

MOTORSPORT

Formula One: then & now

Which is best?



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Cortina vs Mondeo touring cars
Jody Scheckter's greatest race

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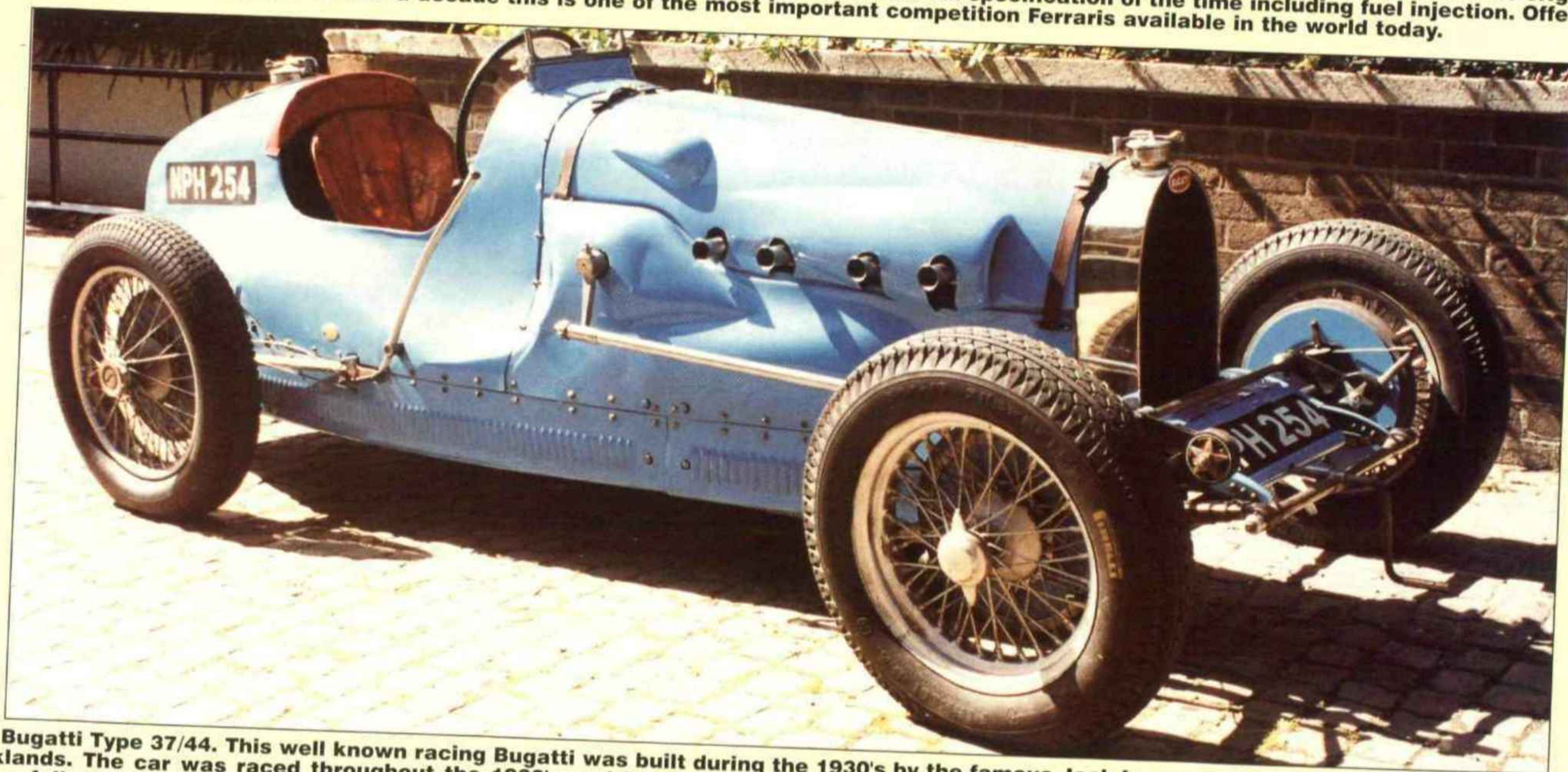
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"WE WILL TRAVEL
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TO OBTAIN A CLASSIC
MOTOR CAR"



1967 Ferrari 206 Sports Prototype. This exceptionally rare competition Ferrari was sold by Sefac in 1969 and raced in the Targa Florio in both 1969 and 1970. In later years the car has resided in three important and respected European collections and has an enviable reputation for its originality. As effectively the last 206 SP completed, the car carries the state of the art mechanical specification of the time including fuel injection. Offered for sale publicly for the first time in over a decade this is one of the most important competition Ferraris available in the world today.



1927 Bugatti Type 37/44. This well known racing Bugatti was built during the 1930's by the famous Jack Lemon Burton on a chassis purchased from Brooklands. The car was raced throughout the 1930's and has been a regular entrant at events throughout Britain since that time, being raced successfully by Lemon-Burton K.W. Bear and A.S. Raven. This exceptionally important pre-war single seater is appropriately finished in Bugatti blue and is accompanied with a substantial and impressive history file.

1938 Alfa Romeo 2500 Mille Miglia Spyder
1964 Alfa Romeo TZ1
1955 Aston Martin DB3S Roadster
1928 Bentley 3 Litre Open Tourer
1929 Bentley 4½ Litre Supercharged, The famous Russ Turner, UU44
1930 Bentley Speed Six Le Mans Tourer
1935 Bentley 3½ Litre Sportsmans Coupe Olympia Show car, a unique design by Barker
1935 Bentley 3½ Litre Continental Tourer by Oxborrow and Fuller
1934 Bentley 3½ Litre Cutaway door Tourer by Vanden Plas

1954 Bentley R-Type Continental Fastback by Mulliner
1956 Bentley S1 Continental Fastback
1964 Bentley S2 Continental
1926 Bugatti Type 35 Grand Prix car
1932 Bugatti Type 37/44
Bugatti Type 59 Grand Prix replica
1936 Bugatti Type 57 Convertible by Stelvio
1935 Bugatti Type 57 Ventoux
1932 Delage D8 Sedan de Ville Town Car by Fernandez & Darren
1949 Delahaye 135 MS Cabriolet by Chapron
1922 Duesenberg Model A, Ex Harrah Collection
1953 Ferrari 212 Europa Cabriolet

1954 Ferrari 857S, Ex Collins/Klementaski, superb history
1959 Ferrari 250 GT Tour de France
1962 Ferrari 250 S.W.B. steel car, 65,000 km
1966 Ferrari 206 Sports Prototype, ex Targa Florio, rare and important
1972 Ferrari 365 GTB/4 Daytona, original factory Spyder, LHD
1956 Fraser-Nash V8 Continental Le Mans Rep
1951 Jaguar XK120 Roadster
1953 Jaguar C-Type
1955 Jaguar D-Type
1960 Jaguar XK150 3.8 S FHC

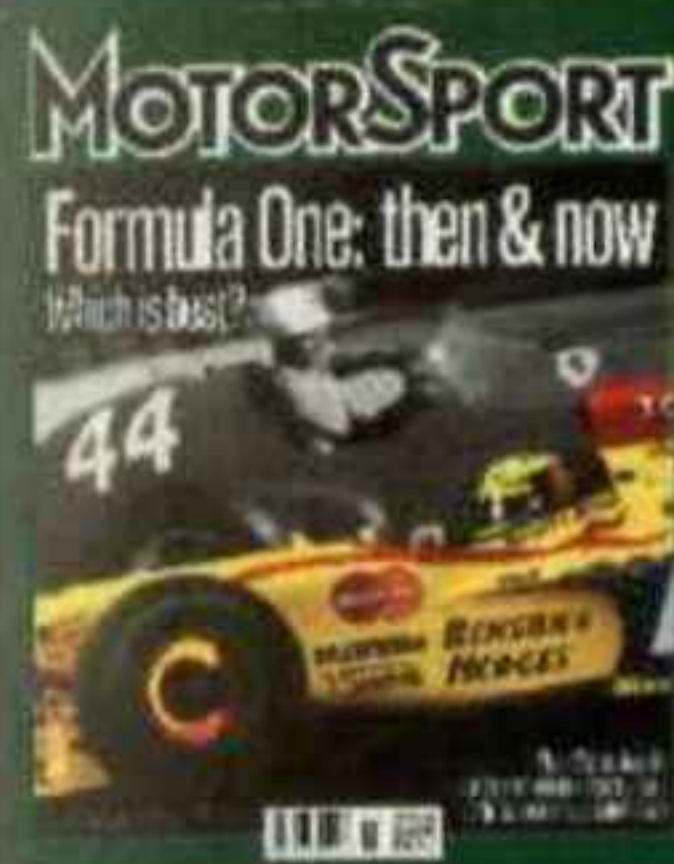
1934 Lagonda M45 T7 Tourer, original coachwork
1958 Lotus 16 2.5 Litre Grand Prix Ex Innes Ireland
1965 Lola T70 Spyder
1951 Maserati A6GCM Grand Prix Car
1955 Mercedes-Benz 300 SL Gullwing
1958 Mercedes-Benz 300 SL Roadster
1933 MG K Type Supercharged Magnette
1935 Packard Eight Roadster
1902 Rochet-Schneider, Rochet-Petit
1927 Rolls-Royce Phantom I Dual Cowl Boatail Tourer
1927 Rolls-Royce Phantom I Sedan de Ville by Hooper
1961 Rolls-Royce Silver Cloud II, LWB w/division
1926 Sunbeam 3 Litre Twin Cam Tourer

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MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



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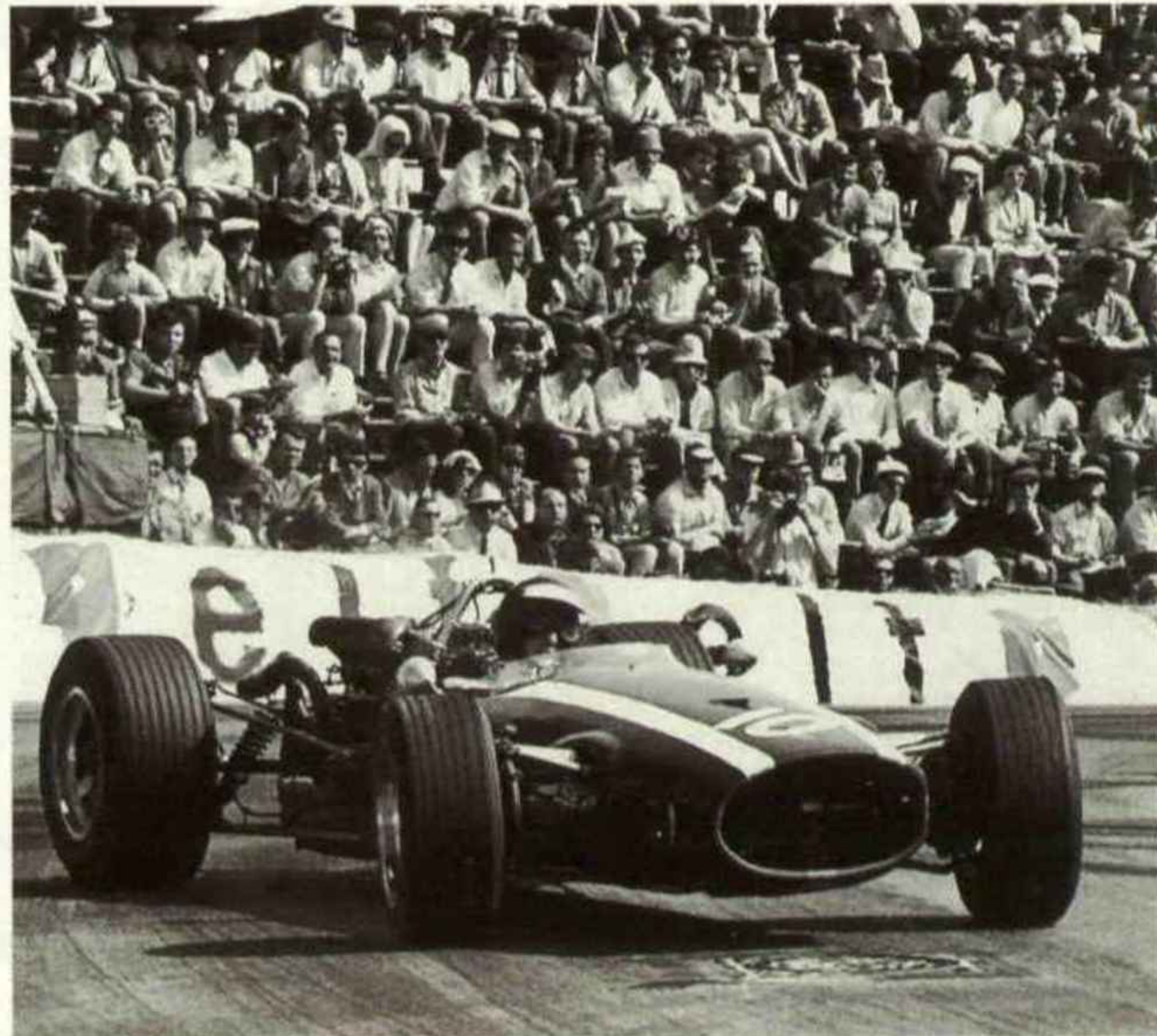
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Co-drivers John Davenport on the life of rallying's bridesmaids. Page 50



Lance Macklin He had talents in abundance, but squandered them all. Chris Nixon reflects on this handsome dilettante. Page 38



F1: THEN & NOW Racing ain't what it used to be? Perhaps it never was. Shaun Campbell compares Good Old Days with Good New Days. Page 28

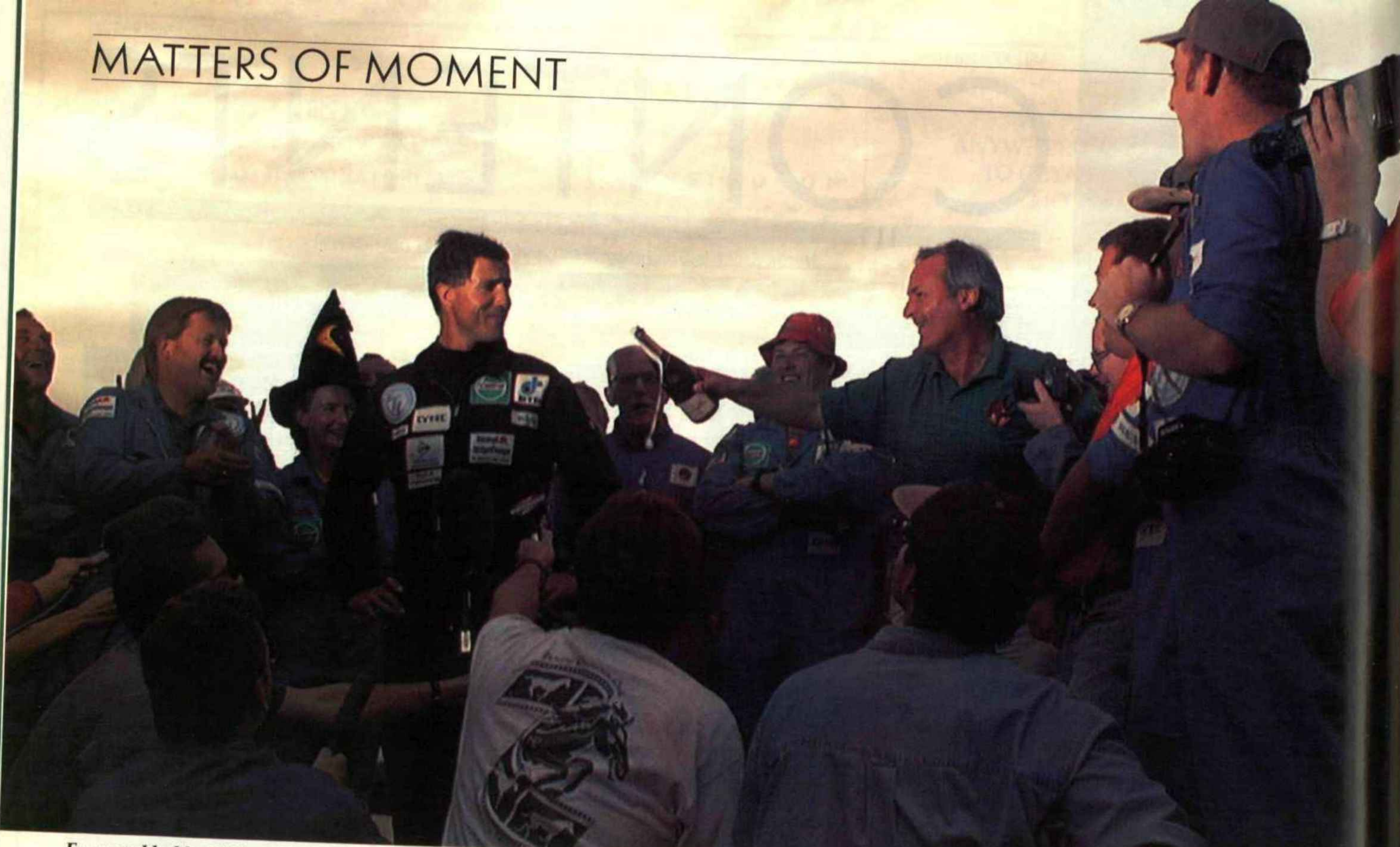


Morgan Plus 8 4.6 Bigger bores, bigger doors, and an airbag: Colin Goodwin thrills to Malvern's latest. Page 82



Carrera For five dramatic years, Mexico hosted the world's fastest road-race. Chris Nixon assesses its impact. Page 58

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Ex-record holder Richard Noble toasts RAF Tornado pilot Andy Green's record-breaking run, to the jubilant cheers of the 30-strong Thrust SSC team

Record team head for supersonic target

SQUADRON LEADER ANDY GREEN officially became the fastest man on earth on Thursday, September 25, when he drove Thrust SSC to a new absolute Land Speed Record of 714.144mph (subject to FIA ratification) in Nevada's Black Rock Desert in the USA.

But with winter fast approaching, time was running out for Green to achieve the project's ultimate ambition by becoming the first man through the sound barrier. As we closed for press, subsequent attempts to reach the required speed of between 740 and 780mph (depending on ambient temperature) were thwarted by dust storms and minor stability problems.

Financial constraints have also hampered the team's efforts. More than 230 commercial and trade sponsors, and 5000 individual members of the Mach 1 Club have contributed to the success, but project leader Richard Noble has expressed disappointment that the record did not bring the additional sponsorship injection which is needed to realise

the car's potential to go supersonic.

Thrust SSC driver Green, 34, who flies Tornado aircraft on RAF duty, not only smashed the 633.468mph mark set in October 1983 by his boss Noble, but also won the tense race with veteran challenger and former five-time record holder Craig Breedlove, whose Spirit of America Sonic Arrow car – repaired since its 675mph crash last year – was beset with problems.

'This will be one of the greatest records ever set,' said an elated Noble when United States Auto Club timekeepers had confirmed the speeds. Green's initial reaction was typically understated. When asked what does the world look like at 700mph, he reportedly replied: 'Like stationary, only faster...'

Prior to the successful sorties, Green had twice bettered Noble's record by lesser figures only for technical problems to preclude a return run in the opposite direction within the hour stipulated in the rules for the confirmation of any outright Land Speed Record. The 10-ton Thrust

SSC, powered by two Rolls-Royce Spey turbojet engines developing 22,500lbs of thrust or 50,000bhp apiece – the equivalent of 145 Grand Prix engines – was designed to reach 850mph inside half a minute

Green eventually averaged 697.580 and 730.784mph over a flying kilometre, and 700.661mph and 728.008mph through the flying mile respectively, increasing the record by the largest margin in the

pursuit's near 100-year history.

The phenomenal achievement of Green, Noble and the 30-man Thrust SSC crew, following six years of preparation, was acknowledged immediately in messages of congratulation from HM the Queen, Prime Minister Tony Blair, Formula One World Champion Damon Hill and Grand Prix team boss Frank Williams, as well as rival Breedlove and his 1960s sparring partner Art Arfons.



Green raises Black Rock dust while becoming the fastest man on earth

Golden Arrow set to run again by 1999

GOLDEN ARROW, THE STUNNINGLY beautiful car in which Major Henry Segrave raised the World Land Speed Record to 231.36mph at Daytona Beach, Florida, in March 1929, could run again following the discovery of three Napier Lion aero engines of the type which powered it past the White Triplex's 1928 mark of 207.55mph.

The National Motor Museum at Beaulieu's dream of returning the Irving Special (designed by Captain Jack Irving and engineered by his brother Harold) to full working order has depended upon locating another of the 24-litre W12 engines to preserve the original Schneider Trophy-type Lion.

An Act of God pointed the way, when not one but three of the units, which developed 930bhp apiece, were unearthed at Whale Cay in the Bahamas in 1995, when Hurricane Andrew flattened a shed in which they had been interred for 66 years by pioneer hydroplane racer Marion 'Joe' Carstairs. They are now back in Britain, where the painstaking task of renovation can begin.

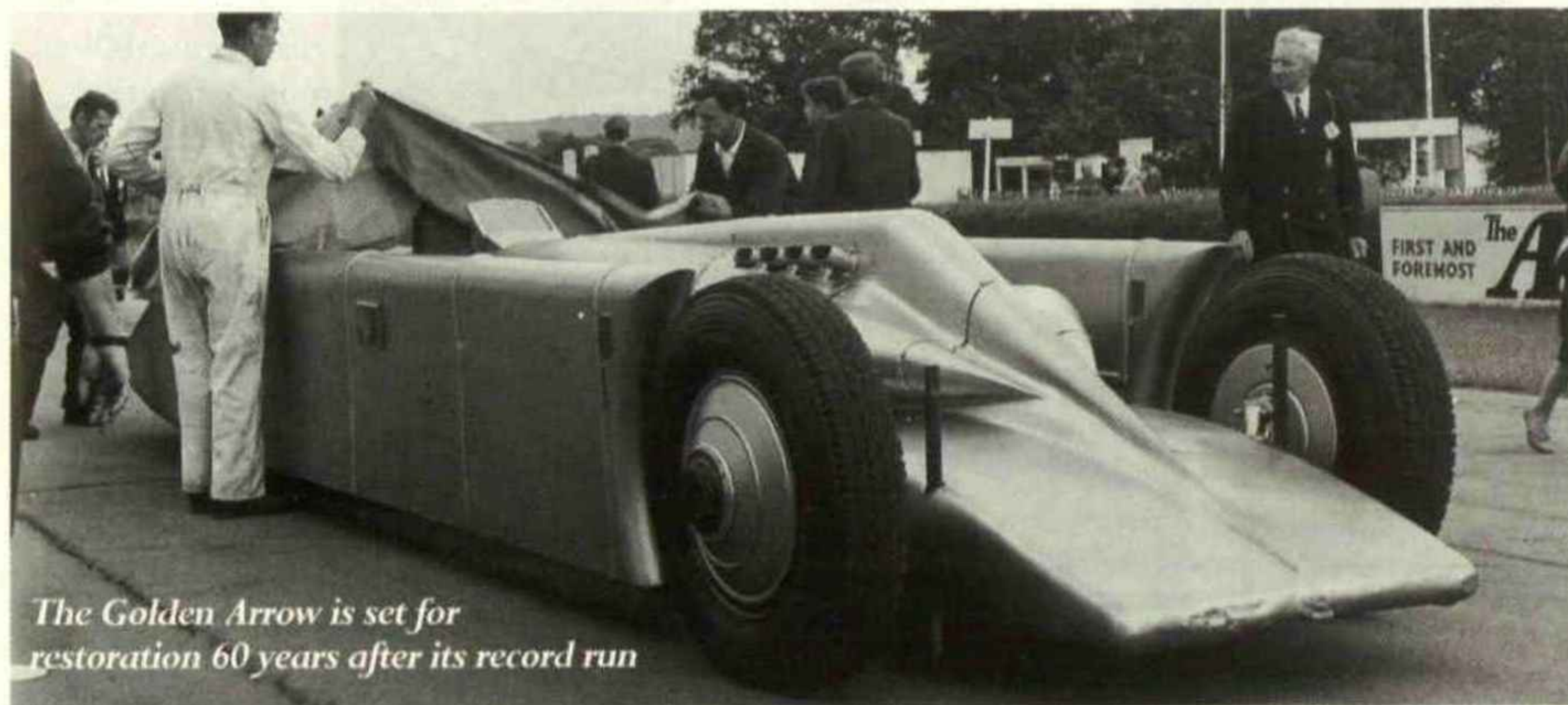


Segrave - records on both land and water

'Our aim is to get Golden Arrow running by its 70th birthday in 1999,' National Motor Museum founder Lord Montagu told the *Daily Telegraph* last month. Costs are expected to be in the region of £100,000 and sponsorship is being urgently sought. Interestingly, private and commercial money also paid for the construction of the car.

The sensational 28ft-long machine, the most beautiful record breaker of the piston-engined era, stood just 38 inches tall - two inches lower than the Ford GT40 sports car of the 1960s. It wowed spectators as a static display at the Goodwood Festival of Speed in 1995.

Thrust SSC occupied the same place before Goodwood House at the 1996 Festival, and has now pushed the record past 700mph (see separate story). Following an achievement of similar magnitude, given the technology available, Segrave was honoured with motorsport's first knighthood. He still held the Land Speed Record at the time of his death on Lake Windermere in June 1930 after setting a new Water Speed Record of almost 99mph.



The Golden Arrow is set for restoration 60 years after its record run

FATALITIES MAR PEKING RUN

Two German competitors in the Peking-Paris Challenge have been killed in a car accident as the event passed through Pakistan. The VW of father and son Josef and Rene Feit collided with a bus outside Quetta on September 29, killing both crew members instantly. No other competitors were involved. The crash occurred on a public road towards the end of a day's run.

Organiser Philip Young said: "We are all devastated by this awful event, which has deeply affected everyone involved with the Challenge. Although it is the wish of competitors that the event should continue, their mood will clearly be subdued."

The accident happened as crews began the second half of the epic 10,000-mile journey from the Chinese capital to commemorate the 1907 race.

Half-way report (compiled before accident) on p13

Former Grand Prix racer and TV commentator Jonathan Palmer launched Formula Palmer Audi, a new series designed to radically alter the route for racers into Formula One on October 1. For a budget of £85,000 (a third of its F3 equivalent), F1 aspirants will race identical 250bhp, 1.8 litre Audi-engined cars built by Van Diemen, but run by Palmer's organisation, in a 16-race championship starting next April. The champion wins a sponsored season in F3000 in 1999.



miscellany

MOTOR SPORT ARE PROUDLY AWARDING THE trophy to the Best Owner/Driver of the 1997 Historic season at the prestigious Historic Motorsport Awards at London's Park Lane Hotel on October 31st. This is second running of the star-studded event and some tickets are still available from Coys of Kensington on 0171 584 7444.

* * * *

ONE OF JAMES HUNT'S SIMPSON RACESUITS, a Momo steering wheel autographed by Ayrton Senna and an Arai helmet signed by reigning World Champion Damon Hill are among the star lots in an auction of Formula One memorabilia on Motorsport Day, October 23, at the London Motor Show.

* * * *

THE ICS-BACKED CLASSIC TOURING CAR racing series, which has been part of the British Touring Car Championship events since the start of its current format, has been dropped from the programme for 1998.

* * * *

RICHARD EYRE HAS WON THE INTERNATIONAL Supersports Cup title with his International Metal Services McLaren M8F Can-Am car. Eyre, who also races an ex-Michele Alboreto Tyrrell 011, sprang to prominence in sportscar racing when he won the British Sports 2000 title in the early 1980s.

* * * *

SOFTWARE PRODUCTS BOSS PAUL INGRAM, who won the 1995 International Supersports Cup with his Chevron B19, has acquired a Shadow DN9 in which to contest the FIA Cup Thoroughbred Grand Prix events in 1998. Phil Collins manager Tony Smith, who has raced his McLaren M14 this year, will graduate to the Williams FW06 run this year by John Fenning.

* * * *

1628 VC, THE 1960s JAGUAR MKII BEING restored for the 1998 season (MOTOR SPORT last month) is not a pukka ex-works racer as owner Jonathan Suckling claims, but the ex-factory

development car raced by John Sparrow. Gerry Marshall, who remembers the car well, says at least two works racers found their way to Australia in period.



LONDON MOTOR SHOW, EARLS COURT, FORMULA 1 AUCTION, 23 OCTOBER 1997

We are pleased to
announce an auction
sale of Formula 1
Memorabilia on the
'Motorsports' day at the
London Motor Show

- A James Hunt Simpson racing suit
- A Damon Hill signed Arai helmet
- An Ayrton Senna signed 1986 Momo steering wheel
- A Jim Clark signed champagne bottle
- An Elio de Angelis signed 1985 Momo steering wheel
- A Nigel Mansell, Labatt's 1990 wing end plate
- A Michael Schumacher, Sanyo 1992 wing end plate
- A Mika Salo, Arai race worn racing suit
- An Eddie Irvine, Momo race suit as used at Melbourne in 1997
- The front wing as damaged by Ayrton Senna during the Australian Grand Prix in 1985.

Entries are now invited for our 4th of December sale at Olympia, London

For further information on this sale please call Peter Card, Ann-Marie Talbot or Malcolm Barber, on 0171 228 8000. The Catalogues will illustrate over 100 vehicles for sale as well as the Competition Motor Racing Memorabilia and is available priced £20.00 post paid U.K., £25.00 overseas. Please call catalogue sales on 0171 228 8000. Catalogues for all Brooks sales can be ordered individually in advance or an annual subscription is available at a discounted price, credit cards accepted.

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Brooks



Lola's 1997 Indycar struggled in the highly competitive American series

Lola to stay in Indycar arena after race track owner steps in

LONDON-BASED PROPERTY DEVELOPER and ardent motor racing enthusiast Martin Birrane has saved the troubled manufacturer Lola Cars from extinction, and aims to re-establish it in the Indycar arena in 1998, when the Eric Broadley-founded marque celebrates its 40th anniversary.

Long-time competitor Birrane, 62, who owns the ever-improving Mondello Park racing facility in his native Ireland, has taken on former Lola Cars director Mike Blanchet (the ex-Formula 3 racer who worked alongside Broadley for many years) to help steer it back on track.

Birrane, who will apparently play a key personal role in the company's future, has particularly fond memories of Lola cars. He owned the Crowne Racing Lola T292 with which Chris Craft – who built the Rocket sportscar in recent years –

won the European 2-Litre Sportscar Championship in 1973.

Lola's victory in Japan's competitive Formula Nippon Championship this season has fostered considerable interest in the chassis. The Huntingdon-based manufacturer also has an ongoing contract to supply the 'spec' cars for the FIA F3000 series to build upon.



Birrane to take over at Lola helm



FITTIPALDI CALLS TIME ON CAREER

The chequered flag has fallen on the legendary career of Brazilian Emerson Fittipaldi. The double F1 world champion and Indycar title winner has not raced since suffering neck and back injuries in July 1996 and is currently recovering from lower back surgery after crashing a microlight in Brazil in September. Fittipaldi, the youngest person to win a world title, said that the second injury was 'an order' from God to retire from racing. He is said to be looking into running his own Indycar team in the burgeoning CART World Series.

editorial

IF YOU ARE AT ALL A REGULAR READER, YOU will not have failed to notice the battle that's been raging on our letters pages concerning the presence or otherwise in the magazine of contemporary Formula One. And, as a regular or not, you will not have got this far without noticing an extremely yellow and rather modern F1 car on our cover.

It's there because I wanted, once and for all, to take a long look at Grand Prix racing over the years try to discover whether Formula One really was as wonderful then as we like to think now. The good news, as you will read in Shaun Campbell's surprising and provocative analysis of Grand Prix racing past and present, is that the old days were, in the main, as good as your and my memories would have us believe. But the real surprise is that, for all its obvious and too abundant problems, F1 would seem to have as much to recommend itself today as it ever did.

I'd be interested to learn your reaction to such news if, indeed, news it is to you. You might be delighted to learn that you are not missing as much as you thought; equally, you could be appalled that this is as good as it gets. Either way, I hope you'll understand and agree with our decision to embrace contemporary Formula One as one of the many elements within the magazine. We will not be reporting individual races but, as we have this month, using the modern sport to put historical motor racing in its true context and vice-versa.

* * * *

ONE OF MANY POINTS RAISED BY SHAUN IS HOW FORMULA ONE IN THE PAST would have been enhanced by today's broadcast technology. Whatever your view of the spectacle, there is no denying that, until recently, F1-viewing was a once-a-year spectacle for the few able to attend their national GP. Now you can see 17 races a year with vantage points unimagined by the bravest spectator. And very soon, with the advent of the digital era, your television will be able to select the in-car camera in Michael Schumacher's Ferrari F310B and stay locked on throughout the entire Grand Prix. How much would you have given to have been on board at Spa this year?

* * * *

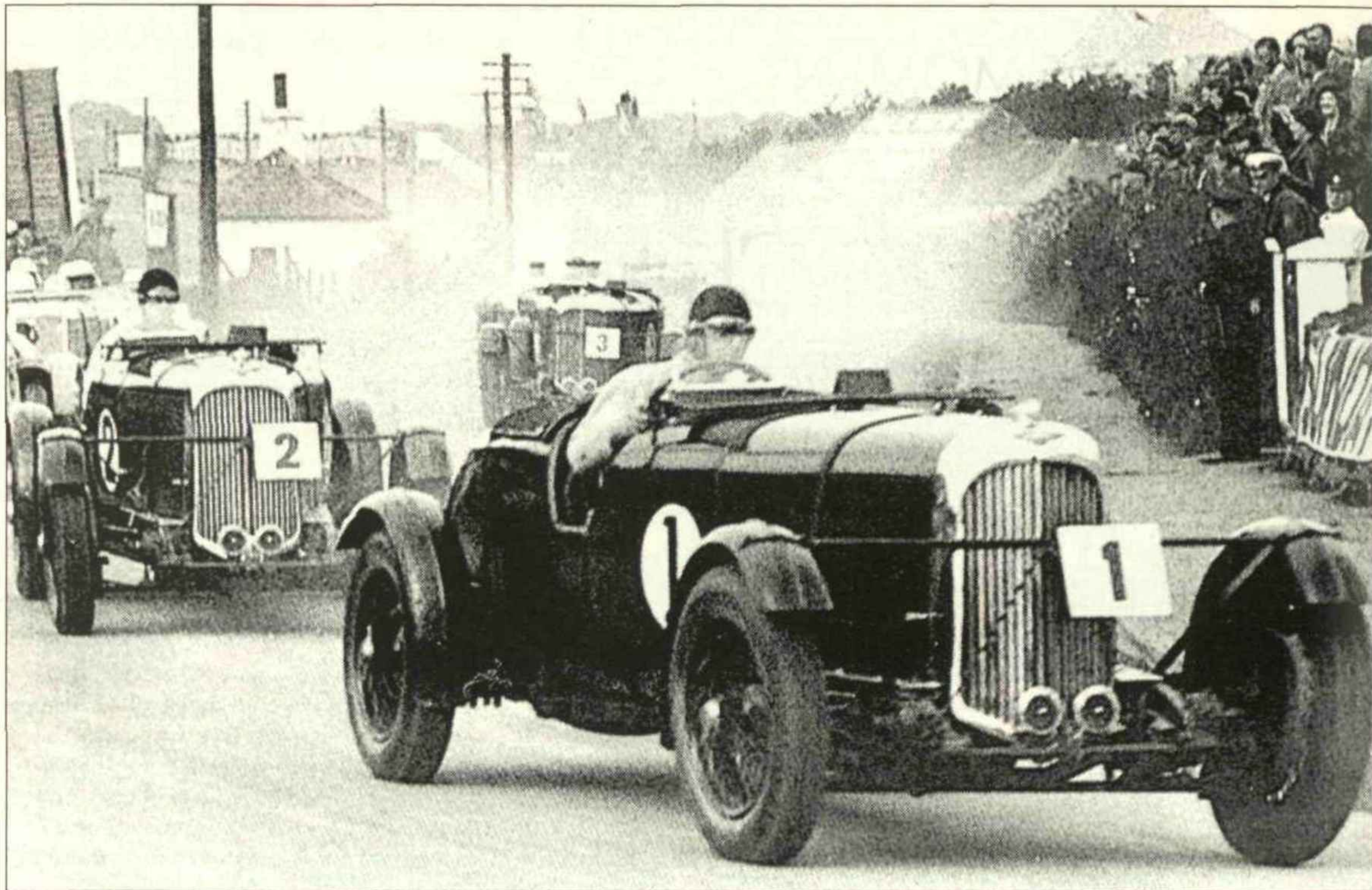
THERE IS A DANGER WHEN WRITING IN A MONTHLY MAG THAT, BY THE TIME THE words that leave your fingers reach your readers, they have become so overtaken by events as to be meaningless. It's a risk I take in extending the congratulations of us all at MOTOR SPORT to Richard Noble, Andy Green and the entire Thrust SSC crew who, as I write, have raised the Land Speed Record to 714mph and are preparing for the assault on the Sound Barrier.

Richard Noble is one of the most extraordinary men I know, a maelstrom of enthusiasm and passion for his unlikely pursuits. Andy Green, on the other hand, appears quiet and considered. His handshake is firm, Richard's risks shoulder dislocation. Both, however, have characters of utter conviction and determination, sharing similarly impressive indifference to the odds.

If, as you read this, they have indeed breached the Sound Barrier and these words seem curiously obsolete, do not believe luck or blind British optimism played any part. If man has now travelled across the surface of the planet faster than sound itself, thank only their vision, their sweat and, most of all, the team of dedicated and largely unsung heroes they inspired.



Andrew Frankel
EDITOR



London December 4

The National Hall Olympia

SALE OF HIGHLY IMPORTANT COLLECTORS MOTOR CARS AND AUTOMOBILIA

Brook's December sale over the past few years has consistently been the most valuable and exciting European sale of the year, achieving the top UK sale total in both 1995 and 1996. We anticipate a similar result for 1997.

This year we return to the splendid surroundings of the National Hall, Olympia, home of the great London Motor Shows of the 1930s, for a sale that is already beginning to echo the stature of our '96 event – one which saw amongst many notable prices, the sale of the 1956 Maserati 250F Grand Prix Single-Seater, the 1929 Isotta-Fraschini Tipo 8A and the 1934 Lagonda M45R Fox and Nicholl Team Car.

Two major collections are already committed including important sports and competition machines from the '50s, '60s and '70s. The entry promises exceptional examples in almost every class of motor car from noble carriage to renowned Formula 1 winner, from veteran to contemporary classic.

We are confident this sale will maintain the stature of its predecessors. If you would like to participate by entering your car for sale please call Malcolm Barber, James Knight, Nick Lumby, Michael Worthington-Williams (motor cars and motorcycles), Peter Card or Anne-Marie Talbot (automobilia).

Above: 1934 Lagonda M45R Fox and Nicholl Team Car sold at the '96 December sale.

events of note

OCTOBER

15-26 THE LONDON MOTOR SHOW

Annual showpiece of the world's motor manufacturers in Britain returns to Earls Court. Themed Classic Car Day (Tuesday 21) and Motorsport Day (Thursday 23) offer more for the enthusiast. ☎ 0171 370 8011

18 PEKING TO PARIS MOTOR CHALLENGE

After 10,000 miles on the road, those whose cars and constitutions have been equal to the challenge arrive at the finish in the French capital. Jorums of well-earned champagne and welcome baths await. ☎ 01235 851291

18 SILVERSTONE (GB)

Eight Clubs Race Meeting. Established almost 50 years ago, this annual fun day invariably blows the cobwebs out of some unusual cars on the National circuit. Winning is incidental. Admission free. ☎ 01327 857271

18/19 BRANDS HATCH (GB)

Dig out your old British Grand Prix and Race of Champions programmes and see the cars once more in the final round of the FIA Cup for Thoroughbred Grand Prix Cars. Runs within the Formula Ford World Finals event, widely rated as the best racing of the season – anywhere! ☎ 01474 872331

24-31 LA CARRERA PANAMERICANA (MEX)

Extraordinarily tough road race through central America. Fables established by the great drivers of the 1950s, not to mention breathtaking drops, attract competitors from all over the world. ☎ 00 1 415 292 2703

25 SNETTERTON (GB)

750 Motor Club Birkett Six Hour Relay. End-of-term thrills for club racers in everything from Austin Sevens to potent Caterhams and Sports 2000 racers. Handicap results level the playing field. ☎ 01379 384268

30-2 SAVANNAH (USA)

Super SVRA Historic race meeting on interesting Roebing Road circuit on the east coast of Georgia. ☎ 00 1 813 931 5642. Fax: 00 1 813 935 9564

NOVEMBER

2 RAC VETERAN CAR RUN (GB)

Four hundred and fifty cars, the youngest built in 1904, leave London's Hyde Park from 07.30, bound for Brighton. The first cars are due on Madeira Drive by 10.45. A wonderful tableau which traces the pioneering days of motoring and never fails to delight thousands of spectators young and old.

8 VSCC LAKELAND TRIAL

Traditional jolly for Vintagents in the Lake District brings them back year after year. ☎ 01635 44411

9 750MC BROOKLANDS AUTUMN FESTIVAL

A sprint, gymkhana and static rally make up the order of the day at Britain's first race track. ☎ 0181 994 7378

15-16 CIRCUIT PAUL RICARD (F)

Van de Vyver Racing's popular Deux Tours d'Horloge (24 Hours) race tests historic competitors to the limit. ☎ 00 33 1 69 88 05 24. Fax: 00 33 1 60 84 26 57

Chevron takes Spa spoils

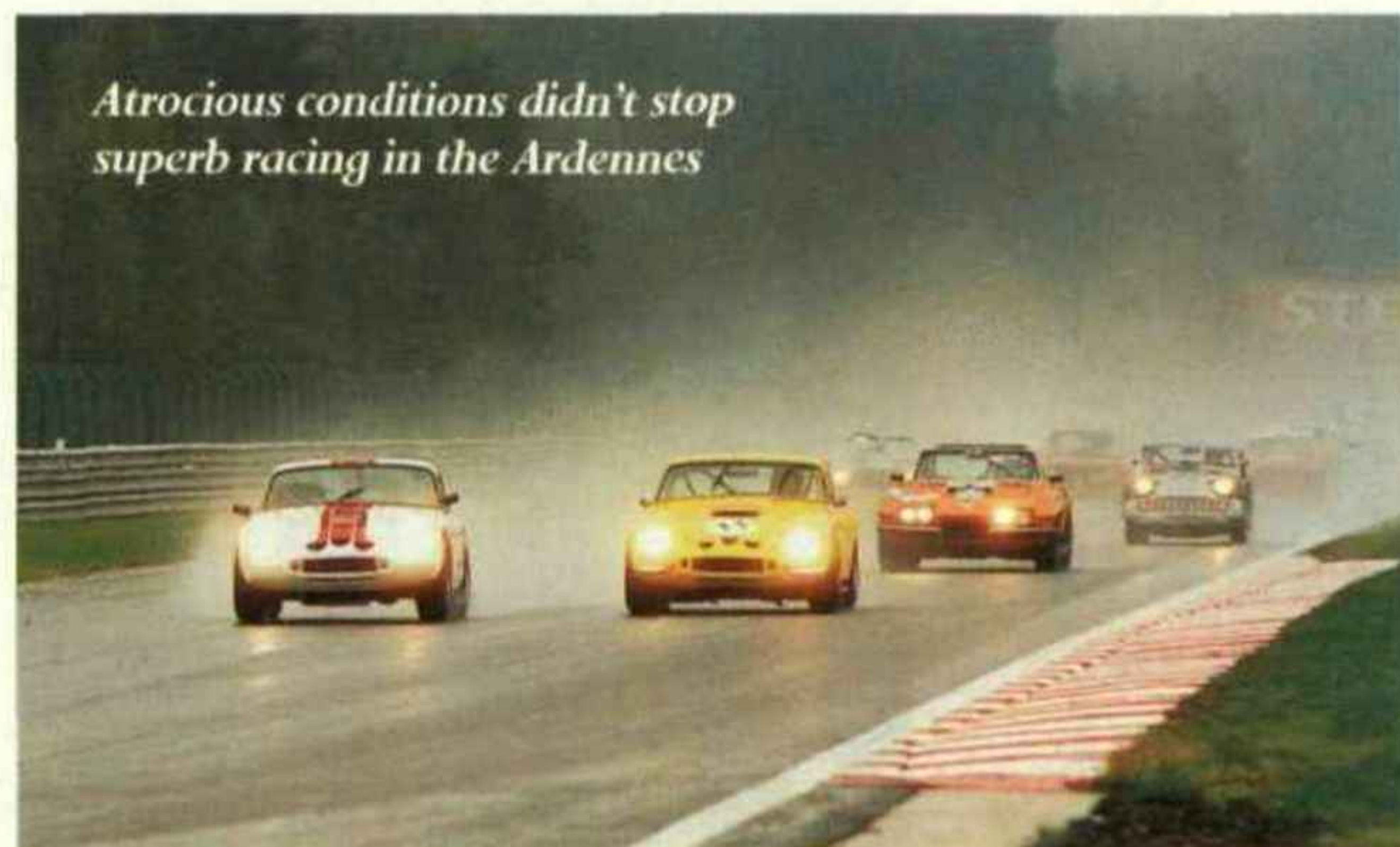
MICHAEL SCHRYVER AND SIMON Hadfield scored a narrow victory in Motor Classic's Six Hours of Spa-Francorchamps last month, in the former's Lotus twin-cam Chevron B6, which first raced at the Ardennes circuit 30 years ago.

The Britons completed the job started last year, when clutch failure put them out while leading, but a frantic chase to make up time lost after Schryver went off the road twice in treacherous conditions put them ahead of the brilliantly driven Austin-Healey 3000 of Denis and Jeremy Welch only in the final half hour.

Pursued by Tony Thompson in Frenchman Sylvain Stepak's 23, Hadfield set the early pace in the B6, but Bob Tabor's decision to find a steady rhythm in his front-row starting Lotus 23 was thwarted when he was barged off at Les Combes on the opening lap. He pitted and resumed, a lap down, at the tail of the extraordinary 85-car field.

All eyes, however, were on the Welchs, whose Healey was retrieved from impossible angles at every corner. Although neither driver put a wheel wrong, an errant Porsche cost them victory when an outbraking manoeuvre forced a livid Denis to miss the Bus Stop chicane and earn a stop and go penalty.

The Welch team was classified as runner-up, a minute behind the Chevron, with Frenchmen Blanchemain and



Atrocious conditions didn't stop superb racing in the Ardennes

Rucheton also on 99 laps in their Lotus Seven. The Porsche of Felix Brasseur, the Jaguar E of the Italian brothers Tonetti and the Healey of Hugo Judice and Philippe Duchateau completed the top six.

The Lotus 23 teams had mixed fortunes. Thompson was run off the road in the early stages,

and Stepak subsequently survived a multiple spin downhill past the pits into Eau Rouge before retiring. Tabor and MOTOR SPORT's Marcus Pye made up ground consistently, and a determined final stint by Hadfield swept the car past a local-driven Merlyn Mk6 on the last lap to 19th place.

Pye was also involved in a long battle to bring Gerard MacQuillan's Monmouth Trust Elan up the order, a task completed when the inspired Gerry Wainwright reeled in and overhauled the best-placed Elan of Van Der Stappen and Magalhaes with a lap to run.



Victorious Chevron waits on pole spot



Bizzarini harried by smaller Spa fry

E-TYPE POWER DRIVES LLOYD TO VICTORY ON MANX CLASSIC

Isle of Man-based Jaguar collector Allen Lloyd won two of the four legs of the Manx Motor Racing Club's ninth Manx Classic motorsport event last month, with record-breaking performances in his well-prepared V12 E-type roadster.

Lloyd shattered Chevrolet Corvette driver Trevor Pritchard's record for the hillclimb at The Sloc with an ascent in 42.30s, and also set best time in the floodlit Promenade Sprint along the front at Douglas, a previous favourite which was back on the Manx

Classic bill after a three-year break.

Ulsterman Jackie Cochrane was once again victorious in the Pursuit Sprint on the old Willaston Circuit,

but despite being unable to get within a second of his own lap record, gunned his Sunbeam Tiger to a mighty 144mph past the famous Tourist Trophy grandstand.

The ever-popular event, open to historic and selected post-historic machinery, finished with a race meeting on Jurby airfield, in which another Tiger pilot, Germany's Marcus Friesinger, was on top form and claimed victory over several marque rivals.



Allen Lloyd powers his E-type up The Sloc

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CARS FROM THE HEART

Stand by for a dust up.



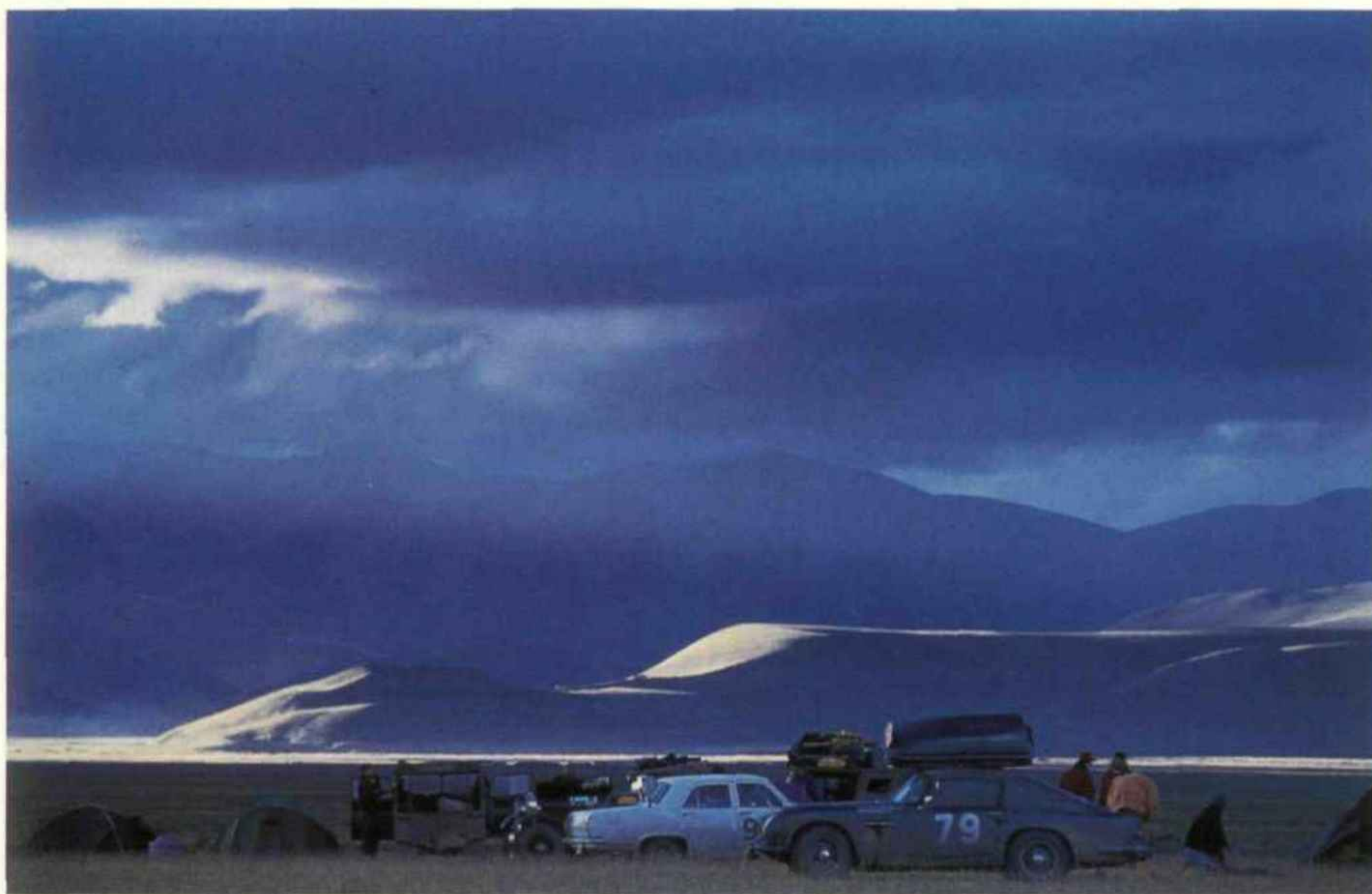
ŠKODA
Motorsport

The big boys of rallying had better watch out. The introduction of our new Octavia kit-car this season (ahead of the road going version which arrives in the UK next summer) means we can compete on equal terms.

Take a good look. Once the starting flag drops you may not see it for dust.



Volkswagen Group



Rest halt under the Himalayas before tackling the highest road in the world – 17,000ft up into Tibet

Peking to Paris: 4000 miles still to go

IF PRINCE BORGHESE IS LOOKING DOWN ON US NOW, he must be smiling. He and his pioneers set out in 1907 to drive across the world's longest land-mass, to prove that the car could go anywhere and to show politicians that frontiers are meaningless once the common man has a motor car. They succeeded on the first count, but it has taken 90 years and the collapse of the Iron Curtain for a re-run of the first ever car rally.

They went where no cars had ever gone before, their first 5000 miles without maps – or roads. We turned south instead of north as they did, but Chinese maps being next to useless, and with electronic navigation equipment banned, this was still a real navigation test.

Ninety-five crews from a record 23 countries left Peking for the ceremonial start at the Great Wall of China. To the racket of firecrackers and dragon bells, the 1907 La France of Hermann Layher led off Lord Montagu's 1915 Vauxhall on the first Historic Rally China has seen. Crowds were a real headache; Chinese police reckoned there were over a million cheering spectators one day. We drove down past



The Rodericks' Anglia estate panting at altitude

the Yellow River skirting Mongolia's Gobi Desert and finally rested at the foot of the climb to Tibet – the highest road in the world at 17,000 feet.

With no service assistance, radios or spares dumps, reliability, navigational ability, and stamina – along with team fellowship – came to the fore.

Anthony Buckingham in a well modified Aston Martin DB5 was an unlikely front runner through China, but by Tibet, and the first of the seriously rough roads, the car's alloy panels were suffering.

Early casualties include the 1914 Marmon of Americans Charles and Arlene Kleptz, and a model A Ford of Francis Noz, and Lord Montagu's Vauxhall. But Chinese workshops adapted their resources to help the stretcher cases, and nearly all set out for the climb up to the Roof of the World, where the rally camped overnight at the foot of Mount Everest.

This is the first time any sort of motorsport has entered Tibet, or that Westerners had been allowed to drive their own cars there. Borghese, who thought motorsport could enhance international fellowship, would have been proud.

The drive through Nepal with the Himalayas on our right, and the vast green plains of India on our left, was highly memorable. Alas, India let the side down, with agonisingly slow customs formalities, cancelled controls, and broken promises.

Pakistan has made up for that. Remote, twisty

trails, long empty desert roads – all the ingredients of real marathon motoring are here, and the enthusiastic Pakistan Motor Sports Club certainly worked hard to lift the profile of the event as well as themselves. Like Nepal, Pakistan has never before witnessed any form of international motorsport, and the Peking to Paris has been greeted with cheering crowds and banners in every village.

Next stop: The Great Salt Desert of Iran. We are to become the first international rally to cross Iran since the Singapore Airlines London to Sydney Marathon of 1977, with Turkey and the Acropolis roads of Greece all to come.

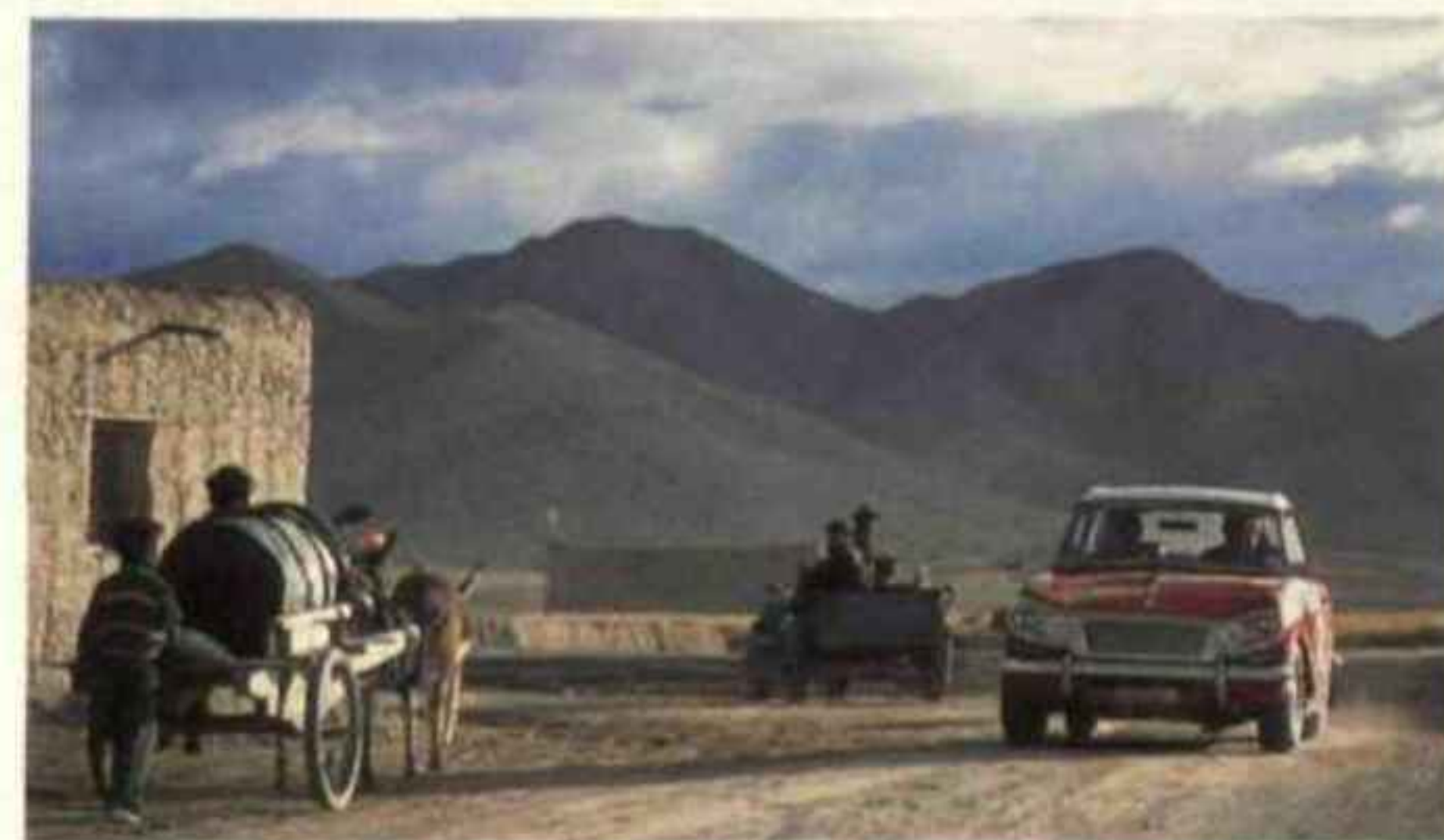
Around 72 of the 94 starters are still running, headed by the Willys Jeep of Phil Surtees and John Bayliss, while the Packard currently playing tail-end Charlie has penalties of some seven days.

Leader boards change frequently, but one pattern has become obvious. Those who ditched the weight early on before the climb up to Tibet have done well and saved their suspension. Light cars with rally pedigrees such as Hillman Hunters, Ford Cortinas, and a Ford Anglia have done well to date, along with a remarkable drive by Johan Van der Laan in an incredible Citroen 2CV... but that's the way with marathons. Some of the hares have been shaken by the odd tortoise.

Philip Young



White-water rafting in a 1948 Buick 8 Sedanet



Peking-Paris is first motorsport event in Tibet



Desert surfaces recall Borghese's roadless trek



LATE IN THE AFTERNOON OF NOVEMBER 22 1963, I was stopped by a policeman and reprimanded for riding my bike at dusk without lights. I carried on to school, chastened, where I found my housemaster looking extremely preoccupied. My first thought was that the copper had reported me but it was rather more significant than that. "Two hours ago," he said, "President Kennedy was assassinated."

Thus, that corner outside Settle, Yorkshire, to this day triggers thoughts of JFK. And in the same way the far end of the Osterreichring paddock brings Nelson Piquet to my mind. There, in 1985, I had a conversation with him as unusual as any I can recall in 25 years of covering Formula One.

I had been up at the Boschkurve, during the first qualifying session. You did that at the 'old' Osterreichring, a circuit so majestic, so stirring you walked miles, climbed steep hills in great heat, because there were sights, corners, that made it worthwhile.

When it was done, I walked back to the paddock and, as I passed a small caravan, someone knocked on the window. I peered in, and saw that it was Piquet, face half hidden behind a curtain. He beckoned me in.

What was this about? I had always got on well with Nelson, but we were not especially close, and I wondered if he was upset with something I'd written. That was unlikely – he was never one even to read the magazines, let alone get angry about them. So what, then? I walked into the caravan.

Each year, as the summer wears on, an F1 paddock is increasingly a place of intrigue, so the actual work of the weekend – running a Grand Prix – can be almost subjugated by rumours about the following season. Drivers and team owners ruminate about the future, have clandestine meetings, speak in whispers.

As you'd expect, journalists are excluded from this process as much as possible. Not so on this occasion. Piquet began to think aloud. "I don't know what to do next year," he said.

"Sometimes I think about Pelé and Garrincha, how they finished their football days. In Brazil – everywhere in the world – they were superstars, but they ended their playing days with nothing! Pelé had to go to the New York Cosmos as an old man in football terms, to make some money, so now he's OK, but otherwise..."

"I'll tell you one thing," Nelson said firmly. "That is not going to happen to me."

Plainly he was at a crossroads in his career, but although there had been suggestions he might move, few took them seriously: Piquet had been the mainstay of Brabham for seven years, had won countless races and two World Championships with them. He was seen as a fixture, much as Jimmy Clark and Lotus had been.

That, to some degree, was the problem. Nelson may be the most laidback racing driver I have known, but that afternoon there was no doubting a simmering resentment within him, a feeling that he had been taken for granted too long.

"So many people have said, 'Oh, Piquet – he has simple tastes, just loves to race, doesn't care about money.' Bah! I have been screwed around on money for seven years. When I started with Brabham, I got paid so little I had to race those BMW Procars – that was where I earned most of my money at that time. And I didn't mind, because I'd come straight from Formula Three into one of the great teams, and it was my big chance. I knew that very well – and so did Bernie..."

"Since then I've been World Champion twice, stayed loyal to one team and Prost is earning three times as much as I am. I don't know how you rate us – but for sure Alain isn't three times better!"

It didn't help either that, for 1985, Ecclestone had accepted an offer he couldn't refuse from Pirelli, which

was all very well for him, but held fewer attractions for his drivers. In a Pirelli-shod Brabham-BMW, Piquet won the French Grand Prix, but nine races out of ten, the Italian tyres fell woefully short of the Goodyears used by the other major teams.

"Bernie's switch to Pirelli, without telling me beforehand, has had a big effect on my attitude to the team. For one thing, the tyres are usually uncompetitive, for another, Pirelli rely totally on me for testing: I've done the equivalent of 75 Grands Prix

testing for them! Forget bloody PR work, this is real work for a racing driver, and that's why I should be paid what I'm worth. This year I've spent half my income on travel – hotels, fuel for the aircraft, and so on..."

As his anger mounted, so he spoke faster and louder. Then he stopped abruptly and was silent for a moment. "If I stay for another year, people will

think I'll never leave," he murmured. "Bernie thinks that now..."

For a number of reasons, though, it wouldn't be easy to leave Brabham. His relationship with Gordon Murray, and especially with the mechanics, was unusually close, based on true friendship, as well as professional respect. And Piquet's attitude to PR – he simply wouldn't do it – meant several teams were off limits. From that point of view, Brabham's main sponsor had been ideal, Parmalat making no demands of him at all.

"I did speak to Ron Dennis about going to McLaren," Nelson chuckled, "and he mentioned so many days a

"If I stay another year, people will think I'll never leave. Bernie thinks that now..."



Brabham BT54 looked beautiful but, on Pirelli rubber, it won just once in '85

"Normally a racing driver will munch razor blades before discussing fiscal matters but Nelson was not a man for inhibitions of any kind"



Nelson Piquet left Brabham after seven years and two championships but still had great misgivings. It was not Piquet, however, who would live to regret it

year working for Marlboro, five for this, six for that... I lost interest. I won't waste my life talking to people who don't understand racing."

If money is the abiding problem, I ventured, why did he not seek out personal sponsors, as Keke Rosberg had done with such success? Piquet shrugged. "It's true I could have made more if I'd been prepared to do that, but I'm not. When I'm not at a track, I like to get back to my boat and disappear. I swim and ski, watch TV, lie around and do nothing. That's the way I am, and when I turn up at a race I feel fresh. Away from it, I call

the factory once a week to find out what's going on, and that's it..."

All this being so, which Brabham alternative was causing so much soul-searching? "It's Williams," he said immediately, and that was a surprise on two fronts: first, he'd given a straight answer to the question and second, Frank's team had not been previously linked to rumours concerning Piquet.

Normally, a racing driver will munch razor blades before discussing fiscal matters, but Nelson was never a man for inhibitions (of any kind): "I'm getting \$1m from Bernie," he said, "and I asked for double - which

is still a lot less than Prost is getting. He's offered \$1.6m, plus a \$1000 a championship point. I'm sure he's thinking it will be just enough to keep me. I'm not going to argue over it. I've told Frank I'm ready to sign."

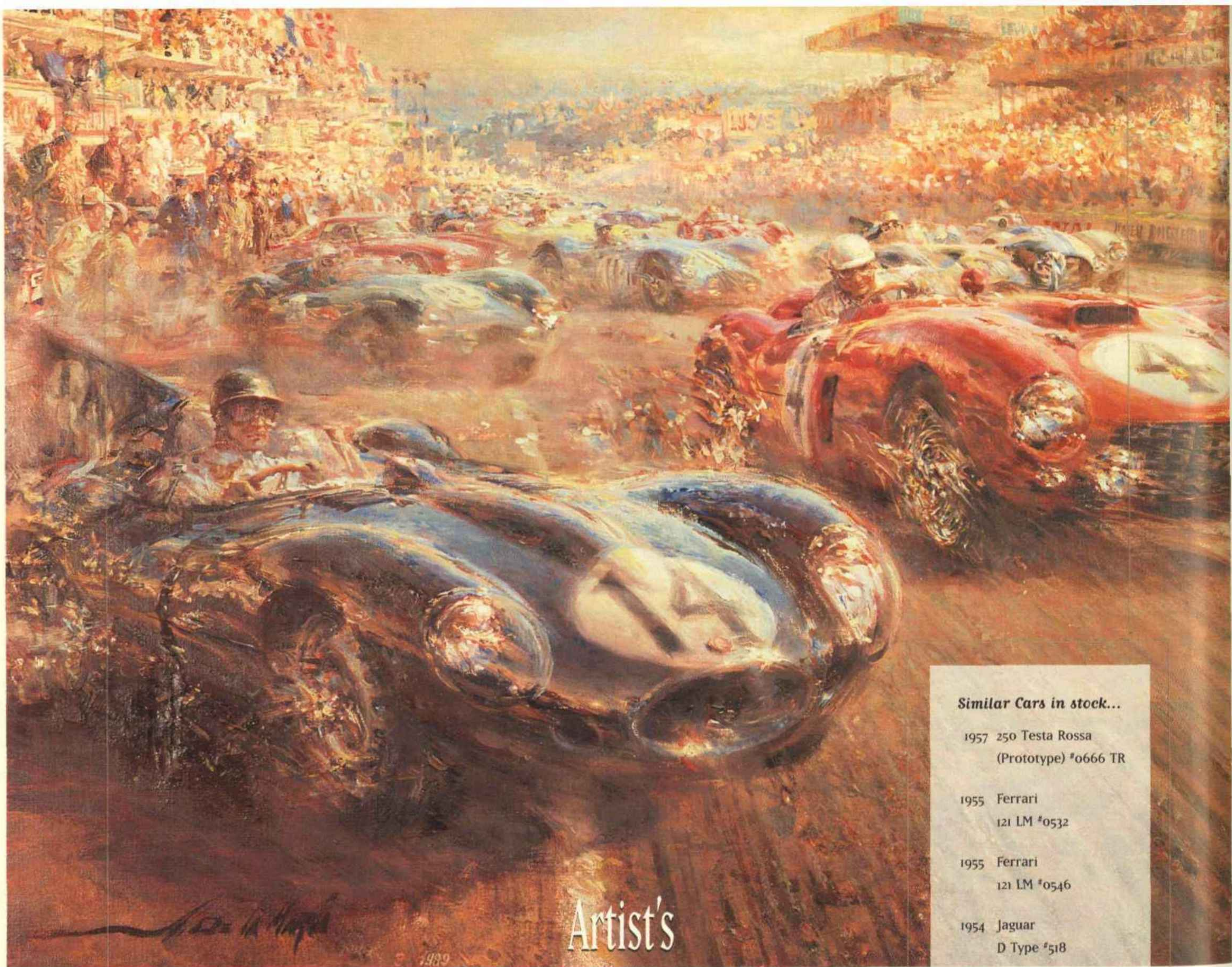
I asked about Frank's offer. "\$3.3m," Piquet said, "plus \$10,000 a point..."

It said everything about Nelson's feelings for Brabham that still he had misgivings about going. "I don't want to leave," he insisted. "I like the team, the way things are done here. But I don't want to end up like Garrincha." In that case, I said, the decision is surely a simple one. He nodded.

These talks always start with "Off the record..." It was typical of Piquet that he should bare his soul, then say, as an afterthought, "No writing for now, huh? Not until it's settled."

After making his decision, Nelson would sneak up behind Brabham mechanics, whispering, "Money, money, money!" in their ears. They were glad for him but heartbroken to be losing him. It was, after all, a couple of them who had established the Nelson Piquet Fan Club.

He moved to Williams, to win his third World Championship. Brabham never won another race. **M**



Painting: Alfredo de la Maria

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Roger Collings

ONE OF THE MOST CHARISMATIC EXPONENTS OF VETERAN CARS, HIS REAL LOVE IS FOR HIS AERO-ENGINE MONSTER

A ZEPPELIN-ENGINE ROAD CAR WHICH DOES 120MPH could not belong to a shy and retiring motorist. Anyone who follows vintage motoring will connect immediately this thundering leviathan with the ebullient Roger Collings – racer, triallist, veteran car collector, sometime motor manufacturer, currently a cartographer, and creator of this mad, wonderful machine. A vintage meeting is somehow incomplete without Roger sweeping past, on foot or awheel, tails of his battered leather coat flying behind him.

Brought up with the Foden brothers, for whose firm his father was sales manager, Collings first 'official' car was the Alvis 12/50 his father provided for transport to and from Roger's REME base during National Service, and he remains a fan. "Even now I can think of nothing else that will do everything – race, trial, and simple transport – like a 12/50." His father's generosity was brave, considering Roger's secret motoring past. At the age of 16 he had already built a special of Morris, MG and Ford parts, and was an experienced driver before the law allowed it. It was nearly the end of him; returning from a jazz club in the early hours he turned his home-built car over three times and finished in hospital, the first his parents knew of the machine.

Out of the army, he ran a Lagonda and he had an efficient system to cope with its weak big-ends: a local garage kept a spare rod ready metallated to size. Every time the Lagonda ran a bearing, Roger would have the spare sent over and the other returned. "Many's the time I've changed a big-end at the road-side."

It was in 1959 that he confirmed his old-car bias by buying his well-known Züst, and it has been a faithful servant ever since. "I went on honeymoon in it, we brought all our newborn children back in it, my sons passed their tests in it, and in November my son Ben, who now owns it, will use it for his wedding." And it was regular London transport; I recall it sometimes outside Standard House, dribbling fluids while Roger conferred with WB or Mr Tee.

The Züst was soon joined by Roger's first Bentley, a 3-litre saloon costing £26, in which he once packed the entire Australian rowing team plus girlfriends (the Commonwealth Games were on in Cardiff). When it promptly caught fire in protest, the team managed to extinguish it with quick thinking and what Roger calls "available resources". Notwithstanding, he entered his first race in it, at Oulton Park, and was hooked. An open 3-litre supplanted it, which was the basis of



Collings and WB reach Jubilee Drive at Brighton

the 3/8-litre the junior Collings now race.

And then the veterans arrived. A 1904 Humber took him to Brighton for the first time in 1964, and there were an 1899 Benz and a 1904 Darracq before the car which became his emblem, the red 1903 Mercedes 60hp he bought in 1970.

In this automotive landmark, the Porsche 959 of its day, Collings astonished spectators at races, trials, and the Brighton run, outrunning machines decades younger and winning the VSCC Edwardian Trophy for 10 years on the trot. (WB reminds me he got into trouble for arriving at Brighton too early, with the Founder Editor aboard.) In 1973 Collings and WB commemorated the 70th anniversary of the Gordon Bennett Trophy by matching the mileage of the race, hammering from Glamorgan to Beaulieu



Roger and Judy Collings aboard the Mercedes 60 during a Welsh Trial in '85

and back in the Mercedes with barely a stop. Roger was, says WB, the only person who would do it.

In 1970 Sam Clutton proposed Collings for the VSCC committee, and he has been central to the club since, serving as President from 1986-90. They were, he says, "extremely happy days, especially as I was leading a vintage club with a veteran car".

But he also ran the ex-Border Reivers DBR1/3 Aston Martin, just to redress the age gap a little.

In the midst of this, the Collings family bought Gilbern, Wales's only car firm, and for three years Roger struggled to make the elegant glass-fibre Invader a success. He commissioned Trevor Fiore to design a rear-engined two-seater, but economic reality put paid to the enterprise. WB recalls it was Gilbern which introduced them, when he collected a Genie for test in 1968.

Eventually the Mercedes had to go, but its replacement has, if anything, brought Roger more notoriety, and sparked a surge of aero-engined cars (Collings is, naturally, Chairman of the Aero-Engined Car Club). WB has covered the genesis of the Mercedes-Maybach in detail in *MOTOR SPORT*, but the salient points are the 1906 Mercedes chassis into which Roger has inserted a 19-litre 1916 Maybach airship engine with six separate cylinders and exhausts like stormdrains. Remarkably, Collings built the thing in just three months, in 1993. Output is said to be 350hp, but of course these venerable long-strokers churn out larger-than-life horses; Collings thinks the torque runs into four figures. It has lapped Millbrook at 120mph, and has, he says, "never been overtaken". Except, presumably, during pit-stops: the mpg can be counted on one hand. Minus thumb.

Between the huge chain sprockets perch four seats, rather than any serious bodywork; Collings likes the family around. "Old cars have been the centre of our family life, and I believe in the saying about the family that plays together, stays together. All the children race, girls and boys, and the grandchildren are keen already."

They won't have to wait for racing licences; they'll soon be 'active ballast' in Züst, Bentley or M-M on vintage trials. "Trialling is the very zenith of motorsport," Collings declares. "Four people can truly enjoy it, and it's a real team effort. And afterwards there is nothing like steaming home four-up at 110mph." That is why, though he enjoys racing, it is really his off-season; he's just keeping his hand in for the winter, ready to get muddy and wet on some Welsh hillside. **GC**

LETTERS FROM READERS

TALBOT TO THE FORE

SIR,

Congratulations on such an excellent article on BGH 23, the 1934 Talbot Team car. The letter from your correspondent Don Nicholas caught my eye, as I have recently bought the 1932 Talbot Team car PJ 7363, which was a member of the first ever British team to achieve the exceptional result of a faultless performance in the Alpine Trial, winning the *Coupe des Alpes*. On checking the old log book, I discovered that it was in fact the same car which was owned by Mr Nicholas in 1954, and to which his letter refers.

Since then the car has been raced by Sandy Murray in VSCC events and owned by various others before being bought by Brian Grigg in 1965. In his *Georges Roesch and the Invincible Talbot*, Anthony Blight mentions that PJ 7363 was under restoration in 1970. This restoration I am now in the process of completing. The car is one of the most original of all the extant Team Talbots and has not been seen since 1965. It will be restored to its original colour of Alpine Green.

Mr Nicholas and I have now made contact and he looks forward keenly to a reunion with the completed car sometime next year. If there are any former owners of PJ 7365 out there, please get in touch for the relaunch of a truly historic car.

I AM, YOURS, ETC

DAVID A THOMSON, HARPENDEN, HERTS

* * * *

NEWS FLASH

SIR,

I am looking for information about a car known as The Red Flash, owned and built by Mr R Wellsteed, a well-known car dealer in Newport, Monmouthshire. I understand that the car was originally based on a Morris commercial chassis, and raced at Brooklands. I have a photograph of the car which was taken in 1975, when the car was borrowed from the Leyland Moor Museum for a promotion at Mr Wellsteed's former garage. If anyone has any further information or knows of its whereabouts today. I would be most grateful for any assistance.

I AM, YOURS, ETC

STEWART WILLIAMS,

ROCKWOOD SPECIALIST CARS, SOUTH WALES

* * * *

IN THE HARD SEAT

SIR,

Your article in the September issue on Commander Glen Kidston has special significance for me. My mother took me to watch the practice for the 1929 TT on the Ards Circuit, considering me to be too young for race-day. My father was also a naval commander, and after practice my moth-

er breezed up to Glen Kidston with a suitable self introduction and asked if her 'small boy' (being me) might sit in his Bentley, whereupon he picked me up and planted me in the mechanics seat.

I can still remember my thrill but also my surprise. The Bentley seats were pneumatic, but to lower the mechanic the left-hand seat was not inflated so that I found myself sitting on a hard board for five minutes. The mechanic had to sit there for 410 miles. It was that day that I fell in love with sports car racing.

However in your report of Glen's Senior Race



David Thomson's Talbot is nearly back on the road. Did you once own it?

of the Irish Grand Prix you state that there was "Boris Ivanowski's 1.5-litre Alfa Romeo to catch". This is not correct: Ivanowski won both the Junior and Senior races in Alfa Romeos but it was in the "over 2-litre car" that he beat Kidston and not as you state - I have the programme to prove it.

I AM, YOURS, ETC

MR A G RYAN, NORTH CANTERBURY, NEW ZEALAND

* * * *

RALLY SUPPORT

SIR,

Please name your greatest rally car - (Question in your October 'Readers' Greatest' feature.)

Frank Williams: "Haven't got one."

Ron Dennis: "What's a rally car?"

Roy Salvadori: "None."

Murray Walker: "Don't know."

Doug Nye: "Lancia Stratos - but so what?"

What sad, sad people, blinkered with the modern view that nothing matters but Formula Nicotine.

Thank heavens for MOTOR SPORT, which lives up to its title by covering every form of fun on four wheels, allowing those of us who love cars of every type - even Grand Prix cars, as they used to be known - to indulge in our pleasure.

Please keep up the good work of ignoring the big business which employs Messrs Williams, Dennis and Walker and keep trying to convert the other two. The rest of us are already converted.

I AM, YOURS, ETC

IAN NORRIS, LEAMINGTON SPA, WARWICKSHIRE

INAPPROPRIATE SETTING

SIR,

Entry to the recent Wroughton Festival of Transport included admission to the Science Museum's two massive WW2 aircraft hangars, full of transport items - one aeronautical and one terrestrial. The terrestrial hangar houses huge numbers of exhibits - largely awaiting restoration - including tractors, cycles, cars, trucks, traction engines, motorcycles, trams and buses, and in the middle of this lot, in original (unrestored) condition, sits a Connaught racing car.

It seems a great pity that it sits in a hangar that is closed for most of the year, surrounded by inappropriate neighbours. It would be much more sensibly exhibited in a relevant setting, (Donington or Beaulieu?), or, even better, restored and raced.

I would be grateful to hear if your readers know of the history of this car, or indeed its likely future.

I AM, YOURS, ETC

RICHARD GIBBS, BATTERSEA, LONDON

* * * *

ULSTER UPRISING

SIR,

Once again it was a pleasure to be involved in the Coy's Festival and I am sure that all participants in the Pre-War race would agree that the Burnett, Schumacher and Bradfield Talbot was a well-prepared car superbly driven.

However, I beg to suggest that the 'clear cut winning performance in dry conditions (letter from Don Nicholas, Oct 1997) on Sunday' was actually the ex-Derrick Edwards Le Mans and Mille Miglia Aston Martin Ulster, driven by Fred Blakemore and myself.

In second place was also an Aston Martin Ulster (Mason and Mason), and furthermore we were the only team to have three cars finish in the top six places in the aggregate result.

Congratulations on the great new format.

I AM, YOURS, ETC

A BELL, ECURIE BERTELLI, MANCHESTER

* * * *

THE OTHER ONE

SIR,

My compliments on Mark Hughes' remembrance of Gunnar Nilsson. However, I must point out that Nilsson and Fangio are pictured at the Ontario Motor Speedway in California, not the Mosport Park circuit in Ontario, Canada.

The pair were at Ontario in 1976 to watch Fangio test his old mount, a Mercedes-Benz W196, for *Road & Track*. Fangio won the star-studded historic F1 race at Long Beach in this machine that year. Apparently Nilsson managed to squeeze in a visit to Disneyland as well.

I AM, YOURS, ETC

SEAN VIGLE, VERSAILLES, USA

YOU CAN BE SURE ITS SCHELL

SIR,

I am puzzled by the picture at the top of page 51 in the October issue. No problem with the caption: "On his day Lewis-Evans could match Vanwall team mates Moss and Brooks: in Portugal, after a front row start, his third place backed up Moss' win." Except that the picture is of a BRM.

From the angle of the head the driver looks like Harry Schell, who was No 6 at the Portuguese Grand Prix one year later.

Perhaps your picture was mis-filed?

I AM, YOURS, ETC

SHERIDAN THYNNE, READING, BERKSHIRE

(Thanks for the get-out, but we can't blame anyone else; it was a last-minute slip in this office which replaced one green car with another. Our apologies. GC)

* * * *

CIRCUITOUS ENQUIRY

SIR,

I am writing a book entitled *Motor Racing Circuits Then and Now* and need confirmation (or otherwise) as to whether racing took place at certain venues and if so, when.

The venues in question are Catterick, Elvington, Filton, Full Sutton, Flukeborough Linton, Ouston (or Ousden?), Thornby and Whitchurch. Circuit maps, photographs and dates of race meetings are required for the above if racing did take place there.

I know that racing took place at the following but I have no circuit maps: Blandford, Fersfield, Gamston, Gransden Lodge; photographs at all except Ferfield are desperately needed. Debden is still used as a Sprint venue but I have been told that it was used as a racing circuit as well; can anyone confirm this and supply a circuit map?

Full acknowledgments will be given, and expenses and royalties paid.

I AM, YOURS, ETC

PETER W SINGER, AMBLESIDE, STOWMARKET, SUFFOLK

* * * *

CLARK'S LOST TR3

SIR,

In Jackie Stewart's article on Jim Clark he refers to Clark driving a TR2 or TR3. As Register and Archivist of the TR Register, I can confirm that Jimmy drove a white 1957 TR3 for a season, 1958 I think, and was most successful in the car. Its registration number was RSC 190.

We in the TR Register have been looking for this car, without success, for many years - does anyone know of its fate? Incidentally, the correspondence in late 1969 and early 1970 in MOTOR SPORT directly led to the formation of the TR Register. Framed copies of the original letters to the magazine hang on the walls of the club's

offices at Didcot, Oxfordshire. Long may the magazine prosper!

I AM, YOURS, ETC

B PIGGOTT, SHELFORD, NOTTINGHAM

* * * *

STRAIGHT WIN

SIR,

Your correspondent Terence Brettell pictured in the ex-Whitney Straight Maserati 26M queries whether it won the Albi Grand Prix in 1934. Indeed it did, driven by Buddy Featherstonhaugh averaging 88.95mph for 1 hour and 52 minutes.

My source is the invaluable *Record of Grand Prix and Voiturette Racing* by John Sheldon. He reminds us that it is a win often forgotten by British fans when they compile lists of British race winners.

I AM, YOURS, ETC

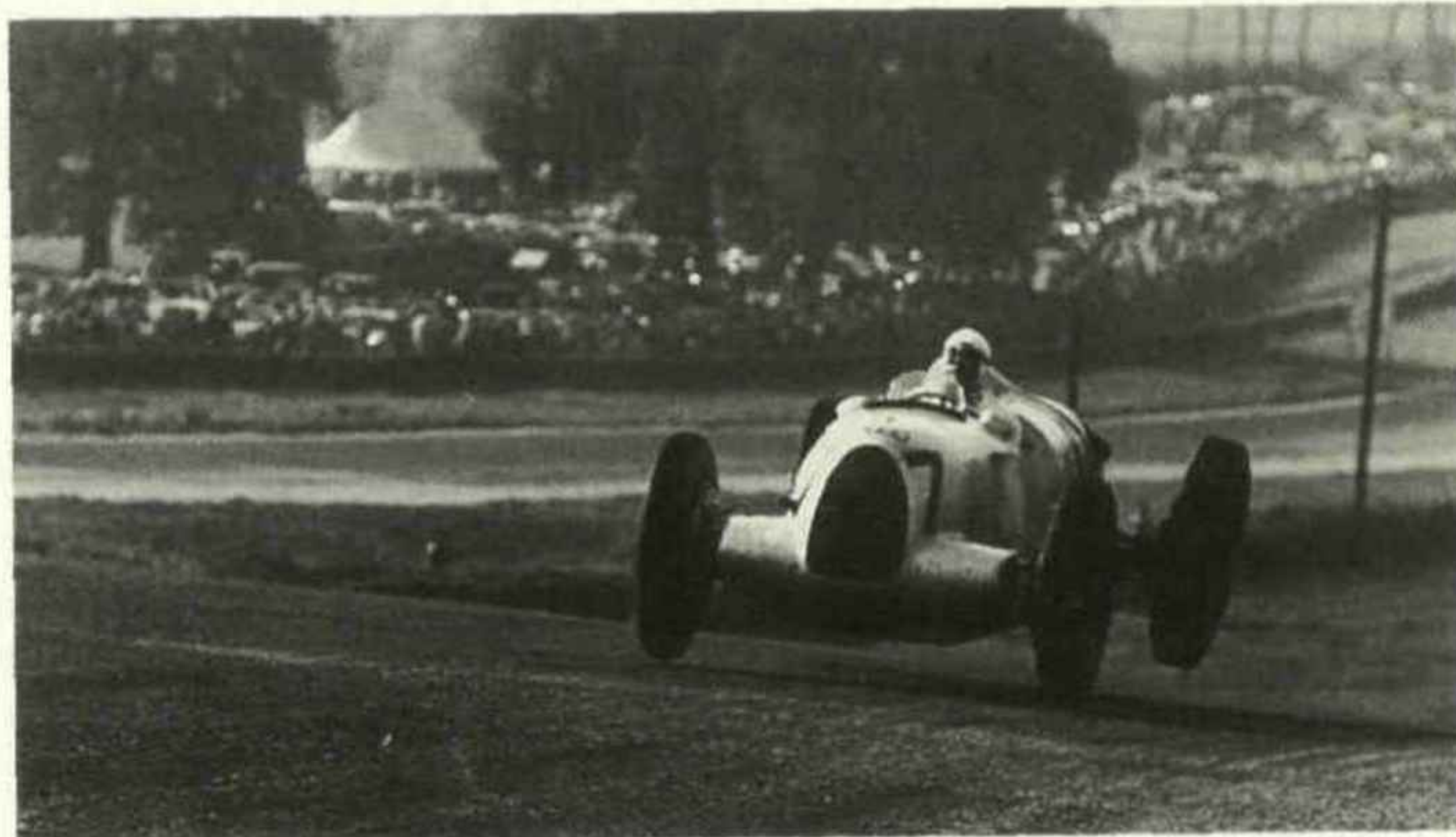
BRIAN K JOSCELYNE, BRAINTREE, ESSEX

* * * *

MASS x VELOCITY

SIR,

May I offer to Mr GHH Bryan a hypothesis to explain the behaviour of the Grand Prix Mercedes-Benz and Auto Unions when jumping: inertia. Anyone who has been in a car cresting, say, a hump-backed-bridge knows that there is a brief moment where the car goes 'light'. This is the point



Newton's apple updated: the laws of physics demonstrated by Mercedes

where the car has got used to the idea of climbing and wants to continue to do so; just before gravity, presumably caught napping, reigns in matters.

Inertia, as we all know, is proportional to mass and velocity. The car cresting the Melbourne brow would have uniform velocity but an uneven mass distribution. The Mercedes, I guess, has more mass at the front of the car, the Auto Union has, I am sure, a more rear-biased mass distribution. Inertia forces are therefore greater at the front of the Mercedes and the rear of the Auto Union. In both cases the forces were obviously sufficient to lift the front and rear wheels of the Mercedes and Auto Union respectively.

I AM, YOURS, ETC

J A LAMBERT, COVENTRY

NOTHING NEW

SIR,

This month's report on the new Jaguar saloons states: "Until now Jaguar had never designed an eight-cylinder engine."

It is forgotten that in the mid-'50s Jaguar constructed a huge V8 engine displacing around nine litres. Although it was never intended for automobile use, it certainly qualifies as design.

This project was written up in *The Autocar* of the day, where a photograph also appeared.

I AM, YOURS, ETC

DAVID J CULSHAW, HINDLY, WIGAN

* * * *

HISTORY TODAY

SIR,

Since April the debate has raged in these pages as to whether MOTOR SPORT was right to dedicate itself to historic motor racing. I think it was an inspired editorial/management choice. Your magazine is now one of the few quality publications which deal with his subject, whereas there are an increasing number who restrict themselves to only the latest news and events.

Born in 1956, I am old enough to remember the names of some of the cars and drivers you feature - Jim Clark was one of my first childhood heroes - but I actually knew very little facts and my interest in racing came much later. Thanks to MOTOR SPORT I now feel that I can rediscover some of my childhood, and learn much about the earlier years which I find fascinating.

Regarding the criticism that some readers have made about losing a new generation by concentrating on events before they were born, the current edition contains a piece on Dr Jonathan Palmer proving that it might not be long before we are reading articles about Senna, Berger, Williams and McLaren. After all what is last year's news if not this years history?

I AM, YOURS, ETC

MR T BROWN, TRURO, CORNWALL

* * * *

MESSAGE WAITING

SIR,

I have read MOTOR SPORT for even more years than the gentleman who has now cancelled his subscription (Letters, Oct 97). Indeed I was lucky enough to be able to afford to race my own sports-car at those magic circuits like Goodwood, soon to be reopened to the delight of enthusiasts.

Perhaps there is a message for 'modern motor sport' in the ever growing numbers, of all ages, who visit the Festival of Speed or Coys Historic Silverstone. Has the writer of the letter, I wonder, attended either of these events?

I AM, YOURS, ETC

COL H G WILLMORE, CROWBOROUGH, E SUSSEX

CARACCIOLA IN ENGLAND

THERE ARE MANY THOUSANDS OF MOTOR RACING enthusiasts who have never been able to see a Grand Prix race abroad, and it was an excellent idea of the Mercedes-Benz company to bring over one of the racing cars which have been so successful all over Europe and to exhibit it in their showroom at Park Lane. The occasion was celebrated by giving a 'tea-party' to representatives of the motoring press. The guest of honour was Rudolf Caracciola.

During the course of his speech Herr Caracciola referred with pleasure to the splendid reception which he had been accorded in Ireland when he raced in the 1929 TT race and also at Shelsley Walsh, at which he won the sports-car class. He always looked forward to racing in England once again.

Speeds of course had risen enormously since those days, he went on to say, but the driver's outlook had not changed even though the racing car built under the 750kg formula is capable of 200mph. Every competent driver calculates his chances before the start and drives accordingly, and thanks to independent springing it is little harder to hold one's course at a speed of 200mph than it used to be at 130mph in the old days. At the same time luck still plays a considerable part in the final result.

As an example of the way things worked out he dealt with his experiences in the Spanish Grand Prix this year, in which the Mercedes team finished first, second and third.

The starting positions were settled by lots and he had the misfortune to be in the last row. His tactics are always to get in front as quickly as possible, thus forcing his rivals to drive all-out in order to keep at grips with him. The acceleration of modern racing cars is so tremendous that this is extremely difficult to accomplish if the car is not well placed.

He got off the mark in style and roared up to the first bend with three other cars. None looked like giving way till the last minute, but a mistake from Caracciola's settled the issue. Confusing the pedals for those of his 5-litre touring car, he stepped firmly on the accelerator instead of the brake and shot up to the corner at such a speed the other drivers took fright and let him past. Luck or skill kept the car on the road and further fast and steady driving brought him into the lead.

"Apart from incidents like the accelerator one," Herr Caracciola continued, "we have had very

few awkward moments, but there are bound to be some at the speed at which the cars travel. One of the worst was during an attempt at the World's Hour Record at the Avus. The car was running happily at just over 200mph when there was an appalling noise and the car started to jump about as if it had gone mad. I realised a rear tyre had gone.

"The car was travelling at 340 feet a second on a 20 foot road, and if I'd been asked what chance there was for the driver to escape alive I would have said 'impossible.' In an emergency, one simply acts by instinct, and somehow I kept the car on the road. It was 1.5 kilometres before I brought it to rest, and people who had seen and heard the accident were amazed to see the car and myself undamaged."

After the reception, a MOTOR SPORT representative interviewed Herr Caracciola and obtained his views on a number of questions which are much to the fore in racing circles at the present time.

"It is extraordinarily difficult to find drivers who are fit to handle the very fast cars. Next year we shall have the same team, Fagioli, von Brauchitsch and myself. Lang has done quite well, but he is not as fast as the best French and Italian drivers.

"I don't think there is any chance of attacking either Sir Malcolm Campbell's records or the long-distance ones set by Eyston. Tyres are what worry me for the World's Record. I believe that Auto Union plan to do something in November or December on the new Darmstadt Autobahn, where there is 15 kilometres of perfect surface."

The racing cars, it was learnt, will not be sold to private individuals. They are too complicated to tune to be of any use to anyone but the factory, and with an engine running at 6,000rpm replacements are frequent. Also Caracciola reckoned each car cost the Daimler-Benz Company some £8,000 to build, so the selling price would put them out of the question. No less than 2.5 million marks (£200,000 at present exchange rates) were spent by the racing department in 1935.

"What I want to know," said Caracciola, "is why England cannot have a Grand Prix of her own." Donington was mentioned but the trouble was the first draft regulations called for silencers. The back pressure from silencers would make short work of the exhaust valves of the Mercedes-Benz engines.

MOTOR SPORT's representative then endeavoured to explain why it was not possible to

hold a Grand Prix on English roads, and furthermore pointed out that in spite of England's alleged sporting instincts the authorities here were not anxious to promote races in which English cars had no chance. "I've got a way of getting over that," said the German driver, "I suggested to the RAC Racing Committee that the regulations should include a proviso that one out of the three cars nominated by each manufacturer should be handled by an English driver." It was interesting that, if a Mercedes-Benz team were entered under these conditions, Richard Seaman was the driver favoured by Caracciola.

"Remarkable cars those ERAs. If they only had independently sprung wheels they would be perfect. The only other thing they might add is a streamlined fairing behind the driver's head. We got nearly 10mph extra on the Grand Prix car by doing that. Besides, if the car turns over, all you do is to tuck your head down and the fin saves your neck. Several of our drivers have found it useful." Apropos of small cars there is no plan at the moment to build 1.5-litre Mercedes-Benz racing cars.

"The maximum speed of this year's cars? — oh about 205mph. The Auto Unions are just a fraction faster, which you would expect with a 5.5-litre engine, but our cars have better brakes and are easier to handle, and we gain on them both going into a corner and coming out. The new Maserati does probably 187mph and the 4-litre Alfa-Romeo 190mph, so they should be formidable next year."

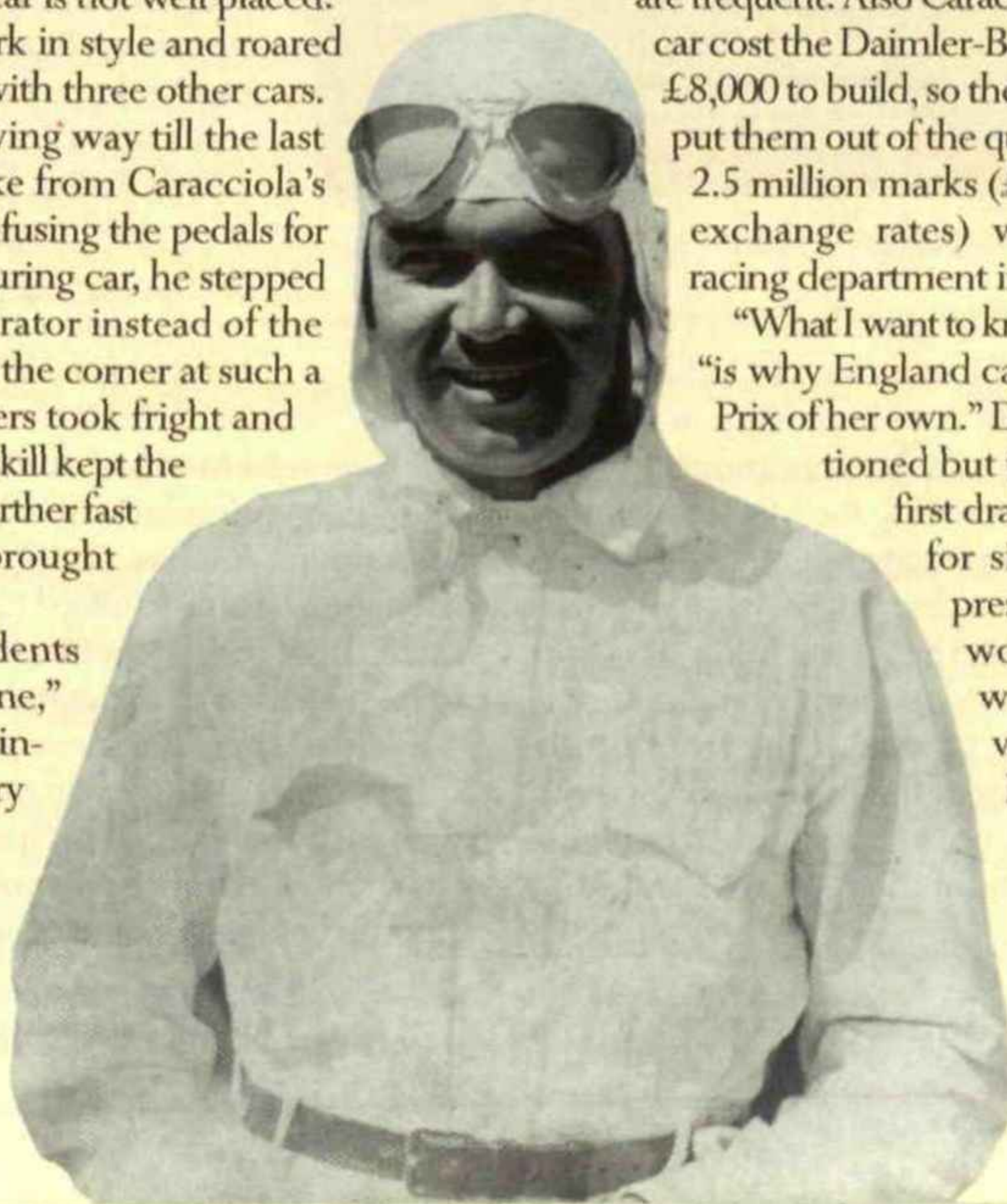
"What happened at Monza?" was the next question. "A piece of bad luck," was the reply, "We generally change the brake drums before each race, but in this case a mechanic forgot to do this on my car and Fagioli's and the old drums just chewed up the linings. Anyhow it was a silly course. The straw bales which formed the chicanes, which I hate, were so wide apart they hardly checked your pace at all."

Caracciola still walks with a limp as a result of the accident at Monte Carlo two years ago, but the leg gives no trouble when he is driving. All the same the interview was concluded with a question about his rumoured retirement.

I haven't really thought about it yet," said 'Caratsch'. "All I said was I was now at the zenith of my career, and wondered whether I ought to drop out before I get on the down-grade. As it is I look forward to driving next year, with a car faster than ever."

This decision will bring great satisfaction to his friends and admirers who were afraid that they had seen him race for the last time. A charming, smiling, and cheerful personality who talks about his exploits with a modesty characteristic of one of the world's best drivers, he must be one of Germany's best ambassadors abroad, and it was with real sincerity that the interviewer wished him on behalf of MOTOR SPORT and its readers the best of luck in next year's season.

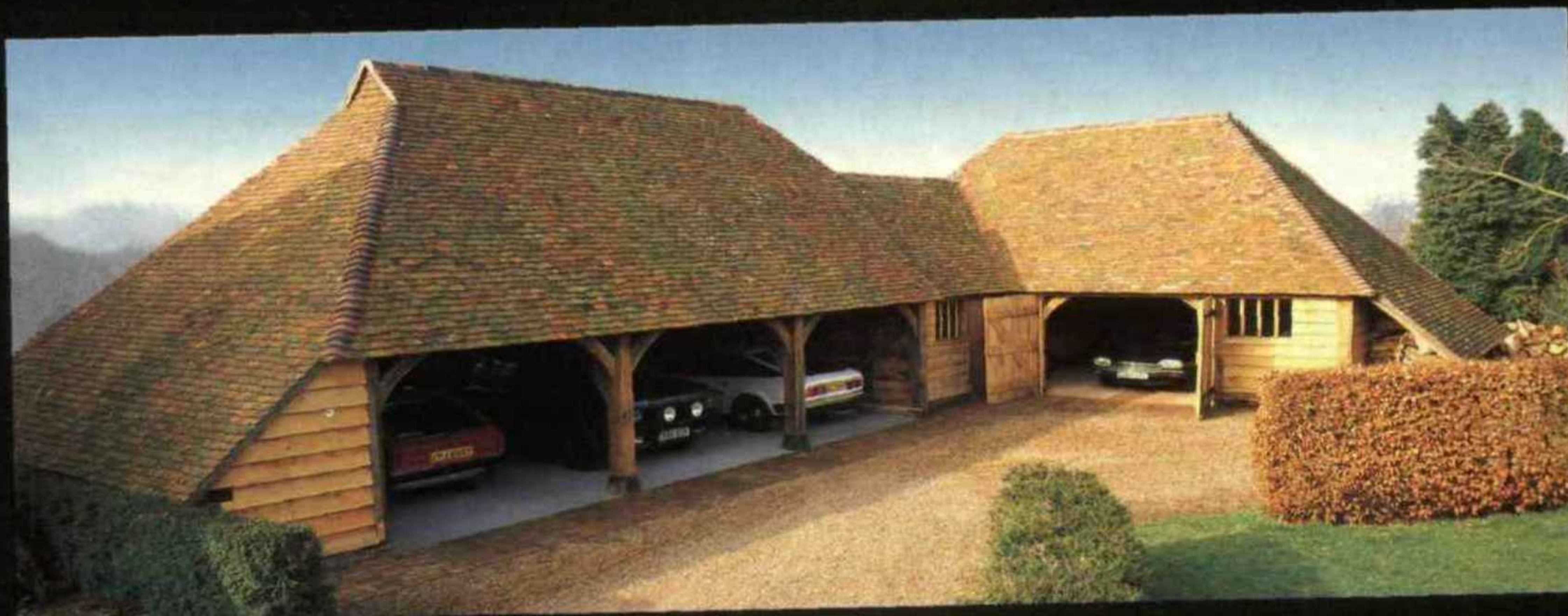
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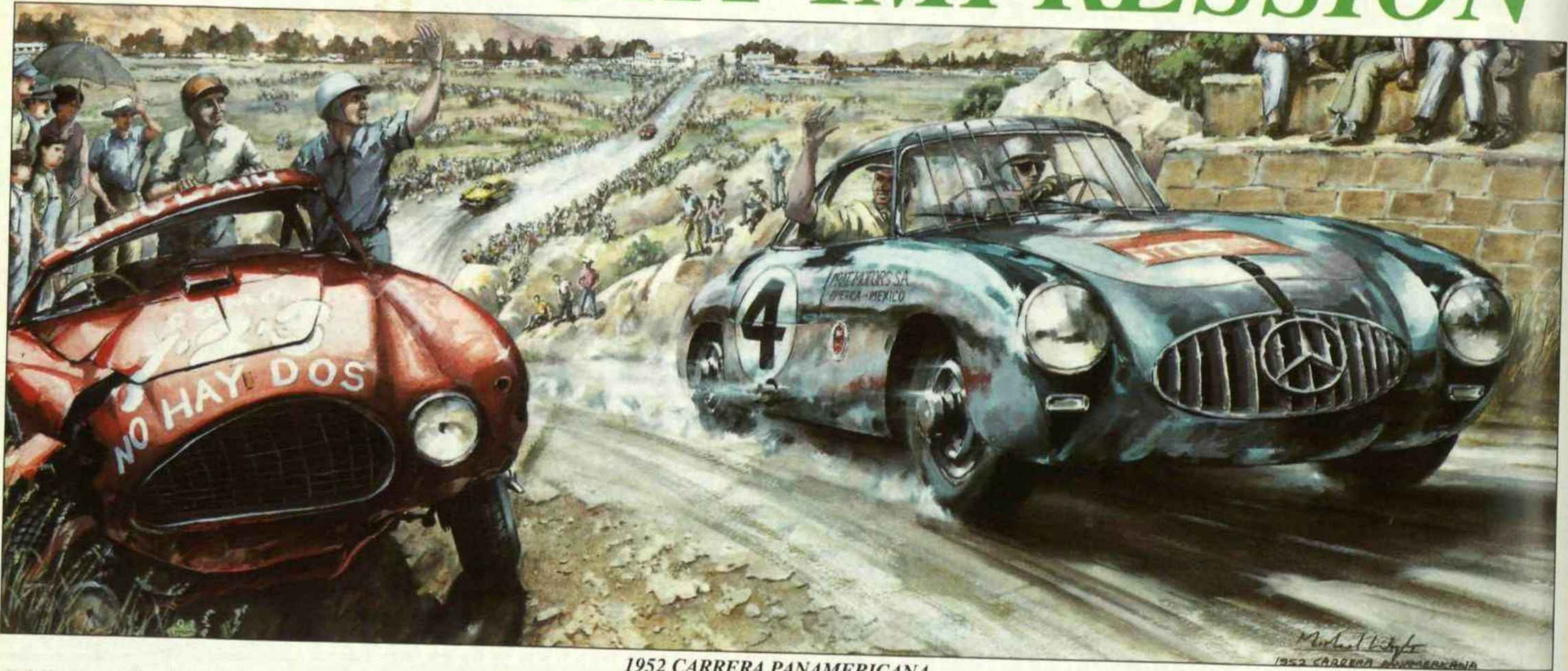
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1952 CARRERA PANAMERICANA

A full time professional painter since retiring from Castrol in 1990, Michael Wright is among the elite of British artists, whose work is sought by serious collectors. Born in 1935 he has painted since childhood and, although his subjects include landscapes and industrial scenes, he is best known for his dramatic motor racing pictures.

Packed with action, detail and colour, Michael is influenced by past masters, Peter Helck and F Gordon Crosby, while clearly having forged his own unique, inimitable style and technique in his formative years. Nearly all his work is by commission - prices start at around £1,000 - and finds its way into private collections on both sides of the Atlantic.

Exhaustively researched for period detail, some 15 per cent of the work that goes into each picture involves intensive study and research. Archive photographs and sketching cars in museums are a great aid.

With a preference for pre-1970 cars, Michael tends to work in gouache and watercolour, but has also shown his skills with pen and ink, charcoal and oils. However, irrespective of medium his artistic objectives are, as he explains: "To combine realism, detail and movement - life - with historical accuracy and a theme or story line. I



1936 PRINCE RAINIER CUP, MONACO

have no particular favourites, but pre-1970 sports car racing and touring scenes allow a good flavour of cars and landscape, but without the difficulties imposed by modern, contemporary scenes."

Particularly memorable works by Michael Wright include the 1929 Targa Florio, where Varzi's Alfa Romeo is being attended to by pit crew, Divo's Bugatti has pulled in for similar attention, while Borzacchini's Maserati flashes passed both out on the track. The atmosphere of the moment is intense - similar in essence to the Coulthard/Alesi battle at this year's Italian Grand Prix at Monza - but the background architecture and beauty of the landscape can never be overlooked.

Another is his quite brilliant 'backstreet' scene from the 1927 Targa Florio, in which a Bugatti blasts its way between dimly lit houses on either side of the narrow track. The contrast between shade and light as the car, driver and passenger - a second or so away from bursting into blinding sunshine, is indicative of Michael's passion, flair and genuine feel for his subject.

Having trained as an engineer as well as artist, and having owned a string of cars including a 3-litre Bentley, Lea Francis, Austin 7 and a vintage Salmson, there is no doubting this painter's love of creating the right impression.

Although Dexter Brown and the Turners (pere et fils) spring to mind as the most prolific and outstanding modern automotive artists, Wright works methodically and slowly. Michael has become extremely well known to discerning collectors the world over.

Naturally, the merits of motor racing art are very personal and beauty very much in the eye of the beholder, but in capturing the true spirit and excitement of a bygone age, Michael Wright remains right on top along with the other greats of the past and present.

See opposite page for limited edition prints & prices.



1927 TARGA FLORIO



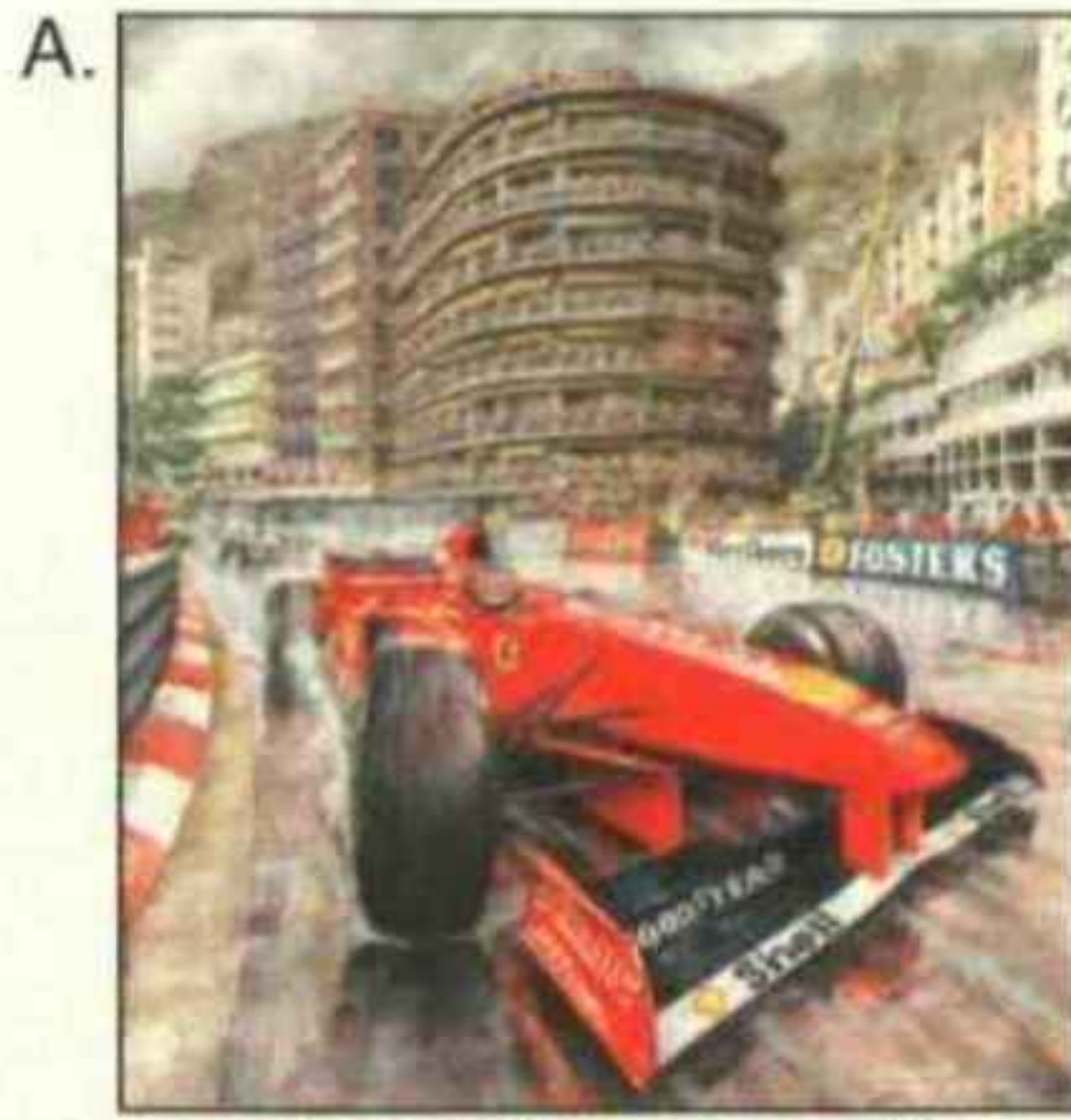
1951 LE MANS

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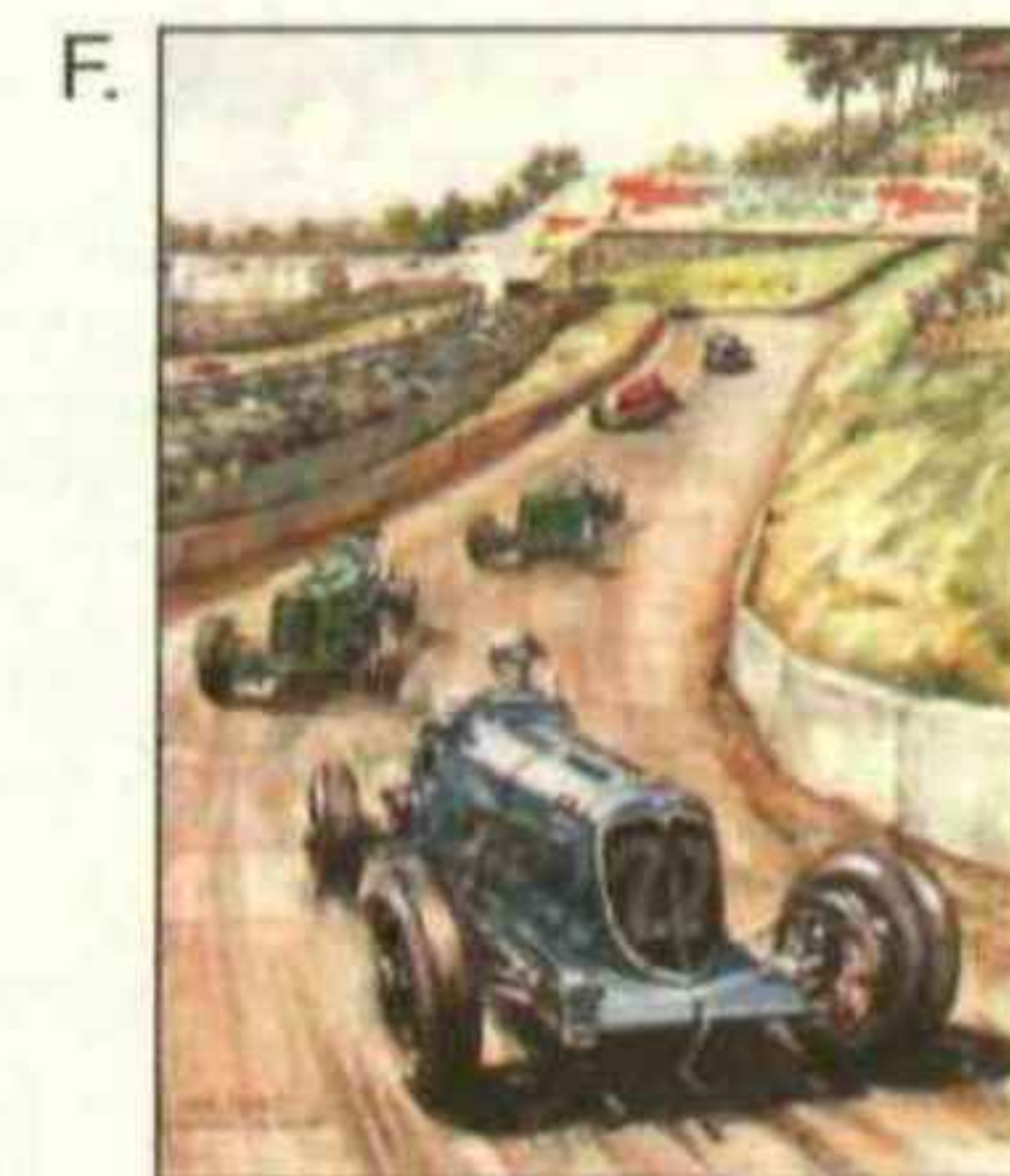


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A
Bernd Rosemeyer/Aui Union,
1936



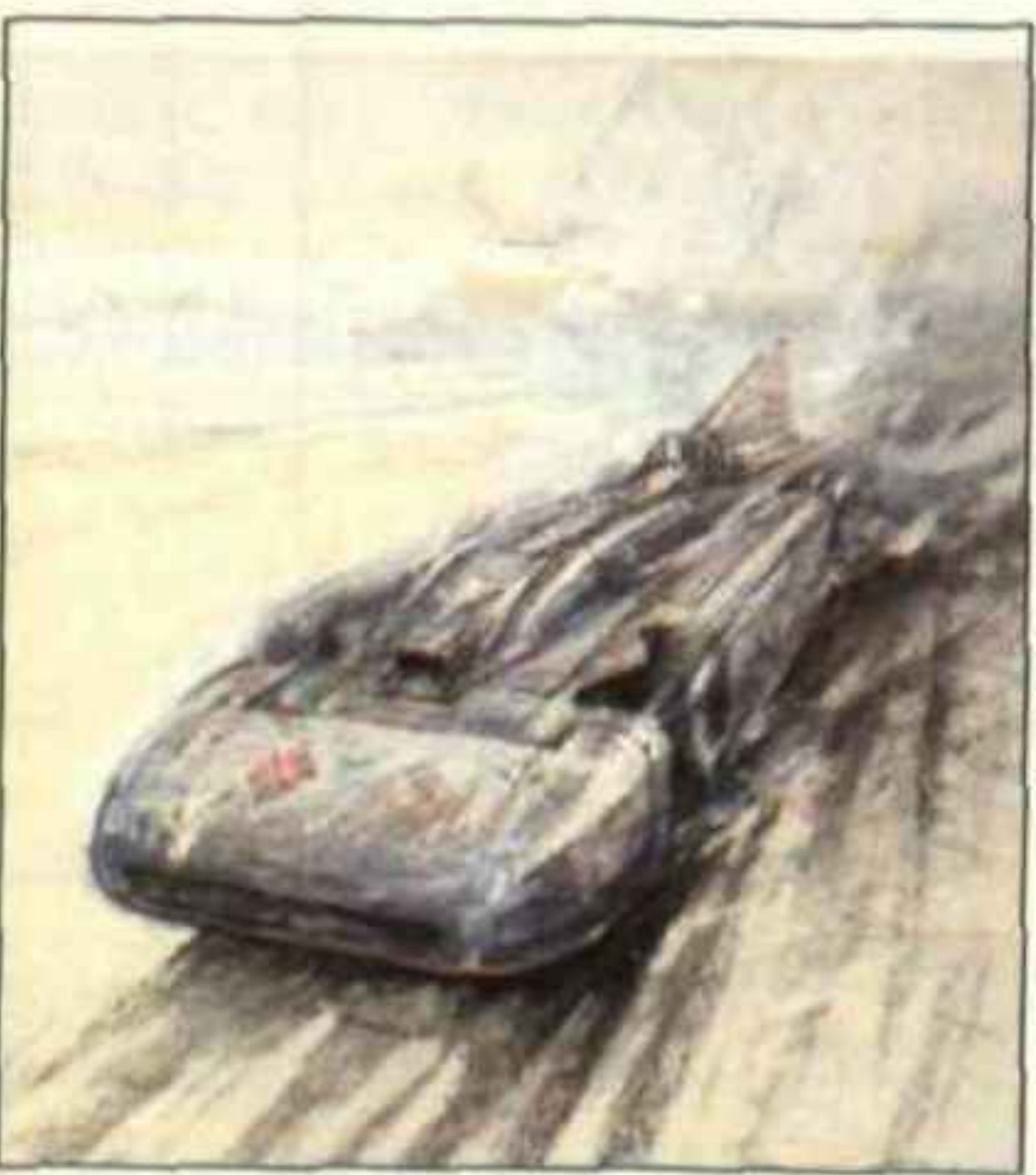
D
George Eyston/Thunderbolt,
1937



B
Tazio Nuvolari/Alfa Romeo,
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Eddie Irvine's Ferrari F310, Station Hairpin, Monaco, 1996

THE POWER O

IS FORMULA ONE TODAY MERELY A SAD, BLOATED CARICATURE OF ITS ONCE GLORIOUS PAST OR HAVE WE, IN FACT, NEVER HAD IT SO GOOD? SHAUN CAMPBELL CASTS AN IMPASSIVE EYE OVER THE YEARS AND DECIDES

WAS THERE EVER A GOLDEN AGE OF GRAND PRIX racing and, if so, when was it? What gives it that distinction? Are we experiencing one now, or are the good old days finally gone forever? And were they really that good? Is it even possible for any kind of valid comparison to be drawn between different eras at all?

Let us not be sentimental about this, but let's not ignore the romance either. The record books and statistics charts can fill your head with facts and

figures, but they can't give you the sound of a BRM V16 or a Matra V12 at full chat, the addictive smell of doped fuels, racing oil and burning rubber. And they can't give you the sight of Ronnie Peterson opposite-locking a Lotus 72 through Woodcote. Yet for any era to classify as a Golden Age it must surely satisfy certain criteria. The racing should be close and competitive; the cars and circuits should present a stern test of the drivers' skills; it should be technically innovative and diverse; and it should

be exciting to watch. There's another factor that should be considered too, but we'll come to that later.

There are notable exceptions, but the early and mid-1950s, the first years of the World Drivers' Championship, were not distinguished by the closeness of the racing. Let's take an example. The 1951 British Grand Prix has gone down in the history of the sport as one of its most significant races. It was when the 4.5-litre unblown Ferraris 375s finally put an end to the post-war domination of the 1.5-litre supercharged Alfa Romeos. Significant certainly, but a great motor race?

There were 20 starters, but if today's rule of having to qualify within 107 per cent of the pole position time had applied then, there would have been just six cars on the grid. Take away the first lap



Peter Collins' Ferrari Dino 246, Station Hairpin, Monaco, 1958

R THE GLORY?

flurry and changes of position during the routine pit-stops and there would have been but two lead changes. Froilán González started from pole, led 58 of the 90 laps and beat Juan Manuel Fangio's Alfetta to the chequered flag by 51 seconds, having been a minute or more ahead for most of the second half of the race. Luigi Villorosi was third, two laps behind, and the sixth-placed finisher was six laps adrift. The race lasted nearly two and three-quarter hours. It must have seemed longer...

It's wise not to over-generalise, though. Less than five seconds covered the first four finishers in the 1953 French GP and the racing had been wheel-to-wheel from the start. The Italian GP that year was equally tight, with three cars entering the final corner of the last lap practically side by side (only

one of which came out unscathed). But, in this era these are the exceptions to what was, all too often, the rule of the one-horse race.

Grand Prix racing in the 1950s certainly had its compensations, though. The challenge posed by narrow-tired front-engined cars on circuits such as the Nürburgring, Spa-Francorchamps or Bremgarten was formidable, and provided a spectacle to match. Even on film, the sight of Fangio and Maserati 250F in total four-wheel-drifting harmony through the downhill section at Rouen makes the heart beat faster. Fortunate indeed are those to have seen such things in flesh and metal.

So it was a romantic age, even an heroic one, but it's harder to argue a convincing case for technical excellence. This was, let us not forget, the era of the

supersonic jet fighter, with the space age only a few years away, but the cars scarcely reflected that level of post-war progress. Even disc brakes were pioneered by the aircraft industry and only found their way into Formula One via endurance sportscars.

As for diversity, well let's have no more of this nonsense about how all cars today look the same. In the 1950s they often *were* the same. Of the 28 cars that raced in the 1956 British GP, for instance, no fewer than 11 were 250F Maseratis. At the same race three years later Cooper provided 12 of the 24 starters. Throughout the '50s, Grand Prix racing was taken seriously by a mere handful of constructors, largely from Britain and Italy. The involvement of the Germans was brief, though successful, through Mercedes-Benz in 1954-55, and there was ➤



Silverstone, 1994, British Grand Prix: Cars leave grid widely spaced and safely staggered



Above: 1954; Hawthorn's Ferrari 625 during Belgian Grand Prix at Spa. Note how driver sits on, rather than in car with no belts and every opportunity to be thrown clear if it rolls

Below: 1997; Hakkinen's McLaren MP4/12 during Hungarian GP. Note how his head is protected not just by his helmet but also the sides of the cockpit



sporadic interest from France. But it can hardly be described as a global sport, fought over by the might of a rapidly growing worldwide motor industry.

John Cooper, who unwittingly probably did more than anyone to bring this era to a close, still looks back on with it affection. "I suppose in some ways it was the age of the amateur," he says. "Much like historic racing is today." But he also sees in it – and particularly in some of the people involved – an aura of 'greatness' that's lacking today. We are all products of our time and though in retrospect there's an air of inevitability about the decline of the factory-built front-engined cars towards the end of the 1950s, it didn't seem like that at the time. It's hard to avoid the conclusion that, even now, 40 years later, Cooper can't quite get over the fact that his "really quite simple" cars, assembled in humble Surbiton premises, could have won the prizes that until then had been the exclusive preserve of names like Alfa Romeo, Ferrari, Maserati and Mercedes.

If Cooper was a revolutionary of the late 1950s, he was part of the Establishment by the 1960s, when Grand Prix racing became an almost exclusive club for British competitors with intermittently effective opposition from Ferrari. The grid for the 1964 British GP at Brands Hatch, for example, was composed of seven Brabhams, six Lotuses, four BRMs, three Coopers, one BRP and two token Ferraris. With the exception of the Italian cars, the entire field was powered either by Coventry-Climax or BRM engines. But the effect of greater uniformity provided by the use of proprietary engines was much closer racing.

Twenty-two of those 23 starters qualified within 107 per cent of the pole position time and the margin of victory was only 2.8 seconds. In the following year's Italian GP, the lap chart revealed 42 changes of lead, which still stands as a record.

True, Monza in those pre-chicane days was always liable to throw up a great slipstreaming gaggle and some torrid action, and there were many occasions when Jimmy Clark's Lotus simply disappeared into the distance, but the cars and drivers were generally more evenly matched than in the 1950s. Perhaps the biggest drawback was the cars themselves, which until the introduction of the 3.0-litre formula in 1966, were powered by 1.5-litre engines which delivered, at most, a paltry 200bhp. They were being raced by great drivers – Clark, Dan Gurney, Graham Hill, John Surtees, Jack Brabham among them – and still largely on the classic circuits, but the racing needed to be close to make up for a relative lack of individual spectacle.

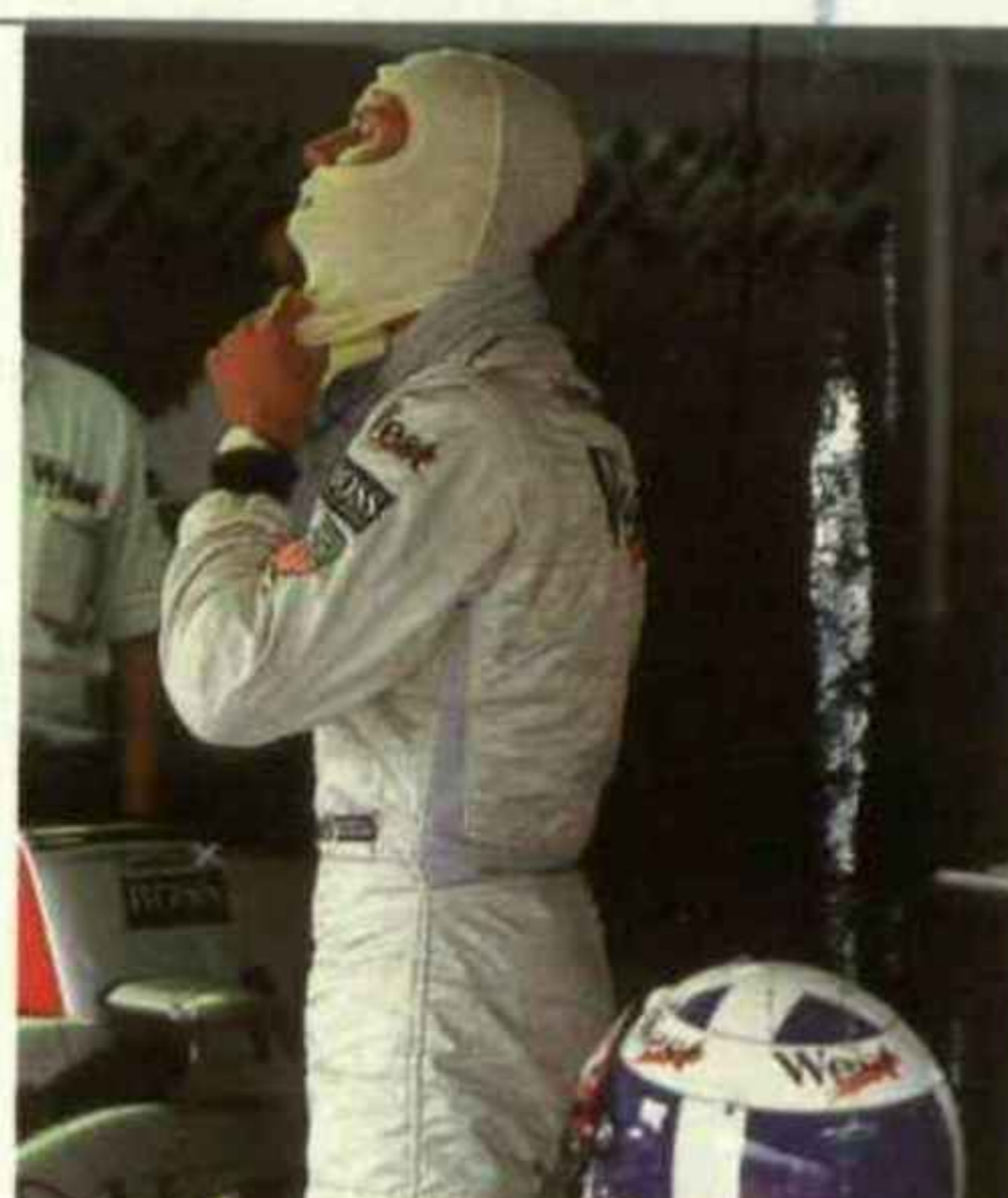
If the 1950s was the heroic age, then the early and mid-1960s might be termed as the democratic age. Budgets were small, but the machinery was cheap and widely available. "We sold our 1961 model to customers for around £4500," says Cooper. "And the Climax engine cost £1200." Allowing for inflation that adds up to the essentials to go Formula One racing for a little under £70,000 in today's money. The year before, Cooper had dominated Grand Prix racing, winning six of the nine races on a budget of £50,000 (around £600,000 today). "Incredible really, when you think that a team like

McLaren spends around £50 million now," he says. "But you can't compare it to today. We would turn up with two or at the most three mechanics, one of whom would have driven the transporter down to the circuit. I suppose we were lucky in that we had drivers like Jack Brabham and Bruce McLaren who were not just drivers but terrific engineers too and could work on the cars."

It's no coincidence that some of the sport's most successful constructors – and the list includes Williams, McLaren, Brabham and Tyrrell – laid their foundations in this period.

But what must be remembered about Grand Prix racing at this time is that it was a long way from being the 'be-all and end-all' that it is today. The most significant events of the mid-1960s were the attempts of the British manufacturers to beat the front-engined American roadsters at Indianapolis, and Ford's assault on Le Mans. A reasonable case can be made for the 1960s as a Golden Age, but not if you look at F1 in isolation. By all accounts it was fun to be involved in, and it was often highly entertaining to watch, but it just wasn't that important.

It was money that made it so, and that didn't start to happen until the introduction of commercial sponsorship in 1968. In many respects, though, Grand Prix racing in the 1970s reflected the patterns of the previous decade – British-built chassis using off-the-shelf engines, invariably the Cosworth DFV. The last Grand Prix win for a private entrant with a customer car was Jo Siffert's victory in Rob Walker's



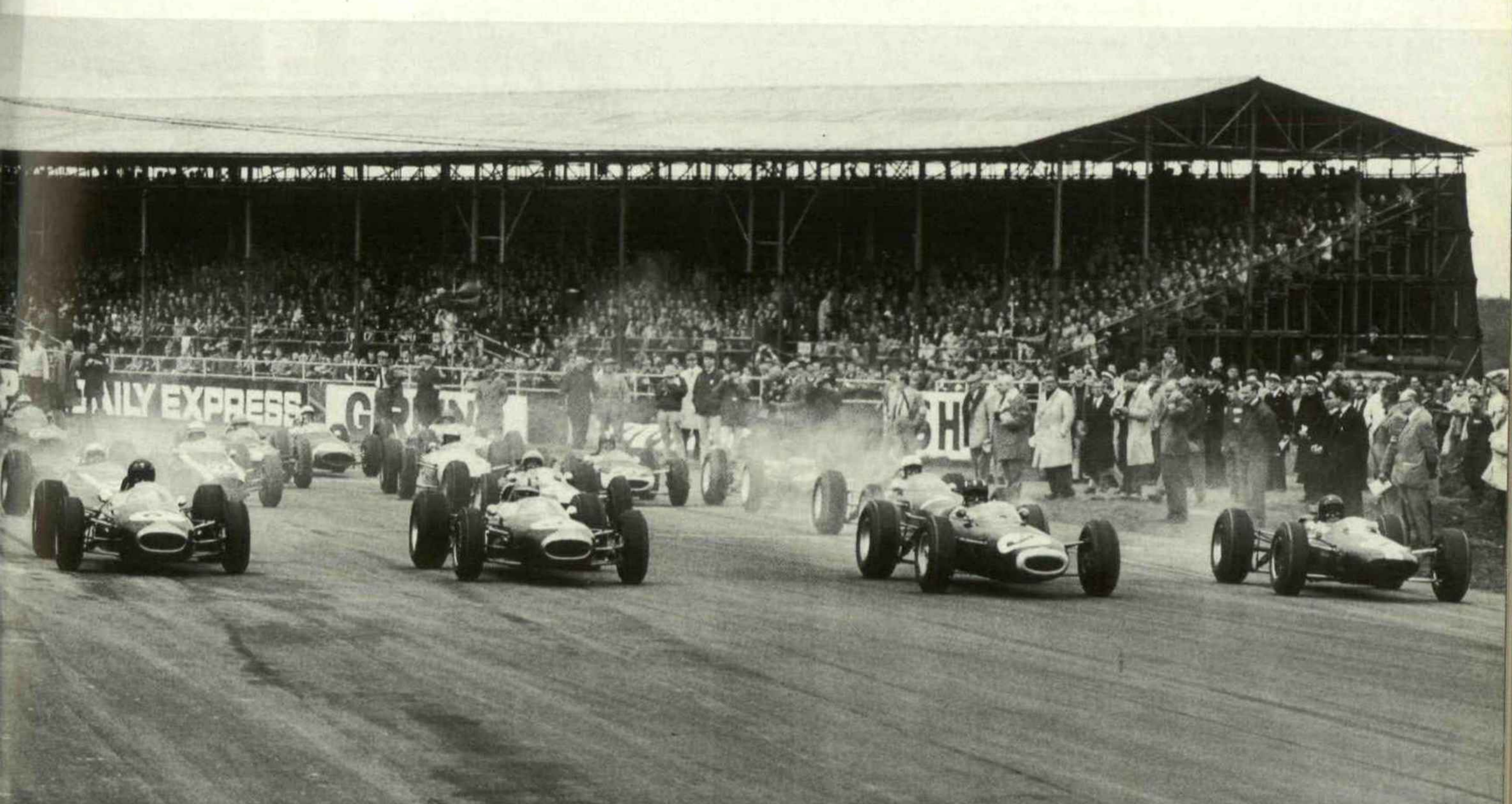
Two generations of sartorial elegance for Grand Prix drivers: Stirling Moss (far left) wears short-sleeved shirt, gloves, goggles and a corset as a hang-over from racing 500s which 'vibrated like bastards.' David Coulthard (left) uses fireproof underwear, gloves, balaclava, boots and a three-layer Nomex race-suit with an air-line into his aerodynamically contoured helmet

Lotus at Brands Hatch in 1968, but even as late as 1973, as James Hunt demonstrated with the Hesketh March 731, it was possible for a privateer to mix it with the works machinery.

John Watson, who gained his F1 break through another private entrant with a customer car, in this case Hexagon and a succession of secondhand Brabhams in the early 1970s, has certain misgivings about the disappearance of the privateers. "It's now all about big corporations and massive spending and it's simply not possible for a modern day Rob Walker or a Hexagon, or even a Hesketh to compete today. I'm not saying that's wrong or right, that's just the way it is. But it does seem to me that more of the people involved in F1 today are only involved

because of the huge sums of money involved. The commercial interests are distorting the sport. Look at Renault: they're pulling out of F1 at the end of this year, not for any reason related to motorsport, but, instead, because they cannot be seen to be spending that amount of money while France is going through a hard time economically and they're closing car production factories."

The big money didn't start to feed into the sport until the end of the decade, by which time Formula One had earned the nickname of Formula Ford. The cars of the early and mid-'70s didn't all look the same (compare the 1972 Lotus 72 to the Tyrrell 005) but they nearly all sounded the same. The racing became even closer (no fewer than 33 →



Silverstone, 1964, BRDC Trophy race: cars placed four abreast on tightly packed grid



British GP 1951: González waits as his ultimately victorious Ferrari 375 is filled with fuel by funnels and churns

cars qualified within 107 per cent of pole position time for the 1974 British GP) but that did not mean it was necessarily as exciting to watch.

The main reason for this was that, quite suddenly, it had become much harder to overtake. Chassis technology had made considerable advances during the late 1950s and early '60s, largely as a result of Cooper's successes with the mid-engine layout, and Lotus's brave leap into monocoque construction. In the late 1960s similarly large steps were made in tyre construction and the use of aerodynamic aids, elevating cornering speeds to a level undreamt of just a few years before. The cars were much wider, braking distances became massively reduced, and the line through any given corner was

much more clearly defined.

Certain race circuits might still have provided passing opportunities, but these venues disappeared one by one through the 1970s. The last Grand Prix at the old Spa was in 1970; the Nürburgring went the same way in 1976. The great slipstreaming battles at Monza disappeared forever after the introduction of chicanes before the 1972 race. Even Silverstone's glorious Woodcote corner was chopped up in 1975. There were still tracks where the great drivers could display their art and where cars might be seen to swap positions – the best examples were Austria's Österreichring and Holland's Zandvoort – but this was also the era of soulless autodromes like Nivelles in Belgium and Dijon in France, and

long streams of Cosworth DFV-powered 'kit-cars' following each other nose to tail. Close, yes. Exciting, not always. Interesting, not very.

Peter Gethin, the last man to win a Monza slipstreamer, regrets the demise of some of the classic circuits and how the growing prominence of Grand Prix racing took the drivers out of other branches of the sport. "In my day, people like Jimmy Clark, who in my opinion was the best ever, were still able to drive just about anything



Above: 1995; Eddie Irvine's Jordan 195 buried deep in the Monza gravel. The gravel trap replaced catch fencing as the decelerator of choice for out of control F1 cars. Used properly, it is devastatingly effective.

Below: 1957; Ron Flockhart's BRM P25 inverted at Rouen in French GP. Note sole fire-extinguisher as token gesture to safety. Flockhart damaged a hip



1953 Dutch GP: Modest accommodation for González's Maseratis

they liked, whether it was F1, F2, sportscars or saloons. And they still found time to have a bit of fun and talk to people. Now a Grand Prix driver is just that, a Grand Prix driver.

"I don't often go to Grands Prix nowadays, but when I do, I have to admit that the warm-up and the first lap is like nothing else in the world. It's the most inspiring and exciting spectacle and sound, an incredible atmosphere. But after about four or five laps it gets into a rhythm and, after that, not much seems to change. It's a rare occurrence for one F1 car to overtake another. In my day – even apart from Monza with all the slipstreaming – cars used to pass each other at every circuit. I would say it was a bloody sight more exciting than it is today. It's a pity they didn't have the TV coverage that they have today. Can you imagine what one of those races at Monza would be like with all the in-car cameras and things they have now?"

As the 1970s gave way to the 1980s two new technological progressions made themselves felt: ground-effect aerodynamics and turbocharged engines. If we'd thought we'd seen cornering on rails, it was nothing compared to what the Lotus 79 and the Williams FW07 served up. And even when ground-effect was outlawed, the huge power outputs of the turbo engines allowed the cars to run sufficient wing to generate much the same downforce. Nevertheless, this was a fascinating period technically and a welcome relief after a decade or more of DFV domination. Renault became the first

major motor manufacturer since Mercedes in the mid-1950s to enter Grand Prix racing, and other giants of the industry followed, albeit only as suppliers, including BMW, Porsche and Honda. It was technically diverse and, to start with at least, made for extremely unpredictable racing. In 1982, no fewer than 11 drivers in seven makes of car with four different engines won Grands Prix.

Turbocharging also went some way to cure the overtaking problem, especially with the introduction of the cockpit-adjustable boost control. There was, though, another side to that coin as Gilles Villeneuve ably demonstrated in 1981 when the acceleration and straightline speed of his Ferrari 126C allowed him to keep ahead of a train of much faster cars for practically the entire length of the Spanish GP. As a significant aside, one of the interesting aspects of this race was that the trackside spectators were enthralled, biting their nails each lap as they waited to see if Villeneuve had hung on to the lead, while those watching on their TVs at home were bored out of their skulls.

Ultimately, though, the turbos divided the Grand Prix pack into the haves and have-nots in a way that



Monza '71: Pescarolo leads Amon, Cevert and Gethin in last slipstreamer

the Climax and DFV users of the '60s and '70s could not have foreseen. Without a works engine deal, and a budget running into millions, you were nowhere.

But before the McLaren-TAG and then Williams-Honda domination of the middle part of the decade, perhaps the only thing that prevented this from being a true Golden Age was internal strife – the infamous FISA-FOCA war. Cars were outlawed – like the Brabham BT46 fan car or the 'twin chassis' Lotus 88. Races were declared void, like the 1981 Spanish GP when certain teams withdrew. Sharp practice – some might call it cheating – was rife, with cars using hydro-pneumatic devices to raise the suspension in the pits to meet an ill-considered ➤



Italian GP 1997: Ralf Schumacher waits as his Jordan 197 is pumped full of fuel

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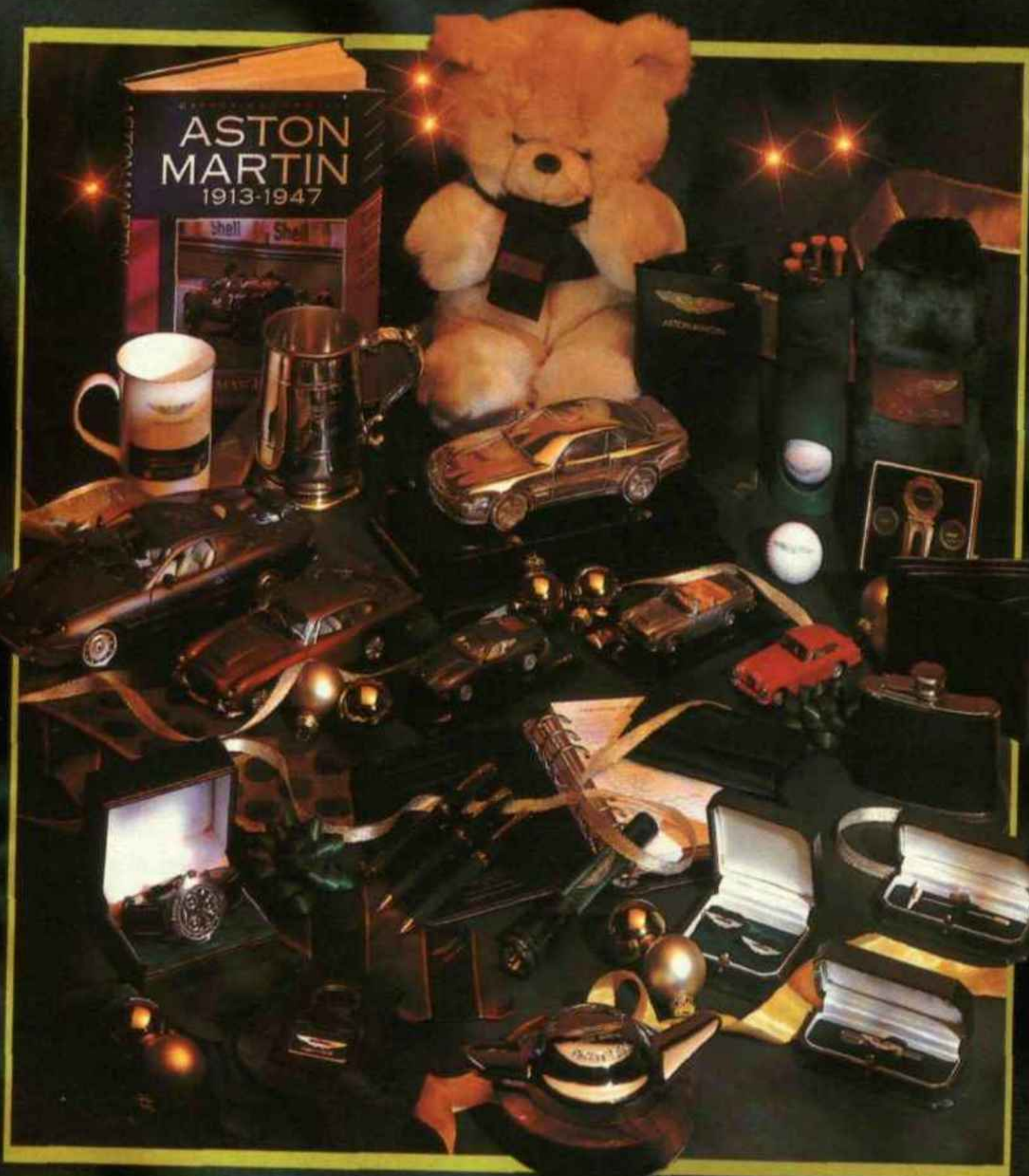
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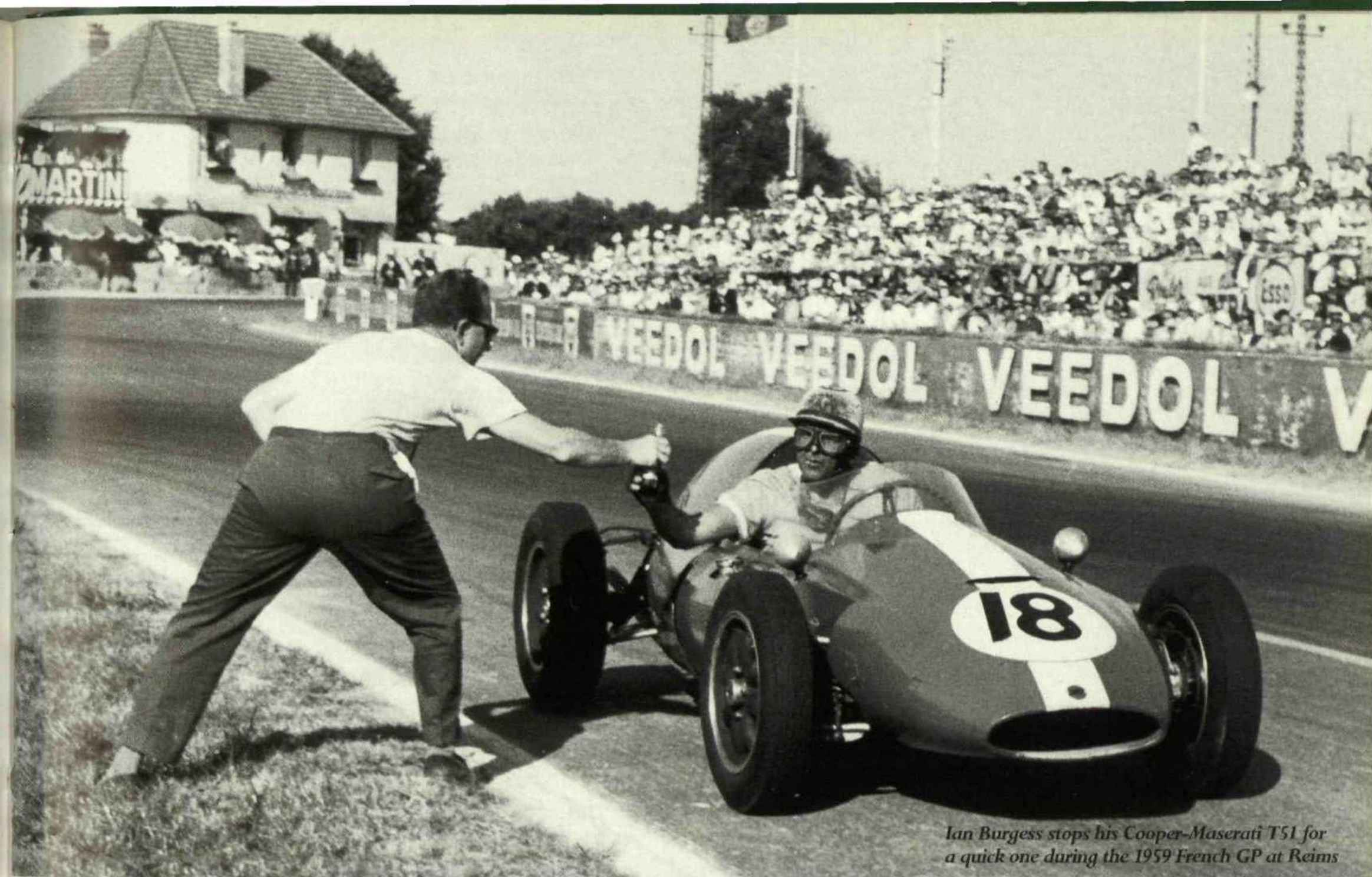
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Ian Burgess stops his Cooper-Maserati T51 for a quick one during the 1959 French GP at Reims

6cm ground clearance rule, or carrying large water tanks, ostensibly to cool the brakes but, in truth, acting only as easily disposable ballast. There was some good, and certainly some interesting racing, but it was overshadowed by a bitter conflict between small-minded and petulant adversaries.

It's hard to see anything that's golden about the late 1980s or the early 1990s for that matter. The major manufacturers stayed with the sport after the banning of the turbos and the rule of the one-horse race prevailed once more. There were some who found fascinating the inter-team conflicts between Alain Prost and Ayrton Senna at McLaren, and then Nigel Mansell and Nelson Piquet at Williams, but a race that's likely to be won by only one of two men in identical cars is not what Grand Prix racing is meant to be about.

Nor is supposed to be about the sort of 'gizmos' that Williams used to such great effect in its FW14 and FW15 cars that powered Mansell and Prost to world titles in 1992 and 1993. When even Mansell was complaining that the race to the first corner would be won by the car with the better computer software, you knew that Formula One had taken a step in the wrong direction.

Which brings us to today and the current state of Grand Prix play. How does it compare with past eras? As I write there are two races remaining, but already there have been five race winners (Jacques Villeneuve, Michael Schumacher, Heinz-Harald Frentzen, David Coulthard and Gerhard Berger) in four different makes of car (Williams, Ferrari, McLaren and Benetton) using power from three different makes of engine (Renault, Ferrari and

Mercedes). Others – notably Damon Hill and Mika Hakkinen – have come close. The racing has generally been close and competitive, not least because some of the unfancied runners have been able to make good use of Bridgestone tyres to upset the traditional form book. Overtaking remains one of the sport's biggest problems, although it must be said that when Hill – a man not known for his Senna-like abilities in traffic – in an Arrows-Yamaha can pass Schumacher in a Ferrari to take the lead at the Hungaroring of all places, it can't be as bad as it has been in the past.

Perhaps the one thing Grand Prix racing lacks today is the challenge of demanding circuits. Spa, even in its truncated form, is the exception. But it is time to return to that as yet unmentioned other criteria that any period of Grand Prix racing must satisfy to qualify as a Golden Age: safety.

The old Spa was a killer. So was the Nürburgring, so was Monza. This sport has always been dangerous; it always will be. But the days when it could shrug off the deaths of at least 15 spectators, when Giuseppe Farina's Ferrari ploughed into the enclosures during the 1953 Argentine GP, or the 14 more who died along with Wolfgang von Trips at Monza in 1961, are gone forever. And thank God for that.

Look back through motor racing history and you won't find an untarnished Golden Age. Some silver perhaps, a fair bit of bronze and an awful lot of pig-iron. What's happening now stacks up pretty well to anything in the past. So throw down those rose-tinted spectacles and crush them underfoot. They don't make for clear vision. ■

It's not just the cars that have changed out of all recognition. The '97 spectator would appear from an equally different planet as any car if beamed back 30 years. Compare typical young fans of Jochen Rindt and Damon Hill (right). One humbly approaches his hero, autograph book clutched hopefully in one hand, the other is less bashful in advertising his allegiances



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they needed

to lose

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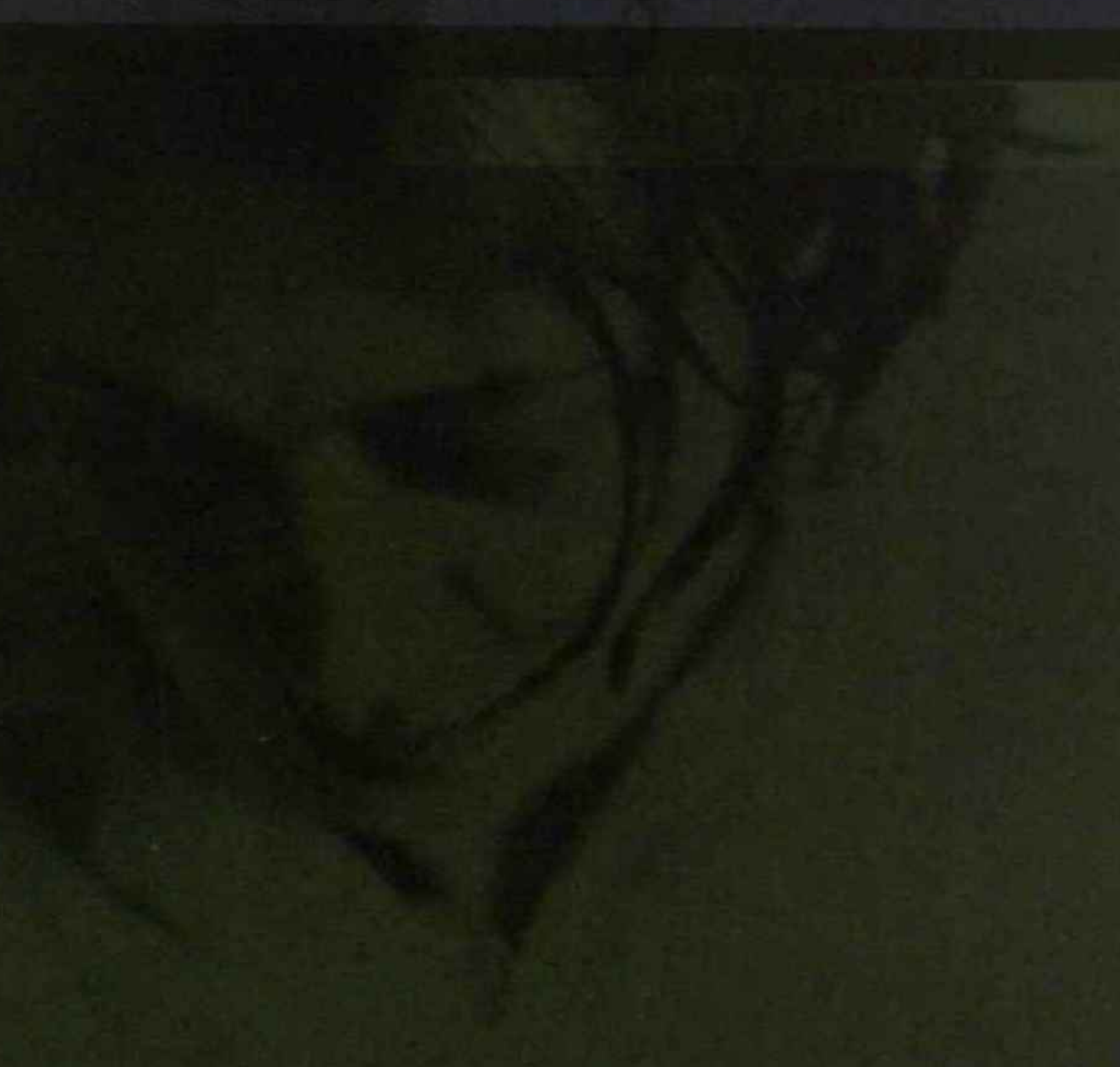
they did.



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AND I AM
OBSESSED WITH



MY FIGURE.
IT'S
EI4,850



LANCE MACKLIN HAD A TALENT THAT COULD HAVE MADE HIM ONE OF OUR FINEST DRIVERS. TROUBLE WAS, SAYS CHRIS NIXON, HE WAS TOO BUSY HAVING FUN TO CARE

The Player

"Lance really is an astonishing character. He has this tremendous athletic flair and he could have been a very great driver without any question at all. In the same way he could have been an Olympic skier.

He has a quite astonishing sense of balance and I don't believe there's any game he couldn't have played really well, but the extraordinary thing was that he was never, ever interested."

GEORGE ABECASSIS

IT IS AN IRONY OF LIFE THAT SOME people blessed with remarkable skills are reluctant to make the most of them. Such a man is Lance Macklin.

Born in 1919, Lance followed his father and grandfather to Eton. From there he went to Switzerland to study languages in Villars and he became an expert skier. He also discovered girls and had an innocent teenage friendship with a pupil from a nearby finishing school. Early one morning he stepped from her ground floor window into six inches of snow. His footprints were traced back to his college and he and the girl were expelled.

With the outbreak of war, Lance volunteered for the Navy and was assigned to motor gunboats. These had been designed by his father, Noel Macklin, who was knighted for his war efforts.

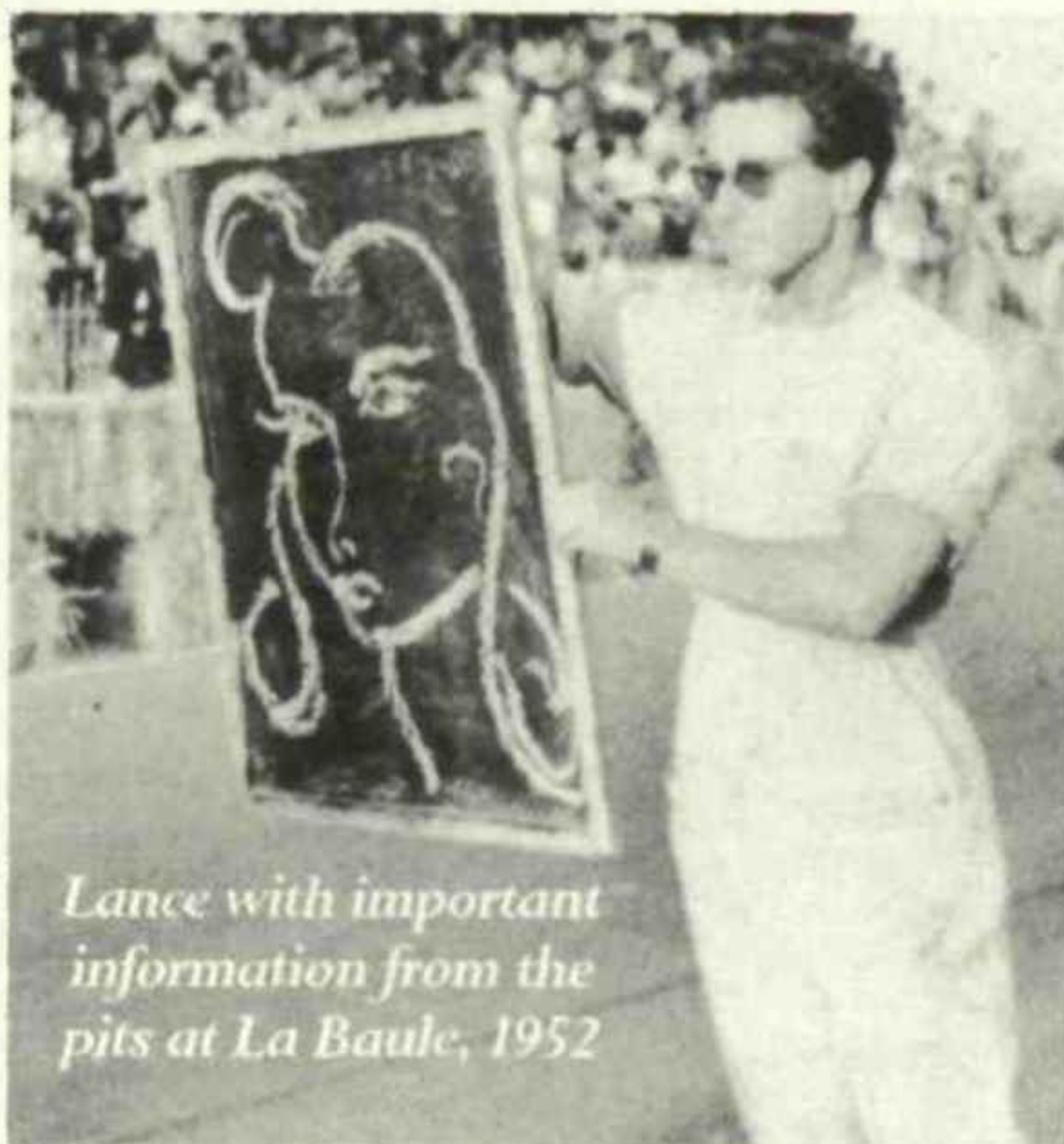
With peace restored, Lance and his friend Peter Hodge set up Chipstead Motors working out of Lance's London flat which, rather conveniently, had a large garage.

He used the business to realise his schoolboy ambition to be a racing driver. Although Noel Macklin had a strong motoring background (he designed and built the Invicta in 1925) he hated racing and refused to help. Lance bought a curious four-wheel drive machine called the Fuzzi, which proved adequate for sprints but no use for circuits. He then

bought a half-share in a 4CL Maserati.

He entered a race in the Isle of Man but, to his disgust, his entry was refused by BRDC Secretary Desmond Scannell on the not unreasonable grounds he had no racing experience at all. Scannell suggested Macklin begin his career in something less potent than a supercharged GP car – a sportscar, perhaps? Lance owned a 1932 Invicta and Scannell found him an entry in the GP des Frontières in Chimay, Belgium, with £50 starting money.

For some time Lance had been in practice for this moment, driving his Invicta as fast as he could on public roads. At Donington he had noticed that the faster drivers drifted their cars round corners and he found the best place for this was Belgrave Square, in



Lance with important information from the pits at La Baule, 1952

the heart of London's Mayfair.

"In those days it was surfaced with wooden blocks," he recalled, "and the moment it rained they became so slippery it wasn't true. Sometimes I'd come out of a nightclub at two o'clock in the morning, it would be pouring, so I'd leap into the old Invicta and spend 10 minutes going round Belgrave Square in a four-wheel drift."

At Chimay, Macklin was in fourth place when the Invicta's battery fell out. However, a British journalist gave

him a glowing write-up which led to a drive in the Spa 24-hour race with Ian Metcalfe in his Barnato-Hassan 8-litre Bentley.

They lasted 13 hours before the clutch gave up, but Lance had made a good impression with his handling of this huge brute and was approached by John Eason-Gibson, team manager of the winning Aston Martin team of Jock Horsfall and Leslie Johnson. This led to a test drive at Silverstone in the spring of '49 and an invitation to join industrialist David Brown's fledgling team. Astons took part in two races that year with the new DB2s, the 24-hours of Le Mans and Spa. Lance was reserve at the first and finished fifth (with Nick Haines) in the latter.

At Le Mans the following year his proposed co-driver pulled out, so John Wyr – Astons' new team manager – asked Lance to suggest a replacement. He nominated George Abecassis and, driving the famous DB2 'VMF 64', they finished fifth. George owned Hershams and Walton Motors with John Heath and they had a season of F2 racing planned with their HWM cars. Impressed with the way Macklin drove the Aston, Abecassis in turn invited him to join HWM.

For three years Lance was part of a shoestring operation which did a great deal to put Britain on the motor racing map. Driven by Moss, Heath, Abecassis, Lance, Peter Collins and Paul Frère, among others, the HWMs (unit cost: £1500) made a huge impression throughout Europe and the UK, while the grossly expensive BRM (unit cost: over £200,000) became a laughing stock. But it was Lance who scored the team's only major victory, in the International Trophy at Silverstone in 1952.

Rex Woodgate was a mechanic with HWM in 1950. "Lance was a super driver," he says, "though a little in the shadow of Mossy perhaps. ➤➤"

Macklin in full flow after winning the International Trophy at Silverstone for HWM in 1952



THE PLAYER

He was quiet and private, misunderstood by some who thought him aloof, but I found him jolly good company.

"He and Stirling did a lot of things together, like chasing ladies, although they didn't have to do much chasing! During practice they would spot the prettiest girls in the crowd and signal to them, so they could meet up later."

John Heath was impressed with his drivers' skills, but their exuberance infuriated him at times. Moss drove a storming race in Bari, but Heath was not pleased to find he and Macklin had knocked back Coca-Cola to the tune of £15 and charged it to his room.

With two weeks before the next race, in Naples, Heath took the team to Capri for a break. There Macklin and Moss expected to be joined by Miss Italian Air Force, but were unable to contact her. Meanwhile, Moss found a photo of Miss France in a magazine and fell in lust. "I know her," said Lance, "she's the daughter of a Monte Carlo policeman."

Capri and Miss Italian Air Force suddenly lost their allure and our heroes persuaded Heath to lend them his Citroën Light Fifteen. He should

have known better. They drove flat out from Naples to Monte Carlo, some 700 miles, in a day. On arrival, they discovered Miss France was out of town so they set off back to Naples as Moss recalls with glee.

"We really thrashed that Citroën on those roads. On the way back we stopped for lunch and I noticed that the front tyres were absolutely bald! We swapped the wheels around so John wouldn't notice. He did, of course, and made us pay for new tyres."

Stirling has happy memories of Lance in the far-off HWM days. "He

taught me all my bad ways! The great thing to me, as an impressionable 20 year-old, was his sophistication. He was 29 or 30 and very smooth but in the best way. I coined the phrase 'the Lance Slant', because we'd be in a bar, I'd turn to offer him a drink and find him slanted across the bar towards a beautiful girl. He was bi-lingual in English and French, good-looking, charming and a very smooth talker. He was an absolute wow with the girls.

"As a driver I rate him not far short of Peter Collins, whom I thought was never quite as good as Hawthorn. Mike's trouble was he was not consistent, whereas both Peter and Lance were. He was careful so the car came back in one piece, as a rule."

In 1951 Lance finished a superb third overall at Le Mans for Aston Martin, (driving 'VMF 64' again), this time with Eric Thompson. He was also heavily involved with the development of the DB3. Designed by Professor Robert Eberan-Eberhorst of Auto Union fame, this was David Brown's first racing sportscar and it was not a success. Lance gave the car its maiden outing in the TT at Dundrod, and although the DB3 was quite fast, it developed an oil leak and ran all its bearings.

In 1952 he raced the Aston three times and only finished once, a fourth at Silverstone in May. At Monaco his DB3 threw a rod and at Le Mans the final drive packed up after 20 hours when he and Collins were third behind the leading 300SL Mercedes. It was his last race for Aston Martin; He was not happy with his retaining fee of £300 per year and felt that he deserved better.

In common with many drivers, Lance regarded The Steering Wheel Club in London as a home away from home. Among the friends he would meet there were John Cooper (Sports Editor of *The Autocar*) and his wife, Shelagh, who recalls:

"I first saw Lance racing an Aston in the 1950 TT at Dundrod. I married John in 1953 by which time he and Lance were great friends. Lance was living on the Continent, but every time he came to London he would call us and we'd dine at the Wheel. After a race at Silverstone or Goodwood it would be The Green Man at Brackley and The Spread Eagle at Midhurst. He was very good company."

It was at the Wheel when the call from the Bristol Aircraft Corporation came. He was offered £1000 to lead the new Bristol sportscar team in 1953. He accepted with alacrity but later

admitted: "Leaving Astons was probably the worst mistake of my life."

Signing with Bristol turned out to be a complete waste of time. He was asked to do just two races: at Le Mans, where his car broke its crankshaft, caught fire and crashed when his co-driver Graham Whitehead was driving, and at Reims in the 12-hour race, when it failed before he could start.

In 1954 John Heath decided to enter his HWMs in the new F1 races by enlarging the engine to 2-litres and using fuel injection, but it was a futile gesture. Macklin persevered with the team and had the dubious distinction



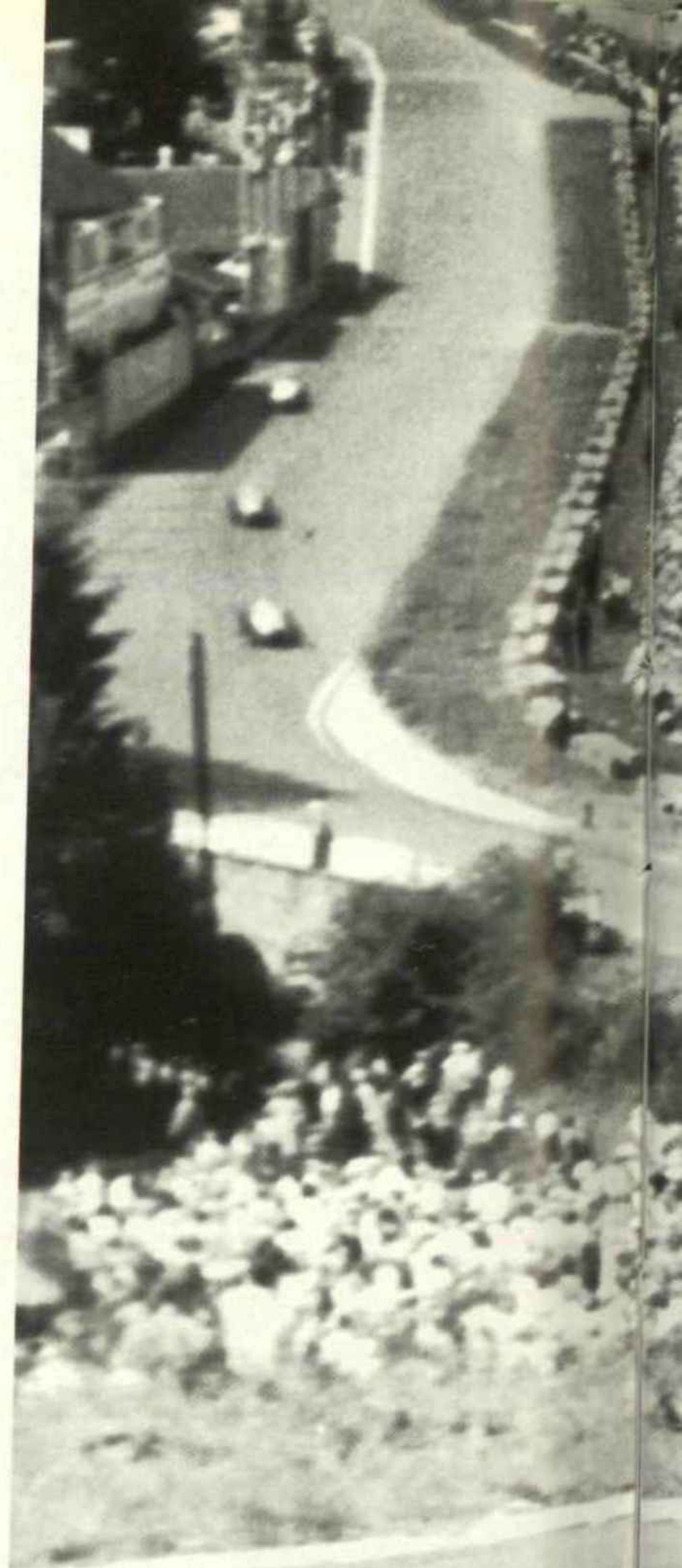
Macklin toasts third place at Le Mans in '51 with Eric Thompson



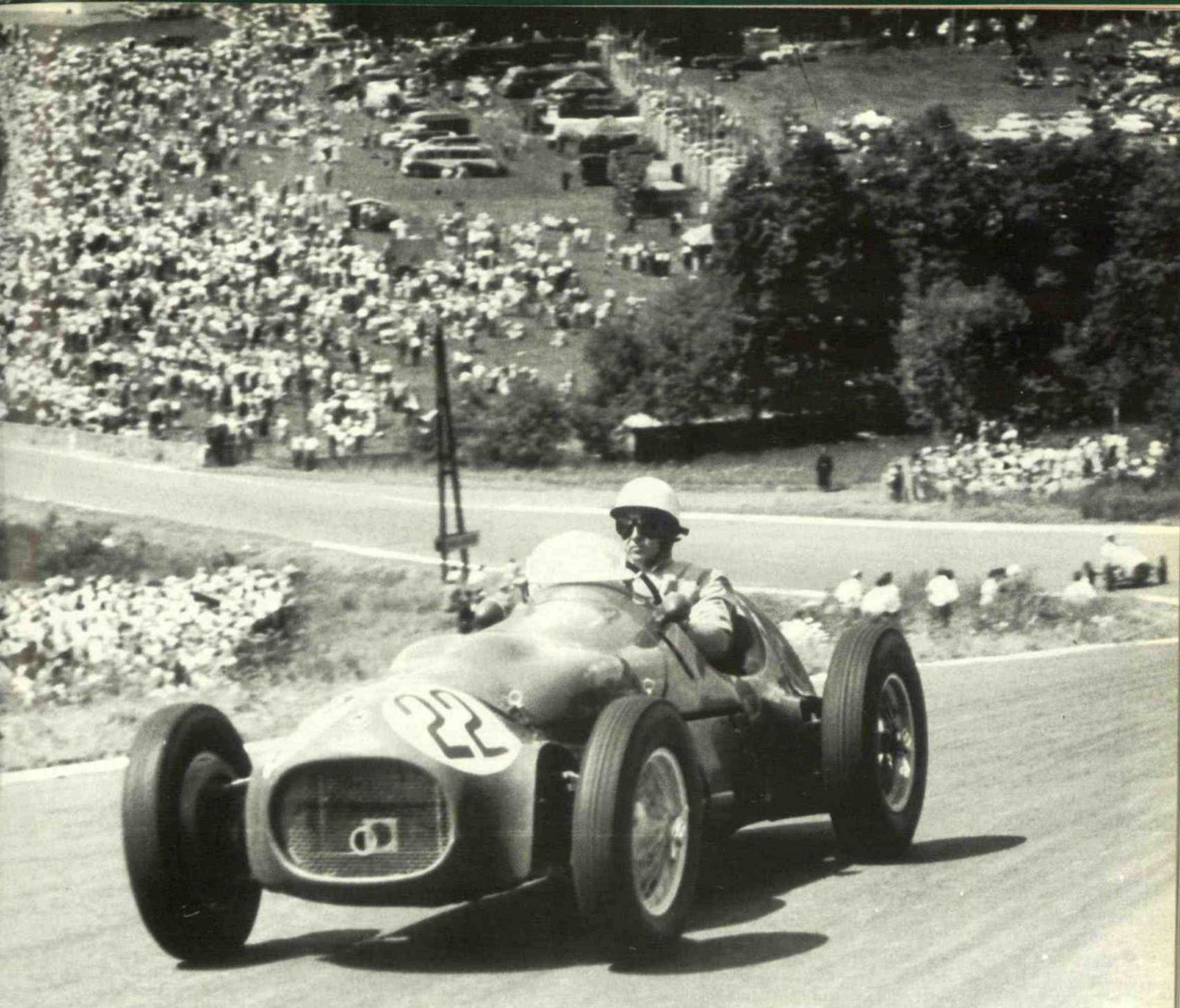
Macklin and Parnell's Astons in 1950 TT. Reg won class, Lance came third



Lance during his only outing for Bristol at '53 Le Mans. The car caught fire



Lance during the happy HWM days. This is Spa, '53. He retired



“Practice could be a **nightmare**. If he was after a **blonde**, he just wouldn’t turn up”

of driving the HWM in its last appearance as a works entry, in the French GP at Reims. He was 30 seconds a lap slower than the fabulous new W196 Mercedes and his engine expired after 10 laps. It was an ignominious end to a remarkable venture and although Lance had undoubtedly enjoyed his years with the team, they had been pretty unproductive for him.

It is perhaps surprising he lasted as long as he did, for his ‘easy come, easy go’ attitude to racing did not sit well with Heath and Abecassis.

“He never cared whether he started in a race or not,” recalled Abecassis,

many years later. “If his car blew up in practice and he couldn’t start he wouldn’t be disappointed, he’d just say, ‘Oh, well – I’ll go into town and find myself a bird.’ Sometimes it was a nightmare to make him practice at all. If there was some blonde he was after he just wouldn’t turn up.”

With the demise of HWM, 1954 was a pretty quiet year for Lance, although he joined the works Austin-Healey team and managed to finish a remarkable third overall at Sebring with George Huntoon. The next year he and Moss finished sixth there in a 100S. Lance then finished second in

class in the Mille Miglia, behind Abecassis, also in an Austin-Healey.

He enjoyed racing for Donald Healey (a man who also loved the high life) and he was now also enjoying the company of Shelagh Cooper, whose husband had been tragically killed in a road accident the previous year. But he himself was about to become embroiled in tragedy, at Le Mans.

Driving a works production Austin-Healey 100S, Lance was unwittingly to become involved in the worst accident in the history of motor racing, when the Mercedes 300SLR of Pierre Levegh hit the

back of the Austin-Healey and was launched into the crowd, killing more than 80 spectators.

Levegh was killed too, but that did not stop him and Macklin coming in for a lot of criticism, which should have been directed at Mike Hawthorn. He had been involved in a colossal dice with Fangio for over two hours, the Jaguar D-type and the Mercedes 300SLR passing and repassing all round the circuit. Having been told to come in to hand over to co-driver Ivor Bueb, Mike left it to the very last second before moving across to the right of the track and heading for ➔

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Donald Healey, Stirling Moss and Lance Macklin, hard players all, at the 1955 Sebring 12-hour race. Lance came home sixth overall in the works 100S

his pit. In doing so he pulled in front of Lance's Austin-Healey and braked heavily, forcing Lance to do the same. The production discs on the Healey were no match for the racing Dunlops on the D-type and Lance swerved instinctively to the left to avoid running into the back of the Jaguar – straight into the path of Levegh's Mercedes, with catastrophic results.

Lance was adamant that Hawthorn caused the crash. "He always maintained Mike started it," says Shelagh, "as did Donald Healey, and he was deeply upset when Mike, a good friend, refused to acknowledge any respon-

sibility for it." Hawthorn's supporters rallied round, many pointing the finger at Macklin and – even more shamefully – at Levegh, who was dead and unable to defend himself.

In 1958 Hawthorn published his autobiography, *Challenge Me The Race* and Macklin was incensed by his version of the disaster, in which he cleared himself of all responsibility but failed to state just who he thought was to blame. As Levegh was dead, Macklin concluded Mike was putting him in the frame and sued for libel, but Hawthorn's death in January, 1959, put an end to that.

The accident had a profound effect on Lance, but he raced his friend Stirling's 250F Maserati in the British GP at Aintree, finishing eighth before having another severe shock in the TT at Dundrod. Driving an Austin-Healey again, he narrowly avoided a crash which killed two drivers.

Early in 1956 he drove an Austin-Healey 100S at Sebring once more, this time with Archie Scott Brown, but they failed to finish. It was at that point Shelagh persuaded him to stop.

"I said, 'This is ridiculous. You're never going to make a living as a racing driver, so try something else.' The sad thing is he could have done anything he wanted, but he couldn't be bothered. He liked racing, riding, skiing, and sailing as an amateur, and he was brilliant at them all, but he didn't want any of them as a job."

In August that year Lance and Shelagh were married and, at about the same time, Jean Daninos invited him to join Facel-Vega and run the export side. The Macklins went to live outside Paris and as Shelagh recalls: "We had a very good time, driving all round Europe, delivering Facels to the rich and famous."

Lance certainly enjoyed this new, all expenses-paid lifestyle, but has

admitted that the temptations that went with it played havoc with his marriage, which was over by the time Facel-Vega went bust in 1963.

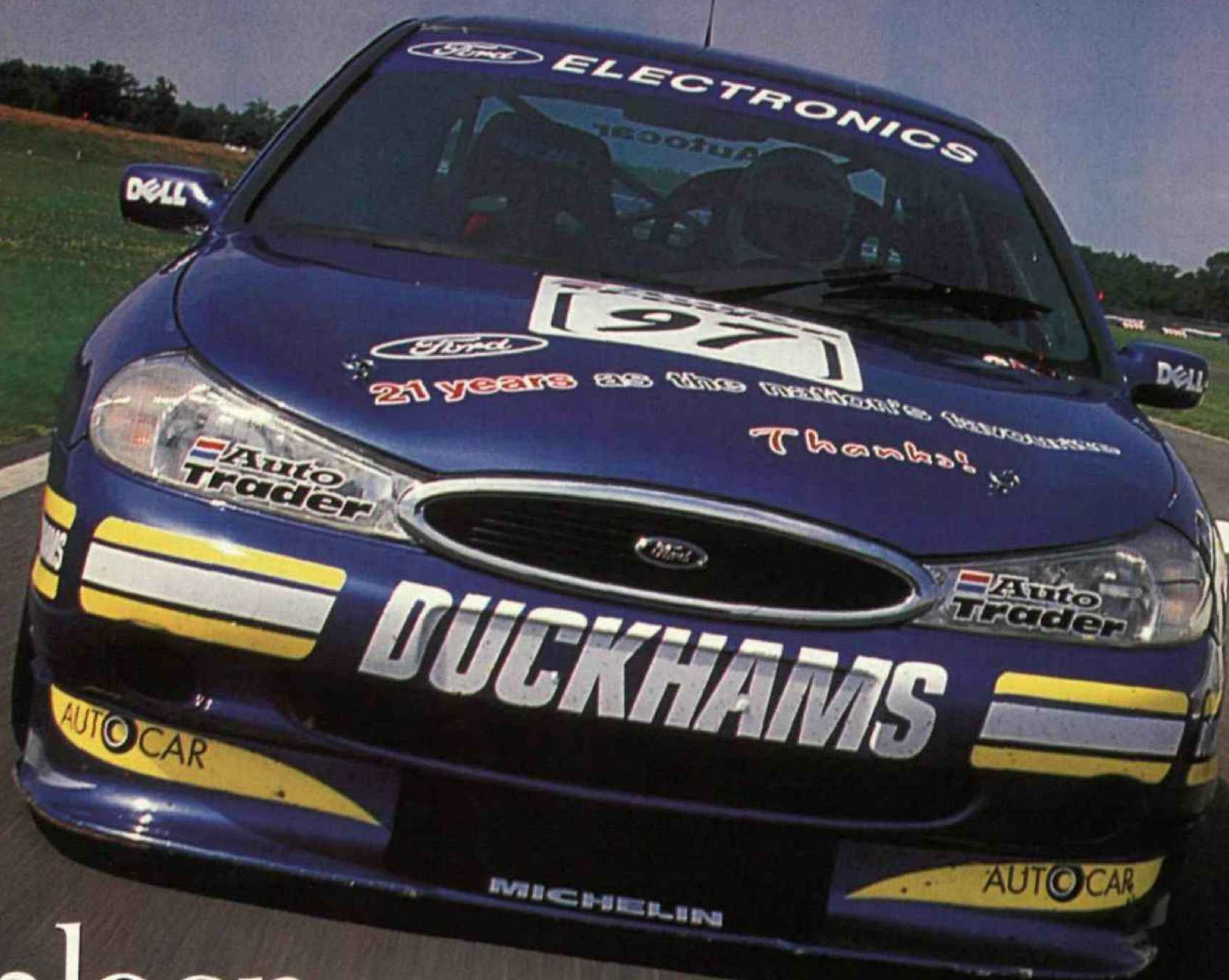
A year or so later he married a New Zealand girl. They went to live there for a while, but when that marriage failed too, Lance returned to England and worked for HR Owen, before emigrating to Spain. He stayed there until quite recently, when he became too ill to look after himself and so his son Patrick and daughter Miranda brought him back to England.

Lance clearly enjoyed his racing career until the Le Mans disaster, but it never really took off. It is equally clear he never made the most of his undoubted talents, as his former Aston Martin boss, John Wyer, confirmed:

"I had watched him at Spa in 1949 and thought he was outstanding among the younger drivers who were beginning to come to the fore. In 1950 we all believed that he would go right to the top in motor racing and I am sure he was capable of it but, in spite of his great natural talent, he lacked something – application perhaps, or perseverance. I think he could achieve so much without effort he expected everything to be easy and was disconcerted when it was not." ■



Macklin raced in the 1955 British GP despite the horrific Le Mans crash



Saloon car brawlers

IS THERE ANYTHING A NINETIES TOURING CAR CAN LEARN FROM A SIXTIES SALOON CAR? AFTER A DAY BATTLING WITH A LOTUS CORTINA AND FORD MONDEO, MATTHEW FRANEY THINKS THERE MIGHT BE

photography by Tim Wren

THERE ARE FEW NAMES MORE EVOCATIVE IN THE history of British motorsport than that of the Lotus Cortina and few sights more memorable than one of Ford's classic saloons sliding sideways towards the camera, Jim Clark working furiously at the wheel.

The Lotus Cortina was the car that attracted a plethora of racing enthusiasts to the track in the

1960s and a legion of racing stars into the cockpit. It was also Ford's most prominent entry into a class of racing that would dominate the national scene for the next three decades, culminating in its latest offering to the ever more popular British Touring Car Championship, the Mondeo.

Between the two cars lie three generations of Ford saloons and vast development and progress, but both are perfect representations of their era – one a seat-of-the-pants driving experience, the other a state-of-the-art technical marvel.

Original Cortina race cars are few and far between in 1997, but a fine selection of recently race-prepared cars currently compete in the Classic Saloon Car Championship and the Mansell Motorsport-run Cortina pictured here is a fine example of its ilk.

Built from a 1966 chassis and engine, the Cortina, presented in classic white and green livery, is as close to original 1960s spec as you will ever get.

The Mondeo, on the other hand, is no converted road car but a Schubel-built racer from day one. Cast your eyes over both as they sit in the Silverstone paddock and it would take an unusually good patter to convince the uninitiated that one is a direct evolution of the other. At first glance there is as much in common between the two as a Williams FW19 and BRM V16. Under the bonnet of this Cortina lies a 1600cc, twin-carburettor four-cylinder engine which only hints at its special performance with its Lotus cam covers. Though fitted with an uprated steel crankshaft, rods and twin-plate racing clutch, it retains its two-valves per cylinder top end yet still



Thirty years cover these Ford saloon car racers. Drive them though and you'd swear it was more

produces a distinctly healthy 170bhp as a result.

By contrast the Mondeo is the epitome of the modern race car philosophy. Though its 2.0-litre V6 engine is based on that of a road car, not only is it not available in any road Mondeo, it's not even Ford's own engine but the Mazda-designed unit fitted to its MX-6 coupé and Ford's Probe. The race-fettling, however, is carried out by Cosworth and the result sits transversely-mounted in the car and pulled back towards the driver and tilted downwards to lower the centre of gravity. To accommodate this change, the Cosworth engineers ran the Mondeo's driveshafts through the engine's vee, with some 300bhp going to the driven front wheels.

Running off the Cortina's engine is the original casing for its four-speed gearbox, the syncromesh

replaced with a straight-cut dog 'box geared to pull over 120mph in top. Despite a long throw that would be unacceptable on a modern racer, the Cortina's transmission is a delight, clutchless changes possible according to its owner, but effective and quick the conventional way, too. With more torque than you'd imagine and gearing low enough to give a genuine sensation of acceleration, changes are rapid and accompanied by a satisfying clunk.

Quick through the gears the Cortina may be, but it is only when you have sampled the six-speed sequential shift on the latest generation of touring cars, that you appreciate the pace of evolution in motorsport. The 1996 Mondeo utilises a transversely-mounted Hewland sequential 'box, shifts made via a carbon fibre arm protruding from the steering

column. Simply depress the clutch and click the lever forward to engage first, then pull back each time you want a higher gear. Clever electronics mean that you don't need the clutch to change gear, nor to lift off the accelerator on the way up through the transmission. Just pull back and the throttle is momentarily killed for you, a thump your first indication that everything has already moved on a stage.

Having driven the championship-winning Audi A4 last year, my abiding memory was of the aggression needed to force through the next change on the German saloon. The Mondeo required no strength whatsoever, the shift as smooth and slick as it was expeditious.

Visual contrasts abound as you cast your eye across both cars. Inside the Cortina, large bucket seats are the only nod to modern requirements, the remainder a simple but effective job of paring down a '60s road car to run on the track. Gone are the carpets and rear seats while a respectable roll cage slots in around you. A large transmission tunnel rests alongside your left leg, the stick mounted off it quite a long way in front of you. Across the dash there's a large rev counter painted red at 9000, but there's little to be gained other than engine wear above 8000rpm. In the roof a small interior light, further evidence of the car's more humble beginnings, seems slightly incongruous.

Jump into the Mondeo for a quick look around and... well you can't actually just jump in. Open the door and the first thing that strikes you is a roll cage bar that looks more like the barrel of a mortar, further side impact protection blocks half the doorway and a mammoth seat with head restraints curls around its helmeted driver.

Shoehorn yourself into the Mondeo and try and come to terms with your surroundings. The large, suede steering wheel – once attached – pushes deep into your chest, the dashboard replaced by a carbon fibre binnacle. All the information you need is at your fingertips, a liquid crystal display in the steering column letting you know your gear, revs, temperatures and much more besides.

For further safety, and to improve the weight distribution, the driver's seat – left-hand drive on this German-built racer – is pulled into the centre of the cabin, the wheel twisted towards you. It is not the most comfortable of seating positions.

With the little V6 fired up, the Mondeo idles ➔

Drivers of the calibre of Jim Clark (pictured right) were enamoured by the fantastic handling qualities of Lotus Cortinas in the 1960s.



Ford's German-built Mondeo struggled on British tracks in 1996 (left). A new Reynard-built racer looks to be coming right.



Temptation to drive the Cortina permanently sideways is almost overwhelming. It's not the quickest way through but it is, without doubt, the most fun

comfortably enough, but is much happier once fed a bit more fuel, every blip of the pedal followed by a scything response. Pulling away is reassuringly easy, and the most misleading few seconds of the entire day. The short, but light clutch does not bite furiously and the transmission does not snatch or judder as you make your way out onto the track. But get above 6,000rpm with the throttle buried into the floor and it is an entirely different story.

Ford and its BTCC drivers would be the first to admit that last season's Mondeo was cursed with several afflictions for which the engineers never found a cure. Unable to produce the front-end grip and stability that is so important in a front-wheel drive tourer, the Mondeo was prone to chronic understeer. When that was dialed out, torque steer remained an added conundrum.

In a season of racing, Ford's engineers never solved the riddle and as the Mondeo twisted under full throttle on cold tyres I began to understand what the drivers had been forced to cope with.

In the final third of the rev range the Mondeo engine's power comes in with tremendous gusto and uniformity, but it struggles to put the power down, the car bucking sideways two or three metres. Several times I thought I was about to be thrown into the pitwall and once I thought I had broken a driveshaft.

Get some heat into the tyres and the torque steer becomes more manageable, the twitches easier to predict. But while the problem is thus dissipated, the front end remains a handful through the session.

With the huge 15-inch, six-pot, vented disc brakes hauling the Mondeo down from sixth to second for

the hairpin, the load on the front of the car is even more considerable. As a consequence the heavy demands placed on the car become an added burden, its balance upset, and the back end suddenly becomes very nervous as well.

The faults that the Mondeo displayed were very much the result of designers trying to extract the last percentage point in terms of performance. Tune a modern racer to the nth degree and any flaws in the chassis or suspension become apparent as set-up problems. The good driver can adapt around them, but at the end of the day, the 1996 Mondeo was not a perfect racer and it showed in its results. Behind the wheel you can see why.

That's not to say the Mondeo is a bad car. It's most impressive aspect by far is the ease with which it



Bare Cortina cockpit almost identical to road car



Cortina motor is familiar Lotus twin-cam, but breathed upon to put out a howling 170bhp way up at 8000rpm. Will go safely to 9000rpm

SPECIFICATIONS

Lotus Cortina

ENGINE

Type	...	Water-cooled, in-line four cylinder, steel crank and rods, 2 valves per cylinder
Capacity	...	1594cc
Bore/stroke	...	83.5 x 72.75mm
Induction	...	Weber twin carburettors
Max power	...	170bhp at 7,950rpm
Specific output	...	106.25bhp/litre
Power to weight	...	210bhp/tonne
Transmission	...	4-speed manual

CHASSIS

Steering	...	Unassisted steering box
Front brakes	...	Ventilated discs
Rear brakes	...	Drums
Front suspension	...	Track control arms, coil springs, anti-roll bar, ride-height adjustable dampers
Rear suspension	...	Leaf springs, adjustable rear dampers
Wheels	...	13 inch alloy rims
Tyres front/rear	...	Dunlop Formula R 185/60



Mondeo needs considerable understanding as well as real commitment before it will give its best. Handling can be ragged but steering is quite superb

SPECIFICATIONS

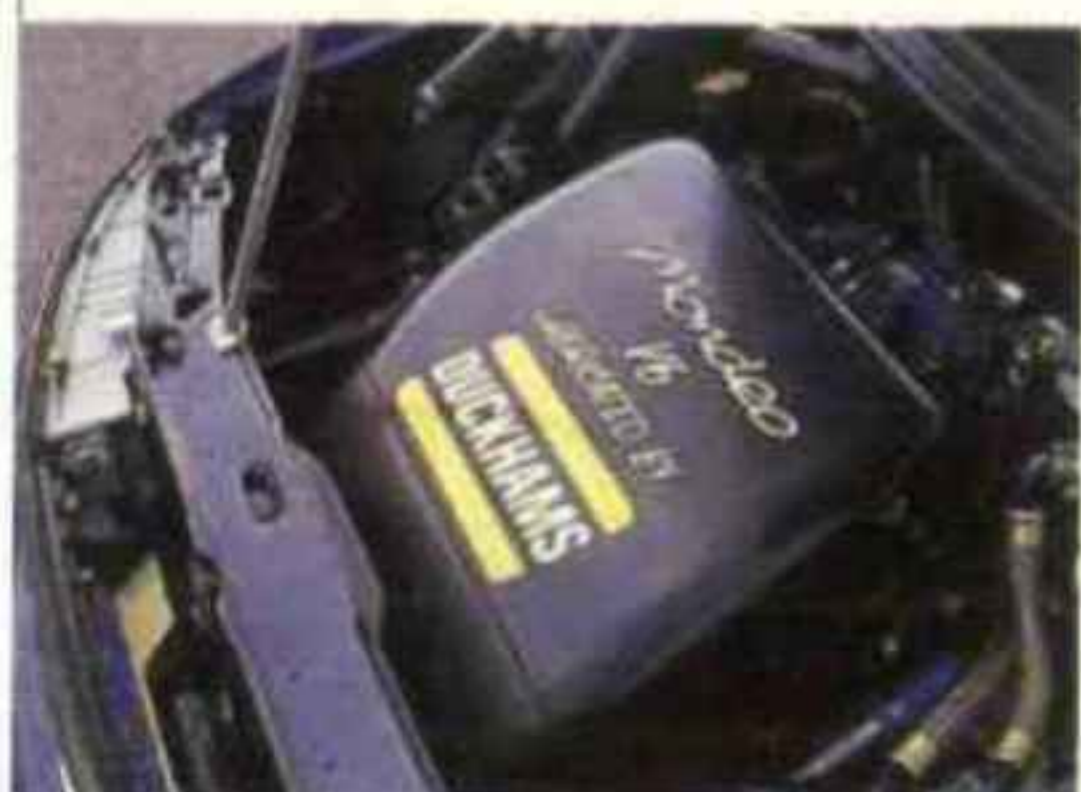
Ford Mondeo British Touring Car

ENGINE

Type	Water-cooled 60deg V6 4 valves per cylinder
Capacity	2000cc
Bore/stroke	Classified
Induction	Bosch Motronic MP2.8 fuel injection
Max power	295 bhp at 8500rpm
Specific output	147.5bhp/litre
Power to weight	302.5bhp/tonne
Transmission	Transversely-mounted speed sequential Hewland

CHASSIS

Steering	Assisted rack & pinion
Front brakes	15inch ventilated discs
Rear brakes	12inch ventilated discs
Front suspension	MacPherson strut, lower wishbone, anti-roll bar
Rear suspension	MacPherson strut, parallel arms, anti-roll bar
Wheels	19 inch magnesium
Tyres front/rear	Michelin racing and wets



Highly-tuned 2-litre V6 pumps out a blistering 300bhp. Block is tilted downwards with driveshafts running directly through the vee



Cabin environment looks harsh, means business

changes direction. Through the third-gear Esses, where the brakes are not required, the steering is truly phenomenal, pointing the car exactly where you ask, but remaining light and precise. What's needed to drive this car fast is balance. A constant throttle and progressive braking help to keep the Ford's poise, but upset it and you will provoke that annoying understeer.

Balance and poise is probably what you need to drive the Lotus Cortina fast as well, but I'm damned if I managed to find it. There is only one way to drive a rear-wheel drive car like this and that is on the throttle... through the side window.

From that first glorious howl as the exhaust note rises to the way it barrels out of every corner, the Cortina is a guaranteed grin-maker. As power is

forced into the Dunlop race tyres, the car simply slides sideways. It is as predictable as you could wish and once you have set the opposite lock, you don't need to turn the wheel again: just lift or lower your right foot according to your required angle of attack. The steering is a bit woolly on turn in – a brief pause before the nose follows the wheels round – but grip is better than you might imagine and even the brakes – discs at the front, Capri drums at the rear – come in with good progression if you work them hard.

The Cortina is so enjoyable that the very real danger is that you end up over-driving on every lap, lurid oversteer proving more fun than the desire to take the quickest line through the corner.

If you succeed in overcoming the adrenaline rush and pull the hooligan element within you back into line, then things can become very quick indeed. To really drive the Cortina properly, drive it progressively and cleanly – with a little bit of opposite lock but no more. Do that and it will fly.

There seems scarcely a point in saying the Mondeo is the better car. It would be shocking were it not. Perfect it may not be but as a showcase for what the appliance of technology can do to an everyday saloon car it is, like all of its ilk, a mighty achievement. The Cortina can counter only by being more fun to drive and while that might not do much for your lap times, when it comes to the simple pleasure of driving rather than racing, it's an attribute the Mondeo proves unable to answer.

Our thanks go to Ford, West Surrey Racing, Roger Stanford and John Smirthwaite of JS Engine Developments (01827 62005) for the kind loan of the cars.

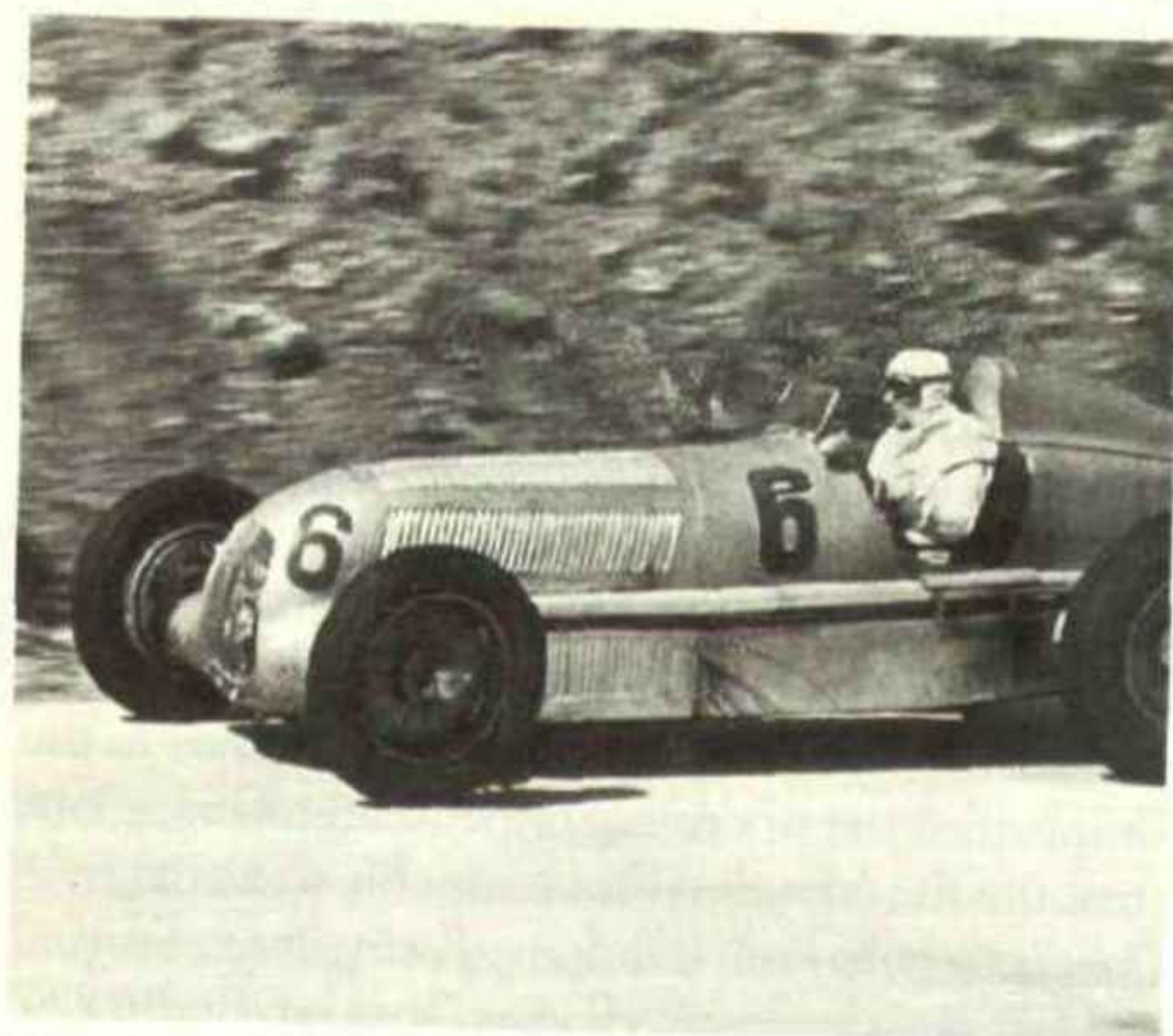
LAP OF THE GODS

Nuvolari and the master race

WHEN THE MIGHT OF THE GERMAN RACING SCENE TURNED UP AT THE NÜRBURGRING IN 1935, NO-ONE EXPECTED TAZIO NUVOLARI TO BEAT THE THIRD REICH INTO SECOND PLACE. SHAUN CAMPBELL EXPLAINS HOW HE DID IT

THE RACE HAS BEEN IN PROGRESS FOR NEARLY FOUR hours. It's nearly over – there's just one lap left to run – but the man who's been leading for the last 150 miles or so looks anything but confident. The spectators, curiously silent, watch anxiously as he turns in the cockpit to scan the winding road behind for signs of pursuit. Their worst fears are quickly confirmed. As the leader hammers past the pits he points frantically down at his right-hand front tyre, where a flash of white canvas can be seen through the glistening black rubber. The team manager has no option but to wave him on. There's no time to stop now.

The leader is tired to the point of total exhaustion. For four hours he's been battling with a heavy, immensely powerful car on the most demanding

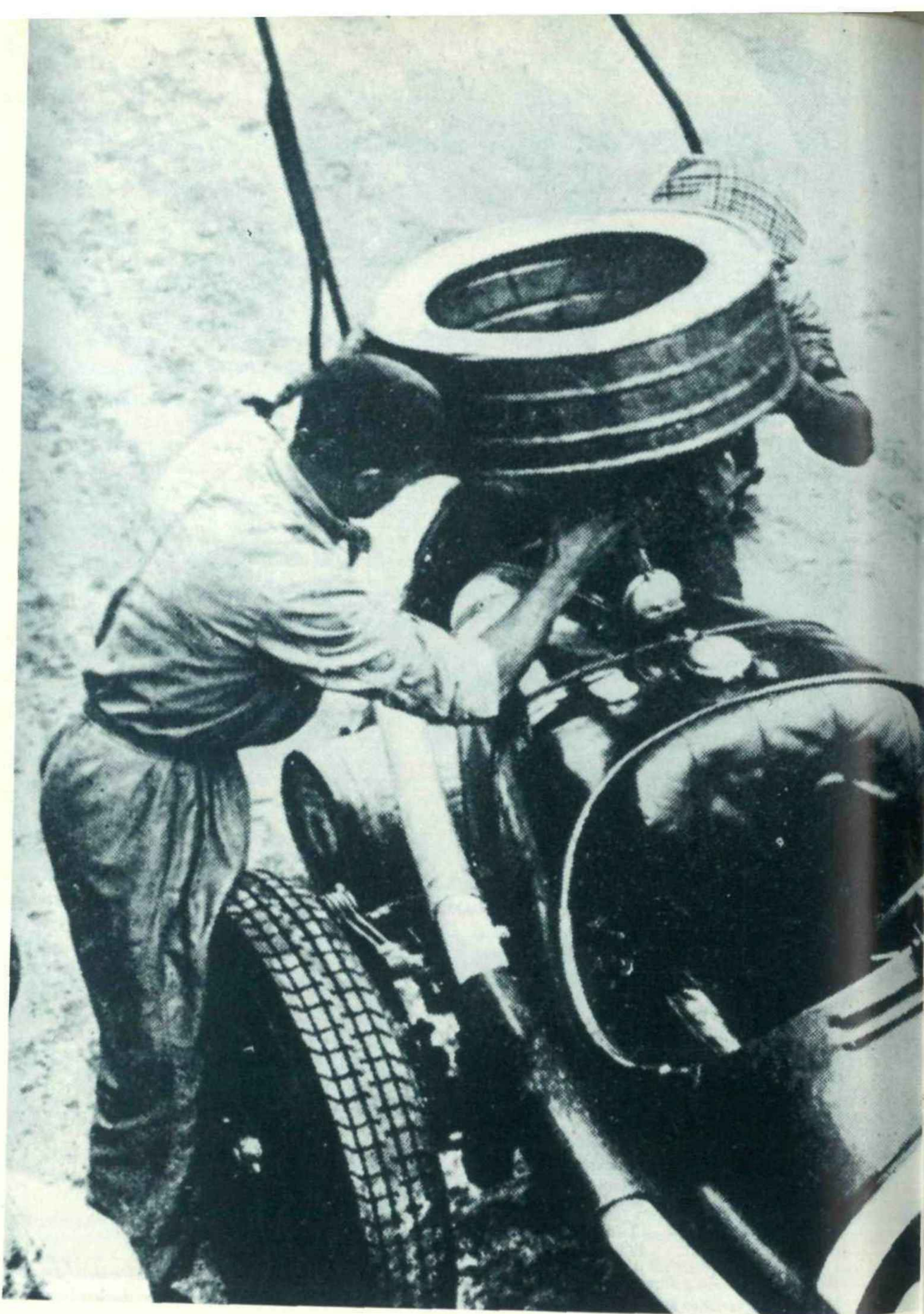


Von Brauchitsch was unable to fend off Nuvolari

race circuit in the world in treacherously damp conditions. And, for the last 90 minutes, his once apparently unassailable lead has been slashed inexorably, sometimes by as much as a second a mile. His driving is becoming ever more ragged and erratic. The spectators can see it in the way that he hunches over the huge steering wheel, sawing it from left to right as he misses the clipping points of corners and runs wide on to the grass verges at the exits. They will him on, but two-thirds of the way round that final lap, the critically worn tyre suddenly lets go under heavy acceleration. The car slews sideways, and as he fights to get it back under control, something swoops past on the inside in a blur of red and yellow; and he knows beyond doubt that the race is lost.

The chequered flag is waved, reluctantly, grudgingly, at a wiry, diminutive man in his early forties who, despite his lack of stature and comparative age, looks fresh enough for another four hours of racing. The event organisers are so unprepared for this eventuality that they cannot produce a record of the relevant national anthem to be played at the victory ceremony. The winning driver, with a grin as wide as the pit straight at Monza, promptly produces his own...

It's disingenuous perhaps to single out any one lap from Tazio Nuvolari's victory in the 1935 German Grand Prix for Alfa Romeo. Had the tyre of Manfred von Brauchitsch's Mercedes W25 not torn itself apart just six miles from the finish line, it's unlikely that Nuvolari would have won. But if





With the fuel pressure pump blocked, Alfa mechanics refuel the Tipo B by hand as an apoplectic Nuvolari orders them onward

the gods of fortune played a hand that day, it cannot be denied that in the end they played a fair and just one.

It was meant to be a walkover for the German Mercedes-Benz and Auto Union teams. In 1934 they had brought Italian supremacy of Grand Prix racing to an abrupt end. By 1935 they had moved still further ahead. Mercedes had won at Monaco, Tripoli, Avus, Spain, France, Belgium and, earlier in the year, at the Nürburgring for the Eifelrennen. Auto Union had played second fiddle for most of the season, but had provided the only real competition. Two of the best Italian drivers of the age – Luigi Fagioli and Achille Varzi – bowed to the inevitable and signed for the German teams, rather than struggle in the wake of the Silver Arrows in obsolete and

uncompetitive Alfa Romeos, Maseratis and Bugattis. In 1935, Nuvolari, by then 42 years of age, was the only top driver left for the Italian manufacturers to count upon.

He was a proud and passionate man, who drove his cars on a mixture of inspiration, courage and flamboyance. Mechanical sympathy was not his strongest point; he had been known to stand up in the cockpit and pound the bonnet with his fists when the machine wouldn't respond to his urgings. He was a patriot, too; it wasn't for another two full seasons that he followed in the wake of Fagioli, Varzi and France's Louis Chiron and finally agreed to drive for one of the German teams, signing for Auto Union. What Nuvolari made of the build-up to the 1935 German GP, a

showpiece for the Nazi party with demonstration dive-bombing runs by a Junkers 87 'Stuka' being the highlight of the day's pre-race entertainments, is not difficult to imagine.

His Alfa Tipo B, a car often described, though not accurately, as the P3, had a specially bored out supercharged engine of 3.8 litres and developed perhaps as much as 330bhp, which still left it way short of the 400bhp or thereabouts that the Silver Arrows were producing. But the wet and misty conditions that prevailed at the Nürburgring that day went some way to cancelling out their power advantage and Nuvolari took the fight to them from the start.

It was a 22-lap race, held on the 14.2-mile Nordschleife circuit, and for the first few laps he hung on grimly to the leaders – von Brauchitsch, Fagioli and Rudi Caracciola for Mercedes, Bernd Rosemeyer and Hans Stuck for Auto Union. When Fagioli, who had set the early pace, made his routine pitstop Nuvolari moved into the lead for the first time, having just shocked the crowd by passing Caracciola for second place.

Equally shocked was Korpsführer Hühnlein, personally assigned by Adolf Hitler to ensure the political correctness of the German teams' efforts. Hühnlein asked Mercedes' larger-than-life team manager, Alfred Neubauer, what was going wrong with the master plan and was temporarily at least to be reassured by the answer: "Give that little Italian a couple of laps and he'll be lying in some remote corner of the track with either his head or gearbox broken."

Hühnlein was more comforted when Nuvolari's mid-race pitstop descended into chaos. The pipe to the fuel pressure pump was blocked and the petrol had to be poured in by hand. Nuvolari stood by the Alfa screaming with rage between gulps of mineral water, but the stop took more than two minutes, while Mercedes had turned round von Brauchitsch in 47 seconds. The little Italian rejoined the race in sixth place. Within two laps he was second, having passed Stuck, Fagioli, Rosemeyer and Caracciola in a breathtaking display of virtuoso driving.

Von Brauchitsch had a lead of well over a minute as the race moved into its second half and, while the fuel load of Nuvolari's Alfa was still heavy, extended it to around 90 seconds. But the last few laps were all Nuvolari's. Driving to a limit that nobody else could have recognised, let alone equalled, he tore huge chunks out of von Brauchitsch's advantage and forced the aristocratic German to push much harder, at the end of a gruelling race, than he would have wished. By the start of the penultimate lap the lead was down to 32 seconds and while the Alfa was still being driven with consummate skill, von Brauchitsch's technique – more workmanlike than inspired at the best of times – had gone to pot.

It wasn't a burst tyre on a superior car that won Nuvolari that race. It was extraordinary talent coupled with a will – perhaps rage is a better word – to win that transcended anything that might reasonably be expected even of a great racing driver. If the gods played their part on that final lap, Nuvolari had earned everything they gave him. ■

CO-DRIVERS

Why do they do that?





Arne Hertz helping Hannu Mikkola balance his Quattro on the 1983 RAC

ARTIST, MASOCHIST OR JUST PLAIN MAD? WHAT MAKES A CO-DRIVER TAKE ALL THE RISKS BUT NOT THE GLORY? JOHN DAVENPORT DESCRIBES LIFE IN THE OTHER SEAT

YOU ARE SITTING, STRAPPED INTO THE passenger seat of a hugely powerful car that is about to be driven down a most unsuitable road at improbable speed. In a snowstorm. You are there of your own free will. You are looking forward to the experience. Most sane people reckon you are several con-rods short of a full rotating assembly. So what makes rally co-drivers do it?

Simply put, we are adrenalin addicts. The buzz that can be experienced as a passenger in a fast moving rally car is a very real high. It is comparable to riding one of the fastest of the modern fairground rides. But where the two experiences diverge is the rally car may actually crash – its speed and trajectory are unpredictable thanks to that human factor known as the rally driver. Rather more importantly, the fairground ride passenger is unable to contribute in any way to the safe completion of the journey whereas the co-driver can do a lot to help, even if that only amounts to screaming 'Slow down!' through the intercom.

Stuart Turner once famously called rally co-drivers "high speed office managers" and he should know as he was one of the best. The one thing that does tend to distinguish co-drivers is that they are not lacking in the little grey cells so beloved of Hercule Poirot. This normally means they have realised at an early stage that stimulating their adrenal gland by their own efforts behind the wheel are either ineffective or prohibitively expensive. The solution is to bring their intellectual skills to the business of making a rally car driven by someone else to go really fast so that they can sit there and enjoy it.

Like any addiction, one has to start softly. Often the road to Nirvana commences with a daylight navigation rally tackled in a mate's Morris Minor. Then comes a succession of quicker cars, quicker drivers and harder events until eventually you are sitting in a 500 bhp, 4WD device alongside a chap whose name you can't pronounce about to digest 38 miles of Killer Kielder in the shortest possible time. It is this steady build-up that enables co-drivers to sit there and take what is apparently a series of near-death experiences and

still emerge ready to check the stage time and give *Top Gear* a quick quote.

It used to be said that certain British co-drivers were able to ride fearlessly with the Scandinavians because they wore spectacles with lenses that resembled the bottom of Coca-Cola bottles. What you can't see, can't frighten you. Occasionally it did seem to be true. Henry Liddon, who had lenses of astronomical thickness, once arrived in considerable haste to check out of a control on the San Remo Rally clutching the remains of a toilet door. He claimed that someone had deliberately locked him in, but closer inspection of the offending barrier revealed the lock was on the inside.

Before the standardisation of things like road books, the co-driver had to navigate from maps during the rally. In France, this was relatively straightforward thanks to the road numbering system, but in countries where the route was defined simply by a string of village names it was much more difficult. Teams started to do recces that at first were purely navigational,

but then had the idea of identifying the 'difficult' corners. The continentals took to spray paint and soon every rally road looked like a psychedelic experience. The Brits, perhaps from the example of Denis Jenkinson's Mille Miglia loo-roll, took to writing bend sequences in short-hand, and thus were born pace notes, the co-driver's pre-occupation for the last 30 years.

Pace notes are symphonies to co-drivers. If the crew has made good notes and he reads them back just right, it can feel as if he is controlling the car as the conductor controls an orchestra. When a stage is flowing with crew and car in harmony it is not at all frightening, but it's always in the back of your mind that you could make a mistake. Every co-driver has had the nightmare where he reads notes to the end of the book, and looks up to see there is still a lot of stage left.

The trust that exists between co-driver and driver is essential. In the '60s and '70s, I worked with many top drivers and always there was this defining moment when that trust was established. The only rally I did ➤

"You can do a lot to help, even if it's screaming 'slow down!' through the intercom"

Blackhawk



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CO-DRIVERS: WHY DO THEY DO THAT?

with Markku Alen was a Welsh Rally that used Eppynt. We had four words between us: he knew 'John' and 'Ford Escort' and I knew the Finnish word for 'take care.' On the first stage at night with horizontal rain we caught and passed Per-Inge Walfridsson in the Volvo. Markku was just brilliant and, from then on, I never worried even when, as in Radnor Forest, our contact with the road was through only two wheels at a time.

By contrast, I remember MOTOR SPORT's reporter Gerry Phillips getting landed with another up-and-coming Scandinavian on an RAC Rally. I saw Gerry at a time control far from a special stage and he was sitting there wearing both crash helmet and seat belt. I asked him why. He replied "I can't get through to this bloody guy the difference between special stages and road sections. The only time I can relax is when we're on a stage and I know no one's coming the other way".

The longer you spend rallying with a driver, the better you know the signs that things may not be totally A-OK. Ove Andersson, a tall chap who sat well back from the wheel, had a habit of pulling himself towards the wheel if we were in for an unscheduled increase in adrenalin. He fooled me

once in Glen Devon forest on an RAC Rally. The Lancia had a big moment on a fast descent and when I looked out of the corner of my eye expecting to see him rising towards the wheel, he was simply not there. The floor under his seat had collapsed and he was now sitting further away than ever.

I cannot recall any driver I rallied with at international level who did not give me that feeling of confidence. The time to worry is when your driver becomes dogmatic about something, especially if that something flies in the face of logic. Vic Elford had a theory that he could go quicker on gravel without notes and, at his insistence, we tried it on the Czech Rally. I am not saying that, up to that particular tree, the idea was without merit, but it was an experiment not repeated.

I guess the rally driver that I like most, but with whom I have never done a rally, is Ari Vatanen. He had a period in his driving career which extended from the last days of the Ford Escort to the Peugeot 205 T16 when I think all of us co-drivers were very happy that Terry Harryman was taking the strain in that particular hot seat. On one of his last Escort drives, Ari went on the Manx in the David Sutton Black Escort. All weekend, he



Mikkola/Davenport Escort on '74 1000 Lakes just before Myhinpaa jump



Mäkinen, Mikkola, Davenport and Alen at '74 1000 Lakes prize-giving



Fred Gallagher trying to forget Waldegaard's Toyota is a little short of tyres



Despite his 'bottle-top' glasses, co-driver Henry Liddon (right and above) could read a mean pace note



was on the limit with several minor brushes with the scenery. Finally the island won and he had a spectacular accident right in front of the television cameras. As the car was helped to its feet, Terry asked if it was OK. When told that, sadly, it could not continue, he made the rather uncharacteristic but understandable comment on camera, "Thank Christ!"

The one thing that does happen when things go wrong and the car stops for whatever reason, is the buzz ceases, and the descent to reality can be quicker than a lead Zeppelin touch-down. In circumstances like that, fatigue and strain catch up fast. I have slept in places and situations one could not credit in normal circumstances. On one occasion, I slept on top of the spares and petrol cans in the back of a chase car for some six hours while it was being driven back to Nairobi over true African roads.

The high speed office manager normally plies his – or her – trade in a recce or rally car, but the job also implies a major input to the tactics and strategy of doing a rally. If I had to nominate the top co-driver ever, it would have to be Henry Liddon. Despite those famous glasses, he won the Monte Carlo Rally twice and

played a big part in the careers of Paddy Hopkirk, Rauno Aaltonen and Timo Mäkinen before going on to be the team manager at Toyota. Henry was an innovator, whether it was in pace notes or service tactics. It was his idea to change tyres in the middle of the tightest road section of the 1969 San Remo; it was a masterstroke that won Lancia the rally.

For me, the true essence of the driver/co-driver relationship was summed up on the 1000 Lakes Rally of '74. The event was a no Queensbury Rules affair between the two works Ford Escorts of Mäkinen/Liddon, Mikkola/Davenport. The classic Myhinpaa stage with its 100mph swoops and leaps was an electrifying experience. On one jump, our car did not land perfectly in the road, or, to put it another way, it had two wheels in the ditch on my side. Somehow its speed and Hannu's skill brought it out again, felling a small mail box and a few bushes on the way, and we only lost four seconds to Timo and Henry. As we drove away from the end of the stage, Hannu turned to me and said "Best change that crest to slight-left-over-crest for next time." Next time was to be a year later. Now I knew how a Finn never forgets. ■

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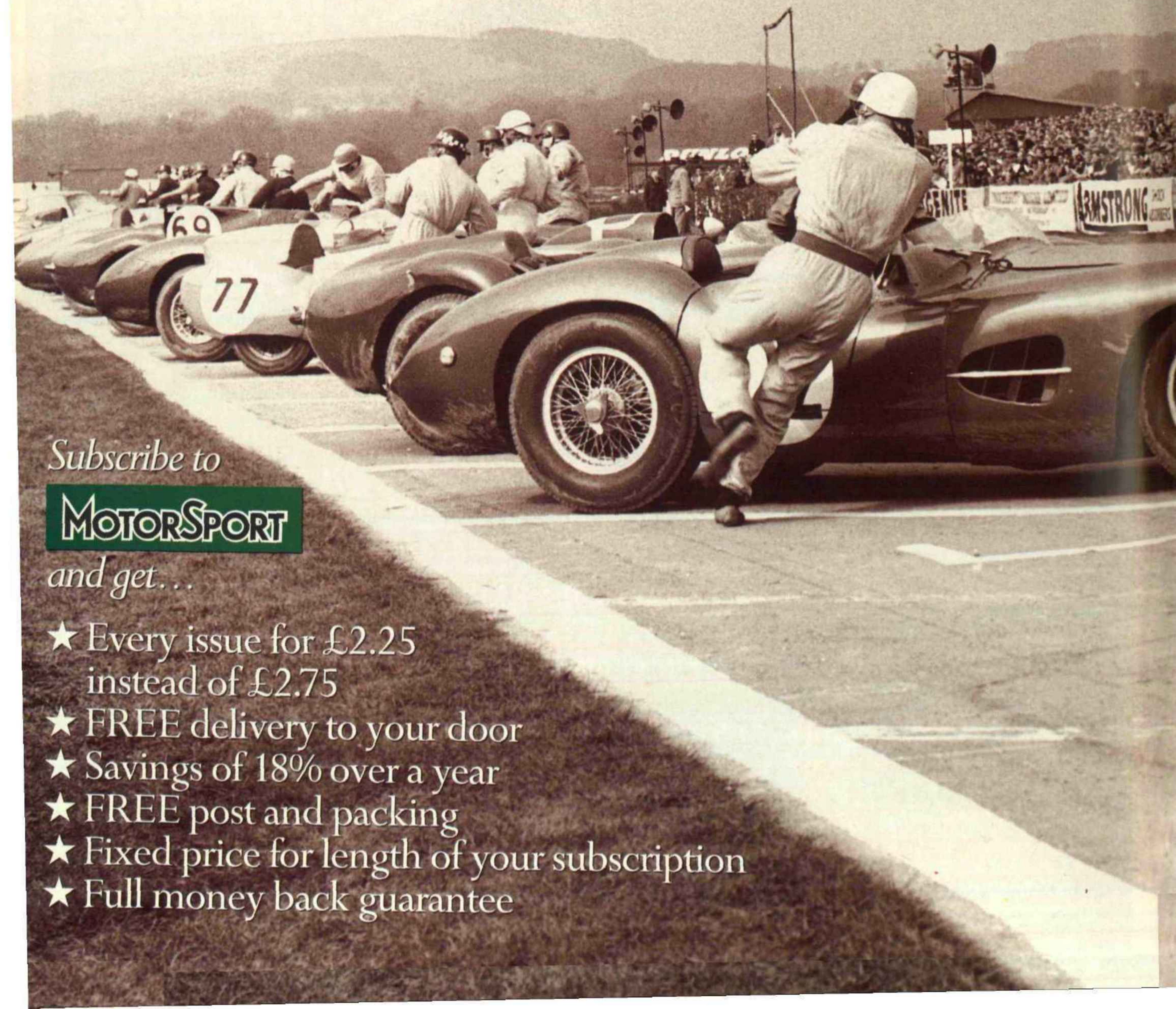
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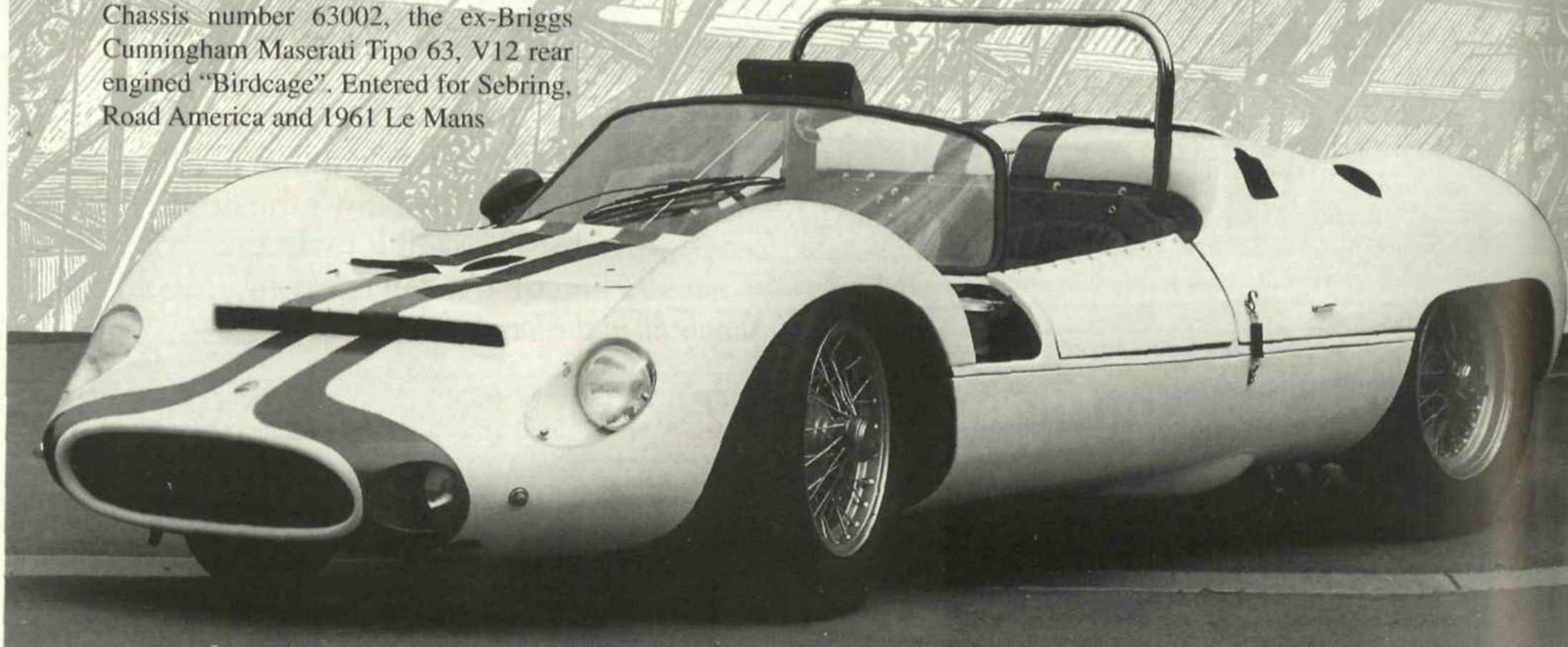
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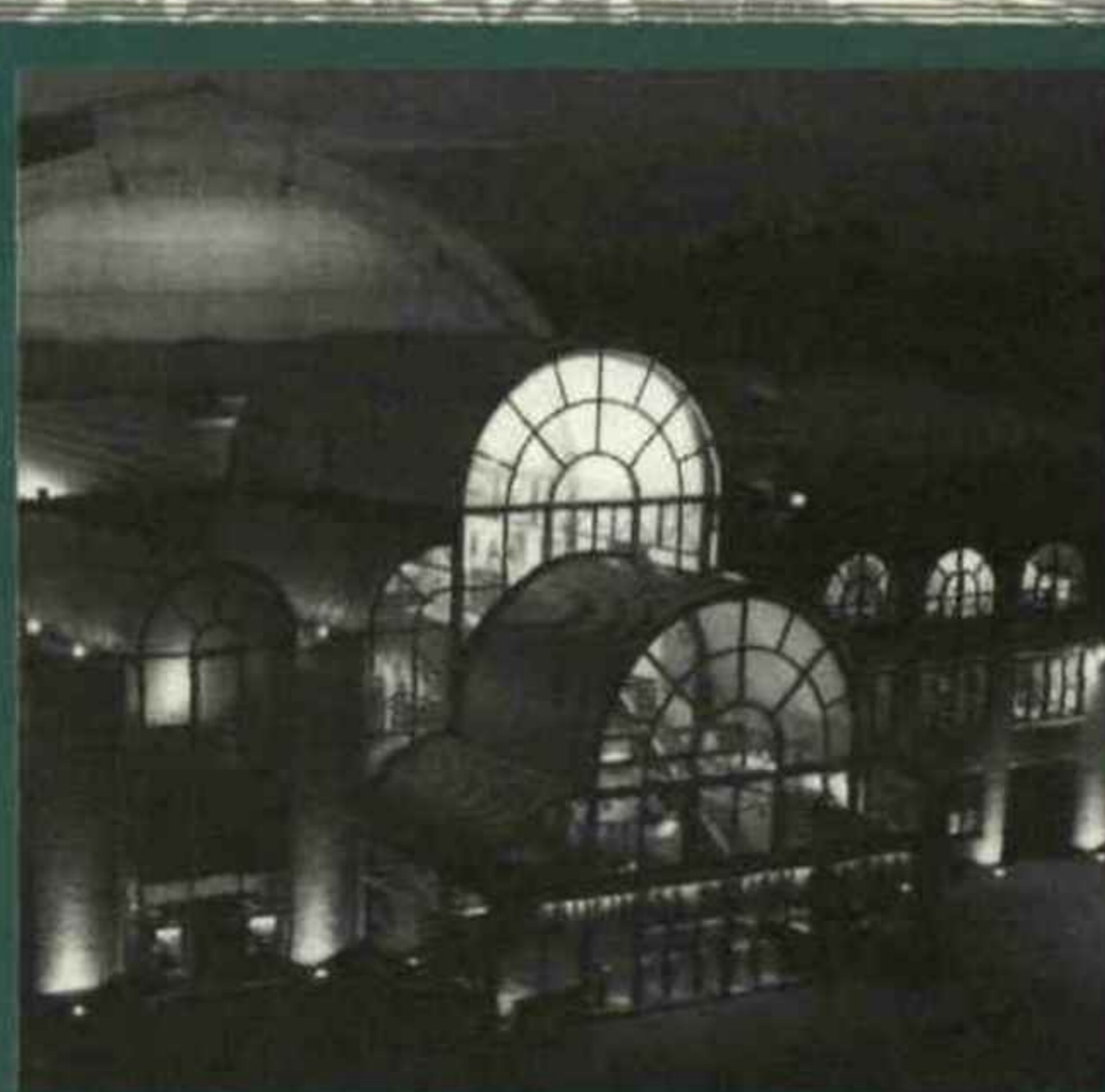
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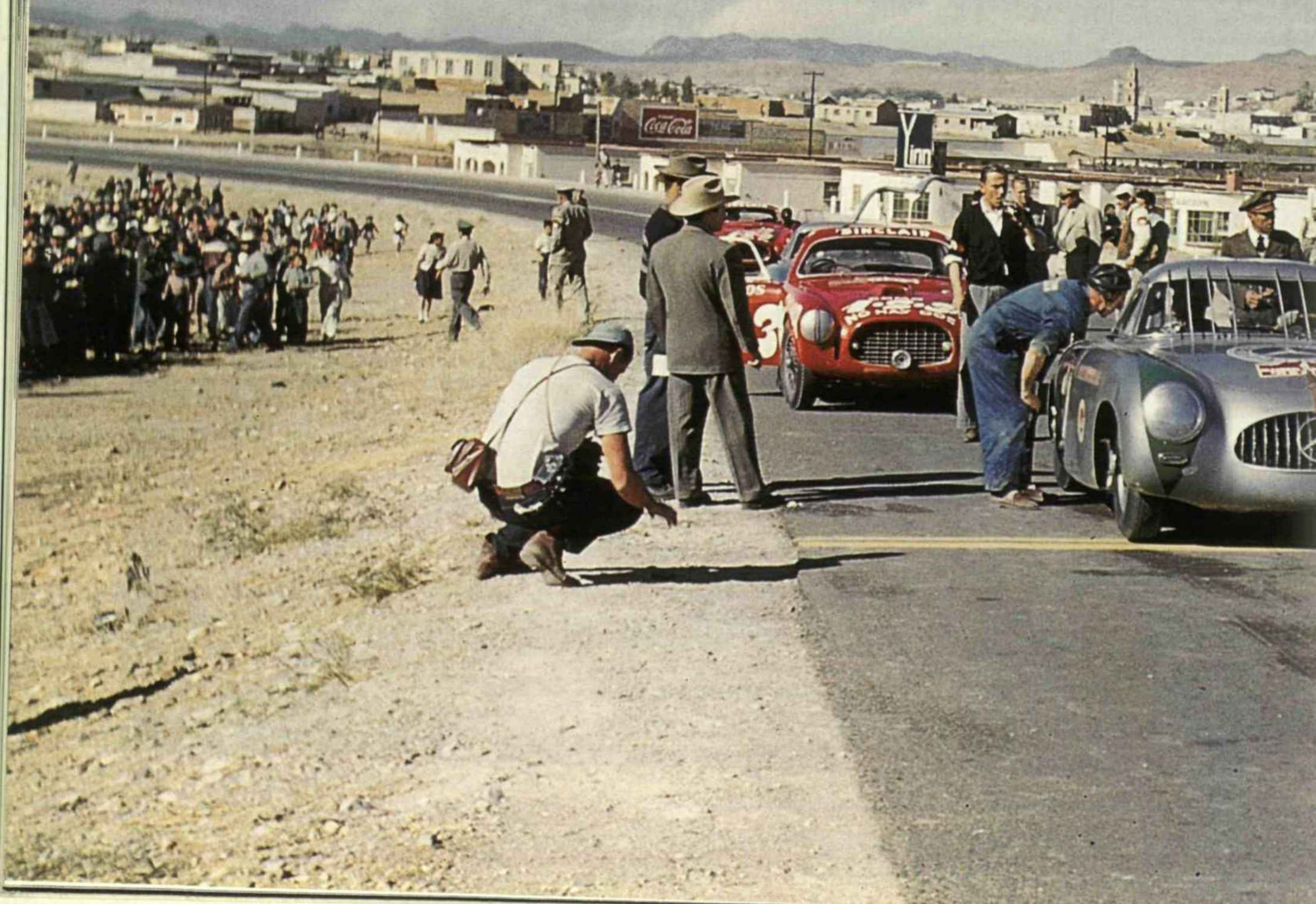
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iCARRERA

*WAS THE CARRERA PANAMERICANA THE GREATEST ROAD RACE OF THEM ALL OR SIMPLY SUICIDAL FOLLY?
CHRIS NIXON LOOKS BACK OVER ITS FIVE SHORT AND BLOODY YEARS TO DECIDE ITS PLACE IN HISTORY*





iCARRERA!

Originally it was planned as a one-off, but the Carrera PanAmericana grew into an international event that counted towards the Sportscar World Championship before it was abandoned as too dangerous. Open at first only to saloon cars with five seats, the first race attracted 132 entries, a cross-section of the booming, post-war US automobile industry: Fords and Buicks, Lincolns and Oldsmobiles, Chryslers, Cadillacs and Packards. There were just foreign cars: a Talbot-Lago, a Jaguar, a Hotchkiss, a Delahaye and two Alfa Romeos for Italian aces Piero Taruffi and Felice Bonetto.

That first Carrera was a 2000-mile, five day blast from the top of Mexico to the bottom, split into nine stages. To begin, Cadillac had it all its own way, winning the first five stages. The Alfas simply weren't fast enough. They fought back, however, Bonetto winning the seventh stage and Taruffi the last. The overall winner was Herschel McGriff's Oldsmobile. Taruffi and Bonetto were fourth and eighth.

The Carrera was adjudged a great success, so much so that the organisers made it an annual event. Recognising that both the American and European seasons ended around mid-September, they moved the race to November. The original North-South course had ended in the middle of nowhere, so it was reversed and the start moved to the end of stage eight at Tuxtla Gutierrez. The road reached its

highest point of 10,400 feet between Puebla and Mexico City, and finished at the original starting point, Ciudad Juarez on the North American border. The longest stage was 332.3 miles (Leon to Durango) and the shortest 80.6 (Puebla to Mexico City). Cars now had to be four-seat saloons powered by original engines, but modified heads and carbs were allowed.

Taruffi and Bonetto had returned to Italy full of praise for the Carrera and persuaded Ferrari and Lancia, respectively, to enter the '51 event. The Scuderia sent two 212 Inters, with 2.6-litre V12s and four-seater bodywork by Vignale. They were to be driven by Taruffi/Luigi Chinetti and Alberto Ascari/Gigi Villoresi. Lancia also sent two cars, tuned B20s for Giovanni Bracco and Bonetto.

The second Carrera Panamericana began on November 20, 1951 and was a total disaster for Lancia as both cars retired before half-distance, but a triumph for Ferrari, who scored an impressive one-two victory.

However, it wasn't as simple as that for Ferrari. The surface on the first stage was made of volcanic rock, which shredded tyres with abandon. The Ferraris suffered and finished 15th (Taruffi) and 45th (Ascari). Changing from Pirelli to Mexican Goodrich rubber, they stormed back into contention, Ascari winning four stages and Taruffi one. United States oval racer Tony Bettenhausen won the final

two in his Chrysler, but Ferrari had the race sewn up. Taruffi and Chinetti averaging 88.09 mph, finishing eight minutes ahead of Ascari and Villoresi.

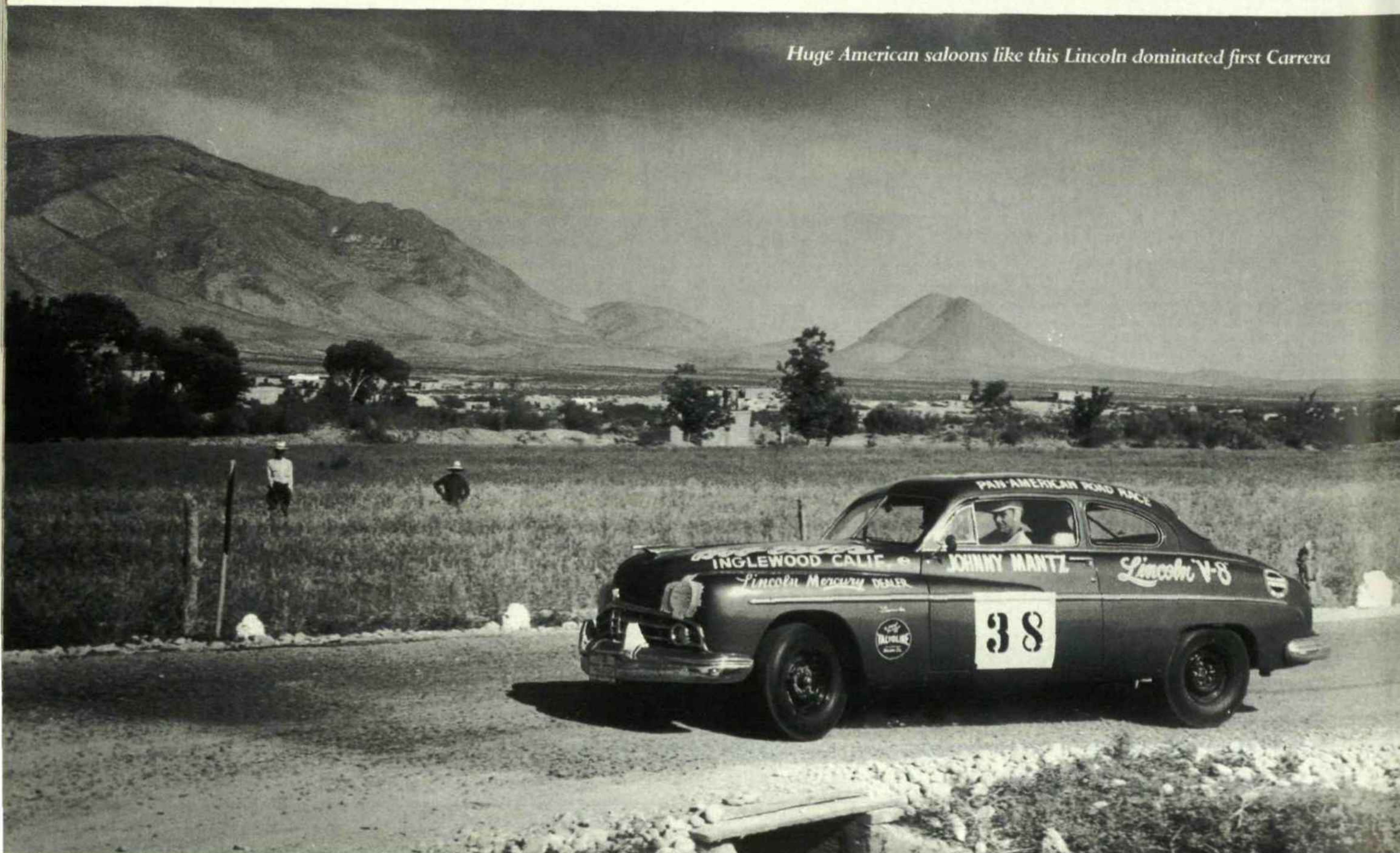
Ferrari's victory garnered considerable publicity worldwide and Mercedes-Benz took note. Their remarkable 300SLs made their debut in the 1952 Mille Miglia and very nearly won, victory being denied by the skill and daring (some said madness) of Bracco in his Ferrari. Mercedes went on to win Le Mans and then entered the third Carrera.

The two-seater 300SLs were now eligible because the popularity of the race had made the organisers divide it into two classes, for stock saloons and sports and GT cars. This effectively split the event into two camps – American and European – and we will concentrate on the latter from now on.



American racer John Fitch with the sole 300SL roadster entry

Huge American saloons like this Lincoln dominated first Carrera



Flushed with his 1951 success, Enzo Ferrari built three cars especially for the 1952 event. Powered by his 4.1-litre V12 and clothed in exotic bodywork by Vignale, these were named the Type 340 Mexico and were reportedly good for 175 mph. They were entrusted to Ascari, Villoresi and Chinetti. Backing up these works entries was the formidable Bracco in his Mille Miglia-winning 250S, which had been re-named the 250MM in honour of his great victory.

Lancia were back with two B20s, a supercharged one for Bracco's protege, Umberto Maglioli, and a normal 2-litre car for Bonetto. Gordini sent two 2.3-litre machines to be driven by French motorcycle champion Jean Behra and Robert Manzon.

The Mercedes entry comprised two gullwing coupés for Karl Kling/Hans Klenk and Hermann Lang/Erwin Grupp and a 300SL roadster for American John Fitch and Eugen Geiger.

Ferrari's plan was to get so far ahead that the Mercedes would never catch them. Mercedes team principal Alfred Neubauer, by contrast, told his men to hang back and expect the the Ferraris to break. He was ultimately correct in this forecast, but for most of the race it seemed that Mercedes were going to be beaten once again by their Mille Miglia *bête noire*, that man Bracco.

The first stage brought some big surprises, the biggest being the humiliating departure of the new World Champion, Alberto Ascari, who wrecked his Mexico within miles of the start. Another was the number of treads flying off the Mercedes' Continental tyres, leaving them in third, seventh and eighth places at the end of the stage. Surprisingly it was won by Jean Behra in the indecently fast Gordini, six minutes ahead of Bracco.

The Germans did not only have blown tyres to deal with. Kling and Klenk were extremely lucky not to crash at 135 mph when the 300SL was struck by a buzzard. The hapless bird smashed the wind-screen and stunned Klenk. Then the rear screen blew out. They managed to finish the stage and their mechanics fitted eight vertical bars across the new 'screen to prevent further airborne interruptions.

Behra crashed the Gordini badly on the second stage and was taken to hospital. Slowed by gearbox problems, Villoresi won the stage in his Mexico, but was still ninth overall. He won the next two stages, too, but now Bracco was the race leader. He drove brilliantly and so long as the Ferrari held together there was nothing Mercedes – now running second, third and fourth – could do about him.

Villoresi's race came to an end during stage five due to distributor failure and the valiant Bracco was forced out on stage seven with two broken valves. He had led the Carrera for just over 1200 miles.

This left Mercedes running first and second, with Kling and Klenk winning the race at a remarkable 102.4 mph, finishing more than 30 minutes ahead of Lang and Grupp. Luigi Chinetti was third in the surviving works Ferrari Mexico, ahead of the 300SL roadster of Fitch and Geiger. However, the latter were disqualified on the final stage for receiving outside assistance and so Umberto Maglioli took fourth place after a tremendous drive in his Lancia.

In 1953 the Carrera gained itself international recognition by being chosen as the seventh and final event in the Sportscar World Championship.



A bloodied Klenk emerges from 300SL after the buzzard strike. Kling takes another drag



Kling and Lang pose with the 300SLs after Mercedes' '52 triumph



British Ferrari 340 Mexicos were used in '52 and '53 but either broke or crashed

Mercedes-Benz withdrew from racing but Lancia returned to Mexico in force, entering five of their new V6-engined sports cars: three 3.3-litre D24s for Juan Manuel Fangio, Piero Taruffi and Felice Bonetto and two 2.9-litre D23s for Giovanni Bracco and young Eugenio Castellotti. Lancia sent their huge transporter and more than 20 mechanics to look after the cars, which carried no passengers.

Despite the fact that they were neck and neck with Jaguar for the Championship, Ferrari decided not to enter the Carrera officially, but to entrust their cars to Franco Cornacchia. He took five V12, 4-litre 375MMs to Mexico, four Berlinettas (to be driven by Maglioli – defecting from Lancia – Mario Ricci, Guido Mancini and Antonio Stagnoli) and a Spyder (for Chinetti, with Fon de Portugal in the passenger

seat). Alan Guiberson entered the ex-Villoresi 340 Mexico for the promising young American Phil Hill, whose riding mechanic was his friend, Richie Ginther.

Two more classes were added, for sportscars up to 1600cc and small stock cars. The former drew 10 Porsches (two being factory 550 Spydres for Karl Kling and Hans Herrmann) and two Borgwards.

The race belonged to Lancia all the way, but at a terrible price, for this year tragedy struck the Carrera with a vengeance. Within 100 miles of the start the Ferrari of Stagnoli and Scotuzzi crashed and both were killed. Then six spectators died when hit by a Ford as they rushed to look at another wrecked car.

After winning the first three stages Bonetto led Taruffi by over half a minute, with Fangio third and Maglioli fourth in the Ferrari. The works Porsches ➡

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¡CARRERA!

of Kling and Herrmann retired on stage two and Hill and Ginther crashed the Mexico on stage three.

On stage four tragedy struck again, when Bonetto's Lancia hit a lamp-post at high speed, killing him instantly. Bonetto had been racing his teammate, Taruffi, when he crashed, so the remaining Lancias thereafter carried mechanics, to ensure no more inter-team rivalry. Maglioli won that stage, but Fangio was now the overall leader.

On stage five Maglioli's Ferrari shed a wheel, so he took over from his team-mate, Mario Ricci, who was lying eighth. Driving quite brilliantly, he won the last three stages to finish sixth overall, although with the race now in the bag, the Lancias wisely took it easy. The final stage of 230 miles was the fastest, and Maglioli's Ferrari covered it at an awesome 138.3mph, a road-racing record that stands to this day.

So Fangio won the fourth Carrera at 105.14 mph, ahead of Taruffi and Castellotti, giving Lancia an impressive one-two-three. Not even Mercedes had managed that. Guido Mancini was fourth in his 375MM Ferrari, which secured the first Sportscar World Championship for the Scuderia.

In the small sportscar class only two Porsches finished inside the time, the 550 of José Herrarte and the 356S of Fernando Segura. The Gordinis retired.

Despite the carnage of 1953, the race was on the calendar in '54, but this time it attracted no works entries from the Europeans. Even so, it proved to be the hardest-fought Carrera of them all, with Maglioli and Hill enjoying a flat-out battle all the way.

The Italian always had the upper hand, for his car was Ferrari's latest big-banger, a 4.9-litre 375 Plus with de Dion rear suspension, similar to the car with which Froilán González and Maurice Trintignant had won Le Mans in June. American enthusiast Erwin Goldschmidt bought one and invited Maglioli to drive it in the Carrera.

Alan Guiberson was another enthusiast who had already provided Phil Hill with a car in the previous two Carreras. Now he came up with the 4.5-litre Ferrari 375MM Spyder which Luigi Chinetti had raced in the 1953 event and which Alberto Ascari and Nino Farina had driven to victory in that year's Nürburgring 1000 kms. It was completely rebuilt, given a headrest and fin and painted in the white and blue colours of America.

Other Ferraris entered were the 375Plus of Jack McAfee/Ford Robinson; a 375MM for Luigi Chinetti/John Shakespeare; four-cylinder, 3-litre



The 375MM used by Hill in his brave but futile chase of Maglioli



Maglioli's Ferrari 375Plus at the end of first stage of '54 race. He came second to Hill but won overall

750 Monzas for Bracco and de Portago; a V12, 3-litre Monza for Franco Cornacchia and a 500 Mondial for Porfirio Rubirosa.

Austin-Healey sent two new 100S models for Carroll Shelby and Lance Macklin to drive while the small sportscars were led by seven Porsches, including four 550 Spydres, one for Herrmann.

Tragedy again struck the Carrera before it was barely a couple of hours old. McAfee slid off the road and the Ferrari rolled, killing Ford Robinson. On that first stage the Ferraris of de Portago, Rubirosa and Bracco all retired, as did the Austin-Healey of Macklin. Hill won by four minutes from Maglioli, with Cornacchia third and American Ak Miller fourth in his remarkable Olds-powered Ford Special. Shelby was sixth in the Healey, but was beaten on time by the first five cars in the up to 1500cc class! He crashed on the next stage and broke his arm.

Maglioli won the next stage, beating Hill and Ginther by six seconds, Phil fought back to win the third, but Maglioli regained the lead by winning the fourth. He consolidated his position by taking the fifth, sixth and seventh, taking him 25 minutes ahead of his rival. Phil won the final stage, but was still 24 minutes behind Maglioli. The Italian scored the greatest victory of his career, winning five of the eight stages and beating Fangio's winning time by more

than 30 minutes, to win at an average speed of 107.87 mph. Phil Hill also beat Fangio's time – a remarkable performance in a two-year-old car.

Just as remarkable was Hans Herrmann, who won the small sportscar class to be an astonishing third overall in his Porsche Spyder. It was to be the last Carrera PanAmericana.

So how does the Carrera stack up against the great European endurance races of the period? Not very well, really. Of course, it covered some pretty rough territory which Le Mans, for example, did not but in 1954, Maglioli's Ferrari completed the 1900 miles in 17hrs40 mins at 107.9 mph, whereas in the 24-hours González and Trintignant's similar car covered 600 miles more at 105.1 mph. The crucial difference was the European races (Le Mans and Spa 24 Hours, Mille Miglia, Targa Florio, Tour of Sicily) were non-stop endurance tests, whereas the Carrera was spread over a leisurely five days, the longest stage being a shade over 300 miles. Also, mechanics had unlimited time to work on the cars between stages, although this was reduced in 1953 – to three hours.

Despite winning two of the five races the Scuderia had lost interest, Mercedes and Lancia had given up sportscar racing and the Carrera's appeal to European teams was waning rapidly. In 1955 John Wyer proposed sending two DB3S Aston Martins for Reg Parnell and Peter Collins, but by then the Carrera was doomed, for eight people had been killed in '54, bringing the total number of deaths to 26 in five years. The tragedy at Le Mans in June, when more than 80 people died, sealed its fate. ■

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NEXT MONTH

Ferrari 340 Mexico: Getting to grips with Ascari's fearsome Carrera competitor



BRITISH RACING PARTNERSHIP
Robert Edwards on the extraordinary life and times of the BRP and those responsible for its creation and demise

LAPSE OF THE GODS
For six months Shaun Campbell has written about their greatest laps. Now it's time for those they'd rather forget



All contents are subject to change

IN 1955, THE COOPER CAR COMPANY, perhaps unwittingly, built a sportscar that would change forever the face of motor racing. Charles and John Cooper's tiny concern from darkest Surbiton had already enjoyed considerable success with its little 500cc Formula Three racer and, with a burgeoning order book, the father-and-son duo turned their attentions to building the small, affordable 1100cc Cooper Bob-tail.

Designed around the new Climax FeatherWeight Automotive engine, the car would be driven by barely 70bhp, and all at Cooper realised the importance of reducing both the overall weight of the new car and aerodynamic drag. The solution they struck upon was a simple one – like the little Formula 500, they put the new engine in the back.

The Bob-tail performed admirably, its power-to-weight ratio and balance more than a match for beefier rivals. And while the sportscar continued to claim some impressive scalps, a new, Australian face at Cooper's Hollyfield Road site came up with the idea of slotting a 2-litre Bristol engine into the back of a Bob-tail chassis and calling it a Formula One car. He went by the name of Jack Brabham.

After a successful but controversial start to his racing career down under, the young Brabham had made the leap and came to Britain. Happy to turn his hand to a spot of welding, panel-beating, or whatever needed doing, Brabham was also an astute engineer, quick to spot a new tweak or even invent one.

Huddled away at the back of the Cooper workshop, Jack set about building his own Grand Prix car, finishing it hours before the start of the British GP at Aintree. The Cooper-Bristol did little to catch the attention of onlookers that day, overheating its way into retirement. Few could have known or guessed this hastily fettled sportscar would lead the way for Grand Prix racing for the rest of the century. It was what you might call a rather inauspicious start.

By 1957, a new internationally-recognised Formula Two class was about to be given the go-ahead and the Coopers, already so successful with the 500cc F3 racers, saw at once the commercial opportunities that came with an off-the-peg F2 car. The Bob-tail chassis was rejigged once again by designer Owen Maddock to take a 1.5-litre Coventry-Climax engine and some sleek single-seater bodywork. The new Mark I was →

ACCIDENTAL HEROES

NO ONE BELIEVED THAT A GARAGE OWNER AND HIS SON COULD TAKE ON AND BEAT THE MIGHT OF FERRARI AND MASERATI. MATTHEW FRANEY LOOKS BACK AT, AND SAMPLES, A BIT OF COOPER HISTORY





Jack Brabham hunts down fellow Cooper racer Stirling Moss (30) and Ferrari's Jean Behra on his way to Cooper's first works victory, Monaco '59

ACCIDENTAL HEROES

raced by Roy Salvadori at Silverstone in a British GP support race and the car lived up to expectations, taking pole and winning by over 30sec. With the company's reputation by now in full blossom, the only possible route was upwards.

The first World Championship Grand Prix victory came courtesy of Stirling Moss in a Rob Walker-owned 2-litre Climax-powered Mark II. The British driver's now legendary win stunned the Ferrari hierarchy, the Briton tricking the Italian team into expecting a late pitstop while all the time intending to run to the finish. By

the end of that 1958 Argentine GP, his Cooper's tyres were down to their canvas, but the win was in the bag.

Ferrari's back-up driver that weekend was Phil Hill. He was later quoted in Doug Nye's book *Cooper Cars*: "After the race, our team manager was wandering around the paddock, with his hands palm upwards, fingers interlocked and wagging in the air – a sign like a bug on its back wiggling its legs. He couldn't believe his masterpieces had been beaten by this horrible iddy-biddy thing with its engine in the wrong end..."

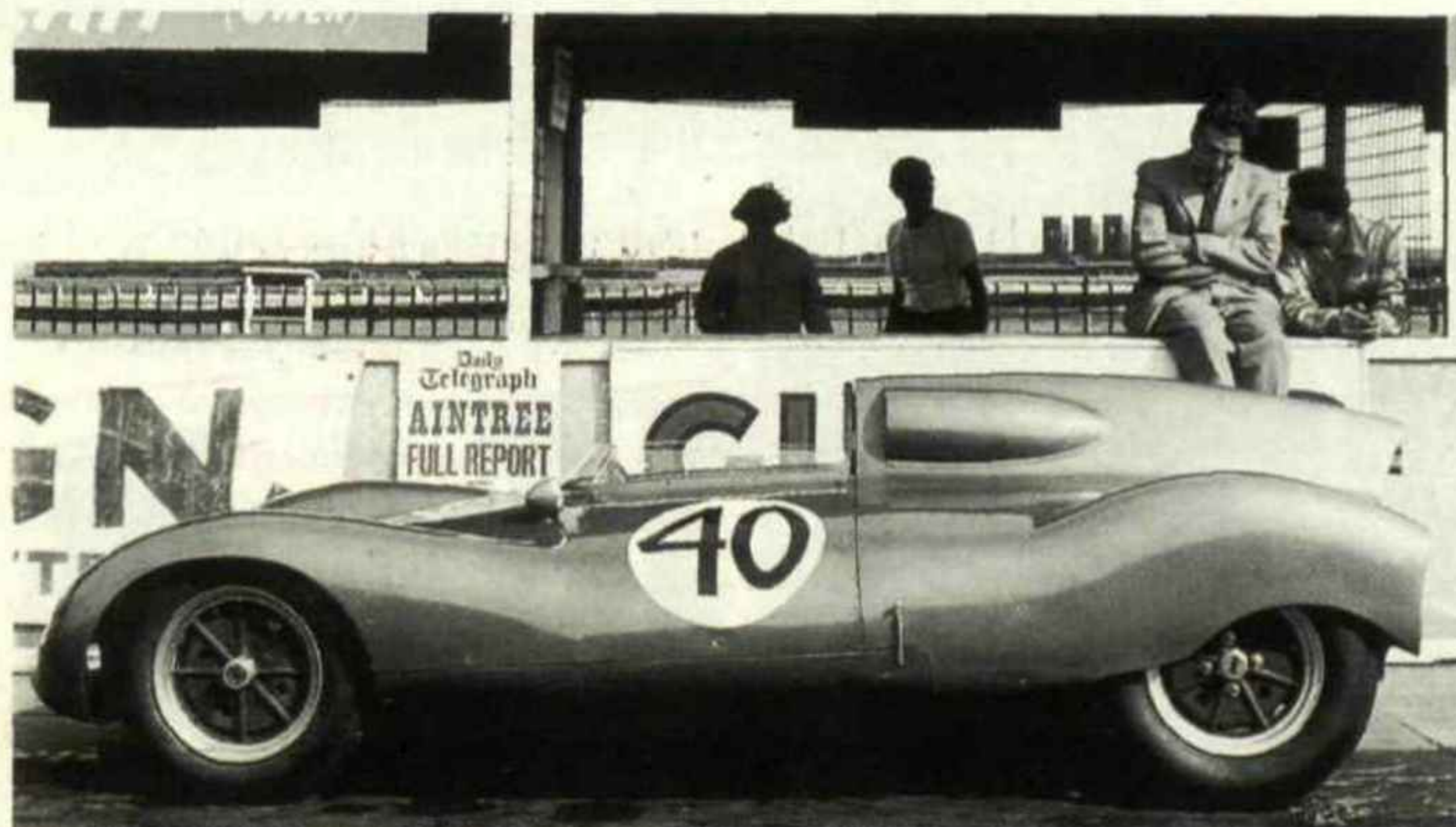
Moss's remarkable win marked the

beginning of the end for the great '50s front-engined dinosaurs. From now on, if you wanted to be at the front, you put your engine in the back.

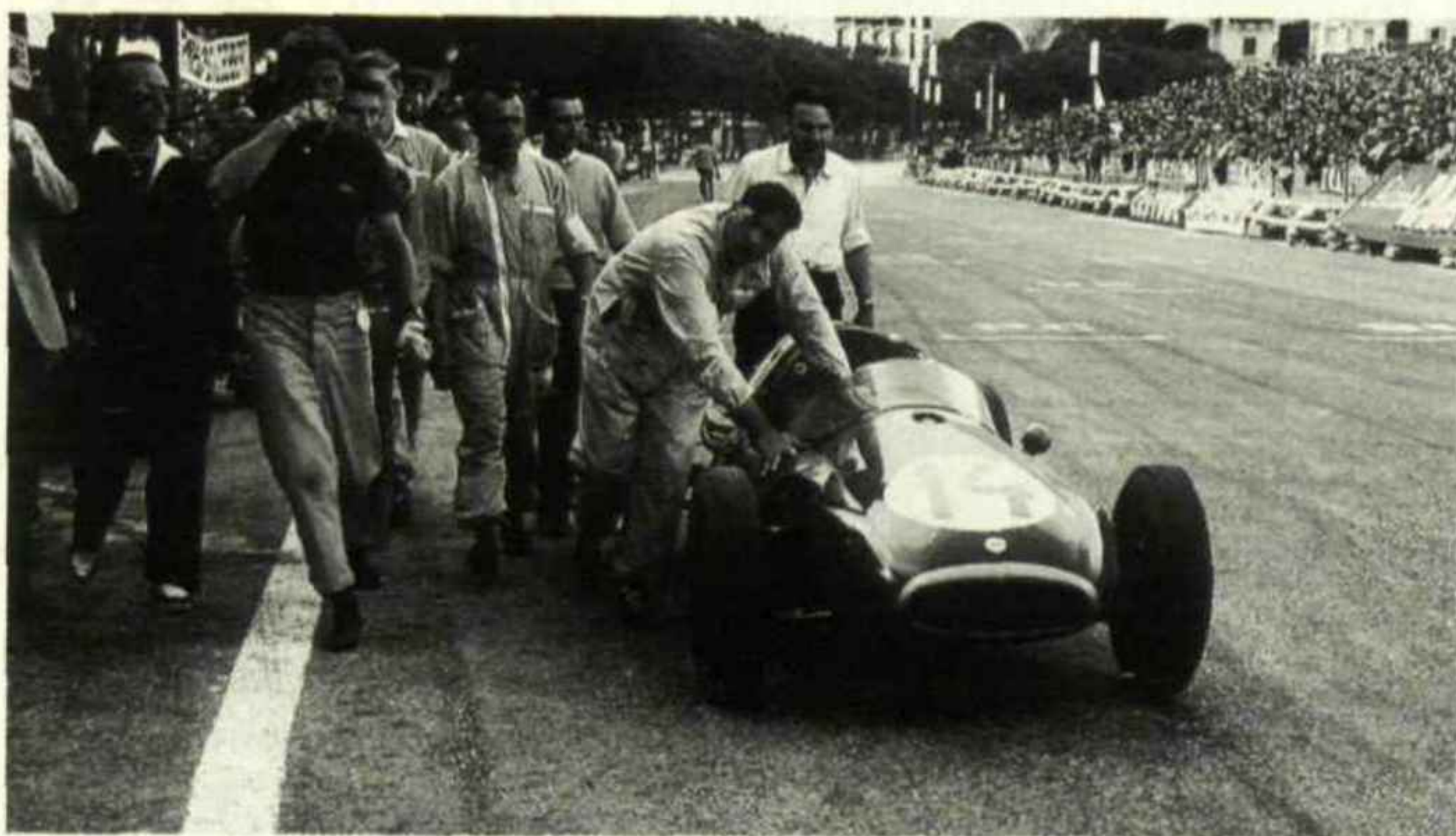
The Cooper philosophy when it came to its single-seaters was equally simple: Keep them nimble, keep them strong but above all keep them light. Charles, John and Maddock would cast their eye across every part of a car, paring ounces from all conceivable areas. Rival teams would often get their hands on a Cooper to see where they were making such savings. BRM team engineer Tony Rudd even went to the trouble of stripping down and

weighing every part of a 1958 Mark III in an effort to spot the differences. Without the high-tech equipment on hand to their rivals, some of Cooper's components were actually heavier (as a direct result of cheaper materials and production processes) but many were lighter, the Mark III's suspension weighing as much as 40 percent less than that of the rival BRM.

Two victories in '58 became five the following season as Brabham lead the team to a glorious world title in the latest Cooper – the Mark IV 'T51'. Right across the spectrum, the company was sweeping the board,



Start of something big? John and Jack glare at the luckless Cooper-Bristol



Brabham pushed his 1956 T43 across Monaco to score the team's first point



Bruce McLaren gets some support from his ebullient team owner in 1959

THE PROS AND CONS OF DRIVING SILVERSTONE IN A GRAND PRIX COOPER WHEN YOU'RE 6FT TALL

The hardest part about driving a Grand Prix Cooper is getting out though climbing aboard runs it a close second. Even so, when you get the chance to try a Formula One car of any era it seems a shame to miss out on the opportunity by not being able to wedge yourself in.

Beautifully prepared by historic race car expert Alan Baillie after discovering it rotting away in a garage in California, this 1963 Cooper T71/73 was actively campaigned in the early 1960s by Bob Gerard's racing team with John Taylor behind the wheel. It is, as I was to find out, a wonderful car to drive. It is also extremely small.

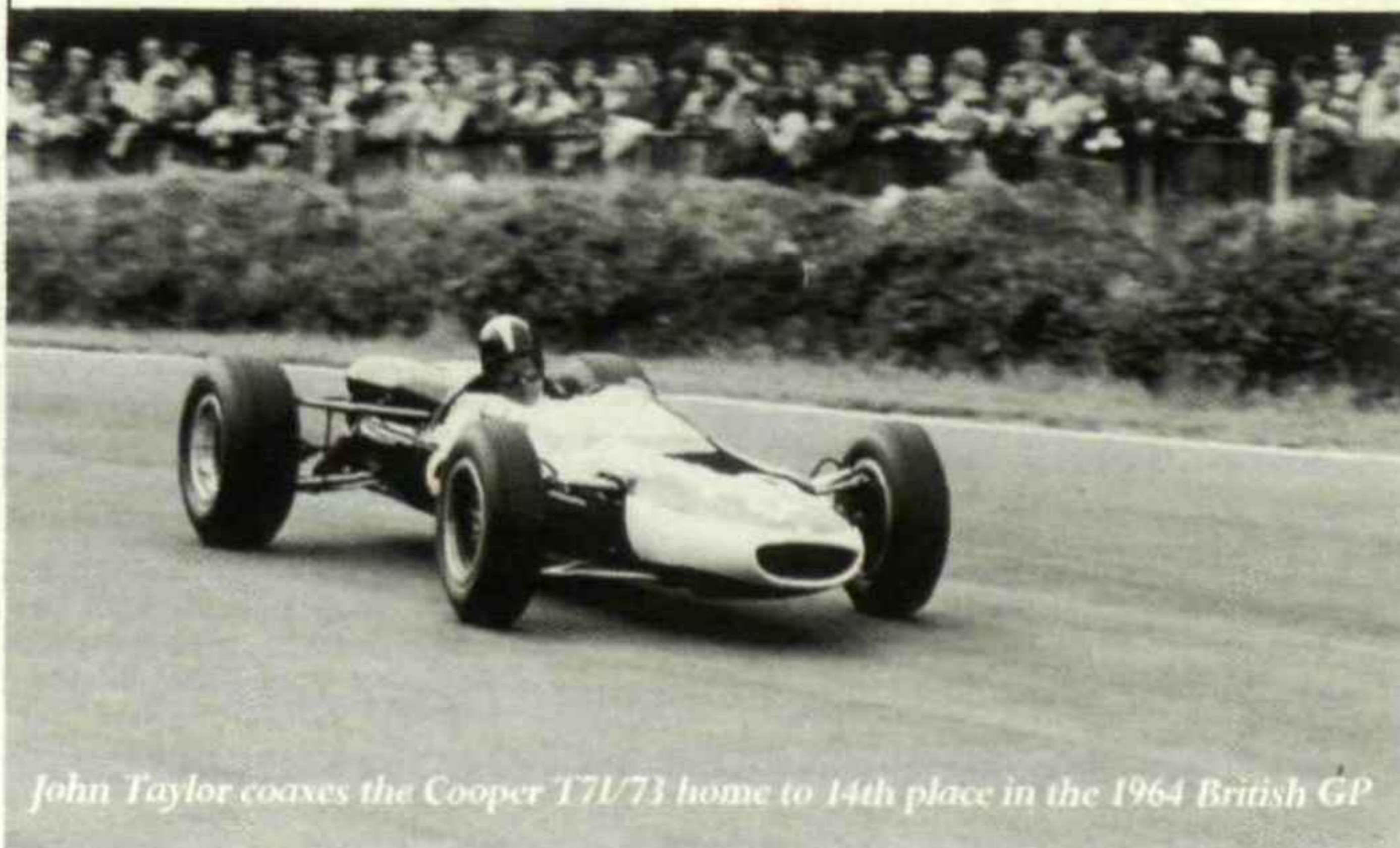
Cooper's inclination to building its single-seaters 'lowline'-style with the driver reclined in the cockpit is all very well in principle, but only if your driver is knee high to Frankie Dettori. If you want an idea of just how small the car is, look at its vital statistics. Its wheelbase is 7ft 7in and the driver's seat is smack in the middle. If you've imagine trying to cram six feet into what feels like three, you will soon get the picture. Just to compound the problem, your thighs are crammed into a bulkhead that does a worryingly good impression of a catflap and to make it more cosy still, the nice men at Cooper have slotted a couple of fuel tanks around your knees and even managed to fit the coil spring suspension adjacent to your feet to give that added touch of claustrophobia.

The T71 was originally built for one-litre Formula Two racing, but the Gerard Racing chassis was made specifically to take part in the Formula One races of the time and even before the car left Cooper's factory it had been fitted with an uprated brakes and transmission system. Shoe-horned into the back was a 1500cc four-cylinder Lotus-Ford twin-cam engine, matched to a Hewland Mark V dog gearbox, which remains delightfully original to this day.

With 160bhp on tap, privateer John Taylor was never going to set the Grand Prix world alight, but he still managed to nurse the Cooper home in 14th place in the British Grand Prix – which may not seem so significant until you realise this was the only four-cylinder car to finish any World Championship F1 race, anywhere in the world during 1964.

Crammed into the Cooper as you fire the engine into life, it is hard not to feel extraordinarily exposed. Sitting too high in the car for comfort, my helmet protrudes nervously above the roll-over bar, and the semi-stressed skin panels wrapped around the simple tubular frame are much too close for comfort. This is a car to be kept well away from any Armco barrier.

But for all its obvious safety limitations, the Cooper soon cocoons you in its own little world, the last thing on your mind being the dangers of crashing it as you head out onto the Silverstone tarmac.



John Taylor coaxes the Cooper T71/73 home to 14th place in the 1964 British GP

dominating the F2 scene along with its F1 successes. The time had come for the racing world to truly wake up to the advantages of the rear-engined racer and it duly did. BRM and Lotus unveiled their new contenders and even Ferrari tried out its 246P.

The benefits were soon apparent. Drivers could sit lower and more prone in the cockpits, with the driveshafts running directly from engine to rear wheels and, as a result, cars became more aerodynamic. Neatly packaged engine and transmission units meant designers needed less load-bearing structures to support them and hence



The appliance of science wasn't matched by the decor at Cooper's

the weight began to tumble, too. The T51 tipped the scales at 458kg. The big, front-engined BRMs of the time were a portly 673kg.

Thanks to the resulting power-to-weight ratio advantage, the lightweight Coopers were far less demanding of brakes and tyres. It was in so many ways a package made from a mixture of expedience and intelligence. Yet it worked better than even they could ever have hoped.

The following season Brabham jumped into the new 'Lowline' T53 and streaked to five consecutive Grands Prix wins. It was the highpoint

of the Cooper success story. The 'Lowline' had even less frontal area, and its drivers, Brabham and Bruce McLaren were almost prostrate in the cockpit, the pedals and steering rack pulled even further forward than in the T51. A new five-speed gearbox was matched with the Coventry-Climax and straight from the box, the 'Lowline' performed spectacularly. On a warm, spring afternoon, the drivers were lapping six seconds under the Silverstone lap record. The team, not surprisingly, was elated.

Brabham's five victories may have given the impression that all was ➤



Are you sitting comfortably? Not really

Behind your head the Lotus-Ford makes all the right noises – a little whirry low in the rev range, penetrating as you reach the 8,000rpm limit for the day. The surprisingly large steering wheel, Cooper badge proudly jutting out towards you, takes up a fair deal of room, the distance your hand has to travel from wheel to gearshift almost

too short. But every change of ratio in the five-speed box is quick and certain, the clutch light and wonderfully user-friendly.

The Cooper is no quicker than you would expect in a straightline; where it comes into its own is when the track turns right on you at the end of the Hangar Straight, the long, constant radius Stowe Corner demanding that the car is set up just right for the entry.

Don't rely too heavily on the brakes here, the period discs and skinny 8-inch front rims do a reasonable job but no more of slowing the car from around 110mph as you grab third gear. Now comes the all important part. Keep your left foot lightly kissing the brakes, plant the accelerator and sit back and enjoy. The Cooper drifts wildly from apex to corner exit, scrabbling for grip, settling into an easy, oversteering drift. As you head up towards Club Corner the experience is more than enough to plaster ear to ear grins across your face.

The Cooper is not what you might expect of a Formula One car – even a privateer's under-powered example from



Little four-pot 1500cc twin-cam engine whirrs purposefully behind the driver's head

the early 1960s. It has less grip by far than a contemporary entry-level single-seater like a Formula Ford, no more power than it either. The brakes are less responsive, steering not as sharp, chassis more flexible... you get the picture. Does that make the T71/73 a bad car? Far from it. I could have continued lapping all day, time

permitting, for what the Cooper lacks in technological prowess, it makes up for in character. The best cars, remember, are not always the fastest.

Our thanks to Alan Baillie, Silverstone Circuits Ltd (01327 857271), and the organisers of the Coys Historic Festival for helping make this feature possible.

'The Cooper drifts **wildly** from apex to corner exit, settling into an **oversteering** drift'



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The man who changed the face of Grand Prix racing – John Cooper

rosy in Cooper's garden, but in reality things were about to take a turn for the worse with the change to 1.5-litre cars in Grand Prix racing. While Ferrari was able to tweak a healthy 185bhp from its little V6 powerplant, the four-pot Climax struggled to put out more than 150bhp.

In 1961, Cooper failed to win a single World Championship Grand Prix. Worse, Brabham's situation was fast becoming untenable. The man who had committed so much of his career to Cooper still had ambitions to build his own F1 car. Towards the end of the season he announced his departure from the team.

Although Cooper would see the winner's circle again before it finally withdrew from Grand Prix racing, the Formula One glory days were sadly over. The company maintained its presence in the highest echelons of the sport but throughout the 1960s its bread and butter was no longer earned with F1 successes but, instead, in its equally important role as bespoke race car constructor. Cooper built and sold hundreds of Formula One, Two and Three chassis worldwide with Formula Juniors, Cooper Monacos and the odd Libre racer to boot.

A glance down the chassis records so scrupulously collated for Nye's book shows how deeply the Cooper name had penetrated racing circles. Juniors were sold to the likes of Steve McQueen and Briggs Cunningham, a Mark I F1 car was bought by Roger Penske in 1961, Carroll Shelby took four Monaco sportscars in 1963, Ken Tyrrell a couple of T75 F2 cars in '65... The list goes on.

The last Cooper bowed out of a Formula One race at Monaco in 1969 when Vic Elford succeeded in getting his ex-works T86 Cooper-Maserati home in seventh place. The Cooper Car Company had seen its machines raced seriously on the Grand Prix stage for exactly 12 seasons, winning 16 races in that time (plus 11 pole positions for good measure) as well as two drivers and constructors world championships.

But one last statistic perhaps shows the incredible impact the Surrey race car marque had on post-war motor racing: During its history, no fewer than 115 different drivers tried to qualify a Cooper for a Grand Prix. The company may be remembered as the team that changed the direction of racing with its rear-engined racers – but what it really did was open the sport up to all those with the ambition but not necessarily the means. ■

De Angelis:

ELIO DE ANGELIS COULD NOT ONLY OUTQUALIFY SENNA IN AN IDENTICAL CAR, HE WAS ALSO A VIRTUOSO PIANIST. MARK HUGHES REMEMBERS THIS COMPLEX MAN AND ASKS WHY HE NEVER REALISED HIS POTENTIAL

WHEN CONSIDERING THE PRE-REQUISITES TO MAKE the grade in motor racing, few have been dealt a stronger hand than Elio de Angelis, Grand Prix driver from 1979 to his needless death in a testing accident in 1986.

Consider: born on 26 March 1958 into the huge wealth of an old, patrician Roman family, the eldest son in a male-dominated culture where macho pursuits are considered the measure of the man. Father Giulio had once had rather similar ambitions himself – rallying a Lancia Aurelia in the 1950s and going on to considerable power boat success in later years – and was almost certainly the key influence in Elio's early leanings.

Then there was that God-given talent; you don't coolly out-qualify Ayrton Senna in an identical car without an awful lot of that. All that seemed required to light the fuse was ambition, and this too de Angelis had in abundance; though remembered by all as a great gentleman, this was the same man who became so fixated on an F1 drive that in order to win the prestigious Monaco F3 race in 1978, he punted off erstwhile leader Patrick Gaillard in a move as ruthless – and unfair – as any ever pulled by Senna or Schumacher.

So why, then, is he not remembered as a great? Why did he win only one Grand Prix (though the official statistics say two) in an F1 career spanning over seven years? The answers are as complex as the person. This was an ostensibly serene man who could nevertheless explode into a thundering Latin rage; a man who, once out of the cockpit of his screaming Grand Prix car, would soothe away his

time playing concert-standard classical piano music or collecting antiques watches.

At 16, and around the time he was crewing in his father's power-boats, Elio won the 1974 Italian karting championship. Just three years later, his passage never compromised by lack of either where-withal or talent, he'd graduated to F3 and won the Italian title, finishing second to Didier Pironi in front of the F1 fraternity at Monaco. Stepping down from an ill-judged F2 seat, he went one better in 1978, winning the Monaco F3 event. Using this as his



Elio gave Shadow its only points in '79 season

credibility deposit, he'd bought his way into F1 by the start of '79 with the struggling Shadow team. There he impressed enough to be taken on by Colin Chapman for the following year at Lotus, the team for which he won the 1982 Austrian Grand Prix and, officially, the 1985 San Marino GP – but only after across-the-line winner Alain Prost was disqualified for having an underweight McLaren.

For a time it looked as if his career might become



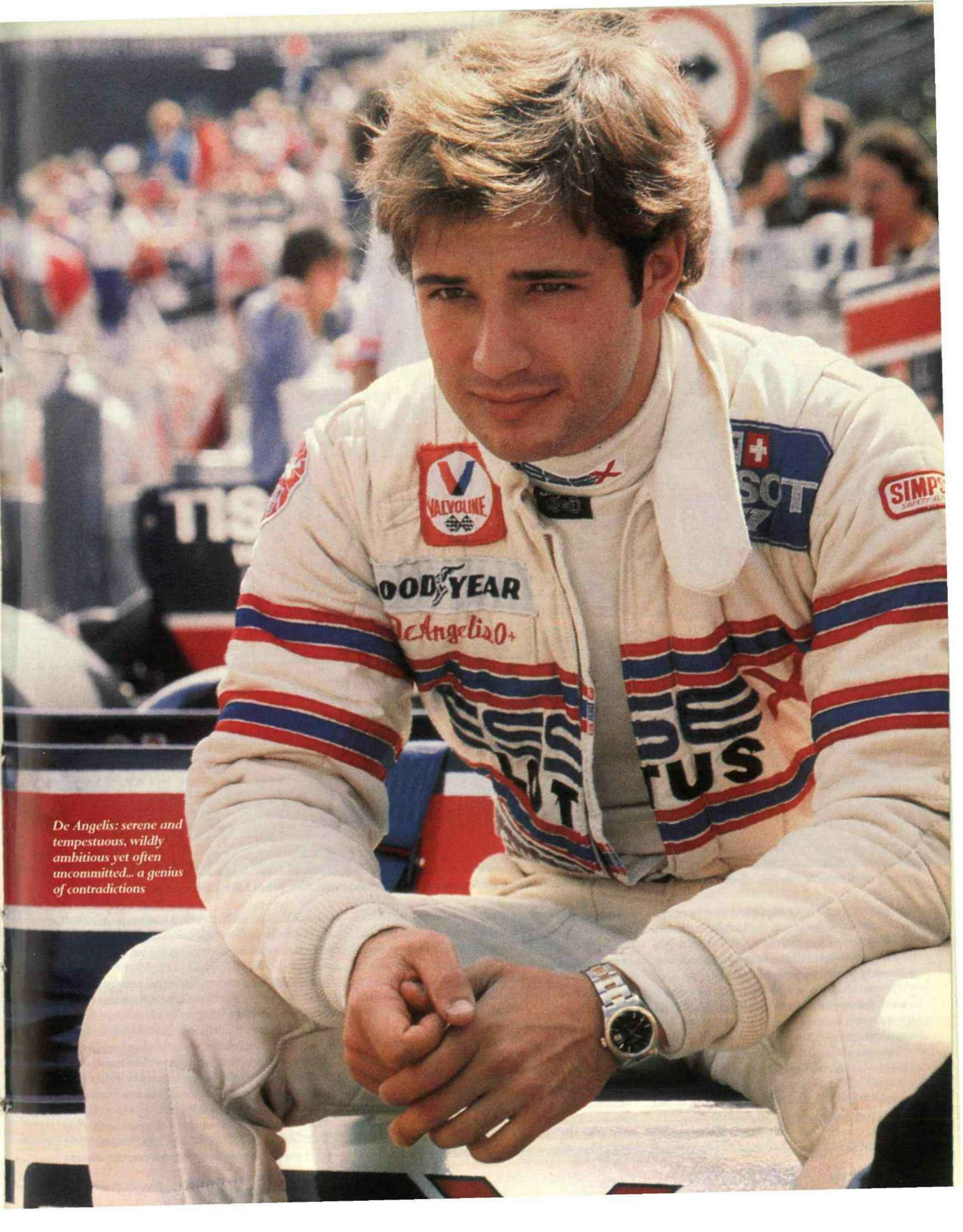
Austria 1982, the day it all came right for Elio

intertwined with Ferrari, not Lotus. Giancarlo Minardi had briefly run him as a 19-year-old in F2, with a Ferrari-powered Ralt, and introduced him to the Old Man. "For Elio, Mr Ferrari was the ultimate," remembers his friend and former F3 sponsor Andrea Gallignani. "They really hit it off and Elio even tested an F1 Ferrari at Fiorano in '77. Enzo offered Elio a drive in the NART Boxer at Le Mans and Elio asked for money. Ferrari said: 'You are crazy, I give you the opportunity.' They fell out over this and it really bothered Elio."

Never again was de Angelis observed to be anything close to naive or ham-fisted in his effortless rise up the ladder to F1.

"His upbringing showed through in everything he did," remembers Peter Warr, the former Lotus team-manager. "He had an incredible amount of style. He used to like to smoke, he loved J&B whisky. He could be a total shambles in that he could show up and say, 'oh, I'm sorry I've forgotten my helmet' and we would all have to go rushing around ➤"

An unfinished symphony



De Angelis: serene and tempestuous, wildly ambitious yet often uncommitted... a genius of contradictions



Testing the Lotus 95T in Rio during 1984. It was Elio's best season, ending with third place in the championship behind the dominant McLaren pair

borrowing something for him. He'd then have a last draw of the cigarette, get in the car, go out and be half a second quicker than Mansell. Everything he did came very naturally to him and he was very polite, very generous, a superb host."

"In spite of all the wealth he was a very down-to-earth young man," recalls his friend and former Shadow team manager Jo Ramirez. "He liked the simple things in life."

"He certainly knew how to enjoy himself," asserts colleague and friend Keke Rosberg, "but always in a cultured, educated way. He lived life like a true Roman." Was he not a typical Grand Prix driver, then? "Oh I think he was," argues Rosberg. "He played the piano well, which, to be fair, is not typical, but the only other things he played with

were the things that we all played with!"

Yet for all the ease his aristocratic background brought him, it brought with it too, a burden, as his team-mate at Shadow, Jan Lammers now points out: "Being a rich kid sometimes puts a stamp on a person that is just as difficult to get rid of as when you come from the suburbs. He was always a relaxed personality and this combined with the wealth was sometimes translated in the wrong way; people thought he didn't care so much. That's how it looked at the beginning."

He enjoyed a friction-free formative year at Lotus with hardened old pro Mario Andretti showing him the ropes. But the two team-mates who followed Mario to Norfolk – Mansell and Senna – could not have provided stronger contrast in the up and down

sides of de Angelis' easy charm and culture.

Against Mansell – with his working-class Midlands background, naive, perhaps, in the workings of the world, believing all he had to do was his best and having been taken on as Chapman's protégé despite limited experience – Elio became the focus of the team without even trying.

"Well, against Elio's flair you had Mansell asking for 'another cup of tea and a sandwich, mate'," recalls Warr, in a comment that betrays truly the scale of advantage de Angelis' background gave him within the team at the time. But there was much more to it than mere social standing.

"Lotus at that time was a small team with a big name," recalls Lotus mechanic Chris Dinnage. "We didn't really have the resources to run two drivers



Colin Chapman gave De Angelis his break in 1980. He stayed for six seasons



De Angelis, here at Monza in '81, had the measure of Mansell on the track...



... in person Nigel valued his company and calls him "a super human being"

absolutely equally the way they did at McLaren or Williams. So someone, inevitably, got preferential treatment, even though it was totally unfair. With Elio, he would get a group of people around him, and really include them in everything, come and talk with us. Mansell, on the other hand, although he drove the car flat out everywhere, whenever anything went wrong it wasn't his fault. Which sort of rubbed people up the wrong way."

Lotus chief mechanic Bob Dance remembers: "There was always a nice atmosphere around Elio. His girlfriend, Ute, fitted in well with the group, his family was very nice. He was a good sport and would always joke with the lads. He would take us for a run around the circuit in a hire car whenever he could. He was a good team player."

As far as Mansell himself is concerned, today he remembers no animosity towards Elio personally, only towards the regime that clearly favoured him within the team. Sheridan Thynne, Mansell's aide, comments, "Nigel remembers Elio as a super human being. He valued his company. He never felt bitter about Elio's background because Elio wasn't that sort of bloke. There are those from that sort of background who conduct themselves in such a way that they make it clear that they trade on it and value the superiority, which is so far from Elio's character that that didn't arise between them."

Then, after four seasons in which Elio held an undisputed upper hand over Mansell, Ayrton Senna joined the team. Here was someone who was at least as cosmopolitan and sophisticated in his

understanding of the world as Elio. He could even be utterly charming. But allied to that was a steely ruthlessness, previously unseen level of application and dedication. And a stunning talent.

Kenny Szymanski, one of Lotus' tyre men who became a close friend of de Angelis', remembers the omens for the partnership were ominous: "It was in Portugal, at the last race of '84, after it had been announced that Ayrton was joining the team. Elio went over to talk with him and I remember he came back to the garages looking really disgusted. I said, 'what's up with you?' and he said 'it's going to be a hard year next year.' I don't know what Ayrton had said to him, but maybe he had laid down the rules, like Ayrton could do."

Against this man and his unique mission, Elio ➤

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Final season in '86 saw Elio struggling with the uncompetitive Brabham BT55, scoring no points and three retirements before the fatal Paul Ricard test

came off second best in this team where there could be only one number one: "I think he saw quite early that to stay with Senna was going to be pretty bloody difficult," remembers Warr. Now Elio's easy charm and talent were no longer enough, the game had been moved on, albeit by Prost as well as Senna. "I think Formula One at that point was just becoming too sophisticated for someone like Elio," says Warr. "He wasn't the sort of guy who spent a lot of time



Ayrton and Elio: the sparks flew between them

in the caravan afterwards nibbling through the data." "Maybe he wasn't the most hard-working of all the drivers, but he was up there with the rest of us," considers Rosberg. "But Senna came along and changed the standards."

Indeed it says much for his talent that de Angelis wasn't completely obliterated by the awesome Brazilian, unlike some other team-mates who would try to keep up with his prodigious talent. "Elio was fantastically gifted as a driver," opines Collins. "He's one of the few people to have taken Senna on in

his own team. That qualifies him." In 1985, Elio's Lotus 97T sat ahead of Senna's on the grids of both the Brazilian and Canadian Grands Prix. But it wasn't enough. For '86 Ayrton, only too aware of the limitations of the team, would demand a subservient number two, while Elio move on to his tragically short stint at Brabham.

A rear-wing endplate detached itself from the BT55 as Elio was taking a flat-out kink while testing at Paul Ricard. The car became airborne and rolled, Elio was trapped inside with injuries no more serious than a broken collarbone. Then the engine caught fire and the tragedy unfolded as ill-equipped marshals, some in short-sleeved T-shirts, directed their extinguishers as best as their limited training allowed them. Some were spraying the fire from the wrong direction, sending the flame towards Elio rather than away. He died in hospital the following day as a result of asphyxiation, robbed of oxygen in a burning car in an accident from which he should have climbed out and walked away.



San Marino '85: Elio inherited win, Ayrton retired

That his career was cut so short only partly explains his lack of success. "Sometimes he had to be fired up to get the best out of him," remembers Szymanski, "like at Canada when he out-qualified Ayrton. Peter Warr had said something to him which wound him off the clock." But generally, that raw ambition, so evident in that '78 Monaco F3 race, was rarely seen once he arrived in F1. Just the speed and the style.

What of Latin temperament? "You only saw it very occasionally," remembers Bob Dance, "but if he did get annoyed he really lost it." At Silverstone in '81 he was hauled in for a 10sec penalty for a driving infringement. Rather than taking it, he erupted out of the car, screamed at the RAC's Robert Langford and stalked off, leaving his perfectly healthy car in the pit lane. Once he shoved MOTOR SPORT's Denis Jenkinson to the ground in an altercation over something that had been written. And there was a little-known scuffle, too, in the Lotus garages at Kyalami in '85 when de Angelis had to be pulled off Senna for some perceived slight on the circuit.

But this rarely manifested itself in the car. In fact Dance remembers de Angelis as being "extremely mechanically sympathetic," and Collins avows he was "one of the safest drivers of all, not at all ragged."

Which is just one more contradiction in this man whose combative fire, so apparent in his rise to prominence, seemed to disappear once he got there. "I wonder if he was just too much of a gentleman," muses Warr, "just too nice. Perhaps because of his background he didn't have that ruthless streak. He just wasn't that bothered. Such a lovely guy."

Maybe that is his epitaph. M

THE 1908 GRAND

MERCEDES' VICTORY IN THE 1908 FRENCH GP WAS ONE OF ITS BEST. BILL BODDY TELLS THE TALE AND TRACES THE WHEREABOUTS OF THE SURVIVORS

IT IS INDISPUTABLE THAT MERCEDES (MERCEDES-BENZ from 1926) has been one of the significant names in motor racing, from the earliest days onwards. Emphasis has been placed on the make from Unterturkheim, Stuttgart, because it has had a knack of achieving notable successes, often at what must be regarded as landmarks in racing, then withdrawing, only to return to further major victories.

Let us start, for instance, with the 1903 Gordon Bennett Trophy in Ireland. This was the first motor race to be held on British roads, as such racing was not permitted on the mainland, and it thus gained widespread attention. The political move for such public road closures had been forced on us because the race rules stipulated that the country winning this nationally-orientated contest would hold the following year's race and

Edge's Napier had been victorious in 1902. Mercedes had intended to make its bid for GB honours with a team of new 90hp racing cars but a factory fire destroyed these on the eve of the event. So production-type 60hp cars had to be substituted, borrowed it was said from willing private owners, and fitted with racing bodywork.

This was perhaps a fortunate turn of fate, because the massive 90hp Mercedes were not very reliable and could have been difficult to handle over the Athy circuit. However, the 9-litre Mercedes Sixties were up against Panhard and Mors, then the top

Lautenschlager pits during his heroic drive in the 1908 French GP. The strain on the tyres is clear



PRIX MERCEDES

racing cars, in the hands of leading drivers such as René de Knyff and Gabriel. Yet Camille Jenatzy, dubbed 'The Red Devil' on account of his red beard and fearless driving, beat them all, winning at 49.2mph, 11min 40sec ahead of de Knyff's 80hp Panhard. Jenatzy, a fine all-round sportsman, collected £8000, perhaps equivalent to what lesser F1 drivers now earn; he was to meet a cruel fate, killed in mistake for a wild boar at a shooting party...

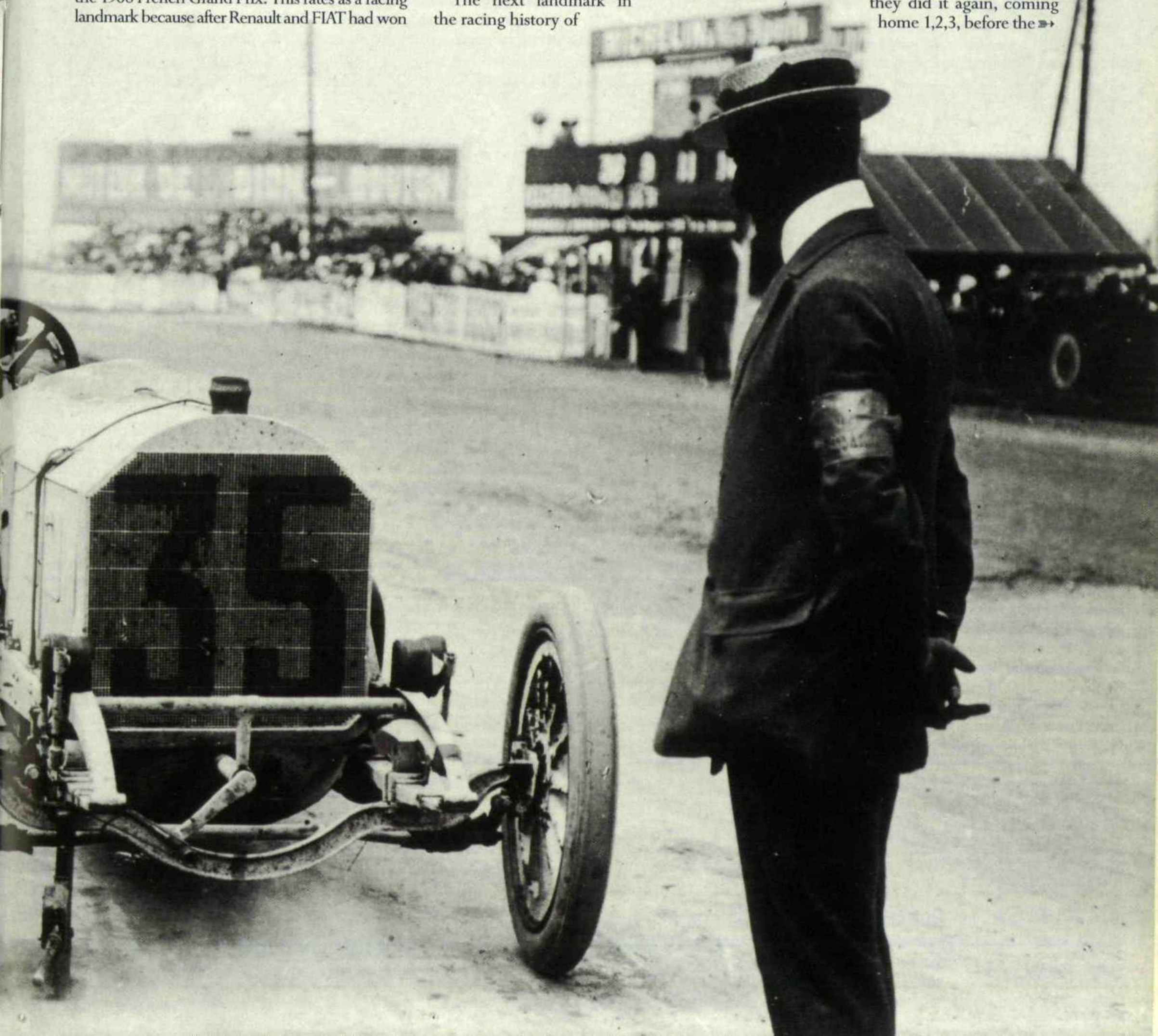
The next landmark success for Mercedes was the 1908 French Grand Prix. This rates as a racing landmark because after Renault and FIAT had won

the '06 and '07 GPs, the Automobile Club de France decided to abandon future fixtures, for some years at least, and thus all eyes were on the outcome of the 1908 race. Mercedes had competed in the two former French GPs but had got no higher than 10th, (Jenatzy/Burton in 1906 on a 14.5-litre car, Hemery with an 11.9-litre Mercedes in 1907). But designer Paul Daimler persevered and had a team of cars ready for the 'interim' GP, which proved able to defeat two Benz entries, as we shall later see.

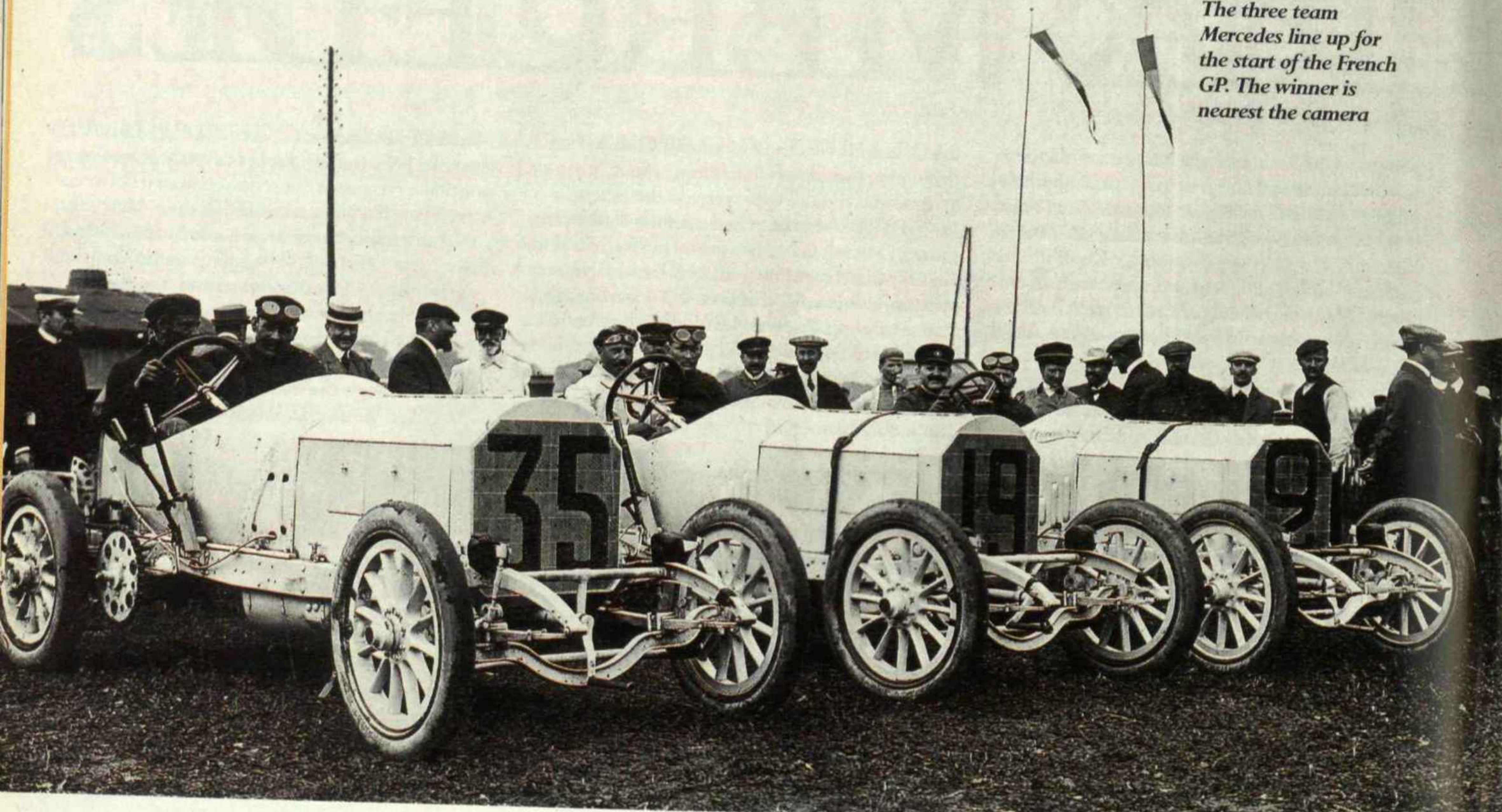
The next landmark in the racing history of

Mercedes was again at the French GP, this time the dramatic 1914 even held at Lyons on the eve of war, one of the greatest of this series, contested between most of the leading makes of that time. Mercedes

built five cars of rather conservative design, to the 4.5-litre ruling, eschewing the twin-cam engines and front-brakes which were emerging as the way to go, but by meticulous preparation and practising, as in 1908, they did it again, coming home 1,2,3, before the →



The three team Mercedes line up for the start of the French GP. The winner is nearest the camera



first of the hitherto dominant Peugeots, easing to a slight degree the French humiliation by finishing fourth. The end of an era, you might rightly say...

After the war, Mercedes made an impressive return to racing, considering the difficult conditions prevailing. The next significant landmark had to wait, however, until 1934, when, under the new 750kg formula, Mercedes-Benz and Auto-Union built the fastest GP cars yet seen which were truly exciting to watch as the few drivers capable of fully extending them coped with their light weight and tricky handling characteristics. Between them these so-called 'Silver Arrows' (ugh!) bred disturbing propaganda from Germany as, with drivers of the calibre of Caracciola, von Brauchitsch, Seaman and Lang, they screamed to victory all around Europe.

There was another break before the Mercedes-Benz racing department appeared again, for the newly introduced 2H-litre formula, to repeat the former overwhelming superiority with the W196 GP and 300SLR sports-racing cars, the former

giving Fangio his second World Championship, the latter taking the 1955 Sports Car Championship.

Historians have often looked at the post-race provenance of the Gordon Bennett Mercedes and researchers of the 1914 GP team cars include R H Johnston, 'Bunty' Scott-Moncrieff, myself and Edward Eves. But less attention has been paid to what happened to the 1908 GP cars after their landmark race. Now, with the help of Max von Pein, curator of the Mercedes-Benz Museum at Stuttgart, it is possible to look at what seems to have happened to these great cars.

But first, the race. It was run over 477.48 miles of the 1907 GP course, which implies that the faster drivers were in action for some seven hours – those Edwardians really went motor racing! Paul Daimler, conscious of the poor showing of Mercedes in the two previous GPs, prepared a team of four new cars, to rules restricting cylinder bores and weight. Three of these had engines of 12.8-litres, one was of 13.5-litres, all with push-rod-operated overhead inlet and

side exhaust valves in chain-driven chassis. Remarkably, the car chosen to attempt to win was entrusted, not to a racing driver, but to 31-year-old tester Christian Lautenschlager, who had been with the company since 1899. Willy Poege, with the out-size engine, and Salzer, were to harry the opposition.

With typical thoroughness the cars were sent twice to Dieppe for long spells of practice until this was forbidden after May 1st. So by race day, July 7th, Mercedes, as ever, were well prepared. But their race plan did not work out, because road conditions were extremely poor, causing tyre failures, even collapsed wheels, and eye trouble for drivers exposed to the dust and flying stones. This put Salzer out after two laps, and Poege was delayed at the same time when he ran into a fence. Which left the burly, moustachioed test-driver to battle it out alone, with no tyres left in his pit for the last two laps (or 95 miles), so demanding had the race been. But his long experience of the car with which he had been entrusted, paid off. After the FIATs had broken up, the



The French GP practice car, 11 years on, at the 1919 Southend speed trials with AW Tate

Quadrant

Quadrant

challenge came from Hemery and Hanriot in the 12.4-litre Benz. But Lautenschlager kept his cool and won by 8min 40.2sec, at 69.05mph, the two Benz second and third, Poege fifth.

Paul Daimler was there to see this triumph by his test-driver who, in 1914, was to lead home the veteran Wagner, and Salzer, at Lyons in that great triple 'Three-Pointed Star' triumph, after a drive lasting for more than seven hours, thus justifying, if it be true, the statement made during a pre-race board-room meeting in Stuttgart that "For reasons of propaganda Mercedes have decided to win this year's French GP"! It had taken care similar in attention to detail as the 1908 GP success and which we were to witness again in the later pre-war and post-WW2 racing by Daimler-Benz.

Apparently the unfortunate French had to endure the playing of 'Deutschland uber Alles' three times as the Mercedes crossed the finishing line in 1914; but the band thoughtfully included the 'Marseillaise' after each rendering, and again as Goux's fourth-placed Peugeot arrived...

Now to the provenance of these 1908 Mercedes. What was thought to have been the winning car eventually went to America, where it was later discovered to be, in fact, the spare or training one. Before its export to the USA it had been sold, a week after the GP, via De Cros Mercedes in London, to Mr R F Fry, just in time for Resta to drive it to third place in the second Montagu Cup race, behind a 90hp Napier and Hutton's earlier GP Mercedes. After the opening of Brooklands in 1907, Mercedes

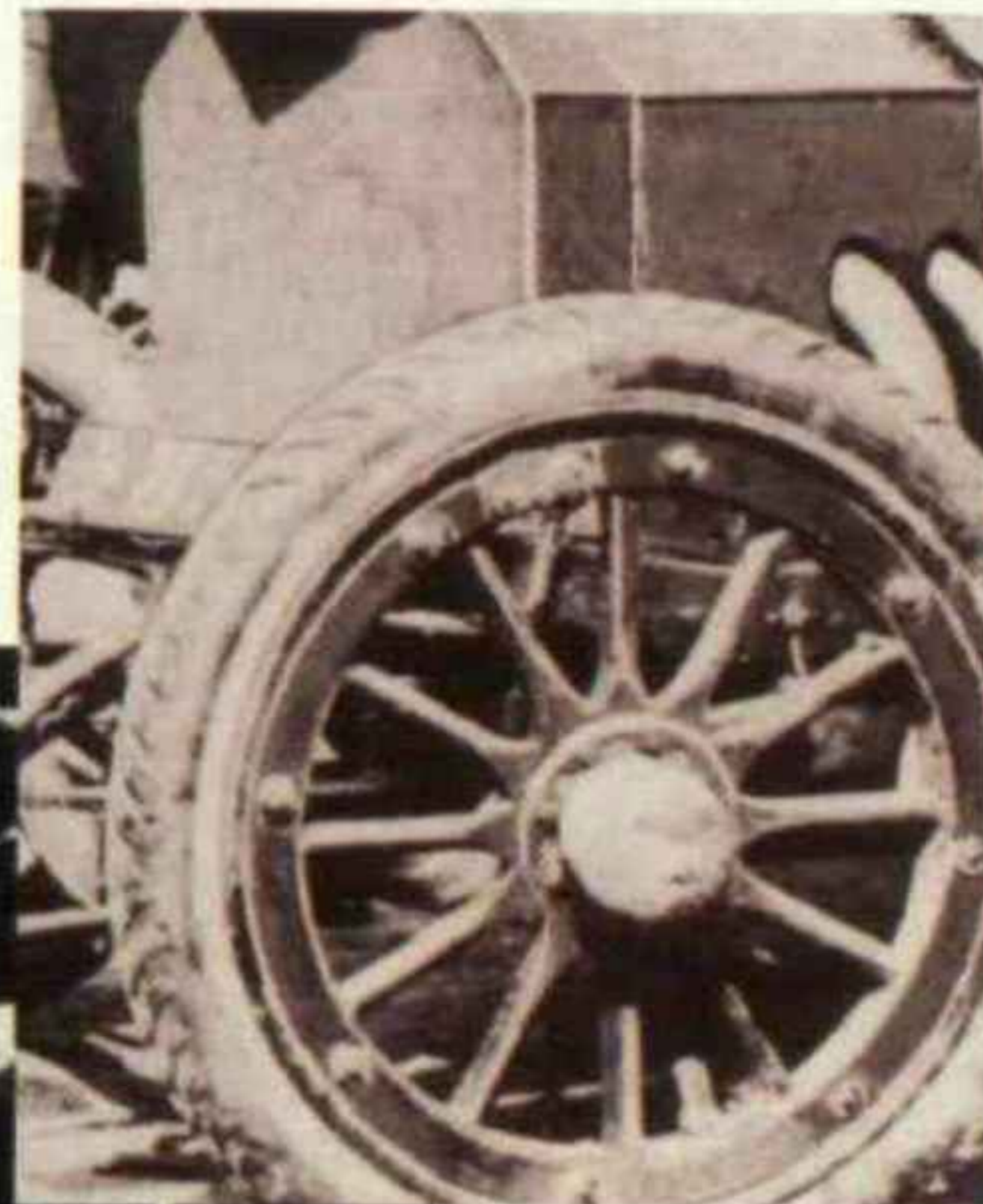
were glad to sell their out-dated racing cars to British sportsmen keen to race on the new Track. Mr Fry had already acquired a 1906 GP Mercedes for the famous Dario Resta to drive for him, but it lost the first Montagu Cup Race because Resta inadvertently did one lap too many, allowing J E Hutton's sister Mercedes to win the 200 sovereign Trophy and prize of 1400 sovereigns! It was the same type of GP Mercedes that had a horrific accident in 1908, killing the mechanic.

Mr Fry continued to enter his 1908 Mercedes at Brooklands for Resta to race until the end of the season. He then passed it on to Old Etonian and expert shot A W Tate, who won two Brooklands races in 1909 from scratch and the class for GP cars at Saltburn Sands, doing 93.2mph for the flying start km, after which, having joined the army, he was absent for some time. But in 1913 the old Mercedes was the object of some amusement at Shelsley Walsh that year, when, after Tate had run into the railings and damaged a front hub, a cottage loaf was stuffed into it to obviate loss of grease on the journey home. The old warrior was then laid up for a while at its owner's country seat, the Manor House, Chippenham, Ely, Cambs, until around 1920, after it had been overhauled, repainted and given new tyres. It was in original condition, with an Elliot

speedometer, dual Bosch ignition ensuring a start 'on the switch', and was said to give 15mpg. Only the owner had driven it since 1913 and it was for sale, but Tate, with a DSO after war service, took it to the 1919 Southend speed-trials, nonchalantly mastering a skid on the wet course. The car was said to be unchanged since 1908 and again painted white, as were the team-cars at the GP that year.

I believe that it was used on English roads by the next owner, until it was shipped to America. Its first owner in the USA was Karl Martin, until it was purchased by George Waterman in 1939, and transported to his premises on an extended Model-B Ford truck. Now it is part of George Wingard's stable of historic cars. In 1996 he brought it over for the Goodwood Festival of Speed and it clocked 82.3sec up the hill, fastest in its class, with Gail Wingard as 'riding mechanic' to keep up fuel-tank pressure, after the pair had put out a fire and repaired a sheared sprocket-key.

This is the practice car again, at Shelsley Walsh in 1913 complete with a sizeable cottage loaf stuffed into a leaking front hub



The true provenance of Lautenschlager's winning car is obscure but it appears to have gone to America too, it is thought at the behest of K W Vanderbilt Jnr, of New York, soon after the GP, and to have been fitted with a touring body by Labourdette of Paris and Madrid. The Poege Mercedes went to the wealthy sportsman Theodor Dreher and stayed in Germany, while the well-known Mercedes dealer and rebuilder Gordon Watney acquired the Salzer car on behalf of Lord Vernon. For a few years these monster Mercedes GP cars were a considerable attraction at Brooklands, driven by such a

variety of different drivers that individual identities cannot be easily established. Cooper/Zborowski had some success with one at Brooklands after the war which was probably the ex-Salzer car. These 1908 GP Mercedes should not be confused with the special large-engined ones which made FTD at the Semmering hill-climbs of 1908/09, driven by Poege and Salzer, nor with the special-edition cars built by Unterturkheim, with one of which Ralph de Palma so nearly won the 1915 Indianapolis 500 until a con-rod broke within sight of the line and which was raced later by Mulford and Spencer Wishart. The GP cars were fast for their day, Laurent's taking the half-mile record to 109.05mph at Brooklands in 1909.

Along the years Mercedes has so often achieved that peak of racing achievement, winning on the first appearance with a new design, notably with the two W165s, built secretly when the Italians changed the formula to 1 1/2 litres, intending to frustrate German opposition. It trounced the opposition with a 1-2 at Tripoli in 1939 on the its first and only race appearance. That and the almost entire domination of the races in which Stuttgart competed, was indeed formidable. To date McLaren-Mercedes has yet to perform so convincingly... ■





OLD MOG, NEW TRICKS

AFTER A GENERATION, THE MORGAN PLUS EIGHT HAS FINALLY GIVEN IN TO POLITICAL CORRECTNESS. HAS THE INSTITUTION BEEN THUS RUINED? NOT LIKELY, SAYS COLIN GOODWIN

I HAVE HAD TWO HUGE ENJOYABLE DRIVES IN THE last few weeks. The first was in a new Nissan Skyline GT-R in Scotland, right through the Highlands, very rarely dropping under three figures. Blew all the cobwebs away and damned nearly my driving licence too. The second driver was on a sunny end-of-summer Sunday in Morgan's new and heavily revised Plus Eight. The roads were not as dramatic as those in Scotland, far from it. Surrey lanes, with no small amount of crawling Sunday traffic either. Never did I get near three figures; probably never went over 70mph, in fact.

The two cars could not be more different. The Skyline a laboratory on wheels with four-wheel drive, four-wheel steering, ABS and just a couple of turbochargers thrown in to make it work; complicated for sure, but also one of the finest high-performance cars in the world, and definitely among the fastest across country. The Morgan on the other hand is simplicity itself. There's a live axle at the back with drum brakes on its ends and sliding pillar suspension at the front. No power steering, no ABS, nothing that isn't absolutely necessary.

The drive in the Nissan was all adrenaline. Fun, but a bit hard on the nerves. The Morgan is the exact opposite. Driving it relaxes you, mentally if not physically. In so many modern performance cars the primary sensation is speed; take that away and you're not left with much. The Morgan Plus Eight is fast too, but it also sounds wonderful at low speeds and provides a fabulous view across the bonnet. But more importantly, it gives pleasure when you're not even driving it. Just looking at it is a pleasurable experience. So would be polishing it on a Sunday morning, perhaps after an early morning rumble for no reason other than the hell of it. In this age of clogged roads and speed cameras the arguments for Morgan ownership are stronger than ever.

Pop down to the Malvern factory and it looks as though time has stood still. Time doesn't, though, and Morgan has had to move with it. You'd be hard pressed to tell looking at it, but this Plus Eight has been radically changed; more than ever before in its 29-year life. Safety and emissions regulations have made it inevitable. Experienced Morganists will spot some of the changes as soon as they slide into the car. For starters, they'll have found the act of ingress easier than before as the doors are now two inches longer. There's more room inside because the seats have also moved back two inches and the dashboard forward one. You can't see it, but there's a stainless steel tube that runs around the dashboard to limit deformation in side impacts.

Our car is not fitted with them, but the Morgan is now available with air bags. With them out goes the glovebox, which is rather a loss as it's a big percentage of the available space gone west. I haven't seen the airbag wheel, but it's not likely to be a thing of beauty and it's certainly a thing of great cost – a cool £2056 for the full option. The standard wheel on this car has a nasty bit of padding stuck to its spokes. It would go in the bin straight away and be replaced by a wood-rimmed wheel. The Morgan now uses a Range Rover steering column and stalks. The column is adjustable for rake, but in such a small arc that it hardly makes a difference. The 15in wheel is still nearly in your lap. The stalks are ➤



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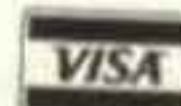
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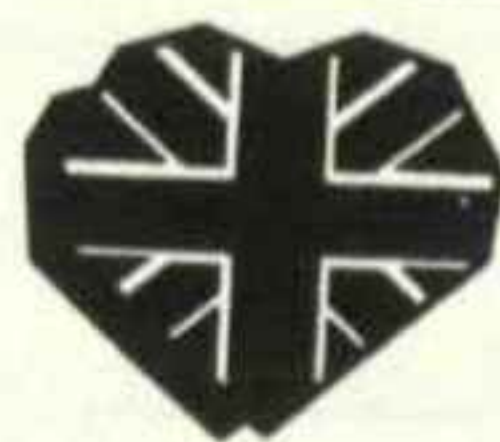


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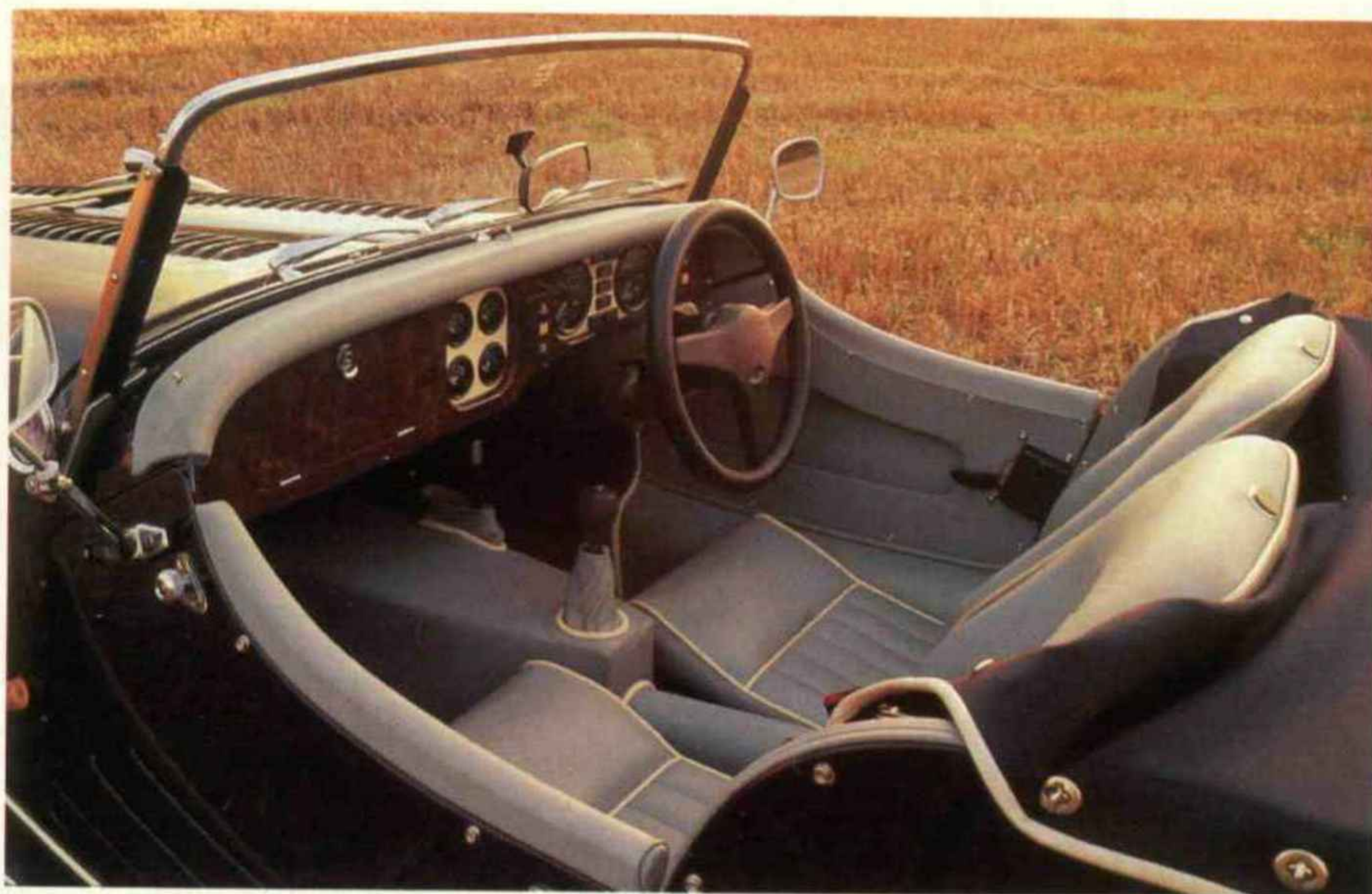
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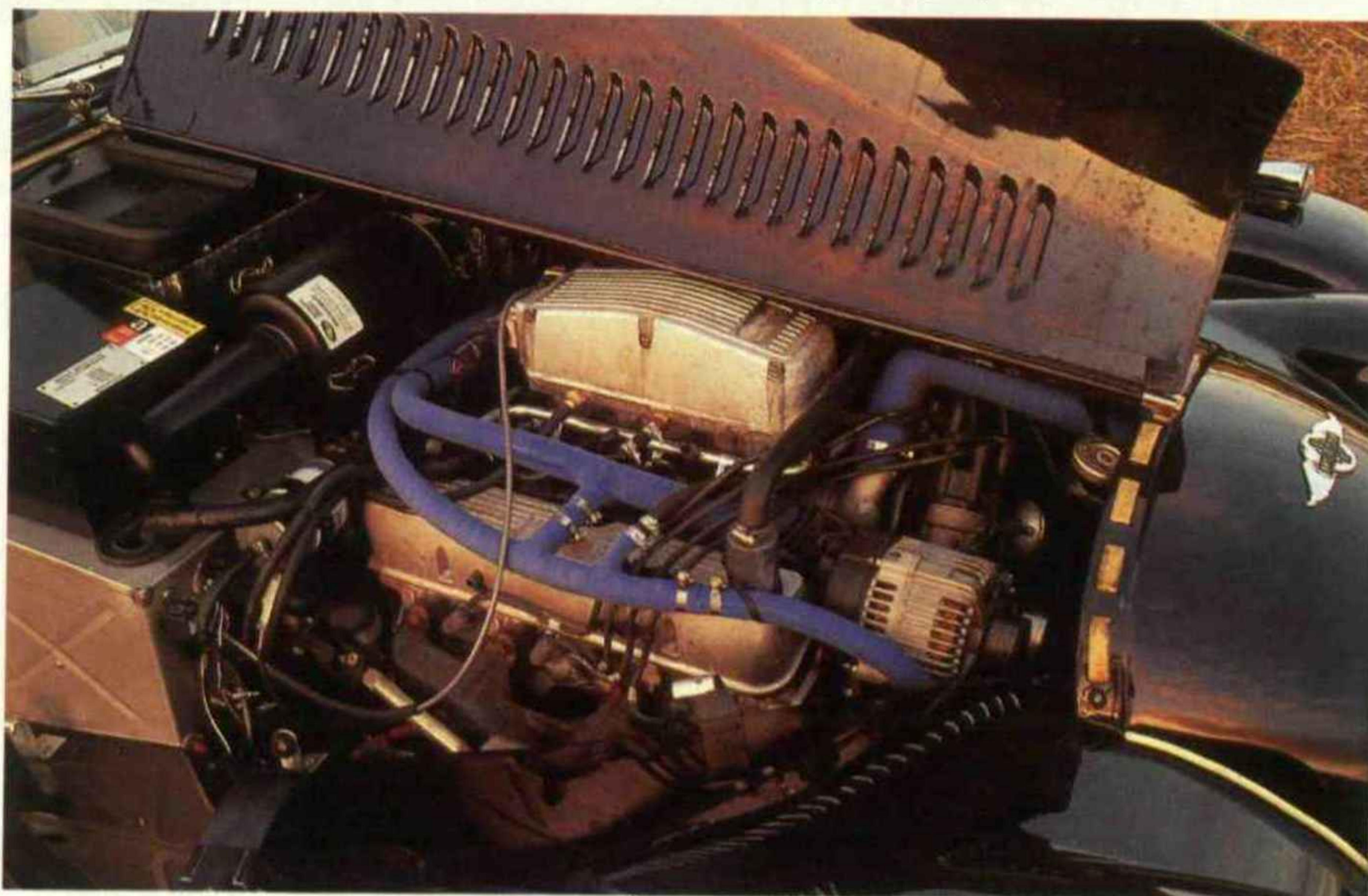
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OLD MOG, NEW TRICKS



Plus Eight interior (above) is more comfortable and easier to enter, thanks to longer doors. Twin airbags are a new and surprising option. Engine (below) is 4.6-litre unit, will take fourth gear from rest



SPECIFICATIONS

Morgan Plus Eight

ENGINE

Type	...	90deg V8 dohc, 2 valves per cylinder
Capacity	...	4555cc
Bore/stroke	...	94 x 82mm
Compression ratio	...	9.4:1
Induction	...	Lucas 14 CUX electronic ignition and fuel injection
Max power	...	220bhp at 5000 rpm
Max torque	...	261lb ft at 3600rpm
Specific output	...	48bhp/litre
Power to weight	...	221bhp/tonne
Transmission	...	5-speed manual
Ratios	...	1st, 3.32/6.8; 2nd, 2.09/10.8;
(mph/1000rpm)	...	3rd, 1.39/16.2; 4th, 1.00/22.5;
	...	Top, 0.79/28.5

CHASSIS

Steering	...	Unassisted rack and pinion
Brakes f/r	...	Ventilated discs/drums
Front suspension	...	Sliding pillar, coil springs
Rear suspension	...	Live rear axle, leaf springs
Wheels	...	Cast alloy, 7x16in
Tyres	...	205/55 ZR 16, Pirelli P6000

DIMENSIONS

Length	...	157.1in
Width	...	59.1in
Height	...	50.8in
Wheelbase	...	98.0in
Track (f/r)	...	48.0in/48.0in
Kerb weight	...	2148lb

PERFORMANCE

0-60mph	...	6.0sec
Top speed	...	128mph

KEY ENGINEERING POINTS

Concessions to modern safety standards have meant the dashboard is moved forward an inch, a stainless steel roll bar concealed within it, and twin air-bags have also been made available. While the 4.6-litre engine is the largest ever to be offered in a Morgan, its true purpose is not more power but reduced emissions

IN ONE SENTENCE

Safer and better, the Plus Eight has lost none of its legendary charms

much better, though. They used to be so near the dash you grazed your knuckles using them.

That's safety out of the way, now it's emissions. Actually, it is the emission of noise that Morgan's engineers really had to address. To get the car to chug past the delicate ears of the noise meter in the drive-by test a 3.23 final drive was fitted instead of the previous 3.45 gears. Obviously that's taken some of the Plus Eight's sprinting ability away, so the chaps at Morgan have popped a 4.6-litre V8 under the car's louvred bonnet. Morgan always tries to use as many production parts as possible but the new 4.6 engine is not pulled straight from the Range Rover 4.6 HSE. It uses the block from that engine, but the 3.9's heads. The block has to be machined so that the 3.9's timing cover can be fitted. That's used

because Morgan puts an old fashioned distributor on the motor instead of the hugely complicated direct ignition system and mammoth ECU. The Range Rover is automatic only and the ECU gets so upset that the auto 'box has gone that it refuses to function with a manual gearbox. Good riddance to all that complicated electronics and welcome back the distributor, say I.

The new engine doesn't feel as responsive as the 3.9 or even the old 3.5-litre for that matter, but it does have huge torque. It is quite possible to pull away from a junction in fourth gear. Pulling off in first gear is really not worth doing. I found myself leaving in second gear and then going straight into fourth. It hardly hampers your progress. Besides, super-quick departures in first gear result in most

unpleasant axle tramp that gives the impression that the whole tail end is going to destroy itself. The 4.6 Plus Eight is at its most impressive when asked to overtake from about 60mph. It'll blast past traffic as briskly as any supercar.

The new engine fits the Morgan's character to perfection. The last thing a car like this needs is a motor that's all top end. Besides, if you start trying to thrash this car around the place the whole driving experience starts to become rather frantic. A young colleague couldn't believe it when I told him I thought this new Morgan rode quite a bit better than previous Plus Eights. And better it is, albeit still pretty appalling. The older cars used to crash into potholes with such a bang that it was a toss up as to whether the car's or the driver's backbone →

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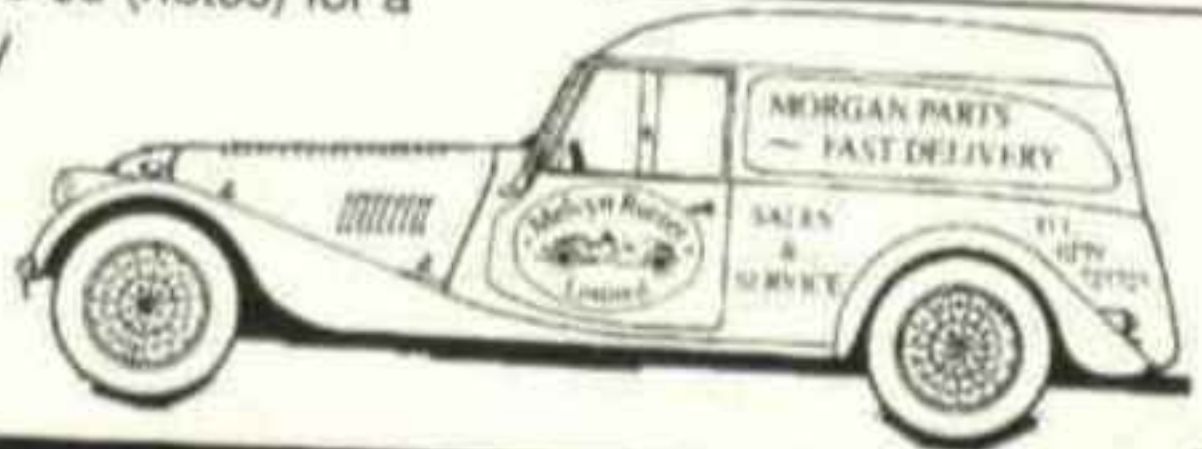
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OLD MOG, NEW TRICKS



Hard to believe this Morgan contains some of the most radical advances in the marque's long history. Mercifully it looks, feels and sounds exactly the same.

would be the first to break. Trouble is, the roads that are most enjoyable these days are often among the bumpiest. There you are, cracking along in the Morgan at quite some pace, judging where to brake for the upcoming corner, pressing hard on the brake pedal (no assistance), then suddenly you hit a bump and the front end jumps, the brakes lock for a moment and it all gets a bit fraught. You have to fight the heavy steering to get the car settled and on the right track again. Some may say this is all part of the challenge and fun of driving a car like this. I'm not convinced.

You enjoy the Plus Eight much more when you drive it in a more relaxed fashion. Top down, side screens in place, engine rumbling away gently. It still sounds wonderful, this engine, despite the fact

that it complies with the rules. You drive the Morgan hoping that around every corner you'll find a tunnel so that you can blip the throttle, sling the thing down a gear and bounce that lovely noise off the walls. I've never seen the attraction of a four-cylinder Morgan, and it's not just a matter of performance.

Ordering your Plus Eight without the optional leather, mohair hood and wood trim would almost be sacrilege, even if it does add almost £3000 to the Morgan's albeit reasonable £28,000 price. The Plus Eight's interior is very comfortable, at least while it's stationary. There's now plenty of legroom and even some extra elbow room. Sidescreens are a must, even on a warm day, as without them you are blown around rather too much. Cold days are no problem even with the roof down as the heater

is nuclear in its output. Turn it on full blast and you'll be worried that there's a fire raging in the footwells. The stubby windscreen is now conveniently fitted with a heating element so that you no longer have to use your scarf to wipe away the mist. No Morgan has ever been easier to live with.

I was rather hoping not to take the car back to Malvern myself because I've had several narrow escapes from the place in the past. I'm usually fine until I step into the building where rows of Morgans await finishing off and then collection by their owners. It's a fabulous sight. This is when the cheque book starts to flutter in your pocket. There's a magic about the place that tempts you in. Owning a Morgan isn't like owning any other car; just as the car itself cannot be judged against others. It is unique. ■

How to get a Head in motor

Ronnie Grant

(Racing driver and
back cabbie)

Patrick Head

(Ronnie's Engine Builder)

John Barnard

(Ronnie's Chassis Designer)



racing (and a Barnard, too...)

... and John's dad

THEY WERE TO BE TWO OF THE WORLD'S BEST RACE CAR DESIGNERS, HE WAS A LONDON CABBIE. SO HOW DID RONNIE GRANT PERSUADE PATRICK HEAD AND JOHN BARNARD TO BUILD HIM A RACE CAR? ADAM COOPER FINDS OUT

* * * *

HOW WOULD YOU LIKE TO HAVE BOTH PATRICK HEAD and John Barnard in your pit, fussing over your car? Forget Niki Lauda, Alain Prost, Ayrton Senna or Michael Schumacher; only one man can have had the two greatest Formula One technical gurus of the era working with him at one and the same time.

The bloke who brought Messrs Head and Barnard together was Ronnie Grant, a larger-than-life south London cabbie and garage owner who didn't even sit in a racing car until he was over 40. Ronnie's enthusiasm pulled both men into a project which, to this day, they look back on with great affection. Ladies and gentlemen, I give you the remarkable story of the Taurus SuperVee – chassis designed by J Barnard Esq, engines prepared by P Head...

His name may not be familiar to many readers, but Ronnie was something of a hero when I was a lad. My best mate at school told me that his Uncle Ron did a bit of racing, and to a 10-year-old this was mighty impressive, even more so when I saw his transporter parked down the road. The vehicle in question was a humble VW pickup, its faded paint peppered with stickers. But it was the nose of a real racing car that poked out under a tarpaulin, and that's what mattered.

Now an energetic 72, Ronnie has given up taxi driving. But he still works an 11-hour day at his garage business in the Clapham railway arches which were home to his racing team.

Ronnie was 42 when he started to race Formula Vee in 1966. Despite his late start, he was no slouch – he beat Brian Henton to win the final round of the British championship in 1970. Two years later he made the move up to the more powerful SuperVee cars.

When he heard that Lola had an available chassis, he did a deal with factory manager Derek Ongaro.

"He had a Formula Ford which was being converted to a SuperVee," recalls Ronnie, "but he didn't have an engine. I phoned him up said 'I've got an engine, you've got a car; can we get together?' He said 'Bring the engine up and we'll have a look'."

In those days Lola was a hive of activity, and among the staff working under Eric Broadley's guiding hand were budding designers Patrick Head and John Barnard, who were stationed on adjacent drawing boards. Despite their proximity, they only rarely worked on the same project.

"We worked quite closely together on the T290 sports car," says Head today, "and the T280, which was the 3-litre version – unfortunately it was the

car in which Jo Bonnier got killed. Generally John was quite good at having his own projects, and not working with other people on them! I joined a year or so after John, and was drawn into whatever project was going on. It was never decided whether he was my boss or I was his boss...

"We were told that a chap called Ronnie Grant was sending an engine up to be installed in a car, and they were going to go out and do some testing. Somebody said that this guy was quite good, but that he was 48 years old or something.

"I remember John and I almost falling about. It shows how dreadful the youth can be – I suppose we were in our late 20s at the time. The idea that somebody could be a quick driver when he was 48 was a bit of a joke to us. And he was a taxi driver as well. I think John went to the first test at Snetterton, and took to Ronnie straight away. He thought he was a real character, an amusing fellow. I think he was quite impressed with him as a driver as well."



Ronnie gets to grips with the Taurus in the wet during 1974

"It was John's job to get it all up and running," explains Ronnie, "so he'd come testing with me. I wasn't a very good test driver at the time, just coming off Vees, I didn't really study all that hard. Gerry Birrell used to garage with me – he also used to live with me on and off – and he set the old Vee up, and I used to just get in and go."

Barnard was happy to use some of his own time on the project, even after he left Lola to join McLaren – for his first unheralded stint – in 1972. Patrick also left Lola at around the same time, with a vague plan to go into business preparing SuperVee engines in Huntingdon, but, "about a week after I started the place burned to the ground.

"So, I was working in a railway arch in Battersea, which was only about a mile from where Ronnie ➤

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HOW TO GET A HEAD IN MOTOR RACING (AND A BARNARD TOO...)

was in Clapham. I started working part time for him at Trojan. At that time I also started building a boat. I was a little bit itinerant..."

Through Grant, Head then had a second crack at the engine business. Suddenly Ronnie had both John and Patrick helping in his pit at races.

"I based myself partly at Ronnie's place," says Head, "and I was doing SuperVee engines though not really in any commercial sense. I'm not sure if I ever asked Ronnie if it was OK - I just plonked myself at his facility. He was very good at keeping me out of trouble. There were lots of characters around the place, taxi drivers called Coldhands and Lefty."

"The only reason he stayed with me was that I had an engine brake where we could try the engines out," says Grant. "We'd be in there at 11 o'clock at night revving these things like there's no tomorrow, and we used to get the neighbours from the next road phoning up and complaining about the noise!"

Barnard recalls the engine testing well: "Ronnie came up with this - and I put it in quotation marks - 'dynamometer'. The back of the arch was like the black hole of Calcutta, and Ronnie decided that this was the place for his dyno, so he cleared it all out.



Ronnie Grant - a late starter at 42, who raced until 65 in 1990

Patrick would spend days and nights just fiddling and farting around. He was driving a van of some sort - it may even have been a Minivan - and there were a good few nights when he'd finish off sleeping in the back of this thing..."

At the same time, there was progress on the chassis front. The Lola worked well, but Barnard reckoned he could make it better.

"He wanted to change it from a spaceframe into a monocoque but keep the suspension and so on," says Ronnie. "It would be much better, because the original Lola was a cobbled up Formula Ford thing."

"The blokes that built the chassis were three of the fabricators who worked for Lola," says Barnard. "They were moonlighting, and we found this little barn or garage around Huntingdon way somewhere. I did the drawings and they knocked a couple of chassis out. Actually it was quite a nice little aluminium monocoque. I think he had a big shunt in it at one time, and it stood up very well."

"It looked bloody good," says Ronnie. "I'd never seen a proper monocoque up close. It was a difficult job, it wasn't like he could just draw a new car. He had all the suspension and everything else, and he had to make that fit his monocoque. He used to come over every night, and if something didn't fit he'd alter it. It was bloody marvellous really. John was so far advanced even then. They worked all over the winter, and then we had to find a name for it. We called it a Taurus because John was born in May and my girlfriend Sheila was the end of April."

Could the designer have named it a Barnard? "I could have," says John, "but it didn't sound right to me. Yes, I suppose there was this thought that we could start selling them and that kind of thing. The

problem was we didn't have time."

John's father was also always in tow, making bits. Head recalls Barnard ordering his old man around.

"I tended to be the one who directed operations," says Barnard. "My dad and I used to have the odd dust up - that was quite amusing for the rest of them, the way we used to go at it."

But was the Taurus any good? Patrick Head is not so sure. "If the truth be told, I don't think that it actually made the car any quicker, though it probably made it a little bit safer from Ronnie's point of view."

"It worked alright," says Grant. "I won a few races with it. It was a bloody good car, and got better and better. It progressed a lot. John altered it, and Patrick got more speed out of the engines. Patrick was very cautious - he'd run something for two days on the brake to make sure it really worked. But we did have a valve bending thing when he accused me of over-revving the engine. I said, 'No, you're taking too much metal off!'"

"I don't think the engines I produced were particularly good," smiles Patrick. "They were good in many areas, but the camshafts were poor."

"John never got a penny for all his work," says Ronnie. "I paid for the bits, but he never ever said to me 'I've worked 40 hours this week, I want so and so.' And nor did Patrick. The only thing Patrick ever said to me was 'Can you change a cheque?', and he'd write out a cheque for cash or whatever. Patrick didn't need to be paid because he had his own money, but John was struggling, really."

"I don't think they used to argue. John was 'We'll do it that way,' and Patrick said, 'Oh well'. But Patrick was going to go places. He was very well educated, miles above my head. I knew that some day he would make it."

Grant would race the Taurus all over Europe, often in GP support races, until he sold it in 1978. It went to Sweden. Inevitably, Head and Barnard had long drifted away from the Clapham arches, although they remained in touch as their careers progressed. In 1979, Patrick's Williams won the British GP. A year later John's Chaparral took victory in the Indy 500.

"We were all nobodies," says Barnard, "coming up, scratching away. We went racing because that's what we liked. Patrick came from a very different background to me, but basically we lived and breathed racing cars, and that's what it was all about. You never considered Ronnie's age. He's got such a vitality about him, and even today you don't consider Ronnie's age. He was a quick driver - we weren't quite so sure how quick he was! - but you just did the best you could. It was educational, looking back on it. You were learning all the time." ■



Ronnie and Taurus under the Clapham arches around 1976; son George behind. Right: John Barnard tries the Taurus for size at Brands, 1974, under Grant's eye.



By 1978 the car had a March-style nose added, left - and a 'TAXI' sign; compare with 1975 shape at Thruxton, below



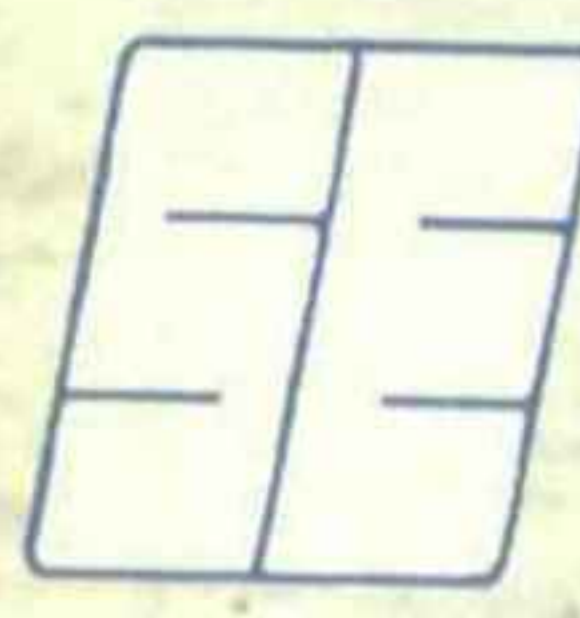
Below: British GP 1983. Patrick Head steps over from the Williams pit to talk to former teammate Grant, on the grid for the F3 support race



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I suppose that the 1979 Italian GP at Monza, when Gilles and I were second and first and I won the World Championship, has to be my most spectacular race, but from a driving point of view I always thought that the US GP West at Long Beach in 1977 stood out as my best.

I'd done three years with Tyrrell, and didn't want another with him, so I looked around. Walter Wolf was trying to hire me, and a few other people, and I said to him, "If I can get the people and money I want, I will come with you." And he said okay. I went out to hire all the people I wanted to run the team – Harvey Postlethwaite, who designed the car, the WR1, Peter Warr to manage it and some of my mechanics, such as Roy Topp with whom I'd worked at Tyrrell. We had a three-year plan, thinking that would get us established and then we would fight for the World Championship.

Things, however, got off to a good start as we won the first race, in Argentina. In fact, we were leading the World Championship until halfway through the season! I was leading the points when we went to Long Beach, and I remember James Hunt laughing, "That's good, because that's those points out of the way." But in Long Beach we were very competitive, and he stopped laughing after that. We were good friends.

Niki had won at Kyalami, and he took pole at Long Beach for Ferrari. Mario Andretti was next in the Lotus and I was third, two-tenths off Niki and two hundredths off Mario. I got into the lead, I think, at the first corner. I was just a little faster than Mario,



Jody Scheckter

UNTIL A PUNCTURE DENIED HIM VICTORY, A SERIES OF PERFECT LAPS SAW HIS WOLF HUMBLE THE MIGHT OF LAUDA'S FERRARI AND ANDRETTI'S LOTUS

1977 Long Beach Grand Prix



Jody led championship in early '77

with Niki hanging on with a flat-spotted tyre. It wasn't that I was that much faster than Mario, it was just that I was doing such – how can you say? – perfect laps. 'Perfect' is not quite the right word, but I got into such a high rhythm. In most races you brake a little bit too much here or go a bit wide there. But I got into such a rhythm it was perfect, and three-quarters through the race I was three seconds ahead of Mario. I was pulling away. It wasn't in chunks but each lap it was a little bit more. He was probably making the little mistakes that everybody does, and I was

making fewer than you normally make. Or I would normally make. And then I had to overtake Brian Henton in a March and that's when I picked up a nail, or something. It was my right front tyre and as it started going down, I signalled I was coming in next time. In the meantime, I was throwing the weight off the right front, sliding the car's back out everywhere. But when I approached the pits I looked in my mirror and I couldn't believe they had hardly caught me. So I thought: "Let's do another lap." I think what happened was that the tyre got soft, skidded

and some rubber went over the hole. So the tyre lost three quarters of its pressure, but had kind of sealed itself. So I went round again and thought I'd try another lap. I think there were something like six laps to go when it went down, and Mario and Niki caught me a little bit at a time. Really, I was surprised I could carry on; I thought the tyre would come off the rim and I was surprised how fast I could go with it like that. The real trouble was that I couldn't brake late, because the right front would lock up. They caught me with three laps to go. Mario got on my tail and I

"It wasn't that I was much faster than Mario, it was just I was doing – how can you say? – such perfect laps."



Jody trying hard to keep the pressure off his right front tyre



First corner chaos as Hunt's M23 assaults Watson's BT45B. Jody is long gone

couldn't do anything. At the end of the straight he just outbraked me. Then the next lap Niki did the same and I came third but still only five seconds behind Mario.

That was bad, but we had a good year and led the championship. But there were two things that put us out of it. One was a fuel percolation problem. Normally it wouldn't happen until the middle of a race, we couldn't make it happen in practice so before we cured it, it had messed up six or seven races. And then I crashed while leading in Belgium. It was drying and I spun off. Otherwise

we probably could have won the title. I won in Canada and Monaco which was fabulous. It depends how you look at your best race. You have to say that Monaco in '77 was probably sweeter than the one with Ferrari. And of course there's Monza '79. But for me the best was that Long Beach race. I was mad at the end! I remember these good-looking girls coming up to me afterwards, and normally I get quite polite when there are good-looking girls around. But I think I was just rude, because I was so upset. But, looking back, I think it was probably my most perfectly driven race. **M**

ALFA ROMEO 145 CLOVERLEAF



A NEW ENGINE DIDN'T JUST GIVE THE ALFA 145 THE POWER IT NEEDED, ANDREW FRANKEL SAYS IT CHANGED THE ENTIRE CAR FOR THE BETTER

HISTORICAL PRECEDENT HAS TAUGHT US TO expect several things upon climbing aboard and driving away in an Alfa Romeo. The driving position, likely as not, will be dire, the ergonomics a joke, build quality will not be of the best and, from one nook or another cranny, it will rattle.

History has told us also to accept these things; they represent no more than a small price paid for the finest responses from engine and chassis that a reasonable sum of money can afford.

History, however, has not been keeping up with the times. Alfa Romeo, in the years since the death of the Alfasud has struggled to follow in its own illustrious footsteps as Fiat foisted its floorplans upon the proud Milanese firm. The 164, you may remember, shared skeletons with the Lancia Thema, Fiat Croma and Saab 9000 and you didn't need to be exposed for long to its unresolved ride quality and the unruly way the early ones tried to put their power on the tarmac to know the graceful days of the Giulias and Alfettas were in the past.

Mercifully the 164 was not just a fine and able car in other ways, it was also beautiful, which was not something you'd rush to say about the dismal 155 saloon that followed. But even the 155 had crisp engines which meant that, while it failed entirely to look or drive like an Alfa, it at least sounded and went like one.

The 145 (and its 146 big sister) failed even to do this when launched. Though we were encouraged by styling which succeeded where the equally bold but irredeemably ugly 155 had failed, they were pretty dismal to drive. Powered by emissions strangled versions of Rudi Hruska's flat-four motor, the eight-valve 1.6-litre version was utterly gutless while the extra speed of 16-valve 1.7-litre engine was more than offset by poorer manners while exposing further the inherent weaknesses of the car's Fiat Tipo-derived chassis. It was enough to make Alfisti blub into their Lambrusco.

So bad were these cars that I didn't even care when it was announced that the engines were to be replaced by Fiat units.

There was a time when such a move would have been greeted with outrage but now it seemed hardly to matter; the flat-fours were a generation old and just pale outlines of their rasping, revving former selves. Besides, it didn't seem possible that the 145 could be hurt further.

It was, in fact, transformed. The first engine Fiat provided was, in finest Alfa tradition, a 2-litre twin-cam four. In addition to this, however, it now boasted two spark-plugs and four valves per cylinder and variable valve timing too. And while these innovations had not been hitherto unknown to Alfa's engineers, never had they all appeared together under the bonnet of this, or indeed, any other car. It produced 155 catalytically clean horsepower which sounded promising – until you considered the 129bhp of the 1.7-litre flat four already asked rather more questions of the 145's chassis than it seemed to have answers.

Yet what we were left to discover was that, without the bulk of the massively space-inefficient flat four laid across the

its five short, sharp-shifting ratios working in perfect harmony with the motor's unusually generous torque curve.

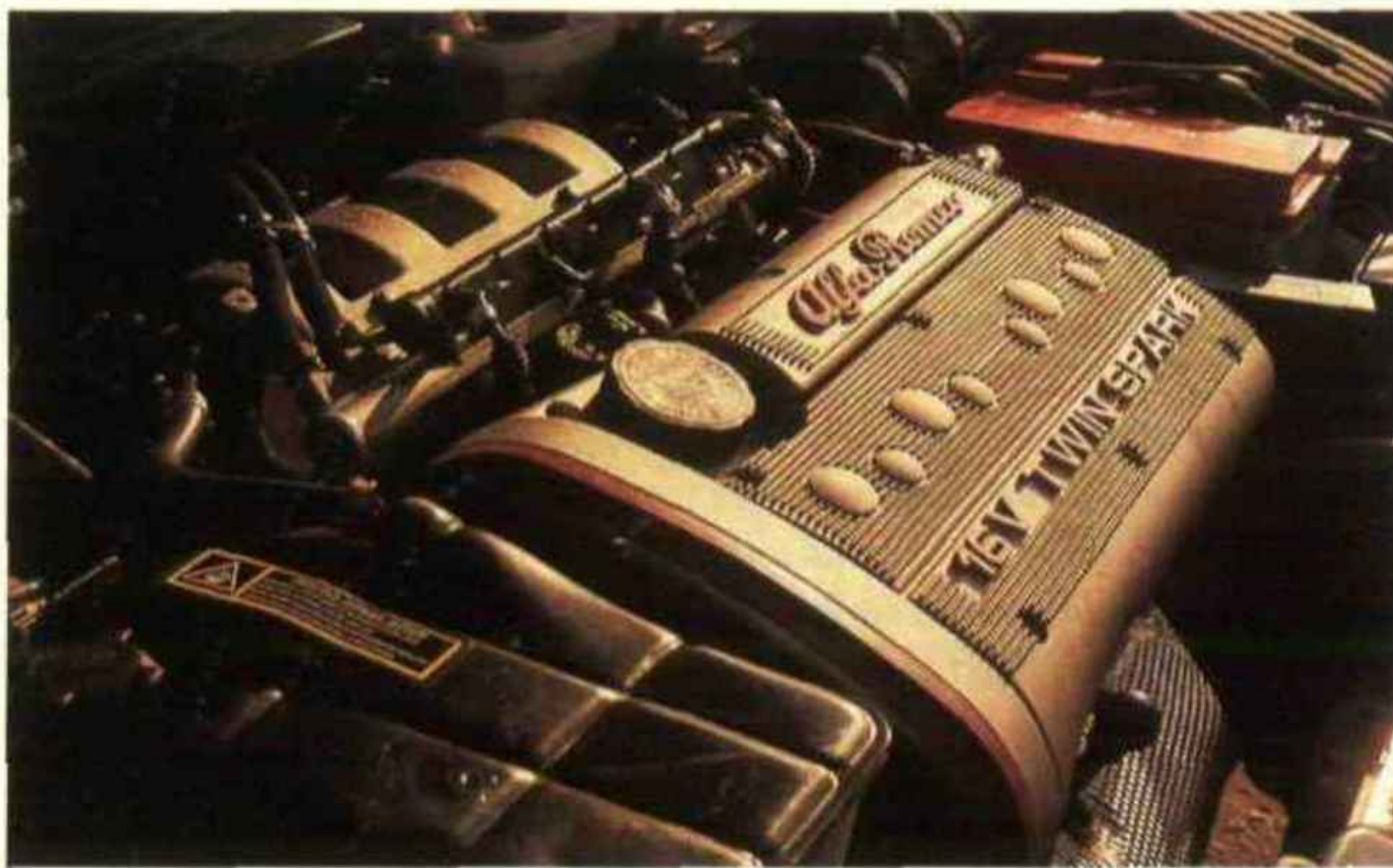
With the new suspension came new steering, banishing dulled helm responses for good. Now, when you turned this 145 into a corner it attacked your chosen line rather than stumbling across it; it gripped better than any small Alfa in history yet provided a delicacy and balance which is rare in any front-wheel drive car, let alone an Alfa made in the nineties.

Suddenly it all made sense. The 145 Cloverleaf, as this saviour of a large part of the marque's credibility was called, was still a flawed car but, as in the past, it seemed no longer to matter. The driving position was still poor, the switchgear a mess and the quality doubtful compared to the best but, in an Alfa that drove and handled like this, such failings assumed once more their traditional place in your mind. Yes, they were occasionally irksome and, of course, you'd choose to live without them, but they never seemed to compromise the car in the way that exactly the same faults had destroyed the earlier versions.

The Cloverleaf, of course, was a supplement to the flat-four 145s, which were in turn replaced by 1.6 and 1.8-litre straight fours from the same family as the remarkable 2-litre. The result was a range of cars which, while not quite as frantically fast as the Cloverleaf, still did more justice to the name than any family Alfa since the 'Sud.

And, at last, the future looks wonderful for the marque. You'll not need me to tell you how the Spider and GTV sportscars have been received; the numbers all over the road of Britain and Europe say more of its success than I ever could. The 164 is to be replaced by the bold and beautiful 166 while, by the time you read this, I will have driven the 156, replacement for the 155 and, as such the final brick in the wall that will block out the memory of those days when Alfa so dreadfully lost its way. You will be able to read about it on these pages shortly.

Verdict: Good Egg



engine bay, the front suspension could, at last, be allowed to work properly. In an instant, one of the most disappointing Alfas of all time became of the most promising.

You'd swear the engine was Alfa Romeo from sump to rocker-box though Fiat undertook to reserve only the trick cylinder-head for Alfas alone. It made all the right noises, produced the right power in the right place and bowled the pretty little 145 down the street with the kind of verve and vigour we had not seem from the marque since the demise of the GTA.

Better still was the new gearbox with

The heart of the machine (above): twin-cam four came from Fiat complete with twin spark plugs, 16 valves and variable valve timing to make the finest four-cylinder Alfa engine in thirty years



From jockey to racing driver

WHEN I HEARD THAT THE JOCKEY Richard Dunwoody was to turn to motor racing, which earned him the quip from Julian Wilson, (introducer of the Ascot Week for the BBC, that he would be "running into the straw-bales") I thought at once of George Duller. The Dullers, husband and wife, were among the most picturesque characters at Brooklands, where George raced cars, at first as a keen amateur, his real profession being that of a jockey.

After successful flat-racing, an accident while boxing a horse incapacitated George for several months, and he had gained so much weight on recovery that he turned to riding under National Hunt Rules. His speciality was hurdle racing, in which he rode with short stirrups. Riding in this unconventional style Duller had an almost unbroken run of successes, being unbeaten when aboard 'Golly Eyes'. Amongst other memorable rides, MOTOR SPORT once published a picture of him winning at Windsor on 'Burning Kiss'.

George Duller was interested in cars as well as horses, and had owned many different ones before racing them. While planning a racing-car stable Duller continued to ride over the sticks. Incidentally, he was said to be able to make any horse come to him by his characteristic whistle, whatever the intentions of its riders, an embarrassment to those who hadn't the control of their mounts they liked to think they had.

Duller began car racing with Capt (later Sir) Noel Macklin's Silver Hawks, winning a 1921 Light Car Handicap. In 1923 he tried an Ansaldo, and was entered by his attractive and well-dressed wife to drive one of the 1913 six-cylinder 4.5-litre GP Sunbeams, used also on the road I gather; but it made but one minor racing appearance.

The Dullers were friends of Parry Thomas, from whom George acquired one of the two 1.5-litre Marlborough Thomases, which he and their creator drove in the 1923 200-Mile Race without success. Later

he won a short handicap with the Thomas he had purchased. Duller then took on the single-seater Indianapolis Bugatti from Count Zborowski, which earned him several handicap places at the Track, and short-distance records in 1924. He also helped Thomas with long-distance record-bids with the Lanchester 40, but was less lucky driving an 8-litre Hispano-Suiza. Mrs Duller (who I believe had a milliners' shop in Epsom, where they lived) now joined in winning races with an Amilcar - there may be a link here, because Parry Thomas was using one as a road car - and showed herself capable of driving the big Leyland-Thomas for 100 miles at 90.7mph.

During the war years Lt Duller had been a service pilot at Brooklands and Farnborough etc, and his all-round ability was recognised by the famous STD concern. He was offered a drive in one of the 'Invincible' 1.5-litre s/c Darracqs and responded well, finishing second behind K Lee Guinness in the 1924 JCC 200-Mile Race, Segrave third, and Duller equalled Segrave's fastest lap of 106.55mph. He followed this up with third place behind Segrave and Count Conelli in the GP de Provence at Miramas in 1925, and Duller also won for the Talbot-Darracq team a victory at Monthéry, in that *GP de L'Overture*, when Conelli finished upside down after hitting the wall, and Major Segrave was third. (The T-Ds were running un-supercharged for this race).

This professional advance was retarded when George's horse fell at Sandown Park, breaking its back and nearly doing the same for its rider, landing on his head, only partially less severe because Duller was wearing a crash-hat, as all jockeys now do.

However, he recovered in time to partner Segrave, now at the height of his fame, in one of the two 3-litre twin-cam Sunbeams with which Coatalen hoped to teach the Bentleys a lesson at Le Mans, although it was left to S C H Davis and Jean Chassagne to do that, second behind the winning Lorraine. George was



George Duller (left) after winning the Essex MC Six-hours in a Sunbeam in 1927, with SCH Davis



also back at Brooklands with the Indy Bugatti, doing well when it did not shed its back tyres. His Track mounts in this period included a GP Bugatti, with which he won a 1926 handicap and came second in the Bugatti Race from scratch, Barnato's 3-litre Bentley and the original Brooklands Riley 9, with which he took records in 1928.

Duller was also one of the immortal 'Bentley Boys', paired with Frank Clement at Le Mans in 1925, when the White House crash terminated things for them, compensated by winning the 24-hour GP de Paris with Clement in 1926, after putting out two fires, the first win for the new 4½-litre. Duller had also assisted on the Bentley 12-hour record bid. He was behind steering wheels far longer than he had ever been holding the reins! W O Bentley remembered the little man with the rubbery jockey's face and lithe body as "having a bright and breezy manner, whose wit and dry humour were a foil to the sardonic temperament of the banker Baron d'Erlanger, when they were paired at Le Mans." S C H Davis recalled George for the many ingenious jokes he played on other drivers during breaks in practice.

In 1927 the jockey-driver was back with the Sunbeam team, covering greatest distance in the Essex MC's Six-Hour sports-car race at the Track, with a twin-cam 3-litre, after Segrave had retired. He is remembered for his versatility, having for instance won a 50-mile Brooklands race back in 1925 in Arthur Waite's works bored-out s/c Austin 7, at a rousing 89.9mph. In later times he experienced the fast 'Dutch Clog' A7s, partnered Sir Henry Birkin in the blower-4½ single-seater Bentley in the 1930 '500', drove well in the new, and therefore unpredictable, FWD straight-eight Alvis in the 1927 '200', and in 1932 took his BARC 120mph badge with a Bentley. He would still have been in the game in 1935, with Gwenda Stewart, had their FWD Derby-Maserati not broken in practice before that year's 500 Mile Race. Incidentally, following Parry Thomas's death it was the Dullers who cared for the Alsatian guard dogs Toga and Bess.

As young people *will* say these days, if Richard Dunwoody does as well as Duller in the 1990s, it will be really really awesome...

miscellany

THE 1100 CC ALTA TWO-SEATER which was raced at Le Mans and in the Ulster TT by J L Ford and M H Baumer in 1932 turned up at a recent auction sale, after apparently having disappeared for 27 years. At Le Mans it retired and in the TT it lasted for only five laps before the back-axle packed up. The pair then turned to an MG Midget and were sixth at Le Mans in 1933 but in the TT they retired with engine and steering problems. After which an 1100cc MG was used at Le Mans but it, too, retired.

* * * *

THE FIAT REGISTER IS ANXIOUS TO trace the present whereabouts of Mike Tenbosch, one-time competition exponent with a Fiat Balilla. Letters can be forwarded.

* * * *

THE NEW CLASSIC MOTORING Organisation (CMO) announces a 1998 celebration of the Mini Cooper on its 35th birthday, in the form of a Mini Tour des Alpes, commemorating also Rauno Aaltonen's success in the 1963 Coupe des Alpes. Open to every sort of Mini, details are available from the CMO, 55a Belmont Road, Wallington, Surrey, SM6 8TE.

* * * *

I HEAR THAT THE FAMOUS SINGLE-overhead-camshaft 16-valve AC which J A Joyce raced so successfully at Brooklands in the early 1920s, and which was the first light car to do 100 miles in the hour, is being restored by HE enthusiast R A R Smith. It held

the Test Hill record three times, until finally beaten by the Frazer Nashes. In later times it was raced on Southport sands by Aked, in whose garage in Lytham St Annes Mrs Robbie Hewitt found it. By then it had a porous cylinder block but Jenks drove it once at VSCC Prescott, using a Riley 9 engine.

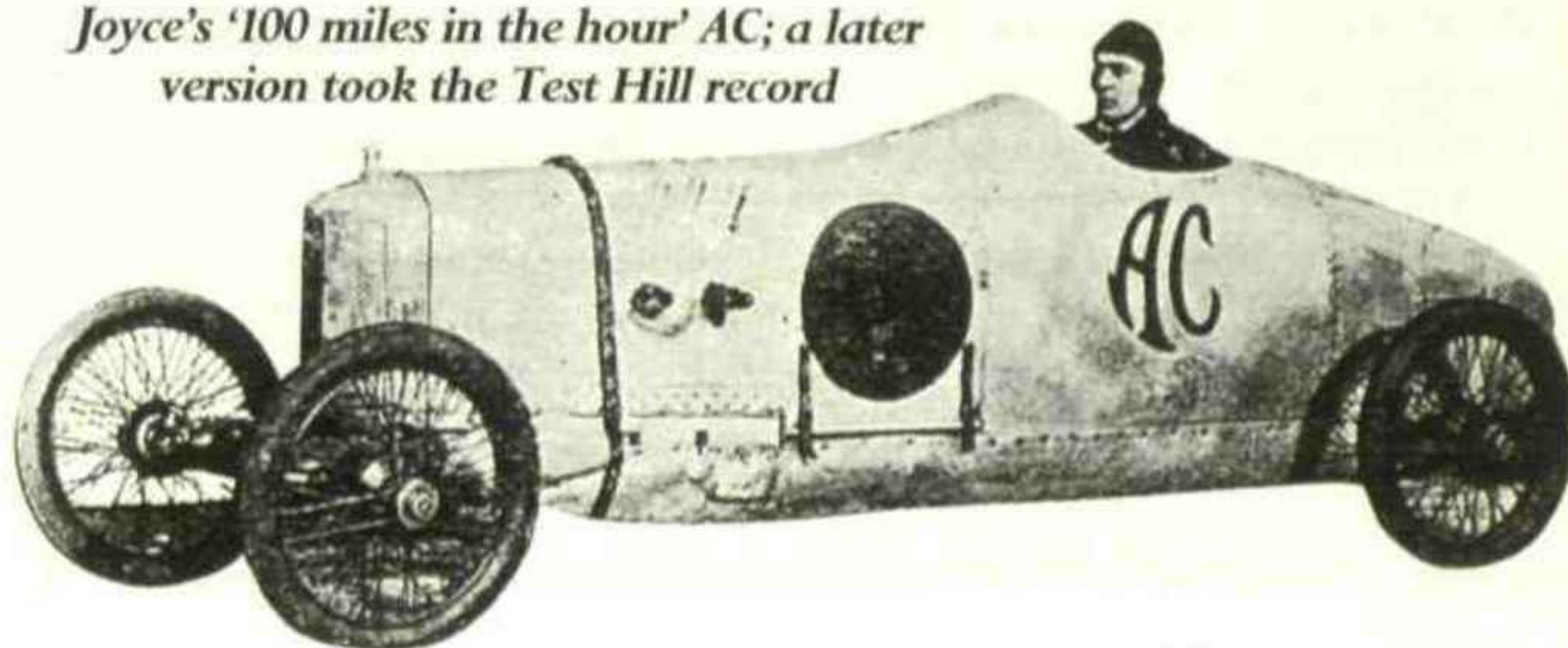
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APART FROM BEING THE VENUE for VSCC monthly meetings, The Verzons near Ledbury is an ideal setting for the larger New Year and Summer 'Serendipities' also organised by Mark Garfitt. In spite of foul weather on the most recent, on August 24, 30 of the older cars ventured out. They numbered five Alvis, mostly 12/50s, with one 12/70, four Rileys, Sprite, Gamecock, that smart disc-wheeled Nine coupé and a 12/4 Special, and three A7s, Chummy, Pearl and Swallow. There were two each of Frazer Nash, FN/BMW (Mark's 319/55 sports and a 326 from Bristol), Lagonda (Rapier and 3-litre), and MG (PA and F2).

* * * *

'SINGLES' AT THE VERZONS included 3-litre Bentley, T35B Bugatti, a Chrysler which won the 'Landlady's Choice' award, a Clark Lanchester, a Morris 8 export tourer, Rendal's Invicta, Moore's Railton and a Sunbeam tourer. The Selsey-6 band played (indoors) and there were three autojumble stands. The Distance Prize was won easily by the Bentley which John and Pauline Maylan had brought from Wisborough Green, Sussex.

Joyce's '100 miles in the hour' AC; a later version took the Test Hill record



The mystery of the Wolseley Viper

EVER SINCE ROGER COLLINGS BUILT HIS Mercedes-Maybach in the tradition of Count Zborowski's Chitty-Bang-Bangs, aero-engined cars have been in the news, and those inspired to study their history will have come across Alastair Miller's Wolseley Viper.

There was a story that the Prince of Wales had asked Miller how his racing was progressing. Miller told him what he needed was a big chassis into which he could put an aero-engine, for the fast Lightning Handicaps at the Track. To which the Prince is supposed to have said that there was a big Napier shooting-brake at Sandringham which he would arrange for Miller to collect. This was supposed to be the basis of the Wolseley Viper, the identity of its chassis disguised because Miller was Wolseley's Competition Manager! The 'Viper' corresponded to the Hispano-Suiza V8 aero-engine of the type produced by Wolseley. (At first an Hispano engine was used but after it was damaged an actual 11.7-litre Wolseley Viper V8 was substituted).

This delightful story's sequel was that the Prince of Wales again met Miller and said "For Goodness sake don't let my Father (King George V) hear of this; he has been complaining the Napier was more comfortable than his present shooting-brake and is asking what became of it!" Not sure whether this was an apocryphal tale, I asked the Duke of Windsor's secretary to enquire whether the Duke could recall any of this? I was surprised to receive a reply saying the Duke did not remember Miller or the Napier, and that his father always had Daimlers.

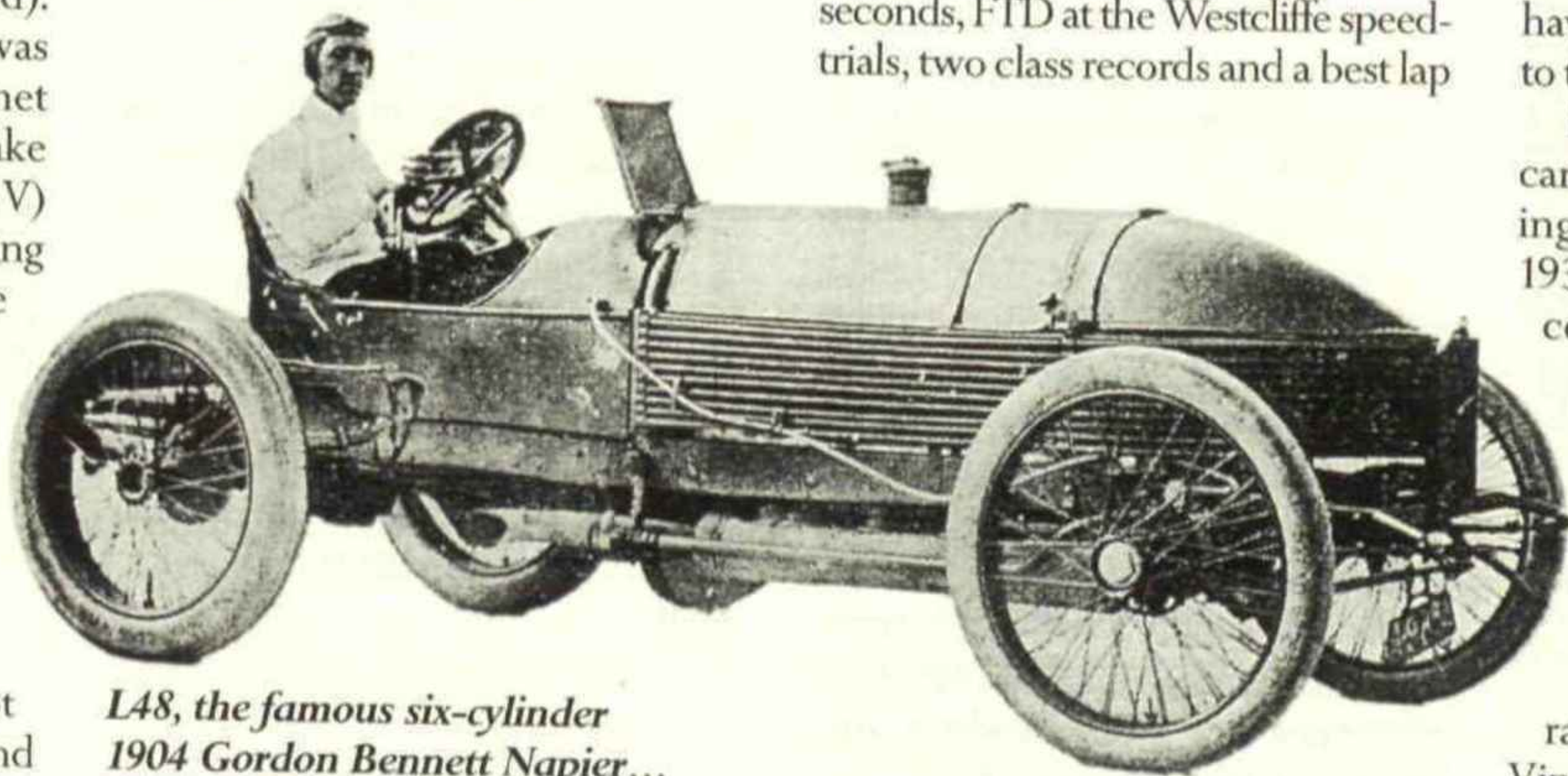
That seemed to wrap it up, though I had a lingering doubt; after all, it was a long time ago and the Duke had had the unhappy Abdication years to dull his memory. Or suppose it was a guest's Napier that had broken down and been left at Sandringham; it is conceivable that, after the war, it could have been abandoned there.

There was another possible origin of the Viper which, if less romantic, could have had important connotations.

Miller told me that, before the old Napier chassis was used for racing, new gears were made for its 'box and a new crown-wheel and pinion put

into the back axle. The significance is that this was a two-speed gearbox. This may not have been the most suitable for short races but Miller would not have relished the cost of designing a new box; no doubt he felt an aero-engine's power and the fact that handicaps were assessed on individual capability would offset any disadvantage in initial acceleration.

An interesting idea is that the Viper's chassis might not have been a royal shooting-brake, but that of the famous Napier L48 itself because no other Napier had only two speeds. Napier L48 was designed for the 1904 Gordon Bennett race, with a 15.1-litre six-cylinder engine, at a time when engines with this amount of cylinders were entirely innovative. The length of this unit left little room in a chassis appropriate to racing over the Taunus road circuit and its weight had to comply with GB regulations. So designer Rowledge decided a compact two-speed gearbox must suffice.



L48, the famous six-cylinder 1904 Gordon Bennett Napier...

L48 became a very famous racing car indeed. It made FTD in the 1904 Portmarnock speed-trials and was timed at 104.65 (an unofficial LSR) at the 1905 Florida Speed Week. At the Brighton speed-trials it set a British kilometre record of 97.25mph, and at Blackpool L48 equalled the kilometre record of 104.53mph. In '06 it won the American Minneapolis Cup, and was used by Miss Dorothy Levitt to make a 'British Ladies' Record' at Skegness.

Brooklands was well suited to the very fast L48. In 1908, now rebuilt with a 20-litre engine and named

'Samson' L48 opened up at the new Motor Course by winning the 90hp race from Resta's Mercedes. Whit Monday saw the famed race between Nazzaro's FIAT 'Mephistopheles' and Newton on 'Samson' but the latter's crankshaft broke. In August, Newton won the Second Montagu Cup race and took the O'Gorman trophy race. 'Samson' also set several records at Brooklands, during which it was said to have attained 130mph and a timed ½-mile at 119.34mph.

S F Edge's racing team was then disbanded and L48 put up for sale. With no takers, it languished at Napier's Acton works for a long time. One report says it was broken up, another that it was bought by Warwick Wright, its engines going to Australia for use in racing boats.

If the latter is correct, could not Miller have found but not recognised L48's chassis, which became the basis for the Wolseley Viper? The Viper's Brooklands' score was four firsts, six seconds, FTD at the Westcliffe speed-trials, two class records and a best lap

of 112.68mph. Reverting to the possible restriction of a two-speed gearbox, it is notable that the L48 in 1908 and the Viper in 1922 were used only for long standing-start record-bids...

Alas, I have had to abandon this theory as David Venables has told me there is clear visual evidence that the chassis frames used for L48 in 1905 and 1908 differ from that of the Viper. How then to explain Viper's two-speed gearbox? I do not think a non-Napier gearbox was used because Miller told me how they had installed a Crossley clutch, and when that failed, put in a Hele-Shaw clutch obtained from Zborowski; so he would no doubt have mentioned a change of gearbox. No, I assume he scrapped the worn gears and reassembled the 'box as a two-speed. Or perhaps it was thus when he obtained the old chassis, the change having been made after an earlier failure. If this chassis had come from Sandringham, two speeds might have been sufficient for taking guests to the butts, even on royal occasions.

Be that as it may, after its racing career was over, Avon used the ageing Viper for tyre testing. Then in 1931 Miller offered it to me for £25 complete with new tyres. I was tempted, realising that when others were taking girls up in aeroplanes, I could offer a few fast laps of the Track. Shed rent at Brooklands was modest and the tyres should have lasted a month or two. But I couldn't raise £25 and, like the L48, the Viper vanished without trace.



...and Miller's later V8 Wolseley Viper tackling standing-start records



Brymer's Riley Gamecock, fondly recalled by WB and now being restored

Jim Brymer and his Riley Gamecock remembered

The 1932 Riley Gamecock XJ 2576, owned by the late Jim Brymer, the motoring photographer, is being restored. I am glad of this, because I did so many runs with him in it before the war. It came about after I had driven an HRG in the 1937 Lewes speed-trials. Brymer called to offer pictures, under the impression that I was an HRG owner. From then on I went with him on long and short journeys, to trials and race meetings, in his battered but serviceable Riley, me to report for MOTOR SPORT, he to take his Leicas on what I suspect was as much a paying hobby as an essential profession.

Sometimes we did long night runs, with Jim in an open-neck shirt while I was cold wearing leather coat, scarf and helmet. For the Riley was very draughty, even after I had stuffed newspapers in the cracks in its floor. But it seldom gave trouble. He serviced the car himself and I recall only two failures, once when he decoked the Riley and asked me to fill its radiator. Alas, I let the water-can slip and flooded the Gamecock's magneto... Jim was puzzled that the normally responsive engine refused to start!

Brymer took his work seriously, seldom missing an event, but preferred the smaller meets. For example, on the day when that Delage ran into the spectators at Brooklands Jim had gone to Lewes. We met for a late tea, me to tell of the sad accident, he that Baron had broken the course-record in his Type-59 3.3 GP Bugatti.

Jim was a modest chap. It was only

when I was glancing through old motor papers I discovered he had competed in MCC trials, in a Riley of course. A casual check shows that he won gold medals in the 1928 and 1930 Land's End trials.

As our friendship grew, Jim would often join me on my road-tests. Before Prescott opened in 1938 we went down to the new venue in a Fiat Balilla, and had so many attempts we left marks on the new surface! At the opening meeting, there were timed runs up the course which included prominent members in fast cars, amongst whom, in an Aprilia, I made a good time, as, knowing about the long intimidating final bend, I had not lifted off. (Later, when *The Motor* published a list of times, I 'came clean' and explained...)

It is said that like attracts like, and Jim had an open-air friend who owned a Riley tourer, possibly a Lynx. He was a senior BBC engineer and, hurrying to supervise a Royal broadcast, was stopped by a policeman. "And where do you think you are going?" "To Buckingham Palace". A reply which, although true, did not for some time appease the young constable...

With war Brymer joined Dowty's in Cheltenham and got married, and I was posted by the Air Ministry to Farnborough, and we lost touch. But after all those miles in the Gamecock to motoring events, you see why I am glad it is to take the road again.



miscellany

BILL MASON IS WORKING ON A new film on the motoring-racing of Mercedes Benz, with hitherto unseen footage. Some of this will be shown, with his other great films of this period to the Friends of the National Motor Museum at Beaulieu on December 6.

* * * *

THE MUSEUM'S NEWSLETTER TELLS me the winner of the Michael Sedgwick Run was Maurice Rowles, in a 1936 Rover. The runners-up were Paul Adams (1926 Austin 12/4) and Rodney Lock (1939 Morris E-series) and the Distance Award went to Michael Gough's Standard Ten.

* * * *

THE NORTH HERTFORDSHIRE Centre of the 750 MC celebrated the 75th birthday of the Austin Seven with its Le Tour, involving 2543.7 km and 55.9 driving hours in 11 days. It had a fine entry including A7s from a '24 Chummy and Dave and Janet Edcoff's Special to five Big 7s. Nine A7s came from Australia to take part.

1913 Züst, on his wedding to Lady Louisa Gordon-Lennox, younger daughter of the Duke and Duchess of Richmond, Lennox and Gordon. The wedding was at Boxgrove Priory while the reception took place at Goodwood House.

* * * *

THE BROOKLANDS MUSEUM researchers have completed a list of the makes of cars which competed at the Track in the 1920s, including the JCC and MCC High Speed Trials, and minor races, that is, for 92% of the events held. MG is the most popular make, inclusion of Club contests making it more than twice as popular as Riley and Singer. But for the BARC races, Bugatti would oust Riley as the second most popular car. The order for the 1920-1929 period is Bugatti, Austin and Vauxhall.

* * * *

SOME AEROPLANES FOR A CHANGE. A reader who is constructing a replica of the 1926 ANEC Missel Thrush using original drawings and some original parts is seeking additional drawings, photos of the airframe and a spare Blackburne Thrush engine, or any similar light aeroplanes that are available. Any letters can be forwarded.

* * * *

All were encouraged by a fine route book with maps, French phrases and conversion tables.

* * * *

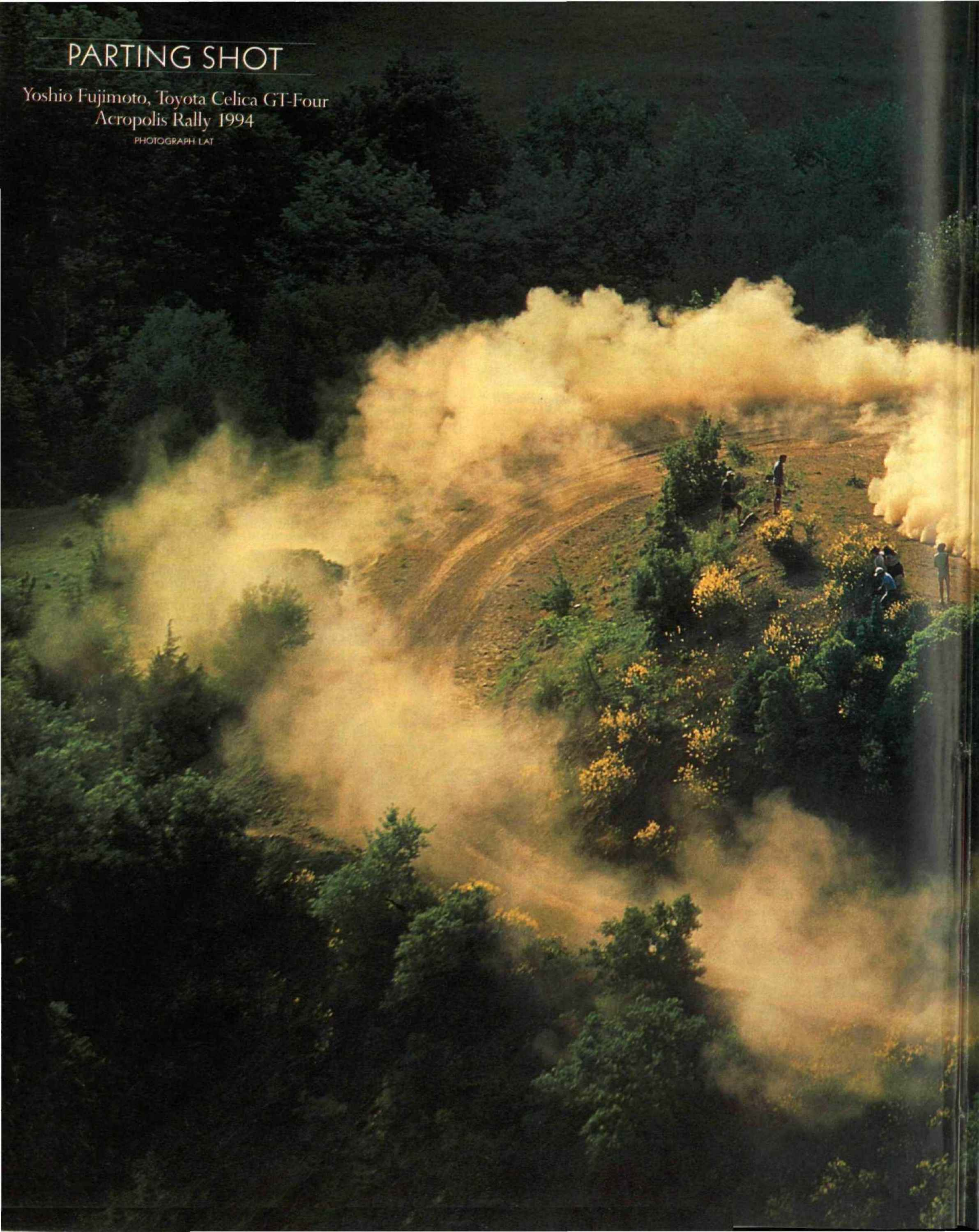
AFTER LORD MONTAGU OF Beaulieu's daughter Mary was married to John Scott in the chapel at Buckler's Hard they left for their honeymoon by water, in the amphibian Amphicar *Sea Bee III*. Congratulations, too, to Ben Collings, who has campaigned the family Mercedes-Maybach, 8-litre and other Bentleys, and the

IT DID NOT PASS UNNOTICED HOW well the team of pre-war Talbots did in winning the Team Award against tough opposition at this year's Coy's Historic Festival. One of the participants was the Talbot 105 BGH 21, which the late Anthony Blight retrieved from South Africa. Now fully restored, this was its first appearance since the war, and is now owned by Blight's daughter Anne and her husband Stephen Curtis. It was in this Talbot that Tommy and Elsie Wisdom drove to another great success in the 1934 Alpine Trial.

PARTING SHOT

Yoshio Fujimoto, Toyota Celica GT-Four
Acropolis Rally 1994

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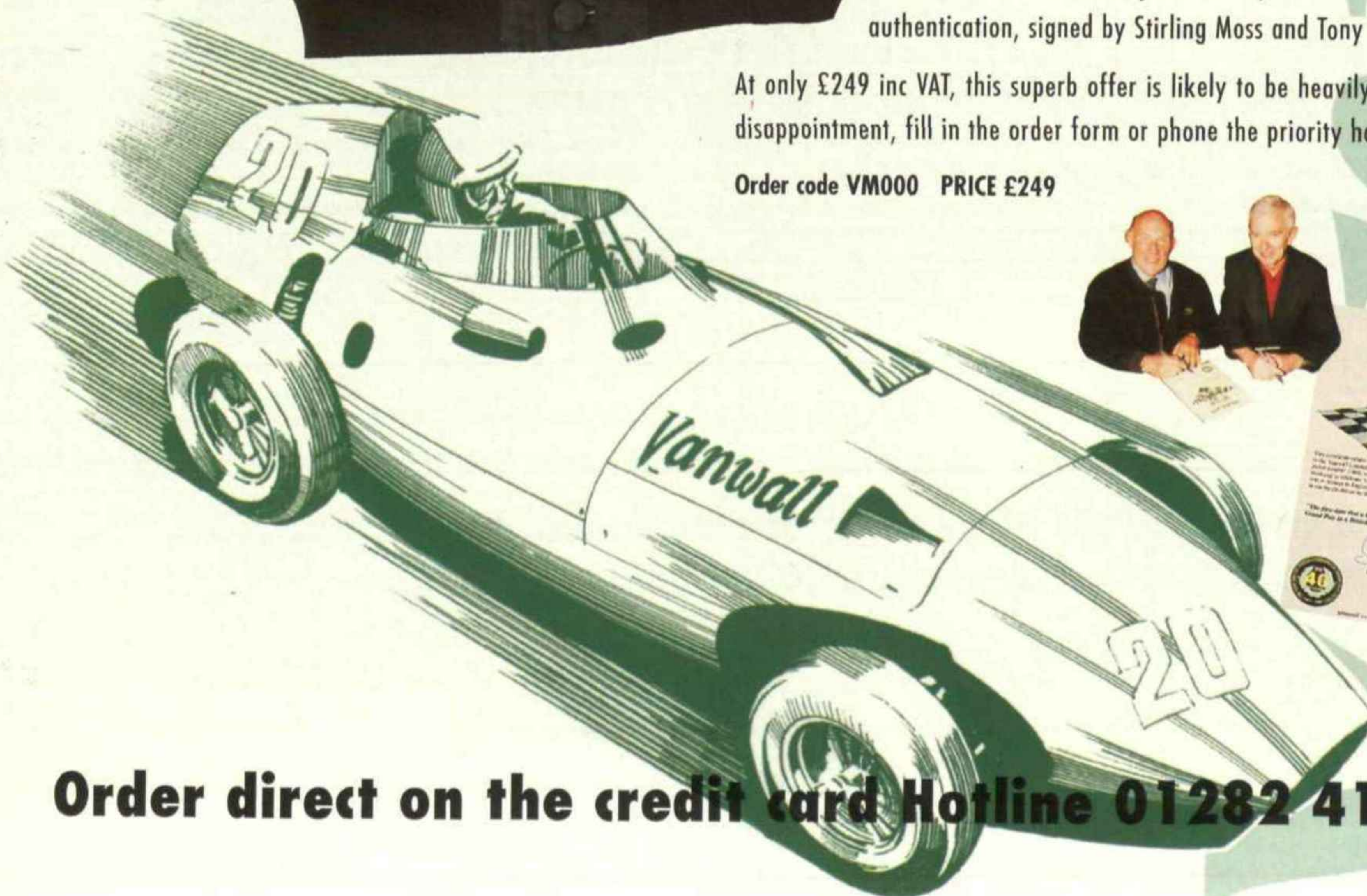
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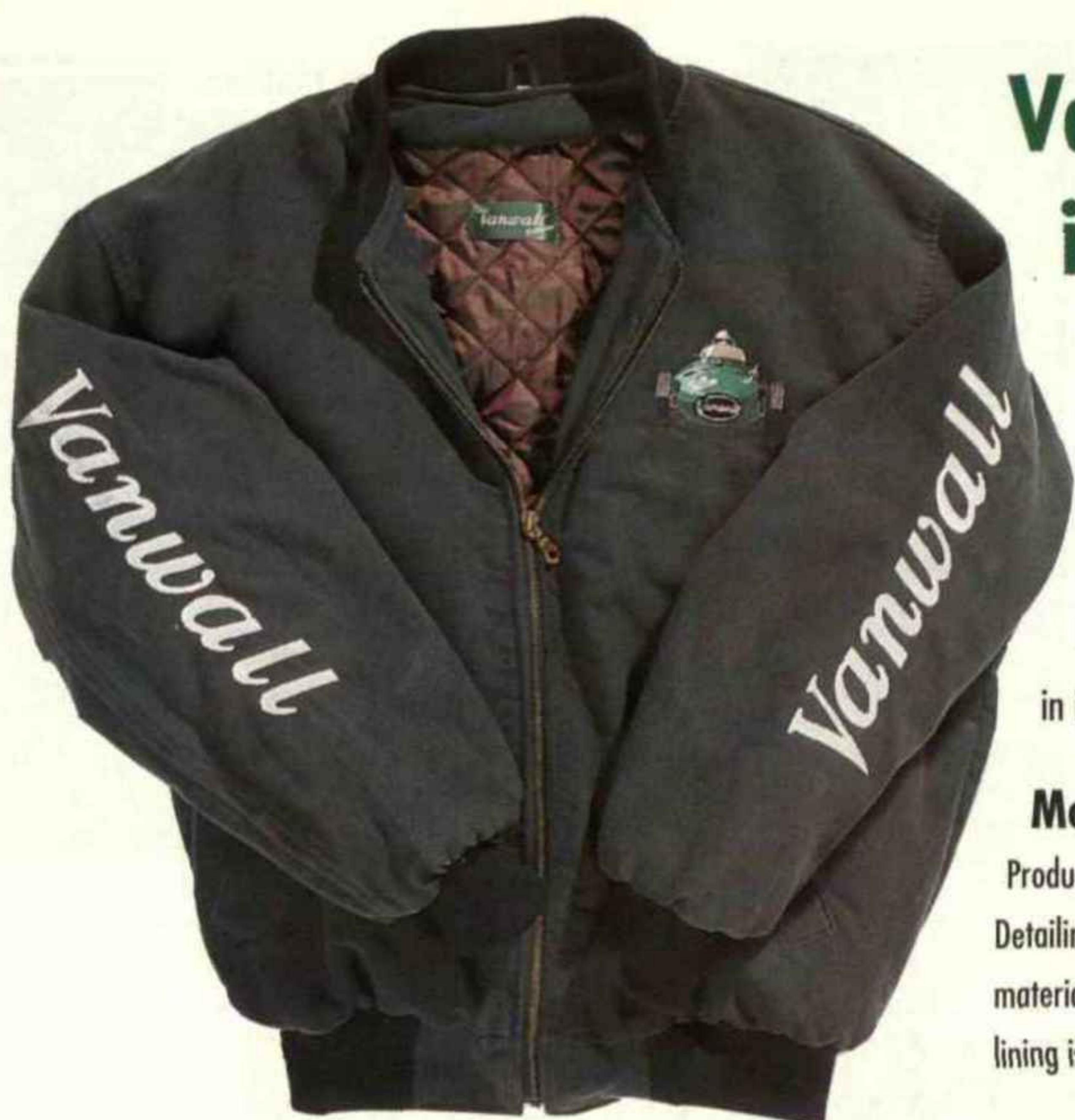
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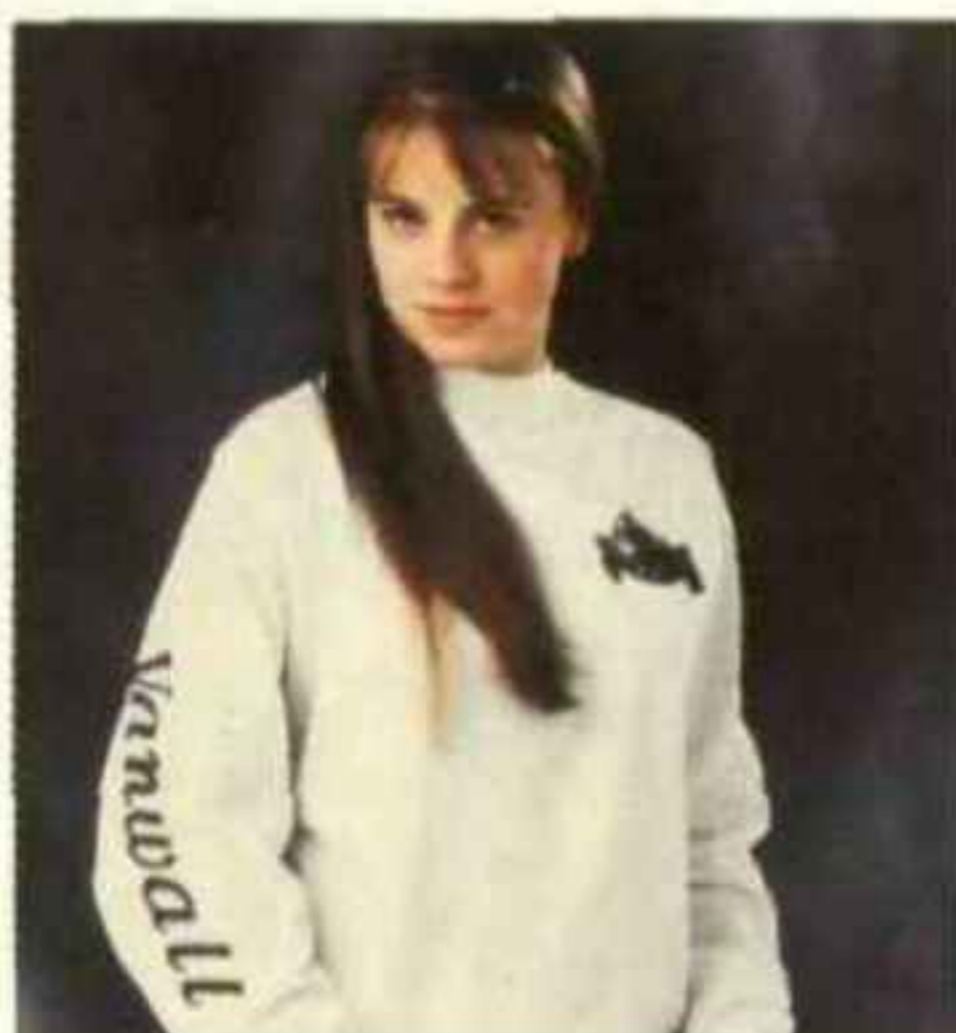
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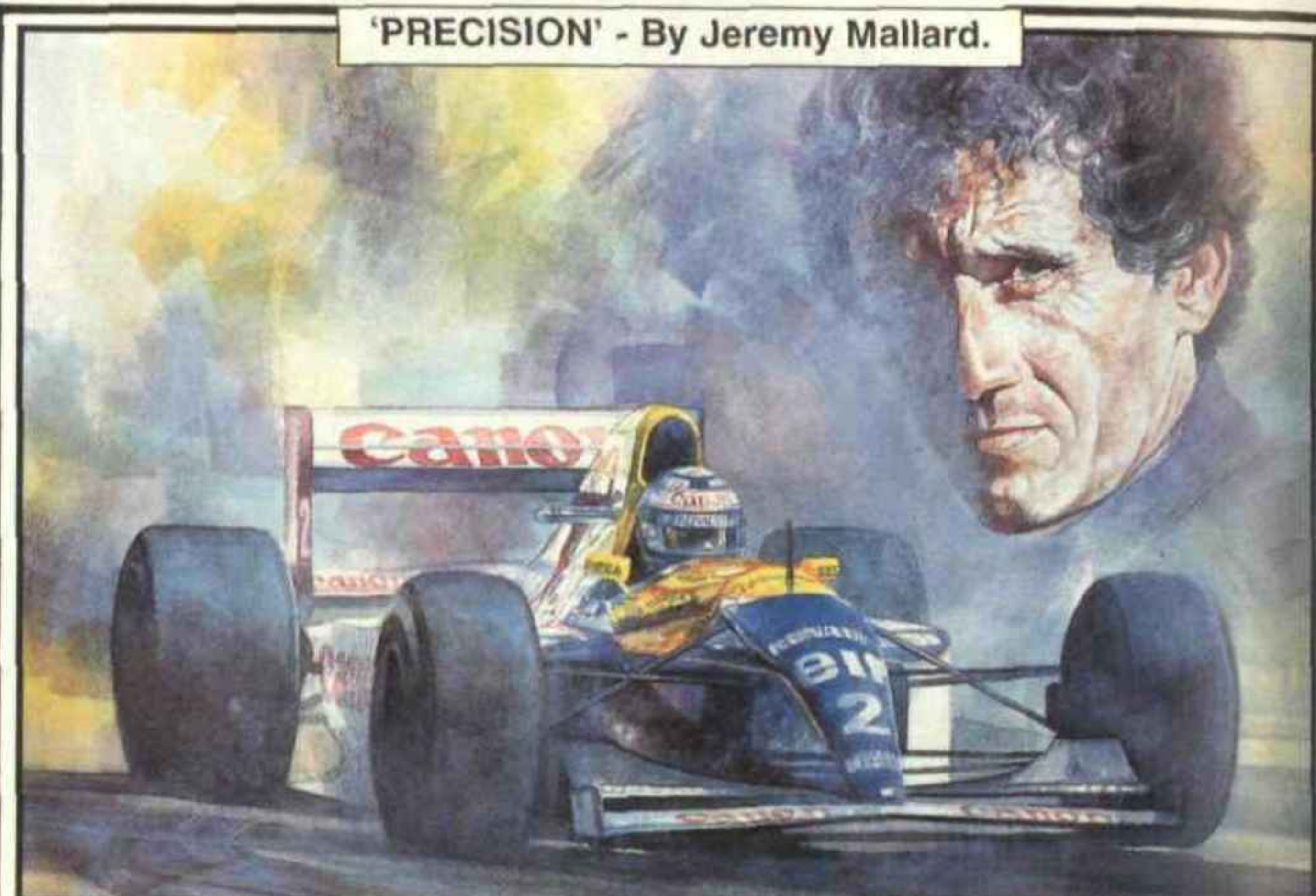
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246 Dinos rounding Zandvoort's Hugenholtzbocht in the 1959 Dutch Grand Prix.

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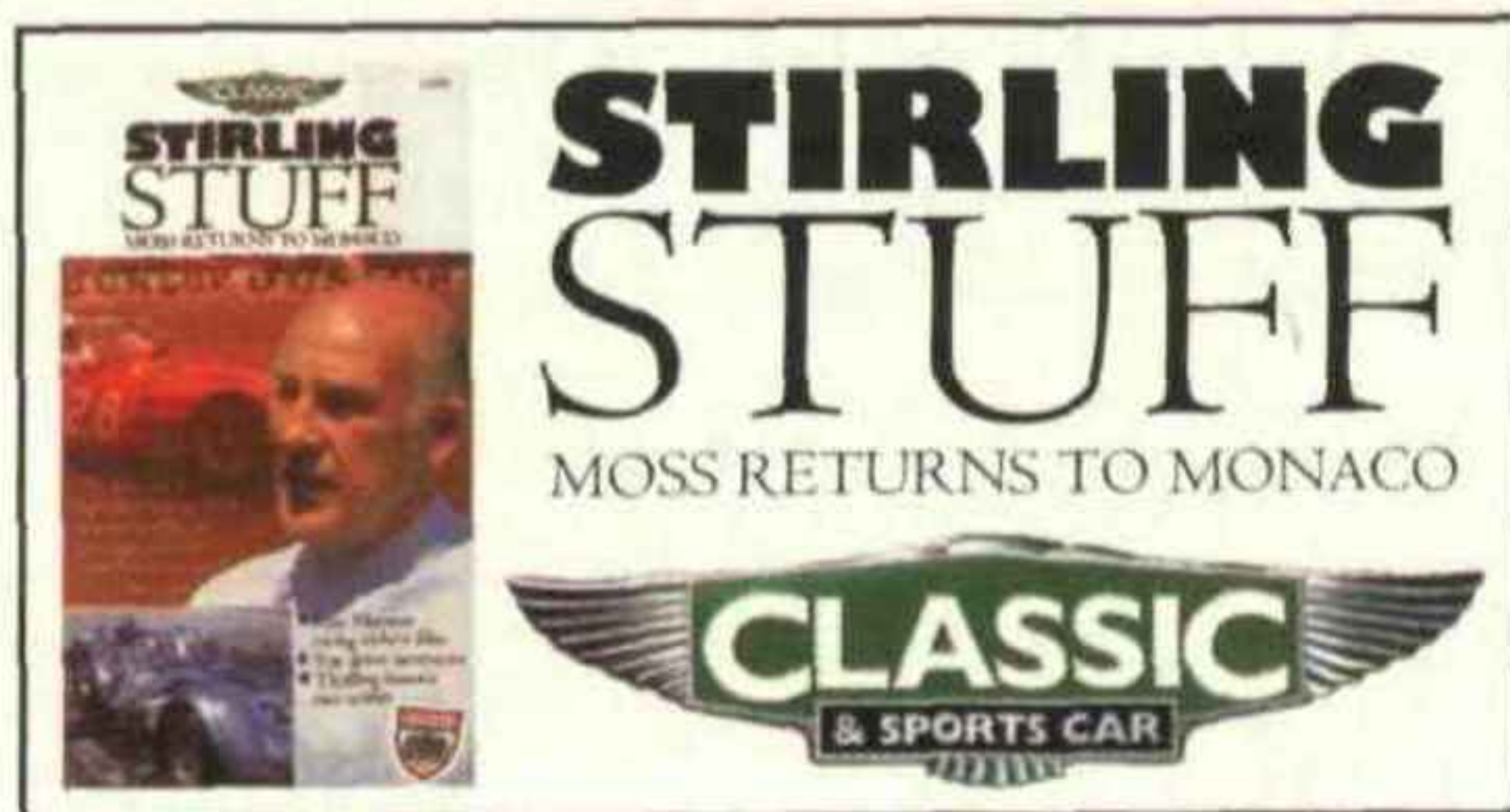


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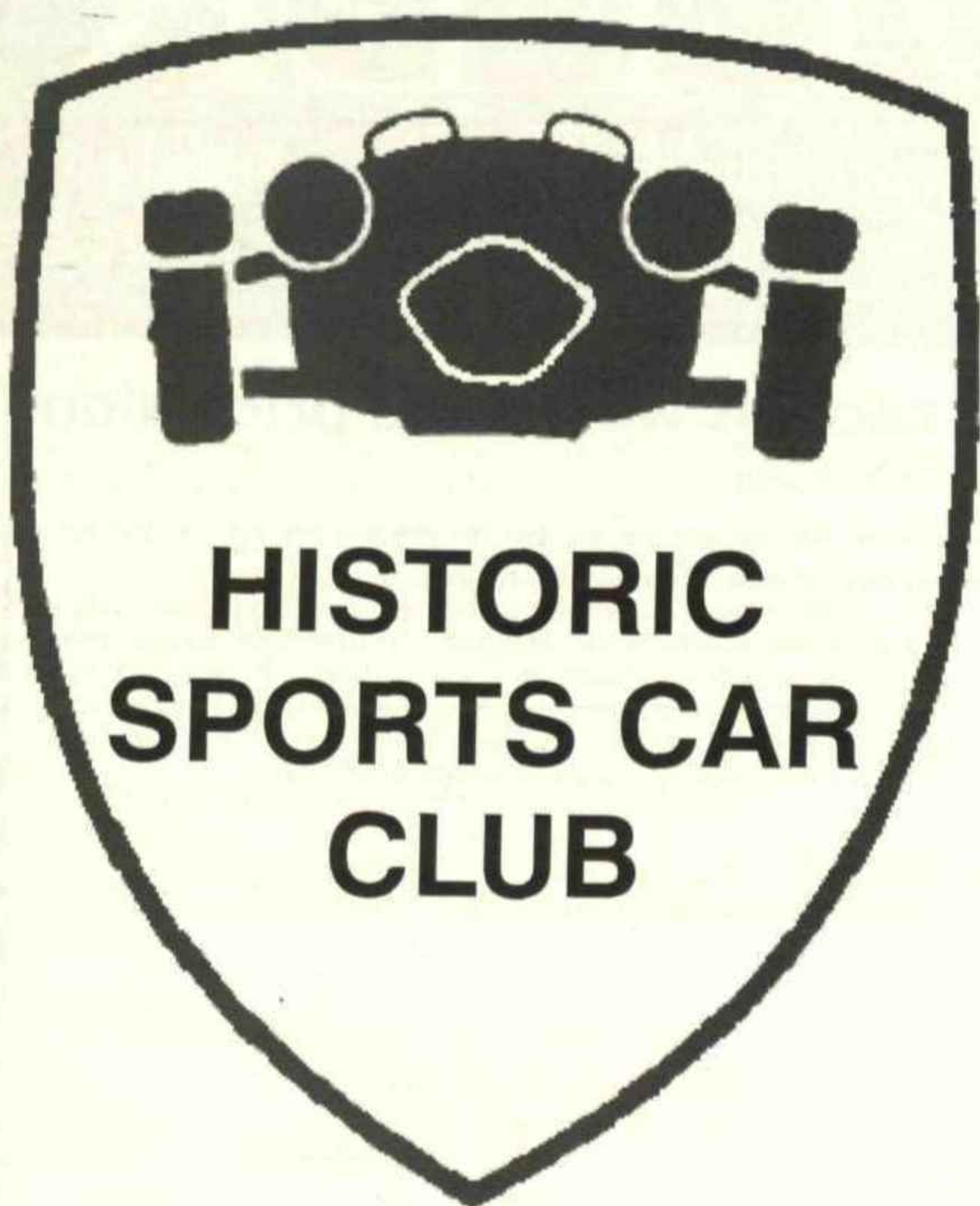
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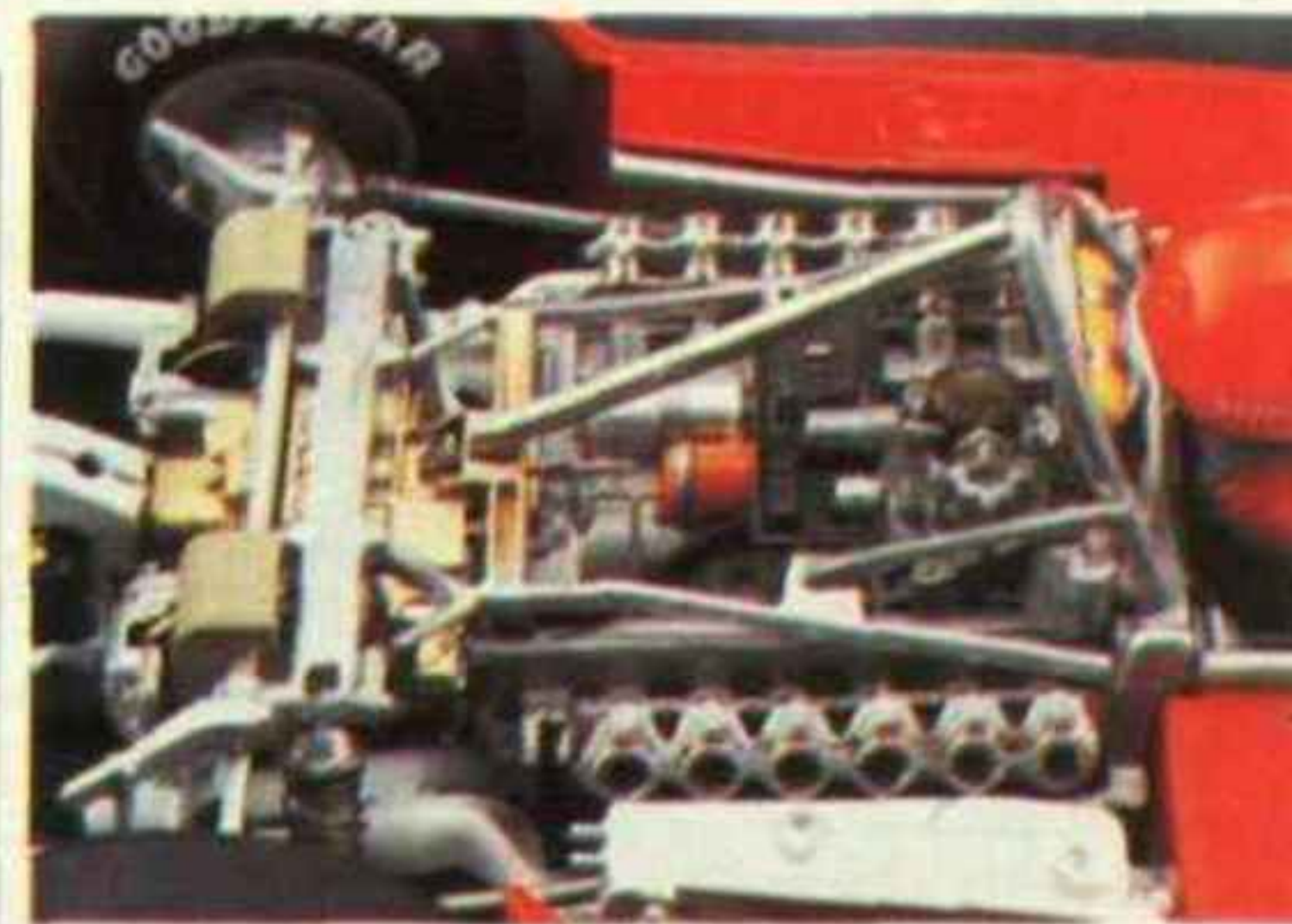
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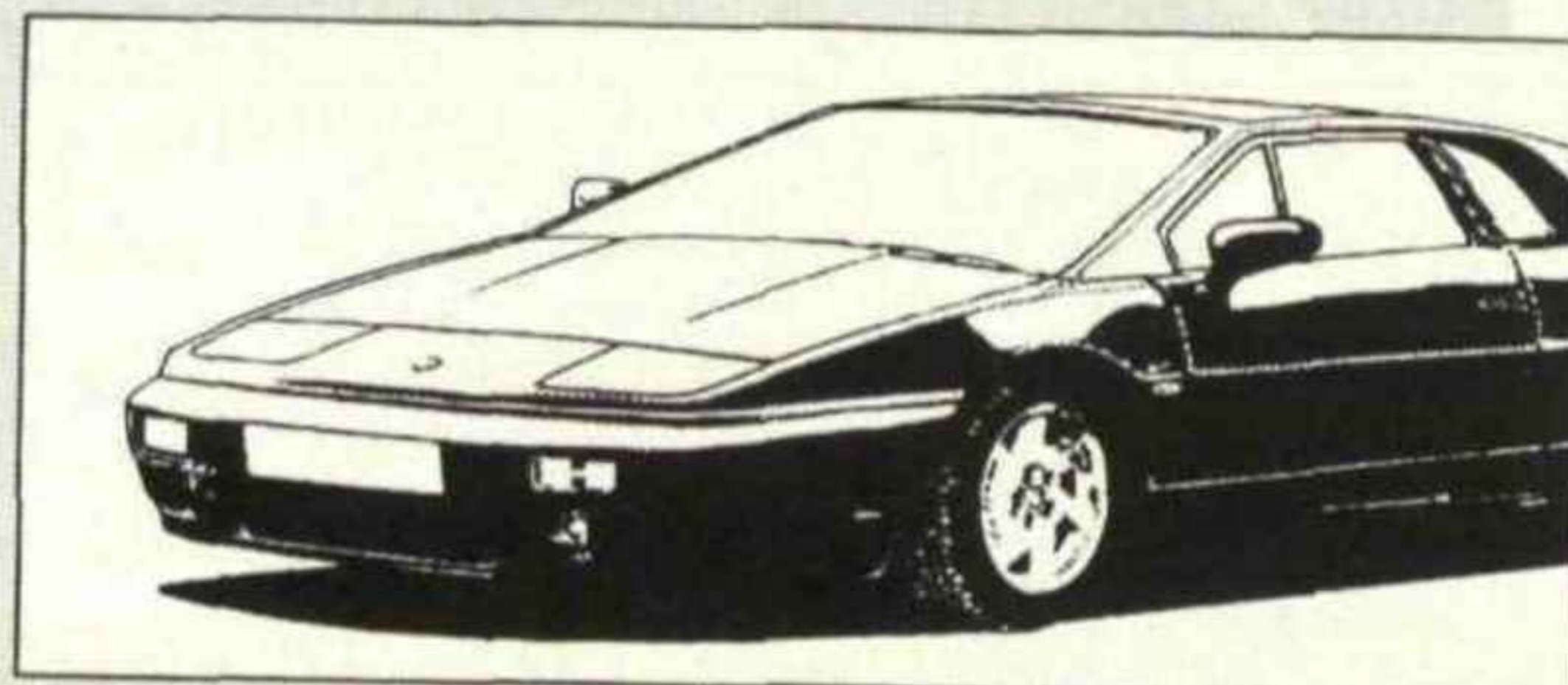
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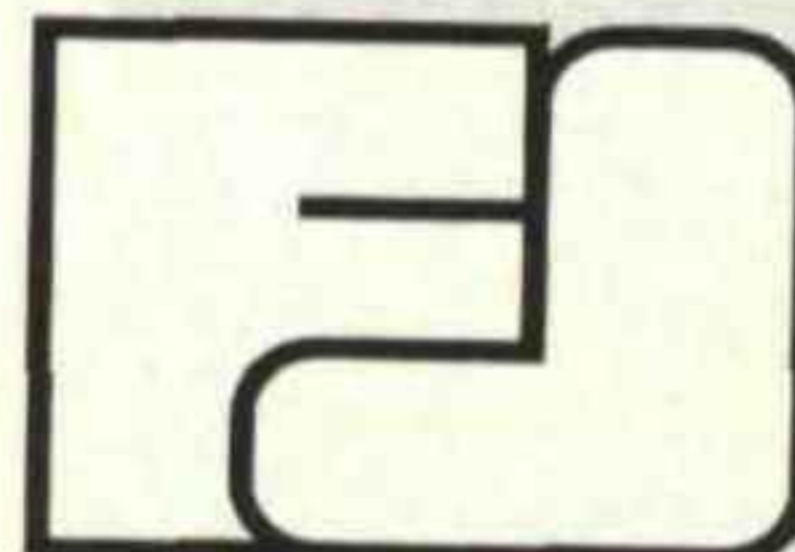


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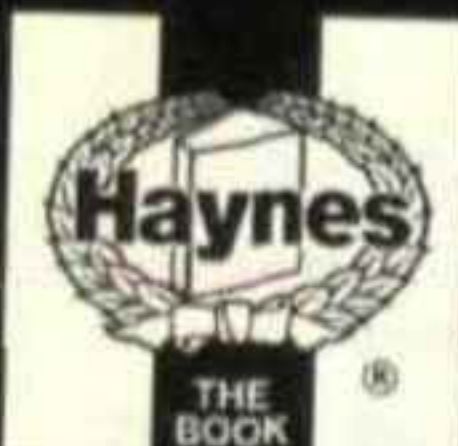
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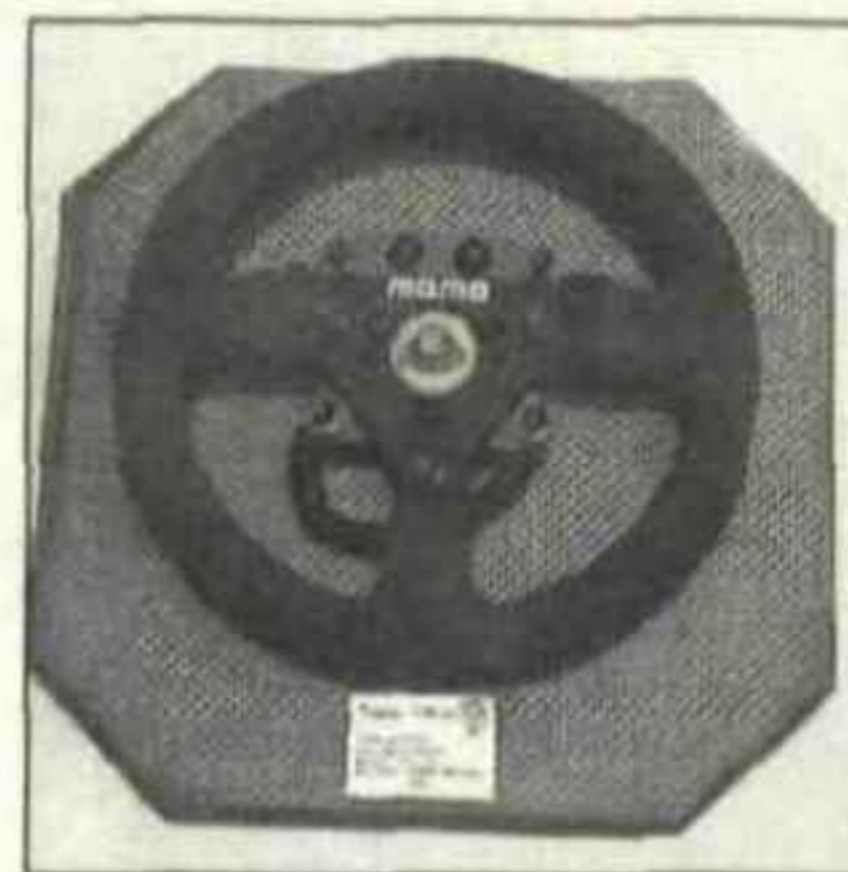
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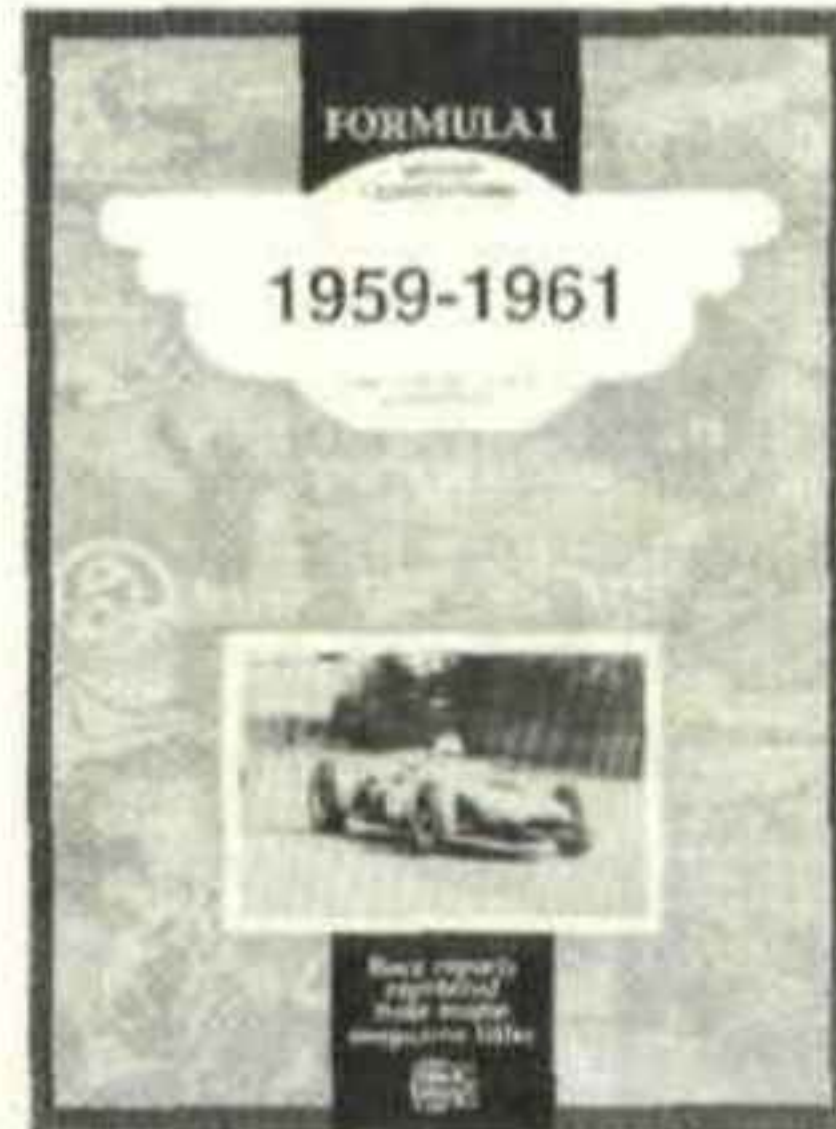
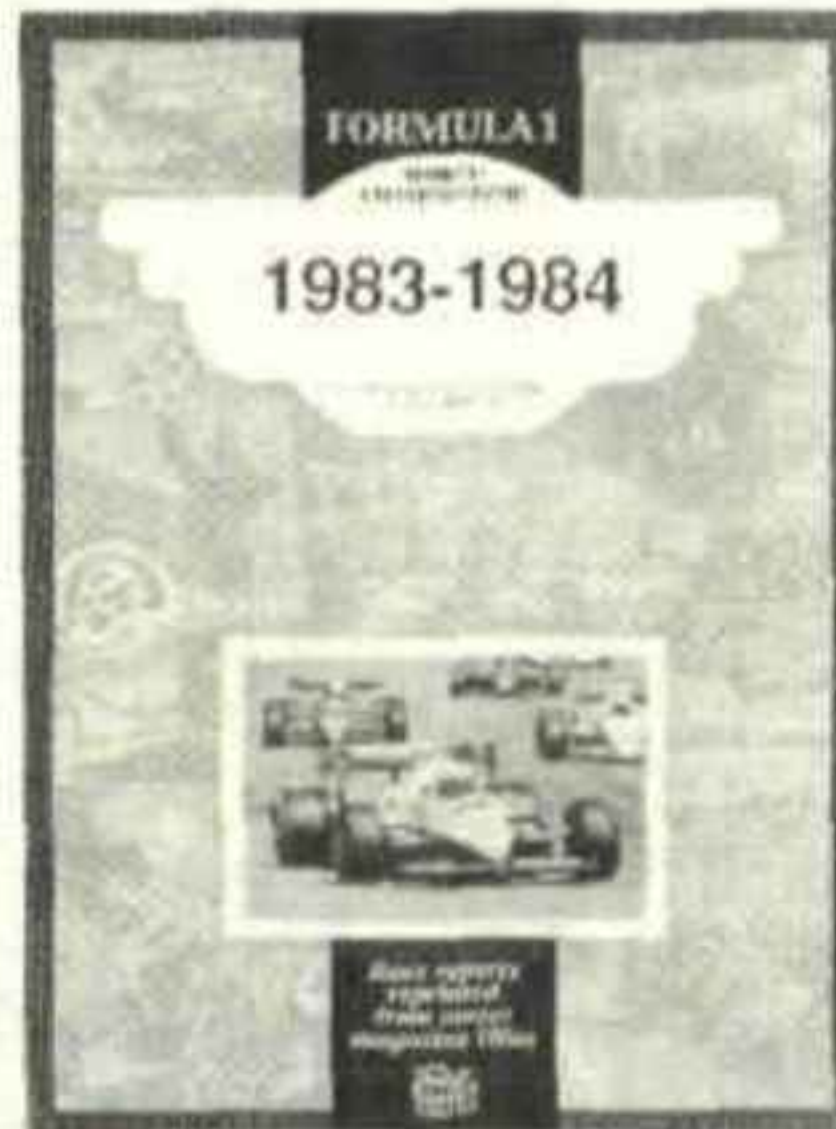
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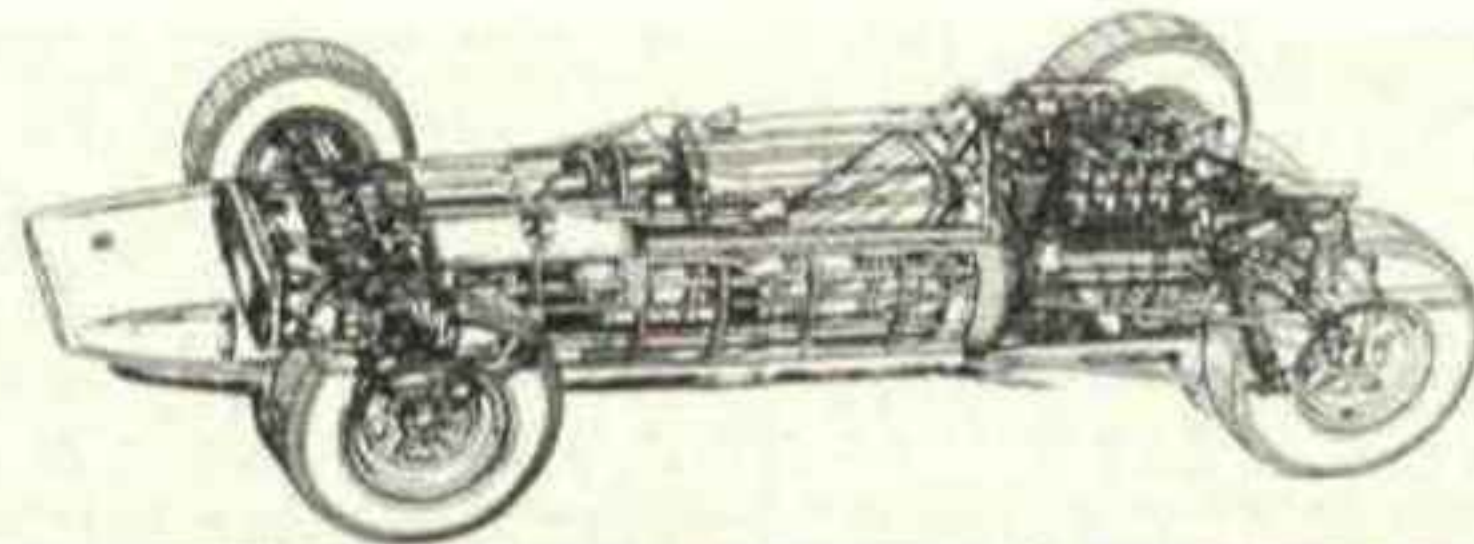
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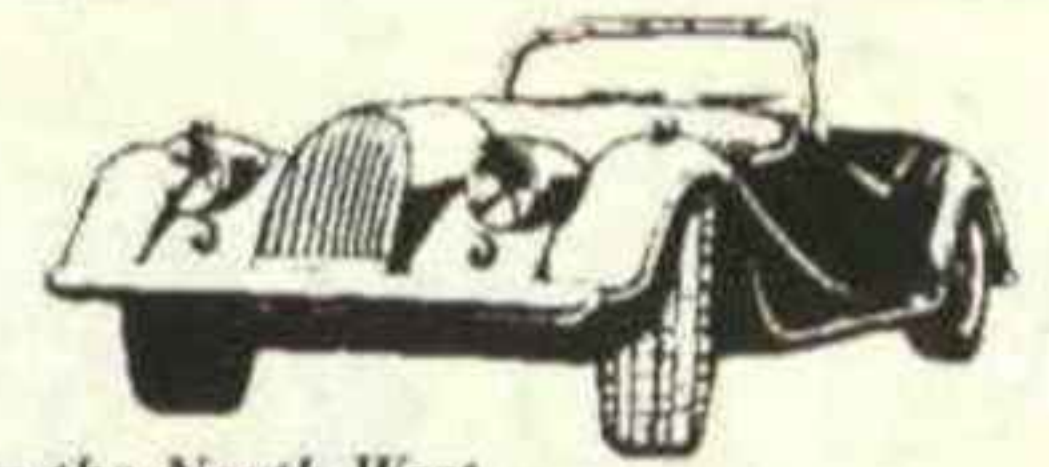
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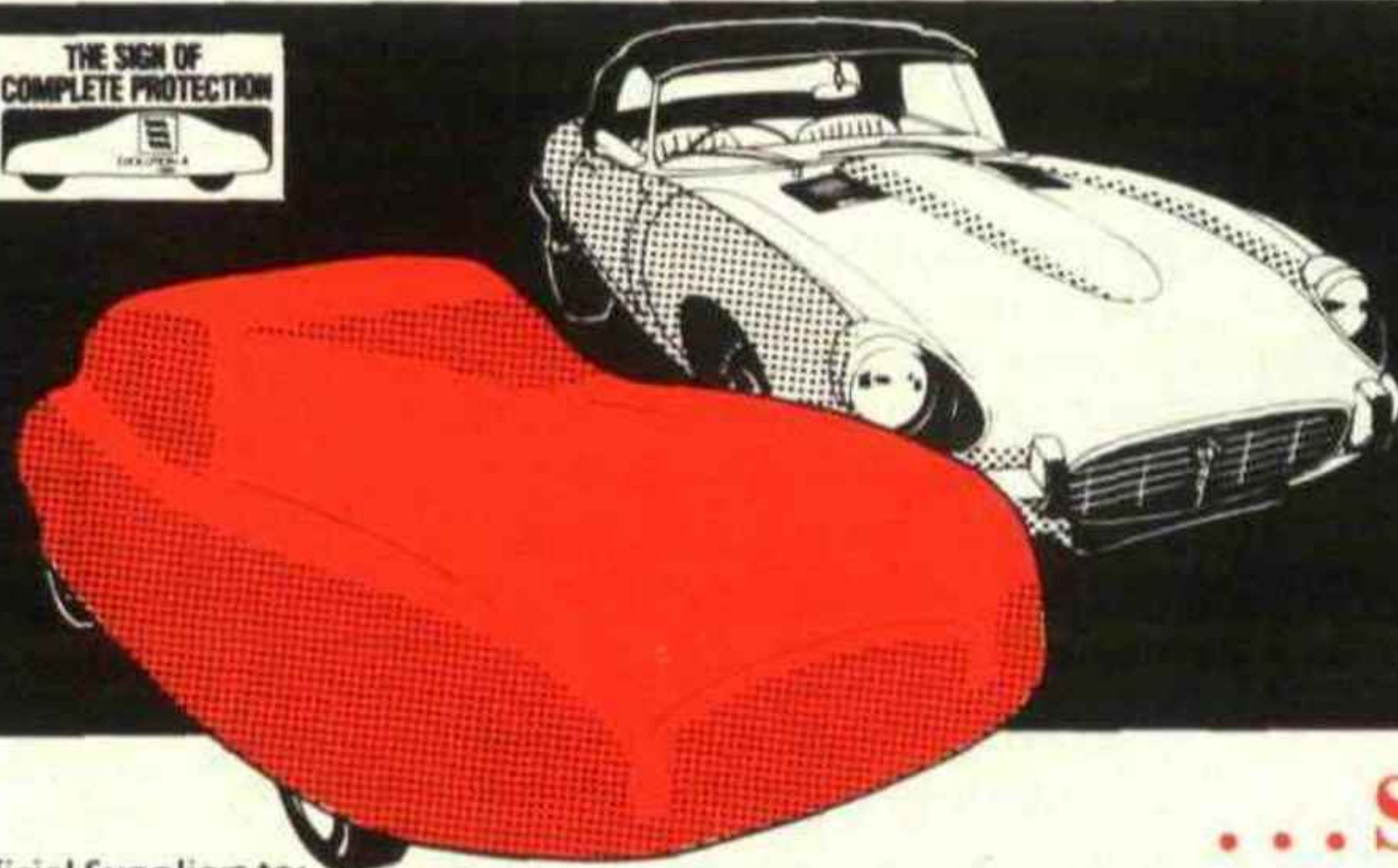
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AUSTIN HEALEY 100 BN1, 1955, carmine red, Le Mans spec, 4 speed gearbox, thousands spent, excellent condition, £16,750 ono. Tel: 0121 704 3251 (Solihull).

AUSTIN HEALEY 100/4 BN1, 1954, recently completed nut and bolt restoration including engine rebuild, brackets not yet run in. Previous owner 14 years, red with black leather, wire wheels, overdrive, full year's MOT, superb example, £14,950. Tel: 01734 789457, (M) 0468 323466.

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AUSTIN HEALEY 3000, 1959, completely rebuilt with £9,000 of parts, summer use only, £21,000. Tel: 01903 892417.

AUSTIN HEALEY 3000 MK2, 1961, 4.7 litre Cobra type V8 engine, excellent body, mechanics, interior. Long MOT, LHD (easy conversion), £10,950 ono. Tel: 01787 277469.

AUSTIN HEALEY 3000 BJ7 MK2, 1962, Brookland green over Old English white, excellent condition throughout. Original right hand drive, overdrive, leather, Heritage Certificate, £17,000. Tel: days 01162 630550 or 0973 884374 mobile. Leicester.

AUSTIN HEALEY 3000 BN7, 1959, 2 seater, red/cream, only 2,000 miles since restoration, £19,500. Tel: 0115 9212121 T.

AUSTIN HEALEY FROGEYE SPRITE, 1958, blue, original steel bonnet, years MOT, good condition, 9,000 miles only, spare engine, must be seen, offers invited for this rare collectable. Tel: 01424 844006.

AUSTIN MINI'S, Mk3 \$5,000, Vans \$4,500, Woodies \$8,500, new Mini's \$21k. LC accepted, no deposit. Bill Cox, tel: 704 487 6797, fax: 704 482 7333 NO. USA or Doug on 01296 655555 UK.

AUSTIN CHUMMY, 1928, blue with black wings and hood. Magneto engine, new carpets, tool kit, good tyres and good all round condition, £6,750. Tel: 0171 274 4222 (o), 0181 693 5495 (e).

AUSTIN SEVEN CHUMMY, for restora-

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tion, new Roach body, V5, very original, £3,000. Part exchange Austin Seven and delivery possible.

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B

BENTLEY 3.5, 1934, two seater sports with full weather equipment and luggage compartment, vgc, blue form, interesting history, the ultimate touring machine, will sell for GBP, £32,500 ono, but would prefer an exchange with something more suitable for the track, even willing to pay. Max Blees. Tel: Germany 0049 241 553035 (office).

BENTLEY SI CONTINENTAL FLYING SPUR, 1958, by HJ Mulliner, 56,100 recorded miles, rare and magnificent, MOT & taxed for one year, £37,500. Would consider p/x on early Rolls 20 WHY. Tel: 01530 222688.

BENTLEY TURBO R, original factory LHD, 1992, 12,000 miles, FSH, 1 owner, virtually as new, £59,500. Also 1990 Corniche Convertible LHD, white, 28,000 miles, fitted with cocktail cabinet, as new, £59,500. Tel: 0181 209 0481 or 0836 560300.

THE VANANARD BENTLEY, 1947, MkVI, DHC by Freestone and Webb, built for Prince Vananard of Thailand, nearing the end of full restoration, a unique car. Serious offers please to telephone no. 01584 881518.

BMW 2002 CABRIOLET, 1973, round rear lights, BMW 5 speed, twin webbers, some history, short tax, MOT, offers around £3,500. Tel: 01280 706259. No canvassers.

BMW 3.0 CSL LIGHTWEIGHT, 1973, blue, manual, very good condition, MOT & taxed, £10,000. Tel: 01621 860369.

BMW 2002 TARGA CABRIOLET, 1973, white, completely restored throughout and in lovely condition, £5,950. Tel: Bramley Park 01480 492066 (Combs).

BMW M6, 1986, D reg., Lachs silver, black leather, air con., full service history, very tidy, original condition, £8,350 ono. Tel: 0171 274 4222 or 0860 126332 P.

BMW Z1, 1989, build no. 529, reg no. F27 TOY, 30,000 miles, FSH, red with grey camouflage leather, Alpine CD system. Almost concours condition, £21,000 or best offer. Tel: 0181 967 7241 home or mobile 0973 768287.

BMW Z3 1.9, May 1997, 1,200 miles, Alpine white, alloys, electric seats, mirrors, radio cassette, PAS, black interior, BMW immobilizer, alarm, stunning, £24,950. Tel: 01745 353700 or mobile 0836 2257111 (Denbighshire).

BMW Z3 1.9 (New), delivery miles only, R reg., 1997 Sept. Montreal blue, beige leather, electric hood, tracker, high spec including alloy wheels, round spoke, best offer accepted over list price. Tel: 01753 842161 after 7pm or 0973 954972.

BMW Z3, P reg, 1997, Montreal blue,

beige leather, chrome pack, 5 spoke alloys, 800 miles, electric seats, windows, mirrors, radio cassette, alarm, as new, £24,995. Tel: 01983 864008 or 01983 404223.

BMW Z3 M ROADSTER, R reg, Sept 97. Delivery mileage, LHD, 321 bhp, 0-60 4.9 secs, black leather, a/c, alarm, 6 CD changer, electric roof and seats, roll hoops, £35,950 p/x finance etc. Tel: World Cars (070500) 23456 or 0116 271 5003. Trade.

BUGATTI TYPE 43A. Factory built one off replica. Blue, superb show condition, open to offers. Possible part exchange, phone for full details. Tel: 0181 508 1843 eves or 0181 502 2003 days.

BRISTOL 401, 1951, Old English white, bare metal respray, new MOT, valve, radio, workshop manual, incredible value, £8,500. Tel: 01255 860899.

BRISTOL 411 SERIES 5, 1976 (R). One of the very last true Bristols, metallic light blue, with grey leather, A/C, 72,000 miles. Superb. £15,995. Tel: Bramley Park 01480 492066 (Combs).

BRISTOL BEAUFIGHTER TURBO CONVERTIBLE, 1981, 3 owners from new, service history, fabulous throughout, £11,250. Tel: 01923 266666.

BSA SUPER ROCKET, 1961, registration number 714 TVT, original log book, matching frame and engine numbers, fully restored to showroom condition, must be seen, £4,250. Tel: 01270 588598.

C

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Black/cream. 48,000 km. Very
nice + clean.
DM64,000

348 TS/92
Red/black 13,100 km. 1
owner
DM99,500

250 GT COMPETITION
Alu "Bergmann"
Shape one off
INQUIRE

250 TDF 58
Rosso/Corsa/Black
Concourse
INQUIRE

412 GT
5 Speed. 1 owner, 48,000 km.
18" wheels, perfect condition.
Black/black service book.
DM89,000

512 BBi
Black/black. 38,000 km. 11"
Service book.
DM145,000

328 GTS/86
39,000 km. Red/black. 17".
DM72,500

225 S VIGNALE
1952 Competition. Factory
race car.
INQUIRE



FERRARI F1 642

J. Alesi, 1991. Factory prepared,
ready to race.



FERRARI F1 F93A

J. Alesi, 1993. Only display car, complete
with engine/gearbox.



BENETTON F1 B186

A. Berger, 1986. G.P. Winner Mexico, two
time pole, many points. Fresh restored,
everything documented. Ready to race.



FERRARI F1 64 1/2

N. Mansell, 1990 GP Winner Car.
Factory prepared. Ready to race.

JAGUAR E-TYPE 3.8 SERIES 1 ROAD-
STER, simply magnificent in metallic
maroon with doekskin leather. One of the
best in the UK, £32,995. All Electric
Garages Group PLC. Tel: 0121 427
5252 (Philip Sword).

JAGUAR E-TYPE 4.2 2+2, signal red,
black leather interior, 20,000 miles, as
new Martin Robey rebuild, owner 9
years, £17,500. Tel: 01455 291023.
Private sale.

JAGUAR E-TYPE V12 ROADSTER,
1972 K, silver/black hood, grey/blue
leather, manual British car, 9 year
£80,000 rebuild, concours condition,
best in England, £46,000. Do any deal,
WHY, finance/warranty, p/x. Tel: 01302
719371 or 0860 325237 Doncaster.
Trade.

JAGUAR E-TYPE SERIES 1 4.2, 1965,
2 seater fixed head coupe, British racing
green, fully restored, matching numbers,
MOT, tax exempt, £25,950. Tel: 01622
842096 Maidstone.

JAGUAR E-TYPE V12 2+2, manual,
black exterior, black leather, documented
restoration by XK Engineering, major
concours winner, £25,000 ono including
reg. no. Tel: 01604 585797.

4.2 E-TYPE JAGUAR, 1969, manual,
2+2 coupe, red. Lots of service history,
must sell, hence £11,000. Tel: 01745
813042 or 01978 754524.

JAGUAR MK7 M, reg. 1956, one of the
finest examples, one owner for 25 years,
39,000 miles from new, grey with red
leather, o/d, period inclinometer + compass.
Radiomobile radio. A charming car
both visually and to drive, £14,950. Tel:
Bob on 0121 743 5276 or 01564
779746 (T).

JAGUAR MK1 AUTOMATIC 3.4,
1958, 57,000 miles, Warwick grey, s/s
exhaust, s/s calipers, excellent condition,
all original, absolute bargain, same history,
interior immaculate, £5,000. Tel:
01277 653971, Billericay.

JAGUAR E-TYPE SERIES 1 FHC 3.8,
1964, genuine 55,000 miles, BRG,
Moss green hide. Restored 1991, totally
immaculate condition, 3 previous owners/
history, used daily, superb investment at
around £16,000. Tel: 01993 709521
/ 822397 (Oxon).

JAGUAR 420 G, 1966/67, only
58,725 miles, air con, original mirrors,
aerial, took lit and Jaguar manual.
Good leather interior, same owner and
dry stored 14 years. Original paintwork,
a lovely car, £65,000. Tel: Tony 01442
826134 (private).

JAGUAR MK2 3.4 MANUAL with over-
drive. Warwick grey with new red leather
interior. Family owned since 1973. Full
maintenance and repair diary. Lovely
condition, £12,950. The E-Type Centre.
Tel: 01827 373247 (Midlands).

JAGUAR MK2 3.4 MANUAL, 1967,
black exterior, red leather, CWW, SS exh,
engine, g/box, chassis nos. verified by
Jaguar. Concours condition, numerous
awards including several placings for
best saloon, beat car of the day and also
2nd place 2 years running in the cham-
pion of champions. Certified valuation
£30,000. Offers over £25,000. Please
phone Coventry 01203 591548 after
6pm & w/ends.

JAGUAR MK10. Built in 1964, in
Sherwood green, much money spent,
excellent condition for year, all original
including tool box and log book, very
reluctant sale, £5,000 ono. Tel: 01271
830366.

JAGUAR E-TYPE V12 ROADSTER,
1973, good condition, blue/blue interi-
or, 67,000 miles, tonneau, MOT,
£27,500 ono. Tel: 01622 743021 (h)
or 01622 683232 (w).

JAGUAR XK'S, 1958 RHD 150 SE DHC.
British racing green, MOD, extensively
restored, beautiful condition, £34,950.
1957 150 FHC, RHD, very well main-
tained, £18,950. 1950 LHD 120
Roadster, extensively restored, beautiful
condition, £28,950. 1955 140 FHC,
63,000 miles, exceptional condition,
£26,950. The E-Type Centre. Tel: 01827
373247 (Midlands).

JAGUAR XK150 3.4 DHC, 1959, LHD.
Chassis nr. S 838033, automatic, 16"
wires, Heritage Certificate, relatively
complete and straight car for restoration,
£11,000 ono. Tel: days +46 8
7576303, evenings +46 8 51175300,
fax: +46 8 7576310 (Sweden) ask for
Bjorn.

JAGUAR XJS V12. E reg., silver with
grey hide, lattice alloys, alarm, low
mileage. Carefully maintained, new
MOT, taxed, good condition, £4,250.
The E-Type Centre. Tel: 01827 373247.

JAGUAR XJS HE, 1982, red, black
leather, FSH, 7 months MOT, £3,200.
Tel: 01483 456757.

JAGUAR XJS 2.6, charcoal grey, manu-
al, leather upholstery, drophead sports
car, 1984. This sought after cabriolet has
been carefully maintained and is in
excellent condition, MOT March 98,
taxed, £8,250 ono. Tel: 01769 580345.

JAGUAR XK120 OTS. BRG, WW,
restored to show condition, genuine rea-
son for sale, £35,000. Tel: 01263
711188 after 5pm.

JAGUAR XK150 SE FHC, 1958, silver
with red leather, s/s exhaust, new tyres,
tax and tested, numbers matching, origi-
nal beautiful condition, used regularly,
£16,000 ono. Tel: Days 01946
832380, eves 01900 67666. Private
sale.

JAGUAR XK150 DROPHEAD COUPE
SE. RHD, all original numbers, wire
wheels, overdrive, superb condition,
£32,000 ono. Tel: 0171 586 9732 H,
0171 467 2556 O. Private sale.

KOUGAR JAGUAR XK 3.8, XJ gearbox,
compomative wheels, many spares,
MOT, excellent condition, £9,500. Tel:
01825 750306 P.

RETRO CLASSICS, 1952 XK120
Roadster LHD, engine/gearbox rebuilt,
wire wheels, sound car for restoration,
£8,800. 1953 XK120SE Fixed Head,
LHD, 41,000 miles, stored since '61,
original down to tools. Very straight,
£11,250. 1953 XK120SE Drophead
LHD, excellent body-off restoration, wire
wheels, minor finishing needed,
£16,500. 1955 XK140 Drophead SE
LHD, rewired, all new electrics, lovely
condition, £22,500. 1953 XK120 DHC
LHD, superb, restored, £39,500. Lynx
XKSS, superb, authentic, f.o.b. USA,
£55,000. Tel: 0171 924 4150. Fax:
0171 924 2140.

JENSEN 541R, 1960, white/black, mine
25 years, reg. 5441 HP, needs MOT and
welding, £4,950. Tel: 01829 732444
Cheshire.

JENSEN CV8 MKII. Actual car featured
in Classic Cars readers test, March.
Superb example, well known in Jensen
Club, for sale due to bereavement,
£13,500. Tel: 01227 375201.

JENSEN HEALEY, 1974, very good con-
dition throughout, red with tan uphol-
stery, Lotus 907 engine, 16v twin OHC
MOT til March 1998, £3,500. Tel:
01703 265726.

JENSEN HEALEY, M reg., hard soft
tops, stainless exhaust, runs well, needs
tidying, not rusty, £2,250. Tel: 01280
706259. No canvassers.

JENSEN INTERCEPTOR SERIES 3 7.2L,
1971, burgundy/black leather, 60,000
miles, recently restored, long MOT,
excellent condition, £10,250. Tel: 0181
959 0318 home, 0181 958 1616 days.
Private sale.

JOWETT JUPITOR by Mead, 1951,
restored and in very good usable con-
dition, painted in light blue with blue trim.
One of very few mead bodied Jowett's,
£16,000. Malcolm C. Elder & Son. Tel:
01869 340999.

L

LAGONDA RAPIER, 2 seater, 1100cc.
Totally rebuilt, tuned balanced engine,
hood etc. Blue form, reliable and quick,
£26,000 ono. David Crabtree. Tel:
01226 765307 (S. Yorks).

LAGONDA 2 LITRE, 1927, high chassis
4 seat tourer, restored 1984-86 and
enjoyed home and abroad since then,
£32,500. Peter Cox. Tel: 01959
562110 (evenings) Kent.

LAFAYETTE HISSO SPECIAL, 1922,
consists of 12.5 litre 150 hp V8 in virtu-
ally unused condition, stripped for
inspection, unrestored chassis frame.
Ballot GP front axle, many other parts,
including period instruments, fuel tank,
lots to do but best aero project available,
all documentation, drawings and manu-
als. Serious offers. Tony Bianchi. Tel:
01491 613113 (evenings) Oxon.

AMALFI PASSERO MAMBORGHINI
COUNTACH, based on 5000s, in violet
Diablo anniversary, two tone grey

leather, Targa top, private plate (7MKN),
fitted with Fiat turbo charged engine,
taxed and tested, £19,000 ono. Tel: Eves
after 6pm 01545 580626 or 0468
662820 anytime. Private.

LANCHESTER LD10, 1951, Barker
coach built alloy body, host of spares,
dry stored last 20 years, sensible offers.
Tel: 01203 670495.

LANCIA FULVIA 1.3 SERIES 2 LHD
(Italian plates), lobster red, very good
condition, £5,500 ono. Contact 0181
744 4365.

LANCIA FULVIA ZAGATO 1.3S,
unusually stylish collectors car, low
mileage, recently MOTd, 1972, £4,000.
Call 01992 522130 weekends or 0171
377 8600 work.

LANCIA FLAVIA ZAGATO SPORT,
1964, DBL79B, 79,000 miles, sound
floor pan, aluminium body, dry stored
since early 80s, £7,500 ono. Tel: 01203
602622 days, 01455 209918
eves/weekends.

LANCIA INTEGRALE EVO, 1992,
black, 36,000 miles. FSH, recent belts,
excellent condition, 1 year RAC warranty,
dealer facilities, £14,995. Tel: 0181 891
6100 (Richmond), 0421 390 208.

LANCIA STRATOS HF 2000 REPLICA,
RHD from Transformer Cars. Red, superb
low mileage example, professionally built
in 1988, Guy Croft 2.0 Volumex engine,
private plate. Tel: 01895 624554 Middx.

LOTUS CARLTON/OMEGA 10/92, 2
owners, 52,500 miles, service history, no
accident, very good, £16,000. Tel:
00495372-498.

LOTUS CORTINA, 1968, 10 months
MOT, white and green, totally original,
very solid in excellent condition, tax
exempt, many spares, £3,750. Tel:
01489 787399 or 0410 823624.

LOTUS CORTINA MK1, road/race
specification, MOTd, many spares, relive
the 60's for £7,500. Tel: 01903
507585.

LOTUS ELAN SPRINT DHC, 1972,
gold leaf colours, bodywork restored
1996, earlier replacement chassis, excel-
lent condition, £14,000. Tel: 01246
558162 or 0589 678183 (Chesterfield).

LOTUS ELISE, unique Lotus colours,
Norfolk yellow with dark green leather
and hood. All extra's, category 1 alarm
and immobiliser, Alpine CD, radio with
remote control, 5,000 miles, personal
number plate 'R10 OLE', first offer of
£28,449 will secure immediate delivery.
Tel: 0467 258658.

LOTUS ELITE SERIES 2, 1962, Webbers,
5-baring cam, 4 branch exhaust, needs
some restoration, £15,000. Tel: 01342
850551.

LOTUS ELAN +2, 1970, 400 miles
since total nut and bolt rebuilt plus
restoration with all new parts, big valve
cylinder head, immaculate condition,
must be seen, £8,750 avno. Tel: 01726
73094. Private.

HAS ANYONE ANYWHERE in the
whole country got a Lotus Europa twin
cam 5 speed for sale. I am having no
luck finding one for myself, or will con-
sider a 4-speed. Tel: 01695 421405.

M

MARCOS 3 LITRE V6, 1970, white,
60,000 miles, body-off rebuild, MOT
April 1998, tax exempt, one of the most
original examples remaining, £8,950.
Tel: 0181 464 7409.

MASERATI SPIDER LHD, 1994, 2 litre
24v, V6 Bi Turbo. 11,000 km, metallic
blue/white leather, very unique car, the
only example in France. Tel: 00-33-
16905 2473. Fax: 00-33-16905 6690
(France).

MASERATI QUATTROPORTE AUTO-
MATIC, 1982, 46,000 miles, in excel-
lent all round condition and ready to
use. Much history and well maintained.
Colour metallic red with brown leather,
£12,750. Malcolm C. Elder & Son. Tel:
01869 340999.

MARLIN HUNTER SPORTS TOURER,
30's inspired 2 seater convertible, 2.4
V6, 1994 (L), 10,000 miles, red/silver,
full leather, Wilton carpet, e/w, c/l,
mohair hood, full weather equipment,
beat the factory waiting list of 6 months,
£15,000. Tel: 01235 763112.

MASERATI KHAMSHIN, 18,000 kms,
green/green, excellent condition. Tel:
(0043) 1216 9071.

MASERATI GHIBLI, 1968, #115372, European version, fly yellow/black, less than 77,000 km, beautiful, reliable driver, would like to find good home for this car, \$31,500 ono. Tucker, 804 353 1264 weekdays, 804 776 7989 weekends, fax: 804 353 7393, VA, USA.

MASERATI MISTRAL, body fully restored, needs re-assembly and trimming, re-sprayed metallic blue, great project, £12,000 ono. Box Number: MS1.

MATRA D'JET 55, 1967, good condition, must sell, as seen Auto Week escape road, April 25th, 1988, \$25,000 OBO. Call Gary tel/fax: 914 794 7740 days, 914 796 1178 eves (NY, USA).

MC J2 1932, totally restored to as new condition, black with red leather trim, £16,500. Malcolm C. Elder & Son. Tel: 01869 340999.

MERCEDES BENZ 170A TOURING CAR, 1936, built in 1951 after World War II for newly formed German Bundesgrenzschutz (Federal Border Guards), delivered in two versions, Border Police (green) and Country Police (blue), only 530 total units built. The Border Police (green) version is 100% mechanically sound and complete. Privately owned, ask for Kurt Koch. 302 653 5900, 9am-6pm Eastern standard time, USA. Sensible offers around \$34,000 invited.

MERCEDES 220A CABRIOLET CONVERTIBLE, 1952, excellent condition, cream colour with blue interior. Complete frame-up restoration, \$75,000. Call or fax for information. Contact: Brad Gordon (813) 226 8844 ext 1140. Fax: (813) 225-1513 weekdays only.

MERCEDES BENZ 220 SE CABRIOLET, 1965, white, black interior, hood replaced, auto, PAS, little used last nine years, but carefully maintained (bills available), beautiful condition, new MOT, gorgeous car, £14,000 ono. Tel: 0181 693 7516. Private sale.

MERCEDES 230 SL, 1966, white, white hard top, dark blue hood. Pampered Californian car p/s, new radiator and fuel injection system, £3,000 overhaul just completed, 12 months MOT, UK registered, £14,950. Tel: Paul on 0171 937 1206 (H) or 0171 924 4150 Office. Fax: 0171 924 2140.

MERCEDES 280 SE 3.5 CABRIOLET. Fully restored, a pristine car, for full details apply: O'Keeffe Mercedes Restorations. Tel: 01883 626721.

MERCEDES 280SL, 1970, silver/black interior, pagoda roof, documented history, 1,500 miles since engine rebuild, £21,950. Tel: 01325 332656/01325 374128.

MERCEDES 350SL, 1972, 65,000 miles, red/black leather, auto, RHD, soft/hard tops, excellent condition, warranty, £12,950. Tel: 01608 661893.

MERCEDES 380 SL, 1983, 74,000 miles, champagne gold, cruise/c, e/windows, ABS, c/locking, alloys, hard and new soft top, thousands spent, receipts, excellent condition, must be seen, £13,500 ono. Tel: 01889 881111 P.

MERCEDES 450 SLC, beautiful, in superb original condition. July 80 (1 of last made), 65,000 miles, FSH, 2 owners, myself 15 years. Silver/blue leather, all extras, £11,950. Tel: 01981 240252 or 01452 415781 (day) Hereford.

MERCEDES TYPE 15/20, 1909, original two seater sports, 4 cylinder push rod overhead valve. Completely restored, very fast Edwardian with excellent lamps and instruments, £85,000. Tim Moore. Tel: 01223 836661. Fax: 01223 836507 (Cambridge).

MG 1930 M TYPE, rebuilt to original specifications, all numbers match, red, new weather equipment, MOT June 1998, £10,000. Tel: 01960 352566 (Antrim, Northern Ireland).

MG RV8 L93, 23,000 miles, British racing green, cream leather interior, excellent condition, full MOT, 1 1/2 year warranty, £24,995. Tel: 01283 791906.

MGA 1622 FHC MKII, 1961, unfinished restoration, rare car, recon engine, much work done, garaged 25 years, £7,000 ono. Tel: 01424 732302 P.

MGB GTV8, 1976, excellent condition throughout, 60,000 miles from new, bodywork rebuilt handling kit. Tel: 01903 892417.

MGC GT, 1969, manual with overdrive. Primrose yellow with black leather interior, wire wheels, Webasto sun roof. Carefully maintained and in very good condition,

£6,250. The E-Type Centre. Tel: 01827 373247 (Midlands).

MGC ROADSTER, collectors classic, G reg, Old English white, new black soft top, hard top, wire wheels, tax exempt, full MOT, exceptional condition, £7,750. Tel: 0402 113923.

MGB GT V8, 1973, factory car, chrome bumper, totally original, Tundra green, level condition, lots of history, £5,500 ono. Tel: 01784 481818 (office) or 01344 26347 (home).

MG MIDGET 1275 RWA, L reg., white, excellent condition, chrome, 50k on reconditioned engine, full and half tonneau, tax exempt soon, full restoration done recently, with photo history, garaged, £4,200. Tel: 01342 833713 (home) or 0181 464 6917 work.

MGA ROADSTER 1600 MK1, 1960, black, red leather interior, 12 months MOT, Heritage certificate, excellent condition, one of the best examples around, £12,000 ono. Tel: 0114 247 2457 or 0468 137 800 Sheffield, P.

MG TF 1250, 1954, green, new hood, otherwise almost completely original, low recorded mileage, £17,500. Tel: 0115 9212121T.

MGA 1600 MKII, 1968, 43,000 miles, immaculate, white, red leather, RAC report, photographs of complete restoration, garaged, £10,950. Tel: 01566 776255.

MGA TWIN CAM ROADSTER, 1959, genuine RHD, 3 owners, 63,000 miles, full known history, original documents, all numbers and original panels, concours restoration, using all factory parts in 1974 by all the best people. Zero miles since. Still as new, the find of a lifetime, sale £18,950. Tel/fax: England 01454 260640.

MGA 1500, 1959, immaculate, full professional restoration, servicing, MOT, history, chariot red, tan leather, chrome wheels, stunning, £15,000. Tel: 01438 833613.

MGC GT, 1969, MOT June 98, BRG/black leather, wires, a/d, very reliable, very good condition, £6,500 ono. Tel: 0181 248 9803 or 0181 990 4127.

MG TD, 1953, dark red with black interior, RHD, nicely restored, US import, full MOT, Tonneau cover, some history, ready to enjoy. Offers please telephone: 01284 735055. Private sale.

MINI MAYFAIR (HOLBAY) 1380 COOPER S, light blue, forged Powermax, Kent cam, Stage 3 head, twin su's, RC40, new paint, lumination, new servo, Mamba wheels, call for full spec, £2,225 ono. Tel: 01394 461351.

MORETTI SPORTIVA, 1968, exceptional original condition, 865 miles, 2nd in class 1995 Pebble Beach USA, maybe only Sportiva in the world in this pristine condition. Ready for show, asking US\$25,000.00. Tel: Henry (714) 250 9450 or fax: (714) 250 9453 PST.

MORGAN PLUS 4, 1965, 1500 Ford GT engine and box, 15"x6" alloys plus 1" spacers, 205x60 tyres. 4 point rear roll bar, white, chassis up recent rebuild, black leather re-trim, new MOT, £11,000 ono. Tel/fax: 01392 841700.

MORGAN +8, 1982, 28,000 miles, stunning, metallic blue, recent MOT, £15,950. Tel: 0171 237 5346 anytime. Private sale.

MORGAN 4/4 2 SEATER, 1971, red/black leather, CWW, professional rebuild, superb, £13,995. Details 01608 641403.

MORGAN MX2 SUPER SPORTS, 1938, total rebuild from retubed chassis with new body frame and panels. Everything renewed or rebuilt to the highest standards, £18,000. Brian Green. Tel: 01527 873112 for full details (Worcs).

MORRIS MINOR PICK-UP, 1971, 12 months MOT, alloy wheels, very practical, good condition throughout, £1,550. Tel: 0976 287941 or after 6pm 0171 266 3319 (Maida Vale).

MORRIS BULLNOSE TOURER, 1926, rebuilt as Bullnose MG, chassis up rebuild, new body, hood, sidescreens and tonneau, interior trim to complete, on road since 1994. Taxed & MOT, £9,950. Tel: 01732 842930 (home), 01732 84601 (office) Kent.

MUSTANG SHELBY CONVERTIBLE GT500, 1969, 351 W, Automatic, green, white top, white interior, 35,000 miles. Car in Paris, France, \$33,000. Tel: Dennis (216) 234 8381 or fax: (440) 234 8105

Cleveland, OH, USA or fax: (0113) 301 4012 1831 France.

P

PACKARD 120, 1938, 8 cylinder saloon, RHD, needs restoring, offers. IRO £3,500. Details: 01663 747101.

PIERCE ARROW, 1926, Model 80 Opera Coupe, handsome, high quality American in original order. Rare alloy body, running well and regularly used, £18,000. Tel: 01423 711203.

PLYMOUTH BARRACUDA CUD4 440, 1970, this trophy winning car has covered only 600 dry miles since a complete nut and bolt restoration. Finished in vitamin C with black vinyl interior. A rare opportunity to acquire an appreciating classic American muscle car, £14,995 possible p/ex. Tel: 01268 411352, 01277 249553.

PORSCHE 911 2 LTR COUPE, LHD, 1967, 69,000 miles only with one owner from new, matching numbers, complete service history, absolutely immaculate throughout, £13,950. Further details: 01525 290850 or 0860 354711 mobile.

PORSCHE 911 T, 1970, LHD. Floridian import, white, black and red interior, MOT'd, cheap classic car insurance, £5,900. Tel: 0181 679 1574.

PORSCHE 911 CARRERA RSR 2.1 TURBO, 1974, one of four produced in original condition. Featured in Porsche Racing Legends video, driven and narrated by Derek Bell, \$435,000. Call Fred Brubaker at 610 434 8778 or 610 797 9298 or fax: 610 797 0579. 334N 14th St., Allentown, PA, USA.

PORSCHE 911 TARGA, 1974, LHD, 2.4, red, MOT/tax, 55,000 km, garaged and fully serviced, good condition and mechanics, £8,900. Tel: 0171 235 1838, 0171 736 6359 P.

PORSCHE 911 GT II, 1995, M reg, LHD, 250 km, a/s front damage, new bodyshell available, £62,000 with new shell. Tel: 01234 766500 or mobile 0831333716. Fax: 01234 766200.

PORSCHE 928 GTS, two cars. One Stroek LHD, one ex-Jones brothers car. Phone for full spec. Tel: 01384 410879. Fax: 01384 636911.

PORSCHE 928 S AUTO, 1983, A reg, red, electric leather seats, electric sunroof, FSH, excellent bodywork, recent service, 4 new tyres, MOT + taxed, £7,500 ono. Tel: 0171 622 8101.

PORSCHE 928 S4, blue, matching hide interior, MOT April 98, low mileage 48,000, FSH, ABS, air conditioning, electric sunroof, windows and seats. Cruise control, immobiliser, £17,995. Tel: 01628 483057.

PORSCHE SPEEDSTER, 1959, new reproduction designed/built 1996, to state of the art specifications by professional engineer, superior quality construction, 2.1 ltr, Fi, 150 hp, 4 wheel, hi-top, spectacular fit and finish, asking \$24,500 US. Call: 301-473-8333 USA.

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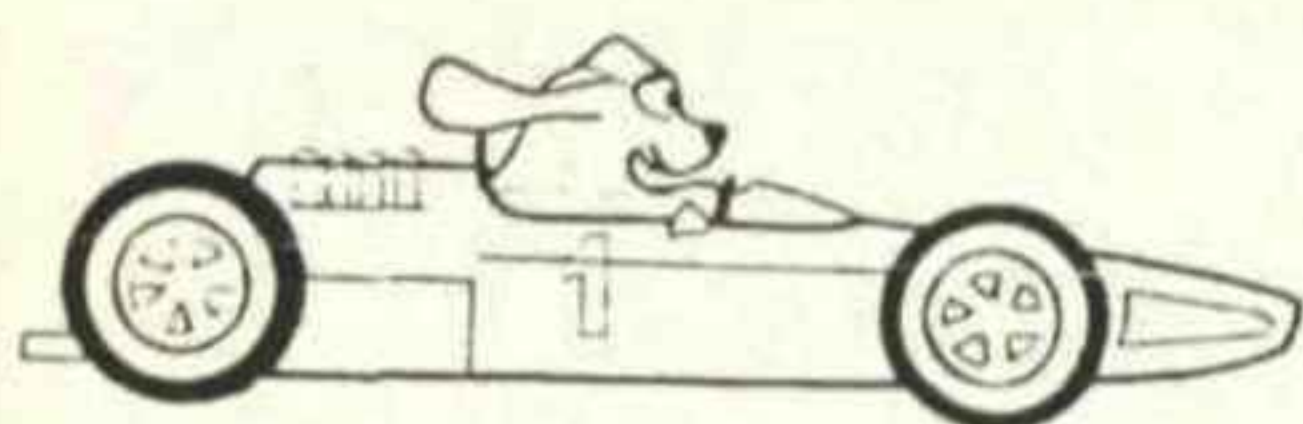
R

RAYMOND MAYS DROPHEAD COUPE by Carlton, 1939, restored to a high standard. Standard V8 engine, ready to use. One of three known, and the only one which is totally original. Dark red with brown leather, £38,000. Malcolm C. Elder & Son. Tel: 01869 340999.

RILEY RMB SALOON, 2 1/2 litre, LHD, engine runs, good trim, £2,650 (non eligible car). Also: 1 1/2 litre 12/4 Adelphi saloon for restoration, £3,500. Asquith Bros. Ltd., Staincliffe, Dewsbury, W. Yorks. Tel: 01924 402001.

ROLLS ROYCE 20/25 HOOPER LIMOUSINE, 1934, recent bare metal respray in blue/grey to match leather interior, excellent condition, originally supplied to 'Rona of Napaul', reluctant sale, £25,000. Tel: 01745 813042 or 01978 754524.

ROLLS ROYCE 20HP, 1928, superb order throughout, Barker limousine coachwork, complete history with specialist servicing maintain records, absolutely superb, £29,000. Tel: Derby 01332 792177.



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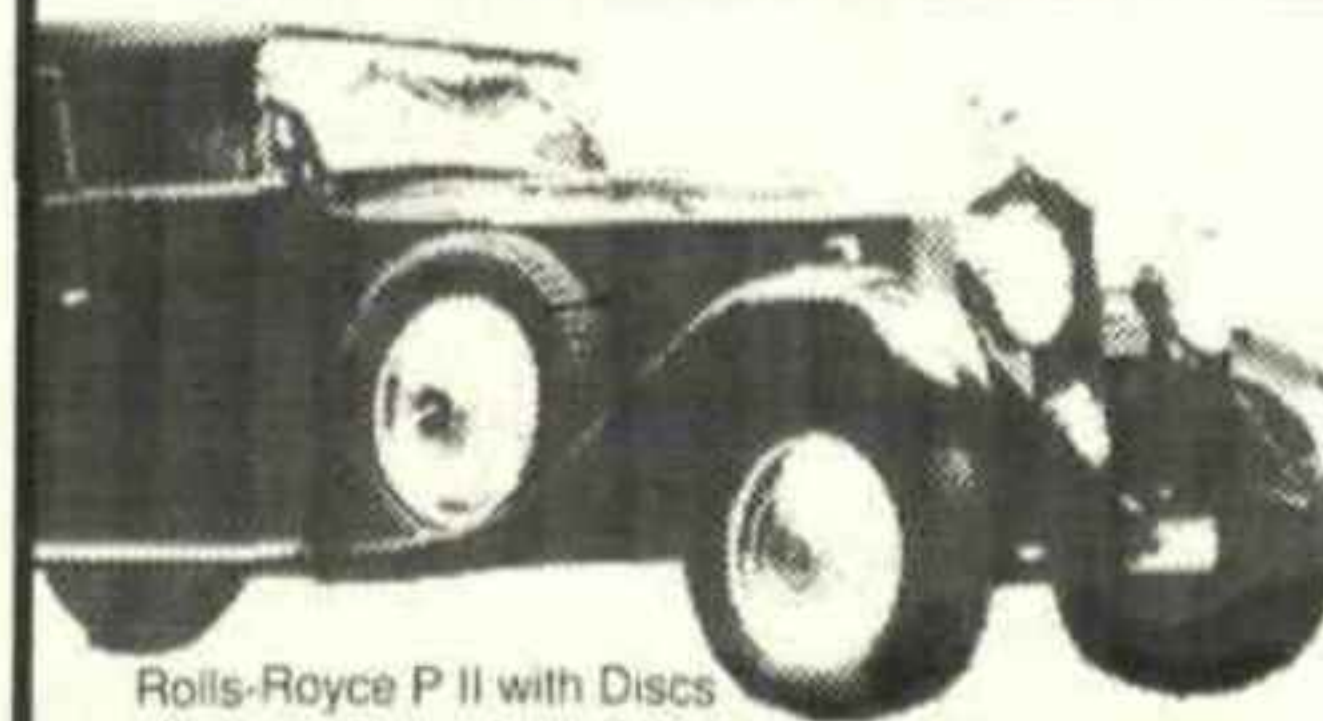
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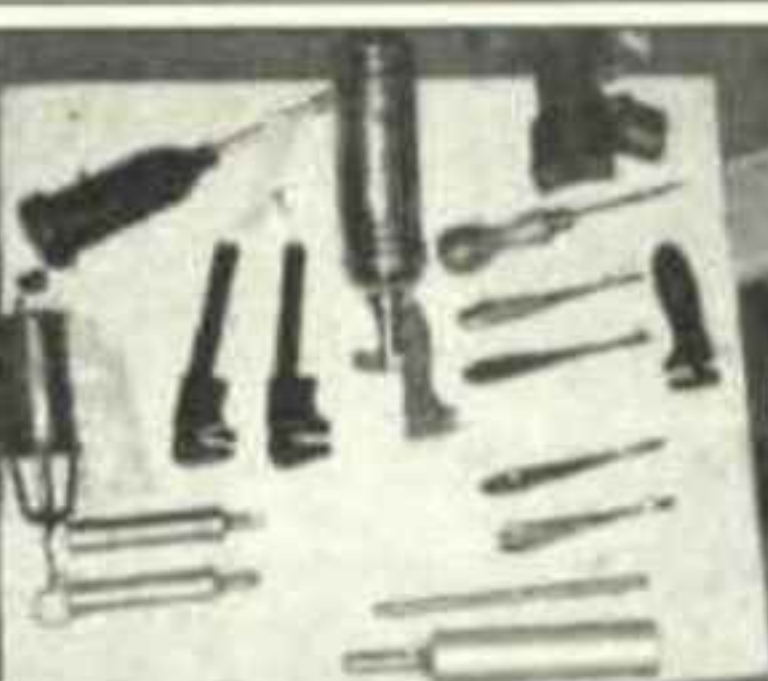
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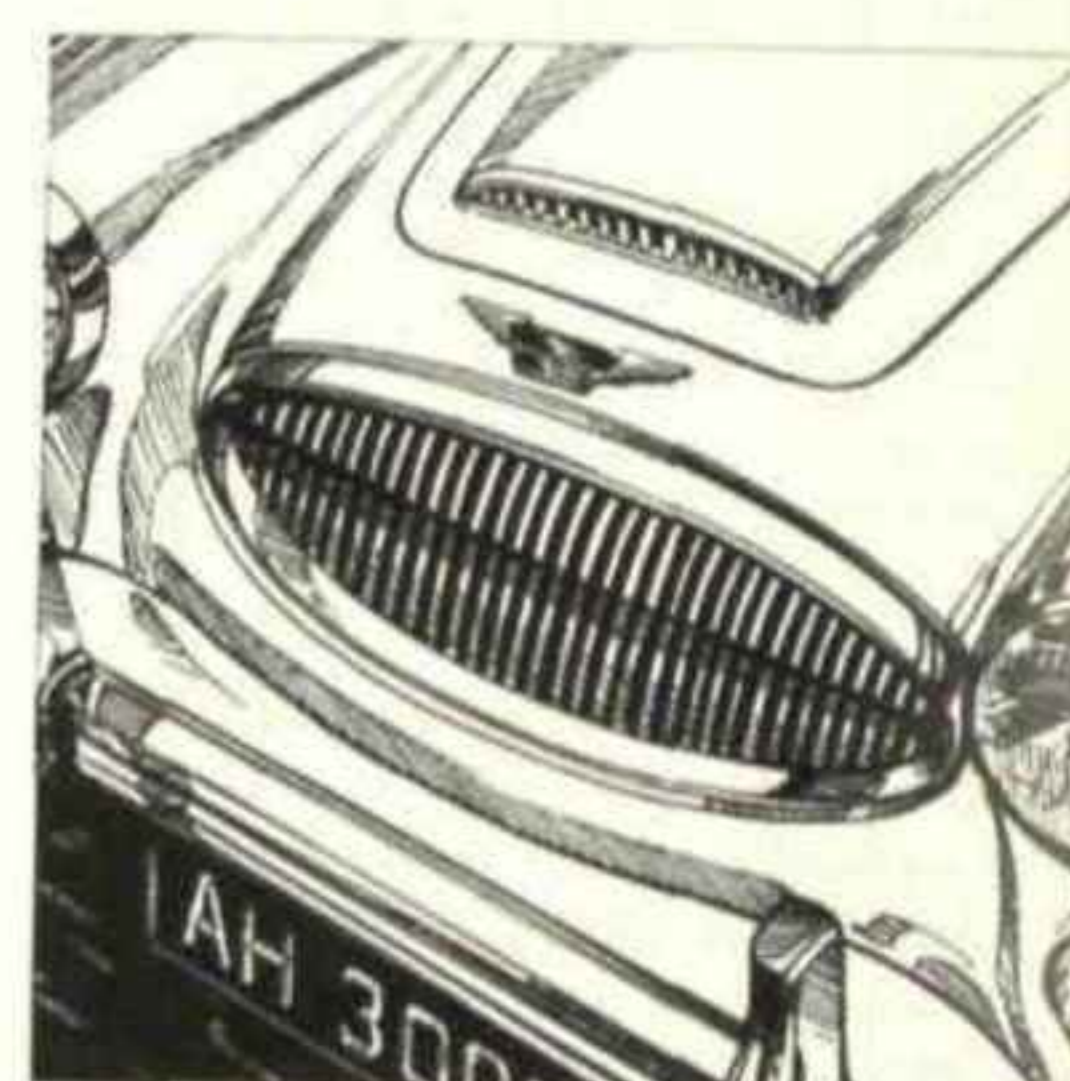
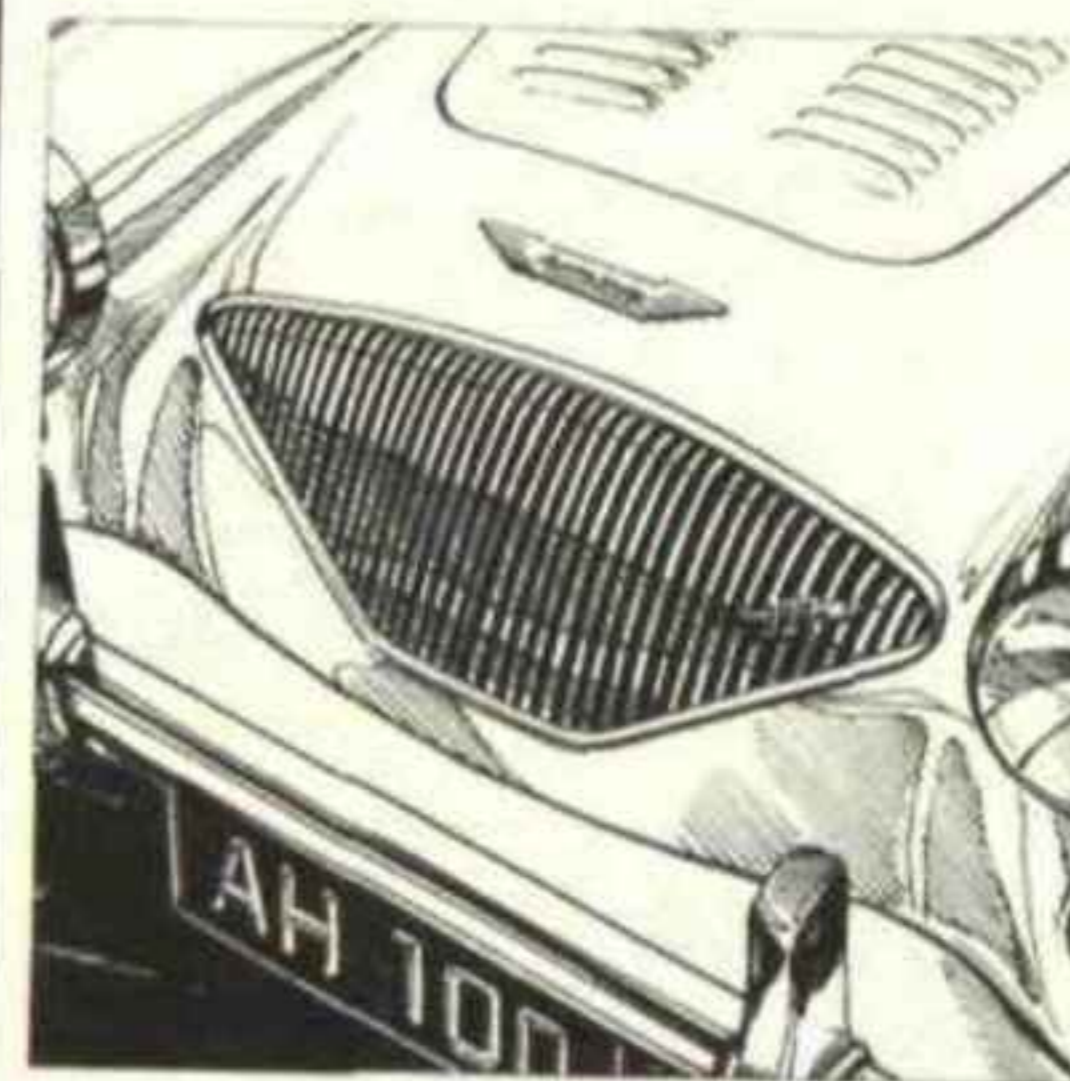
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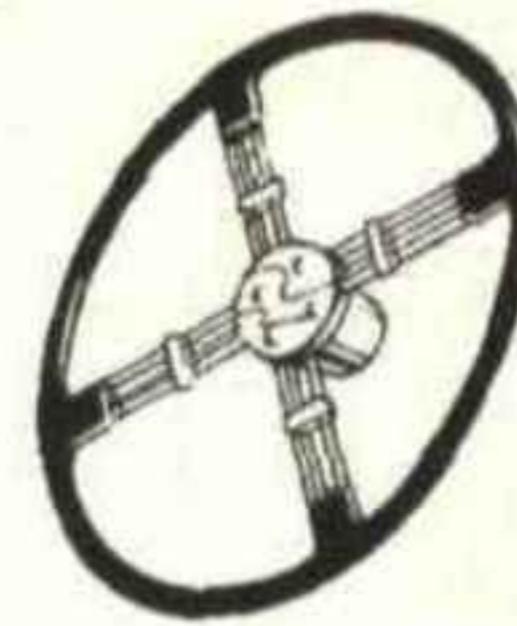
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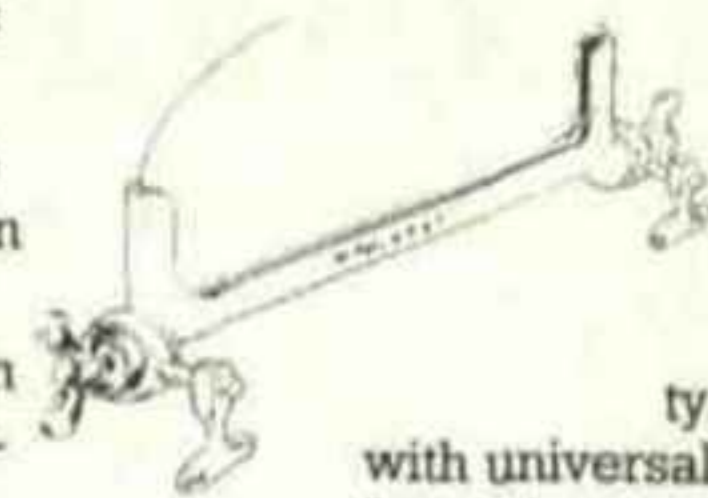
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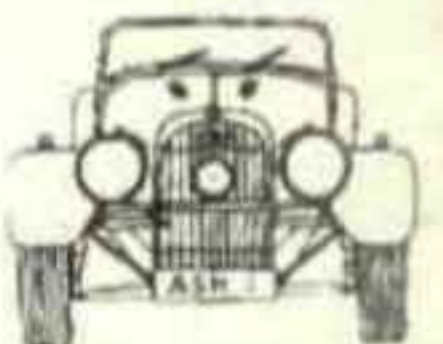
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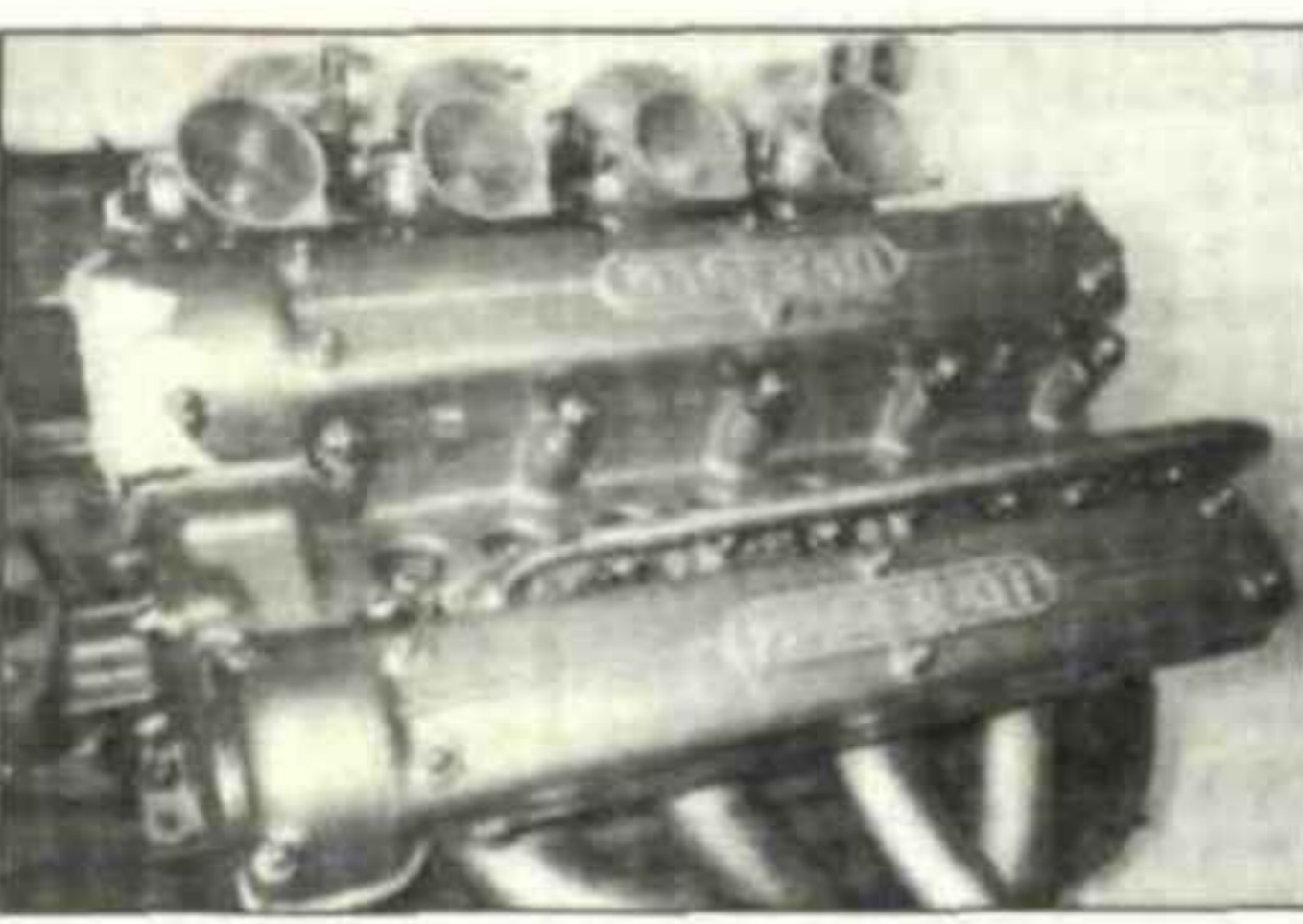
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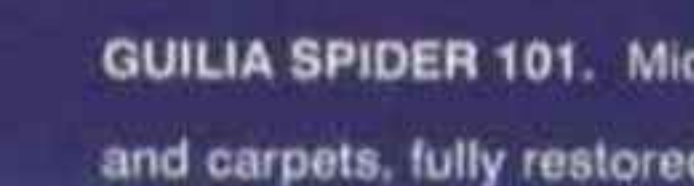
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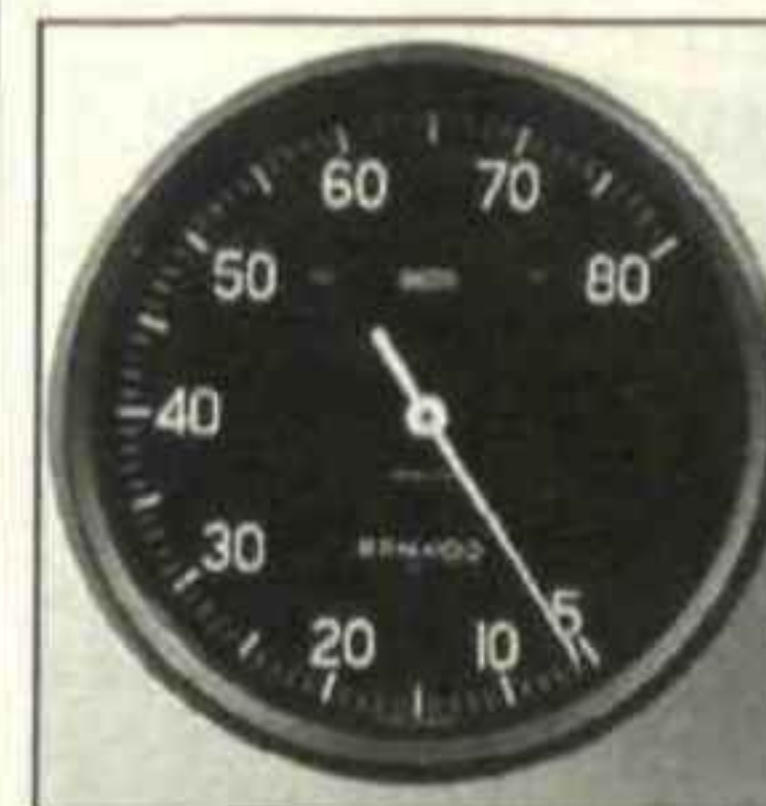
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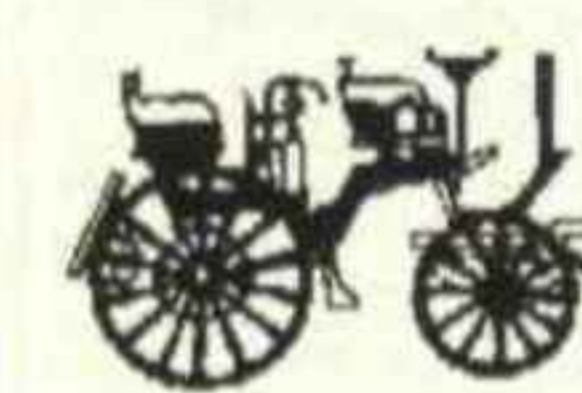
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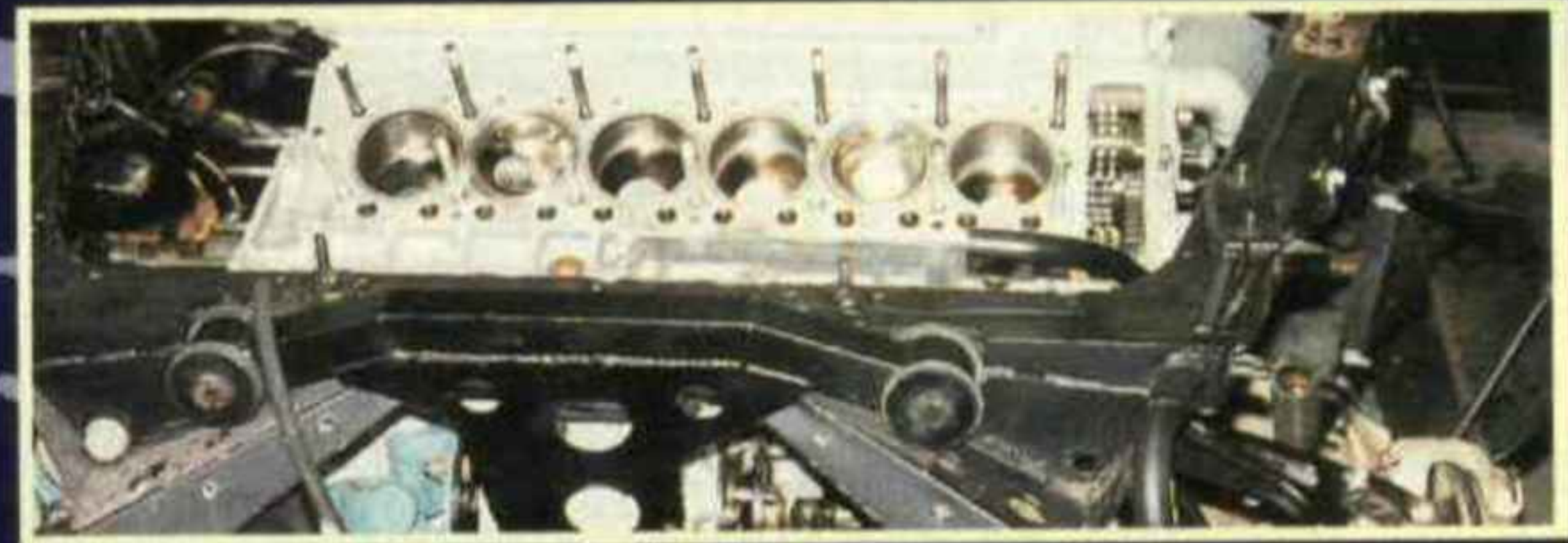
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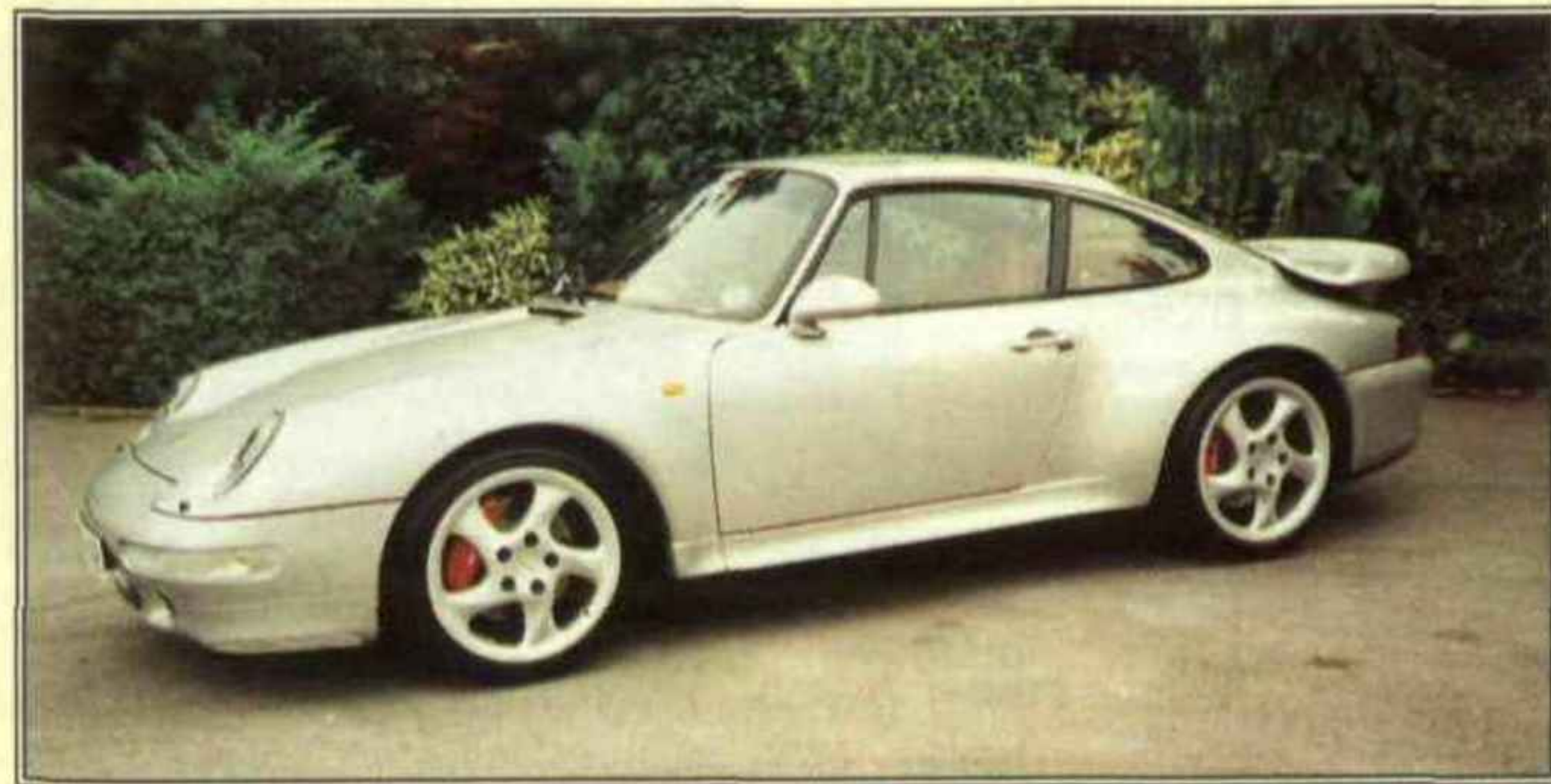
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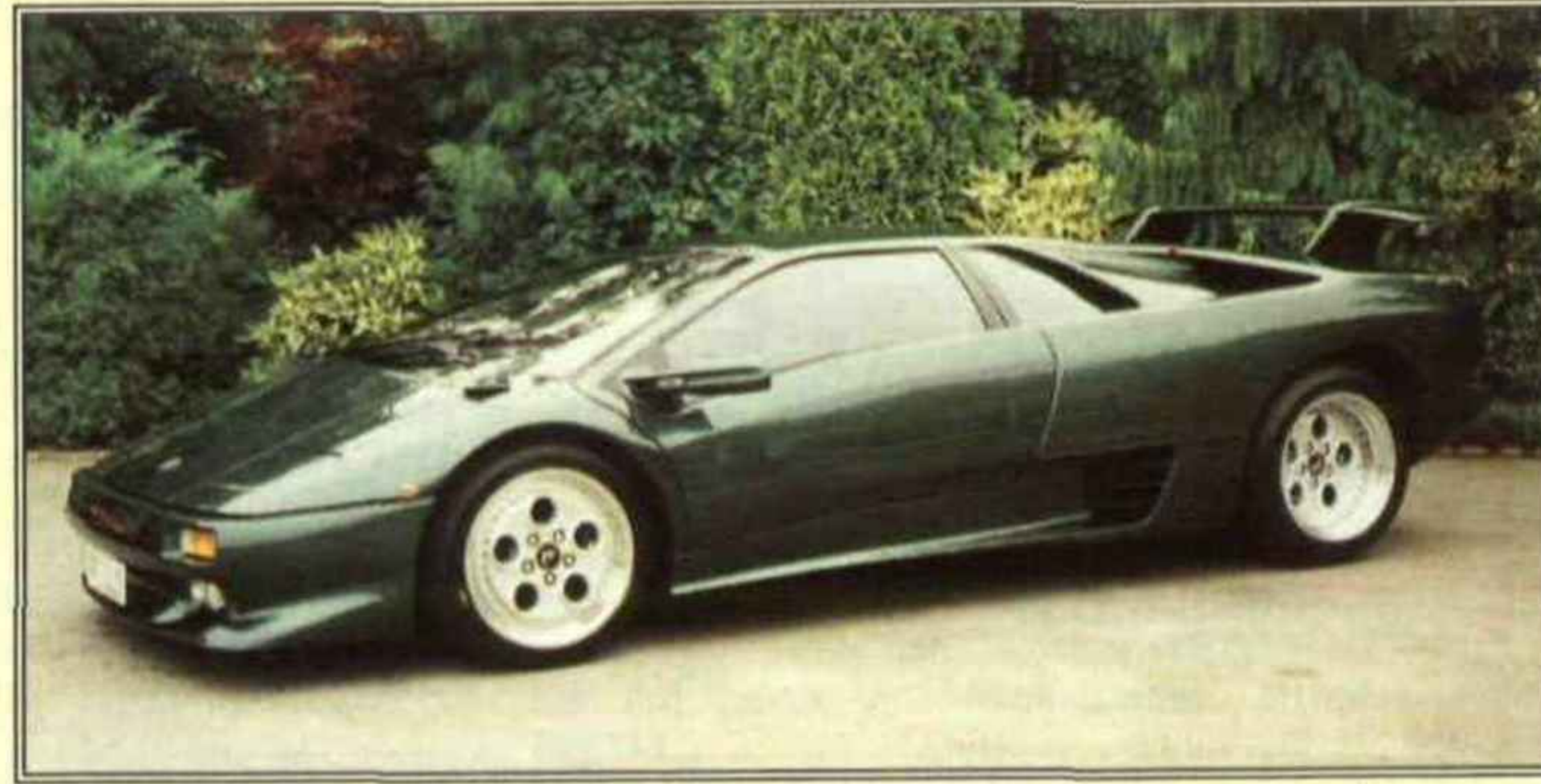
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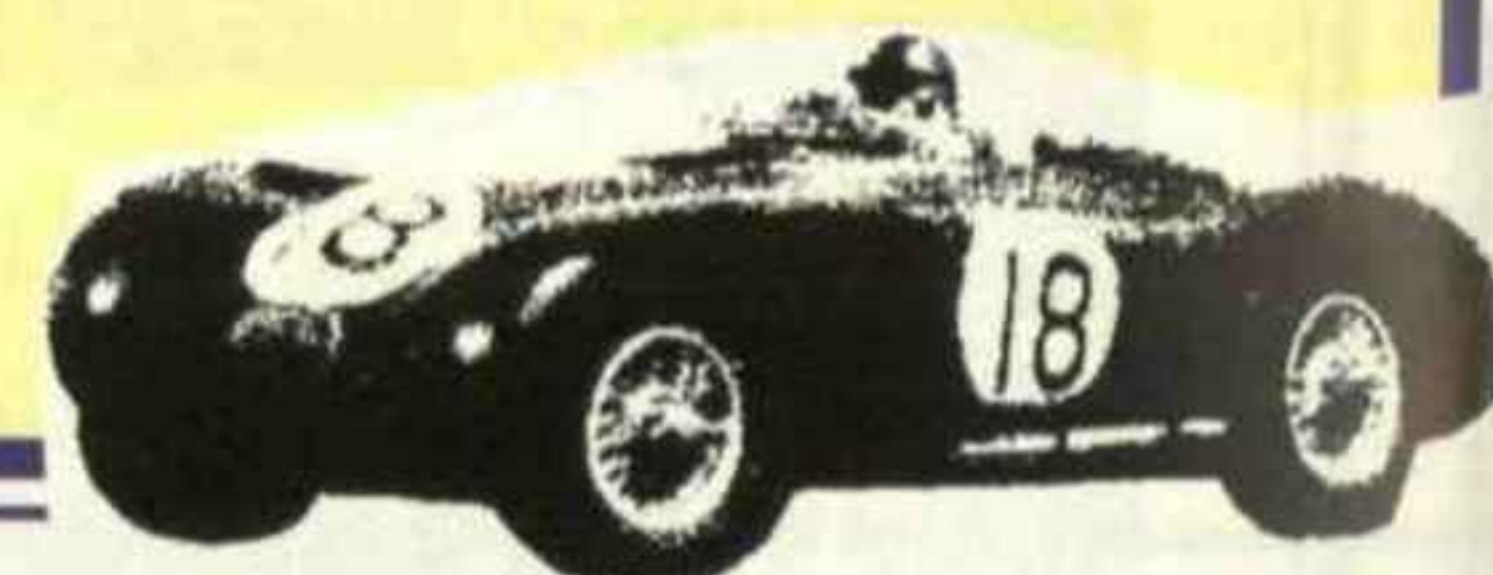
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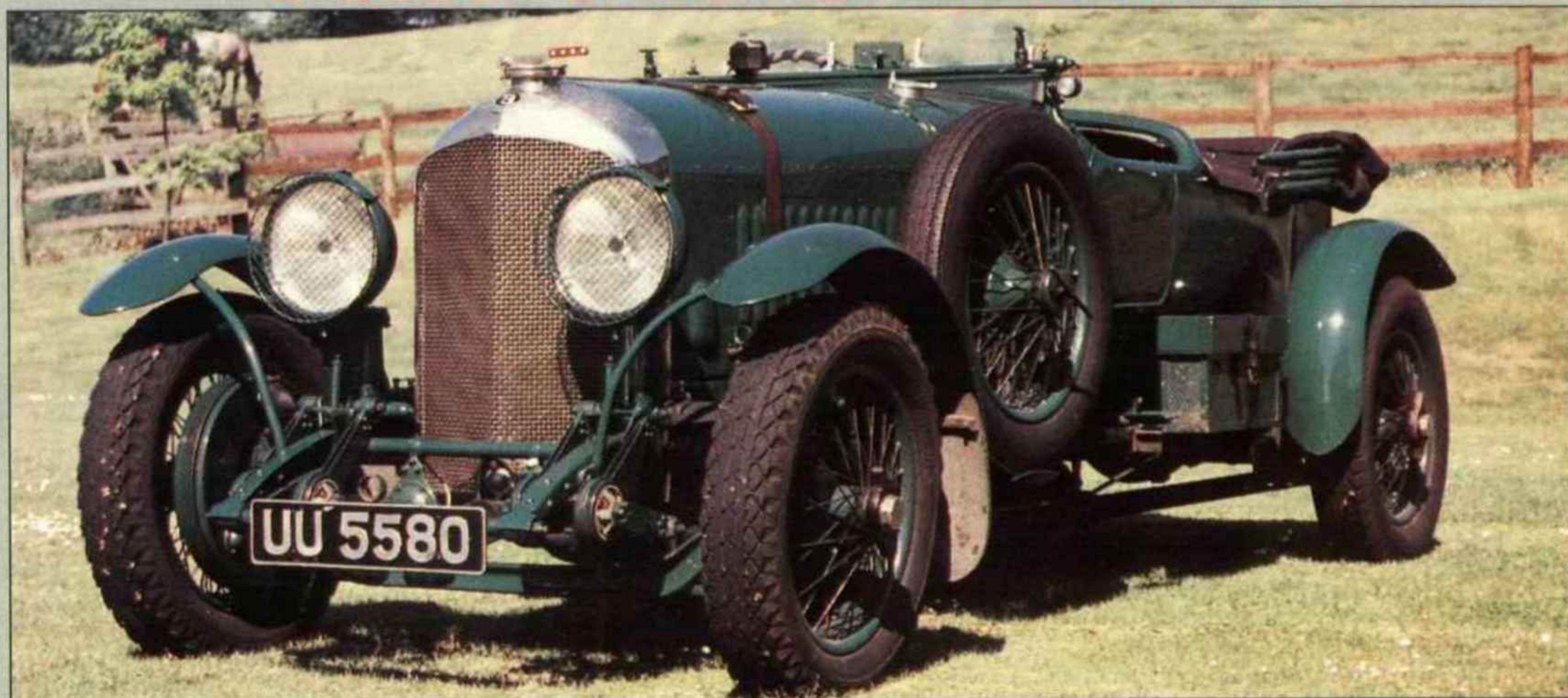
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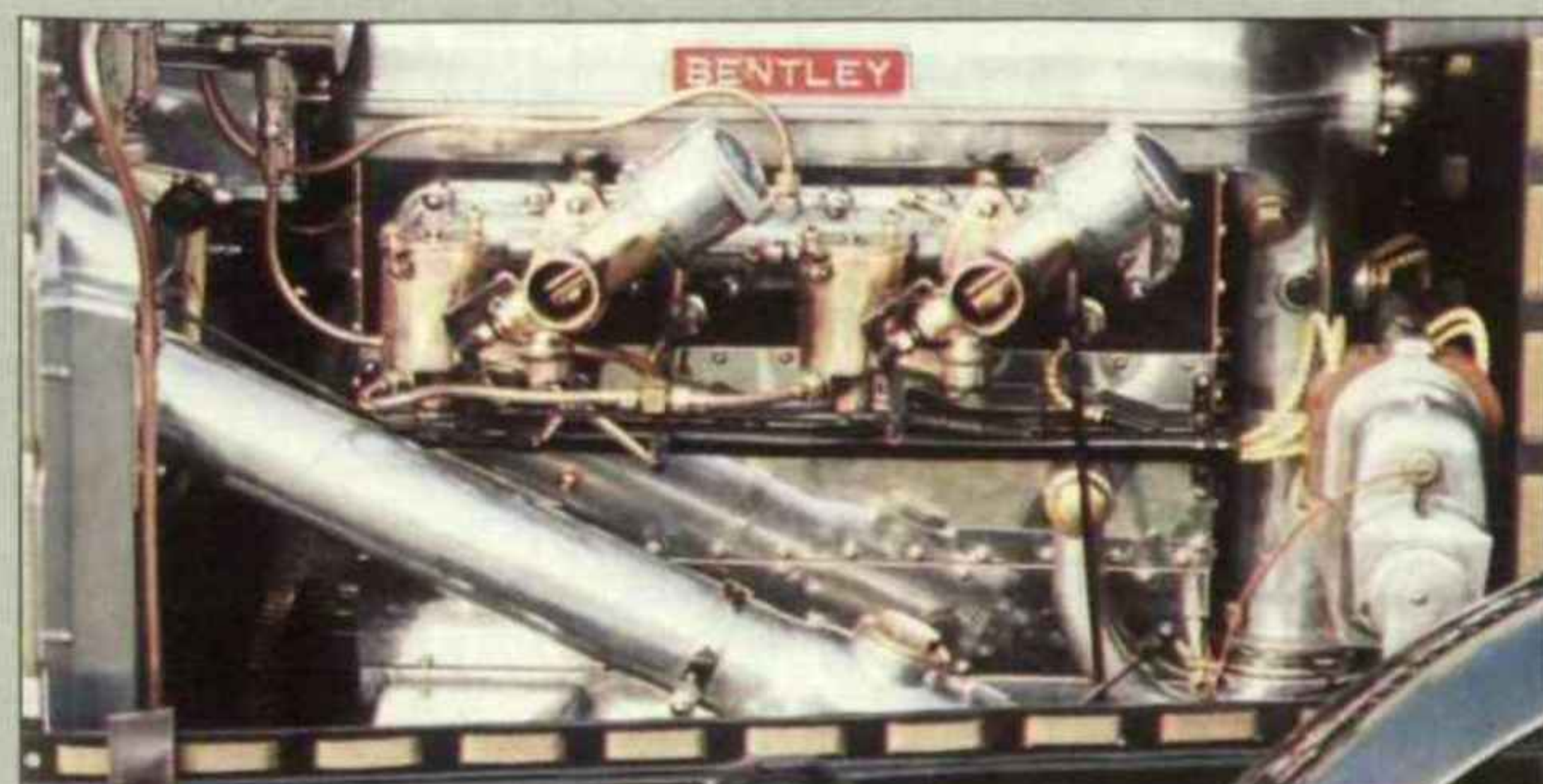
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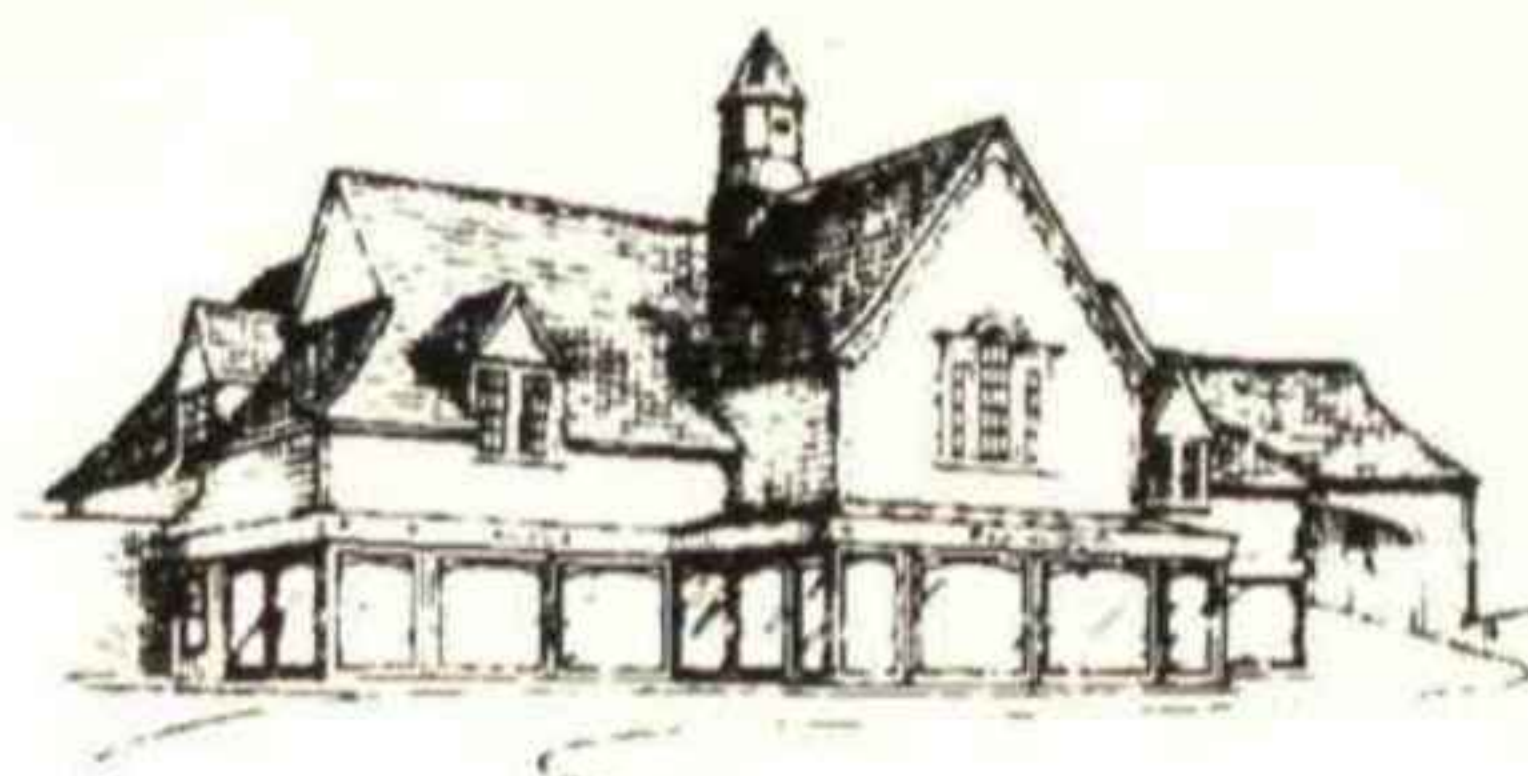
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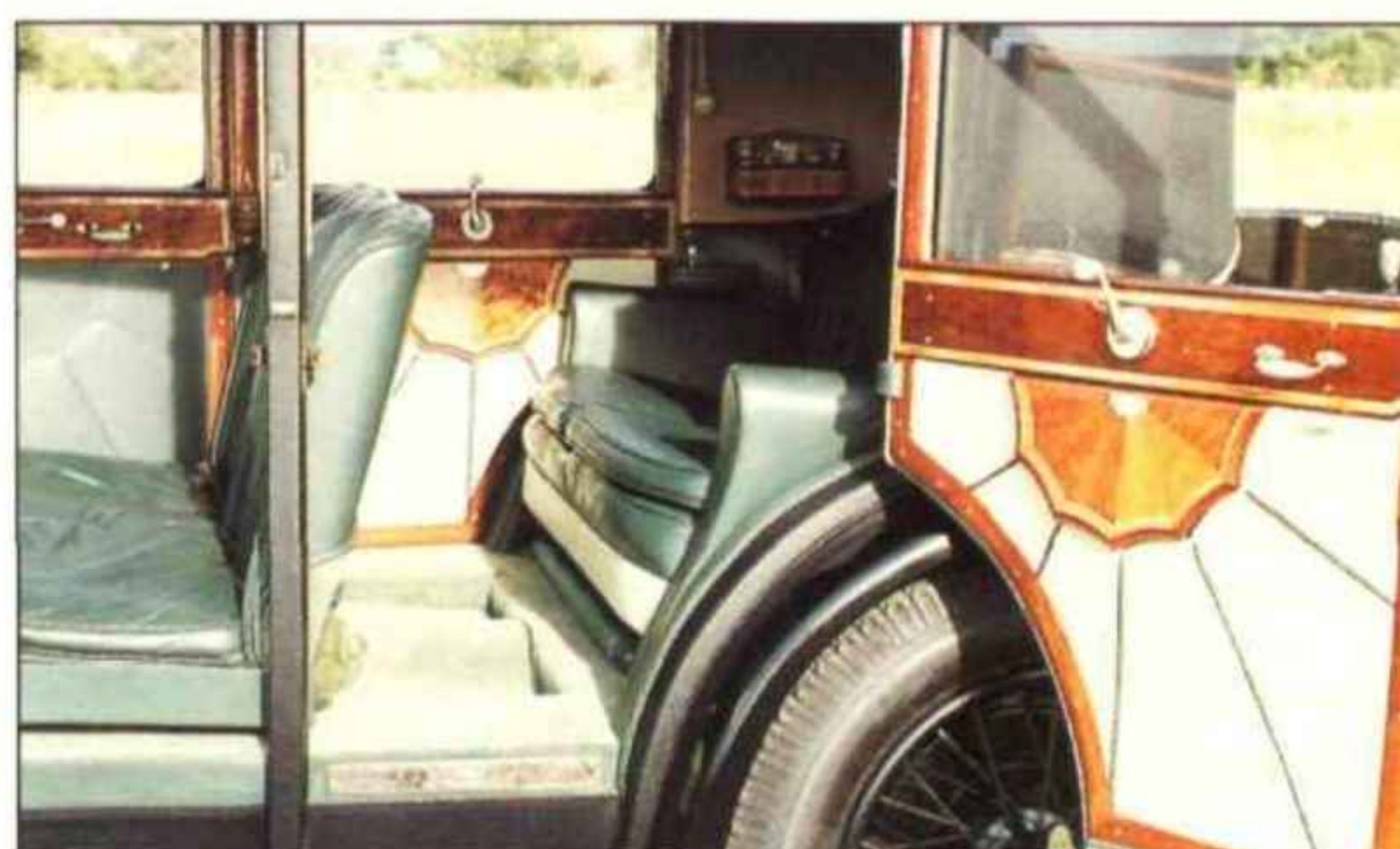
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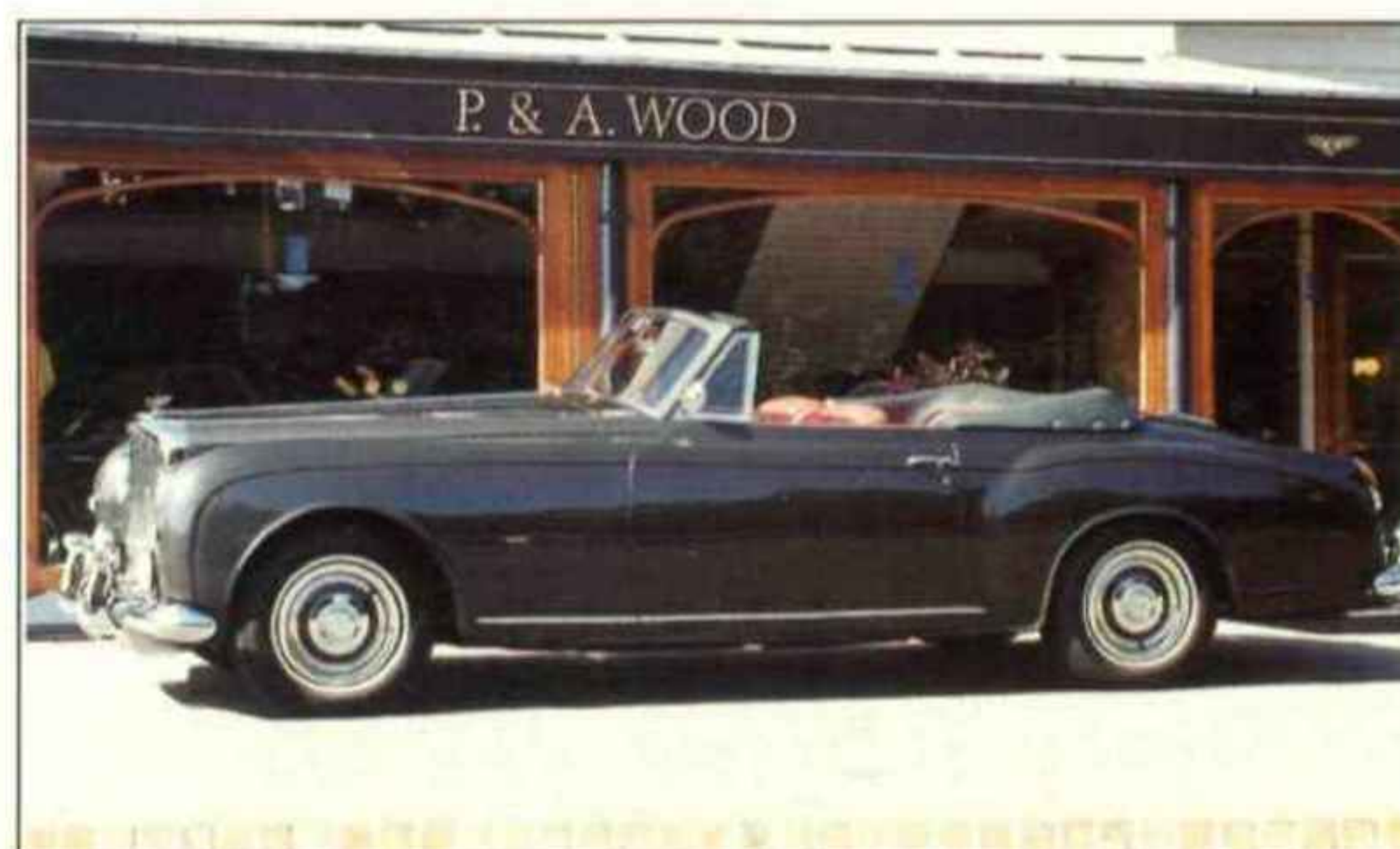
Bentley 6 1/2 litre 1926
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Bentley 6 1/2 litre 1926
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