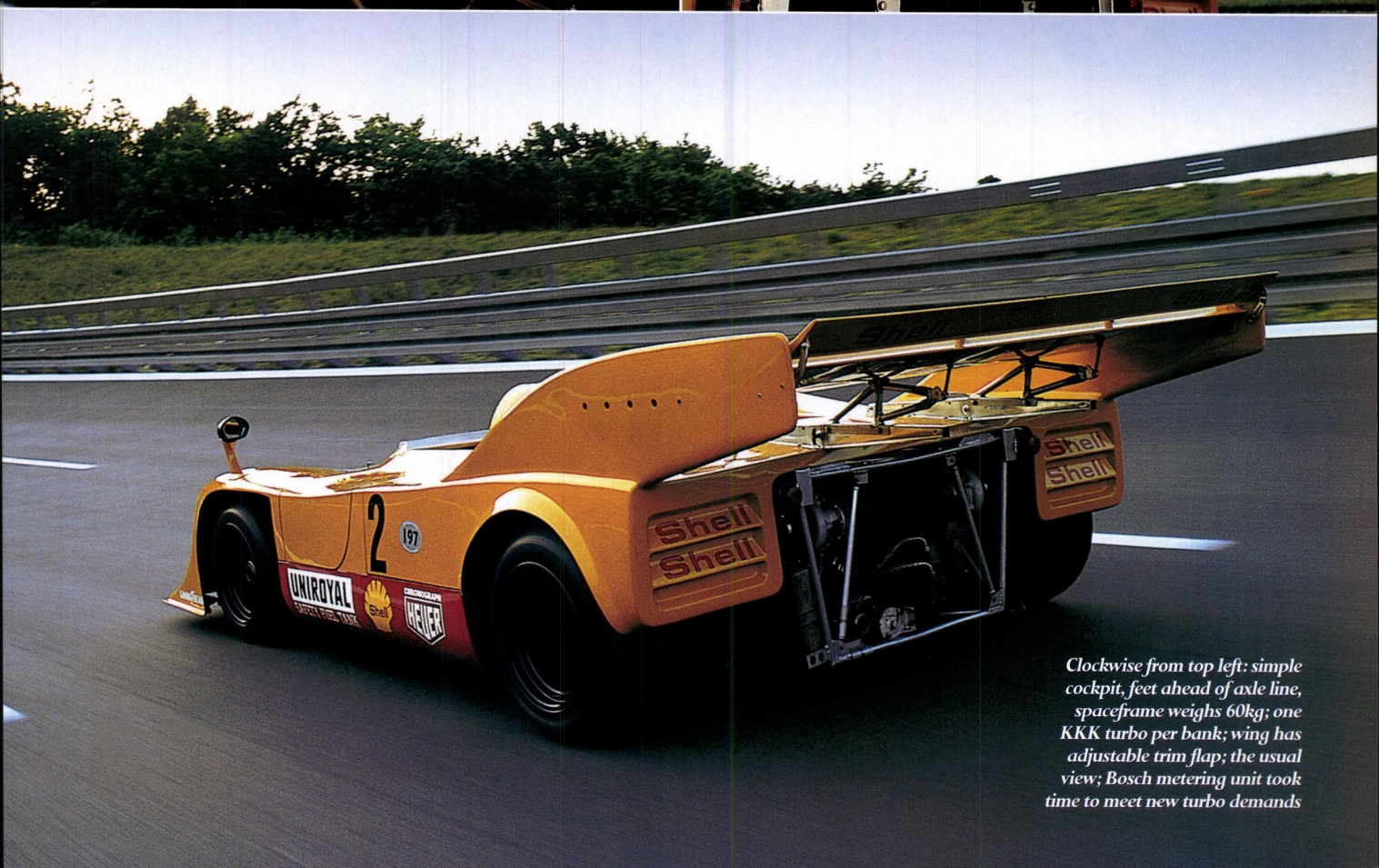
The car now had one more race in its locker. In July 1974, the more famous Fittipaldi drove it at the 'Ring: he put it on pole, but finished sixth.







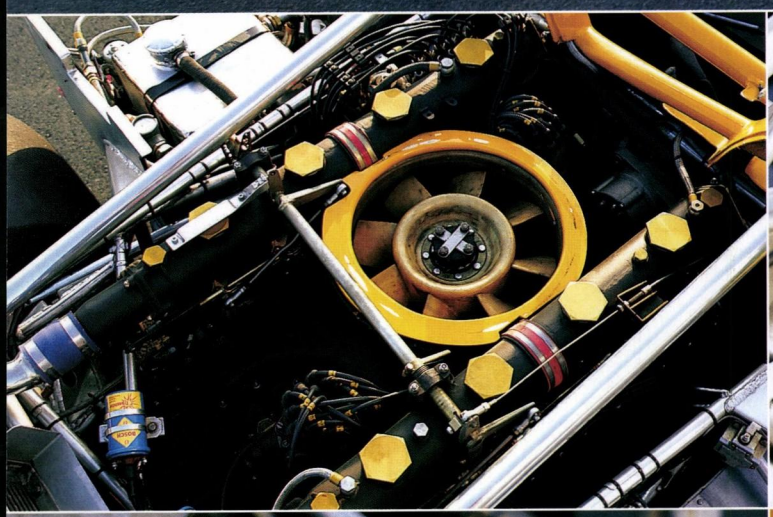


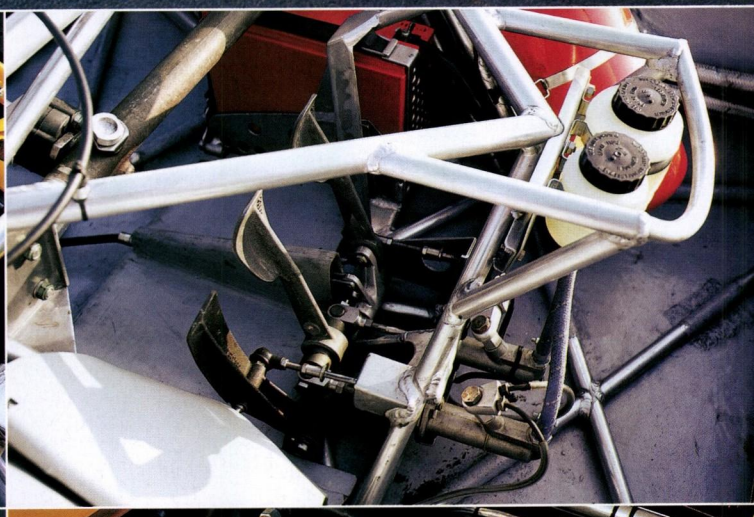


Clockwise from top left: simple cockpit, feet ahead of axle line, spaceframe weighs 60kg; one KKK turbo per bank; wing has adjustable trim flap; the usual view; Bosch metering unit took time to meet new turbo demands

Clockwise from below: packed rear end includes four-speed 'box; minimal head-on protection, rack above driver's shins; 30-litre oil tank has seven pumps; pop-off valve – screw in for more power; cooling fan soaks up 31bhp













Main front aperture holds oil cooler. Nose actually gave too much downforce causing an aerodynamic imbalance - sorted on 917/30 of 1973

drove the turbo version of this car (chassis 001, the project's development hack) it scared him half to death – once they'd got the damn thing started. Porsche wasn't introducing turbocharging to racing – Offys had done that at Indy five years before – but it *was* the first to adapt this format to stop-start, on-off road courses rather than rolling-rolling-rolling, full-throttle ovals. And just months before the first race for its 917/10, the car was nowhere near race-ready. Its throttle was a lightswitch – with a delay. Now you see it, now you don't, now you see it... And we're talking 600 extra horsepower here, not 40 feeble watts. In a car with a short wheelbase (2100mm) and weighing 810kg (100 more than the McLaren M20), this power delivery was a recipe for disaster.

But not only was Porsche wrestling with turbo lag, it was also getting to grips with big wings and massive slicks for the first time. Low-drag had been its (successful) policy until now, but with more than 750bhp at their disposal, the Chevy boys of Can-Am had fast learned the benefits of downforce. Donohue was aghast when engineer Helmut Flegl explained how Porsche had no plans to fit a rear wing to the car. Initially dumfounded, by the time he was halfway home Donohue had half-convinced himself that Stuttgart must have a secret ground-effect scheme up its sleeve. At which point he unconvinced himself and diverted back to Stuttgart to impress upon Flegl the need for a wing. Thankfully for him – and me – he and Don Cox, Penske's razor-sharp tech chief, came up with a convincing argument.

I can certainly feel it working now, that snowplough nose digging in ever harder, that crashing-wave rear wing squashing and trimming. It was reckoned that the car generated its own weight in downforce at 180mph; I, of course, am going nowhere near that quickly. It all feels remarkably planted, though, rock-solid courtesy of inch-thick rollbars and 600lb springs front, 800 rear.

Confidence building, I attempt an experimental jab on the middle pedal. The car tramlines as the not-yet-warm, Porsche-built four-pot calipers grab at vented, cross-drilled discs. A nice, steady, one-two downchange follows and I hold the revs at the slump end of the boost. And then boom! The needle flicks to 0.9 bar (about 900bhp) and I'm pinned back – from a 100mph rolling start, in third! This is what I'm missing by running on the oval: the neck snap, overrun crackle and turbo pop of braking, cornering and acceleration. (I had hoped to drive on the handling course, too, but it proved a mite twee for a car that is almost as wide as it is long.)

The handling was another aspect that had failed to impress Donohue on his early runs. The unsorted 917/10 had an unnerving habit of weaving at high speed, while corners had to be taken in two or three stabs rather than one smooth sweep – and that was with a 5.4-litre atmo engine amidships! Donohue and Cox lengthened the front wishbones to reduce camber change and stabilise the contact patch, and the rear roll-centre was raised: the car was now more manageable, if not totally perfect.

I had expected it to be truly terrifying, to shoot off at right angles, to swap ends, given even a smidgen of throttle. But that, when I thought about it latterly, was an irrational fear. The M20 of 1972 was the latest in a long line of McLaren Can-Am beauties: it had 800bhp, a monocoque chassis, and its drivers and team were imbued with years of domination. To beat it you would require a finely honed racing car, not an untameable monster. And this Porsche beat it.

"I drove a McLaren M8 on the Porsche test track," admits Kauhsen after 30 years, "and it was much, much nicer to drive than the 917/10. Much easier. But there was no way, no way, that it could live with the Porsche when Mark Donohue was at its wheel. He was fantastic." Donohue's driving style was to carry speed deep into a corner; for him, there couldn't be enough power or downforce. "I remember the first time I saw him in the car," Kauhsen continues. "He came into the S-bend sideways, changed up in ➤➤

TECHNICAL SPECIFICATION

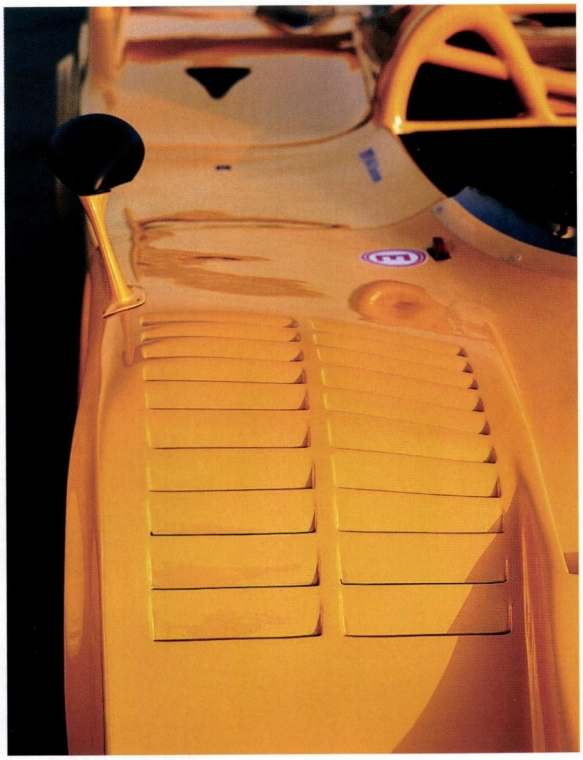
ENGINE
Type: T912 – air-cooled, DOHC, flat-12 **Capacity:** 4998cc **Bore x stroke:** 86.8 x 70.4mm **Compression:** 6.5:1 **Ignition:** Bosch; twin-spark heads **Fuel injection:** Bosch **Max power** 1000bhp @ 8400rpm **Max torque:** 720lb/ft @ 6500rpm **Construction:** magnesium crankcase, steel crank running in eight plain main bearings, central power take-off and cam drive (gears); aluminium cylinder barrels and two-valve heads (65-deg valve angle: valves sodium-cooled); 5in titanium conrods, Mahle pistons in Nikasil bores; magnesium camboxes **Weight:** 284kg **Turbos:** KKK, one per bank **Max boost:** 1.4 bar **Oil system:** dry sump **Cooling fan:** 13in, running at 1.4 engine speed, 3100 litres/sec **Firing order:** 1-5-12-3-8-6-10-2-7-4-11

DRIVETRAIN
Gearbox: T920 – 4-speed, synchro **Clutch:** Borg & Beck, triple-plate, 7.25in **Final drive:** solid spool, locked titanium halfshafts, rubber donuts

CHASSIS
Type: aluminium spaceframe stiffened by aluminium sheet (65kg) **Bodywork:** GRP **Wheelbase:** 2316mm **Track (f/r):** 1620/1638mm **Weight:** 810kg **Length/width/height:** 4350/2100mm/1120mm

RUNNING GEAR
Suspension (f): double-wishbone, forward-facing radius arms, spring/damper unit, anti-roll bar **Suspension (r):** reversed lower wishbone, top link, twin radius arms, spring/damper unit, anti-roll bar **Hubs:** titanium **Dampers:** Bilstein **Springs (f/r):** 600/800kg **Brakes:** Porsche, four-piston trailing calipers; aluminium discs, vented and cross-drilled **Steering:** rack-and-pinion **Fuel capacity:** 77 gallons **Wheels:** Porsche, 15in **Tyres (f/r):** Goodyear, 12/19in

PERFORMANCE
0-60mph: 2.1sec **0-100mph:** 3.9sec **0-200mph:** 13.4sec



Slats in front wing cooled brakes and generated negative pressure

the middle of it, and was gone. I thought he'd made a mistake, but he did exactly the same thing on the next lap, and on the next. He drove like it was a go-kart. He was only a tenth quicker than me, but it was a very short lap at Weissach and I had done thousands of kilometres there. I knew then that I would have to change my driving style. But I could not. I could get the car a little sideways, too, but only when I saw the exit of a corner. To be quick in this car you had to be aggressive with it, on the brakes and on turn-in, and Donohue was the master of that."

If Kauhsen is the unsung hero of this immense project – testing, testing, testing – Donohue is The Man, in and out of the car. When the turbo engine, fresh from flash readings of 1500bhp on the dyno, continued to refuse to run at low and mid-range revs it was Donohue who asked if it had ever been tuned to run minus the turbos. The answer was no. His request that the Porsche engineers return to the absolute basics paid dividends. No longer blinded by those flash readings, they, and Bosch, took a more measured approach to factoring in a new, third parameter to what we now know as engine management: boost, as well as throttle opening and rpm. The resultant fuel injection control cam was not much bigger than a 50p piece but it floated this million-pound project. The resultant fuel pump became known as the 'happy pump', and Donohue cracked one of his famous smiles – now he had a car he could race with.

This is the 'user-friendliness' which I'm benefiting from today, 31 years later. The boost is epic in its scope and scale, but it does not come in as aggressively as that of the Porsche 956 I drove last year. It's fatter, plumped out by all that torque.

I'm on my second run now and I'm beginning to enjoy myself. I espy a Merc in the middle-distance and prepare to pour past it. I don't, though; our speed differential appears to be not much more than 20-30mph. (It doesn't occur to me that the Merc might have been doing 140 or so!) I decide to speed up – well, the mechanics are watching this time. Another 500rpm is spooled out. Approx 7000rpm. Storm's a-brewing.

We're really shifting now and I lift for the tighter of the bankings – the circuit is cam-shaped; my neck feels the braking effect of of that rear wing. The longer 'base circle' banking I can take without a lift – not that I'm flat-out, mind. Even so, I'm definitely having to steer and I feel my biceps bulge (a relative term). The buffeting has just begun, too, that thin strip of a deflector along the cockpit coaming having worked wonders.

Another 500rpm. Faster, faster, faster...

Time to stop.

I'm all alone briefly back in the paddock. I allow the turbos to cool, then switch off. Their impellers, which run up to 100,000rpm at full load, whir on for 10sec or so. My back acts as a heat sink and a shimmering haze passes overhead. Blimey, I've got it warm – a fact confirmed by one of those piffling dials. I hop out and feel the tyres. Hot-ish. Wonder how fast I went?

Willi returns. I ask him what the car is geared to: 345km/h at 8400rpm, he replies. The tell-tale is wedged at 7600rpm. I ask to borrow a calculator.

That's 41.07 km/h per 1000 revs. Times 7.6. Equals 312.14km/h. Multiply by 0.6214 to get mph. That's... No way!

I show the calculator read-out to Willi. He shrugs, unconcerned: "For sure, yes."

"But it didn't feel that fast," I venture, almost by way of an apology.

"That's the problem with this car – it does not feel fast, it does not sound."

Exactly how fast?

An unofficial 193.96mph.

Running 10 per cent shy of a racing car's maximum is no reason to boast. Sure, I've almost joined The 200mph Club, but there is no disappointment, just an overwhelming sense of humility: I am in the presence of greatness.

Porsche's 917/10 is unquestionably a car that redefined the sport's boundaries. It can take you to places you've only dreamed of.

I know, I've been. M

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'He truly never met a race car that he didn't like. All US racing was clamped in an AJ Foyt stranglehold'

DETRACTORS OF AMERICA'S ALL-ACTION HERO POINT TO HIS RARE EUROPEAN FORAYS. BUT JOE SCALZO ARGUES THAT FOYT DID ENOUGH AT HOME TO BE CLASSED A TRUE GREAT

IT WAS A GREAT RACING CIVILISATION THAT AMERICA HAD GOING for itself in the mid-1960s, and certainly its highlight was getting to watch A J Foyt, the greatest gun going, patrolling the scene at Indianapolis, Langhorne, Ascot Park and the rest. It's a loaded question, but what did those three utterly different, but all monster theatres of war – one the celebrated Brickyard, the other a notorious mile oval of black dirt, the third the claustrophobic and explosive Los Angeles short track – have in common? A J. His name was smeared all over them. Who else ever won on all three, some of them more than once?

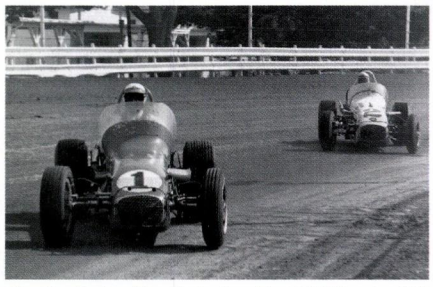
A lot of champion race drivers tend to nail one discipline, master it, and then ignore the rest. But from the very beginning of his seemingly endless career, when he was a 20-something novice manhandling Offenhauser midgets all over his native Texas, it appeared to 'Baby A J' that nothing but a stale existence would come out of specialising in the doodlebugs. So he started checking out different schools of speed, and he truly never met a race car that he didn't like. And so all US racing was clamped in a Foyt stranglehold.

At his zenith in the mid-1960s he would be seen not only dominating Indy, dancing through the 100 furrowed miles of the 'Horne and rim-riding Ascot, you'd also regularly find him way down in the stock car South, trapped in a 150mph ribbon duelling Richard Petty, Fred Lorenzen, 'Fireball' Roberts and the rest of NASCAR's tribe at Daytona, Charlotte or Atlanta; or else he'd be out on the hilly Monterey peninsula at Laguna Seca going after Jim Hall and Roger Penske in unlimited sportscars.

Functioning in a different universe from everybody else, it seemed that Foyt would have raced every day of the week had it been possible. As if trying to, he invented a whole new style; call it the burn-the-candle-at-both-ends method. This mode of adventure – and for a long time Foyt was its sole practitioner – was marked by A J competing so frequently and fiercely that his stamina and will to win quite literally exceeded belief.

Take, for just one example, the amazing string of eight races in 20 days he managed during the crackling September of 1963, starting with three different meets in three days on DuQuoin's one-mile dirt track. This Illinois triple-header opened with a 25-mile sprint car free-for-all – howling Offys and banshee short-stroke Chevrolets making wham-bam powerslides, rough-housing blasts, plunging swerves and desperation veers. In and out of firefights all afternoon, Foyt intimidated, demoralised, hosed everybody down and won without undue effort.

The next day was a stock car conflict of 100 miles, a face-off between factory Dodge 426s and factory 406 Fords. Foyt had recently resigned from Dodge to join Ford. But in warm-up a crashing Pontiac smacked into him; in the time trials his Ford lacked the horsepower to qualify faster ➳

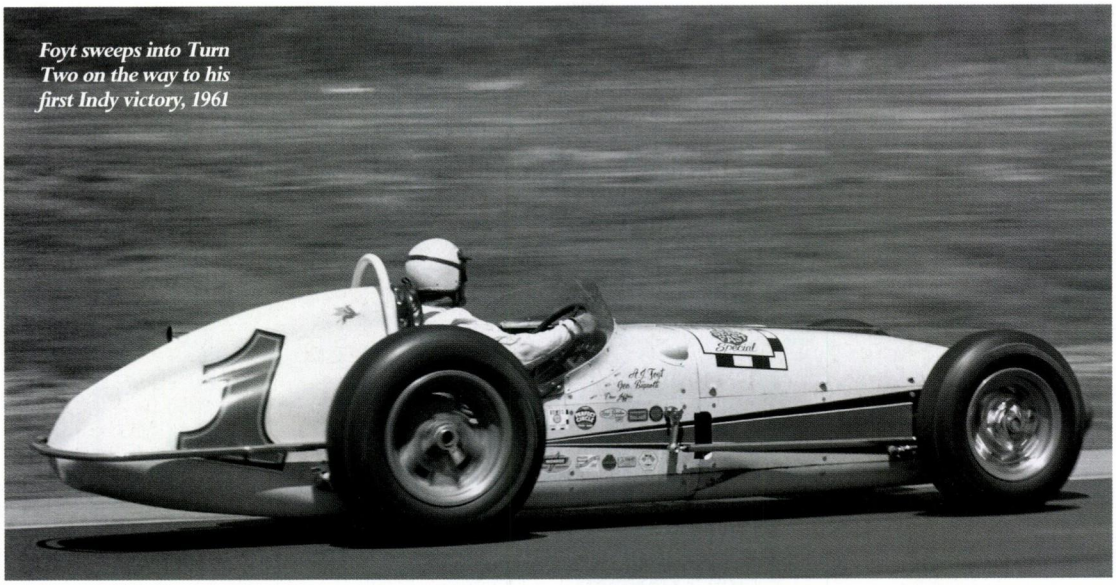


John Mahoney

Foyt leads (and beat) Andretti in 1968 Hoosier 100



Nahamplkin/Evernade Collection



Foyt sweeps into Turn Two on the way to his first Indy victory, 1961

both: Bob Tronolone

than ninth; and in the main event Foyt went spinning out early, allowing his old team to run home for a one-two finish.

A J was scheduled next to hustle his earth-moving Indycar, after a night's rest. Except he didn't fool with sleep. Instead, he flew directly to Kansas City, where his stooges had hauled his refurbished sprinter for a 115-mile short-track blast around Lakeside Speedway. The great geriatric Don Branson sent over an air raid in an old Offy that blued Bobby Marshman's elbow, reddened Roger McCluskey's nose and helped set Jim Hurtubise's car on fire. Doing a superior job of ducking Branson's fusillade, Foyt took second place.

Everybody was back at DuQuoin by dawn. Time for 100 miles in Indycars, Foyt in a runaway brawl with his occasional nemesis, Rodger Ward. That day, Ward got annihilated.

'Foyt in a runaway brawl with his occasional nemesis Rodger Ward. That day, Ward got annihilated'

Four days, four races, two wins.

Yet more Foyt candle-burning occurred during a weekday evening show at the Indiana State Fairgrounds in Indianapolis, where he was back rampaging in his Ford stocker, racking misery upon his former employer, Dodge. The Ford still wasn't right – this time it wore out the brakes – but Foyt won anyway. Burn that candle!

The following Sunday, A J was to be found in the Pennsylvania precincts driving the 'Horne. Making impossible pass after impossible pass, he was leading the stock car field at the 86-mile mark, but got taken out in a collision. Impatient to resume the campaign in anything available, he spotted the Dodge Hemi of a used-car salesman named 'Honest John' meandering in 14th position. Mongering his way into its cockpit by throwing 'Honest John' out, Foyt demonstrated why he was A J Foyt. Eight miles in arrears, he recovered two of them, then recorded the fastest average of the afternoon, as lap after lap he pulled off his trademark outflanking manoeuvre on Langhorne's outermost fringe, up where the oiled dirt merged against a rampart of dense woods; afterwards he was inconsolable about only finishing third.

Next he returned to the Indycar tournament and fell to the revitalised Ward in the Hoosier 100. But just six days later Foyt was in New Jersey, unbeatable all over again on Trenton's paving. Only then did he temporarily rest from his 20 candle-burning days – though not for long: he took John Mecom's Scarab to the Bahamas and ambushed the road-racing lads at Nassau's speedweek.



Crew chief Bignotti and Foyt ruled the early 1960s

Continuing the same breakaway pace in 1964, he won an impossible 10 of 13 Indycar shows in nine months: Phoenix, Trenton, the Indianapolis 500, Milwaukee, Langhorne, Trenton, Springfield, ➡

A J IN INDYCARS

- With 67 career victories, Foyt remains easily the most successful Indycar driver of all time. His seven championships are also a record.
- Foyt remains the dominant figure in the Indianapolis 500 record books. He sits atop the wins pile with his four victories. His tally of 35 (consecutive!) appearances has never been beaten, and he's the only driver to win the 500 in front- and rear-engined cars.
- Foyt and his father Tony were very close as they ran their family team. But A J's dad was not one to give praise away. "My father never told me I ever drove a good race. Never. After Indy '77 [Foyt's fourth win] I guess he was finally happy... I asked if I did good, and he replied, 'I don't know about good, you did fair'."

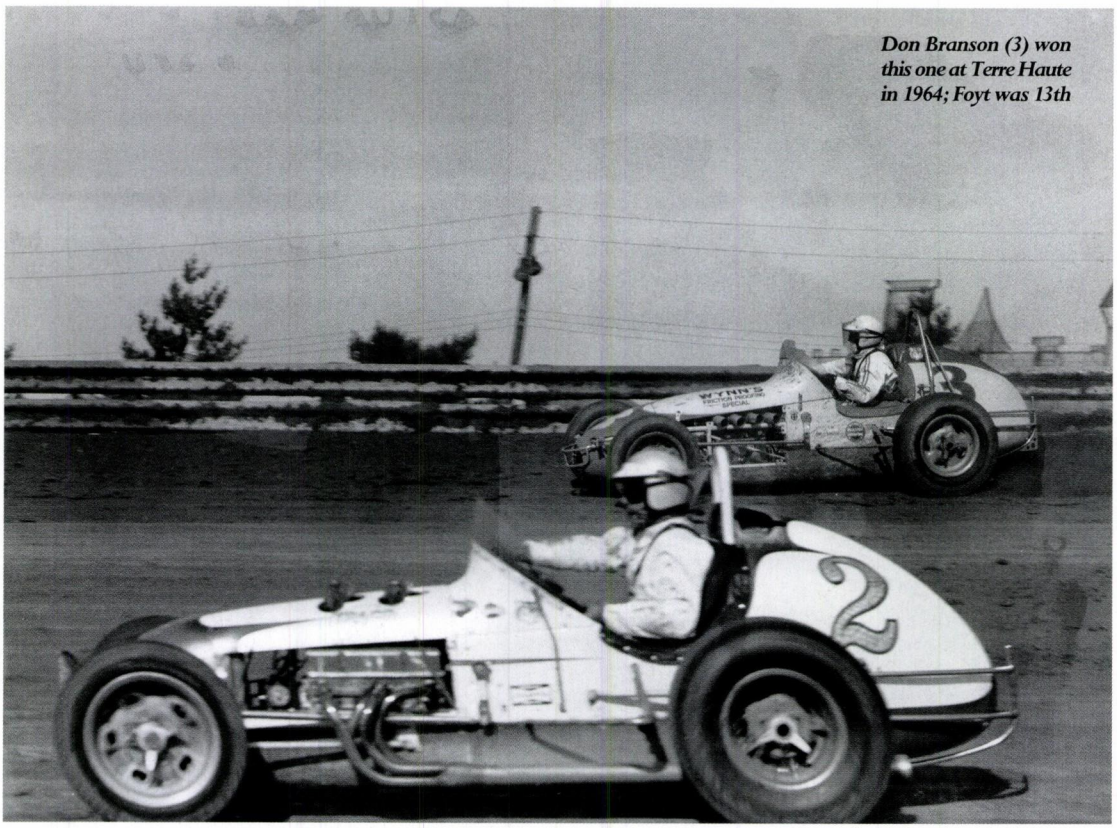


Indianapolis Motor Speedway

Hoosier 100 win part of incredibly successful 1964

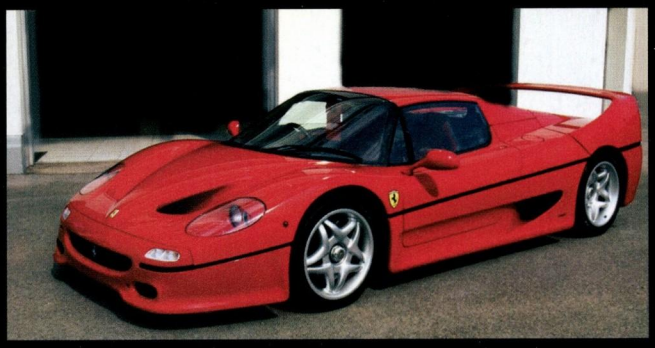
A J IN SPRINT CARS

- Foyt began his career in tail-happy sprint and midget cars on dirt ovals, and remained fiercely loyal to the branch of the sport in which he'd cut his teeth. He continued to compete regularly in USAC events right up until 1975, usually in cars he owned.
- In total he won 28 USAC sprint events, 20 midget races and two Silver Crown wins. He won the 1959 USAC sprint title and '72 Dirt crown.
- The challenge of racing on dirt or paved ovals that midget and sprint cars provided was one that A J never tired of. "An oval to me is a lot harder to run than a lot of road courses," he said. "On road courses you can make a mistake and gain it back at another corner, but on an oval you're not allowed to make it back up."



Armin Krueger

Don Branson (3) won this one at Terre Haute in 1964; Foyt was 13th



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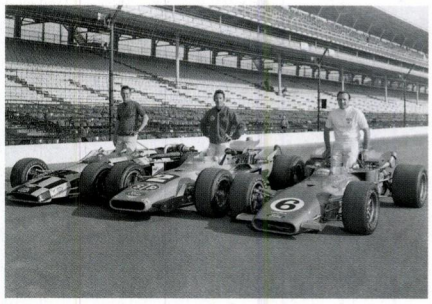
88737

DuQuoin, Indiana Fairgrounds and Sacramento.

Just as impressive as his ability to win was the way he continued to live injury-free. Those were very hazardous times. Two of the championship trail's icons, Eddie Sachs and Bobby Marshman, were killed in fires; Parnelli Jones and Jim Hurtubise were severely burned. A J alone seemed able to go on leading the ultimate race driver's charmed life.

Yet at last, he too joined the massed ranks of the damaged. At California's Riverside Raceway, during a stock car marathon, he was flat out when his Banjo Mathews Ford blew out its brakes at the end of Turn Nine and plunged to the floor of a canyon. Foyt's injuries included a broken back, damaged aorta, fractured heel and general trauma. Just 10 weeks later, hurting from top to bottom, he arrived at Phoenix International Raceway for the Indycar 150: he won pole position. In the race, however, mechanical ills put him out. A J had little success at other 1965 meets and, for a change, he lost the national championship to someone almost as exciting to watch as himself: Mario Andretti.

Actually, that season was all about change; US racing would never be the same again. The influence of Colin Chapman and Jim Clark, with their rear-engined Lotus-Fords, was everywhere, as



Indianapolis Motor Speedway

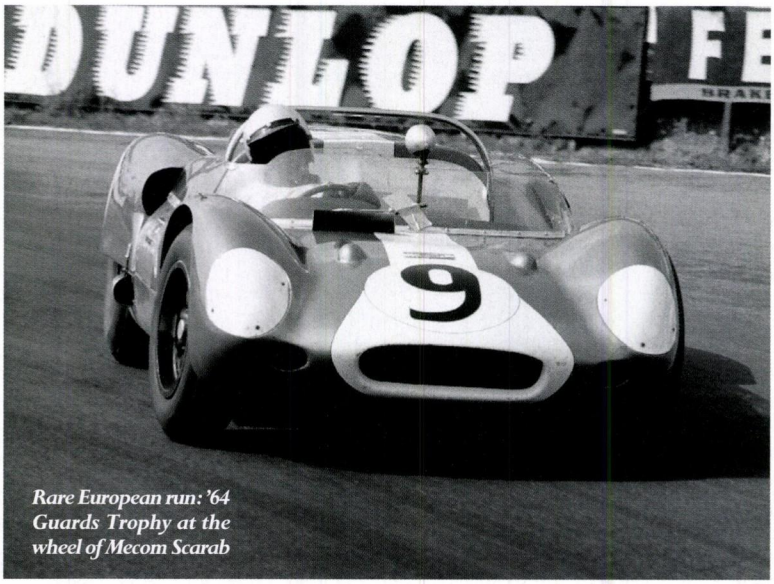
Pole for 1969 Indy 500, next to Andretti and Unser

if they had been witch doctors bringing their medicine to primitive people. Adieu, Offy roadsters! Goodyear and Firestone, the two rubber giants, were going back and forth in a bitter tyre war. The dirt tracks, for half a century the backbone of championship conflict, were being disenfranchised and the road courses accredited. Suddenly anything seemed possible, including Mario – fresh off the wild midget car bowls – being the first to try to plug into the same mystique that had created Foyt.

To equal A J, and become a race driver who dominated all categories with superior skill, you had to be a candle-burner. And so Mario was, setting a record by winning three main events on three different tracks, all in the same day. By 1968 he was making it an international issue. Just beginning to get his toes wet in Formula One, he appeared out of nowhere at Monza for the opening practice of the Italian Grand Prix. That was Wednesday. He practiced on Thursday, broke the track record on Friday and returned to America on Saturday morning in time to finish second (to Foyt!) in that afternoon's Hoosier 100. Foyt-like, Mario then employed a desperate series of commercial, private and helicopter flights back across the Atlantic to be at Monza for the start of the grand prix on Sunday morning.

'To equal A J, and become a driver who dominated all categories, you had to be a candle-burner'

The ending was a waste. An ➳

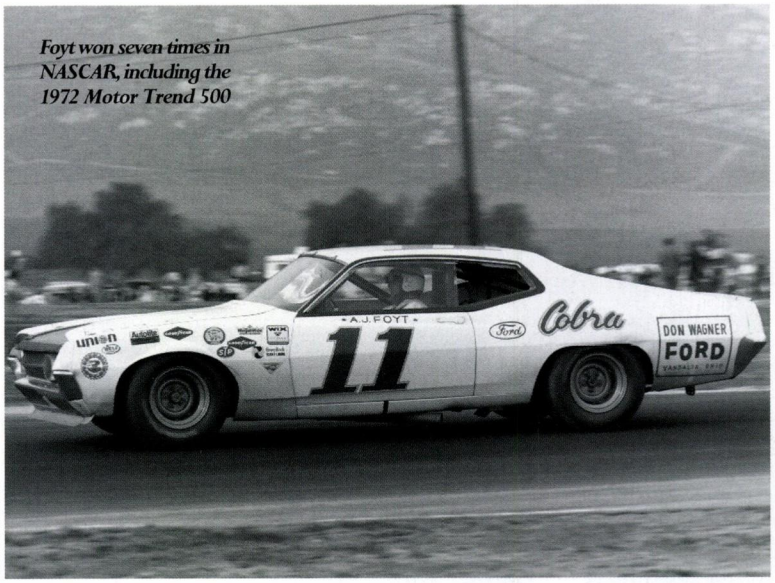


Nick Loudon

Rare European run: '64 Guards Trophy at the wheel of Mecom Scarab

A J IN SPORTSCARS

- Foyt's Le Mans victory alongside Dan Gurney in 1967 was his only appearance at La Sarthe; leaving him in an elite band of six drivers to have a 100% record in the French classic.
- The first of Foyt's two Daytona 24 Hours victories, in '83, came after he swapped cars. When his Pepsi-backed Aston Martin Nimrod retired, he switched camps and joined Preston Henn's T-Bird Swap Shop Porsche 935 squad to win.
- Foyt's last-ever major race win was alongside Bob Wollek at the Sebring 12 Hours in 1985 (weeks after winning the Daytona 24 Hours). This promoted the Texan to the rarefied group of seven drivers to have won all three of sportscar endurance racing's major classics.



Foyt won seven times in NASCAR, including the 1972 Motor Trend 500

both: Bob Tronolone

A J IN STOCK CARS

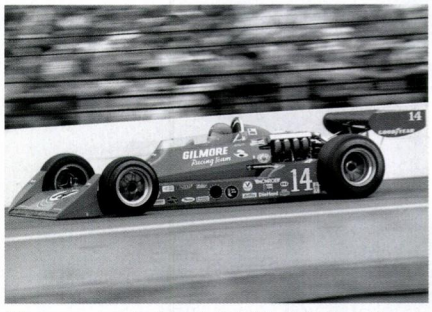
- Foyt started the Daytona 500 no less than 29 times, and by winning the 1972 event he became part of an elite club, alongside Mario Andretti, to win NASCAR's big one *and* the Indy 500. By also winning at Le Mans, he has achieved a triple crown that remains unique in world motorsport.
- Foyt won seven NASCAR events from 128 starts, but never came close to winning the Winston Cup. He won three titles in the lesser USAC series.
- It was in a stock car crash at Riverside '65 that Foyt suffered his first major injuries, the worst a broken back. A doctor at the scene declared him dead, but Parnelli Jones and Ralph Moody swore they saw him move and began shovelling dust from his mouth, allowing him to breathe.

overwrought socialist deputy of the Italian parliament got Mario disqualified from starting the GP, saying that nobody could travel and race so much without rest. He'd obviously never heard of candle-burning.

The Foyt vs Andretti battles continued for the rest of the 1960s, through the '70s and '80s, even into the beginning of the '90s, and made it a good time to be a spectator. A J was never again able to steamroller as he had in the '60s, but he continued to add to his record of incredible versatility. He won two more Indys, in '67 and '77, when the 500 still really counted, the '72 Daytona 500, the '67 Le Mans 24 Hours (alongside Dan Gurney), the International Race of Champions free-for-all, seven seasonal Indycar titles, and more.

While all this was going on, eras of racing were coming and going, and so were the demands of what a racing driver had to do: the rear-engines of the 1960s gave way to the bewinged and turbocharged monsters of the following decade, and finally the strange aerodynamic missiles of the '80s and '90s with their mysterious ground effects. It was in one of these, at Indy on May 15, 1993, that Foyt brought his five fantastic racing decades to an end by rolling into the pits and saying, aged 58, that, at last, he'd had enough.

'A J is Captain America. The only hero he has ever owned up to is macho John Wayne'



First man to win four Indy 500s: 1977 in a Coyote

Typically, he contradicted himself by racing in the following year's Brickyard 400 (finishing 30th), and then attempting to qualify for the same event in 1995.

Since then, operating his own team in the Indy Racing League, modern Foyt has won the seasonal championship as well as the Indy 500 with Kenny Brack. He's unstoppable; incomparable.

That said, he never followed Mario into F1; in fact his European efforts were few. Did he avoid the international scene because there wasn't enough money? Or because he knew he couldn't hack it? In his angry autobiography, he offers an answer of sorts by arguing that American drivers "don't get a fair shake" in Europe. Besides, he boasts, did he not win "their best race", Le Mans?

Opinions vary, but it could have been a simple fear of homesickness. A J is Captain America. The only hero he has ever owned up to was macho, swaggering John Wayne.

Foyt is not a sympathetic character in the way that Andretti is. Getting an assignment to interview him is akin to combat duty. But nobody's perfect. It brings to mind what somebody said about artists: admire them for their work, not their personalities.

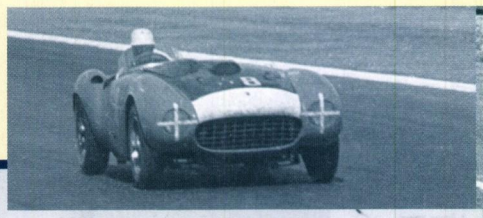
I know it's sticking my neck out, but I'll match the candle-burning A J of the 1960s against anybody who ever raced. M

GREGOR FISKEN

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PLAYER'S PLEAS

LOTUS 73: MONACO F3 – MAY 13, 1972

A BLACK-AND GOLD LOTUS SMOKED ITS FORMULA ONE RIVALS IN 1972, BUT ITS FORMULA THREE COUNTERPART COUGHED AND SPLUTTERED ITS WAY TO AN EARLY DEMISE. BY PAUL FEARNLEY

A new era dawned in 1972: Formula One got its youngest world champion, and gained a commercial face that would change it forever. Lotus had ushered in sponsorship as we know it with Gold Leaf in 1968, but Chapman's team had now 'sold its soul': Emerson Fittipaldi won the title in a John Player Special, not a Lotus 72.

At the end of 1971, Lotus had re-signed with Player's for three more years. As the technology and cost of F1 spiralled, the team saw that financial security was vital. It was beginning to realise, too, that it would do better to focus completely on F1. Player's, though, was yet to be convinced of this: more races equalled more exposure – it was as simple as that.

"There was a branding complication," explains Peter Warr, Lotus' team manager. "Player's only sold the JPS brand in the UK; elsewhere it was sold under licence by British American Tobacco. Player's was worried that it wouldn't receive enough UK exposure via F1 alone. So we had to do Formula Three."

All the right pieces appeared to be in position for this programme: Lotus had built the most advanced F3 car to date, the 73, and signed Tony Trimmer, the 1970 British F3 champion, to drive it. Neither party, however, really wanted to be involved.

Lotus had signalled its desire to streamline by closing Lotus Racing in 1971. This subsidiary had looked after its privateer customers, and run the 'works' 69 which Dave Walker used to dominate F3 that year. By Warr's own admission, Walker's performance in the British GP support race had convinced Player's to stay with Lotus despite its poor F1 showing. There was, though, less and less room for sentiment in motorsport – as Trimmer had discovered also.

He had secured his F3 title in a self-run Brabham, and impressed the F1 crowd by winning at Monaco. He joined Lotus for an end-of-season F3 series in Brazil confident that a handful of F2 drives were on the table for '71. But by the time he returned, the scene had changed dramatically: the market was flooded with 'pay drivers'. "I've never been good at selling myself," admits Trimmer, "and suddenly teams wanted £50,000 plus." He was left on the shelf.

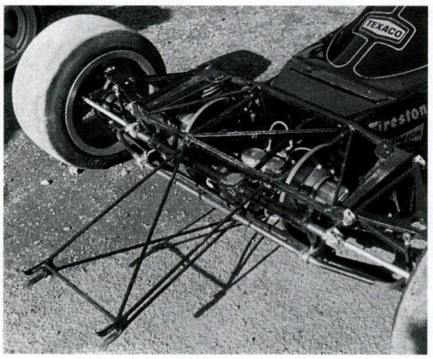
Adamant that something would turn up, all year long Trimmer spurned Lotus' advances to return to F3; he felt he could only lose out with such a move. This thought was still nagging away when he did eventually sign, for 1972, but it was Hobson's Choice – nothing else *had* turned up.

"They had kept upping the offer. I was excited by talk of the new car. There was a good budget. And there was a promise of three Formula One drives."

Trimmer never got a sniff of those F1 drives; undoubtedly, some of the F3 budget was siphoned into the F1 programme; and the 73 was a handful.

"From the driver's shoulders forward, the car was a Formula Two project designed by Maurice Philippe and shelved after Jim Clark's death. This bit was a monocoque fitted with inboard front brakes and rising-rate suspension. To it was stitched a reworked Lotus 59/69 rear, which was *not* rising-rate…"

Trimmer quickly realised, too, that there was a major communication and leadership problem. Warr was flat out on F1 and the bulk of Lotus Racing had followed its disaffected boss, Mike Warner, to help him set up the instantly successful GRD concern. The fledgling JPS F3 team, under the auspices of Lotus young-buck designers Martin Wade and Dave Baldwin, was left in the main to its own devices.



Mini 72: rising-rate suspension and inboard brakes

Trimmer: "The car was different at every race. That front suspension was impossible to work out. I became desperate and started throwing weird settings at it. I was messing about with the ride height at Mallory Park – running very high at the front, low at the rear. It looked ridiculous, but it worked. I went even more radical and put a load of negative camber on it. Now I was able to use the brakes properly for the first time – and they were fabulous."

Trimmer won the Shell round at Mallory Park in early April with this set-up. It was a brilliant drive – for which he received no points and no prize money. Because of its Texaco links, the team was refusing to affix Shell stickers to the car. Another "bone of contention" between team and number one driver.

In the chill draught of this relationship, minding his own business, waiting for his promised turn as number one, was 22-year-old Bernard Vermilio. The winner of the 1971 BOC Formula Ford series reckoned he'd "cracked it" when he signed for Lotus.

"I thought the car had a lot of potential," says Vermilio, "but it didn't seem to suit Tony's style; I think he preferred an understeerer. All he kept saying was that it wasn't as good as his old Brabham, and I don't think he was pushy enough to get what he wanted. From my point of view, the only time the car felt right was after Dave Walker had done some testing in it at Anderstorp, midseason."

Trimmer arrived at Monaco, one month after his Mallory success, with a car "fitted with a horrible biscuit-tin nose" and no more results to speak of. His expectations were low.

"The car was awful in qualifying. There were a few minutes left – I still hadn't qualified – when the oil pressure light came on. I pitted and shouted for oil. Peter Warr said that they hadn't brought any from the paddock, so I dashed over to another team, borrowed some, and was about to pour it in when Peter explained we couldn't use it because it wasn't our sponsor's product. I'm a calm guy, normally…" Trimmer qualified on adrenaline alone that day!

"It was wet for the race, and that's what saved us. Colin Chapman mentioned that Firestone had provided a new front wet for the F1 car, and he asked if we'd like to try it, front and back. Once again the car looked ridiculous, but once again it worked."

Trimmer knew that he had an outside chance of salvaging something from the year.

"I was charging through the field, up to about sixth place or so, when I collided with an Alpine at Mirabeau. We weren't damaged, but we were facing each other, our wheels interlocked. I was about to climb out when I heard a swishing noise. I knew exactly what it was: a car all locked-up."

Trimmer braced himself for a big impact, but it never came. Instead he got a shove that propelled him down the hill. As quick as you like, he bump-started the 73 and, although he'd lost more ground than he'd made up, he still finished second, less than 2sec behind the Alpine of Patrick Depailler.

Sadly, the team was unable to consolidate upon this result, and it was shut before the year was out.

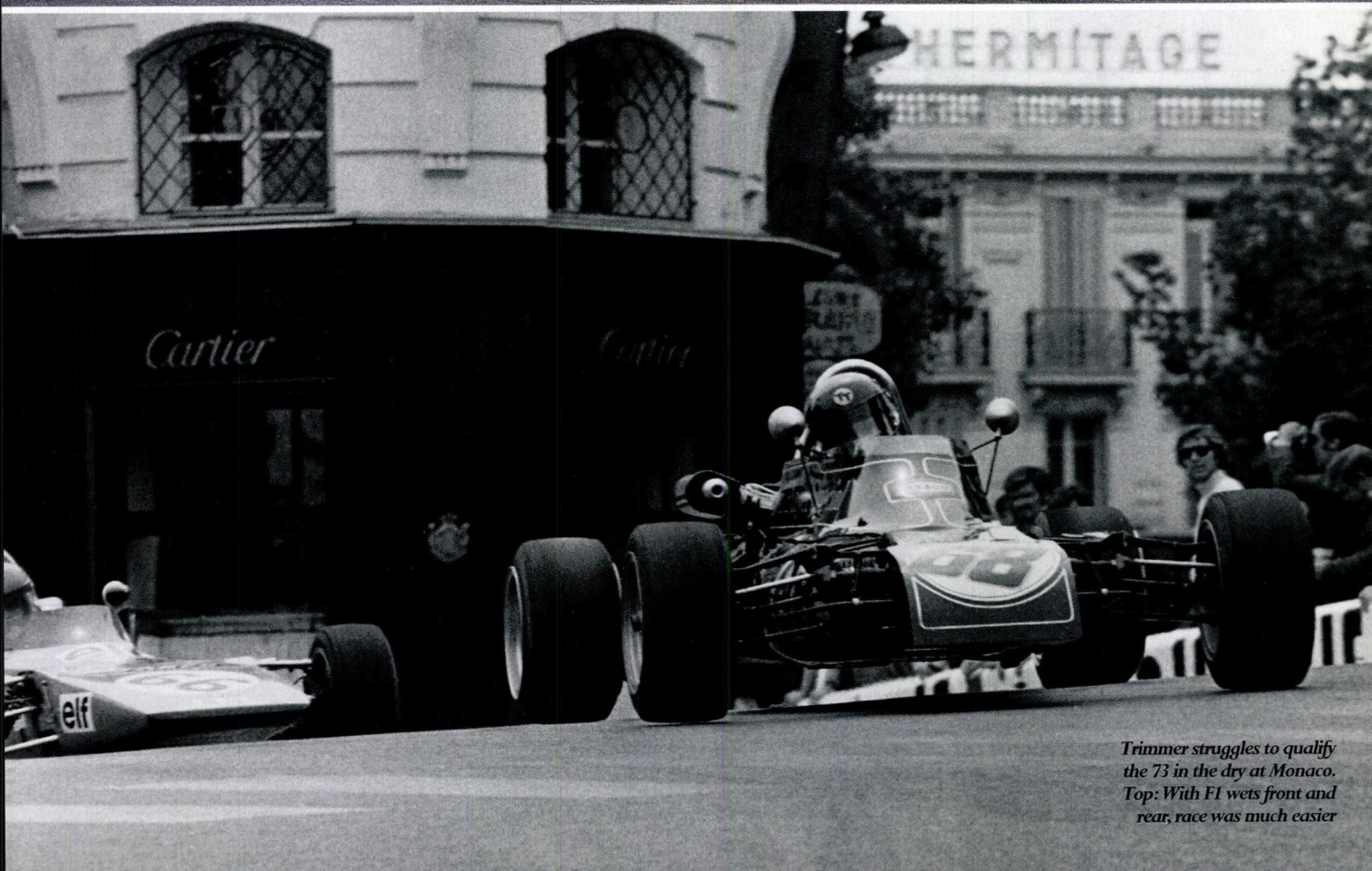
"The guys made a tremendous effort and built a tidy car," concludes Warr. "But the programme suffered from a lack of financial emphasis, technical development and personal management.

"It would be harsh to call it an embarrassment, but it's certainly true that we couldn't wait for the programme to end."

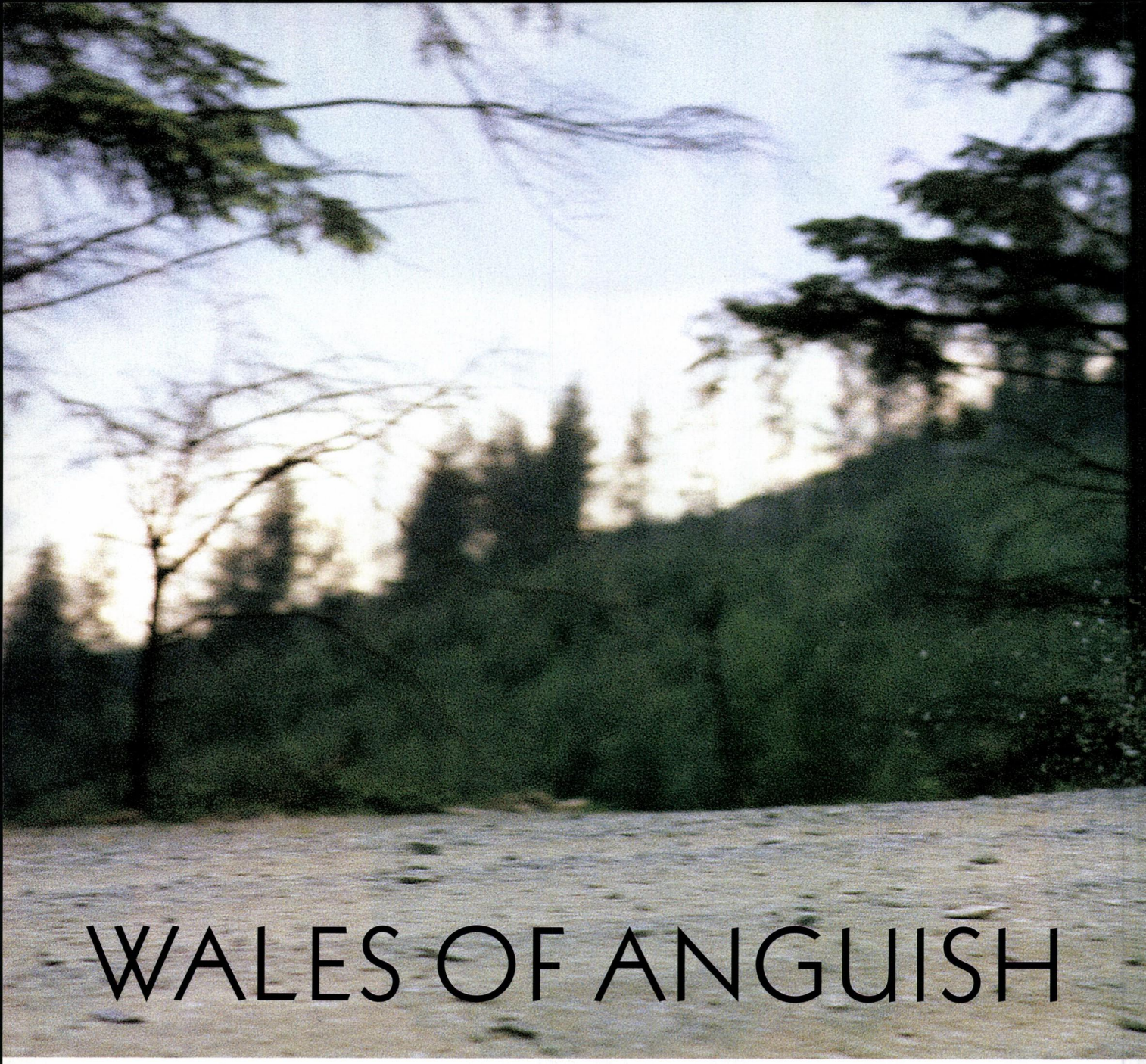
So not everything black-and-gold glisters. M

all: LAT





Trimmer struggles to qualify the 73 in the dry at Monaco. Top: With F1 wets front and rear, race was much easier



WALES OF ANGUISH

THE CANCELLATION OF THIS YEAR'S RALLY OF WALES MAKES JOHN DAVENPORT THINK BACK TO ANOTHER 'WELSH' – THE CLUBMAN'S INTERNATIONAL THAT WENT A STAGE TOO FAR...

HISTORY HAS A HABIT OF REPEATING ITSELF. EARLIER THIS YEAR rally enthusiasts got a helping of déjà vu when they read the headline 'Rally of Wales Cancelled by Entry Shortfall'. Only 10 years before, the Welsh International Rally had foundered on the same financial rock.

There is always confusion about the title of events incorporating the words 'Welsh', 'Wales' and 'Rally', since at any given time there seem to have been at least two of them in existence. Currently we have the Wales Rally GB, which is the latest guise adopted by the United Kingdom's contribution to the World Rally Championship. And we have the aforementioned Rally of Wales, which rose from national status to take the place in the British Rally Championship of the original Welsh International Rally. It is the latter, however, that this article concerns.

The South Wales Automobile Club (SWAC) ran its first event in 1936, with starting points in places as far away as Buxton and Newcastle, all converging on Cardiff. After the war the event was revived and, in 1961, the 13th in the series was a successful night rally held in early January. The weather was Arctic and many people got stuck, including Pat Moss, who was with Stuart Turner



Malcolm Wilson flings an Escort RS to fifth place in 1981. His team-mates, Ari Vatanen and Pentti Airikkala, finished first and fourth, respectively

in an Austin Healey Sprite. Another Healey – a 'Big' one crewed by Alec Griffiths and David Stone – won the event. This event was typical of British rallies of the time – tight navigational night sections, with the occasional special stage. Stage rallying was just beginning in Britain and SWAC was not slow to realise that it had some of the best special stages in the country. The idea grew to make the Welsh Rally into something bigger, with more to offer competitors making the transition from pure road rallying to special stages. The instigator of this was Bryn Davies, who became Clerk of the Course for the 1963 event, scheduled to be the first Welsh International Rally. Sadly, it was cancelled thanks to the arrival of some serious winter weather.

However, the 1964 event, also in January, stuck pretty much to the '63 plan. A start at Loton Park used the hill-climb as a stage, and then it was off into Wales for two nights and a day for the 99 starters. There were plenty of stages with names that are now familiar, such as Dovey and Crychan, but it was in fog in central Wales that the winner emerged, Barrie 'Whizzo' Williams in his Mini Cooper S.

As an international, the Welsh was held too close to the Monte Carlo to attract entries from outside the UK, but it was an instant hit with British competitors. They had got a proper two-day rally, with proper special stages on decent roads, for the princely sum of £8 8s 0d. And because it was continuous from the evening of January 3 to the morning of January 5, they'd only had to take half a day off work. Its popularity could only rise.

A year later the start moved to Cardiff and the number of stages increased. To make it more attractive to foreigners and works teams, the event switched to December (leaving the slight confusion ➤

of there being two Welsh Internationals in 1965). The ploy worked and the first true works cars turned up for the second event. It featured a rally-long battle between Simo Lampinen in a Triumph 2000 and Roger Clark in a Lotus Cortina, eventually resolved on a recount in favour of the Ford. But works Rovers for Toney Cox and Chris Knowles-Fitton, an MGB for Tony Fall, another Triumph for Roy Fidler, and Mini Coopers for Bill Fritschy and Lars-Ingvar Ytterbring made the rally feel more grown up. But it had by no means lost its clubman appeal: the entry fee had gone up to £12 12s 0d for 35 stages totalling some 250 miles. Compare that to today's prices!

For 1966 the formula stayed much the same. In '67, thanks to Foot and Mouth, the rally was cancelled – and in the lull SWAC decided to move it to early May, away from the RAC. This caused a hiatus, however, and the Welsh missed another year.

By 1969, though, Fram Filters had come through with sponsorship, John Williams had taken over as the Clerk of the Course and works teams were showing enhanced interest. The date was still a bit of a problem internationally: in '70, early May was occupied by the Austrian Alpine, the Tulip Rally, Morocco Rally and the one-off World Cup Rally to Mexico. Works interest was at an all-time low and that gave prominence to Will Sparrow's excellent win in his Group 6 Mini Cooper S.

With no distractions like the World Cup, the rallying fraternity was back in force on the Welsh International in 1971 and, from '72, it was regularly starting 240 cars. In '73 it joined the European Rally Championship to come into line with the Circuit of Ireland and the Scottish. Sadly, this new-found status did not bring anything that the Welsh did not already have, but it did bring another layer of bureaucracy, including discouraging pace notes, which meant that locals with good memories were at an advantage.

'The event had not lost its clubman appeal: the entry fee had gone up to £12 12s for 35 stages. Compare that to today's prices!'

There were problems, too, with reconciling different timing systems – and rising forestry charges. Insurance was more costly and not only were marshals needed, but increasing provision had to be made for spectators; the event lost the use of a few stages after crowds blocked the surrounding roads. However, one thing had changed for sure: the Welsh was now frequently ➳



both: McKlein



Top: Works Datsun 240Z snarls to victory in 1971 with Tony Fall. Left: A year on, Roger Clark guns his RS1600 Escort at Llandow. This was one of Clark's four wins



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For 1954 three cars were entered, with the lead car (XKC 403, registered OKV 2) to be driven by Stirling Moss and Peter Walker.

The crowd that year was said to be the largest yet. For once, though, Moss did not make the best start. After the first lap, he lay fourth behind the three Ferraris. But as it rained he moved up and after 1 hour and 40 minutes, in torrential rain, Stirling briefly took the lead, on lap 22.

On lap 32 he handed over to Walker who during his session became troubled by a misfire and a troublesome fuel filter.

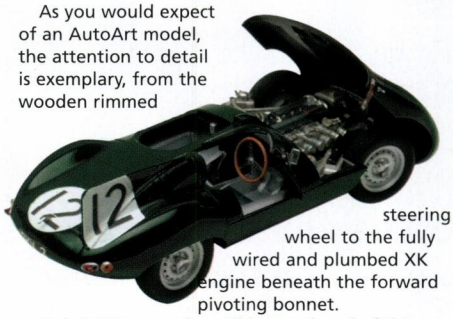
By the sixth hour, Moss had worked his way back to third but then disaster struck as his brakes failed approaching the Mulsanne Corner at 160mph.

The car was out. Moss retired. But the Hawthorn/Rolt car pursued the Ferraris and eventually lost out to the first placed Ferrari of Froilan Gonzalez by just 105 seconds!

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Right: Stig Blomqvist's GpB Audi Quattro heads for victory in 1983. Bottom: Russell Brookes' Manta won in GpA/B transition year, '87

McKlein

a dry event and, ironically, often ran under the threat of having stages cancelled because of fire risks.

The Welsh International was at its peak in the late 1970s. It changed its format to include a modest night halt in Aberystwyth that still kept costs to a minimum for the clubman; and at the front end it was attracting top names. International stars such as Stig Blomqvist, Markku Alén, Lampinen, Jean-Pierre Nicolas and Walter Röhrl were joining British aces Tony Pond, Malcolm Wilson, Russell Brookes and Jimmy McRae in visiting Cardiff in the first week of May. This trend was aided by the event's membership of the new British Open Rally Championship, as SWAC washed its hands of the ERC.

Then its major sponsor, Fram Filters, took a sabbatical from rallying. But with help from local companies SWAC met its obligations until 1981. As a limited company it had multiple responsibilities, and when it was suggested that it might share these with another club, the result was the rally running in '81 as a joint effort with the Welsh Counties Car Club.

That worked, but for 1982 there was sufficient divergence of opinion for SWAC to decide to go it alone again, this time with a cheaper and more compact format. A gentleman called John Bell was put in charge and he moved the event up to Llandrindod Wells, which would provide the start *and* finish; the idea was to cram everything into 24 hours. But when the works crews arrived and were given the route to organise their service schedules, they saw at once that the way it was timed meant that average speeds of 50mph would be needed on the public roads and much higher ones on the stages. With only hours to go, Mr Bell set about pruning time out of the scheduled stops to slacken the pace elsewhere. This led to one memorable exchange in the middle of the night at Machynlleth between a driver and the Competitor Liaison Officer. Originally, almost two hours rest had been allocated, but this was now down to a few minutes.

"The law says that we should have an hours rest every five hours of driving, not just three minutes," complained the driver. "Well," said the official, "Sod's Law says you've got two minutes. Better get moving." And he did.

SWAC CENTENARY

The South Wales Automobile Club is one of the oldest in Britain. Founded in 1903, it will commemorate its 100 years with an 'evening of entertainment' on Saturday, September 13.

A display of winners' cars from the Welsh International Rally will include the very first, Barrie Williams' Cooper S.

All past Welsh International winners are invited. Contact Peter Thomas on WAC@btinternet.com.



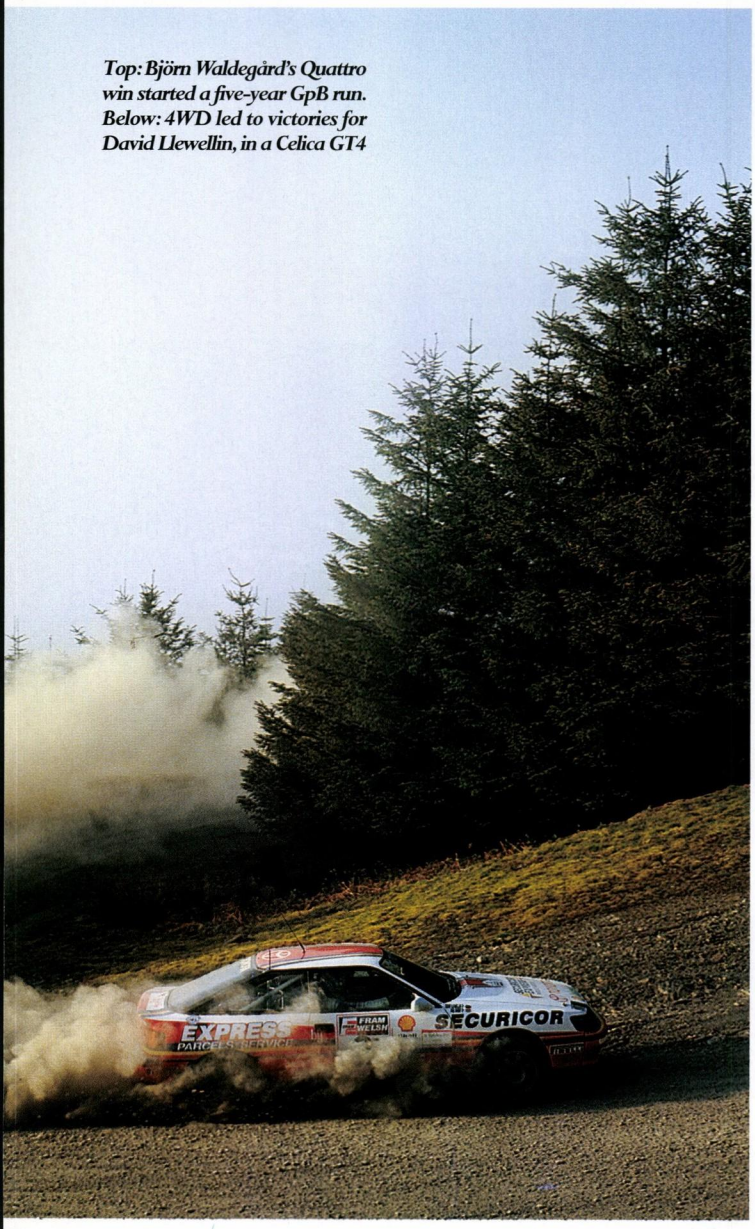
LAT

Understandably, there was criticism afterwards from many quarters. SWAC dispensed with Mr Bell's services and Ron Evans came in to run the event. At the same time, Castrol stepped in with sponsorship and things took off again after what, looking back, was just a hiccough. The Group B era brought exotic cars and increasing numbers of spectators to the Welsh forests. The entry list was never quite as big again, settling around the 100 mark for the international event – though this was later to swell close to 250 with the addition of a national event and one-make series running concurrently.

In 1986, the rally featured an epic GpB struggle between the Audi of Hannu Mikkola and the 6R4 of David Llewellin. With the demise of GpB a lot of rallies struggled for entries, but not the Welsh; its non-participation in the ERC meant it could still accept the supercars. This gave a full year for Group A machinery to emerge on the British rally scene.



both: LAT



Top: Björn Waldegård's Quattro win started a five-year GpB run. Below: 4WD led to victories for David Llewellin, in a Celica GT4

The Welsh was changing format again: a Saturday morning start from Cardiff, a short halt in Aberystwyth and a Sunday afternoon finish in Cardiff. In effect it had lost the cheap-and-cheerful format that had so endeared it to the clubman, but in truth the club rally drivers of the 1980s were a far cry from their counterparts in the '60s. People bought rally cars now that were only intended for stage rallying. They did not need – or want – night navigation sections. The preoccupation of SWAC was to find a way of financing and manning an event in an era when safety demands and forestry charges were sky-rocketing…

Then came the devastating blow.

The 1990 and '91 events had seen entries return to the old levels of the '70s. But Fram Filters was under marketing pressure to focus its interest on sports other than rallying; for the second time, it withdrew.

This was a difficult period: there was a recession and, during '91, the RACMSA employed a marketing man from outside the sport to co-ordinate the British Rally Championship. The magic word 'Open' was dropped from its title and a stream of ideas about the kind of cars that should be allowed to compete was voiced. No sponsor emerged, however, and the rally organisers and the MSA disagreed publicly.

'With Castrol, things took off again: the Group B era brought exotic cars and increasing numbers of spectators back to the Welsh forests'

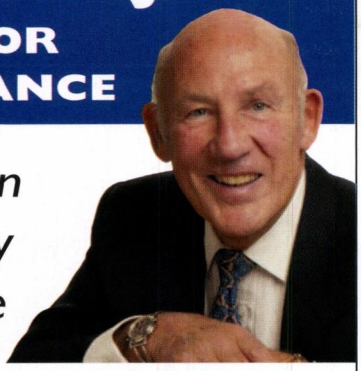
The first victim of all this confusion was De Lacy Motor Club's rally in Yorkshire: it had run for 35 consecutive years yet was now summarily cancelled, never to run again.

The second victim was the Welsh International. By mid-March, its Clerk of the Course, Ian Howells, did not have enough entries to make the books balance, so he looked for help: "We did have an agreement with the MSA that it would support the event financially. But then, a week before we pulled the plug, they pulled the plug on us." The SWAC Welsh International Rally has not been held since.

Now a similar fate has struck the Rally of Wales. One hopes it is not a fatal blow, but the signs are not favourable. The British Championship is under new management, the MSA has appointed someone to recommend changes, all the events are short of funds while money flows at the centre, and the competitors wonder whether they might not be better advised to take up macramé. Ah, for the time when all the excitement a rally man needed could be bought for eight guineas… M

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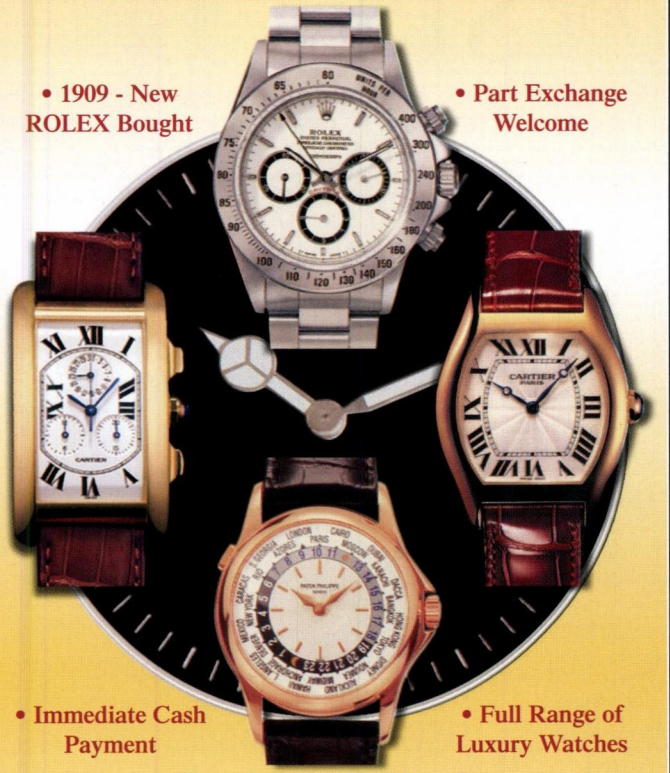
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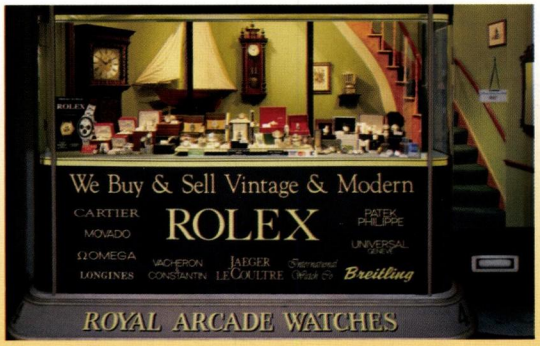
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RECIPE *for* SPEED

BILL BODDY RECOUNTS THE STORY OF THE 1929 BRDC 500 – THE CONTEST THAT PUT THE FIRE BACK IN BRITISH RACING'S BELLY

photography by LAT

THE BRITISH RACING DRIVERS CLUB WAS ORIGINALLY OPEN ONLY to those who, from personal participation, knew what taking part in motor racing entailed. Its committee had the brilliant but risky initiative of having, as its first important event, a 500-mile race at Brooklands. This was to be a no-holds-barred Outer Circuit event devoid of artificial corners – a contest of unadulterated speed. This at first met with some criticism because there were few precedents on which to judge what the outcome might be.

Brooklands had seen nothing of its kind, if one excepts two rather dull races for standard-type cars held before WWI broke out, and the admittedly equally ambitious Junior Car Club's 200-mile races of 1921-24, which were also run over the Outer Circuit until corners were introduced from '25 on. But the JCC mini-marathons were confined to cars of an engine capacity not exceeding 1.5 litres; the BRDC was proposing to let loose – over the ageing Brooklands concrete – racing cars of any size and power. How many would stand up to the full race distance? Would sufficient entries be received? The BRDC replied rather ingeniously that its 500-mile race would be run right at the end of the season, so that those who wrecked their cars would have the entire winter in which to effect repairs!

All the obstacles were bypassed and the race became an enormous success, a big draw for spectators, perhaps because it was unique in the British racing calendar. In America the Indianapolis 500 was recognised as a fixture of worldwide interest and acclaim, held annually since 1911. From '29, the 'British' 500 was to remain a leading attraction year after year, a fast and furious contest which famous drivers supported – and with a higher average speed than that of the Indy speedbowl.

The only previous experiment of this kind, never repeated, had been the 500-mile motorcycle race that the British Motor Cycle Racing Club held at Brooklands in July 1921. There were 64 starters, on bikes ranging from a 247cc Levis to an Indian, two Harley-Davidsons and a Matchless, each of 998cc. The race was won by was Bert Le Vack, probably the greatest of all Brooklands riders, who averaged 70.42mph on the big Indian.

Eight years later the BRDC was proposing to have a car race of the same character and distance. True believers were enthusiastic; Sammy Davis of *The Autocar* described this as "strictly speaking a 'racing car' event from beginning to end, and it ought to be both interesting and exciting".

The regulations were drawn up by August for the race on October 12, 1929; the entry fee £20, with a £5 refund for any car attaining a speed of 80mph or over for a lap (later increased to 100mph). ➳



The Birkin/Harcourt Wood Bentley rides high on the Members Banking. This car was setting the race's fastest pace until its plugs oiled up



There had to be handicapping, so five groups of cars, of up-to-1100cc to over 5 litres, with no penalties for supercharged engines, were released at intervals. There was some grumbling about this as handicaps were said to be based on the speeds for 500-mile class records, and well-prepared record-breakers might go faster than cars competing in a long race. Davis said he favoured the 1.5-litre and up-to-5-litre runners, and wondered how stripped sportscars would fare against racing Bugattis; he predicted the winner as one of the 2-litre GP or 4-litre V12 Sunbeams.

Speedsters in arms: Frank Clement and Jack Barclay took the victory, but only after the latter had survived a very lurid high-speed spin



The entries numbered 37, but non-starters included Harold Purdy's Thomas Special, the Vauxhall Villiers, which Raymond Mays was preparing for sprints, Lago's 7.3-litre Isotta-Fraschini, and E L Bouts' 4.9 Sunbeam. But what a free-and-easy race it was to be, with any number of wheels permitted if kept in the pits, four mechanics allowed to help a driver, any starting method permitted bar towing, while any component could be changed. But closed cars were barred.

The first prize was Humphrey Cook's 150 sovereigns and the 100-guinea Wakefield Cup; second home got 100 sovs, the third finisher would receive Dunlop's 50 sovs. The BARC Cup went to the finisher making fastest lap, and the first British car to finish earned Joseph Lucas' 100 sovs. Pass & Joyce Ltd provided the Team Prize. For class winners and second placings there were awards presented by Henly's, George Collins, Ferodo, Vacuum Oil, Vanden Plas, Brake Linings Ltd and Thorn Motors, plus two silver cups presented anonymously.

Lord Howe, CBE, President of the newly formed BRDC, said: "There has been a growing tendency for races for sportscars, as different from a racing car. Pure speed is no longer the principal objective, and motor racing in its modern form is by no means the motor racing that we knew in years gone by. Racing cars built around a powerful engine rather than beneath a cumbersome body still exist; so do drivers to handle them; there are thousands of lovers of the sport who are worried lest racing as it used to be should pass from us forever. [Nothing dates! – WB.] It was these matters which the BRDC Committee considered when they decided that the club's first race should be for racing cars unhampered by obstacles and corners. The first results of their efforts are evident from a fine entry, including some of the fastest cars ever built for track work.

Handicapping system saw cars set off in groups. Race entry was diverse – Thomas Special leads Alfa Romeo, GP Sunbeam and Bugatti



"The '500' will undoubtedly be the fastest ever run over a long distance in England; the thrills of long-distance racing should be more evident than they have been for many years."

How right he was. Whereas the Indianapolis 500 was visualised here as involving cars which all looked alike and had funny names, what could be more British than the line-up for this 1929 BRDC 500, ranging as it did from six Austin 7s, presumably bored-out to 749cc, to five Bentleys and the enormous aero-engined Mercedes of RAF Flying-Officers John Pole and John Noel? The latter car had been found abandoned in the Mercedes depot in Grosvenor Road, London. This was thought to be the ex-Count Zborowski Chitty III, with which Davis concurred, doubt having arisen because the Count had declared its 6cyl engine to be of 140x160mm (14,778cc) whereas Pole gave his car's engine as 148x170mm (17,850cc) and now, for the 500, as 130x170mm (16,200cc).

'Cars built around a powerful engine rather than beneath a cumbersome body still exist; so do the men to handle them'

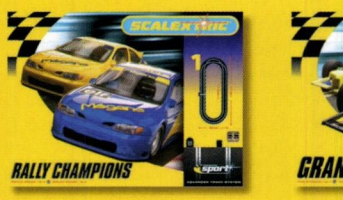
The big 6.5-litre Bentley was having a stubby-tailed racing two-seater body made for it, Birkin's supercharged 4.5-litre Bentley a very light fabric racing body, and the Sunbeams were being properly prepared. Variety was provided by Mrs Scott's 'Flatiron' Thomas Special – driven by he who was to become her second husband – a stripped, four-seater 1750 Alfa Romeo and W B Scott's grand prix 1.5-litre Delage.

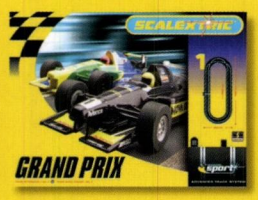
So, on that autumn Saturday in 1929, the first of five groups of cars were assembled on the Brooklands Finishing Straight, ready to go round to the Fork start, as required. This arrangement had its dangers, with very fast runners coming off the Byfleet Banking to rush past while the next group, still surrounded by people, was waiting to go. The only precaution was a solitary man with a flag, standing some way off. But the race was on and no-one was expected to back off, so if a car got out of control there could have been unfortunate consequences.

The unroofed, rather cramped, old ex-motorcycle pits below the Fork grandstand were used.

SCALEXTRIC

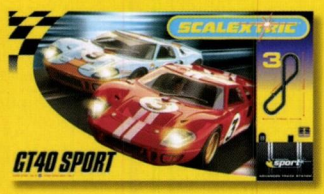
leader of the tracks!

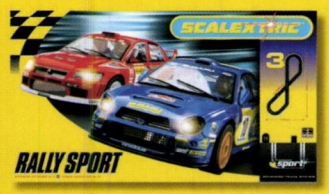




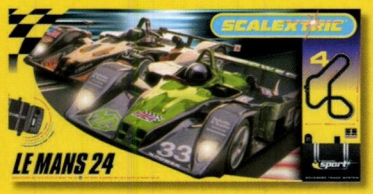


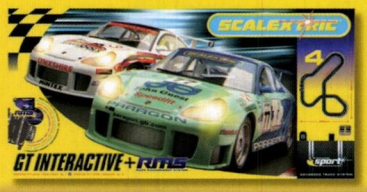














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Something curious took place before the race started. Davis arrived early to report on it, only to be asked by a worried W O Bentley if he would drive the big Bentley as other drivers were not willing to do so; the car had won Le Mans and the BARC Six-Hour race. Woolf Barnato and Jack Dunfee had been nominated, but now there was disagreement. The Stewards had told W O that they would allow any reasonably experienced driver to take over, and Sammy agreed to drive. Clive Dunfee, brother of legendary 'Bentley Boy' Jack, had also agreed providing he had a co-driver. Davis had not had much experience of very fast Track cars, except from a few journalistic laps in the aged 350hp Sunbeam; nor had Dunfee, although his crimson 3-litre Austro-Daimler had gained innumerable seconds in BARC Short Handicaps, but had only lapped at slightly over 109mph. Sadly, he went over the banking in the 1932 '500' and was killed, in the same Bentley, the notorious 'Old Number One'.

'The Big Six Bentley kept flinging off its right-rear tyre tread, which struck mighty blows to the right arms of the drivers'

So Davis started in the race, bareheaded and without practising. He was at first unable to find the external gearlever, mistook the heat dial for the oil gauge, found no handle on the tank-pressure pump, as there was electric fuel-feed, and the pit signals hadn't been explained to him. And yet he and Clive had to lap at over 125mph!

The race, with 28 starters, went very well. At 10am the first group started; it would be over two hours before the two biggest cars were flagged to join in. Vernon Balls' splendid little Amilcar Six stormed away and was in the lead at half-distance. Spero's oddly streamlined Austin 7 gave chase until it slowed and Holbrook's works s/c stripped orange Ulster A7 took its place, to average a wonderful 80.25mph for the entire distance. The Amilcar then broke a valve and the lead passed to G E T Eyston in one of the old 2-litre GP Sunbeams, astonishingly well ahead of his handicap. It still led at three-quarter distance, at which point it broke a spring. The Cyril Paul/John Cobb 4-litre Sunbeam then took the lead until its frame broke and it had to be driven cautiously to finish.

One of the Lea-Francis team was out in the first hour, while Martin's Riley 9 required much work to restore it. The Thomas Special had retired after a fire and transmission failure, Oats' OM had trouble with its straight-8 engine, while the other 4-litre V12 Sunbeam of Kaye Don went out with a broken rear spring when Dudley Froy was driving. Jack Barclay, in the two-seater 4 .5-litre Bentley, had a truly alarming series of gyrations, necessitating a change of three wheels, before the cool Frank Clement took over. He went on to win, challenged by the Big Six Bentley that kept flinging off its right-rear tyre tread, which struck mighty blows to the right arms of Davis and Dunfee. Brother Jack's Bentley was out after 221 miles, but Scott's Delage did well to last for 370 miles before its engine objected.



Obligatory Boy Scout looks on as yet another right-rear tyre is fitted to the Bentley of Davis/Dunfee. It set the fastest lap and was second

Spero's A7 eventually stopped for good and Sir Henry Birkin, after a very fast onslaught which got him up to second place, was delayed by oiled plugs. So much oil was lost that it almost prevented 'Tim' and Harcourt Wood from seeing. Their Bentley then set fire to its body fabric and retired. (This car, though, was to become Birkin's famous lap record-holder.)

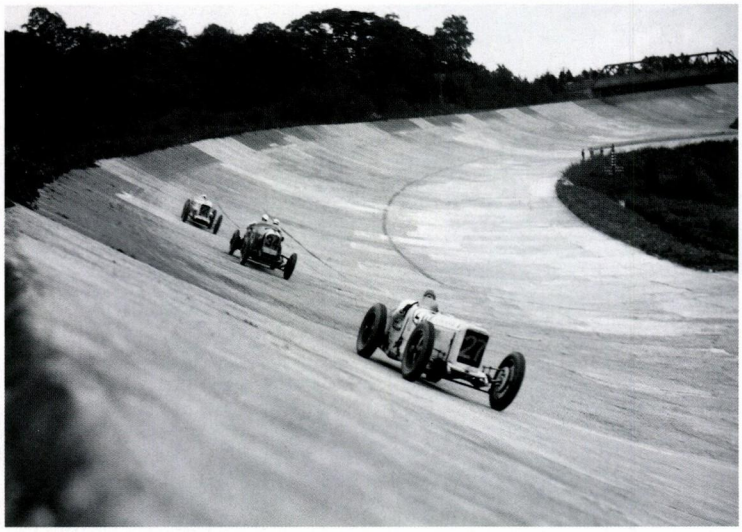
The finish of this unique race was very close. It went to the Clement/Barclay Bentley at 107.32mph; second was the Big Six Bentley of Davis/Dunfee at 109.40mph, Davis having set the fastest race lap of 126.09mph; third was the stricken Sunbeam of Paul/Cobb at 102.48mph. The winning Bentley was in action for 4hr 34min 59.4sec.

Others still running were the Alfa Romeo (96.74mph), Fiennes/Hon Brian Lewis in the four-seater Bentley (98.80mph), that A7 (80.25mph), Pellew's Lea-Francis (89.19mph), Martin's Speed Model Riley 9 (80.12mph) and Earl Howe in a Lea-Francis (88.38mph). The class winners were Austin, Lea-Francis, Alfa Romeo, the victorious Bentley and the 6.5-litre Bentley.

Jack Field's Bugatti, the Mercedes and the Saunders Davies/Rose-Richards' 1.5-litre Bugatti were flagged in. The giant Mercedes might have done better had Noel not asked Dunlop about its tyres and been told not to lap at over 100mph; another 'if or but' of motor racing!

The BRDC 500 became one of the most important Brooklands races. It was won by some very famous drivers and cars, and for a long time it was faster than the Indianapolis 500.

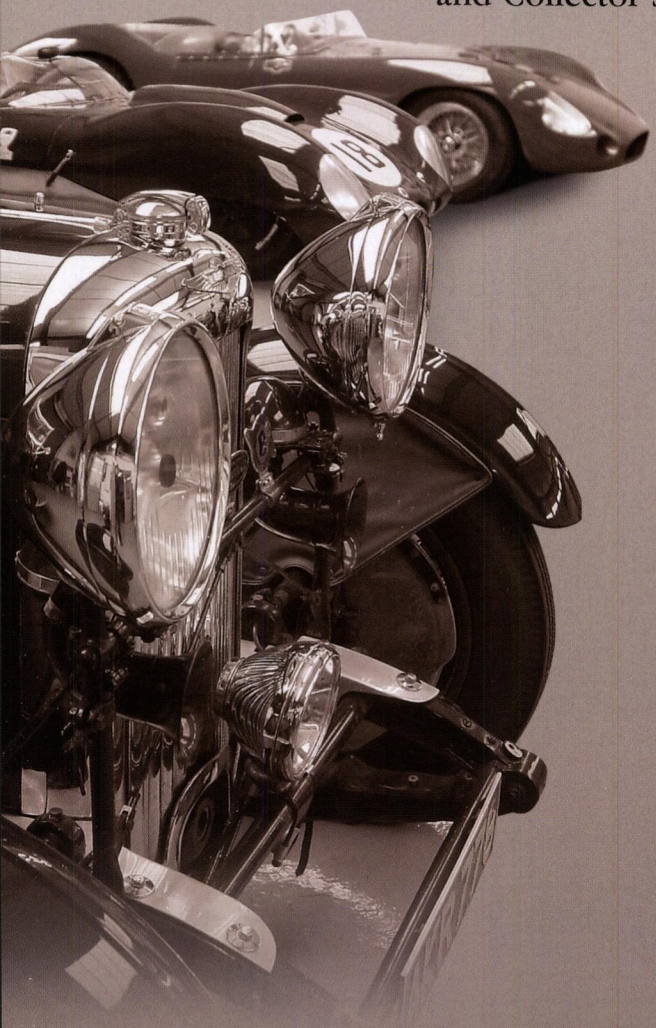
The BRDC's opening gambit paid off handsomely. M



Eyston's 2-litre Sunbeam led for a long time. Here it is chased by the J Dunfee/G Field Bentley and the V12 Sunbeam of Froy/Don

Legends

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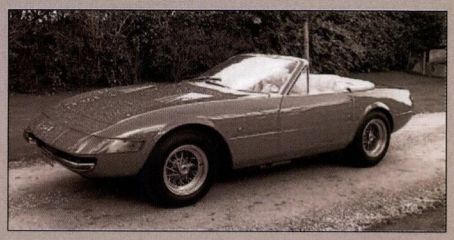




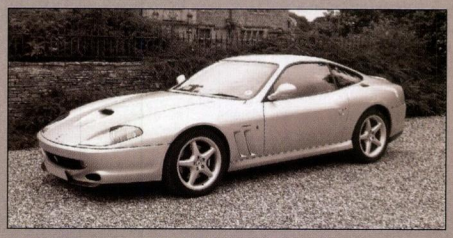
1958 Lotus 15 (Sports Racing Car)
Correct 2 litre FPF Coventry Climax Engine. UK FIA papers. Invite to 2003 Goodwood Revival. Price £POA.



1963 Brabham BT7 A - Chassis No IC-1-63
Recently completely restored by specialists Hall & Hall with correct Coventry Climax engine. Price £POA.



1973 Ferrari Daytona Spyder
Rosso Corsa with tan hide. Rare right hand drive model, having covered only 37,500 miles. Price £POA



1998 Ferrari 550 Maranello
Choice of 2. Silver/Bordeaux and Titanium/Black. Both beautifully presented. FFSH. Low mileage. Price £67,500.



1989 Ferrari 328 GTB
Rosso Corsa/Crema. Concours winning car. 12,100 miles. FFSH. Price £39,995.



1985 Ferrari 308 GTS QV
Rosso Corsa/Crema. 28,000 miles. FFSH. Ready to enjoy.
Price £26,995.



1957 AC Ace Bristol
Finished in light blue metallic/blue leather trim. Restored in 1994, little running since. Price £POA.



1961 Lotus 20/22 Formula Junior
Actual film car from "Grand Prix". Restored with correct 1100cc Cosworth engine. Price £38,000.

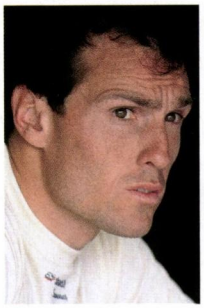
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THE ONE THAT GOT AWAY

DOUBLE WHY ME?

ANDREA DE CESARIS 1983 BELGIAN GP

THE MAN WITH THE MOST F1 RACES WITHOUT A WIN MADE 'ONCE IN A LIFETIME' STARTS TO LEAD BOTH GRANDS PRIX AT THE 'NEW' SPA. ADAM COOPER EXPLAINS

ANDREA DE CESARIS WAS MUCH MALIGNED DURING a Formula One career that stretched from 1980 to 1994, but he didn't deserve to retire without a victory to his name. Alas, having started 208 races and failed to win a single one, he carved a rather unfortunate niche for himself in the record books.

"It does piss me off," he says, "but I know I did not have a very good car many times. I don't have one single regret."

Andrea's closest brush with F1 victory came at Spa in 1983. He had joined Alfa Romeo the previous year, when the team was still running its old V12. He stunned the paddock by putting the car on pole position at Long Beach, and was briefly in contention for victory during the mad final laps in Monaco, until he ran out of fuel. He was classified third, his only respectable result in a season of unchecked unreliability.

"In one way it was a disappointing year, but in another it was very pleasant. I was often running in second or third position, but the car was always breaking. It wasn't like nowadays when you have a test driver who makes sure the car is reliable. It was a bad year on a results basis, but my car was quick and I was competitive."

Alfa finally made the switch to turbo power for 1983 and its new V8 proved to be surprisingly competitive. However, a change of management from Autodelta to Euroracing did little to improve the team's finishing record.

"The problem was that Alfa decided not to have an official team and instead gave its name, brand and engine to a private team, to run the cars on its behalf. So it was not really the same. We didn't have enough money or do enough testing to make the car reliable. We always had a good performance

during races – until a stupid problem stopped us."

De Cesaris achieved little in the first five races of the campaign, although he did qualify on the fourth row at Paul Ricard, Imola and Monaco. The sixth round was the Belgian GP – F1's first visit to the shortened but still magnificent Spa. Andrea was soon on the pace and set the third-fastest time in Friday qualifying, behind only Alain Prost's Renault and the Ferrari of Patrick Tambay. When it rained on Saturday, his grid position was assured.

"I think there is not one driver who would say that he doesn't like that track. There are quick corners, slow corners; it's really demanding and a good track for a driver. That was my first time there, but I wasn't surprised to be quick, as the car was always quite good."

Thanks to the fact that the grid was on a curve, there was a little confusion when the field lined up. Starter Derek Ongaro decided to abort, but Andrea was one of several drivers who misinterpreted his signal and took off, slicing between Tambay and Prost to take the lead.

"When I managed to get into the lead I was very disappointed when they stopped the race. I realised after only three corners, when I saw the red flags, but still I was really disappointed. It's not something that you can do every time from the second row, especially at Spa,where the straight you start on is very narrow. I thought, 'This is not going to happen again!' I was upset. Why do these things happen to me? I always had problems, and now I was leading a race – and they had stopped it. I felt like I would never get it."

However, at the second attempt, he again barged into the lead.

"It looked like I did the same start, but it wasn't. I remember when I watched on TV, one time I went to one side of Prost, and the next time I went to his other side. But both times it was a good start – the kind of start that you rarely do in the whole of your career.

"I was very happy and, after a few laps, I realised that I really deserved to be leading the race, because Alain couldn't keep with my pace; I was pulling out one or two tenths over him on each lap. So when I came in for the tyre change I was feeling really confident that maybe this was my time."

Andrea pitted on the 19th of 40 scheduled laps, by which stage he was holding a 7sec lead over Prost. Alas his Euroracing mechanics fumbled the stop, and over 10sec were wasted before the left-rear was secure and he could blast out of the pitlane.

The first of the front runners to pit, he had fallen down to sixth, but as Keke Rosberg (Williams), Eddie Cheever (Renault), Tambay and Nelson Piquet (Brabham) came in, he climbed back up to second. Only one man emerged from his pitstop still ahead of the Alfa: Prost.

For a while it seemed that Andrea might be able to catch the leading Renault, but he was soon back in the pits. The turbo V8 had failed. He was out of the race.

"I had a problem a few laps after the pitstop – the engine started to sound not quite right. I was a bit angry, but when a driver knows he has done his job properly, he doesn't feel so unhappy. It's one thing when you lose points when you're fighting for the championship; then you feel depressed. But I had got used to the problems that the car had; if I'd got depressed each time it had stopped, I would have never gone back to the track!

"In those days I thought, 'When you do your job properly, you're quick, you're making no mistakes and are performing well, all the rest is up to the team.' Spa was the first race after the team had sacked Gérard Ducarouge, the chief designer of the car. We'd lost a guy that I was very confident in. That's what was worrying me as I left Spa, more than the result itself."

De Cesaris would score a couple of second places later that year, but never again would he come so close to a victory. However, there would be one more tantalising chance – also at Spa – in 1991.

On that occasion Andrea was catching the leading, but crippled McLaren-Honda of Ayrton Senna (its gearbox was playing up) when his Jordan's engine failed on lap 42 of 44. Cosworth had forgotten to inform the first-year team that it required an extra two litres of oil.

Instead, that race is recalled for the short debut of Andrea's temporary team-mate…

"Michael Schumacher beat me in qualifying, but I think I would have been as quick as him in the race if he hadn't stopped [Schumacher had fried his clutch at the start and retired on the first lap]. That would have been a good memory."



Above: A wet second qualifying ensured third on the grid was his … but De Cesaris proved that this was no fluke in the race (below)

HOME-MADE HERO

IN JUST TWO YEARS PETER WESTBURY BECAME BRITAIN'S TOP HILLCLIMBER – IN A SELF-BUILT CAR. THEN HE HIT THE TRACKS. BY GORDON CRUICKSHANK

TOO BAD THERE WEREN'T ANY MOBILE 'PHONES IN 1971, or Peter Westbury might be in the Formula One record books. When BRM needed a driver for the Italian Grand Prix the team rang for him – but he was on holiday and out of contact. So they called Peter Gethin instead. Result? Gethin: perpetual fame as the fastest GP winner ever. Westbury: a nice suntan.

Not that recognition has ever bothered Westbury too much. He's twice been British hillclimb champion, but he got just as much pleasure out of building the car. He's a grand prix driver (by the skin of his teeth) but he's more proud of his unsung contribution to circuit safety. He keeps a yacht in the West Indies, but got a kick out of building his own house extension.

He seems mildly surprised that anyone wants to dig up ancient motoring history, but settles down with a mug of tea to recall how a mechanical mind got him into cars, planes and boats.

"My dad was a frustrated engineer who let me build a special I'd planned since I was 14 – a Buckler chassis, Falcon body, MGA engine, and disc brakes scrounged from Abingdon's Le Mans MGA." It also gave him his first taste of competition. "I came up against Jenks in his Porsche in my first sprint – and I beat him!"

After a degree in mechanical engineering, instead of moving into industry he moved out of London, to this pretty village among the North Downs woods where we're sitting, and began to build cars. Keen to get into competition, he installed someone to run the family importation business and set up Felday Engineering. "It was just a front to let me compete. But my wife wouldn't let me circuit race, so I went hillclimbing."

In 1961 he bought a Formula Two Cooper but couldn't make it perform uphill, so he decided it needed a serious power boost. Four-pot Climax out, Daimler V8 lump in. It took plenty of re-engineering and an all-new wishbone suspension on the rear, but through '62 it painted Westbury's name all over the hills. It was his first season of driving, yet he was beating the top climbers; Arthur Owen, that year's champion, predicted that he'd be the next king of the hills.

At a soaking Shelsley he set a target nothing else could reach, even Tony Marsh's superfast BRM. "It was just ➠



Peter Westbury awaits the off in his home-built Felday-Daimler V8 before another record-breaking performance boosts him towards his first British hillclimb title in 1963

LAT


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so tractable," he recalls with glee. "You stuck it in gear and it would just potter off up the hill." *Motoring News* picked him out as a future star in its Personality Parade, "despite being virtually unknown at the beginning of the year". They also mentioned "the fastest beard in hillclimbing" – the little goatee he wore then, and still does.

His plan for '63 was simple: shed weight and add torque. Over the winter he cut away the back of a Lotus 20 Formula Junior chassis to make room for the Daimler unit, and added a supercharger on top, sucking through a huge 2in SU carb. A new rear end had reversed lower wishbones and twin radius arms, all built by Westbury in his workshop. If you ask how he knew about suspension geometry, he shrugs: "It's just engineering. I just learned about setting-up as I went along. We used to go to Brands sometimes to try things out, but you could only do four laps before it ran out of fuel or got too hot." Yet you get the impression a lot of thinking went on first.

With its tall, angular body and upswept megaphones the Felday-Daimler looked like nothing else on the hills, and with 200 shrieking bhp, went like nothing else too. A string of wins and a clutch of records propelled Westbury to the title Arthur Owen had predicted the year before. How to follow that? Lofty England, MD of Jaguar, sent over the 4.5-litre version of the Daimler V8, but Westbury did not bite: "It sat outside for months; eventually I put it into my Bedford transporter. It would do 100mph fully loaded!"

Instead he was tempted by new technology. He had become great friends with mechanic Alf Francis, then working for Rob Walker nearby: "Alf introduced me to Tony Rolt of Fergusons, who had built the 4WD P99 Formula One car. I think it was Alf who suggested that an ignorant driver like me might suit the P99 because I had no preconceived notions from circuit racing."

Since Stirling Moss's single win in the car in 1961, it had been an awkward oddity that few liked to drive – a solution looking for a problem. Now someone had done the maths: if the problem was ascending Prescott PDQ, then P99 might equal FTD. "And it worked. I could make that car do things other people hadn't managed," Peter recalls. Boosted by the 2-5-litre machine's double grip and lacking everyone else's reservations about the car's balance, Westbury did it again. British hillclimb champion 1964.

Not only that, but he was so confident of the title that he ran a parallel exercise abroad, in the European Mountain Championship. This involved a BRM V8-powered Lotus 23 and those, long, long climbs we've never had here: "I loved it, really loved it. I had to do enough meets here to win the title, but I missed some of them to go to Europe." It grabbed him enough to plan a serious assault on the mountains for 1965.

Impressed by the feel of 4WD and the power of the BRM engine, he decided to marry them together. BRM had commissioned a 4WD transmission for the small V8 when all the F1 teams thought that was the way ahead, so parts existed already. But typically Westbury didn't follow the simple path of converting the 23; he sat down and planned, and built, a full monocoque hull. This elaborate folded steel structure had to allow room for a rear engine, front gearbox, and two propshafts, and it was no small feat to build it at Felday's workshop in Forest Green. This was

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Above: Westbury winds round Clermont-Ferrand in private F3 Brabham in '67; he amassed more wins than team-mate Derek Bell. Right: Hustling the 4WD P99 up Prescott in 1964



Left downwards: Belated debut for Felday 4 brought a second for Westbury in his first race; Rouen 1970 – heading for fifth in his Brabham; F2 was a financial struggle

at the end of 1964, when most race-car builders were still watching Lotus to see if the monococque 25 was a quantum leap or one of Colin's feints.

But BRM was very slow to provide the transmission parts, and as complexities mounted, the '65 season ticked away. It was only at Brands Hatch on Boxing Day that the Felday 4, looking like a butch Lotus 23, hit the track. Fate scripted the perfect 'little guy' debut. Rain fell, and the Felday leapt away from the pack to one win and a second place. Suddenly Westbury was a track name, too; that second place was his – in his first-ever race: "I'd had professional drivers testing it, but I found I could go quicker. At which point I decided I was going racing whether my wife liked it or not."

As he says, 1966 was "a messy year" with few outings. But he did get the chance to advise the world's greatest driver. Jim Clark was without a run for the Guards Trophy at Brands, and Peter offered the Felday. Clark couldn't get the hang of the car in practice. "I knew Jim well," says Westbury. "He and I both had Twin Comanches, and he, Jack Brabham, Graham Hill and I would often be found talking flying." Discussing the problem, Peter said, "you're just not accelerating early enough; try it four yards earlier than you think possible". Three laps later Clark was 4sec quicker. In the race he'd made fastest lap when the engine dumped its oil and he was black-flagged.

"When BRM heard Jimmy was going to Ollon-Villars with the Indy-winning Lotus they sent me along to duff him up"

Tyre advances soon sidelined 4WD, but BRM continued F1 experiments, using Westbury as test driver. In fact he 'bought' the 4WD car: "Alfred Owen [BRM's chairman] would not compete on a Sunday for religious reasons, but it was OK if someone else owned the car. So he sold it to me for 5/-. And when they heard Jimmy was going to Ollon-Villars with the Indy-winning Lotus, they sent me along to duff him up! Of course, it broke down."

By now driving looked a better deal than building, so in 1967 Westbury bought three Brabham BT23s and went Formula Three racing, with Mac Daghorn and Derek Bell. He pulled off his first international victory at Silverstone – in just his sixth race. The year after, driving for Graham Warner's Chequered Flag outfit, he took the French F3 title: "I got paid a lot better over there. I was much better known in France, Italy, Germany, and I still get fan mail from there; almost none from here."

The money might have been better abroad, but it did not quite stretch to F2, as Westbury found next. In 1969 he stood in for Derek Bell who had just signed for Ferrari. And discovered a new skill – slipstreaming: "My first F2 drive was at Monza, and I was quickest except for the works Ferraris. I'd never sat in an F2 nor seen Monza before. We were lapping at 150mph – for a hillclimb guy this was ➳

A passion expressed on canvas by Michael Thompson

Michael Thompson has a passion for motorsport, and that passion shines out from his stunning collection of original paintings. The sport has been central to his life for as long as he can remember, so it is little wonder that some of the greatest names in the sport are among the customers for his Formula in Medium company.

However, Michael's eye for detail and ability to capture the drama and excitement of the sport is not just reserved for the big names. A Michael Thompson original can be commissioned from just a few hundred pounds and represents a perfect way to immortalise a car, a motorbike or a race.

Michael's passion for motorsport had already been established when he started drawing and painting whilst studying architecture at university. His father had raced and rallied for many years and Michael soon followed suit, spending 15 years competing in a wide variety of events both in the UK and Europe. He competed as both a racing driver and a rally driver and that is now reflected by the fact that he is equally at home painting rally cars in action as he is with F1, GT and touring cars.

He finally hung up his helmet 20 years ago, and focussed his passion on recreating motorsport images that stirred his soul. Before long he was encouraged to exhibit, and a growing customer base demanded that he work full time at his artworks. Individual commissions came from teams, drivers and sponsors, all seeking a Michael Thompson original to take pride of place in homes, offices and board rooms.

Commissions on behalf of Damon Hill, Mika Salo and Pedro Diniz are just some of the pieces that he has created. For Damon Hill, a vast 5' x 4' original was produced to mark his retirement from F1. Originals on this scale represent weeks of work, but smaller commissions are very welcome, covering any branch of the sport on two and four wheels as well as cherished classics. Most recently Jenson Button's management company purchased a large watercolour of Jenson in his Renault F1, whilst one of Michaels rally paintings was presented to Alistair McRae. "If it has wheels on it, I'll paint it," says Michael.

In the late 1990s, Michael responded to customer demand for limited edition prints of some of his pieces. By the end of 2002, eight of these limited edition runs had sold out, and the range is regularly updated to celebrate some of the greatest moments in the sport.

A unique facility that Michael offers his clients, is the production of limited edition prints of the original painting. These are individually printed onto primed canvas and then stretched onto a softwood frame before being hand finished to the customers requirements and then varnished.

So, if you are looking for outstanding originals, limited edition prints or hand-produced canvas editions, or want to commission a unique artwork, Michael Thompson at Formula in Medium Ltd is the man to talk to.

Michael works from his studio in a Somerset village, with his wife Shirley, four cats and five dogs for company!



James Hunt



Jenson Button, 2000



Damon Hill, 1998


Renault at Imola



Michael Schumacher



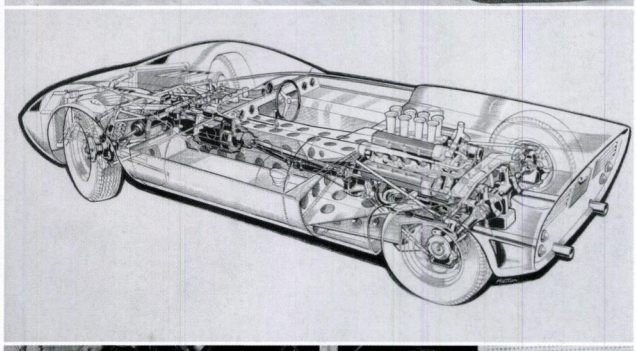
Juan Pablo Montoya

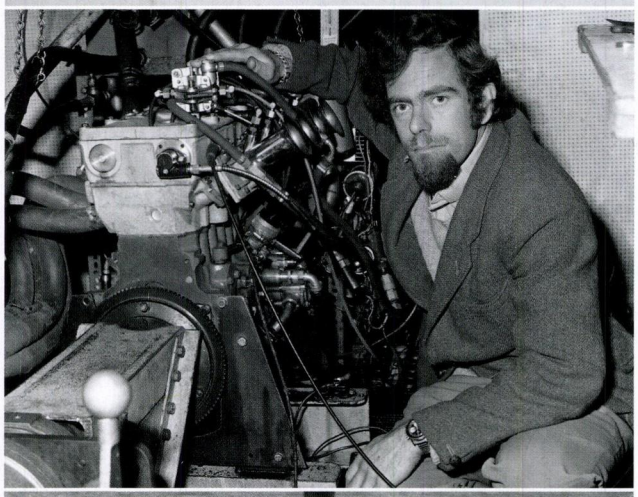
For more information, call Michael on 01373 830196

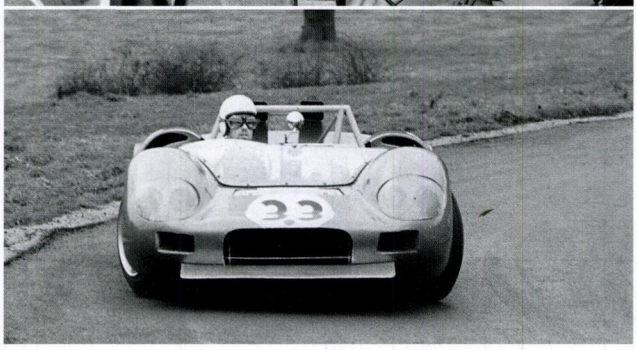
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daft. But I just hate slow circuits, and I loved the old Monza, where you didn't lift off."

Buying his own Brabhams, he raced in the European F2 series for four years. As a privateer it was a struggle against richer teams, but he did well to score points in each year:. "My budget was too tight. I was making one engine last three races. And it was always last year's unit. But I was learning the Nürburgring bit by bit, and I loved that; they paid me serious money to go there."

His memory for circuits was an asset. At the 'Ring in 1970 he beat his friend Jochen Rindt, in a works Lotus, to pole by 2.5sec – but had to ease off in the race, coming third: "I couldn't afford to write the car off."

The same year he got a call from BRM – stand by for the US Grand Prix at Watkins Glen. The big time – nearly. While practising, the engine put a rod out. End of F1 career – apart from that Monza near miss in '71. And he's perfectly sanguine about his friend's good fortune. "That's just how it was then. They couldn't find me, so Pete got it. Never mind, eh?"

Meantime he was also driving sports Lolas for Scuderia Filipinetti, and their Ferrari 512P at Le Mans with Mike Parkes: "A cow of a car. Just too big and lumbering; but fun too. It just sat on Mulsanne at 218mph and you had a snooze, as long as you didn't miss your braking point."

Sicily was the scene of another challenge – the '71 Targa Florio in Filipinetti's Lola T212: "I walked most of the 46 miles over five days, until I could run a film in my mind of the whole circuit." When Mike Parkes had a fuel problem on lap one, Peter took over – 68th out of 70 runners. "Three laps later we were 10th and I'd broken our lap record. Boy, was I angry. But it showed I'd learnt the circuit." They ended up fifth overall.

There were a few saloon drives, and a seat in Col Ronnie Hoare's Daytona at Le Mans in '72, but that year Peter decided to wind up Felday and switch to management, running F2 Renault-Alpines for John Coombs. Team politics soon drove him out of that; yet he continued to visit circuits.

"Jo Bonnier got me co-opted into the Grand Prix Drivers Association in 1970. Yes, I'd been ninth in the German GP in my F2 Brabham; but what did it was that I was the only driver with an engineering degree, and they wanted a safety delegate who could talk to engineers." For four years he licensed circuits around the world. "I once had to sneak out of a hotel in Brazil the back way because I wouldn't license the local circuit and the Brazilian journalists wanted my blood." Once again it was internal politics which turned him away, to the more relaxed sport of sailing large catamarans. And he turned his passion for flying into an earner, becoming a freelance executive jet pilot.

Nowadays he's more or less retired, still in the same house, still keeping an eye on the family firm. "I'm happiest pottering in my workshop," he says cheerfully, possibly forgetting his two current projects – digging a croquet lawn into the Surrey hillside and repairing fire damage on the 50ft catamaran he keeps in Trinidad.

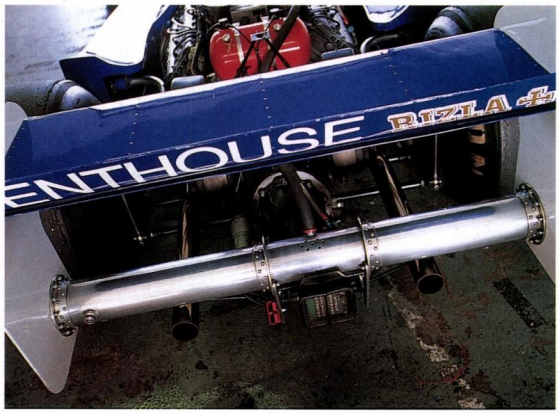
After so many years away from the sport, he's being drawn in again. He's just been invited to join *Les Anciens Pilotes*, and is due to demonstrate the newly restored Felday-Daimler at the Goodwood Festival: "And I'd really love to drive the P99 again." Just a hint to its owner... M

From top: Cooper-Daimler was the V8 testbed; Felday 4's complex frame and 4WD workings; dyno testing F2 Renault; Felday built for European mountains – only saw home hills

TECHNICAL SPECIFICATION

ENGINE	
Type	Cosworth DFV (no.157)
Capacity	2993cc
Bore x stroke	85.67 x 64.8mm
Max power	480bhp @ 10,500rpm
Carburation	Lucas fuel injection, mechanical and electrical
Ignition	Lucas Opus 018A
Lubrication	dry sump
DRIVETRAIN	
Gearbox	Hewland FGA400, 5-speed
Clutch	dry, multi-plate
Final drive	8.31:1, cam-and-pawl Hewland differential
CHASSIS	
Type	aluminium monocoque
Wheelbase	2600mm
Track (f/r)	1680/1505mm
Weight	575kg
Suspension (f &r)	independent, double-wishbones, adjustable coil springs, Koni telescopic dampers, anti-roll bar
Bodywork	glass-fibre
RUNNING GEAR	
Steering	rack-and-pinion
Brakes	Lockheed, vented 11.5in discs (f), solid 11in discs (r) two-piston calipers (f), four-piston calipers (r)
Fuel capacity	200 litres
Wheels	magnesium, 13 x 10/11in (f), 13 x 17/18in (r)
Tyres	Goodyear, 10/20-13 (f), 16.2/26-13 (r)





Top: Ubiquitous Cosworth DFV was employed by Hesketh. Above: Innovative lower rear wing support neatly doubles as the oil catch tank

garish outfit throughout the year, there was a continual flow of liveries on the other cars as 'pay drivers' came and went; a tell-tale sign of the echo of empty coffers. Three joined Keegan in 1977: Harald Ertl, Hector Rebaque and Ian Ashley. None distinguished themselves (or ever outpaced Keegan), but they were essential because funds were so very, very short. It was a hand-to-mouth existence that prohibited any meaningful testing, and therefore any positive development of what started out as quite a promising package.

We know now that Hesketh was in its death throes by 1977. Three of the four main pillars from the heady days when the patriotic little team dumbfounded the sport's giants with victory at Zandvoort in 1975 were long gone. James Hunt was, of course, a world champion with McLaren; Lord Alexander Hesketh, playboy patron extraordinaire, had walked; and designer Harvey Postlethwaite had been prised away by Walter Wolf. Only the team manager, Anthony 'Bubbles' Horsley, remained, soldiering on through '76 running outdated 308Cs for rent-a-drivers.

It may have been a shell of the original team, but Horsley was putting the pieces in place for a better 1977. One of his drivers the previous year was *sponsormeister* Guy Edwards, who had landed backing from Penthouse and Rizla. They agreed to stay on, and promising young designers Frank Dernie and Nigel Stroud produced the neat, all-new 308E. All they needed now was a good young driver, a natural successor to the inspirational Hunt.

" 'Bubbles' came to see me at the 1976 F3 finale at Thruxton," says Keegan. "He put it simply: 'If you win the title today, we'll give you a drive in F1 next season.' It was between Bruno Giacomelli and me, and we never got past the first corner: I was champion, and in F1."

In just three years Keegan had gone from Formula Ford to the top, and he clearly possessed a genuine gift. He had won the first three F3 races of 1976 in a two year-old March, although he's quick to recognise the part played by his brilliant young engineer, Adrian Reynard.

What Keegan also had was a wealthy father willing to back his son's career. Mike Keegan, owner of British Air Ferries, even bought FFord chassis constructor Hawke to aid Rupert's path. The cynics had already attached to Keegan the undesirable tag of a rich-kid playboy who was paying his way to the top.

Keegan, therefore, was eager to prove he deserved his place in F1 on merit, but the lack of funds meant he missed the first three fly-away races of 1977. He immediately made waves on his and the 308E's F1 debut in the Race of Champions at Brands Hatch, running as high as fourth and pulling off a stunning overtaking manoeuvre around the outside of Jackie Oliver's Shadow at Paddock Hill Bend.

His world championship debut at the Spanish GP was also encouraging. Qualifying 16th, he made his way through the field and was battling for eighth with Ronnie Peterson and Alan Jones before he had an accident. The point had still been made: this Keegan fellow was committed and brave, and maybe deserved his F1 place after all.

Still, being surrounded by scantily clad women can lead to you not being taken as seriously as you might like. Penthouse was making the most of its opportunity in the glamorous paddock, a posse of 'pets' attending every race. Keegan was left with the arduous task of spending time with them to satisfy his sponsors.

"We wouldn't party at the weekend, we'd go to bed early," he insists. "But Penthouse *did* enliven my playboy image, because I was surrounded by all these women. I was 21 years old. What was I supposed to do – object?

"It didn't make it any better when I joined Surtees the next year – now I was sponsored by Durex!"

Hesketh chief mechanic Dave Sims corroborates his driver's ➤





Above: Top-shelf mag put its weight behind F1 team. Bottom: Mid-season mod moved oil cooler to nose

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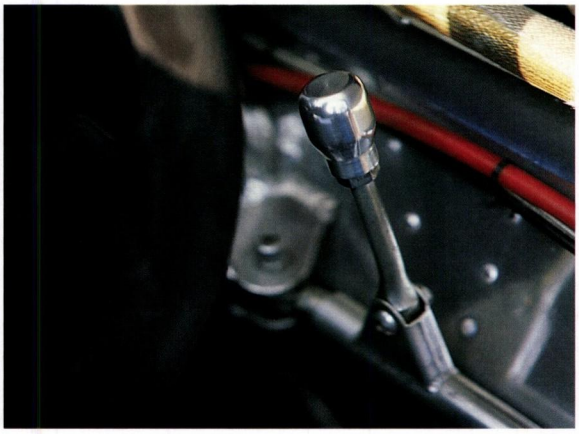
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Clockwise from above: Keegan brought BAF backing; Suzanne Turner made her mark on F1; car was nicely engineered, but not developed

protestations: "All that playboy stuff was exaggerated. Now James, he was a real party man; Rupert was nowhere near like that, he was fit. He was a hardcase and I'm convinced he could have made it."

At the end of May, Keegan was lucky to walk away from a light aeroplane crash, but soon his main concern was the lack of progress with the 308E. The Belgian and Swedish GPs were disasters because an inherent handling problem, chronic understeer leading to snap oversteer, was becoming overwhelming – and rookie Keegan could not get to the bottom of it.

"The difficulty was we couldn't afford any testing, and had no driver experienced enough to pinpoint the solution," explains Stroud. "Frank designed a modification whereby we put the oil cooler in the nose to put more weight forward, but we never really got to the source of the problem. I believe the characteristic was inherent."

The redesign did help initially. In France, Keegan qualified 14th, at Silverstone he was 13th. The Austrian GP in August was a high point, although there was a hiccup when Rupert missed first qualifying – he'd been arrested! Trying to bypass a traffic jam on his way to the circuit, the police had waved him down. The young Keegan thought it wiser not to stop, and the ensuing chase and road block meant a trip to the cells: "The police didn't find it funny, but the magistrate did and let me go!" He recovered to finish seventh, his best result of the season.

It was at this point that Keegan's never-say-die enthusiasm behind the wheel – it was quite an achievement that he qualified for every GP entered that year – seemed to have paid dividends.

"I was dissatisfied because people were going forward and we weren't, but then Colin Chapman came up to me in Austria and made it very clear we'd do a contract for 1978."

Fortunes failed to improve as the season tailed off but, confident of his Lotus position, Keegan was a happy man. Then things went wrong: "In the Canadian GP, I collided with Hans Binder; it shot me in the air and I came down, nose first, right onto the top of a barrier and broke my toes." This followed team-mate Ashley's monumental accident in qualifying, when he'd sliced through a television tower, so Hesketh headed home with two bags of bits.

Worse was to follow: Mario Andretti turned down Ferrari to stay with Lotus, and then Chapman signed Peterson.

"I believe outside pressure was brought to bear on Colin; he was really apologetic," says Keegan. "I had been naïve. Although my father had known Chapman for years, it was a mistake to be so trusting."

The curtain was falling on Hesketh's brief but bright history. With Olympus Cameras money it tried to qualify for eight GPs in 1978, Eddie Cheever's the lone successful effort. The 308Es were then run for Davina Galica in the British F1 series. The show was over.

Keegan had to make do in 1978 with a drive at Surtees. For the second year in a row he'd joined a team on the way down, and a poor season ended early when he broke his hand at Zandvoort. The bright-eyed boy had lost his momentum; even if Reynard and John Macdonald got him back into F1 briefly, in 1980 and '82.

KEEGAN CLIMBS FROM THE HESKETH. HE'S ENTHUSED ENOUGH TO boldly say he would happily race it in the Thoroughbred Grand Prix series. Since selected Group C and Indycar appearances in the mid-1980s, Keegan has left motorsport far behind.

Glancing over the pristine car, eyes lingering on Suzanne (recently repainted by the original artist), reflection sets in: "The press told me I was the next James Hunt, and maybe if I had gone to Lotus, I might have been. It could have worked better, but there you go.

"Life is life." M

FORWARD THINKER

BACK IN 1903 WALTER CHRISTIE WAS A DETERMINED PIONEER OF FRONT-WHEEL-DRIVE – WHICH HE CALLED 'DIRECT ACTION'. BUT HIS REAL LEGACY LIES ELSEWHERE. BY PHIL LLEWELLIN

THERE IS, BELIEVE IT OR NOT, A DIRECT LINK between grand prix racing's biggest-ever engine, a 19th-century battleship and what most military historians agree to be WWII's best all-round tank. The connection is a brave, innovative engineer who designed and raced unconventional cars during the automobile's blood-and-guts infancy.

Walter Christie was a thoughtful but opinionated American who is one of the most interesting of motorsport's forgotten heroes. He defied convention by building rapid, transverse-engined, front-wheel-drive cars more than half a century before the Mini. He also built a four-wheel-drive racer way back in 1905, and crossed the Atlantic to dice with the likes of Vincenzo Lancia, Camille Jenatzy and Felice Nazzaro. His friends and rivals included two men who became extremely rich and famous – Henry Ford and Louis Chevrolet – and cigar-chomping Barney Oldfield, the fearless, hard-charging showman who barnstormed Christie's extraordinary cars all over the USA.

John Walter Christie was born in River Edge, New Jersey, in May 1865, a few days after the American Civil War had ended. Nothing stimulates business, technology and industry to quite the same extent as a bloody conflict: Christie's family, who had arrived in the New World from Scotland some 200 years before, were farmers through and through, but the Civil War created the right environment for bright youngsters with a passion for engineering...

Christie moved to New York City and trained at DeLameter Iron Works, whose products included a 'submarine gun' that fired torpedoes. By 1899 he had become a respected consultant and was invited to work on the USS Maine. The navy's experts had designed a new type of turret for the battleship's 12-inch guns but Christie said it wasn't strong enough. The farmer's son stuck to his guns, literally and metaphorically, and his turret was adopted after a year-long debate.

That project, plus a wealthy wife, provided the funds which, in 1903, encouraged Christie to switch from ships to horseless carriages. Like many other pioneers the 38-year-old was sure that racing and breaking records would generate publicity and backing for high-quality road cars. A century later we tend to assume that Christie's mould-breaking ambition saddled him with all manner of problems as he virtually invented front-wheel drive. But he didn't see it that way. According to the catalogue, "Mr Christie has built the most simply constructed motor-car ever placed on the market."

Convinced that a car should be pulled, not pushed, he regarded FWD as a way to save weight and make primitive tyres last longer. His designs evolved, of course, but the archetypal Christie placed the crankcase where a conventional front axle would be. Power was transmitted through flywheels on the ends of the crankshaft by leather-lined clutches and grease-packed universal joints. Christie also used coil springs, which provided the novelty of independent front suspension while rivals relied on horse-and-cart technology.

Christie took his first car to Ormond Beach, Florida, in January 1904, contesting two races for 'gentlemen drivers'. He finished last and next to last against strong opposition but enjoyed rubbing shoulders with such notables as Oldfield and William K Vanderbilt, the handsome, swashbuckling multi-millionaire who broke the world land speed record and organised the Vanderbilt Cup races.

Christie decided to run again in January 1905, this time with a 14-litre car that had eight inlet valves per cylinder and a 20,000-square inch radiator that filled the space usually occupied by a conventionally mounted engine. At Ormond Beach it ran the mile in 42.2sec – not that much slower than Vanderbilt's big Mercedes – and won a 20-mile race. Wealthy sportsmen were ➤



NAHC



Christie's massive cars pioneered FWD in competition. This 14-litre 1905 Vanderbilt Cup entry shows the bulky transverse power pack



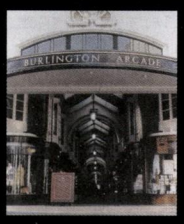
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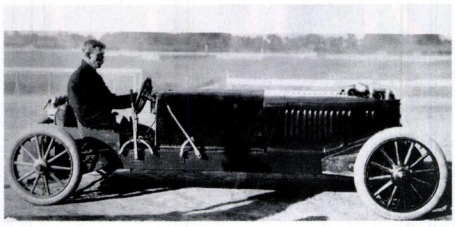
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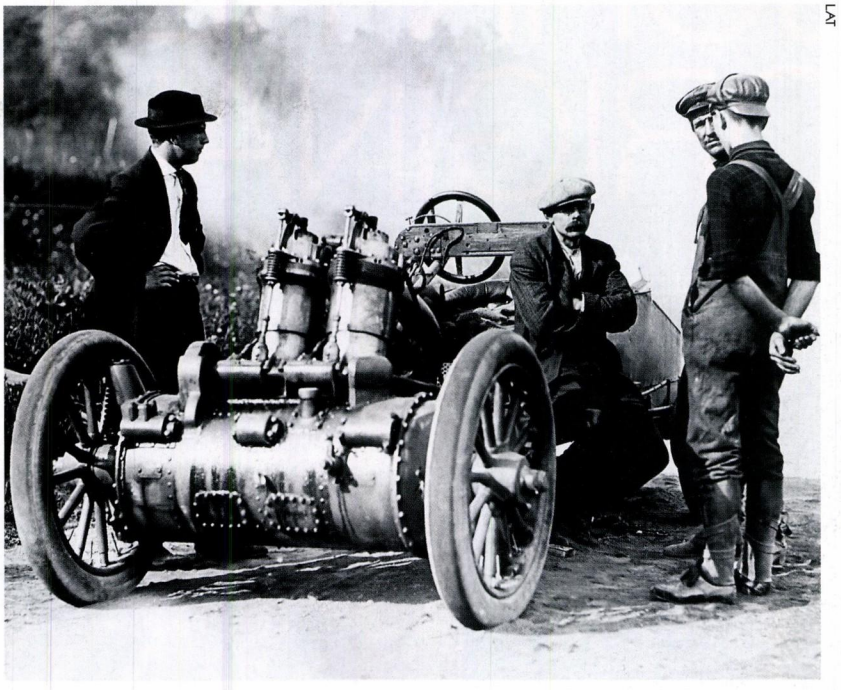
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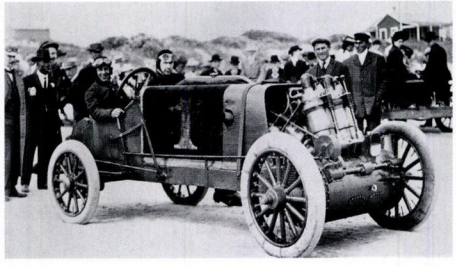


LAT



LAT

Above: 1905 car with transverse four between front wheels, low build and huge wheelbase. Below: By '08 at Daytona, Christie had switched to V4. Right: Cylinders like 'dustbins'; crankcase also housed two-speed gearbox



NAHC

impressed by the Christie's low build, smooth ride and top-notch workmanship.

Greatly encouraged, Walter formed the Christie Direct Action Motor Car Company and was granted patents in countries as far afield as Russia and Australia. He also attempted to improve his racer by bolting another engine immediately behind the driver, who sat over the rear axle, a long way from the front wheels. It must have been like steering a narrowboat. The combined capacity of its engines was 20 litres, but the car was not successful and Christie removed the second engine.

Christie was 40 and far from fighting fit when the second Vanderbilt Cup race was staged on Long Island in October 1905. There was a lot of money and prestige at stake so his car was entered by one of the organisers and driven by George Robertson. It crashed during practice but was allowed to start after the Cup Commission inexplicably replaced a trio of qualifiers with three failures. Robertson pulled out, so Christie worked through the night and started 28min late after unsuccessfully begging the organisers to excuse him from racing. His first lap's speed was just under 30mph – Vincenzo Lancia topped 70mph aboard his Fiat – but he was trying hard enough to have a close shave when the throttle lever jammed open as he entered a corner. Dirt and stones were flung high into the air as the Christie slithered sideways on two wheels. According to the *New York Herald*: "The fact that the car was low hung, and that Christie did not lose his nerve, saved it."

A lesser man would have retired, but Christie went faster. He was passing the pits at full throttle when Lancia, who had stopped for tyres, ignored warning shouts and roared onto the dusty track. In the words of the *New York Times*: "Christie jammed on his brakes with all his might until every nut and pin and wheel in the powerful structure cried out in agonised protest. It seemed like something must break but nothing did. The Christie car swung round and round like a dervish in a dance." The inevitable impact slowed Lancia to such an extent that he finished fourth; Christie and his mechanic were thrown out but not seriously injured.

A year later Christie decided that a V4 was the best way to squeeze more power between the front wheels. The resultant 13-litre delivered enough grunt to do a 35.2sec mile, and the car was hailed by *Scientific American* magazine as the world's fastest four-cylinder. Christie soon matched the dirt-track record held by Oldfield's Peerless. He also completed a handsome seven-seat tourer before preparing for the next Vanderbilt Cup. He wrecked the V4 racer while qualifying but performed well in a smaller car until spectators on the track forced Vanderbilt to end the race on the 10th lap. This car was the basis of the "stylish little runabout" for wealthy enthusiast William Brokaw, who became Christie's first customer by paying $7500 for it. The car's speed and "easy riding qualities" were much admired.

Meanwhile, Christie was gearing his company up to produce front-wheel-drive trucks, taxis and 30 100mph cars to be delivered in time for the Vanderbilt Cup of 1907. Christie also issued the dramatic news that he was building what would be the first American car to contest the prestigious French Grand Prix.

You can bet everything you own that no grand prix car will ever have a bigger engine than that car's 20-litre, 36-valve V4, which was angled back to keep the CoG as low as possible and reduce frontal area.

'Christie jammed on his brakes; the car swung round like a dervish in a dance'

The cylinders looked like dustbins and the layout's remarkable plumbing included a 3ft pipe from the carburettor to the most far-flung inlet valves. Power was said to be 130-135bhp at 900rpm.

W F Bradley visited Christie for *The Autocar* a few weeks before the French GP and was invited to the monster's first road test. Christie reckoned it was too fast to be let rip along Broadway so the monster was towed to a deserted road on Long Island, where Bradley and Christie's helpers were invited to push.

"We pushed; we stopped for breath; ➠

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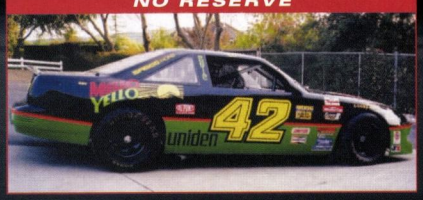
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X-RAY SPEC

ALFA ROMEO 158/159

THE BEAUTIFUL ALFETTA WAS A POST-WAR SENSATION. ONLY ONE IS STILL RACING. KEITH HOWARD QUIZZES THE MAN WHO KNOWS IT INSIDE-OUT – TONY MERRICK

VERY FEW ITALIANS WOULD BE INCLINED TO acknowledge it, but the unique competition record of the Alfa 158, the original Alfetta, arguably owes as much to the rise of National Socialism in Germany as to the talents of its legendary designer Gioachino Colombo.

There are two reasons for this: first, it was conceived in 1937 to compete in the 1.5-litre Voiturette formula, thereby sidestepping the Nazi-funded silver steamroller which was flattening all opposition in grand prix racing; second, it was put on ice during WWII (if you can be put on ice in a cheese factory), recovering quickly from its enforced hibernation to continue its winning ways while the rest of Europe emerged hesitantly into what was purportedly a new spring. The key Italian contribution, having created such a fine racing car in the first instance, was continually to find ways to improve it, particularly in the engine department.

When the 158 won on its debut, at Livorno in August 1938, its supercharged 1480cc straight-eight with unfashionably undersquare cylinder dimensions developed about 195bhp at 7000rpm, equivalent to 132bhp per litre. By the time, as the modified 159, it scored its (and Alfa's) last grand prix win on its final appearance, at Pedralbes in October 1951, with Fangio at the wheel, the fitment of progressively larger superchargers – now force-feeding the engine at just under 3bar! – had raised its output to a heroic 420bhp at 9300rpm, a remarkable 284bhp per litre. The little Alfa had grown during its 13-year reign to become almost, but not quite, as fearsome as the Mercedes and Auto Unions which had provoked its birth.

A total of six 158s were built, to which were added four 159s in 1951. Among other changes, the latter had longer tails incorporating a larger fuel tank to help assuage the engine's now prodigious thirst. This was the year Colombo returned to Alfa from Ferrari, so his contribution to the modifications was probably minimal; colleague Orazio Satta is credited with the major role. Whoever conceived them, they were just enough to secure Fangio the championship in the face of stiff competition from Ferrari. But Alfa knew well enough that the Alfetta had been living on borrowed time. Hero to zero, it simply withdrew from GP racing at the end of the season, until its inauspicious return 28 years later.

Colombo died in 1987, so for some insight into the 158's design I approached top restorer Tony Merrick, who for some years has prepared Carlo Vogele's Alfetta for historic racing. Tony has also driven it "for a few laps around Silverstone, but not in anger" so has some feel for the car from behind the wheel.

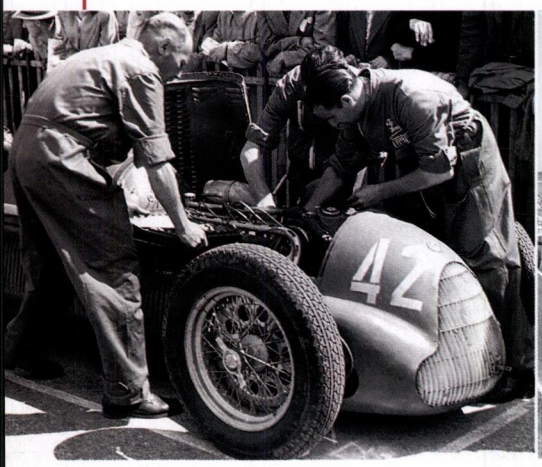
Merrick and Colombo met once, briefly, at the Italian GP in 1976.

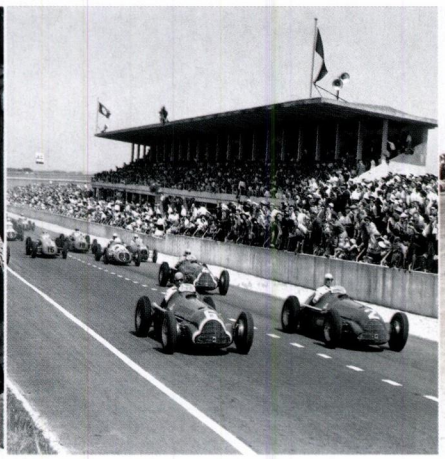
"I'd got a photograph of a P3 Alfa that I'd taken with me for some reason, a car I'd just finished doing and had photographed in Richmond Park," says Merrick. "Colombo signed it on the back, not on the front, because he hadn't designed the car. He wrote that he was signing it in lieu of Jano, which I thought was really nice."

In a sense, Merrick now returns the favour, albeit with reference to a cutaway of the 159. Would Colombo have signed this picture on the front, I wonder?

Once hostilities ceased, the Alfettas had a record run. Left: Farina's winning 158 pits in the 1946 GP des Nations at Geneva. Centre: Reims in 1950 saw Fangio (6) lead Fagioli (2) to the flag. Right: At Silverstone during the same year Reg Parnell refuels during an Alfa 1-2-3-4.

all: LAT



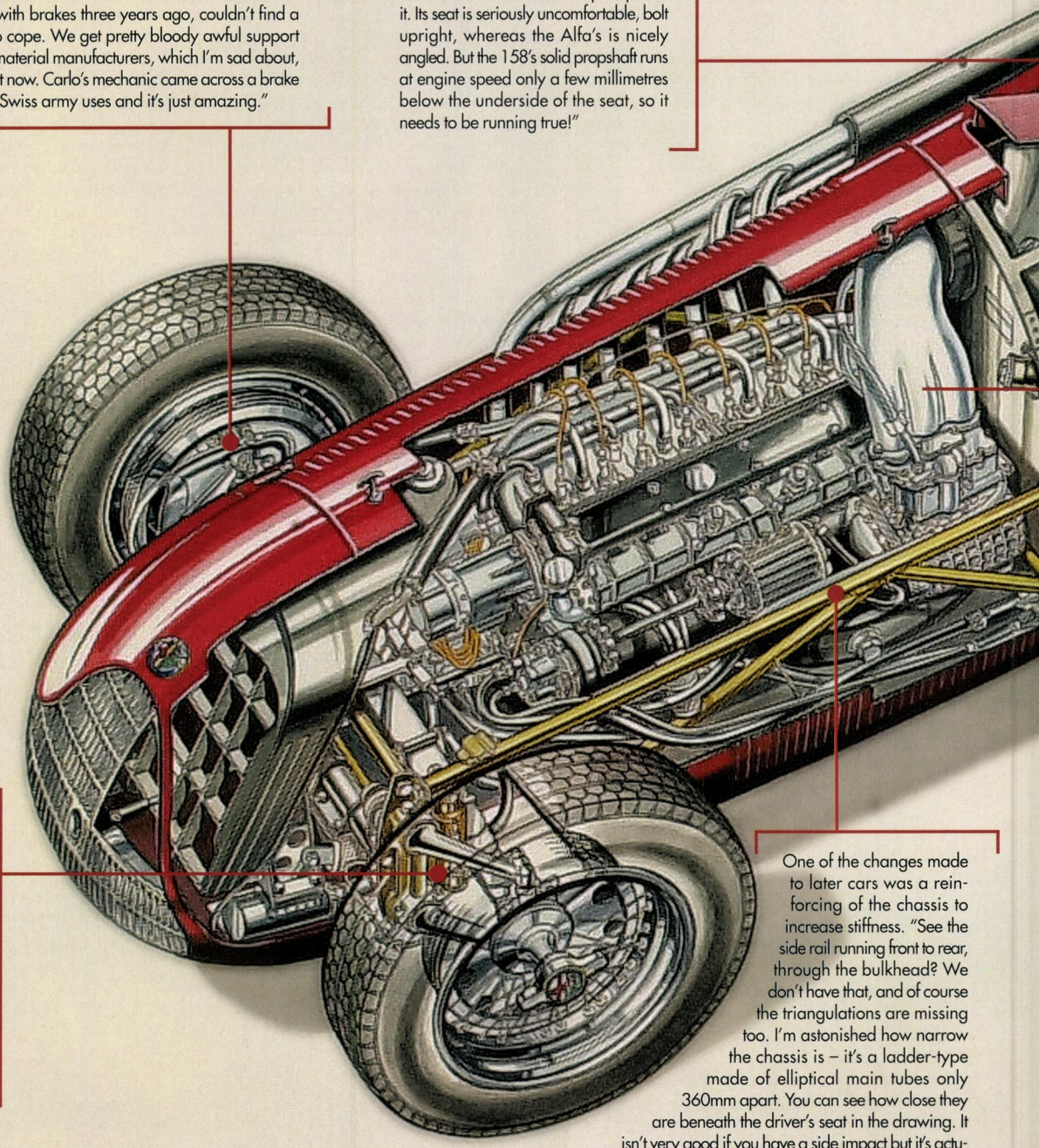




X-RAY SPEC: ALFA ROMEO 158/159

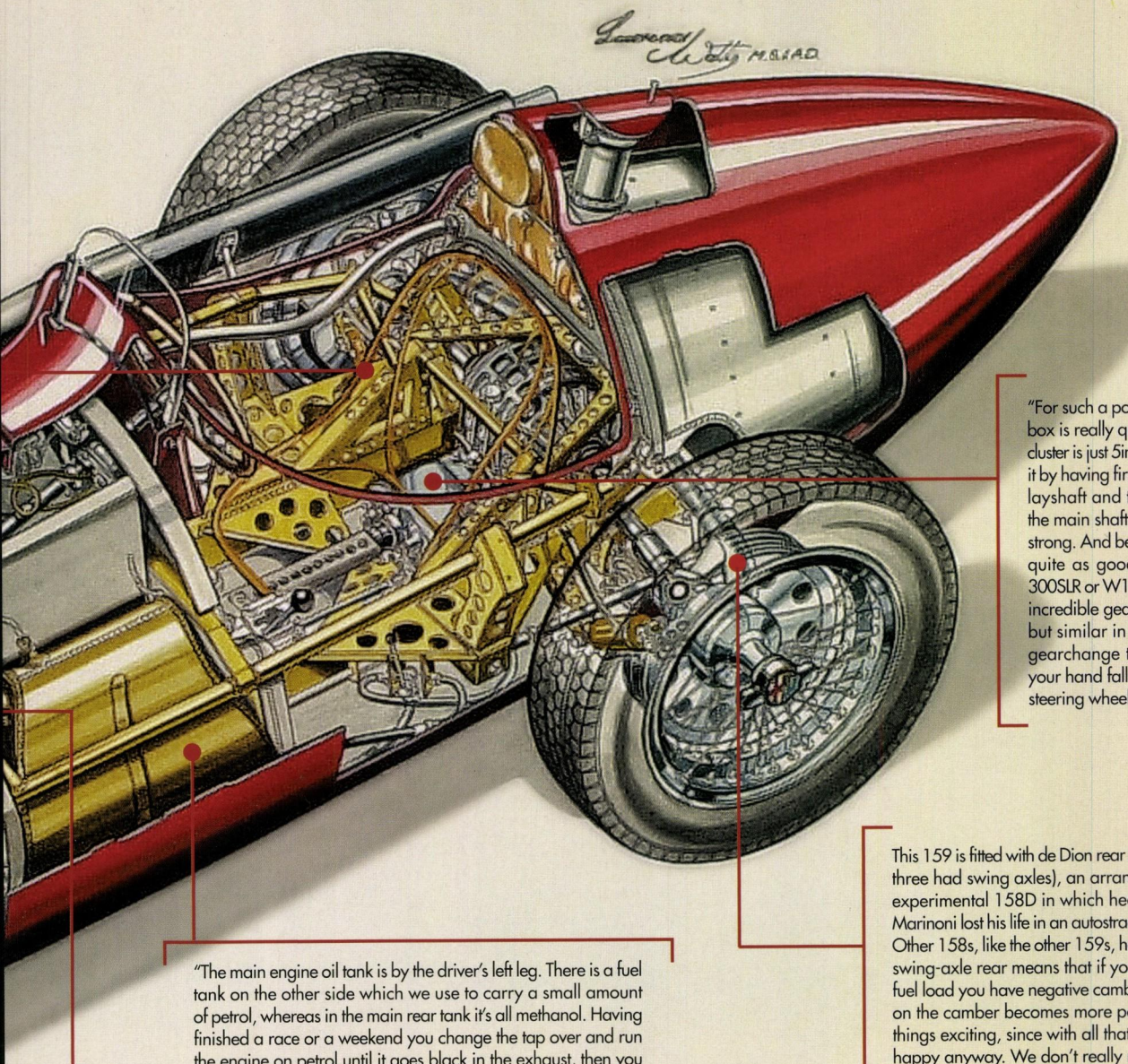
"Brakes are aluminium drums with cast-iron inserts, twin leading shoes front and rear, and extremely effective. The drums are a larger diameter at the front to achieve the required brake balance, although later cars had them all the same size. We were struggling with brakes three years ago, couldn't find a lining material to cope. We get pretty bloody awful support from the friction material manufacturers, which I'm sad about, but we've sorted it now. Carlo's mechanic came across a brake material that the Swiss army uses and it's just amazing."

"The cockpit gets quite warm because of the oil tank by your left leg, but otherwise it's one of the most comfortable grand prix cars I've ever sat in. You could drive it for hours. Everything is in just the right place; it seems a lot of consideration was given to the driver. I've also had a little drive in a Mercedes W125 and I don't know how the drivers put up with it. Its seat is seriously uncomfortable, bolt upright, whereas the Alfa's is nicely angled. But the 158's solid propshaft runs at engine speed only a few millimetres below the underside of the seat, so it needs to be running true!"



"The 158 is unusual in having telescopic as well as friction dampers at both ends; the telescopic ones are hung off the chassis and work when they open. Although the hydraulic dampers are adjustable, it's a lengthy process, so you set them to a norm and make the final adjustments with the friction units."

One of the changes made to later cars was a reinforcing of the chassis to increase stiffness. "See the side rail running front to rear, through the bulkhead? We don't have that, and of course the triangulations are missing too. I'm astonished how narrow the chassis is – it's a ladder-type made of elliptical main tubes only 360mm apart. You can see how close they are beneath the driver's seat in the drawing. It isn't very good if you have a side impact but it's actually quite stiff because the engine is a stressed member with 20 mounting bolts, and the transaxle is the same."



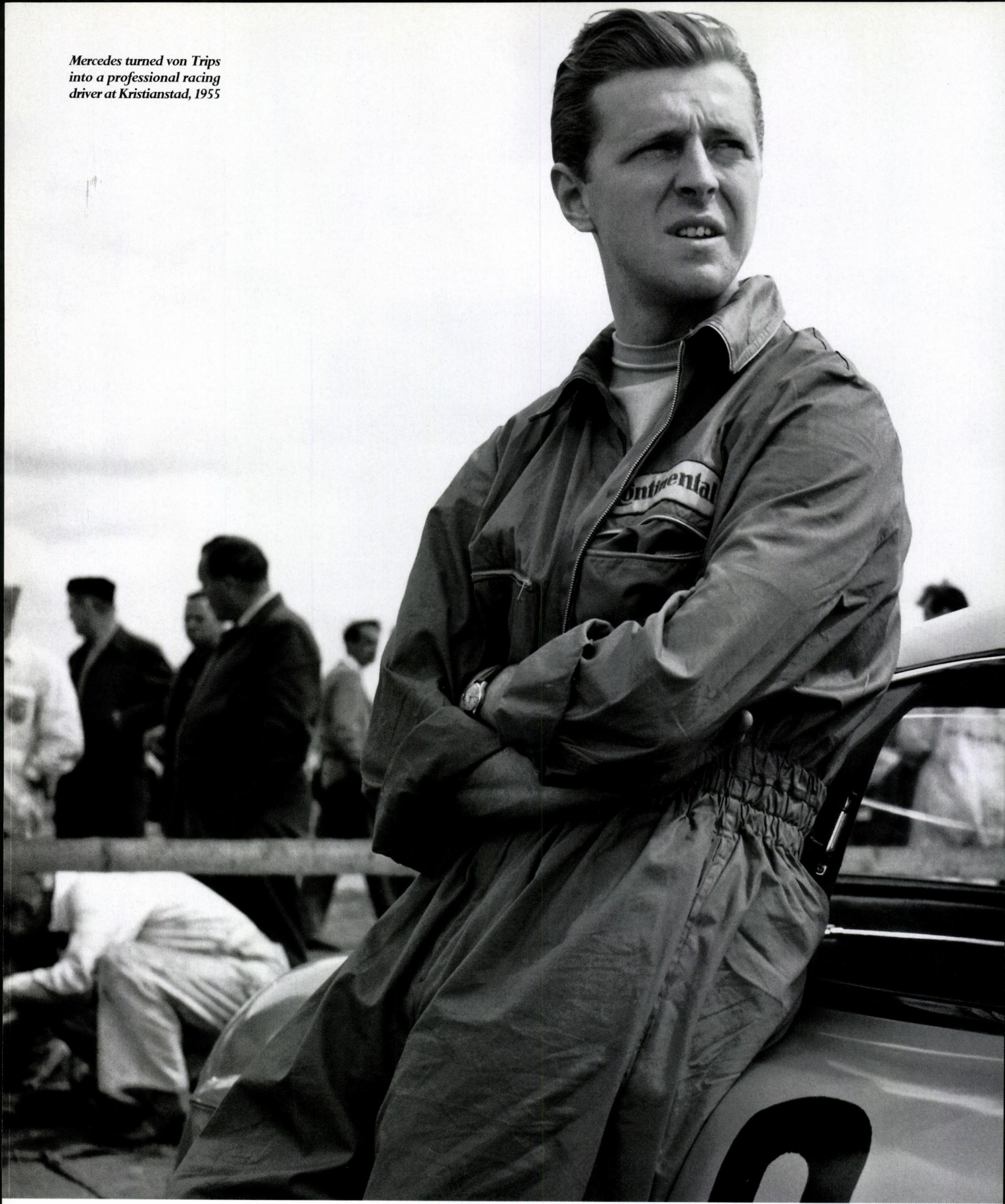
"For such a powerful car the gearbox is really quite small – the gear cluster is just 5in long. They achieved it by having first and second on the layshaft and third and fourth on the main shaft. So it's compact but strong. And beautifully made – not quite as good as the Mercedes 300SLR or W196, which is the most incredible gearbox I've ever seen, but similar in quality. It's a super gearchange to use as well, and your hand falls straight to it off the steering wheel."

This 159 is fitted with de Dion rear suspension (the other three had swing axles), an arrangement tried on the experimental 158D in which head test driver Attilio Marinoni lost his life in an autostrada accident in 1940. Other 158s, like the other 159s, had swing axles. "The swing-axle rear means that if you start off with a full fuel load you have negative camber. As the race goes on the camber becomes more positive which makes things exciting, since with all that poke the car is tail-happy anyway. We don't really notice it because we only do 10-lap races, but in a three- or four-hour race you'd notice it a few times, before each refuelling."

"The main engine oil tank is by the driver's left leg. There is a fuel tank on the other side which we use to carry a small amount of petrol, whereas in the main rear tank it's all methanol. Having finished a race or a weekend you change the tap over and run the engine on petrol until it goes black in the exhaust, then you know you'll have no problems with corrosion or solidifying of the fuel, which can be a real pain with methanol."

"The air intake we have on Carlo's car is the earlier 'elephant's trunk', which curves forwards from the carburettor – a beautiful piece of art. It picks up warmer air from the engine bay, which is probably not a bad idea in that you tend not to suffer icing of the carburettors, which you can with high-performance methanol engines. This 159 is fed via the small flap in front of the screen. Probably Alfa made the change because colder inlet air means more power. It's pretty thirsty: we get about a mile to the gallon! The triple-choke Weber carburettor was designed for the car and has two main jets of 3.9mm in diameter – that's where all that fuel goes. The engine is supposed to deliver about 420bhp at 9300rpm but we don't run to those revs. I'm sure we could, but we don't. We saw something around 400bhp at 8500 on our dyno."





Mercedes turned von Trips into a professional racing driver at Kristianstad, 1955

SILVER POLISH

MICHAEL SCHUMACHER WASN'T THE FIRST GERMAN GP STAR TO MAKE HIS NAME IN A MERCEDES SPORTSCAR. HARTMUT LEHBRINK REVIEWS WOLFGANG VON TRIPS' EARLY CAREER



Ludvigsen Library

The president of the Cologne Porsche Club, Dr Hanswilly Bernartz, addressed his letter to the omnipotent Mercedes team manager, Alfred Neubauer. It was dated January 5, 1955. In it he pointed out that "his charge" had just become German champion in the up-to-1600cc production sportscar class "in a second-hand Porsche without the slightest tuning". He added that this was "an extraordinarily sporting young man, an uncompromising non-drinker and non-smoker as well as a fighter of great tenacity and endowed with loads of natural driving talent".

Then Bernartz cut to the chase: "That is why I would like to ask you to give Count von Trips the opportunity to drive a couple of laps in your presence when you are testing at Solitude, Hockenheim or at the Nürburgring in the near future."

Bernartz had to wait 11 weeks for a reply. Neubauer apologised and explained that he had been busy; his worldwide racing duties had kept him from dealing with his 'in' tray. And then Neubauer cut to the chase: "Perhaps you've read in the papers recently that we get 4000 applications every year with the same request..." Bernartz's petition had fallen on stony ground. Neubauer added that Mercedes already had a well-sorted squad: "We need men who have proved that they can win grands prix, world-class stuff. We can't make a selection from hundreds of very good drivers nor give those gentlemen the chance to train to be champions at our expense."

Nevertheless, shortly after the 1955 Le Mans on July 11-12, which he spent as a reserve driver in the Porsche pits, von Trips received a telegram asking him to contact Neubauer immediately. *Der Dicke* (Fatty), as he was called behind his back, invited him to a test session at Hockenheim on the following day, to drive a 'gullwing' 300SL.

Two factors had made Neubauer change his mind: von Trips had been fastest in practice for the Eifelrennen in a Porsche; and during the Mille Miglia at the beginning of May, he had shone with a *coup de main* that had not escaped Neubauer's notice. "On the Futa Pass," von Trips told Burghard von Recnicek, editor of specialist magazine *Motor im Bild*, "I had cruel luck. I was leading my class when the accelerator pedal broke off. I fastened it with wire and worked with the ignition key. And everything went smoothly." Indeed von Trips arrived in Brescia as class runner-up behind his friend, bespectacled racing driver and journalist Richard von Frankenberg.

Given his chance with Mercedes, von Trips was swift to impress: "After only five laps, driving that rocket gave me so much pleasure that I went through the corners in the most beautiful powerslides. And I saw the Mercedes people go round the circuit to watch me do so," he wrote in his comprehensive diary.

When he wanted to introduce himself at Untertürkheim the next day, Neubauer was absent, but his right-hand man, Baron Alexander von Korff, noted in a memo that "Trips was very enthusiastic about driving the 300SL, saying that it agreed with him well. When I told him that he was to come to the Nürburgring on July 3 for further tests, this time in a 300SLR, suggesting that he might drive for us in the 1000-kilometre race, he said that he was really keen on doing so but would be in for huge trouble with his family." The young aristocrat's parents were not at all amused by their son's racing exploits; he had been destined for a career in banking. For that reason he had been driving under the pseudonym of 'Axel Linther'.

The Nürburgring 1000 Kilometres was cancelled in the aftermath of the Le Mans catastrophe which claimed the lives of Mercedes driver Pierre Levegh and more than 80 spectators, but its test session at the beginning of July did take place. And on only his sixth lap the novice impressed with a time of 10min 16sec, just 20sec slower than Karl Kling's fastest lap in a W196 during the preceding year's German Grand Prix. Neubauer moved swiftly; on July 6 he sent a telegram to von Trips telling him to attend the Swedish Grand Prix in Kristianstad on August 7. He would be driving a 300SL in the Grand Touring category. Three weeks later a letter from the Daimler-Benz AG management arrived at the von Trips castle, Hemmersbach, near Cologne. This guaranteed him 1000 Deutschmarks for his services, as well as the customary 250 marks starting money paid by tyre supplier Continental and the "equivalent of 20 dollars per day for the time between your departure from your residence and the completion of this task". Von Trips was now a professional.

On his way to Sweden he joined "the most impressive Mercedes convoy" in Denmark. He was driving his dual-purpose Porsche, which looked decidedly second-hand in such company and to which Neubauer took an instant dislike. He was mollified when von Trips was faster in practice than Kling, although there were critical voices suggesting that an elderly gentleman about to be pensioned off deserved more respect. In the race von Trips led Kling, but at a cost. His diary notes: "I was too hard on the brakes, one of the 300SL's weak points. At first there was just smoke and a stench, but eventually they stopped working altogether and my hopes of putting on a good show ended against a straw bale."

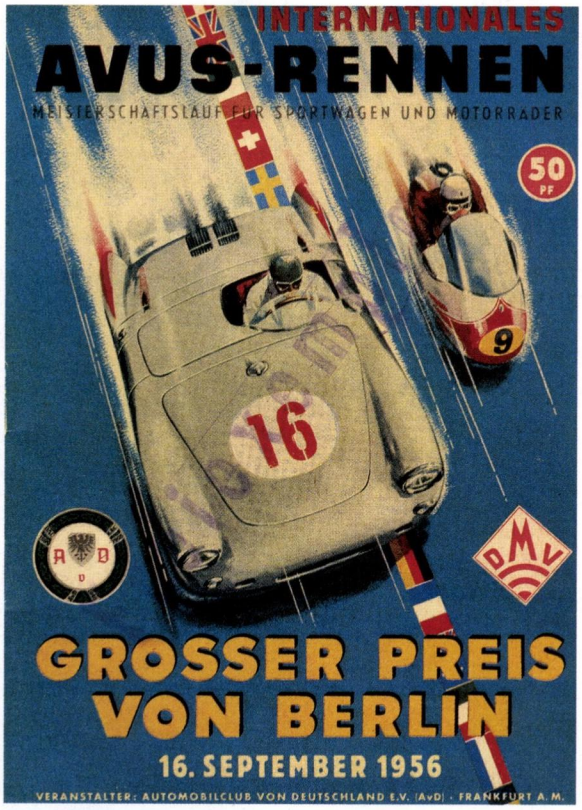
'The trip through France, going right through London... was an impressive experience for me'

Neubauer then had von Trips' battered Porsche, dubbed *Pestbeule* (Bubo) by its owner, removed to Stuttgart. But as the Count had planned a two-week, 3000-kilometre trip up to the Arctic Circle, Neubauer magnanimously equipped him with the 300SL that had been raced by Swede Eric Lundgren at Kristianstad. Von Trips's companion on this adventure was none other than Denis Jenkinson. In the October 1955 edition of MOTOR SPORT 'Jenks' reported that he and von Trips had got along extremely well with one another and with the car, even though they were forced to tiptoe 15 miles on three wheels after two punctures.

Shortly before the Swedish sportscar race, von Trips had received a further call from Stuttgart summoning him to the Tourist Trophy on September 17. This time there was no escaping the Mercedes caravan led by engineer Heinz Lamm, which wormed its way to Ireland via Rastatt, Kehl, Strasbourg, Luneville, Nancy, Ligny, Reims, St Quentin, Peronne, Hazebrouck, Dunkirk, Dover, London, Preston, Liverpool and into Larne near Dundrod – all according to Neubauer's usual strict and precise instructions. "There were five overnight stays between our departure on Friday morning and our arrival on Wednesday afternoon," von Trips wrote in his diary. "And the expedition as a whole – the trip through France, crossing the Channel, going right through London, the left-hand traffic in England and yet another sea crossing – was a most impressive experience for me."

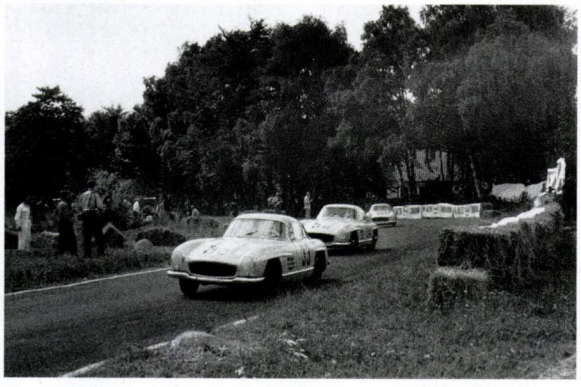
To familiarise himself with the 300SLR von Trips was driving a road-going version of the racing sportscar, the so-called Uhlenhaut coupé. In the race he shared an open 300SLR with France's André Simon, but was relieved when Kling took over for the third stint in the final phase of the Tourist Trophy; Simon had given up after just a few laps in the rain. Von Trips was tired: "I'd hardly taken a breather but had to carry on immediately. When I came in for fuel about half an hour before the end of the race, I was exhausted."

The threesome still managed to secure third position behind fellow Mercedes drivers Stirling Moss/John Fitch and Fangio/Kling, to the tune of half of the starting money and further bonuses, minus ➤



all: Jörg-Thomas Födisch

Von Trips would win in a Porsche as well as a Merc at this meeting



Von Trips chases Kling during his Mercedes debut, '55 Swedish GP



Moss, Fangio, Kling – a young Von Trips was in hallowed company



Jörg-Thomas Födisch

Von Trips brakes hard as co-driver Horst Straub opens his 'Gullwing' door in preparation for a time-card stamping at a Mille Miglia control in 1956



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A tired Von Trips negotiates the narrow lanes in the 1955 TT at Dundrod. This 300SLR was brought home third by Kling after Simon had bailed out



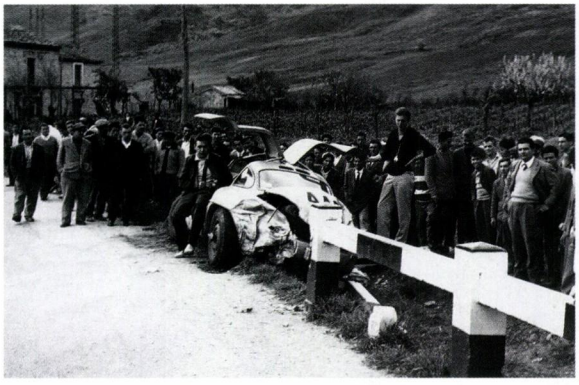
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Von Trips is relaxed and confident before the Mille Miglia of 1956...



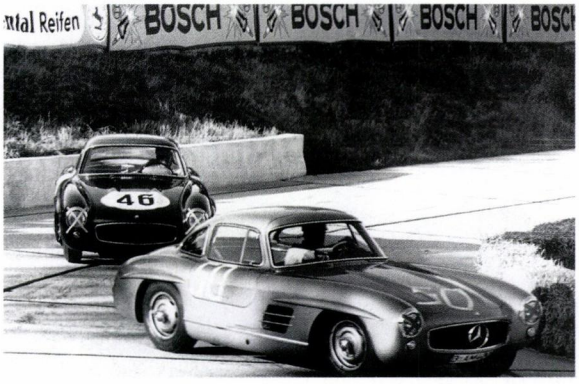
Jörg-Thomas Födisch

... his immaculate works 300SL leaves the start ramp in Brescia...



Jörg-Thomas Födisch

... but would be less than immaculate 400 very fast kilometres later



Jörg-Thomas Födisch

Von Trips (50) prevails in the 3-litre GT class of the 1956 Berlin GP

10 per cent for the team. Five weeks later, however, von Trips received a letter from Neubauer which reduced his Dundrod earnings.

"When you are in a hurry you tend to make mistakes," Neubauer stated. "I forgot to allow for the so-called mechanics' bonus. When a car is among the first three each of the three chief mechanics gets 100 marks, half of which has to be paid by Herr Kling and yourself in this case. So please forward the amount of 150 marks to my Untertürkheim address."

The letter was dated October 24, 1955, so obviously Neubauer had been clearing up his desk. Just two days earlier, at the annual end-of-season victory celebration, Mercedes-Benz had announced its retirement from Formula One and the world sportscar championship. This did not mean that von Trips was jobless, though. He resumed his Munich activities as a bank trainee and went on racing his well-worn Porsche, enjoying the benefit of works drives for the marque from 1956 onwards.

Nor had his Mercedes connection come to an end. At the 1956 Mille Miglia on April 28-29, many observers were surprised to see the familiar faces of Neubauer, Kling & Co. The *Automobil Revue*, mouthpiece of the Automobilclub von Deutschland, put it like this: "Mercedes was taking part again with an illustrious staff led by racing directors Neubauer and Uhlenhaut, and with almost a dozen works mechanics. It was a star-studded cast sent to look after the private drivers, the noble extras in that magnificent racing film. Furthermore, the works entered two 300SLs for Count von Trips and Fritz Riess and three modified 220 saloons."

The Rhinelander's appearance was short but spectacular: "Count von Trips, the up-and-coming German talent, caused a sensation on the first 400 kilometres by leading much stronger racing sportscars in the overall classification at the wheel of a stock 300SL," noted the paper. "But then bad luck interfered. In a corner a competitor slammed on the brakes when von Trips wanted to overtake him. In order not to collide with the spinning car he left the road."

The incident had a strange epilogue half a year later. In a letter dated October 26, 1956, an obviously slightly embarrassed Artur Keser, head of the Daimler-Benz press department, asked von Trips to clarify the circumstances of the episode. There was, wrote Keser, "a dispute between two journalists about whether you were baulked by another car or whether you were just too fast because you misjudged that corner".

'The car went out of control as if on butter, hit a wall... knocked over part of it. So that was it!'

Von Trips answered at once, and without mincing words, which was typical of him: "It was beginning to rain. I drove on the left side of the road as I wanted to overtake a car, possibly an Alfa 1900. But it did not work before the corner so I braked as I wanted to stay behind the guy. But he braked, too, and earlier than I had thought. As Karl Kling later confirmed, there is a cement factory in the neighbourhood so the region's roads are slightly dusty. The car went out of control as if on butter, hit a wall at the entrance of the bend with its left rear corner, was thrown around and knocked over another part of the wall with its right flank. So that was it." He concluded that his passenger Horst Straub was prepared to confirm this explanation.

When von Trips wrote those lines his spell at Mercedes was already history. He had wound it up with a bang, though, winning the Grand Touring up-to-3000cc class of the Berlin GP at Avus on September 16 in Wolfgang Seidel's 300SL – a welcome addition to his victory on the same occasion in the category for 1500cc sports-racers in a Porsche 550RS.

At that year's Swedish Grand Prix on August 12, however, he had driven for Ferrari for the first time, notching up a second place in a 290MM alongside Peter Collins. And that sounded the bell for a different chapter in the life of Count Wolfgang Berghe von Trips. M

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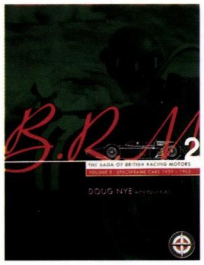
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BRM 2 –THE SAGA OF BRITISH RACING MOTORS

BY DOUG NYE WITH TONY RUDD
ISBN 1 899870 00 8
Published by MRP, £70



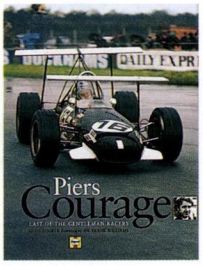
IT'S HERE! ALMOST 10 years after his first volume on the history of Britain's most controversial and compelling racing team, Doug Nye has finished his second – only two more to go!

This 386-page offering covers the rear-engined spaceframe cars that gave the Bourne outfit its finest hour in 1962. It was meant to include the monocoque V8 cars, too, but that would have made it 700 pages! They will be volume three.

Nye's nut, bolt and what-type-of-washer research is staggering. Aided by chief designer Tony Rudd, whose notes are quoted in full, and given access to the Owen family archive, this book tells you everything you need to know. You won't be able to read it in one sitting. Perhaps not even in 10. But you really should read it. **PF**

PIERS COURAGE, LAST OF THE GENTLEMAN RACERS

BY ADAM COOPER
ISBN 1 85960 663 6
Published by Haynes, £30



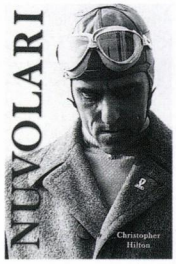
ON PAGES 216-217 OF THIS excellent book is something that causes a lump to rise in your throat: Sally Courage's lap chart of the 1970 Dutch GP. It stops on lap 23, after eight cars have flashed by. It's at this point she realised her husband had not come past... Courage died that day at Zandvoort, and with him died F1's carefree era.

Cooper has deftly tapped into the warmth Courage engendered among his family and friends to perfectly capture the spirit of the Old Etonian who wanted to be F1 champion – but have fun doing so. Asked by his father what he saw in motorsport, Piers replied, "You had the war..."

Cooper's efforts are backed up by a good design that makes strong use of ephemera and photo-album pics. **PF**

NUVOLARI

BY CHRISTOPHER HILTON
ISBN 1 85983 349 7
Published by Breedon Books, £25



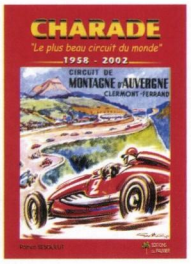
HILTON'S AIM HERE IS TO discover what made Tazio such a great driver, a racer as distinct from a racing driver; a man who "hovered between conjuring, faith-healing and mind over matter"! He exposes errors in books by Lurani, Neubauer and others, an entertaining innovation.

I am flattered that in the long discourse on the 1933 Tripoli GP Lottery, Hilton says that it was my views on this, expressed in MOTOR SPORT in the 1960s, that planted the seeds of doubt in the mind of Don Capps which induced him to investigate in detail this odd and often grossly inaccurately reported affair.

A lively book that concentrates on Tazio's more important victories, linked with what the author calls *intermezzos*, Hilton has done a massive amount of new research, and the result is of outstanding importance: a fresh approach to the life of one of motorsport's true racers, while correcting rubbish found in some books on the same man. **WB**

CHARADE 1958-2002

BY PATRICE BESQUET
ISBN 2 914920 06 7
Published by Editions du Palmier, 52 Euros



WITH THE SUBTITLE 'THE Most Beautiful Circuit in the World', you'll no doubt be looking for heaps of lovely scenic shots of the Clermont-Ferrand track that even the non-French reader could enjoy. But they're not here. The copious photos are almost all close-ups, with the same attention given to clubbies as to the spectacular grands prix held there in the place's heyday.

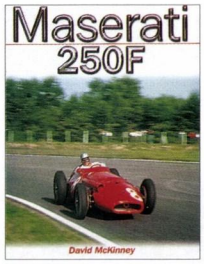
The sinuous French track's history is thoroughly aired (in French only), with tons of race results and local officials all given their due, but the layout is bitty and variable; in places the results tables overwhelm the pictures.

This is a shame, because this swooping miniature Nürburgring, sparked by a bold initiative involving the stalwart French racing driver Louis Rosier, is an inspiring place to visit, and still offers a challenge today in its truncated form.

A useful reference, therefore, but not a browse. **GC**

MASERATI 250F

BY DAVID MCKINNEY
ISBN 1 86126 568 9
Published by Crowood Press, £19.95

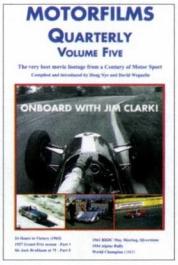


IT'S A BRAVE MOVE TO ADD more comment on this iconic racing car, but McKinney has been steadily building on the body of research to produce this, surely the most complete picture yet. It's a compact book, but offers a comprehensive picture of the genesis, contemporary career, and survival of the cars, including photos not seen before. Yes, there are some...

McKinney is good at placing events in context without idolising these hugely valuable relics, and breaks new ground with a history of the historic racing which keeps these lovely cars alive. He discusses the sometimes dubious identity question fully, gives short chassis histories, and points you towards museums with 250Fs on show. It's just a pity it's not more vibrant to look at. **GC**

MOTORFILMS QUARTERLY – VOLUME FIVE

BY DAVID WEGUELIN WITH DOUG NYE
www.motorfilms.com or tel: 01483 235600
video £14.99, DVD £19.99



I AM A LATE STARTER WITH this moving-image 'magazine' – this is Volume Five, after all – but I'm now forever smitten. Put together by rare-footage-finder *extraordinaire* David Weguelin – and with pithy links from Doug Nye, whose study is just how I imagined it to be! – these three-monthly dips into the sport's black-and-white and Kodachrome past are superb.

This particular offering perches you on the engine cowl of Jim Clark's Lotus as he sweeps it around Oulton (now I know why The Avenue is so called). It also takes you behind the scenes of the R&D programme of the Le Mans Rover Turbine car, puts you in the stands for the 1961 BRDC May meeting at Silverstone, and flashes you over winding mountain passes on the 1954 Alpine Rally.

Ninety minutes of reverie. **PF**

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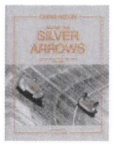
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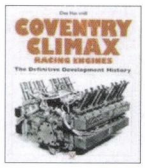
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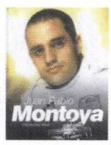


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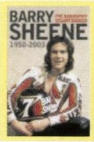
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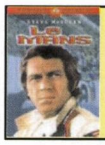


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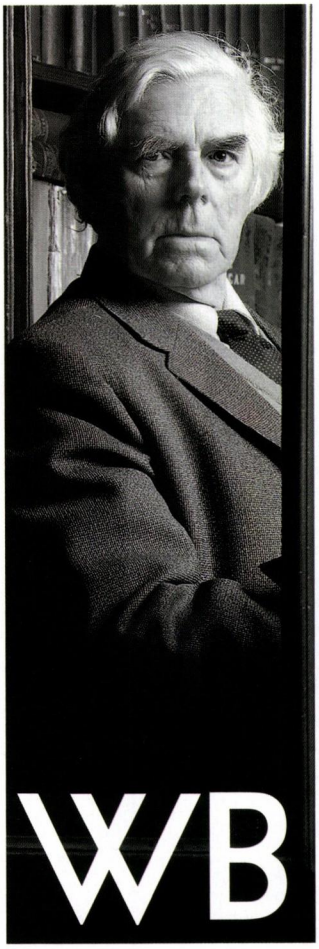
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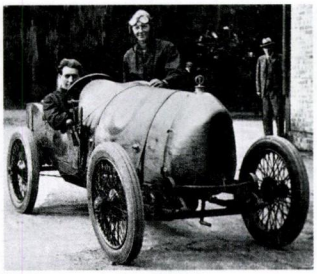
Extra-special Bugattis



HAVING SERVED MY APPRENTICESHIP IN writing by sending schoolboy letters to MOTOR SPORT and other motoring papers, and writing unpaid contributions for the *Bugantics* magazine of the BOC, I thought to broaden the last-named with more than just bits about the club's rallies and social events. But how to do this?

Bugattis are such good cars that few owners wished to improve them or to increase their very acceptable performance. Even so, I decided to embark upon a series of 'Special Bugatti Types'.

I remember that first I went, in 1933, to see Jack Robinson's extremely potent Brescia Bugatti, which he raced at Brooklands and elsewhere. Jack had bought it for £95 in 1928 as a normal circa-1926 Brescia. He gave it a 60lb body made by a blacksmith for £5 and tuned it at his



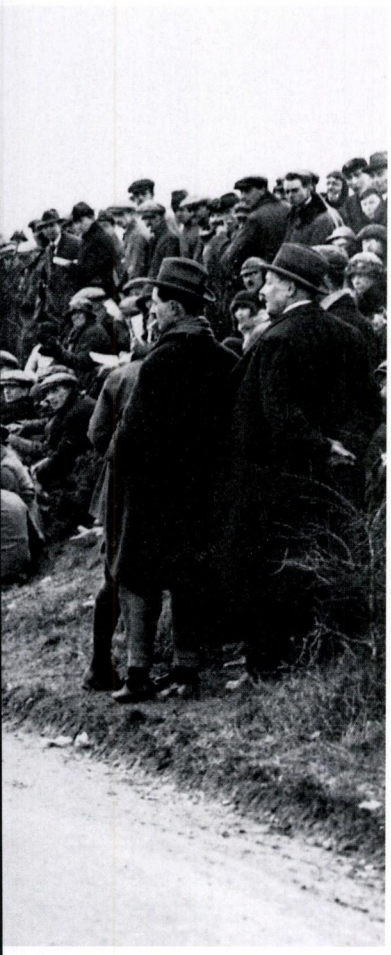


Above: Cushman's 16-valve Type 22. Below: The Esson-Scott single-seater

both: Bugatti Trust

Wendover home, with help from R R Jackson. It set Best Undergraduate time at Branches Park and Ewelme Down but sadly overturned at the latter venue. Repaired, by 1931 it could circulate Brooklands at nearly 100mph and also lap the Mountain circuit there at over 64mph. How this was done covered over two pages of *Bugantics*.

I went next to Derby in a Type 40 Bugatti to see what is now the famous 1913 5-litre, chain-drive 'Black Bess'. It had done extremely well, driven by Ivy Cummings, in pre-war sprints, as companion to her GN, as she told me in a later interview while she bathed her baby. L H Preston had run the old Bugatti at Brooklands and, for Oxford, was beaten only by a younger Vauxhall 30/98 at an Oxford & Cambridge speed-trial at Henley Park in 1926, where Preston rode also



FTD at the JRDC Henley speed-trials. How it was done I explained: four Solex carburettors, 10:1 compression ratio, wheelbase shortened to 8ft 6in, etc.

I then gave a full account of the 16-valve Type 22 Bugatti raced by Leon Cushman, about which he was very helpful, including a very informative account of what happened in the 1922 JCC 200-Mile Race.

Equally helpful was J Lemon Burton, almost 'Mr Bugatti' here, the blue doors of whose Edgware Road premises thrilled me whenever I passed by, with thoughts of all those Molsheim-built racing cars behind them. Now I was inside, discussing his very successful Type 37A, so well-known for its performances in sprints and at Brooklands.

F J Fielding's very much modified 1927 non-s/c Type 37 GP car was yet another 'special'. It was driven to events but was the smartest racing Bugatti imaginable. I first saw it outside W B Scott's Brooklands shed in 1934. This ex-R J Noel machine was bought by Fielding from Jack Bartlett in 1930. It was soon given a large supercharger, and its owner, who specialised in Shelsley Walsh, supplied me with almost six pages of data about how it was made faster and faster, and of the mishaps in between.

Next, Guy Griffiths, whom I knew very well, told me about the Brescia Bugatti he had been racing, tuned by the son of a clergyman who drove a Brescia as his road car. I also did a piece about another Brescia, for which dirt-track racing and wonderful speeds were claimed.

I also penned long accounts of E K Rayson's ex-G E T Eyston and TASO Mathieson 2-litre, by then much changed, and thus ideal for my purpose. This racing car was towed to meetings behind Rayson's 33/180 Mercedes-Benz.

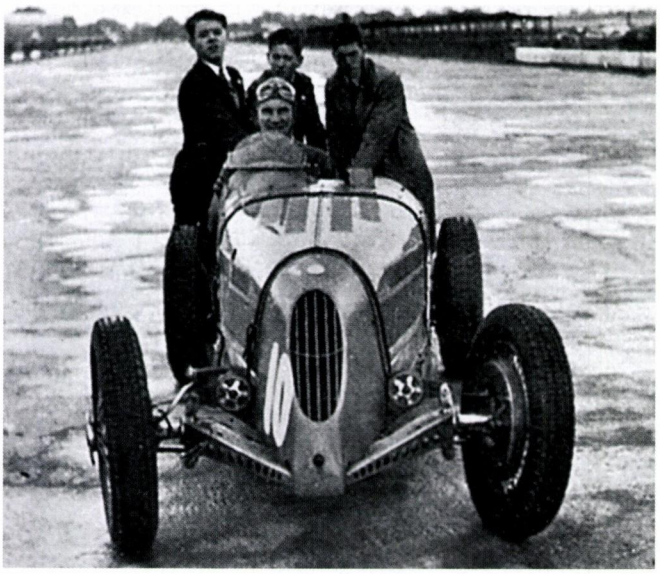
The supply of unusual Bugs was by now running out and I concluded this series of articles with detailed descriptions of Esson-Scott's very well-known twin-cam 2-litre, black single-seater, Lemon Burton's idea of a racing version of a Type 44, L G Bachelier's supercharged 4.9-litre Grand Sport, how Baron fitted a blower to a Brescia engine and then popped it into a GP chassis, the Almack-owned, ex-Field, ex-Campbell single-seater and s/c GP-powered Type 40, Leslie Ballamy's ifs Type 37 which Dick Seaman once unwisely tried to race for him and, finally, John Smyth's rebuilt Brescia Bugatti.

But all Bugattis are irresistible, are they not?

Left: Ivy Cummings and chain-driven 'Black Bess' on a 1923 Essex MC event. Below: A young WB (right) gets ready to push Dick Seaman in ifs Type 37

his Norton and Brough Superior bikes. Actor James Robertson Justice had the car when we discovered it. It was in a saddish state, but it is now history that Col G M Giles, CBE, MC, TD, Vice-President of the BOC, bought it and fully restored it; Peter Hampton then kept it immaculately, as does David Heimann, its present owner, aided by Ivan Dutton. I once spent a chilly day at Kop Hill for the BBC trying to relive the performances there by Ivy, whose beauty I failed to convey.

Emboldened, this unknown 20-year-old author next took a train to Dorking to ask Arthur Baron how he had turned a 1929 Type 44 Bugatti into a racing car able to win its class at Lewes (25sec) although it had only been completed the day before, was not run-in, and had no teeth on a second-gear pinion. It then made



Bugatti Trust

miscellany

I SEE THAT DAVID OGILVY, WHO used to do flight tests of light aeroplanes for MOTOR SPORT, is doing this for *General Aviation*. If those who had a fast sportscar and perhaps raced at Brooklands wanted to buy an aeroplane, I wonder what they would have bought? I would have chosen a Comper Swift or a Percival Mew Gull.

* * *

SHIRE BOOKS HAVE BROUGHT out *The 500cc Racing Car* by Colin C Rawlington (ISBN 0-7478-0555-5, £3.50). This is very well done, with 60 good pictures. The author raced the Smith-Butler 500, becoming a 500 Car Club director, and he covers the early days and the present revival, with descriptions of many of these little cars. My only criticism is that he omits the part MOTOR SPORT and Kenneth Neve, with his pioneering 500s, took in getting this form of racing into action.

* * *

THE VINTAGE MORRIS MINOR Register, which serves owners of 1928-1931 ohc cars, is holding its Summer Rally on July 18-20, marking the 75th anniversary of the first 'upstairs-camshaft' Minor. The event is open also to side-valve Minors, M-types and ohc MGs, of which eight 18/80 MGs and Anthony Longhurst's rare 18/100 MG are on the entry list, along with earlier MGs and Morris cars. The event is also open to members of the VSCC, the Early MG Society and the Bullnose Morris Club. The VMMR also publishes a very interesting magazine, which has made me think of adding a Minor to live with our A7s – but perhaps not, as the latter might become jealous of the Morris's half-elliptic suspension, or the Minor might be iffy about the predominance of A7s in VSCC events. Details of the VMR weekend can be found on www.vintageminor.co.uk.

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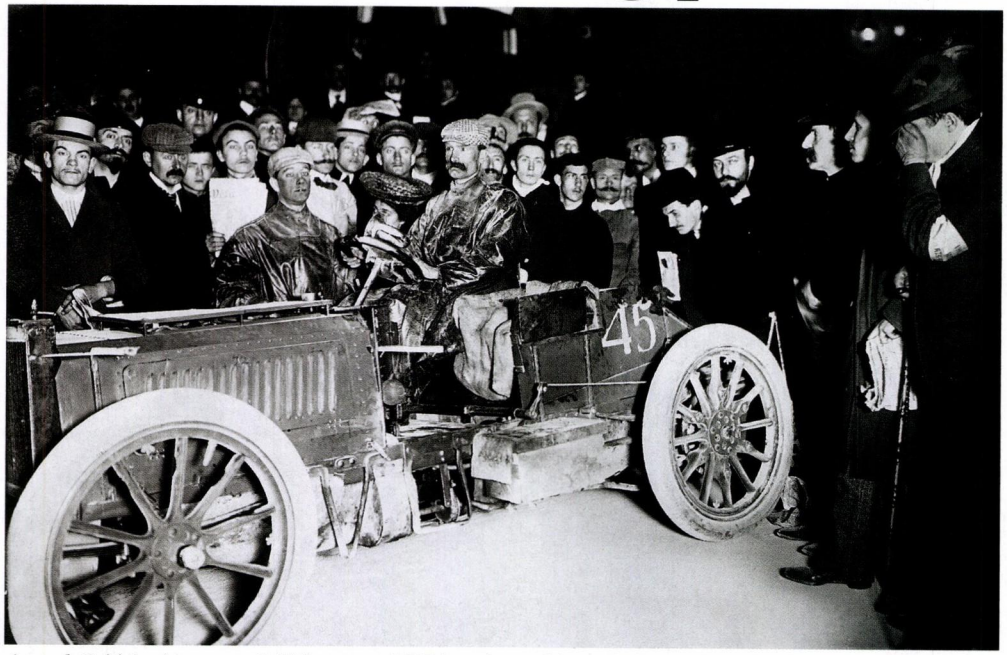
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An early British winner on a British car was S F Edge, victor of the 1902 Gordon Bennett Cup with his 40hp Napier

LAST MONTH I DESCRIBED HOW HENRY Segrave won for Sunbeam the 1923 French Grand Prix, thus becoming the first British driver in a British car to win the most prestigious motor-sport event since its inception in 1906.

True, in that now-historic GP he was lucky. Had the faster Fiats not succumbed to failure of their super-chargers, and had Segrave's team-mate Albert Divo not jammed his fuel-filler cap while comfortably in the lead, Segrave might have been deprived of this ever-to-be remembered win. But in motor racing, today as then, luck can play its part, and 'ifs and buts' have only an academic part in any sport. For those 496 miles Segrave drove a well-calculated race, handling the Sunbeam very competently, and it is quite right to applaud this historic victory.

But what of other all-British pioneer winners of races?

SF Edge's 17-litre Napier had been too heavy for its tyres in the 1901 Gordon Bennett race, but he won the event in '02 on a 6.4-litre Napier, being the only finisher, having taken almost 11hr 23min, an average of 31.8mph, from Paris to Innsbruck. (Charles Jarrott was another British driver who won races in this heroic era, but on foreign cars.)

J S Napier won the first IoM TT with an Arrol-Johnston in 1905, but this was hardly a top-line fixture, and John Duff won the 1924 Le Mans 24 Hours in a Bentley.



A large crowd watches the Arrol-Johnston (53) of eventual winner J S Napier start the first Isle of Man TT in 1905

miscellany

THE HOUSE OF COMMONS Classic Car Club has just been reformed. So they are not all stuffy chaps! A liaison meeting between this HoCCC and the Federation of British Historic Vehicle Clubs was held in March, and this can only be good for the protection of older vehicles against laws for motor vehicles in general. At the first meeting of both organisations duty on leaded petrol, the need for a return to a rolling date for the road tax concession, and similar matters were discussed.

* * *

FROM THE STD REGISTER'S *Newsletter* I learn that three of the 1912 Coupe de *L'Auto* Sunbeams which defeated all but the Peugeot and the massive Fiats in that year's French GP at Dieppe, and won the Coupe itself, later to appear at Brooklands, have survived. There is one in the National Motor Museum at Beaulieu, another is being reassembled, and the winning car is in France, owned by Andre Plasch, who has put it into original livery after buying it in Germany four years ago. Which is indeed good news.

* * *

WHEN IT WAS FORMED THE 750 MC was intended as a club to encourage social and mildly competitive events for A7 owners. It and the Pre-War Austin 7 Club fulfill these functions today in fine fashion. The 750 MC, so named as a change from using the car's make as its title, and which I thought was a bit of fun as suggesting to the uninitiated in motor matters a new nightclub or something of that kind, has expanded its activities so widely that less costly motor racing is now very well provided for. Its Yearbook lists a dozen series, and its 2003 events number 51. Contact Neil Carr-Jones, 112 Malling Street, Lewes, E Sussex, BN7 2RJ.

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LAT

The beautiful Worcestershire hillclimb, scene of spectacular action for almost a century, may be in its final throes

Shelsley Walsh under threat

SHELSLEY WALSH, OUR VERY OLDEST motorsporting venue, may be closed by 2004 unless some £1.5m can be raised to save the famous hill. The Midland AC has been unable to purchase the site and now the only hope is a new long-term lease granted to the Shelsley Walsh Trust. The last hillclimb meeting this year will be on September 14, so you may wish to be there in case you cannot do so thereafter... It will be proceeded by the usual championship and club meetings, the VSCC one on July 6.

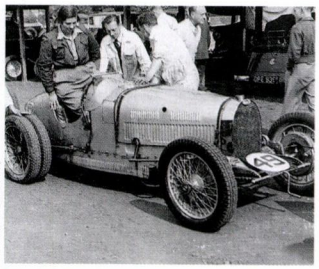
One hopes the threat to this historic course will be averted. The excellent hillclimb meetings there are a feature of British motorsport. But this brings to mind a memory, one of mild regret instead of excitement. It would be impertinent, indeed dangerous, to gatecrash the hill on a non-event day just because an entrance is open. Only once have I so transgressed. On a dark night during the war, a friend and I found ourselves passing the deserted place, a gate open. We could not resist trying the famous climb, in the Ruby Austin 7. It made it, boiling. It is, after all, a fairly steep ascent.

I was once lowered *down* it with a Land Rover tied on behind the very big Daimler of the kind successful there soon after the first MAC meeting in 1905. After a fine ascent, the Daimler's brakes were thought inadequate for the descent.

But the incident I regret has nothing to do with cars. I was again near Shelsley on a non-public day, but I went in, having an MAC pass, to show my companion the paddock and starting area. To venture a climb would have been against common sense, so we drove away and looked for the famous hotel nearby, but couldn't find it. The desire for food grew as we drove toward Tenbury Wells. At last, a small hotel.

"Would sandwiches do? We have only just opened." The landlady and her husband had just returned to the area where once, she said, he had won the Cheltenham Gold Cup race, one of the most prestigious of horse races, a great achievement for any jockey. But this meant nothing to me, so we left without asking when or the name of the ex-jockey. It was like being told the publican had won an important GP and not proffering congratulations.

I still feel guilty, but I have never been able to find the place since.



courtesy of Bill Boddy

Lady Mary Grosvenor, Shelsley 1948

Transatlantic Bugatti

AN APPRECIATIVE FRANK ALLOCCA IN NEW JERSEY IS THE NEWEST OF A LONG LINE of owners to enjoy the Type 37A Bugatti which Jack Lemon Burton's father bought in 1931 as a Christmas present for his son, from Bugatti's London depot.

It was later given a Type 43 engine by Louis Giron in 1935, and driven in competitions as a Type 35B by Sheila Darbyshire, Lady Mary Grosvenor, T G Moore (who owned MOTOR SPORT) and many others, until it went out to California in 1952. From about 1961 to 1976 it was in the Briggs Cunningham Museum, until brought back to London.

miscellany

ONE ANNUAL WHICH NO MG enthusiast can possibly ignore is the *Triple Yearbook* published by the Triple-M Register. The current issue has erudite articles on the first P-type, a well-researched study of Carbodies and MGs, and the competition career of the late Dickey Green, the last of the pre-war MG trials team, among others. The colour pictures are superb. The Yearbook costs only £8 plus £2 p&p from the Triple-Register Librarian, 28 Allen Road, Great Bookham, Leatherhead, Surrey KT23 4SL.

* * *

THE RESULTS OF RECENT VSCC events show the Curborough Trophy at the May 4 speed trials to have been won by James Baxter (1934 Frazer Nash), in a time of 37.28sec. The revised Wiscombe hillclimb results for the May 11 event are FTD by Fyrth Crosse (Mallock U2) in 46.99sec, the best time by a pre-war car 48.22sec by Bruce Spollon's ERA R8C, and fastest vintage car Trevor John's AC-GN, in 51.36sec. The sportscar award went to Brian White's Frazer Nash (48.73sec).

* * *

SAD, SAD, SAD: RECENTLY AN historic Porsche 906 was completely destroyed in a fire during April's Tour Auto, the Invicta S1 was badly damaged while acting as course car at Silverstone, and to be able to accommodate more exhibits, not all British, the British Motor Industry Trust is selling off some 90 of its present collection, including a number of British cars of considerable interest.

* * *

A DINKY-TOY FODEN 8-WHEELED lorry was sold for £12,000 at a recent auction, to a British collector against bids from America and Europe. When new it cost less than £1. And to think I have not looked at my Dinky cars for years and years...





PARTING SHOT

FRENCH GRAND PRIX, 1950
Alfa Romeo 158 of eventual winner Juan Fangio chases the sister car of Luigi Fagioli through Virage de la Garenne and onto RN31 at Reims

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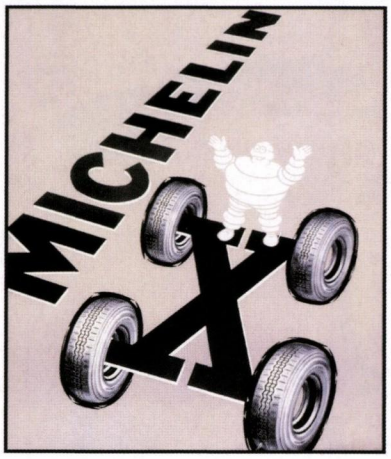
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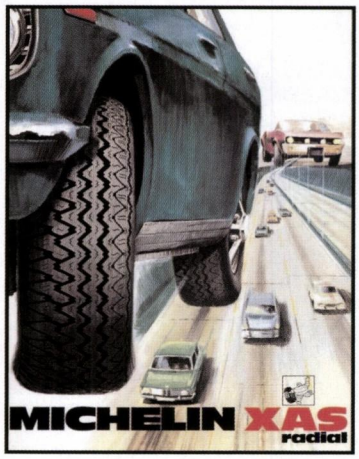
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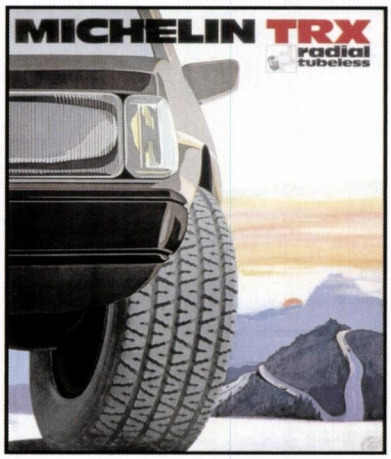
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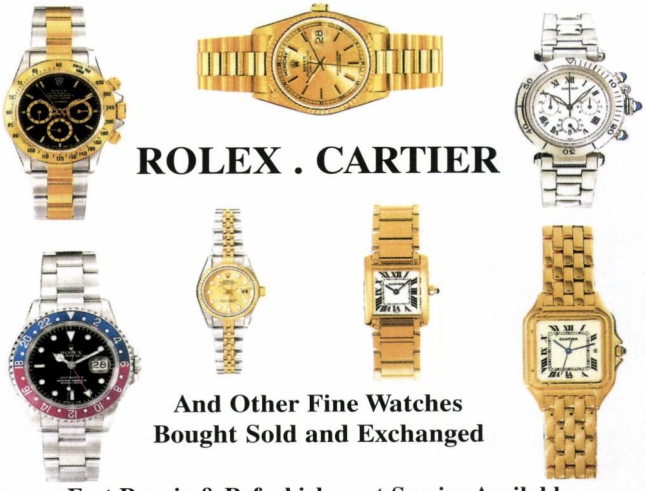
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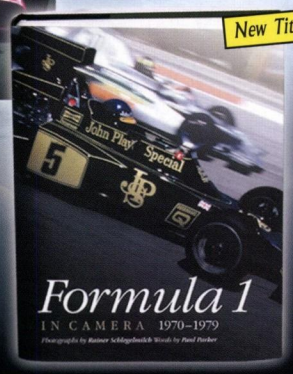
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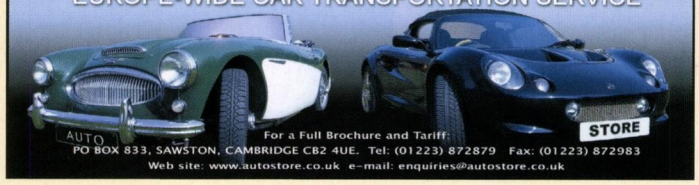
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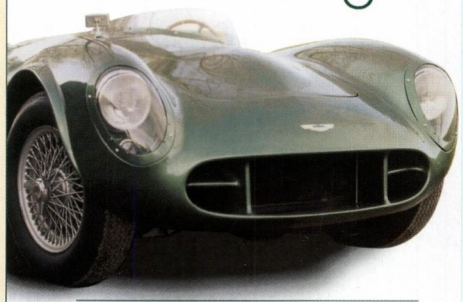
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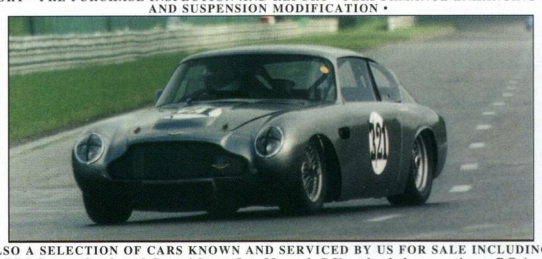
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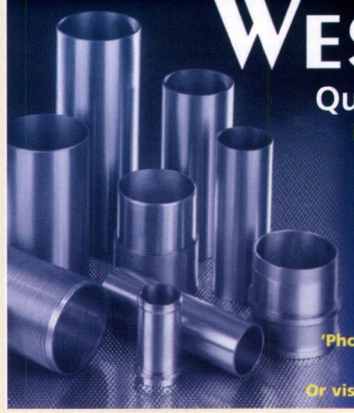
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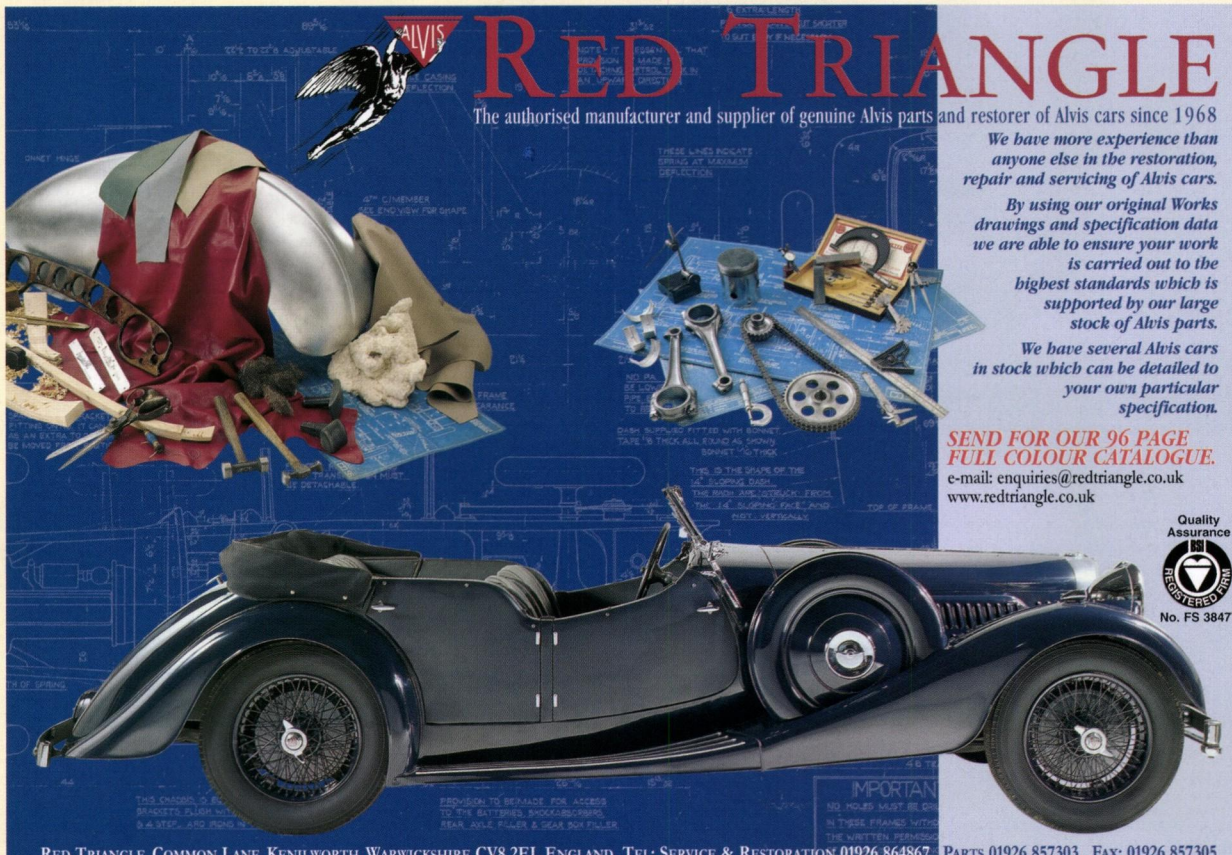
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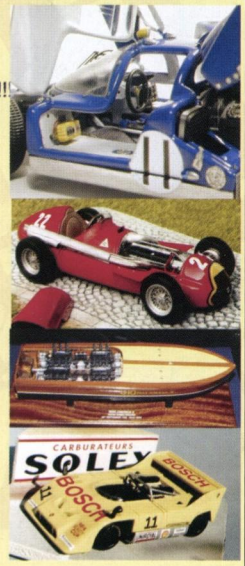
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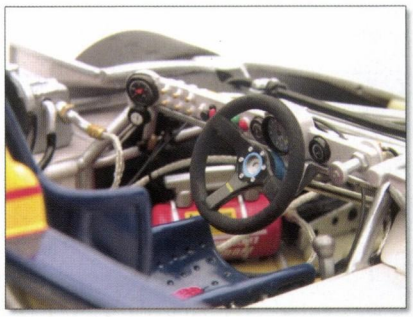
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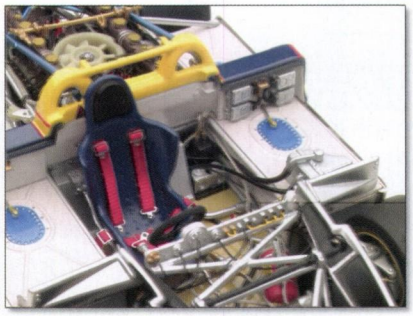
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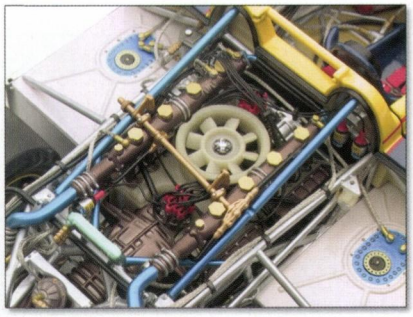
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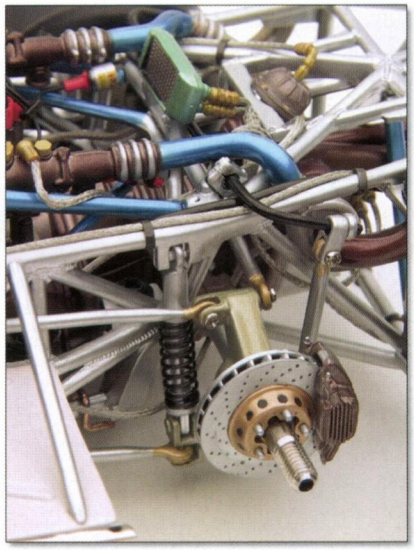
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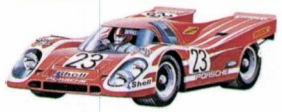
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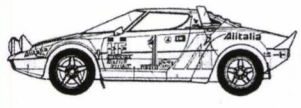
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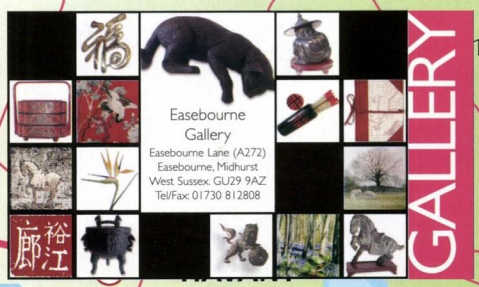


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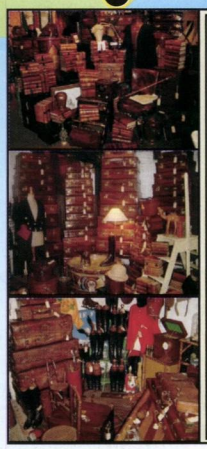
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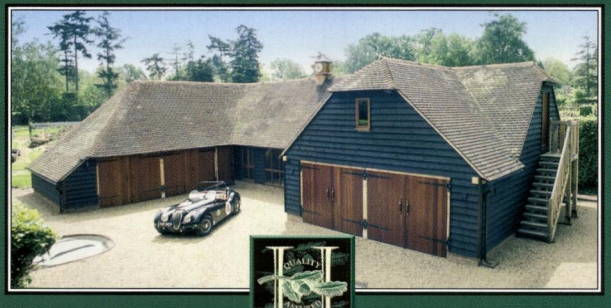
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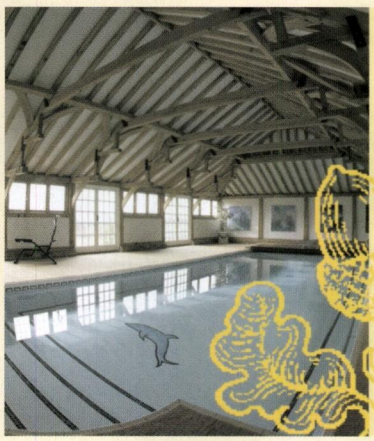


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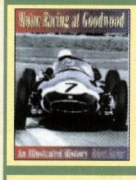
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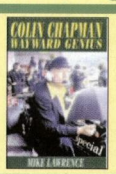
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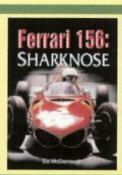
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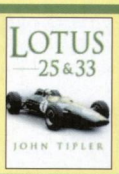
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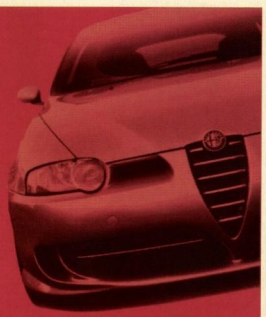


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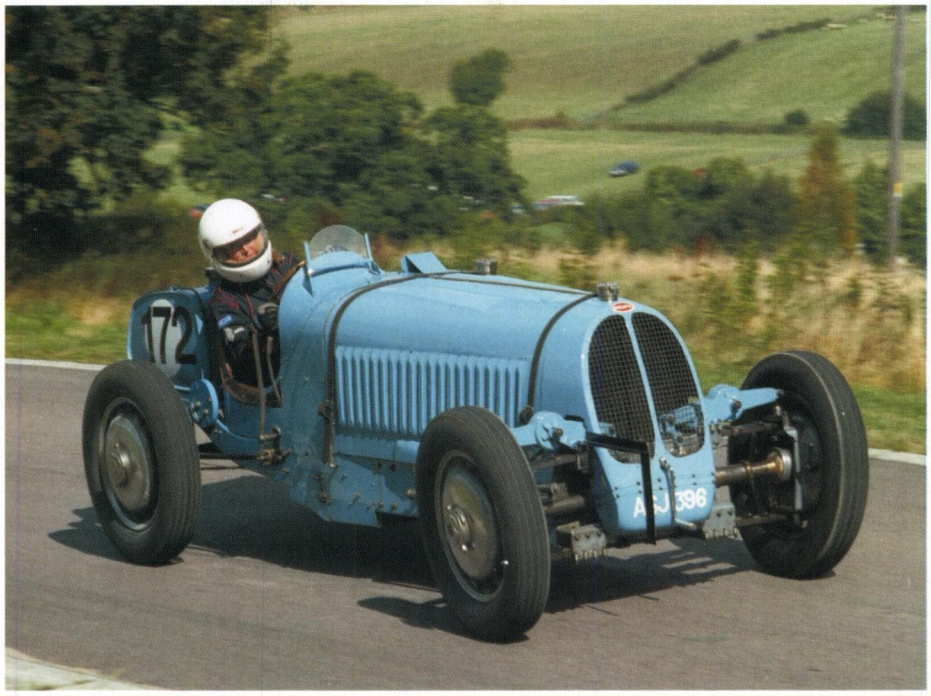
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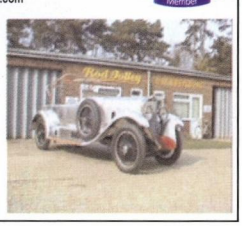
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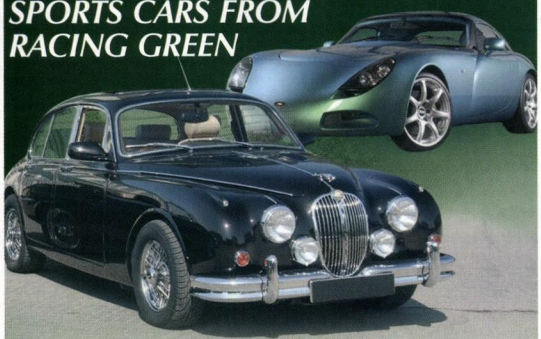
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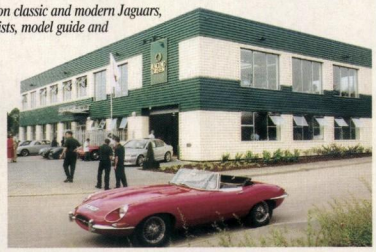
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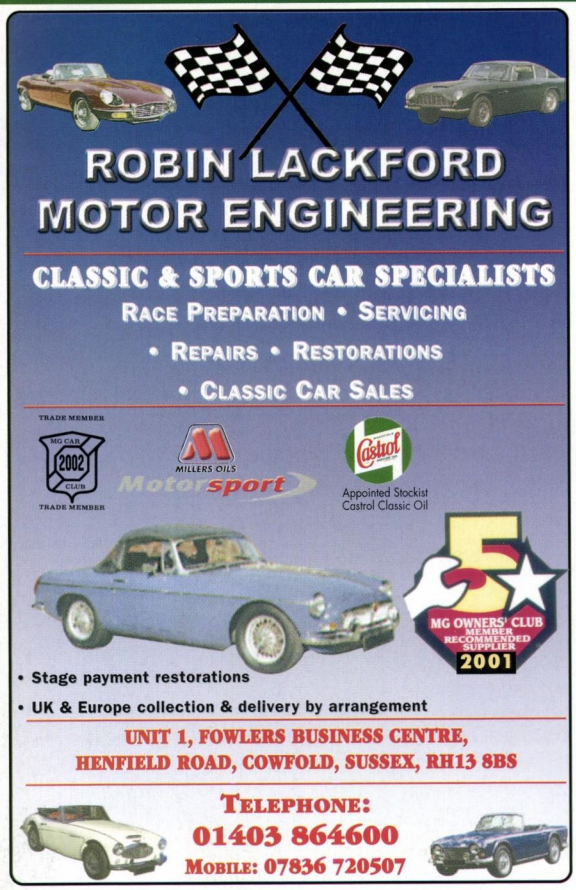
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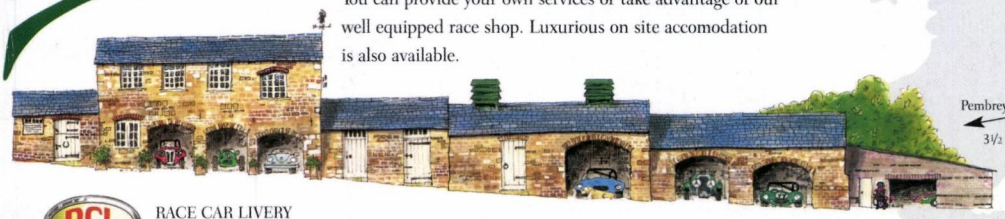
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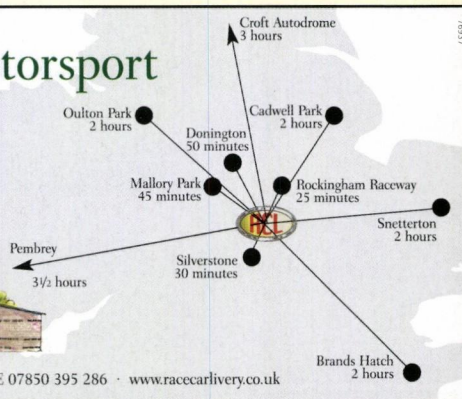
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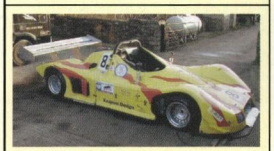
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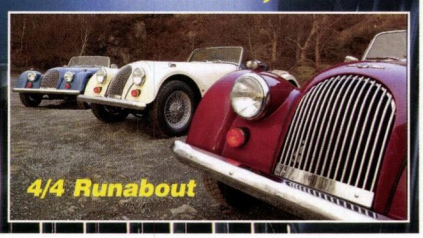
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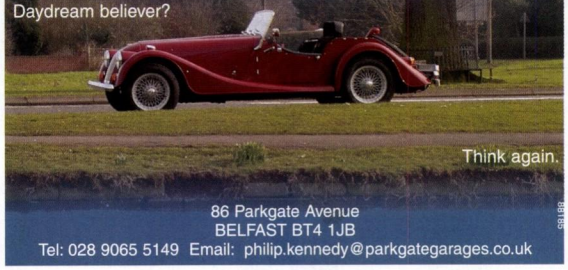
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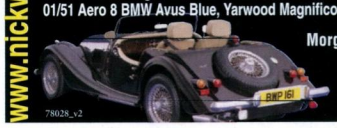
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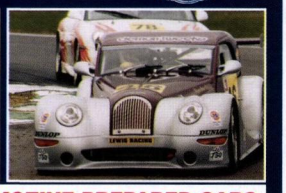
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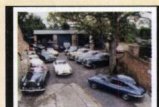
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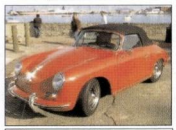
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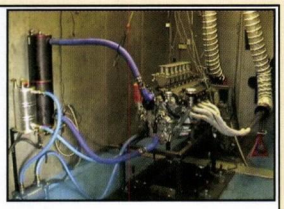


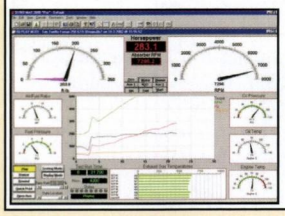
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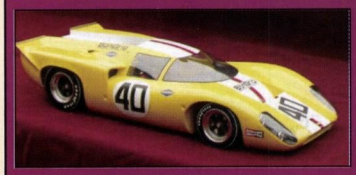
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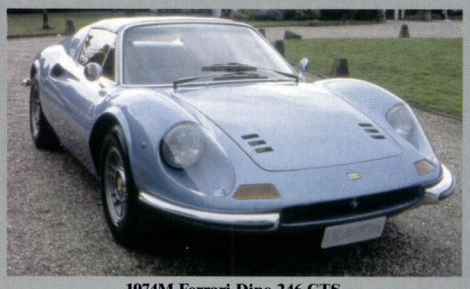
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1960 - MGA 1500 COUPE Old English White, full Red leather, factory extras include - full leather, heater, adjustable steering column, this MGA has been subject to a total rebuild 10 years ago, dry stored since, complete with original green logbook including original registration number, one of the very last 1500 Coupes and truly lovely £10995



1974 N - MGB ROADSTER MKII Damask Red, Black vinyl trim, Black soft-top hood, modified 1950cc engine, overdrive, chrome bumper model, Moto-lita steering wheel, s/s sports exhaust, Mini-lite alloys, history file, fully restored by MG specialist EMGC £7995



1962 - AUSTIN HEALEY 3000 MKII Colorado Red, Black trim, 2912cc 6-cylinder, triple SU's, 4-speed manual with overdrive, UK RHD car, aero screens, chrome wire wheels, hood, tonneau, louvered bonnet, photographic restoration, previously supplied by ourselves £19995

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1999 T - JAGUAR XK8 4.0 COUPE AUTO Platinum Silver Metallic, full Biscuit leather, PAS, ABS, sport mode automatic transmission, one touch e/w, e/m, e/seats, lumber supports, traction control, air conditioning, climate, hands free telephone system, cruise, auto headlamps, h/lamp beam adjustment, electrochromatic mirrors, aibags, OBC, Burr Walnut trim, integrated steering wheel controls, 6 CD boot changer, r/c/l, alarm/immobiliser, 18" alloys, Demo plus 1 owner, FJaguarSH, 64000 miles . . . £23995

1998 R - RENAULT SPORT SPIDER Pearl Yellow Metallic, limited production of only 200 UK RHD produced and sold by Renault, Mid-mounted 2.0 16V 150bhp engine, tonneau, owners presentation pack, FRenaultSH, just 6000 miles from new, a truly cherished example, previously supplied by ourselves £16995

1998 S - CATERHAM 7 1.8 K-SERIES ROADSPORT Caterham Red, Black individual adjustable seats with Caterham embossed head restraints, 1800cc Rover K-series with 5-speed manual, full wet weather equipment (hood plus side screens), heated front screen, heater, alloys, immobiliser, F CaterhamSH, just 7000 miles from new £14995

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1989 F - PORSCHE 944 2.7 LUX Alpine White, Blue studio check trim, 165 bhp 2.7 Lux model, PAS, ABS, e/w, e/m, e/seats, e/sunroof, head lamp wash/beam adjustment, c/l, alarm/immobiliser, alloys, FPorscheSH, 60000 miles from new £7995

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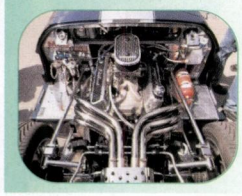


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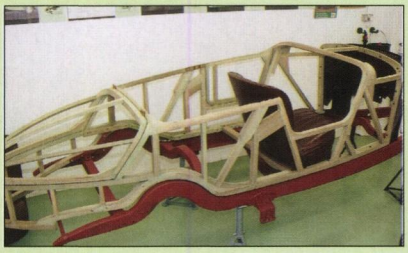


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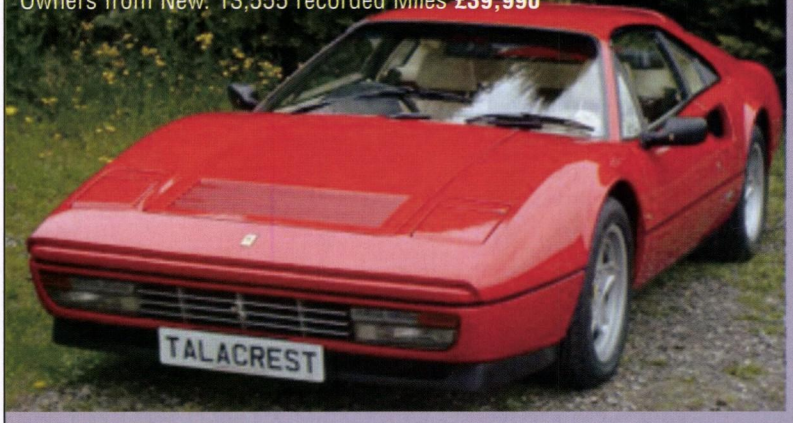
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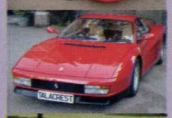
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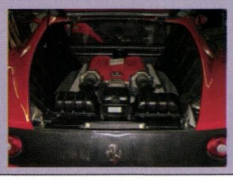


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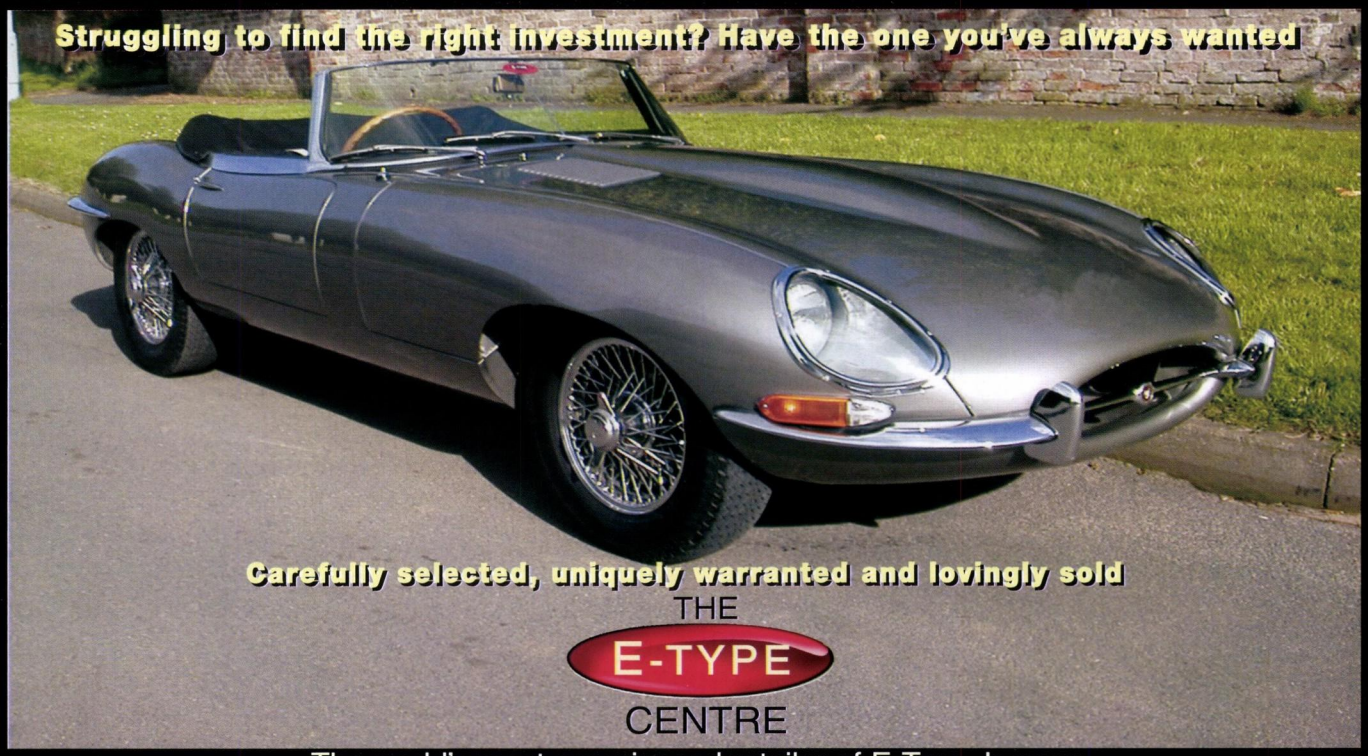
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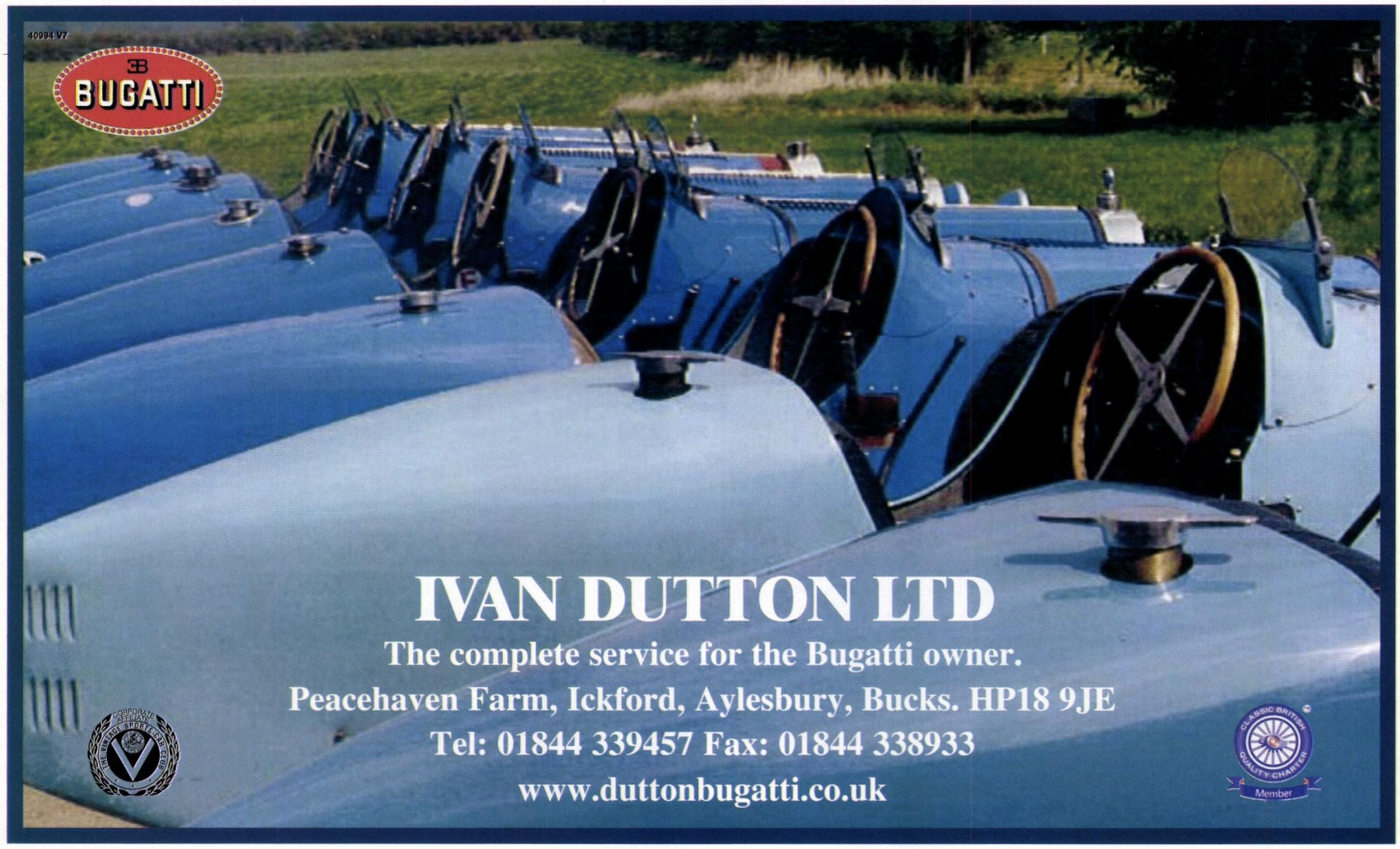
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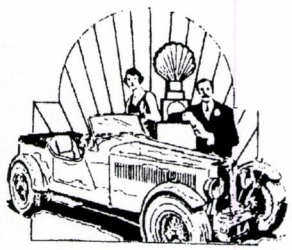
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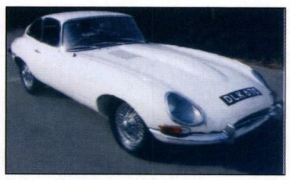
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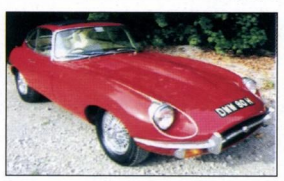
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1959 AUSTIN HEALEY FROGEYE SPRITE. Speedwell Blue with Black trim. Recently undergone a total concours restoration on the most original rust-free shell imaginable. Has been uprated, modified and fitted with hard top, soft top, tonneau cover, mag. race wheels, disc brakes, uprated suspension, etc. Built to Sebring spec. The finest example available..... **£13,995 - RHD**



1934 MG Q TYPE SUPERCHARGED MIDGET Facsimile Dark Blue with Oxford Blue hide. Total perfection restoration by C E Jones, pre-selector gear box, 120 bhp, Zoller supercharged engine, full competition specification. The attention to detail is second to none, rarely do cars of this calibre come on the open market.RHD..... **£44,995**



1967 SUNBEAM TIGER MK1A 4.7 In Sebring Red with Black trim. Minilite wheels, full harness, uprated suspension. An outstandingly well restored example, a Tiger to set the heart thumping, its 'very' quick!..... **RHD £19,995**



1972 TRIUMPH TR6 150 PI. Dark Blue with Black hide. Overdrive, uprated engine, oil cooler, Kenlowe fan etc. A very well restored and uprated example, sensibly priced..... **RHD £13,995**



1935 ALVIS SPEED 20 TOURER. In BRG with Red trim. Twin side mounts, aero screens, full black weather equipment, extensive early post war competition history, total restoration in mid seventies, used sparingly since. In very nice usable condition.RHD..... **£34,995**



1960 MGA 1600 MKI. Chariot Red with Black hide piped Red. Wire wheels, heater, mohair hood etc. Body off chassis restoration in 1994 by marque expert. Very little use since, exceptional condition..... **RHD £16,995**



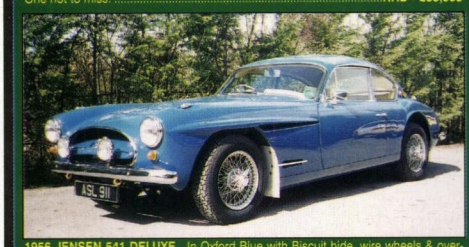
1956 ASTON MARTIN 3 LITRE DB 2-4 MKII TICKFORD. In Royal Blue with Grey hide. 4 owners from new. Restored and uprated by marque specialists, engine by Jack Moss to VB spec with steel crank and carrelo rods. C.R gearbox, 3.5 LSD, uprated suspension, alfin drums, duel exhaust, CWW etc. Bills in excess of £80,000, prepared and used over the last 3 years for international rallying with great success. One not to miss..... **RHD - £39,995**



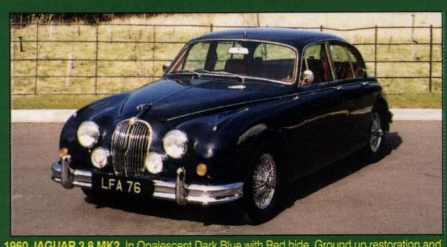
1963 JAGUAR 3.8 MK2 MOD ALL SYNCRO. Carmen Red with Biscuit hide. Restored and uprated by Vicarage. PAS, W.W, coil spring rear suspension, 4 pot callipers, Alpine music system, wood rimmed wheel, full handling kit etc. Sensational..... **RHD£29,995**



1962 DAIMLER DART SP250. In BRG with Tan hide. Total body off chassis restoration, rack & pinion steering, CWW, Kenlowe fan, excellent attention to detail, a most outstanding example, one of my favourites..... **RHD - £18,995**



1956 JENSEN 541 DELUXE. In Oxford Blue with Biscuit hide, wire wheels & overdrive. Ground up restoration carried out some years ago to the highest standard, used over the last 5 years for international historic rallying with great success. Fully prepared and ready to go..... **RHD - £14,995**



1960 JAGUAR 3.8 MK2. In Opalescent Dark Blue with Red hide. Ground up restoration and upgrades to the highest of standards. Air con. rack and pinion PAS, central locking, uprated suspension. CWW, alternator, Hi Fi system, improved heater, 5 speed Getrag gear box, HRW etc. To replicate this would cost well in excess of £70,000. Irresistible. ..... **RHD - £29,995**



1948 MG YA 1 ¼ LITRE SALOON. Two Tone Green with Cream hide piped Green. Total body off chassis restoration to the highest of standards, MGCC concours winner, delightful and so useable. About half the cost of restoration. ..... **RHD - £9,995**

1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O.D, PAS, CWW, restored in 1990/95 at a then cost in excess of £100K to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why, other than maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable' LHD. **£59,000**

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. F.I.A. Papers, in the right hands will be unbeatable **£50,000**

1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order. **£28,995**

1965 JAGUAR E-TYPE 4.2 SERIES 1 FHC. Primrose Yellow with Black hide. Total restoration carried out, only 10,000 miles since. CWW, webasto sunroof and radio. An English matching number car in superb condition. They certainly don't drive better than this example **£28,995**

1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning. ..... **WAS £24,995, NOW £21,995**

1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED. Chiaro Blue with full Cream hide, low ownership and ultra low historied mileage of only 40,000. The Ferrari flagship, equipped with air con, PAS, centre lock wheels, elec windows etc. Undoubtedly one of the most useable four seater Ferraris available, in a condition that beggars belief. Your search is over. Possibly the finest example available. ..... **WAS £22,995, NOW £19,995**

1987 MERCEDES BENZ 300SL. Thistle Green Metallic with Dark Green trim. 3 owners, 98,000 miles with full supplying dealer history. ABS, alloy wheels, PAS, radio cassette, HLWW, CD, immobiliser etc. **£14,995**

1964 MGB ROADSTER, PULL DOOR HANDLE. Iris Blue, Dark Blue hide piped Blue. Ground up restoration, UK car, wire wheels, oil cooler, tonneau cover etc. Photographic record and bills in excess of £15,000. Outstanding condition..... **£11,995**

1964 MGB ROADSTER, PULL DOOR HANDLE. In O.E.W. with Red hide. Fitted overdrive, wire wheels, foldaway hood, wood rimmed steering wheel. Total restoration in 1996. An exceptional example would please the most critical. **£10,995**

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**

1977 TRIUMPH STAG AUTO. In Java Green with Black trim. Equipped with PAS, electric windows, minilite wheels, radio cassette etc. Totally restored at enormous expense and in exceptional condition. A recent concours winner **£9,995**

1959 AUSTIN HEALEY FROG EYE SPRITE. Cherry Red with Black trim. Total ground up restoration carried out 95/97 to a very high standard. Superb panel gaps, an original unmodified example in outstanding order. **£9,995**

1972 TRIUMPH STAG AUTO, SERIES 1A. BRG with Black trim. A well restored example with re-built engine costing £5,000. Hard & soft tops, PAS, alloy wheels etc. Very good value..... **£5,995**

1976 TRIUMPH SPITFIRE 1500. In Sebring White with Biscuit trim. A local car, 2 owners, 30,000 miles from new. Equipped with overdrive, an exceptional ultra low mileage example **£5,495**

1979 MERCEDES BENZ 350SE AUTO. 1 local owner from new, full service history and only 70,000 miles. Thistle Green, Dark Green velour trim, elec sun roof, windows and arial, would be hard if not impossible to repeat **£4,995**

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1961 Ferrari Sefac 250 SWB chassis number 2689. This has to be the ultimate and most important 250 SWB in the world. 1st in class and 3rd overall 1961 Le Mans Noblet/Guichet. 1st overall Monza, Coppa Inter Europa. This car is finished in silver and is in magnificent condition throughout and available immediately ..... **£POA**



1992 Jaguar XJ220. Finished in metallic silver with charcoal trim. 9,500 miles only. A well-known car to us with an extensive service history. One of only 67 Right Hand Drive cars ever made and surely a fine investment ..... **£POA**



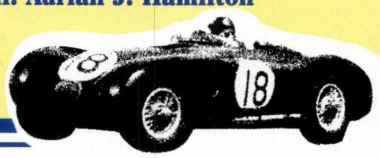
1970 Daimler DS420 Limousine. This magnificent and unique example was originally the property of Her Majesty Queen Elizabeth The Queen Mother and is finished in the traditional Royal Household colours of Black over Royal Claret. The interior to the front is trimmed in dark blue West of England cloth and the rear compartment is in fawn West of England cloth. A very rare opportunity to acquire an important piece of English automotive history with unquestionable provenance . . **£POA**



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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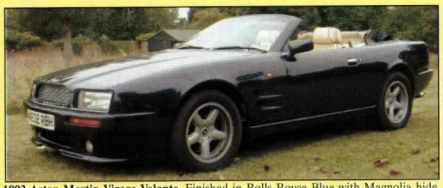


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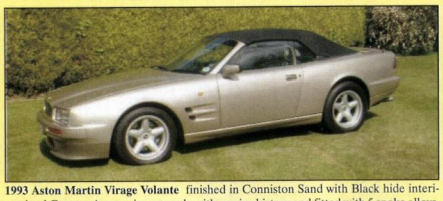
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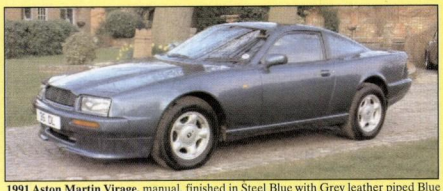
ASTON MARTIN IN THE THAMES VALLEY



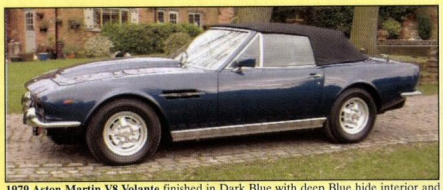
1992 Aston Martin Virage Volante. Finished in Rolls Royce Blue with Magnolia hide piped Blue and Blue mohair hood. This car is in excellent condition, has a full service history and has covered only 19,000 miles. Sensibly priced at ..... **£43,950 (Similar to above)**



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. **£44,950**



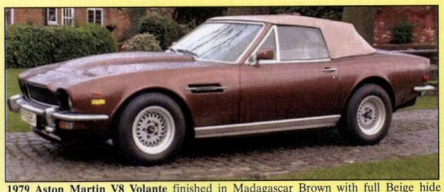
1991 Aston Martin Virage, manual, finished in Steel Blue with Grey leather piped Blue interior and Blue carpets. This is a very nice example which has just been fully serviced and has full service history. It has covered 18,000 miles and is in excellent condition throughout. **£31,950**



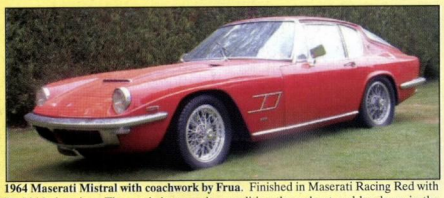
1979 Aston Martin V8 Volante finished in Dark Blue with deep Blue hide interior and fitted with VANTAGE engine up-grade and automatic transmission. Excellent car, masses of history. **£39,950**



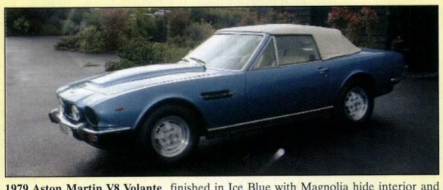
1988 Aston Martin V8 Vantage fitted with an X Pack engine and finished in Suffolk Red with Magnolia interior piped Red. Ronal wheels, driving lamps, 5 speed manual gearbox, 34,000 miles only. Total service history including recent suspension overhaul. Beautiful condition **£49,500**



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 **£29,995**



1964 Maserati Mistral with coachwork by Frua. Finished in Maserati Racing Red with Red hide interior. The car is in very nice condition throughout and has been in the same ownership since 1967. It has an all aluminium body and is fitted with a 6 cylinder engine with twin overhead cams and a 12 plug head. It has a 5 speed gearbox **£23,950**



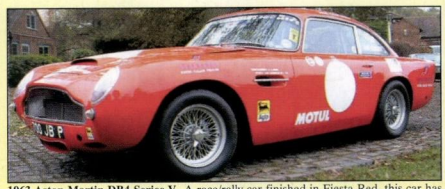
1979 Aston Martin V8 Volante finished in Ice Blue with Magnolia hide interior and hood and pale Blue carpets. This is an exceptional 3 owner car which has covered only 23,000 miles from new and is fitted with a MANUAL 5 speed gearbox. The car is in beautiful condition throughout and is offered at **£42,950**



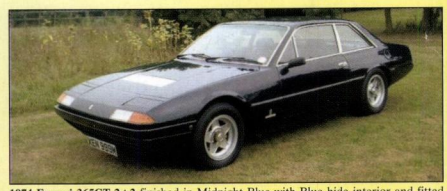
1965 Aston Martin DB6 finished in original Fiesta Red with Black hide interior. A beautiful example with recently upgraded 4.2 engine and triple Webers - now to beyond Vantage specification. Chrome wirre wheels, 5 speed ZF gearbox, a really excellent early example. **£44,950**



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**



1963 Aston Martin DB4 Series V. A race/rally car finished in Fiesta Red, this car has been used over the last ten years for international rallying and comes with FIA papers. This enables it to be used in most of the desirable international events and gives the car great credence. This is a rare opportunity and sensibly priced at **£49,950**



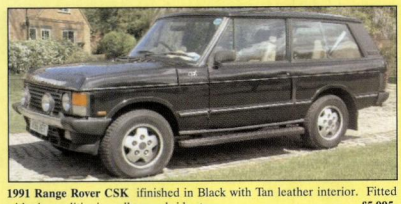
1974 Ferrari 365GT 2+2 finished in Midnight Blue with Blue hide interior and fitted with the very desirable 5 spd manual gearbox and Cromodora 5 spoke alloy wheels. Plenty of service history from Bob Houghton and MOT certificates dating back to the 80s. **£16,950**



1962 Bentley S2 finished in Dark Blue over Silver with Grey hide interior. This is an exceptional two owner example with service history and well worth viewing. **£19,995**



1965 Jaguar 3.8 Mk II finished in Old English White with Red interior and fitted with 4 speed MANUAL gearbox and overdrive, 72 spoke 6J wire wheels, Coombes arches, bonnet straps, new Spax adjustable shock absorbers all round. Recent complete brake and suspension overhaul and a completely rebuilt high compression engine. **£12,950**



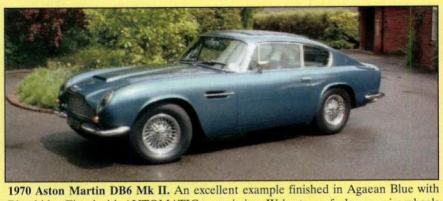
1991 Range Rover CSK ifinished in Black with Tan leather interior. Fitted with air conditioning, alloys and side steps. **£5,995**



1972 Aston Martin V8 Fuel Injection finished in Cornish Gold with Black leather interior. AUTOMATIC transmission, pas, £6,000 engine rebuild and unleaded conversion by Rikki Cann, large comprehensive history file. **£18,950**



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**



1970 Aston Martin DB6 Mk II. An excellent example finished in Agaean Blue with Blue hide. Fitted with AUTOMATIC tranmission, Webasto roof, chrome wire wheels and power steering. **£42,950**

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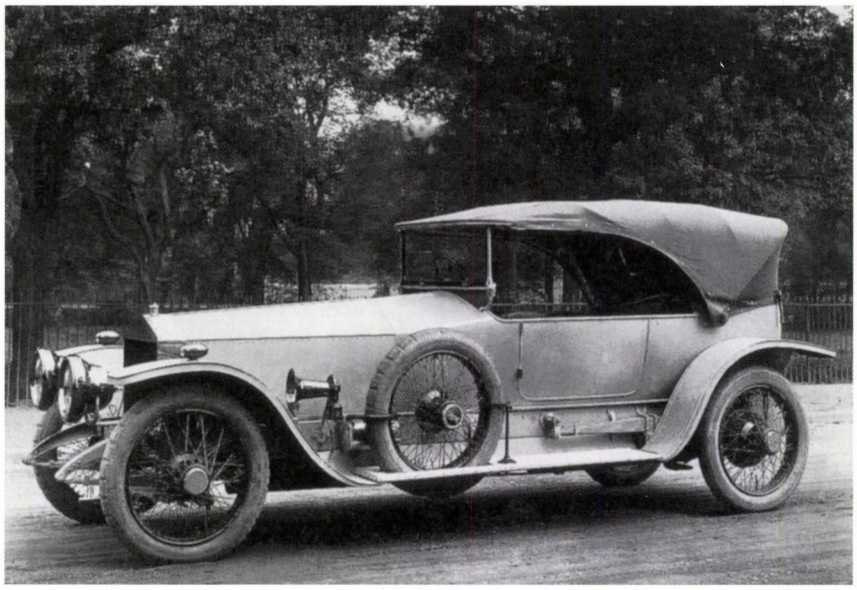
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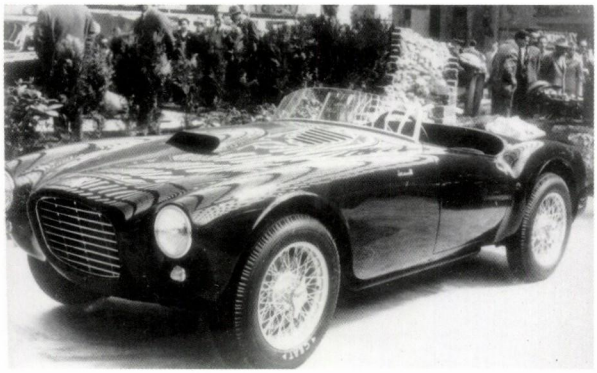
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