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# MOTORSPORT

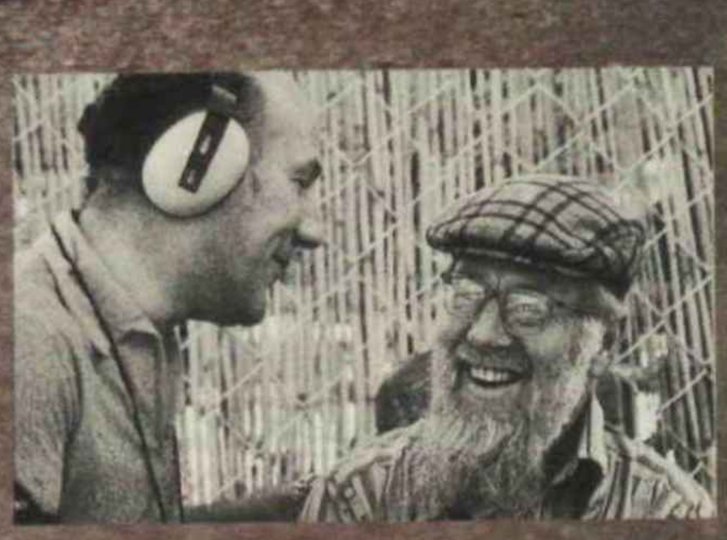
# 75th Anniversary Issue

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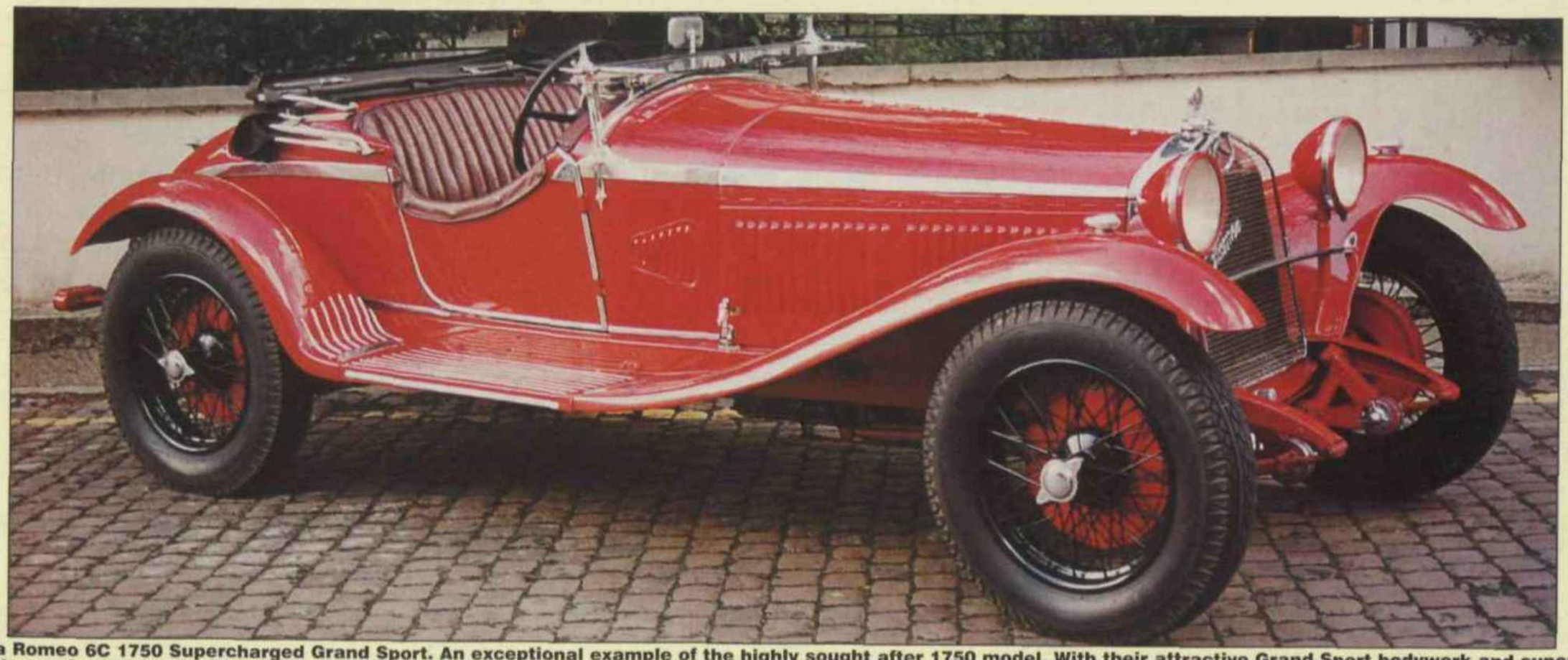
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1935 Bentley 4¼ Litre Sedanca by Van Vooren
1936 Bentley 4¼ Litre Malcolm Campbell design Sports Tourer
1955 Bentley R-Type Continental Fastback, 4.9 litre, manual
1955 Bentley R-Type Continental Fastback, 4.9 litre, manual, lhd
Bentley Type 59 Grand Prix replica
1938 Bugatti Type 57 Series II Stelvio
1939 BMW 327/80 Dhc, original Rhd
1953 Connaught A-Type Grand Prix, ex-works
1960 Cooper T51 ex J. Surtees
1960 Ferrari 250SWB Competition
1965 Ferrari 275 GTB/2 Rosso Corsa, RHD
1967 Ferrari 330 GTC RHD
1935 Jaguar SS90
1955 Jaguar D-Type, XKD 527, exceptional car
1934 Lagonda M45, original T7 Tourer
1936 Lagonda LG45 Fox & Nicoll, FIA papers
1955 Lotus Mark X, Ex Cliff Davis, FIA papers
1930 Maserati 26M Ex-Count Luigi Fagioli, F.I.A. papers
1957 Maserati 200SI Ex-works, Ex-Scuderia Centro Sud
1926 Mercedes-Benz 630K Torpedo Tourer by Parker
1955 Mercedes-Benz 300 SL Gullwing, very original
1958 Mercedes-Benz 300 SL Roadster
1935 MG PB, Supercharged 'Cream Cracker' Team car
1923 Rolls Royce Silver Ghost, Dual cowl barrel sided tourer
1912 Rolls Royce Silver Ghost 'Roi des Belges' Tourer
1933 Rolls Royce Phantom II Continental Sedanca Coupe by Barker
1912 Vauxhall Prince Henry 'Coupe de l'Auto'
1956 Willment Sports racer, full FIA papers

*Please contact Coys sales department for further information on cars for sale.*

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# editorial



**Andrew Frankel**
**EDITOR**

WELCOME TO OUR ANNIVERSARY issue which we celebrate with the biggest edition of MOTOR SPORT ever published. It's for you to tell us how good the content is, not vice-versa, but I urge you to read Bill Boddy's memories of life on the magazine during the 70 years in which his words have been published within its pages. This, I'll wager, is a world record of some description as, so far as I am aware, is that fact he was our editor for more than half a century.

Some of you may be aware that our very first issue, published as *The Brooklands Gazette*, actually first saw daylight in June 1924. The reasons we have not waited until the same month to publish the birthday issue are threefold. First, by April 1924 the magazine would have been conceived, designed and signed-off; second there are sound publishing reasons for this magazine now – bluntly, we will reach more of you than if we waited until June. Finally, this month marks also the second birthday of the relaunch of MOTOR SPORT in its current form and we felt like celebrating that too.

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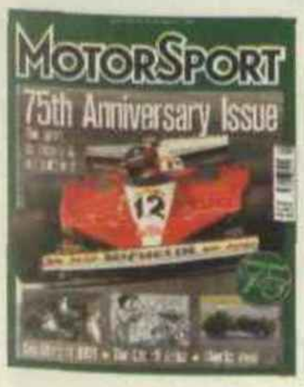
WE HAVE TAKEN THE OPPORTUNITY TO MILDLY REDESIGN the front of the magazine to give our news pages a little more breathing space. It means we now have a more cohesive look to the early pages, though the downside is my mug looming out at you from the contents page. We are also starting a new series called 'Technofile', the first of which is on page 120. Its aim is to look each month at a single component which changed the way people went racing. Its author is Keith Howard, a man with a greater ability to clear technological fog than any I know.

◆ ◆ ◆

SOME OF YOU MAY BE WONDERING WHY GILLES VILLENEUVE is on the cover when there is no story about him inside. The reason is that for this issue, we wanted an image which best described the way we felt about the sport. No single shot can sum up 75 years of motorsport so we looked for one which expressed what made us feel good about racing. And Gilles in a 12-cylinder F1 Ferrari said it all.

It's significant that Villeneuve didn't actually win many Grands Prix; fewer than, say, René Arnoux. Yet in the firmament of great racing drivers his star shines more brightly than that of multiple world champions.

The explanation is simple. Villeneuve knew the difference between racing and winning, and, unlike the majority of those who drive Grand Prix cars, it was the former which provided his motivation and the love of the latter by another which, indirectly, led to his death. We will do a Villeneuve story soon and I promise it will not be a turgid trot through the career highlights we all know so well. For now, I hope the image of him on our cover will suffice.




*Cover: Gilles Villeneuve, Ferrari 312T3, 1978 Spanish Grand Prix*

Vol LXXV No 4 APRIL 1999

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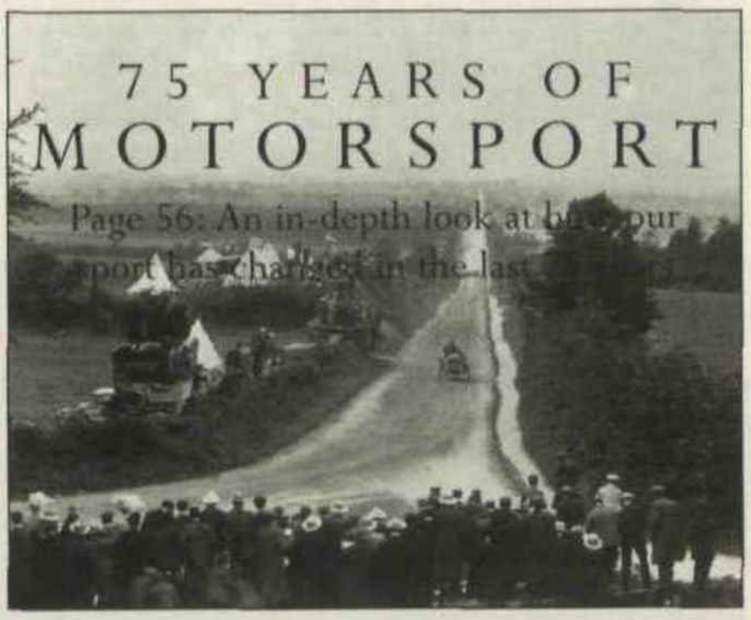
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***Historic Season Preview*** *A gridful of reasons to be track-side in the forthcoming year. Page 88*

# MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



*Built in 1907, Brooklands was the world's first purpose-built race track, but closed in 1939; new Corby speedway will offer first banked racing in 60 years*

## OVAL RACING TO RETURN TO BRITAIN

NEWS THAT A STATE-OF-THE-ART BANKED OVAL CIRCUIT IS TO BE BUILT IN BRITAIN, 60 years after the closure of Brooklands, is welcome indeed, not least because promoters at the Rockingham Motor Speedway aim to win the race to host the first Indycar event on a European oval.

Hewn from a disused ironstone quarry on the outskirts of Corby, Northamptonshire, Rockingham (named after an adjacent village rather than the USA's fabled North Carolina Motor Speedway) is the first major motorsport venue to be built in Britain since Brooklands was opened in Surrey in 1907. It will boast a 1.5-mile Superspeedway and 2.2-mile infield road course.

Having worked with Corby District Council since the onset of the project in 1991, sat on full planning permission for six years, and raised £28m to finance the first phase of construction, prime mover Peter Davies should realise his dream of opening next summer.

"We want to attract top quality motor racing at all levels to Rockingham," said Davies, "and one of our priorities will be to stage a historic festival. We don't have any aspirations to host a Formula One race in the next few years. We'll offer something new that will broaden the interest in motor sport. Superspeedway racing has been the biggest growth area in racing in the USA over the last decade."



*New Rockingham oval plans to attract major racing series from the USA*

Davies claims that the construction of an oval circuit has eased concerns over noise pollution and other environmental issues – a problem that affects many current circuits in Britain. "By utilising a brown-field site there are no private houses inside the 'acoustic footprint' and the design of the bowl throws noise inwards and upwards."

A major draw at the new circuit will be the setting up of a European base for the Richard Petty Driving Experience, through which road drivers can learn to pilot 160mph NASCAR stock cars. The British Automobile Racing Club will manage all sporting activities on the site, which is fitting since its earliest forebear the Cycle Car Club (subsequently renamed the Junior Car Club) ran the first events at Hugh Locke King's mighty Brooklands autodrome in 1907.

The lap record for Brooklands' 2.767-mile high-banked Outer Circuit stands forever to John Cobb in the Napier-Railton at 143mph, but it is thought that a current Indycar will lap the shallow RMS bowl (three turns are nine degrees, the fourth five degrees) at well over 190mph.

Rockingham's aim to attract major US series to race in Britain is boosted by retention of the services of the world's largest sports management company IMG, who currently organise three of CART's Champ Car races including the hugely successful round in Surfers' Paradise, Australia. **MP**



*'Trident' cars invited to join Shell Historic series*

## FERRARI vs MASERATI IN '99

FERRARI CLUB RACERS HAVE THROWN DOWN THE gauntlet to Maserati owners with the invitation to compete in the high-profile Shell Historical Challenge series for the first time. Pre-War Scuderia Ferrari Alfa Romeos remain eligible.

In anticipation of a strong response from enthusiasts wishing to brandish the Trident at the Prancing Horse, the entry will be split into three grids, where practicable, to avoid the speed and braking disparities of which drivers have previously complained.

Italian car fans in Britain will be able to see the series at Silverstone's Coys Festival. Other fixtures are as per the MOTOR SPORT Historic Racing calendar, with the exception of the finale, to be run in Italy (possibly Vallelunga) on November 6. **MP**

## obituary

### Umberto Maglioli

Former Ferrari Grand Prix driver Umberto Maglioli has died aged 70. One of several drivers of the '50s and '60s who excelled in sports and GT cars, Maglioli never quite made it in Grand Prix racing. Born in Biella, Italy in 1928, he was introduced to racing by the legendary Giovanni Bracco and accompanied him on several Mille Miglias and Targa Florios. In 1953 he won the Targa (single-handed) for the first time, in a Lancia. and also the Pescara 12hr race, driving a Ferrari with Mike Hawthorn.

His best year, 1954, was also his worst, for in Ferrari sportscars he won the Buenos Aires 1000Km, the Supercortemaggiore 1000Km (with Hawthorn) and the Carrera PanAmericana, but in F1 he was landed with the troublesome Squalo, which he claimed killed his Grand Prix career. Midway through 1955 he was invited to join Maserati, but Ferrari refused to let him go.

He joined Porsche in 1956 and won the Targa Florio, again single-handed, but the following year an accident put him out of action for 18 months. In 1964 he won the Sebring 12hrs for Ferrari and in 1968 scored his third Targa victory (this time with Vic Elford) in a Porsche. The unassuming and charming Maglioli retired from racing in 1970. **Chris Nixon**



## GP SCREAMERS WARM UP

THE HISTORIC GRAND PRIX CAR ASSOCIATION IS organising what promises to be a fabulous series of six races for Pre-1966 rear-engined Grand Prix cars across Europe this season.

Driving force Paul Alexander is adamant that the invitation events must be fun. "While we want to raise the profile of the cars, and the era, winning is not everything. It's not for pot hunters."

Three trophy classes have been created, for four-cylinder 1.5-litre GP cars, 1.5-litre multi-cylinder GP cars and Tasman/Intercontinental Formula cars of 2.5 and 2.7-litre capacity. Formula 2 cars which raced in F1 events will also be admitted.

Alexander himself will race the ex-Graham Hill 1964 BRM P261-5, which contested the 1965 Mexican GP with Jackie Stewart at the wheel. **MP**



*Ex-Stewart BRM to race in new HGPCA format*



*Jack Brabham will race a 3-litre GP car again when Formula Adelaide gets under way on April 9-11*

## OZ START TO 3-LITRE SERIES

LOTUS 49S, BRABHAM-REPCOS, FERRARI 312S AND BRMs will be among the 20-car fields in special events for 3-litre Formula One and Tasman cars built between 1966-69, to be run on Adelaide's now defunct Grand Prix circuit on April 9-11 and *Goodwood in September.*

Authentic spectacle is the key to Formula Adelaide, launched recently by Sir Jack Brabham and Stirling Moss. All cars will run in original specification, without wings and on treaded tyres.

Response to the Race of Legends – which supports the Adelaide 500 saloon event – has been remarkable, with 72-year-old Brabham (who celebrates the 40th anniversary of his first World title this year) likely to race American Bruce McCaw's McLaren-BRM M5.

No fewer than three Lotus 49s are entered. Adelaide's own star Vern Schuppan will drive for Classic Team Lotus, Pete Lovely's car is en route from the USA, and local collector John Dawson-Damer is running h ex-Dave Charlton car, alongside the ex-Jim Clark 39 for Colin Bond.

Brabham-Repcos are out in the hands of veteran Bob Stilwell (BT31, Jack's last Tasman car) and Abraham Kogan (BT20), whose Ferrari 312 will be driven by Kiwi George Garden. Two more of the Italian V12s are out, with Americans David Livingston and Todd Morici up. **MP**




Stuart Dent

*Hugely popular Revival Meeting at Goodwood in 1998 meant circuit had to cut back on noise. Now authorities are clamping down on other circuit events*

## SILENCE IS GOLDEN RULE FOR GOODWOOD IN 1999

GOODWOOD'S CIRCUIT MEETING IN September could be jeopardised unless greater efforts are made to accurately monitor and impose prescribed noise limits on vehicles using the West Sussex venue at other times.

Having installed the most sophisticated noise measurement equipment in Britain, at the behest of Chichester District Council, readings from trackside microphones – which are transmitted directly to CDC's offices via a modem link – indicated that 36 of 71 track days run last year were too noisy, 28 of them seriously so.

Against recommendations from planning officers to serve formal notice on Goodwood, councillors last month voted by a margin of 13-3 to grant boss Lord March more time to 'fine tune' the equipment. Given two months' grace, he promised "huge improvements" by the time the development control committee next meets in mid-April.

Anticipating some local opposition, Goodwood made enormous concessions on noise to reopen the circuit after a 32-year break, including slashing income by reducing the number of grass-roots sprints and cancelling rallies.

The number of 'Goodwood Days' (at which vehicles must comply with a 105 decibel noise limit) is now set at just 90 per annum; the total of 'Road Traffic Days' (101dBA) has increased to 170. The number of 'Silent Days' has more than trebled meanwhile, from 31 to 100.

The International race meeting, which takes three of the five permitted unsilenced days, attracted more than 100,000 people last year. As a result of its success, Lord March has been awarded the Prince Henry Trophy for outstanding contribution to historic vehicle preservation. **MP**




LAT

*McLaren legend Johnny Rutherford is scheduled to make an appearance at Goodwood Festival in June*

## INDY AND ALFA TO STAR AT FESTIVAL OF SPEED

INDIANAPOLIS LEGENDS RODGER WARD, PARNELLI Jones and Johnny Rutherford have accepted invitations to take part in June's Goodwood Festival of Speed, with the cars which made them famous at the Brickyard. They will be accompanied by IMS boss Tony George.

Ward, now 78 years old, won the 500 in 1959 and '62 with glorious front-engined Watson-Offenhausers, and went on to claim USAC titles both years. He will be reunited with his '59 car, from the Indianapolis Hall of Fame museum, which is being restored for the event.

Jones, 65, won at Indy in '63, driving a four-cylinder Watson-Offy, but will be out in the V8 Lotus-Ford 34 in which he finished second to Jimmy Clark's 38 – the race's first rear-engined victor – in '65. Rutherford, 60, won the great race three times, driving McLaren-Offy M16 derivatives in '74 and '76, and the magnificent Cosworth DFX-motivated Chaparral 2K in '80, when he also landed the CART crown. He will drive the earlier McLaren M16C/D.

Emerson Fittipaldi, a firm Festival favourite for his stoic efforts in torrential rain with the 228mph Penske-Mercedes Benz PC26 Indycar last year, is returning to see what it can do given a fair wind.

Alfa Romeo will also have a major presence at the Festival, with four cars coming from its museum in Milan, including the 8C-2900B Special Berlinetta which nearly won the 1938 Le Mans 24 Hours and one of the two 1940 flat-12 512 Grand Prix cars which never raced. **MP**

## obituary

### Georg Meier

Georg Meier, a works Auto Union GP driver, has died aged 89. He began by racing motorbikes, and by 1938 was European 500cc champion. This won him a place at Auto Union, and, being under contract to BMW for 1939, he raced in car and motorcycle GPs on alternate weekends. He began the year with a sensational win in the IoM TT and a second in the French GP for Auto Union. A crash in Sweden was a blessing in disguise, as his injuries kept him out of war service. Post-war, Meier won the German motorbike title six times. **Chris Nixon**

## TRYING TO CONNECT YOU...

Apologies to any readers who had problems trying to use the phonecard which came free with last month's issue. The telephone company concerned supplied an incorrect phone number, but that number is now functioning properly. So if you haven't yet had your free poundsworth of calls, go ahead.

## COYS OF KENSINGTON

Last month we were happy to bring you our test of the replica Ferrari 'Sharknose'. Not so happily, under the pressure of deadlines, we forgot to thank Coys of Kensington who very kindly arranged the photoshoot. We would like to thank them now.

# 17-18 JUNE

# FESTIVAL OF SPEED

# GOODWOOD



## A SALE OF IMPORTANT SPORTS, COMPETITION AND COLLECTORS MOTOR CARS, FORMULA 1 MEMORABILIA AND FINE AUTOMOBILIA. THE BROOKS SALE AT THE GOODWOOD FESTIVAL OF SPEED OFFERS AN UNPARALLELED AUDIENCE OF COLLECTORS, RACERS AND ENTHUSIASTS FROM ALL OVER THE WORLD.

## ENTRIES ARE INVITED




*1952 Allard-Cadillac J2X, chassis no. J2X3053, in contemporary action during the Sussex International Trophy, Goodwood, June 1952. This historic vehicle is to be offered for sale at the Brooks Goodwood auction.*

Recognised as the most important and prestigious event of its kind in the Summer calendar, the Goodwood Festival of Speed presents a unique opportunity to offer your car for sale to a particularly appreciative and truly international market.

This most British of events has, in the past, seen the sale of such landmark cars as Graham Hills' 'Old Faithful' BRM, the ex-Stirling Moss Vanwall and, last year, the ex-Jackie Stewart Formula 1 Tyrrell. Entries for 1999 already include the 1931 no.5 Birkin Team 4½-litre 'Blower' Bentley, Chassis No. HR3977. The last of the five Birkin Blowers to be built at the Birkin & Couper works, financed by the charismatic Hon. Dorothy Paget and bodied by Vanden Plas in striking two seater form.

If you would like to enter a motor car in this high profile sale, please contact Malcolm Barber, James Knight, Nick Lumby or Stewart Skilbeck (Motor Cars), Peter Card or Jonathan Vickers (Formula 1 Memorabilia and Automobilia) on 0171 228 8000.

**14 April 1999, Olympia 2, London**
Late entries invited, catalogues price £15+p&p UK, £20 overseas.

**24 April 1999, Stuttgart**
Catalogues price £20+p&p UK, £25 overseas.


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# EVENTS OF NOTE

## MARCH

18-21 SEBRING (USA)
1950s Sports Cars and Rolex Thundersports Endurance series prototypes add historical perspective to the contemporary Sebring 12 Hours.
☎ 00 1 888 477 5999

20-21 JARAMA (E)
Ski champions Luc Alphand and Jean-Louis Cretier, and tennis star Henri Leconte join racing's past masters Gerard Larrousse and Lucien Guitteny on the grid for VdeV Racing's 12-hour enduro.
☎ 00 33 1 698 0524.

20-21 SEARS POINT (USA)
American west coast Historic season gets into its stride at the tricky northern Californian circuit.
☎ 00 1 510 736 2823

21 THRUXTON (GB)
Historic saloon cars in high-speed action round the Hampshire airfield track.
☎ 01264 772607

27-31 TAP RALLY (P)
FIA World Rally Championship, round four. Can Ford regain points lost on Monte? ☎ 00 41 22 54 44400



*Thoroughbred Grand Prix series kicks off at Ricard in April*

27-28 BUTTONWILLOW (USA)
30th Anniversary Formula Ford reunion is focus for VARA's Californian jamboree.
Fax: 001 818 249 7428

28 CADWELL PARK (GB)
Dramatic start for the Flemings Thoroughbred Sports Car Championship around the twisting Lincolnshire track.
☎ 01507 343248

## APRIL

1-4 SAVANNAH (USA)
Coastal Georgia hosts SVRA Historic racers on the atmospheric old Roebling Road circuit. Le Mans-start enduros take centre stage.
☎ 00 1 603 643 6161

2-3 BRANDS HATCH (GB)
Easter Historic action centres on MG Car Club racing. Flemings Thoroughbred Sportscars top the bill.
☎ 01474 872331

3 ASTRA FOREST STAGES (GB)
Safety Devices Rally Challenge, round two.
☎ 01562 827903

3-4 PAUL RICARD (F)
Europe's top Historic racing championships – including FIA, TGP F1, Acemai/Euro F2, HGPCA and Group 4 Prototypes – kick off in GP de Provence spectacular.
☎ 00 33 1 45 11 11 16

5 SNETTERTON (GB)
Formula Juniors go back to their slipstreaming roots in first round of domestic series, now under AMOC's wing.
☎ 01353 777353

8 SAN REMO (I)
First qualifier in six-round FIA Rally Trophy series which takes contenders throughout Europe.
☎ 00 41 2254 44400

9-11 BRAZILIAN GP (BR)
FIA Formula One World Championship, round two.
☎ 00 41 2254 44400


LAT
*Safari brought Focus its first win; will Portugal be as good?*

9-11 ADELAIDE (AUS)
Formula Adelaide Race of Legends honours Sir Jack Brabham with four events for 1966-69 Grand Prix cars in the shade of the gum trees.
☎ 0171 228 8000

9-11 HAYNES TWO-DAY CLASSIC (GB)
Fun jaunt for owners of Historic and Classic cars, based on the West Country.
☎ 01753 681736

11 DONINGTON (GB)
TVR Griffiths and Jaguar Es renew their power struggle in the Fleming Thoroughbred series.
☎ 01926 419464.

14 LONDON (GB)
Brooks sale of Motor Cars and Automobilia in Olympia 2.
☎ 0171 228 8000

18 DONINGTON (GB)
HSCC season opener

18-21 RALLY OF SPAIN (E)
FIA World Rally Championship, round five.
☎ 00 41 2254 44400

20-25 HISTORIC TULIP RALLY (NL)
Retrospective of the famous rallies of the 1950s and '60s, with Porsches and big Healeys to the fore.
☎ 00 31 7158 92601

22-23 NURBURGRING (D)
Experience two days of pure adrenalin on the full 14-mile 'Ring with your own car.
☎ 01429 881812

23-25 CROIX-EN-TERNOIS (F)
Cross-border baptism for German Open Historic Single-Seater series and its new Sportscar sister.
☎ 00 41 22 348 3286

24 SILVERSTONE
Grand Prix Itala race meeting is unmissable start to the Vintage Sports Car Club's 65th birthday season.
☎ 01608 644777

24 PIRELLI HISTORIC RALLY (GB)
Motoring News Demon Tweeks Historic Rally Challenge, round two.
☎ 0121 378 2828



Ben Redgrove
*VSCC's 65th birthday season opens with the Itala meeting at Silverstone on April 24*

# LES GRANDES MARQUES À MONACO 1999

## 11-12 MAY

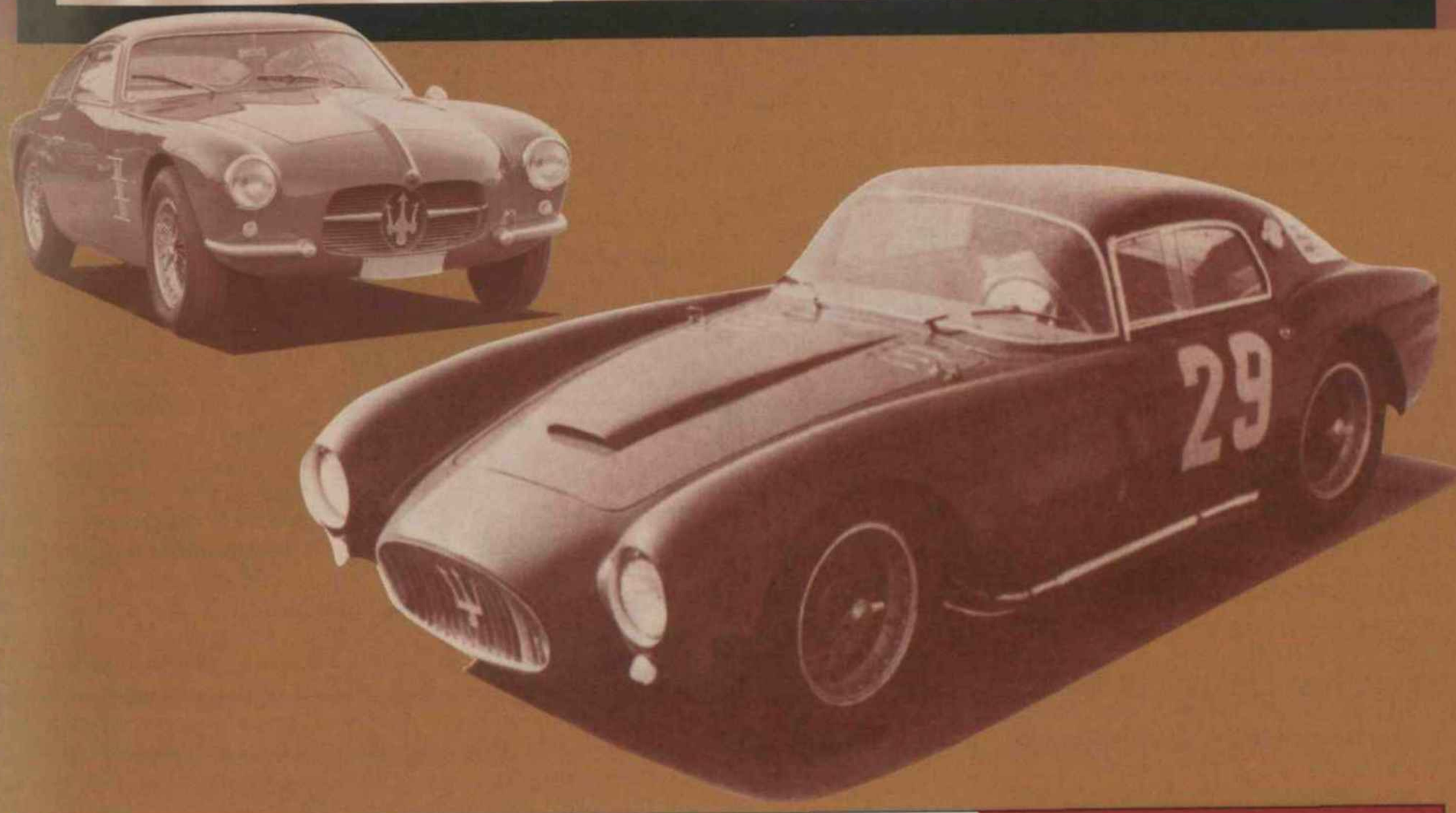
**A SALE OF EXCEPTIONAL SPORTS, COMPETITION AND COLLECTORS MOTOR CARS**

The most prestigious event in the European auction season, *Les Grandes Marques à Monaco* is eagerly awaited each year by international connoisseurs of fine motor cars. Renowned for offering an exceptional selection of such cars in one of the world's most glamourous settings - Monte Carlo during Grand Prix Week - this sale promises an a tmosphere second to none.

Heading the early entry list for 1999 are a splendid brace of Maseratis; a magnificent 1954 Maserati A6GCS Competition *Berlinetta* by Pinin Farina, one of just four built to the order of Scuderia Centro Sud team patron 'Mimmo' Dei and the only totally original survivor, the other the ex-Paul Frère 1955 Maserati A6G/54 Zagato *Berlinetta* shown at that year's Brussels Salon.

**FURTHER ENTRIES ARE INVITED**

**For professional advice or further information please contact Simon Kidston or Max Girardo on +41 22 300 3160 or our French consultant François Degand on +33 494 830148**




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# SOME EXPERIENCES WITH THE WORLD'S FASTEST CAR

***BY CAPTAIN MALCOLM CAMPBELL***

Ever since the twelve-cylinder Sunbeam came into my possession, my friends have been interested to know what prompted me to attempt the high speeds of which the car is capable.

The answer is simple and may be expressed in one word – Ambition. Motoring makes different appeals to different people, some finding their desires satisfied by long-distance routes; others in gaining successes over difficult trial routes; whilst reliability trials, hill climbs and other forms of the pastime appeal to the instincts of different classes of motorists.

No one will deny that the joys of sheer speed possess an extraordinary fascination, but, before driving the Sunbeam, I had no idea of the sensation of driving at really high velocity. The outstanding recollection of my first fast trip on this car was the time occupied in slowing down. Even when the brakes were applied, it seemed as if it would never stop again. Becoming accustomed to the speeds and the manipulation of the car, the feeling disappeared, though it was a remarkable experience.

One has only to sit behind the engine and let the car go on a stretch of sand to feel as if some supernatural force was at work; a force which so terrific as to inspire awe.

If a Rudyard Kipling, or someone equally skilled in expressing feelings could be persuaded to take a trip at 150mph an hour on such a car, the description would go down in history as a poetical masterpiece. I cannot attempt to describe the fascination of speed and I will content myself by stating that every run I take makes me feel ten years younger. That may be a personal justification of my hobby, though many useful things are to be learned from such abnormally high speeds.

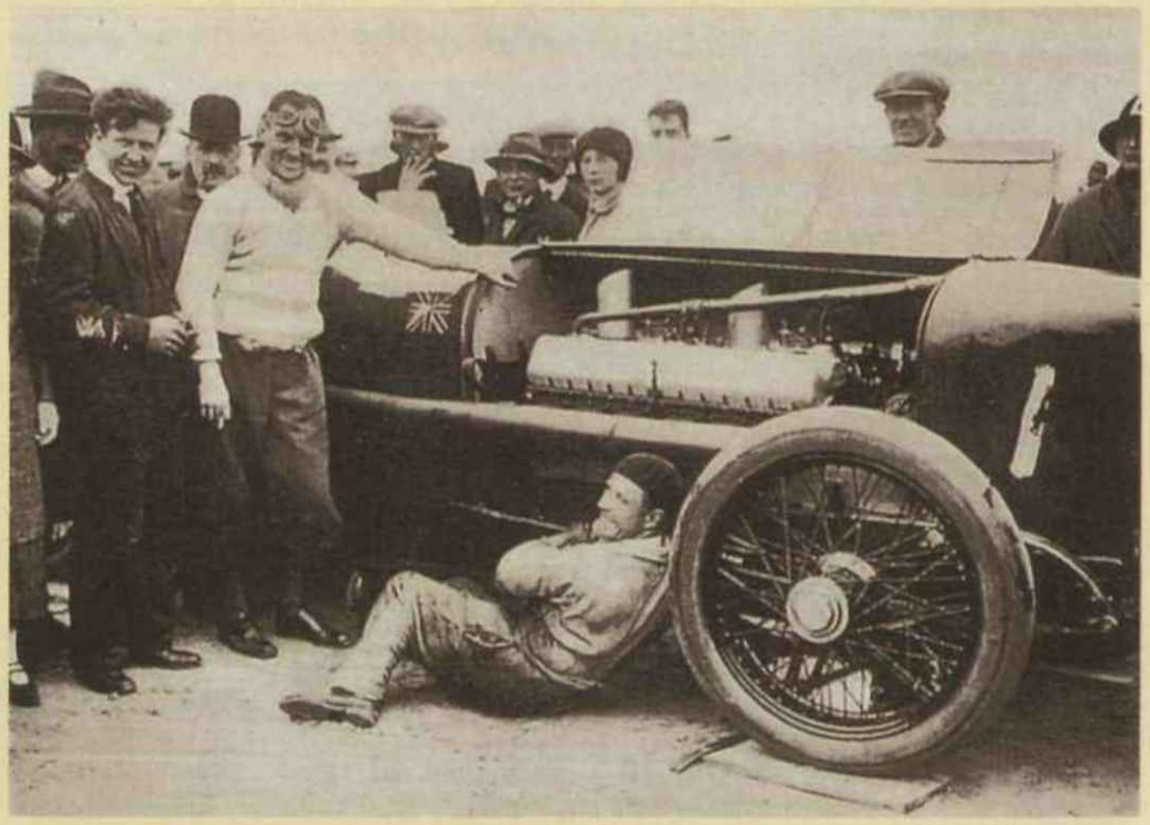
From my point of view, any attack on the world's record is not a business proposition; there is little to gain and a good deal to be risked as it is impossible to insure one's car except at an exorbitant premium.

But the greatest fun is obtained during practice spins. Then one is free from the cares and anxieties of a record attempt, the worry as to the condition of the surface, the state of the weather and the exacting attention necessary to all details of organisation.

There is the subtle difference between a public and private performance, well known to all motorists who take part in any competition event. As a crowd, waiting for the driver who fogs his gear rounding a steep corner, exercise a baneful influence, so the presence of spectators or pressmen interested in the record, tends to mar the enjoyment of a really fast run.

**Perfect Conditions Essential for Speed**

Others who have handled the big Sunbeam have been equally impressed by its charms: Hawker, Hornstead, Réné Thomas, 'Sammy' Davis and Kenelm Guinness, being the only others who have driven it to any extent, the last-named putting up the best performances with this car at the Brooklands Track. Speaking of the track, I do not consider the Sunbeam suitable for that course, which is the only reason for running it at Pendine, Fanöe, Skegness and elsewhere. For speeds of 150mph, conditions must be right, for the risks when travelling all-out are sufficient, without needless dangers. At such a speed a side gale of 50mph is not pleasant experience, while the fact that one's vision is partly obscured by flying sand is not to be neglected. But, when everything is right, the maximum speed of the Sunbeam surpasses the thrills of flying and everything else for sheer exhilaration.



***Captain Campbell poses beside the V12 Sunbeam at Pendine Sands before making an attempt to break the world's Land Speed Record***

**The Value of a Second**

One remarkable point in connection with record attempts is the value of the unit of time. In a mile run, three seconds make the difference between 150mph and 180mph. Look at your stop watch, count three seconds and think what it means where a world record is concerned. To beat the watch by those three ticks, one must spend considerable sums of money, months of effort and the resources of many sections of the automobile industry have to be requisitioned.

Perhaps it may seem futile to take such trouble to cut the time for a run by so limited an amount, but the information obtainable by such efforts cannot be over-estimated.

One learns the meaning of wind resistance, becomes familiar with the influence of gyroscopic action, whilst the effects of perfect balance and harmony in all parts of the machine are demonstrated in a remarkable way.

Take the tyres as a single example. It is common knowledge that the straight edge cover, so popular today, is the direct outcome of high-speed experience. Furthermore, tyre manufacturers are now concentrating on a special form of tyre testing apparatus, which will exactly reproduce the conditions when a car is travelling at 180mph. A few years ago such a project would have been described as absurd; if the Sunbeam has done something to provide the motorist with better tyres, it may be said to justify its existence.

Then again, for high speed work, the absence of engine and chassis vibration is an essential and, in this respect, one of the virtues of a record-breaking machine is a primary quality for the touring car de-Luxe. One may ask if any of the construction peculiarities of the monster Sunbeam are to be found in cars of normal design? It is impossible to say how far high speed influences ordinary car practice, but it is safe to say that in the hands of its original owners, the Sunbeam Motor Company, an enormous amount of practical data was obtained.

So long as super-speed cars run, their influence will extend to standard models. Every performance is watched by designers, and the factors making for speed and regularity will find their way into ordinary cars, especially those driven by the sporting motorist. M

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SIMON TAYLOR



# MODERN TIMES

THANK THE LORD FOR THE unpredictability of motor racing. By Sunday morning in Melbourne we were badly worried. The new season stretched ahead with the prospect of two McLarens a second or more ahead of everyone at the start of each race, perhaps a lap or more ahead of everyone at the end. Even the staunchest Ron Dennis fan was dismayed by the lack of pace from Ferrari, the one team expected to meet the Woking steamroller head on.

All weekend Hakkinen and Coulthard had been embarrassingly faster than everyone else, the new MP4/14 a model not only of speed but of reliability. The sole problem had been one of driver error, when the World Champion, looking for the limit of the unforgiving new four-groove Bridgestone tyres, found it and put car No 1 solidly into the wall. Even this didn't seem to faze Ron's team: by next day the car was rebuilt, and Mika was fastest again.

Ferrari, by contrast, seemed to be in all sorts of trouble. Michael Schumacher was wringing his car's neck, using the grass, using the kerbs, spinning off, and finally putting in one of his classic banzai qualifying efforts – and was still 1.3s adrift of Hakkinen.

However, there were encouraging indicators from some of the other teams. The Stewarts, with their new light, compact and visibly more powerful Cosworth engine, were consistently quick, Herbert and Barrichello usually running in the top six. In qualifying, Johnny had a duff damper and could only manage 13th, but Rubens qualified a rousing fourth to start on row two with Schumacher. The Jordans were going well, too, and behind the McLarens there was an excellent mix, with five different makes of car on the next three rows.

But the Sunday morning warm-up confirmed the *status quo*: the McLarens were a second clear of the rest, with Schumacher M a lonely third. A predictable procession was in prospect.

Until, as the pitlane opened and the cars came out, a flurry in the McLaren garage showed that all was not in order with the well-oiled Ron Dennis machine. Mika's race car started up with a misfire. Time was ticking away: the pitlane opens 30 minutes before the parade lap, and closes 15 minutes later, and if you're not out by then you must start from the pitlane. Mika was bundled into the spare and hustled out of the pit – still attached to an umbilical cord which brought the garage gantry crashing down.

Nevertheless Mika coolly threaded his way throughout the mêlée on the grid and took up his pole position. And sure enough when the lights went out Mika and David romped away, just as we all knew they would.

But the surprises continued even before the race got under way. As the lights started to go out *both* the Stewarts were seen to be on fire, and the start was aborted. Rubens was able to take the spare and start from the pitlane, but Johnny's day was done. Oil had leaked onto the exhausts of both cars, a reminder that there are some circumstances of a race weekend – like sitting on a warm grid with a hot,dead engine – which you can never properly replicate in testing.

And then, when the cars were flagged off for their second parade lap, Michael Schumacher found himself stuck in neutral. For him, the start of the first race of 1999 was a ghastly echo of the start of the last one of 1998. Although he did find a gear eventually and got away, he was condemned to start from the back of the grid. The McLaren walkover was looking even more certain.

Having pulled away in convoy at a humiliating two seconds a lap and established a fat cushion, the silver cars eased their pace a little, but it was looking like a done deal – until lap 14. That was when Coulthard abruptly came chugging down the pitlane and turned straight into the garage. Diving into the fast chicane in Hakkinen's wheel tracks, he'd flicked the paddle to change down, and the McLaren had obstinately stayed in sixth.

Five laps later, as the field trailed round behind the safety car after Jacques Villeneuve's BAR hit the wall, Hakkinen found his car's fly-by-wire throttle wasn't doing as he asked. As




*Let the season begin. As the red lights come on, smoke trails from Barrichello, Row 2, and Herbert signal Stewart's fiery problems*







*Hakkinen hit the wall in practice, hard. Irvine displayed the joy of a man released from team orders for the day*







*Ferrari personnel ecstatic that Eddie was there to do the job when Schumi couldn't. Frentzen chased all the way*

the safety car pulled off the McLaren was overwhelmed. A pit stop failed to cure the trouble, and after a few more desultory laps Mika was out.

It was a terrible blow for McLaren. After a trouble-free weekend, within the space of 45 minutes all three cars had failed. Having come away from the first race of 1998 with a maximum 16 points they were starting this season without reward, and their only consolation was the tough time their expected title rival was having.

Schumacher did elbow his way through the traffic as far as fourth, although the mix of the new Ferrari and the 1999 Bridgestones seemed to make it hard work for him. Then a puncture, soon after he'd passed the pit entry, forced him to do almost a full lap on a flat tyre, which also damaged the car's nose section. The 30 second stop needed to sort this out dropped him to the tail of the field. He struggled on, still battling with the gear selection problems that had delayed him at the start, and had to come in again for a new steering wheel/gear change paddle assembly.

So, the totally unforeseen result for the world's top three was: nothing for Mclaren, and Schumacher a lapped last. Nothing predictable about that.

At the start, with Schumacher's and Barrichello's problems leaving row two vacant, Eddie Irvine only had to bully past Frentzen's Jordan to lead the pursuit. He'd worked on the set-up of his Ferrari independently of Michael and found that on the softer Bridgestones it was handling rather well, even if he had no hope of staying with the McLarens. With their demise he found himself in the lead, with just enough cushion on Frentzen to stay ahead when they both had their single routine stops, and paced himself excellently to the flag.

Never has a maiden Grand Prix victory been more richly deserved. It doesn't seem long since Eddie Irvine was a wild, raw teenage Formula Fordster terrorising the British club circuits. But for three long years – and 49 of his 83 Grands Prix – he's been the perfect support to Schumacher, and so uncomplainingly that we've been in danger of under-estimating his own talent. His driving nowadays is cool, fast and controlled, and his first win was a fine example of putting an unexpected opportunity to excellent use. And it was heart-warming, in these days of monosyllabic post-race conferences and well-controlled emotion at the time of victory, to see such fulfilment and delight on Eddie's face.

Down in the pit garages everyone had a story, the punctuation point to a frantic and exhausting winter of working against the clock and the calendar to tackle this first race. Notably, Rubens: his two points for fifth place were scant reward for a charging, never-say-die drive in an obviously strong car. From the pitlane he followed Schumacher up through the field, only to earn a stop-go penalty for an unconscious over-taking offence as the safety car pulled off. If there's any justice, Stewart's third season should be a good one.

Damon Hill took only frustration from his 100th Grand Prix. Traffic at the end of qualifying dropped him to ninth on the grid, but his start was tremendous and in the Lap 1 traffic jam he was already behind team-mate Frentzen when he was punted up the back and spun out of the race.

Ralf Schumacher did a solid job to get to the podium, nicely establishing his position at Williams while his team-mate, Champ Car champ Alex Zanardi, enjoyed a rather lacklustre return to F1 which ended in the wall. At Benetton, Giancarlo Fisichella had a better weekend than Alex Wurz, but both qualified in the top ten, and the pale blue cars seem stronger this season than they did last.

One of the biggest upsets in this race of surprises was Arrows. Both Tom Walkinshaw's cars handled well, ran reliably and came home. Spanish rookie Pedro de la Rosa scored a point for sixth and Tora Takagi, by far the most talented of the recent crop of well-sponsored Japanese drivers, came back from stalling on the grid to run in the points before a nudge from Zonta dropped him to seventh.

And finally there was the much-vaunted début of BAR. Villeneuve had a potentially grave accident when his rear wing broke – after similar accidents to Herbert and others in testing, this is a worry – but Ricardo Zonta impressed a lot of people in his first F1 race. Myriad troubles throughout practice meant he started the race with very little track knowledge, but from 19th on the grid he was 10th at the end of lap one, and got up to a startling fifth before slowing with an overheating gearbox. Without doubt, this quiet Brazilian is a star of the not very distant future.

From Australia back to Europe, and then to South America. In the all-too-brief interval before Brazil, McLaren – and of course Ferrari – will be working hard. I predict a more predictable result at Interlagos. But I also predict that I could be wrong... M

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# LETTERS FROM READERS

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The Editor reserves the right to edit all letters

## FAN OF FAGIOLI

SIR,

While reading the January issue of MOTOR SPORT, imagine my pleasant surprise to read of Luigi Fagioli with the feature on Alfred Neubauer.

Last summer we were on holiday four miles due south of Umbertide which is approximately 30 miles north of Assisi in Umbria on the E45 road.

We visited a town called Gubbio, about 10 miles east of Umbertide, on Sunday 9th August only to find all the main streets closed to traffic. In typically Italian/European Style they had closed the road that links Gubbio with Scheggia for a three day hillclimb event starting the previous Friday.

Team Skoda were there with a couple of trick cars like Favorit pickups but more importantly with two Octavias, one fuel-injected, the other turbocharged. All manner of cars were assembled, silhouettes of Alfa 155s but using space frames and carbon-fibre bodies right up to CanAm replicas driven by 70-year-old ex-Mafiosi types. All very serious!

But the link, sorry to bore you all, was that the event was for the *Trofeo Luigi Fagioli* whom until I read your article I had never heard of. Presuming it's an annual event, if you are in Italy in August for the first full weekend, try to get there; it is sensational for both the cars and the spectator atmospherics.

*I AM, YOURS, ETC*

*MICHAEL BOOTHROYD, TAVISTOCK, DEVON*

* * * *

## WILD ABOUT WIMILLE

SIR,

I am a great fan of the new-style MOTOR SPORT magazine and there have been plenty of excellent articles over the last 24 months. However, there is one motor racing character who you have seemingly ignored, a man who was undoubtedly a truly great driver of his era – the masterful Jean-Pierre Wimille.

I myself have been fascinated by this legendary figure for many years, yet there are few articles ever written about him. He is one of the most mysterious of men to have left his mark on motor racing, yet it is difficult to understand why his fascinating life story has been ignored for so long. If he had been a one-race wonder it might be understandable, but Wimille won many races – two Le Mans (1937 and '39) and many Grands Prix among them. He was happy driving anything, from tiny Gordinis to the brutal Alfa Romeo 158s. He was even offered a seat in the pre-war Mercedes-Benz team (being a patriotic Frenchman he refused). These are just some of the many interesting chapters in his life.

His tragic death while practising for the 1949 Buenos Aires Grand Prix was a stunning loss for the motor racing world, not just the French. He was a shy, retiring man and a complete contrast to others of that time such as Farina and Fagioli. It would be interesting to know how he might have fared in the 1950 Formula One World Championship, for he would surely have been part of the Alfa team in that year.

This year is the 50th anniversary of his death and I had been hoping that your January issue might have run an article on his life and career. I am a great fan of his, yet there are many mysteries surrounding him that are by no means well documented.

*I AM, YOURS, ETC*

*JONATHAN BLACKWELL, DADFORD, BUCKS*

*(1999 isn't over yet... Ed)*

* * * *



***Pegaso story rekindled memories for MS reader***

## PASSION FOR PEGASOS

SIR,

Reading Bill Boddy's authoritative comments on Pegaso in your February issue was interesting indeed. You can hardly find the stunning Spanish sports-cars featured in magazines, therefore their history is not well known even by devoted enthusiasts.

Apart from the Pedralbes episode, I think Pegasos never intended to beat contemporary XKs nor Ferraris in the racing battle field, nevertheless it could perhaps be interesting to recall for your readers the Wilfredo Ricart incident, when the young designer came up against Enzo Ferrari's strong personality while working at Alfa Romeo in the 1930s.

When the personal quarrels between Ricart and Ferrari became notorious and unbearable, Ugo Gobato had to make a decision and fired Ferrari. Ricart would stay. Ferrari himself wrote about the incident in his autobiography *Le mie gioie terribili*, published in 1963.

*I AM, YOURS, ETC*

*MARIO LAGUNA, LUXEMBOURG*

* * * *

## HEARTY PRAISE FOR HAWTHORN

SIR,

A small personal reminiscence which may be of pressing interest to your readers, in view of the recent interest in Mike Hawthorn's tragic death in 1959.

As an undergraduate in 1957 I went – along with a chum – to a 'lecture' which Hawthorn had kindly agreed to give at the Oxford University Motor Club.

J M H sat on a trestle table with a Scotch or two and chatted amusingly. Afterwards the club President was fairly obviously angling for a lift in the great man's 2.4 MkI.

My mate and I dashed along to the club's gates and thumbed a lift. Hawthorn stopped the passengerless car, told us to hop in, and drove us very slowly around Oxford before dropping us at our respective colleges. We didn't discuss Le Mans 1955.

En route, he talked to us about about the Jaguar. He quite liked it, but said that the rear track was far too narrow for fast, wet corners. Jaguar were about to give him a new 3.4 and he was going to specify a wider back axle with improved brakes and tyres.

What a sad irony, in view of the probable cause of his death. At least he got safely back to Farnham on that wet foggy night years ago.

*I AM, YOURS, ETC*

*NICOLAS P JOHNSON, LONDON*

* * * *

## A QUERY ABOUT MANURE

SIR,

So, just who was the first person to say, "When the flag drops the bullshit stops"?

In *Modern Times* (March, 1999) Simon Taylor credits Sir Jack Brabham. I have read (I forget where) the same phrase credited to another driver (I forget whom). Yet I have always thought that it was the work of Frank Gardiner.

So, does anyone out there know just who did first coin this immortal phrase?

*I AM, YOURS, ETC*

*DAVID FISHER, FEARNHEAD, WARRINGTON*

* * * *

## THE FRANKEL-FRERE FRATERNITY

SIR,

How very enjoyable to read Andrew Frankel's retrospective track test of Richard Attwood's fabulous Porsche 917 in the February issue. Added interest for me was to be able to pull from my archive Paul Frère's lucid account in *Motor* of testing chassis 917.008 at the Nürburgring in 1970. He was testing a car still in the hands of the Porsche development engineers in preparation for that year's Monza 1000Km.

One motoring enthusiast who could write, looking forward, and another who can also write, looking back. Fascinating stuff. By coincidence I an currently re-reading Frère's autobiography *Starting Grid to Chequered Flag*. Long out of print, I would imagine. He is surely one of the truly great motoring journalists of the last 50 years, with his engineering background and Grand Prix driving experience. Could you not consider an in-depth article on him?

*I AM, YOURS, ETC*

*MARTYN WILLEY, WARMINSTER, WILTSHIRE*

# LETTERS FROM READERS

## PEAK DISTRICT GRAND PRIX

SIR,

Reading recently of the new Malaysian Grand Prix circuit reminded me of a proposed long-distance British circuit based on normal roads in Derbyshire about 40 years ago.

Map references for the site were published at the time, and one Sunday I joined my best friend and his father in their state-of-the-art Jowett Javelin and, complete with maps and flasks of coffee and sandwiches (no Little Chefs then), we set off for Derbyshire.

The proposed circuit was not difficult to find, and from memory consisted of mainly winding B roads and a long undulating straight through beautiful countryside, rather like the old Spa-Francorchamps circuit or Reims.

I often wonder who proposed this circuit and did the initial hard work, and why it was never taken up. Perhaps WB may remember? It would make an interesting article.

*I AM, YOURS, ETC*

*TREVOR MORGAN, STRATFORD UPON AVON, WARKS*

* * * *

## SALTY TALES

SIR,

On page 29 of *Don't fry for me*, your article on the 1955 Argentinian Grand Prix in your January 1999 issue, Matthew Franey quoted Stirling Moss commenting on Fangio's win:

"The fact is he had these incredible pills. I don't know what they were, but I am sure they helped him over the worst of it".

If Stirling had asked us about them when he addressed us at the Hong Kong Motor Sport Club in the late 1950s, we could have told him the answer was salt tablets. A bowl full of them could be found on all tables in the club houses of The Royal Hong Kong Golf Club, and possibly all sports clubs and virtually every golf club in the Tropics.

*I AM, YOURS, ETC*

*PR ZEEMAN, EAST LAUNCESTON, AUSTRALIA*

*(A fair point, but stories of racing drivers over the ages taking something a little stronger than salt to make it through a race persist to this day. – Ed.)*

* * * *

## LEEFE ROBINSON MEMORIAL

SIR,

In his item on the Wankel engine Mr Boddy refers to the memorial at Cuffley which he visited in the NSU. (I was given a very impressive spin around Mallory Park in one.)

The memorial is to Leefe Robinson and was paid for by readers of the *Daily Express*. The airship downed by Leefe Robinson was not a Zeppelin but a Schutte-Lanz which had a wooden airframe. It was SL11, and there is a model of it in the Cuffley Leisure Centre. The crew are buried in the German military cemetery in Staffordshire.

As a matter of interest Leefe Robinson's grave in Stanmore, Middlesex, wrongly describes his victim as L21.

*I AM, YOURS, ETC*

*JH FORD, ST ALBANS, HERTFORDSHIRE*

* * * *

## CRYSTAL PALACE MEMORIES

SIR,

I attended my first motor race as a teenager in the late '60s and, like many from that era, still hanker in vain for the old times – by which I mean close racing at close quarters.

The regulatory authorities (unchanged since




***Crystal Palace's popularity was never in doubt***

those days) seem unable to frame regulations that deliver this. Probably not for want of trying though. Commercialism and improved safety take precedence these days and, of course, the sport is dependent on both for its survival.

For me, if there is one forgotten circuit that consistently delivered maximum thrills it was Crystal Palace. The quality of entry was always brilliant. I recall complete grids of famous drivers in 250 LMs, GT40s and T70s and, being a tight and narrow circuit, processional races were rare. Overtaking was difficult – but this never seemed to stop drivers having a real go.

As a recent re-subscriber, it's possible that I may have missed something from an earlier edition, but, if the Palace has not featured in the lost circuits series, why not search the archives and relive fond memories? If only a revival *à la* Goodwood were possible. It's not, but I sure wish it was.

*I AM, YOURS, ETC*

*PAUL MCKIE, ENFIELD, MIDDLESEX*

* * * *

## DR DUDLEY BENJAFIELD

SIR,

A copy of MOTOR SPORT for August 1998 has just reached me. Although I am an avid reader of your excellent publication, I must wait for a copy to be passed on to these distant parts.

I was fascinated by the article on Dr Dudley 'Benjy' Benjafield (we are all known as Benjy in the Benjafield family). I had known about him since I first became aware of some of his exploits in the mid-1950s, when I was but a small boy, but yours was the first comprehensive account of his achievements that I have read. Apart from his sporting life, I was also fascinated to discover that he studied medicine at University College Hospital, London. My late mother also studied medicine there in the 1930s. Thank you Bill Boddy and MOTOR SPORT.

*I AM, YOURS, ETC*

*CJN BENJAFIELD, AL-KHANG, SAUDI ARABIA*

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## 75 YEARS NOT OUT

SIR,

Congratulations on reaching MOTOR SPORT's 75th year with the magazine in such good health. Long may you continue to produce an unrivalled balance between contemporary and historic racing. Particularly commendable is the high quality of the journalism.

There have been so many interesting articles on F1 greats in recent issues that I would like to suggest a future article on those drivers who could have been great, had fate been kinder to them. The names of Ricardo Rodriguez, Roger Williamson, Stefan Bellof and Tom Pryce spring quickly to mind. In the meantime keep up the high standards and good luck for the future.

*I AM, YOURS, ETC*

*KEVIN GUTHRIE, FIFE, SCOTLAND*

* * * *

## PARTING SHOT IN THE FOOT

SIR,

Oops! With regard to March's *Parting Shot* photograph, I feel that it may have been taken at the 1961, not 1962, German Grand Prix, as Stirling Moss was still recovering from his Goodwood injuries at the time of the German GP on August 5th, and made his first public appearance since the accident, I believe, at the Oulton Park Gold Cup meeting on September 1st.

*I AM, YOURS, ETC*

*ALAN COX, MIDDLEWICH, CHESHIRE*

*(Glad to see someone spotted our deliberate mistake. – Ed.)*

* * * *

## DAYS OF THEIR LIVES

SIR,

The excellence of the new MOTOR SPORT notwithstanding, for me one picture sums up the changes that have taken place in motor racing in the last few decades. I refer to the German Grand Prix *Parting Shot* photograph in the March issue.

Although I was born too late to witness any of those drivers in action, I'm struck by how much more stylish they look than the modern crop of technicians (brave, skillful and dedicated as they undoubtedly are) whose sponsors require them to be as dressed as cigarette packets.

I look forward to your 75th Anniversary Edition.

*I AM, YOURS, ETC*

*JAMES RUSH, LONDON*

# NIGEL ROEBUCK



LEGENDS

## PARNELLI JONES

IT WAS IN THE FIFTIES, AS A KID, THAT I fell in love with racing, and it is no coincidence that my favourite GP car will always be Maserati's sublime 250F.

That being so, if the best place for the engine is behind the driver, still a part of me feels that, at least from an aesthetic point of view, the *right* place for it is in front of him. Study a profile shot of a 'long nose' 1957 250F, and then tell me otherwise.

In the same way, I have a passion for that period at Indianapolis, from 1953 to 1964, when the roadsters held sway. "Technically," as Jabby Crombac says, "they were antiquated. But they were also works of art, and beautifully built – certainly much better than the F1 cars of the time..."

It was therefore with delight that I learned of Lord March's latest coup: three winners of the Indianapolis 500 – Rodger Ward, Johnny Rutherford and Parnelli Jones – will take part in June's Goodwood Festival of Speed.

Jones was a boyhood hero of mine. I became aware of him in the early '60s, when he began racing roadsters. There was something instantly attractive in that name – Parnelli Jones; like Clay Regazzoni or Mario Andretti, you couldn't be a shipping clerk with a handle like that.

The Unser brothers, Bobby and Al Sr, have seven Indy 500 victories between them, and if they rarely agree about anything, when it comes to nominating the greatest driver at the Brickyard, they speak with one voice: Rufus Parnelli Jones.



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***Brought up racing the hard-nosed way, Jones was an Indy 500 legend***

Unlike many of his contemporaries, he adapted without difficulty to the rear-engine revolution which came to Indianapolis, and Mario Andretti has always believed that, had he made the switch, Parnelli would have been a great Grand Prix driver.

At Long Beach, a few years ago, he told me that it nearly came to be. "It was very much in my mind. In fact, Colin Chapman asked me to be second driver, to Jimmy Clark. In 1964 I drove for Lotus a couple of times in the Championship cars, and Chapman was very high on me.

"When I eventually did some road racing, I took to it like a duck to water – it was as if *this* was where I belonged. I guess that if I was a natural, that's where it was. It certainly didn't come that easy for me to do oval racing."

Ultimately, though, Parnelli decided against accepting Chapman's offer. F1, he pointed out, was more of a "gentleman's sport" in those days. "It was starting to get professional, but it hadn't arrived yet. And, to me, Indianapolis was far bigger."

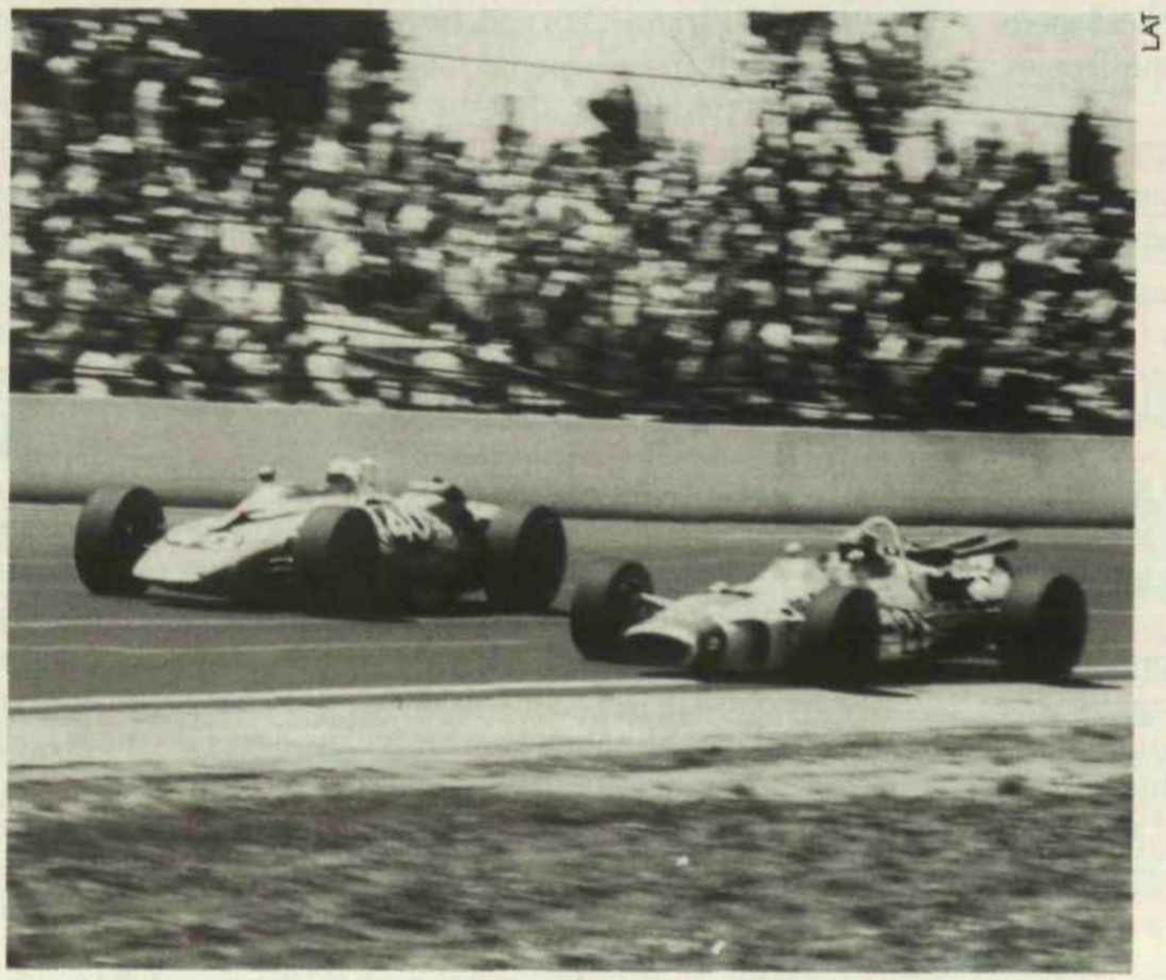
There was something else, too. Jones was well aware of the bond between Chapman and Clark. "I couldn't accept being number two – not even to Jimmy. At Trenton in '64 he raced the car that I'd won with at Milwaukee, and I was in the other Lotus. Chapman gave me a speech – 'You know Jimmy's our number one,' sort of thing. In qualifying I set a new track record, and Jimmy was back in seventh, so then that kind of went away, and it was OK for me to do my thing. But I could see that if I went to F1, it was going to be a problem."

An approach was also made by Enzo Ferrari, and Parnelli still chuckles at the Old Man's financial offer. "To be honest, I can't remember what it was, but I know I laughed at the time. There was relatively little money in F1 back then, I was already past 30 and... I guess one of the reasons I quit racing early was that I'd burned myself out with all the travelling in my younger days."

His younger days were generally fraught ones. The family was based in Torrance, California, in what Jones says was a rough neighbourhood. There was very little money around, and he had a hard-nosed approach from the beginning. Yes, he loved to race, but it was also his way out of poverty, and you got paid on results.

"The consequence of that was that I had *tremendous* desire. Coming from a poor family can do that to you. And when I started racing stock cars at, 17, I certainly had a lot more desire than talent. I wrecked my car week after week, got into fights all the time, but eventually I began to win, and made it up through the ranks, to midgets and sprint cars."

That was the route to Indianapolis, where every young driver wanted to be. Nowadays there is no logical link between racing a front-engined sprint car on dirt and driving a rear-engined Reynard at Indy, but Parnelli still thinks classic American short track racing a great training ground. "It's fantastic experience for any



LAT

***Despite his success on ovals, Jones thought himself a 'natural' road racer***




LAT

*Victory at Indy came just once for Jones, in 1963 (below), but Parnelli also 'won' the Indy 495 when his gas-turbined car broke just three laps from the end*

young driver, because it's wheel-to-wheel racing. And because of that, you learn so much about where you can put yourself at high speeds.

"You've got to read the cars in front of you – not just the one right ahead, but all of them; if one of them gets in trouble, you've got to know where to go to keep out of it. It's not just a matter of panic, and lock up, and slide into it. With that sort of training, you find out what you can get away with, and what you can't."

Jones's era of sprint car racing – the late '50s and early '60s – is regarded by aficionados as the greatest ever. "I loved it," he said, "but it's scary to think about the cars we ran. No roll cages, just a little hoop behind you, no fuel cells, no proper belts – the first one I used was *leather*! It went around your waist, and over one shoulder.

"It was an unbelievably dangerous time, and a lot of guys bought the farm. At Dayton Jim Hurtubise went out of the track, and laid in a tree! He actually rode the tree to the ground, the car jumped off – and the tree sprang back up again! Saved his life... I look at today's cars and think, 'Gee, if I'd had that much protection, I wouldn't have had to lift at all!'

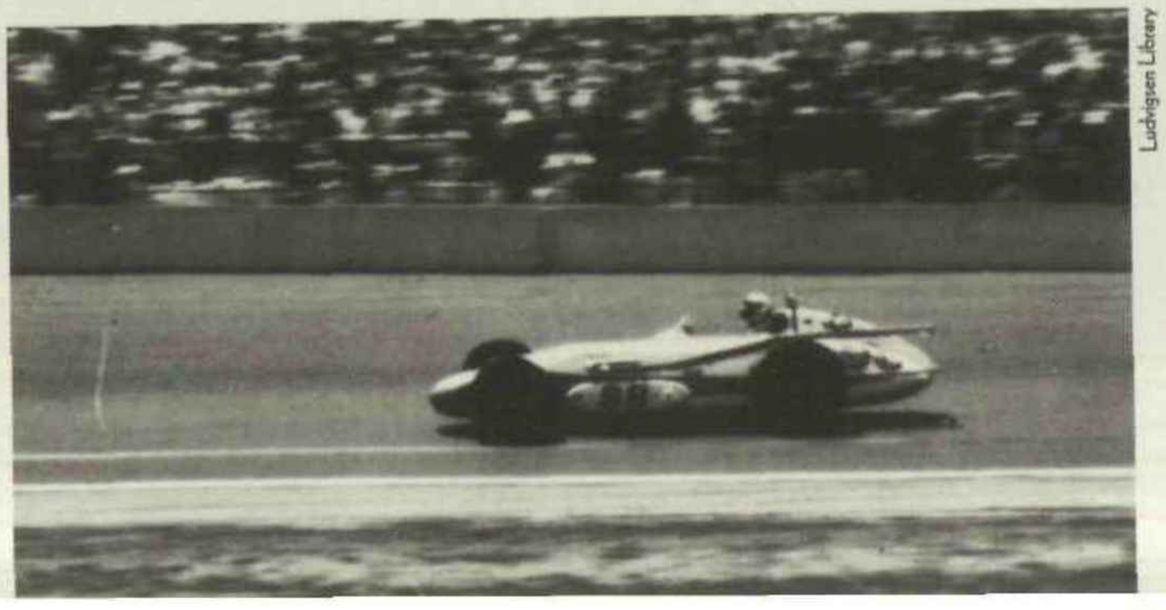
The record book shows that Jones won the Indy 500 only once, in 1963, although he smilingly points out that, four years later, he won the "Indy 495", his revolutionary turbine-powered STP Oil Treatment Special retiring on lap 197, when a gearbox bearing failed.

Parnelli retired from the USAC Championship racing after that, but later formed his own team, which took Al Sr to two of his Indy 500 wins, and even ventured briefly into F1, with Andretti as driver.

Jackie Stewart well remembers his two Indy outings, in 1966 and '67. "When I raced there, of course, it was the time of the British invasion. Jimmy Clark and Graham Hill both won the 500, and people said it must be no big deal if the Brits could go over there, with no experience, and beat the Americans at their own game. And I think this attitude has stuck.

"I don't believe, though, that any of us – not even Jimmy – ever drove particularly well at Indianapolis. We were successful because we had vastly superior equipment; we knew all about rear-engined race cars, but for the Indy establishment they were something from another planet.

"There is an art to getting around Indianapolis properly, and if you have it you don't lose it. Look at the way Mario always went there, even well into his 50s. Still, I think the best I ever saw at Indy was Parnelli Jones. He was incredible; he drove like silk round there. It would have been fascinating to see him in F1..." M



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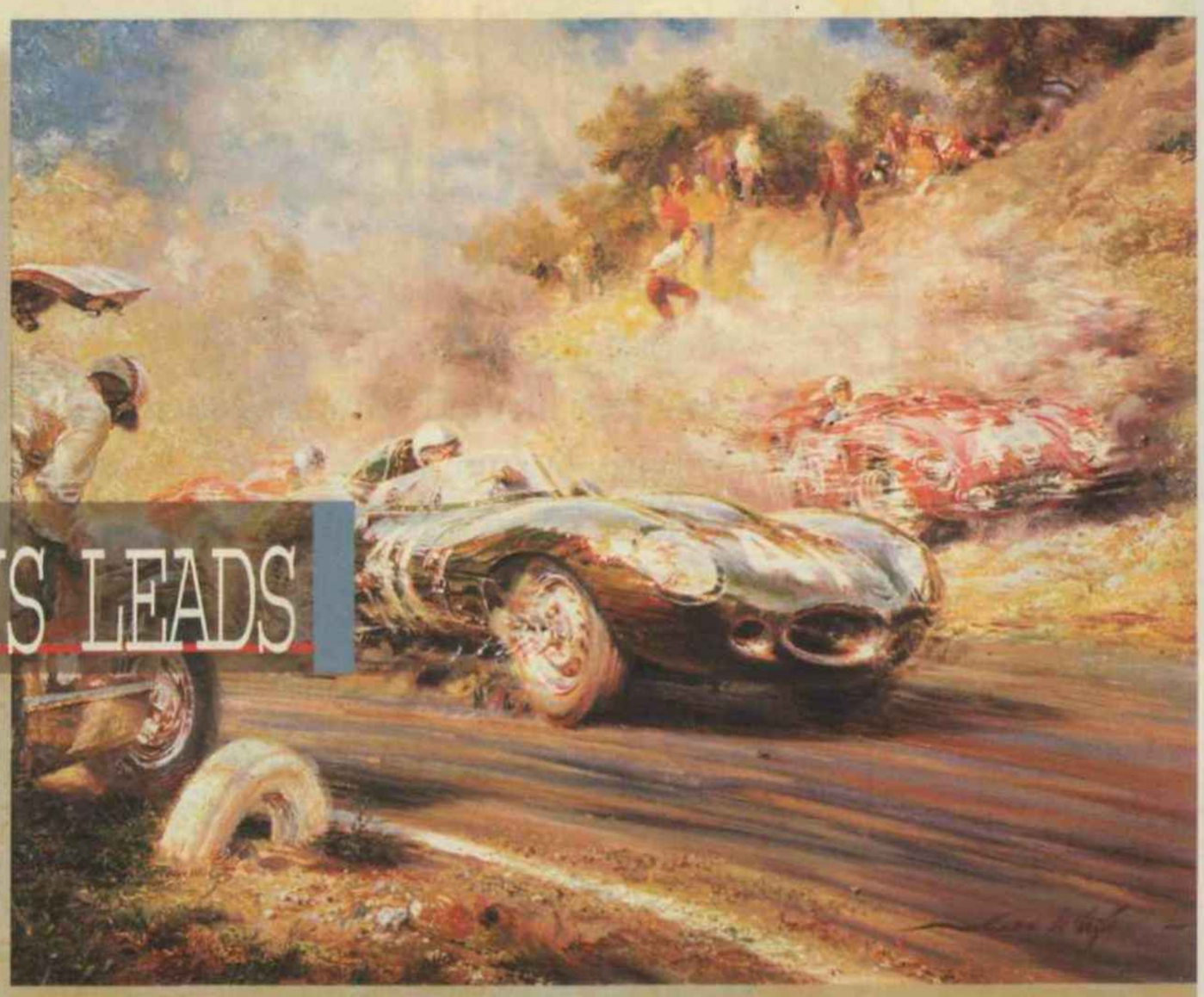
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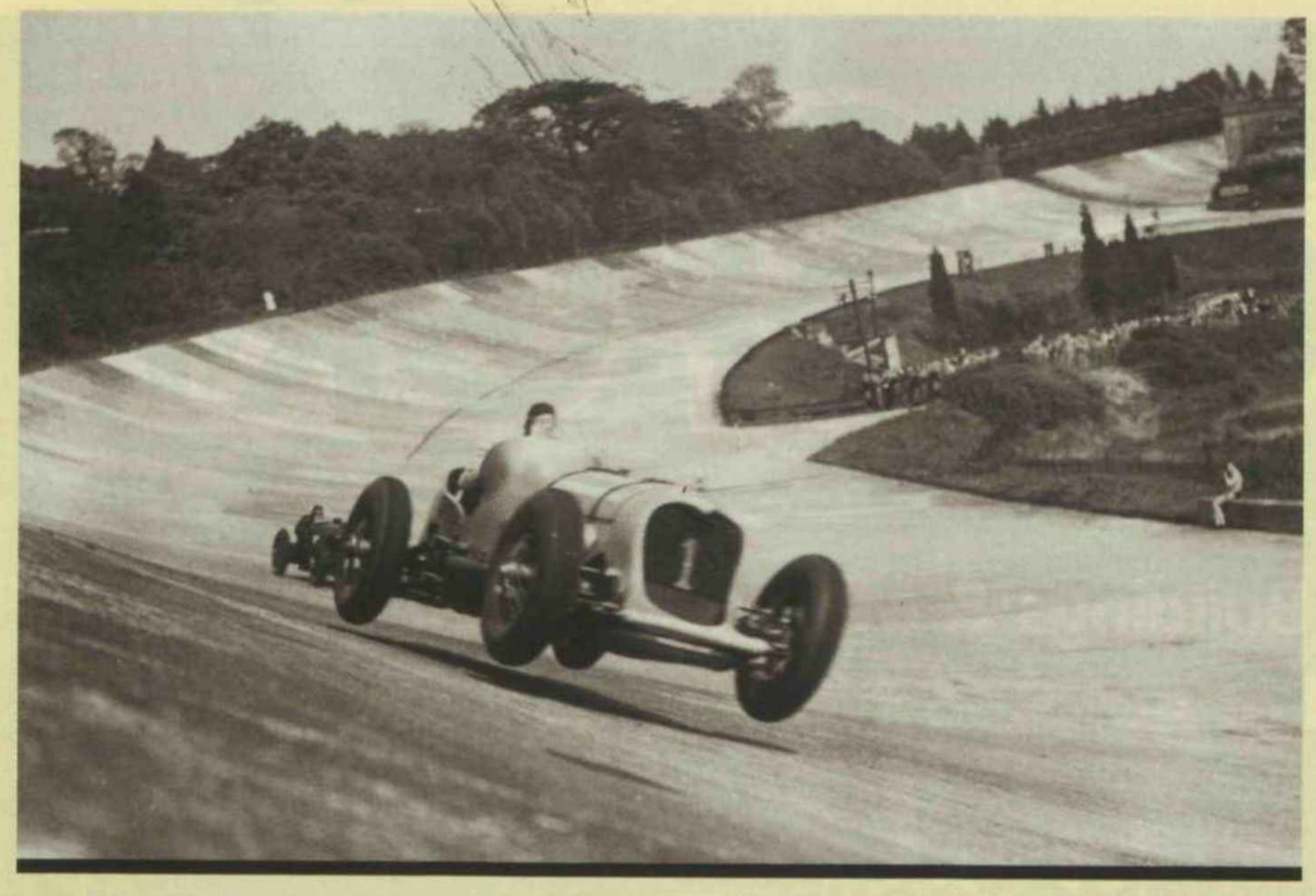
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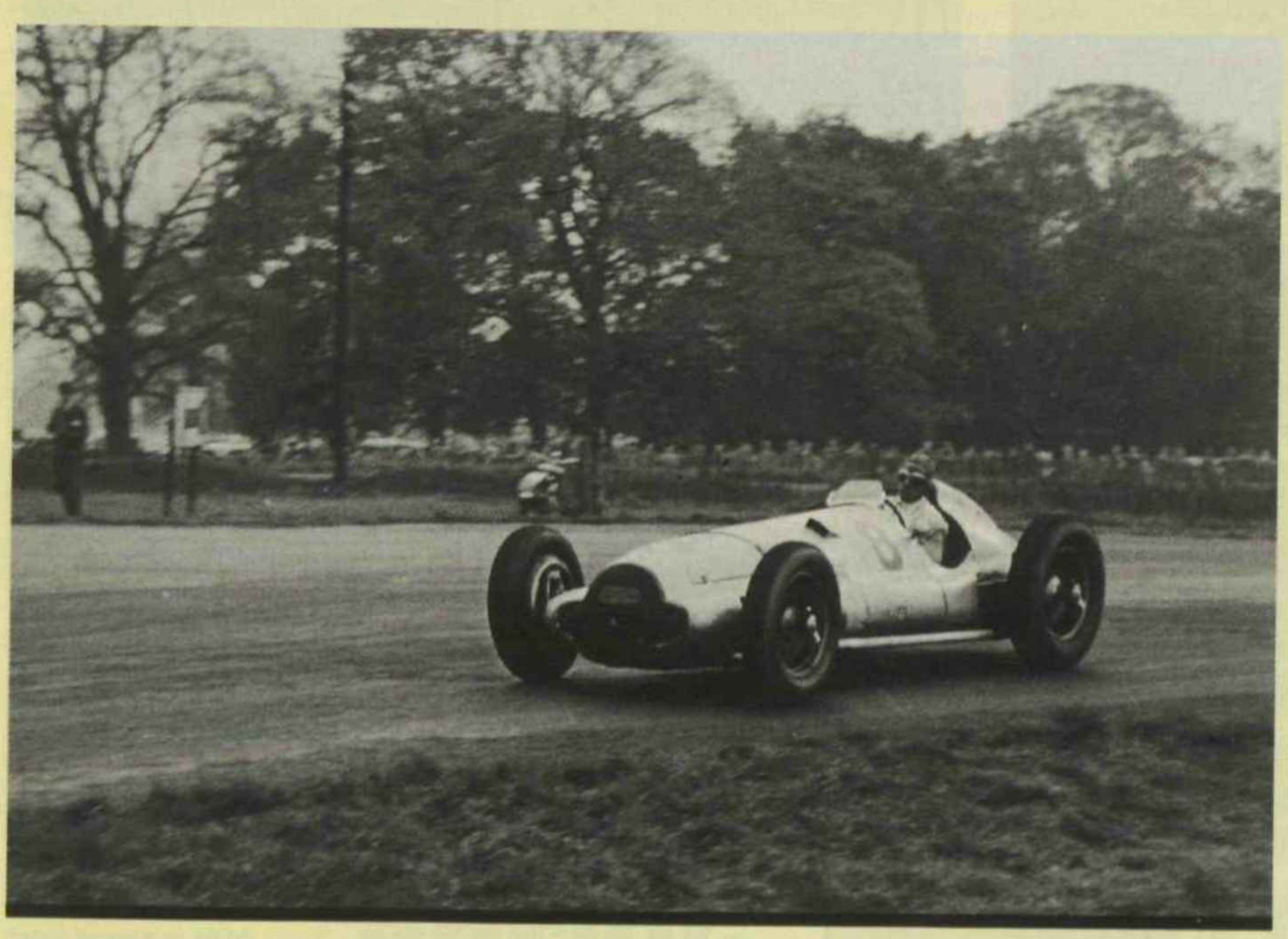



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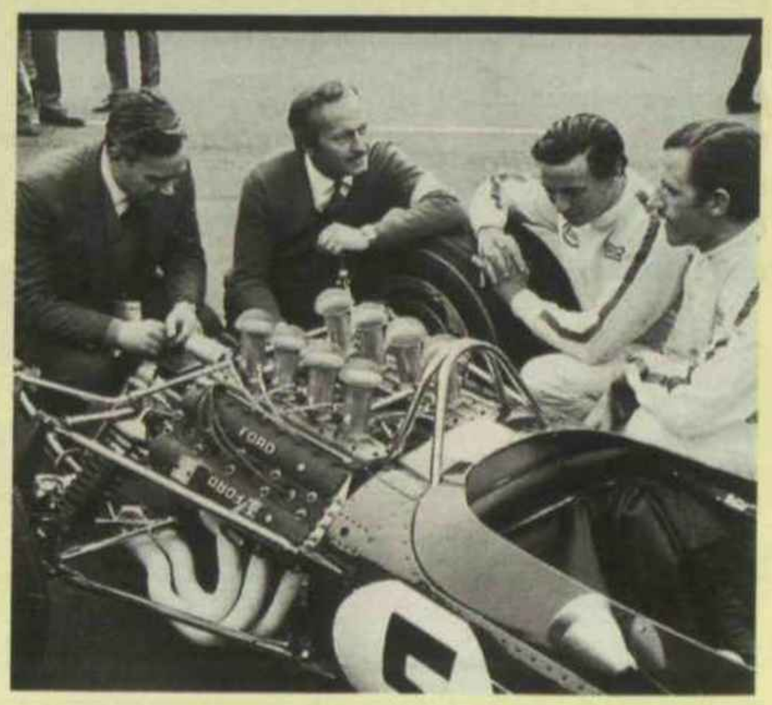
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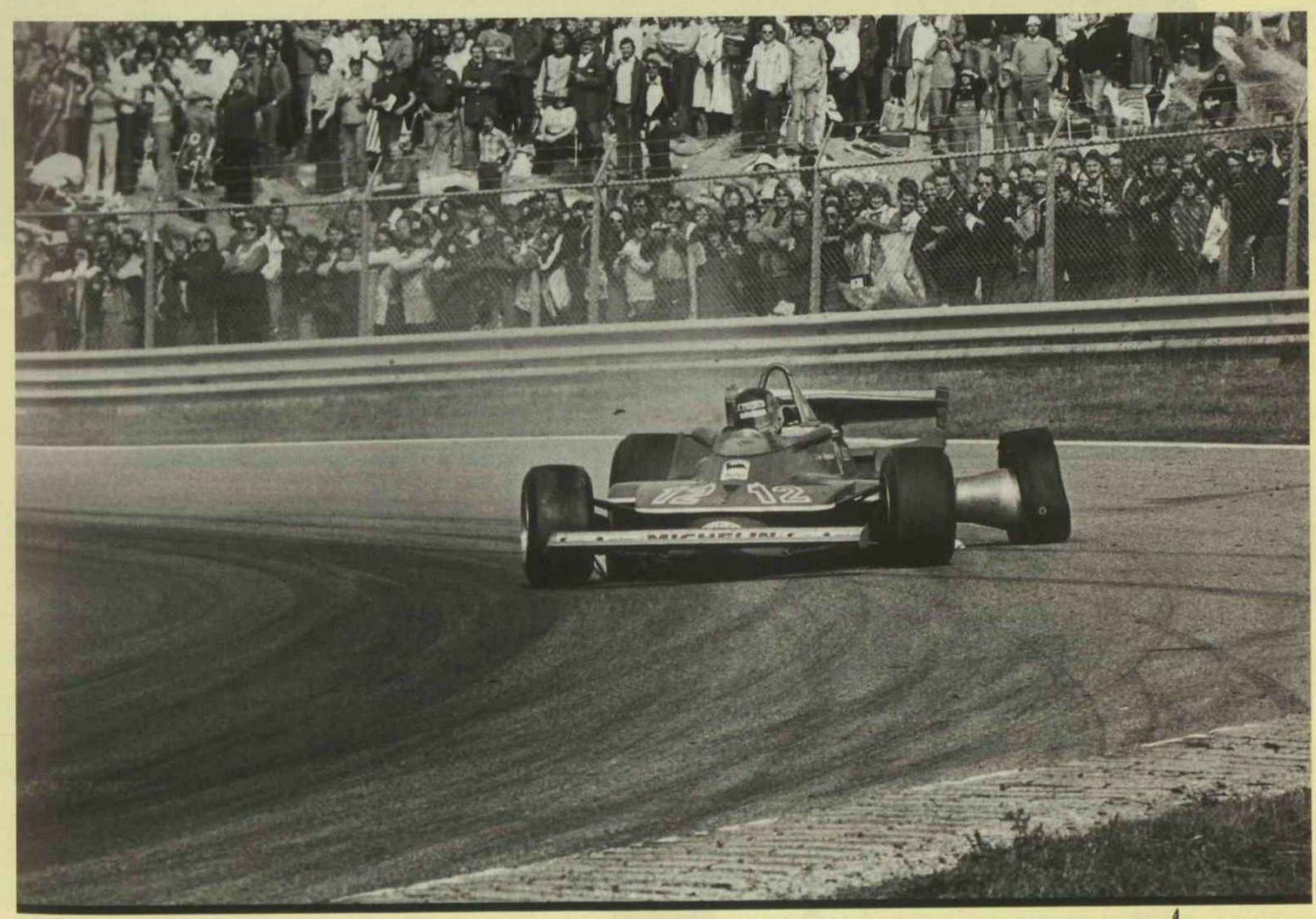
*James Hunt in the Cosworth - engined Hesketh 308 at the 1975 British Grand Prix at Silverstone. He was involved in a major accident on the 56th lap. The race had to be stopped. Hunt was classified fourth. Earlier in the season Hunt had scored his first World Championship win, and first victory for Hesketh at the Dutch Grand Prix.*

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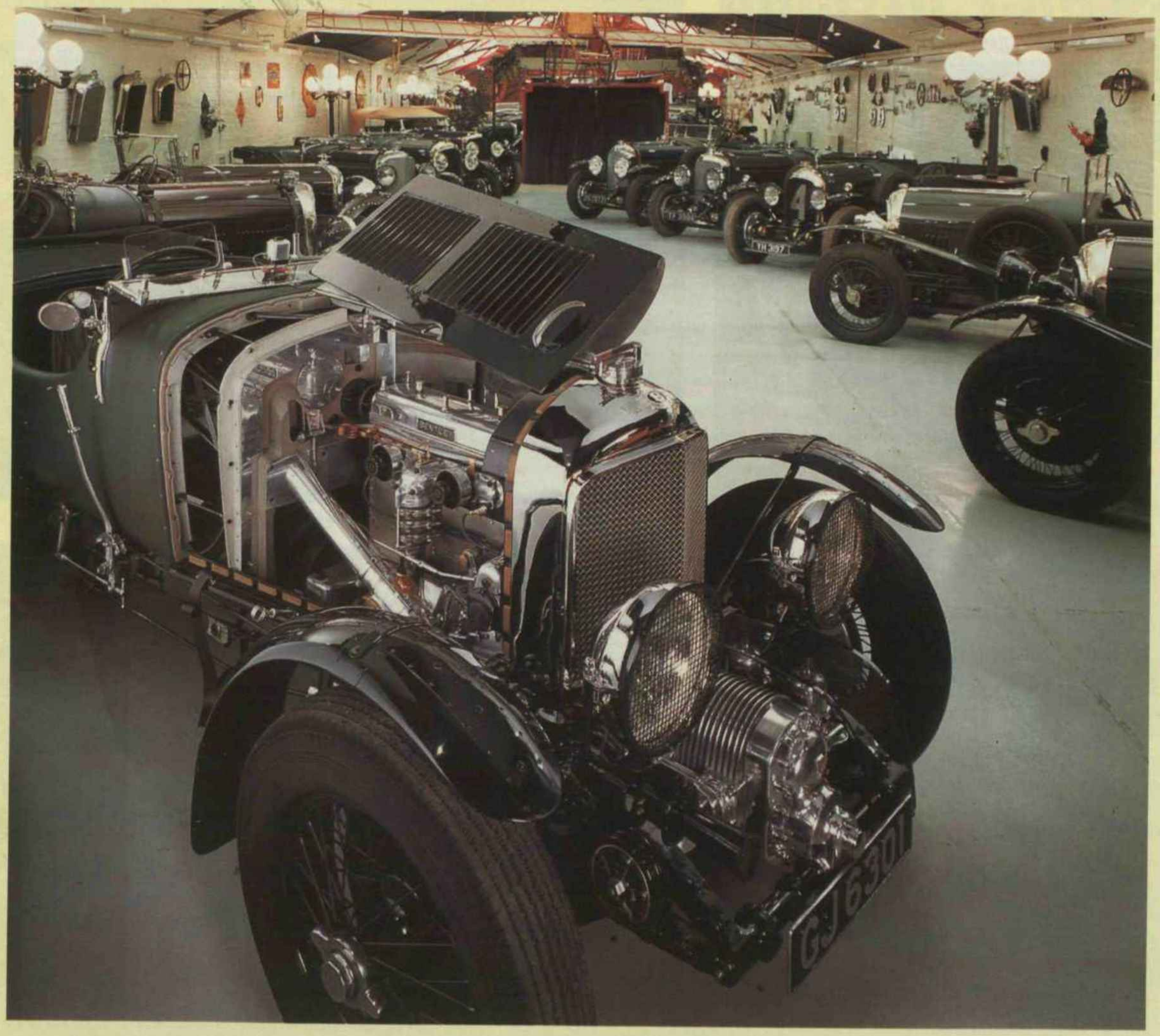





*One of the most evocative Grand Prix images ever: Gilles Villeneuve battles his wrecked Ferrari 312T4 back to the pits during the 1979 Dutch Grand Prix.*

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*Graham Hill in the BRM P261 at Brands Hatch in 1965*

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## WISH

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# A salute to the Volkswagen Golf GTi

Volkswagen was the very first to use those three little letters on a hatchback. By attaching "GTi" to the bootlid of the most sporting Golf hatch, it created not only an enduring icon but a whole new breed of performance car. Soon, others would copy the formula but none would come close to matching the status and desirability of the Golf GTi. It was an overnight hit when launched nearly 25 years ago at the Frankfurt motor show; original plans called for a total production run of 5000 cars, but in a short time, over 5000 a month of the first generation car were being built. Three generations later, the Golf GTi phenomenon is as healthy as ever.














**Mk1** The car that started it all. Volkswagen took a standard hatch and installed a fuel-injected (that's the i in GTi) 1.6-litre, four cylinder engine delivering 110bhp at 6100rpm and 101lb ft of torque through a four-speed 'box. Anticipating hard use, the engine wore an oil-cooler. Outside, the GTi was identifiable through its chin-spoiler, black wheel arch extensions to accommodate bigger 175/70 tyres and its suspension, lowered by 20mm. Inside, the sporting owner got heavily bolstered seats, a rev-counter, sober matt-black finish and a three-spoke sport steering wheel. And to demonstrate German humour, a gear knob in the shape of a golf ball.

**MkII:** The next generation Golf GTi is longer and wider than the first, and it used the same superb 112bhp engine that the MkI GTi used in its last two years of production; figures were 112bhp at 5400rpm and 114lb ft of torque. In spite of its extra weight, the MkII GTi was a brilliant handling car, just as fun to drive as the first. The bonus, though, was extra refinement and a more comfortable ride. By the end of its production run in 1991, the GTi could be specified with a 16-valve 1.8-litre engine producing a potent 139bhp. Like the outgoing model, it could be identified by its black wheel arch extensions and wider wheels. Additionally, the MkII GTi got distinctive red insert strips on the grille and side mouldings.





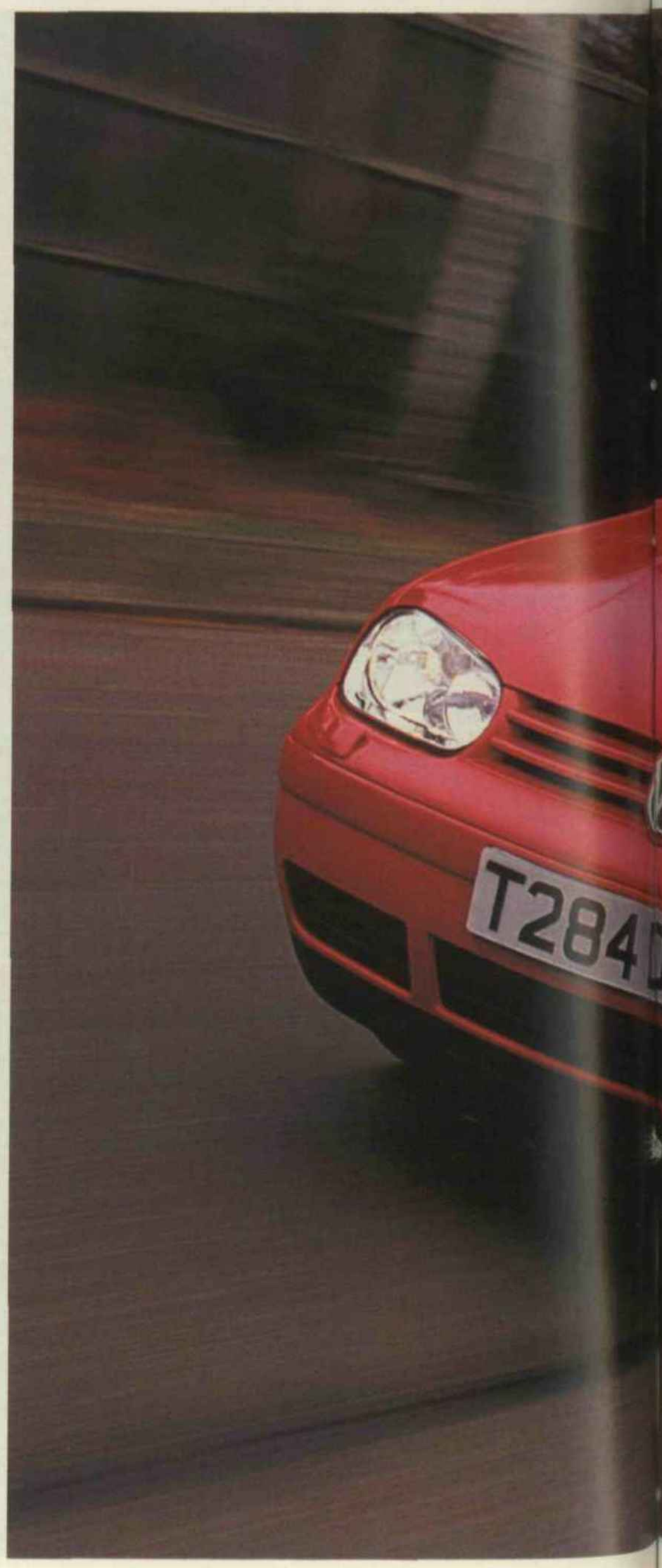








**MkIII** Launched on the J-plate, the MkIII brought with it a whole new body style and cabin layout, bringing the most talked about GTi bang up to date. More space, comfort and refinement graced this latest GTi, along with a punchy engine line-up that included a 115bhp eight-valve and a 150bhp sixteen-valve 2.0-litre four. But along with outstanding performance, the new GTi came with an unparalleled safety record – side impact bars, anti-lock brakes and airbags would all become available.









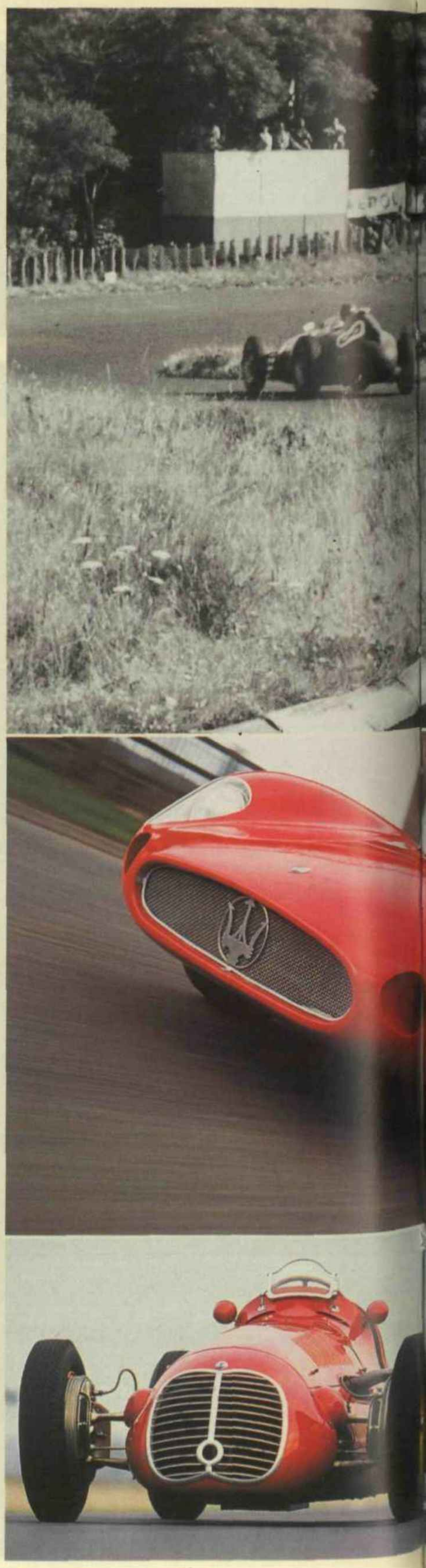


**MkIV** Bigger and wider than its predecessor, the new car has a truly muscular stance on the road. The latest GTi is a technical tour-de-force, too. Its 1.8-litre four cylinder engine deploys a twenty-valve cylinder head and produces 134bhp at 5600rpm. And special tuning on the intake manifold delivers sparkling performance at low revs. On the safety front, the Volkswagen tradition continues; the GTi boasts standard driver and passenger airbags, as well as anti-lock brakes. One thing hasn't changed in 25 years though.
The Golf GTi remains a truly great car to drive.



ADVERTISEMENT FEATURE

# THE GOLDEN AGE OF MASERATI



IT IS REGARDED BY MANY AS THE GREATEST RACE of all time. In 1957 and against tremendous odds, Juan Manuel Fangio took victory at the German Grand Prix astride the magnificent Maserati 250F single-seater. For car and driver, it was a performance of gigantic heroism; with the lead firmly in his grasp, Fangio came in for a pit stop, only to have a mechanic drop and lose the hub nut for his wheel. By the time he regained the track, he was a desperate 45 seconds behind the leading Ferrari. Fangio himself said "I felt terribly disappointed. I had been poised to win the race and my fifth World Championship but there were only 10 laps left and I felt there was little chance of winning. Unless I could do something special."

He did. Gunning the 250F's 270bhp straight-six to its 8000rpm peak, Fangio reeled in the leading Ferraris of Mike Hawthorn and Peter Collins. To the astonishment of the Ferrari pilots, Fangio wrestled the Maserati into the lead, flashing past the chequered flag just four seconds in front of Hawthorn's Ferrari 801.

The foundation for Maserati's spectacular performance on the motorsport scene had been laid decades earlier; the first ever Maserati racer, the Tipo 26, won its class at the Targa Florio in 1926. By the early '30s, the Maserati legend gathered pace as the 4C burst on the scene; with just four cylinders and 145bhp, these little jewels would become series record breaking racers, with one example achieving 132mph in 1936 over a flying mile on the newly opened Firenze Autostrada. Much later, the highly developed 4C gained a supercharger and a tubular chassis, becoming the 4CLT – 'T' for Tubolare. In that guise, the Maserati carried Alberto Ascari to a maiden outing victory in the San Remo Grand Prix of 1948.

It was during the '50s that Maserati would consolidate its place as one of the great sports and GT car makers of the age, a legacy that survives to this day. One of the cars that planted the seeds for that success must be the A6, a sports Maserati that would eventually house the fabulous twin-cam straight-six. The success of that car prompted Maserati to build a GT prototype, with Pinin Farina eventually commissioned to produce the coupe body. The result was one of the most beautiful GTs ever, and a fitting predecessor to the greats to come.

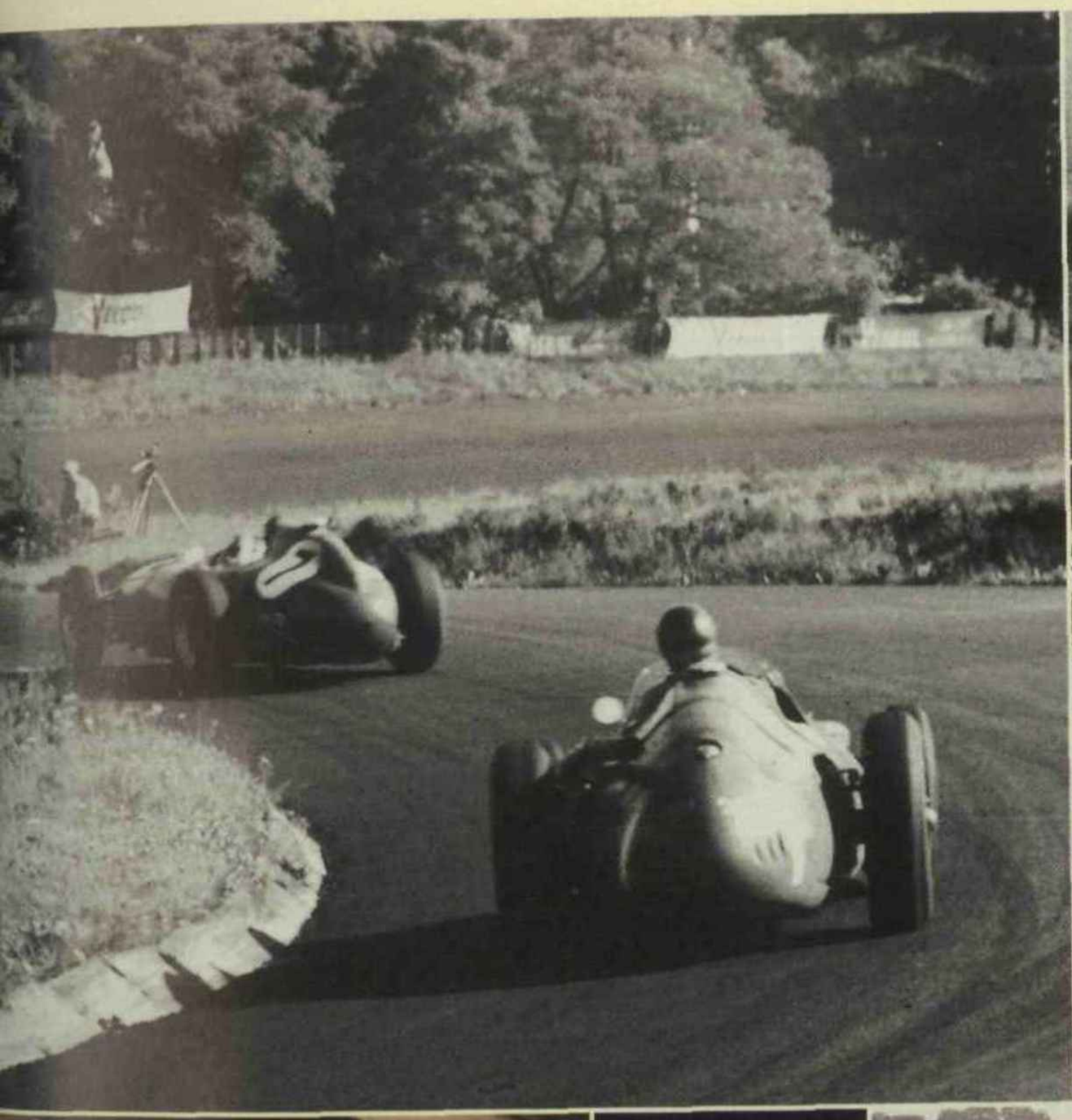
By the mid-fifties, the Maserati stable grew apace, with the four-cylinder 150S and six-cylinder 300S sports racers joining the line at Modena. Joined by the 450S later on, the trio – among the most beautiful sports racers on the planet - stayed in production right up to 1959. By 1960, Maserati was not officially on the racing scene, but for a company with such a rich motorsport heritage, it was inconceivable that it would not produce competition cars. Hence, the fabulous Birdcage Maserati of 1960, so named because of its intricate space-frame made of small-diameter tubing - and probably the only competition car in the world to look as beautiful with its body off as with it on.

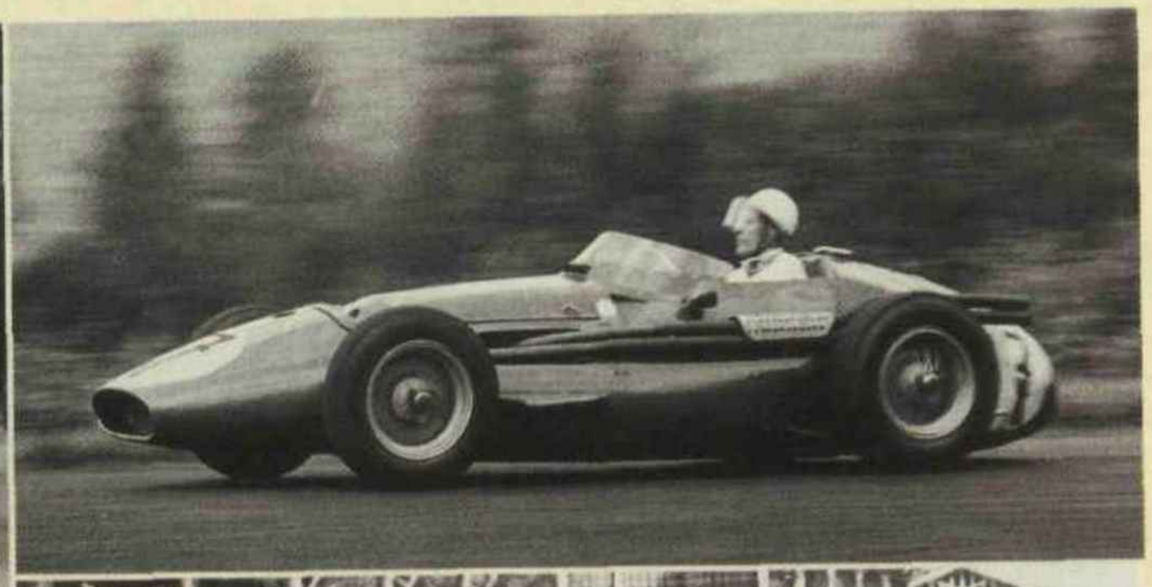
It was the 1960s, too, that saw Maserati truly come into its own as a series producer of Grand Touring automobiles. Built between '58 and '64, the 3.5-litre Vignale-bodied 3500GT was Maserati's first true luxury GT, a continent crusher with 140mph capability and a wonderfully cosseting cabin. It set the pattern for a generation of Maseratis with thunderous road presence, models like the Frua-styled Mistral of 1964. That car raised the stakes to 255bhp and a claimed 160mph top speed, touring of the grandest sort.

But it was Maserati's genius in hitting upon the idea of providing supercar performance in a saloon package that resulted in the 1964 Quattroporte. In its day the fastest saloon car in production, the 260bhp V8 Quattroporte prompted on American writer to say "It is a car intended simply to give four people instead of two the exquisite sensation of blasting along at insane rates of speed in perfect safety." The Mexico coupe that followed in 1967 borrowed the Quattroporte's proven mechanicals, wrapping them up in one of Maserati's admittedly less elegant coupe bodies.

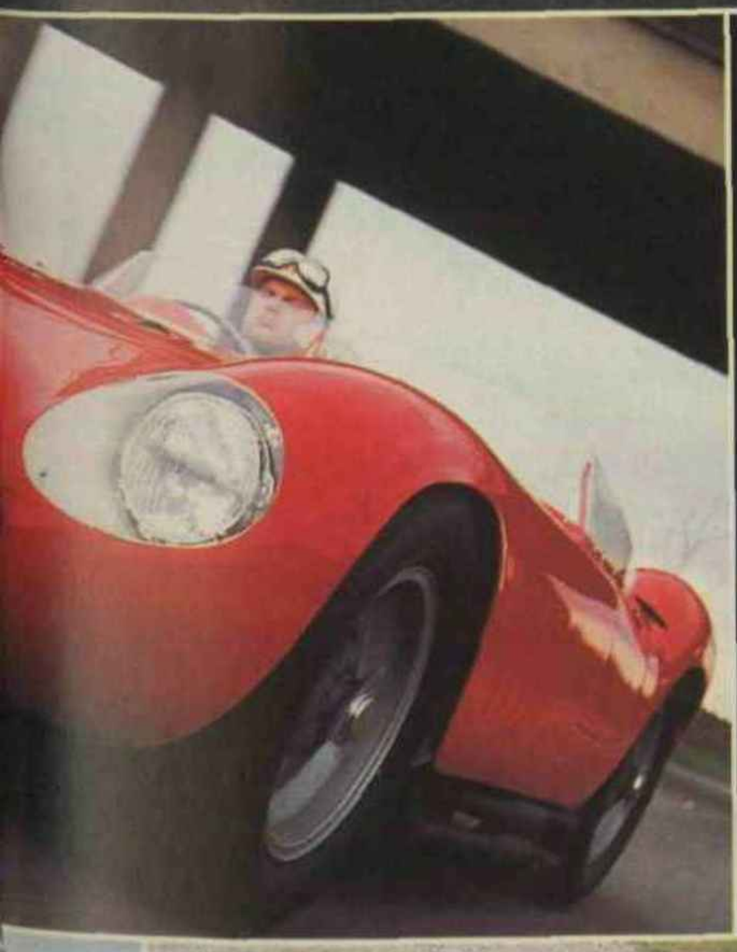
No such charge would ever be made of the absolutely stunning, Ghia-bodied Ghibli that appeared in 1969. Here was a car that would accelerate to 60mph in 6.4sec and continue on to a top speed in the region of 170mph. Producing a towering 330bhp from its 4.7-litre V8, the Ghibli was all the evidence needed that Maserati's place in the premier league of supercars would continue into the '70s.

And so, in 1971, Maserati launched its first ever mid-engined car. The beautifully sculpted Bora was designed by Giulio Alfieri and styled by renowned Ital Design, and became regarded as a true Ferrari Daytona challenger. Not content with head-snapping looks and performance – the Bora produced well over 300bhp in a body weighing 1590kg – the designers had built in a good degree









*CLOCKWISE FROM TOP: FANGIO CHASES COLLINS & HAWTHORN IN 1957 GERMAN G.P. MOSS IN 250F, 1956 GERMAN G.P., NUVOLARI AT WHEEL OF 6C/34 FOR '34 ITALIAN G.P., 1957 A6 GS AND INTRICATE SPACE-FRAME BIRDCAGE, 3500GT, - MASERATI'S FIRST LUXURY CRUISER, 8C, SUPERCHARGED 4-CLT, 300S SPORTS RACER*














*TOP ROW FROM LEFT: GHIA BODIED GHIBLI, THE MID-ENGINED BORA, BEST SELLING MERAK AND GROUND SHAKING KHAMSIN - 320 BHP FROM 4.9 LITRE V8*





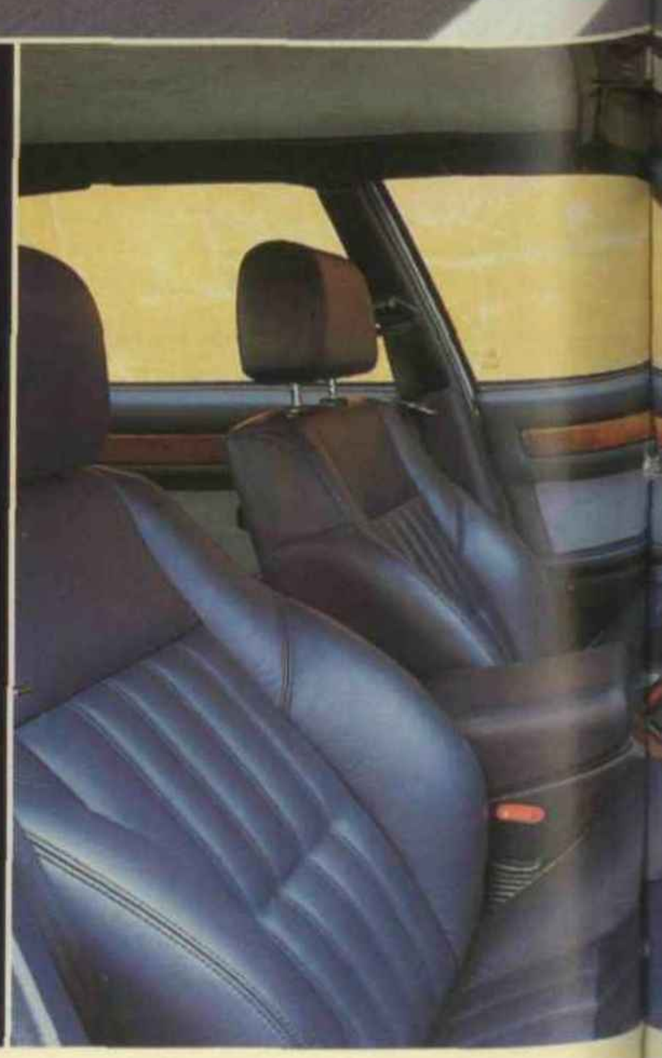






*ABOVE: THE JEWEL IN MASERATI'S MODERN CROWN, THE ALL NEW GUIGIARO STYLED 3200 GT*

*LEFT & RIGHT QUATTROPORTE EVOLUZIONE : 32 VALVES, 335 BHP TWIN TURBO V8, CABIN HAS HEATED AND MEMORY CONTROLLED FRONT SEATS*















of outward visibility and practical storage space; that's a neat trick for any mid-engined supercar of any era you choose.

The Bora, in turn, spawned Maserati's best selling car, the Merak. Based largely on the Bora's underpinnings, the elegant Merak used a 220bhp V6 in place of the earlier car's V8. The shorter engine allowed designers to lengthen the cockpit and fit a couple of 'occasional' rear seats, with the emphasis on occasional. In its day, the Merak was nearly £4000 less expensive than the Bora, and that, combined with the car's huge personality, allowed Maserati to sell nearly 2000 examples.

The Merak was built right up until 1983, but Maserati was unwilling to abandon its heritage of building big, front-engined GT cars. Hence, the dart-like Bertone-styled Khamsin made its debut in 1974. A bruiser of a car, the Khamsin combined brutal road-presence with the power to thrill; once again, Maserati had delivered a car capable of shrinking whole continents, courtesy of a 320bhp 4.9-litre V8.

Throughout the '80s, Maseratis fortunes were supported by the Biturbo, a conventional but lavishly trimmed coupe (or saloon) that kept the Trident standing proud.

Enter the '90s, and a Maserati that has truly returned to its roots as a builder of Grand Touring automobiles. The first to benefit from Ferrari's involvement with Maserati from 1997 was the Quattroporte; after a raft of technical improvements that touched over 400 items, the Evoluzione V8 boasts dramatically improved quality. It is still, though, instantly recognisable as a Maserati, from its distinctive rear flanks, to the aggresively raked nose that falls away to the Trident-flourishing grille. And like its proud namesake, this latest Quattroporte delivers absolutely blinding performance from its 32-valve, 335bhp twin-turbo V8. When those turbos spool up, the rush of acceleration is truly inspiring; mated to a six-speed manual gearbox, the Quattroporte will reach 60mph in not much more than 5.0secs and won't give up the game until nigh on 170mph. Even among supercoupes, those figures remain deeply impressive. And the cabin, while remaining a uniquely Maserati environment, has been usefully improved with the addition of electrically operated front seats. Maserati has also increased their rearward travel, making it even easier for taller drivers to get comfortable. The appeal of a four door Maserati is as great now as it was with the original.

But it is the 3200GT that must be the jewel in Maserati's modern crown. Tre mille due cento is the culmination of Giorgetto Giugiaro's brilliant conception of Maserati's heritage in a modern package. Even in selecting the extensive colour range, Maserati has been mindful of its glorious past; among others, you can have Moss green in honour of Stirling's brilliant performance in a 250F in the '50s, Indianapolis red to commemorate Maserati's win there in 1940 or Argentine blue in honour of Fangio's homeland. And make no mistake, this car is all-new from the ground up. In fact, the only bit borrowed from the Quattroporte is the basic size of its twin-turbo 3.2-litre V8. That means a new double-wishbone suspension mounted on subframes for handling to match the performance, a subtle leather swathed cabin that is more roomy than the competition and true, four-seater capability. Like the greatest Maserati GTs, the 3200GT offers practical space and supercar performance; the proof really is in the driving. Move that slick, beefy gearchange through the six-speeder's gates and you find it positive and fluent. Better still, the superbly refined V8 deploys instant throttle-by-wire response with none of the on/off turbo lag that plagues so many turbo motors. Superbly flexible at even low revs, the 370bhp GT is fast enough to match any of its competition.

Like the very best of its predecessors, the 3200GT is instantly recognisable as a Maserati. From the hungry gape of grille to the utterly individual tail lights, it is a car meant to evoke an emotional response. No question, here is a car to take Maserati into the next century. But not without remembering Fangio and everything else that has made this Modena legend what it is.

## AUTHORISED MASERATI DEALERS FOR SALES AND SERVICE

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# INNOVATION IN MOTOR

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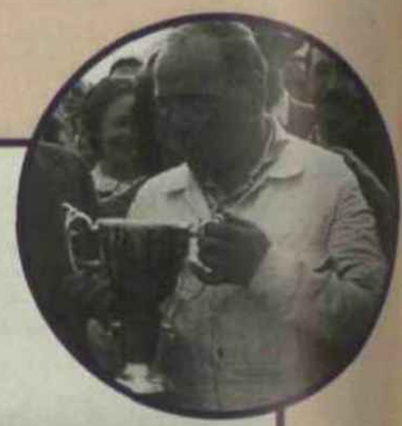
**SEMI-OLYMPUS**





**Alfa Romeo introduce their all-independent straight-eight Grand Prix car, the 8C35, and hire the great Tazio Nuvolari to drive it. Their goal: to vanquish the German Mercedes and Auto Union teams.**

## 1948





**Goodwood opens as Britain's first major post-war circuit. An enthusiastic unprotected crowd watches as Reg Parnell's Maserati holds off Bob Gerard's ERA in the main race of the day.**

## 1952

**OLYMPUSFLEX**





**Alberto Ascari takes the flag to win the European Grand Prix at Spa, the first of his string of victories during his domination of the 1952 and 1953 seasons.**

## 1956

**OLYMPUS 35 S1.9**





**World Champion Juan Manuel Fangio on the way to the fourth of his five titles as he leads the British Grand Prix in the side-tank Lancia-Ferrari.**

**OLYMPUS**

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## 1959

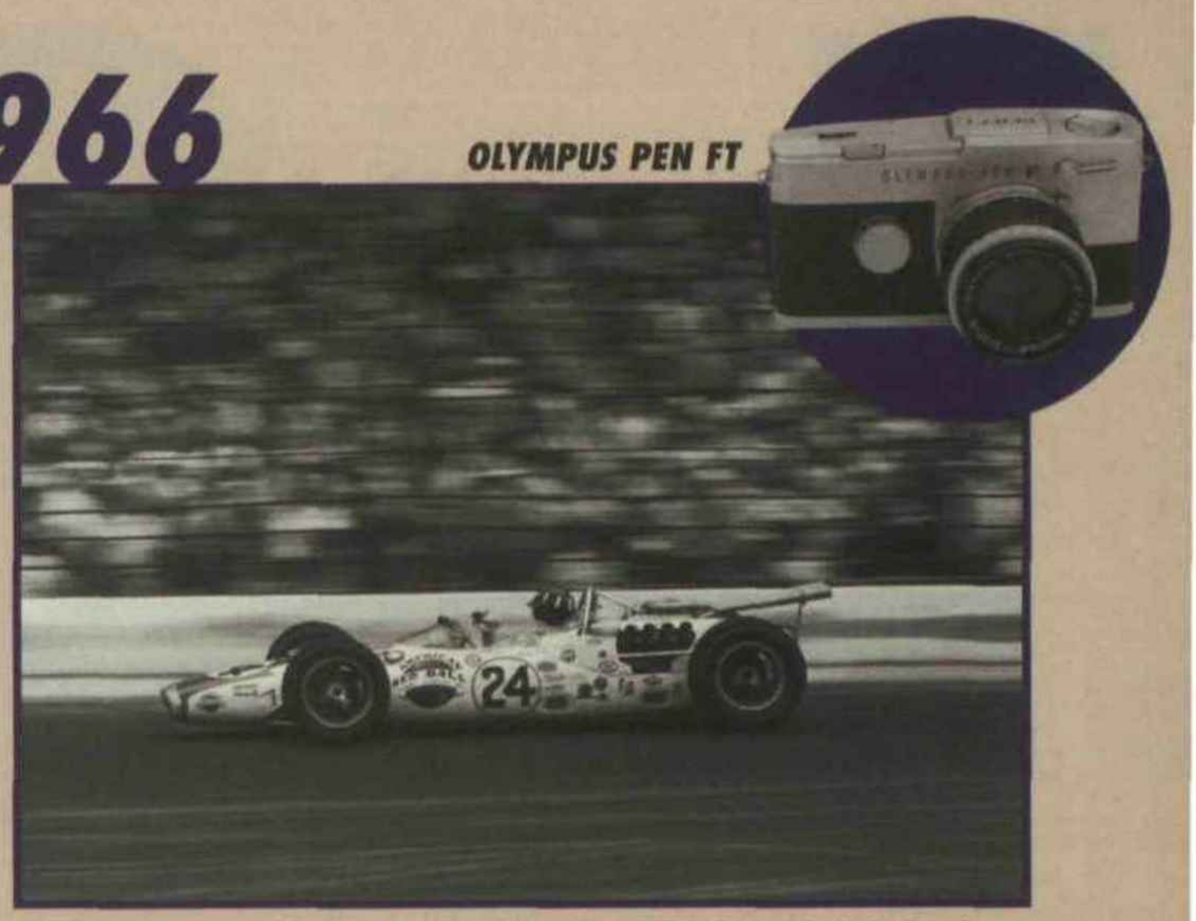
OLYMPUS PEN



The Aston Martin team during practice at Le Mans. This was the year they finally won the 24-Hours with Salvadori/Shelby in their No. 5 car. No. 6 driven by Frère/Trintignant was second: No. 4, for Moss/Fairman, led before retiring.

## 1966

OLYMPUS PEN FT



British takeover at Indianapolis as Graham Hill brings his Lola-Ford home to victory after a race-long battle with Jim Clark's Lotus, which was second, and Jackie Stewart's Lola which retired in the closing stages.

## 1968

OLYMPUS TRIP 35



Jim Clark beats Fangio's tally of wins as he scores his 25th and last Grand Prix victory in the South African round at Kyalami on New Year's Day.

## 1973

OLYMPUS M-1



Reigning World Champion Emerson Fittipaldi scores Lotus' 50th Grand Prix victory on the picturesque Barcelona circuit of Montjuich Park.

# 1978

**OLYMPUS XA**





**Olympus racing involvement reached new heights when all three drivers on the podium at the French Grand Prix were Olympus backed. World champion elect Mario Andretti won from Lotus team-mate Ronnie Peterson and McLarens James Hunt**

# 1985

**OLYMPUS AF-1 QUARTZ DATE**

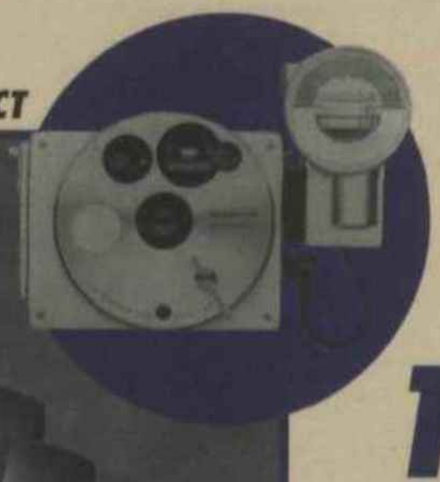




**Ayrton Senna scored the first of his legendary tally of Grand Prix successes when he won the Portuguese Grand Prix in appalling conditions. Such was his dominant style he even lapped his team-mate Elio de Angelis in his similar Lotus - Renault 97T.**

# 1990

**OLYMPUS O PRODUCT**





**In his eighth year in Indycars, Al Unser Jr finally wins the PPG Cup Championship. He led eight of the 16 rounds and won six, beating Michael Andretti by 29 points.**

# 1991

**OLYMPUS IS-1000**





**In his 14th Formula One season, Nelson Piquet chalks up his 200th Grand Prix at Monza, driving for Benetton. The three-time World Champion finished sixth.**

**OLYMPUS**

# 1993




**Damon Hill opens his account with a magnificent maiden Grand Prix victory in Hungary. He led from start to finish after team-mate Alain Prost stalled on the dummy grid.**

# 1998



**Goodwood reopens for circuit business on its 50th anniversary with a three magnificent days of track action, including Damon Hill in this ex-Maranello Concessionaires Ferrari GTO, raced at Goodwood by his father Graham 34 years before.**

## *THE STATE OF THE ART*

# 1999

*Camedia C-2000 Zoom, a pioneering 2 million plus pixel digital camera from Olympus.*

*Since the launch of the digital revolution, Olympus has led the way with a pioneering range of award winning cameras that have set new standards time and time again.*

*Las Vegas, February 18th 1999 and yet another new digital model is announced, offering a wide range of creative options for image composition, external flash synchronization, a super-high-resolution CCd with 2.1 million pixels and a first-class 3x zoom lens with a bright F2.0 maximum aperture. In short, a camera that offers true creative potential for even the most discerning photographer – the new Olympus Camedia C-2000 zoom.*

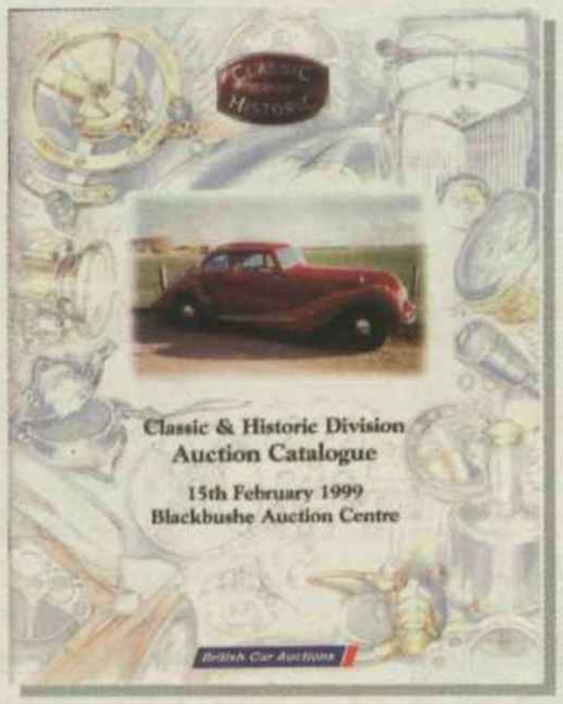


CLASSIC AND HISTORIC

# Buying a Classic through British Car Auctions

## *Classic & Historic Division*

So you've decided that you want to buy a classic, but where from and from whom? Naturally, you turn to the classic car magazines: dealers' ads, classifieds, private photo-ads - a veritable maze of information, offers and deals, but where do you start - how can you avoid losing yourself in a maze of confusion and avoid the pitfalls that can be associated with buying any classic vehicle? Simple - call British Car Auctions Classic & Historic Division and ask to speak to one of the department's specialists: Robin Lawton and Marcus Ross, who will inform you about their next sale and invite you to subscribe to its fully illustrated catalogue which will contain a comprehensive selection of 80 across-the-board classics that will cater for all tastes and pockets. Now you have the perfect opportunity to browse, at your leisure, over this wide range of classics and read the detailed notes accompanying each lot. No salesman pushing you towards a car of his choice rather than yours, no tackling an uncommunicative private vendor for correct information on the history of a certain car - it's all been carefully collated by the Classic & Historic team into a straight forward no-nonsense format allowing you to make your decision on which classic to go for in a pressure-free environment.




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On arriving at British Car Auctions' extensive facility at Blackbushe, Surrey, your catalogue will gain, for both yourself and a companion, entry to the viewing hall where you can start to examine any of the cars of your choice at your own pace. British Car Auctions' expert team will be on hand to start up cars if desired. You have every opportunity to satisfy yourself that the car is up to the catalogue description and whether or not it lives up to your expectation. Again, no pressure - just confidence inspiring access, enabling you to make a sound judgement on an important purchase. Restaurant facilities are on hand so you can relax and ponder over your discoveries and, at all times, expert help is on hand to answer any queries you may have before the sale. Another relaxed step completed towards classic car ownership.

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CLASSIC AND HISTORIC

# The 'Critical Path' to selling your classic with British Car Auctions *Classic & Historic Division*

Does the idea of putting your classic up for sale fill you with dread? What path do you choose and is it the safest route to a successful sale? If you advertise it, you are expected to be available to show the car to a prospective purchaser at a time convenient to him - not you. Will he show up and, if so, how do you know whether he has the finance to complete a deal? How do you tell a tyre-kicker from a serious buyer? Does your insurance policy cover him for a test drive? Probably not. How much will the advertisement cost and, once you have placed it, are you willing to cope with countless tele-sales operatives trying to sell you further advertising space in irrelevant periodicals. The process is a minefield of expense and irritation which cannot even guarantee that the right person for your classic has even seen your ad. Do you need the stress?






Another course of action is to put your classic into the hands of a dealer. This is like putting your house with an estate agent except that you don't physically lose control of your house as you will do with your precious classic when putting it 'on consignment' with a dealer. Will you have direct contact with the principal of the company or are you fobbed-off with a junior salesman? Will your classic be correctly promoted and advertised, stored safely and properly presented at the sale. Will you actually know what price your classic has been sold for and exactly what figure will be returned to you? What about the hidden extras - 'Oh, we had to fit a new clutch in order to complete the sale - here is the bill for the work and our advertising costs.' More stress and another minefield.

Or you can put your motor car with British Car Auctions Classic & Historic Division where you will have direct contact with the department experts, Robin Lawton and Marcus Ross, who will courteously appraise the value of your car with you. They will work with you on producing an accurate catalogue description of your classic, establish a realistic reserve price that you are happy with and tell you exactly what costs are involved in the process. They will co-ordinate with you on the delivery of your car to the sale, advise on presentation matters and store your classic under high security throughout the sale process and, to ensure that the presentation of your vehicle is maintained during pre-sale viewing and on sale day, the exterior of your car will undergo two complete valets. At all times, you will have the peace of mind that you know exactly where and what is happening to your treasured possession.

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CLASSIC AND HISTORIC

# Classics for every taste and pocket sell at British Car Auctions

British Car Auctions Classic & Historic Division opened their '99 season in confident style with a strong collection of classics to suit all tastes and pocket. Comfortable with the fact that British Car Auctions operate one of the lowest sales premium rates of the major auction houses, buyers bid strongly to record a positive 60% sales rate, a positive and confident start for the Classic & Historic division in their first sale of the new season.







A rare specification Bentley S1 Continental two door coupé by Park Ward sold under the hammer for £25,000. Originally built to the order of shipping magnate Stavros Niarchos in 1957 with rare left hand drive configuration, it had covered a mere 66,300 miles from new. In the hands of only three owners, with the last keeping this elegant Continental coupé for some twenty-four years, it had never truly been restored and represented a superb opportunity for a collector to enhance a very rare specification Bentley.

In direct contrast to the Bentley was an exceptional example of the popular post-war Ford Prefect E93A saloon.
A subject of an exacting restoration some thirteen years ago, this 1948 example had been sympathetically revived with particular attention to originality retaining such items as its original de-luxe specification interior, allowing it to win many Concours awards.
A charming introduction to classic car motoring at an accessible £4,400.

The evocative lines of the 1960 Jaguar XK150 SE coupé bought much attention at this Blackbushe sale.
A three owner car that had been extensively refurbished to a high standard some ten years ago, it epitomises the Jaguar legend of 'Grace, Space and Pace'. Bidding was naturally brisk for this desirable classic sportscar and it sold for £15,800.




**1999 AUCTION PROGRAMME**

| | | |
|---|---|---|
| **April** | | |
| Monday 12th - 12 noon | | Blackbushe |
| **June** | | |
| Monday 21st - 6.00pm | | Blackbushe |
| **August** | | |
| Monday 16th - 6.00pm | | Blackbushe |
| **October** | | |
| Monday 11th - 12 noon | | Bridgewater |
| **December** | | |
| Monday 6th - 12 noon | | Blackbushe |

The Bristol 400 was the first offering after the Bristol Aeroplane Company diversified into motorcar manufacture shortly after the end of WW2. Its design innovation made a significant impact on automotive style for decades to come. British Car Auctions sold a superb marque-specialist restored 1949 example for £14,365.





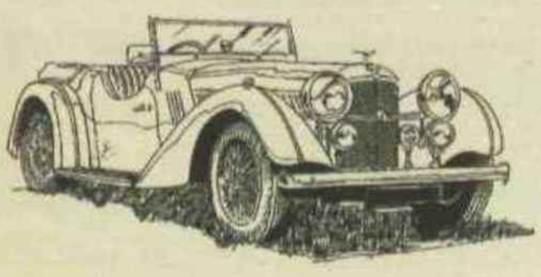





For further information on any aspect of buying or selling important motor vehicles, please contact **Robin Lawton** or **Marcus Ross** on **01252 878555 (Fax 01252 878741)** or call the Classic and Historic Information Helpline on **01252 877317.** Website: **www.bca.group.com**

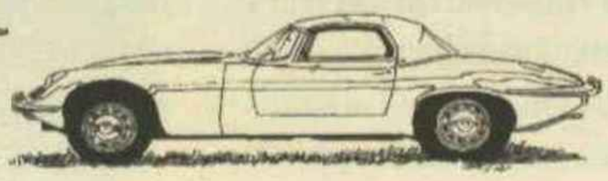
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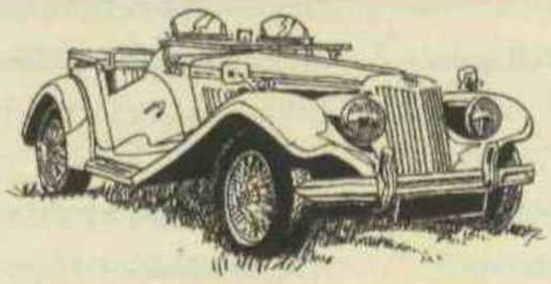
## A selection of fine cars sold in 1998 by British Car Auctions Classic & Historic Division



1935 Alvis Speed Twenty VDP Tourer, Sold for £27,300

1975 Jaguar 'E' Type Series III Commemorative model (One owner – 650 Miles) Sold for £70,500





1954 MG TF (one owner – 29,000 miles) Sold for £20,400

CLASSIC AND HISTORIC

British Car Auctions

GUY BROAD

# KEEPING THE X

After five decades, the Jaguar XK is still breathtaking. Even to the non-enthusiast, an XK's beauty remains absolutely captivating! But is it merely an artefact, or is there a usable, enjoyable and practical car somewhere under that iconic shape?

Unquestionably, yes. Underneath those graceful lines beats the heart of a majestic big cat. Plainly a car that will exhilarate and excite with its performance, as well as tease us with its glamour.

But remember, the XK is 50 years old and finding the essential parts to keep it in tip-top working shape and putting them together expertly is a tall order.

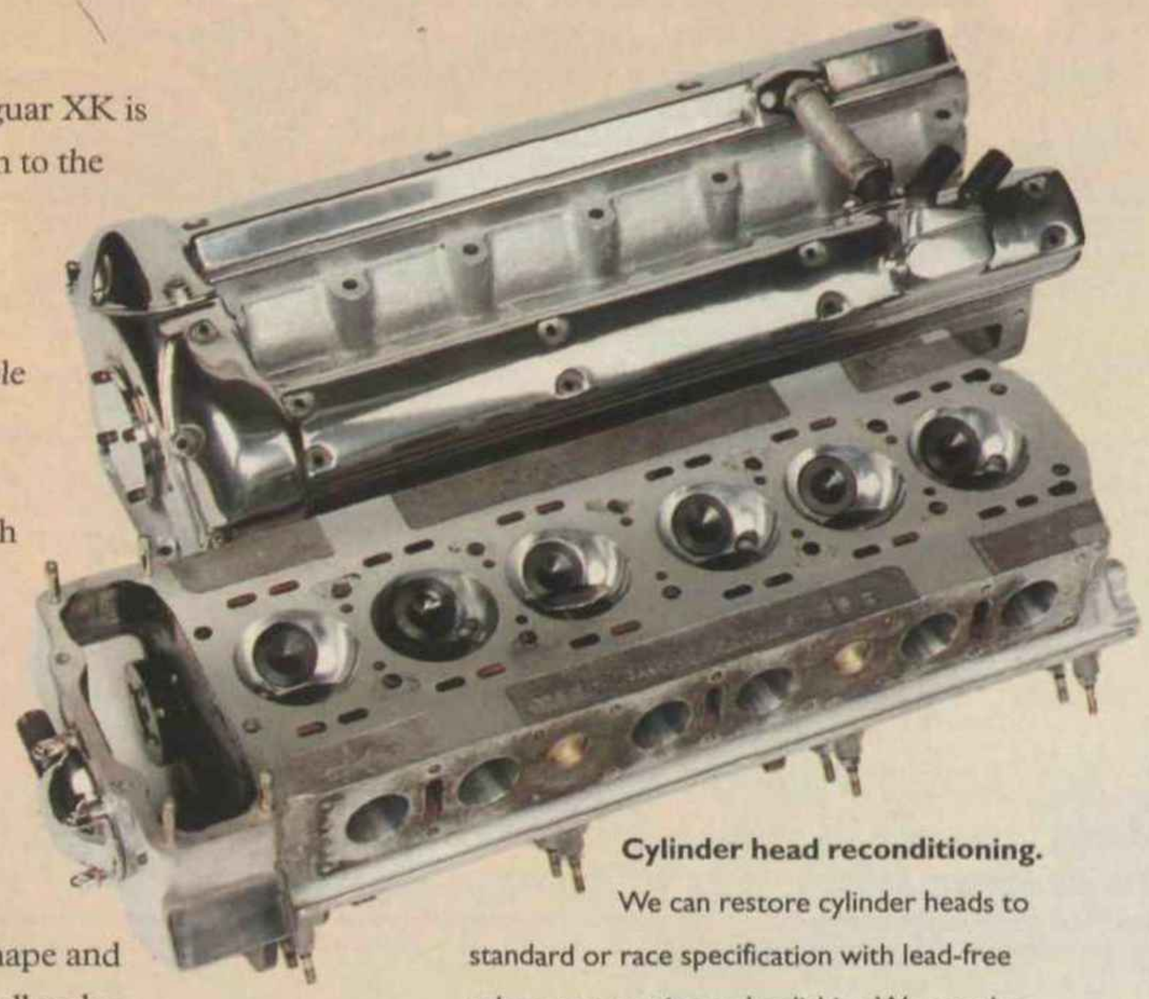
Well, it would be, but for the existence of people like Jeremy and Guy Broad. Between them father and son have over 60 years hands on experience with XKs. And their company Guy Broad Parts is dedicated to Jaguar XK - nothing else. And both Broads are involved in the day to day business.

Guy Broad Parts is a world-leader in XK parts. Over 12,000 parts, new and replacement are always in stock in its Corley, Coventry warehouse, for off the shelf, immediate dispatch world-wide.

*If any part is not available,* Guy Broad Parts can make it. 'We'll supply everything - even the bits and pieces others can't - or won't do!' says Guy Broad.

Guy Broad Parts is a total service. New and reconditioned parts. Renovations and restorations in on-site workshops. 'New' car rebuild production line staffed by ex-Jaguar mechanics.

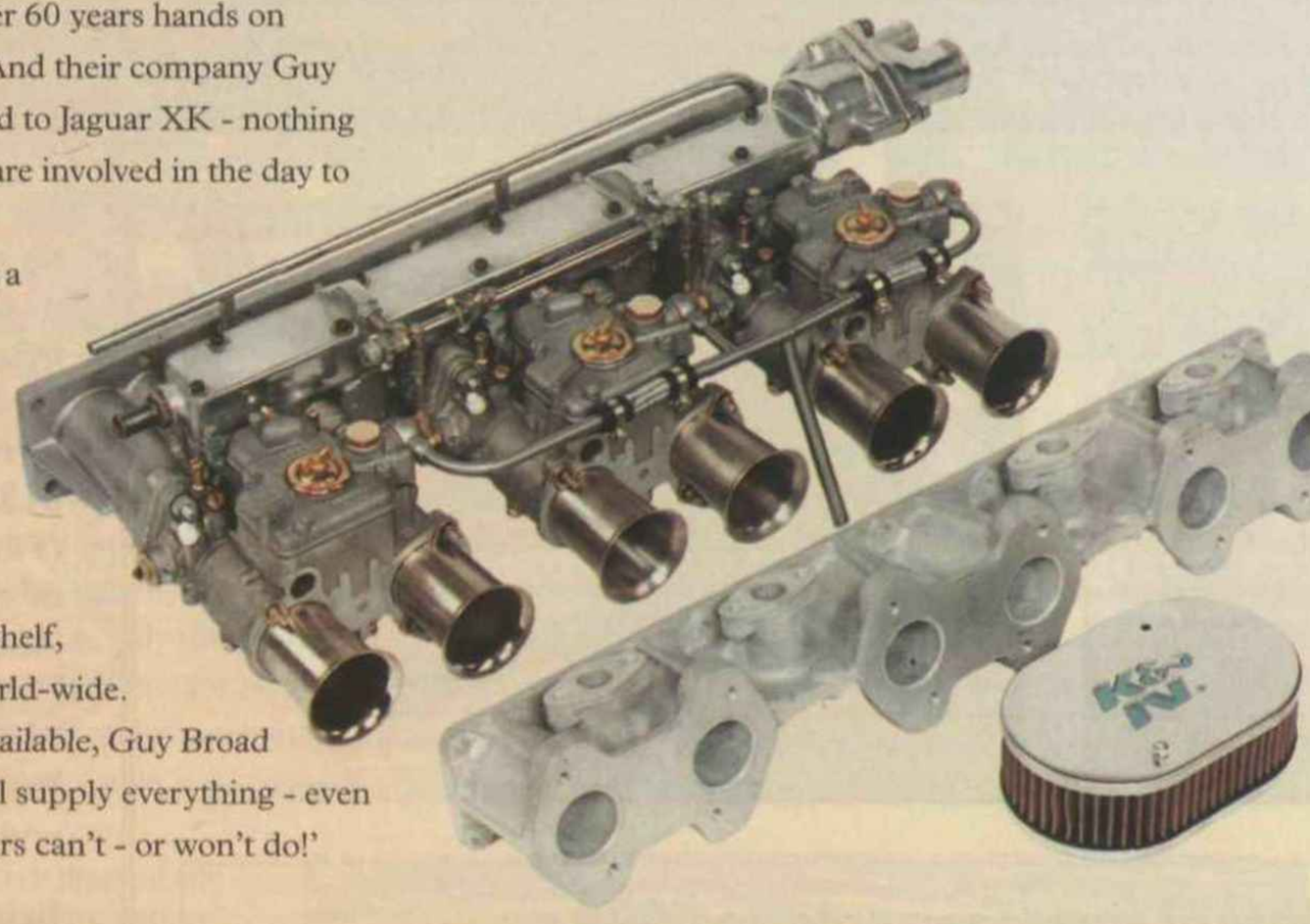
Guy Broad Parts is much more than supplying essential parts and components. Says Jeremy Broad: 'We need little more than a log book to build a "new" XK from scratch. And with our recently launched "BroadSport" performance parts packages we have the technology to upgrade each specific area of a car engine, brakes, cooling carburettor, suspension and so on to comply with modern day safety standards.'



**Cylinder head reconditioning.** We can restore cylinder heads to standard or race specification with lead-free valve seats, porting and polishing. We can also weld and machine badly corroded water-ways. Heads are available assembled and ready to fit.




*John Young*
*at Doningto*



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BroadSport is unique. It describes a complete range of the performance parts developed exclusively by Guy Broad, and proven under arduous and exacting racing conditions. In fact it was the Broad's own XK "BroadSport 120" that romped home by a clear 18 seconds in last year's XK 50 Classic 10 lapper at Donington.

Guy Broad Parts was founded by Guy Broad in 1988. It grew out of a family commitment to everything XK, for three generations, the Broad family have owned, raced and coveted the legendary marque. Grandfather John began it all; his son Jeremy has owned and driven over 300 XKs in a lifetime's love affair, and now grandson Guy has founded the business that bears his name.

Back to BroadSport. Says Guy Broad : 'Our BroadSport XK Selection Catalogue is already in huge demand. We've a reprint in hand, as many see it as a collectors' item! But it's designed as a working catalogue packed with over 200 vital "goodies" and important information. A tribute to the magnificent legacy of the XK engine.'

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*inning the XK 50th Anniversary race*
*- July 1998, in the "Broadsport" 120.*



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Whether you plan a gentle circuit or two at an enthusiasts' rally, or to open up in full-blooded competition, Broad Sport takes the process far beyond roadworthiness to new heights in achieving authentic show and performance conditions.

"New" cars equipped with the latest Broad Sport technology are very much in demand, selling at upwards of £100,000. 'There's no shortage of customers' says Guy. 'And we guarantee that when customers wish to sell they can get their money back within twelve months - even make a profit on the deal.'

Guy Broad Parts has customers in every part of the globe, places as diverse as Réunion Island and Guatemala. Do a "Jaguar" search on the Internet and Guy Broad pops up all over the place!

Shortly, it'll be possible to browse XK catalogues, peruse pictures and place an order on Guy Broad's own website:
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GUY BROAD

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From its attractive and discreet premises in rural Hampshire, only 40 miles away from central London, the Company provides a highly experienced and all embracing service, from confidential enquires and acquisitions on behalf of prominent collectors to professional market advice.

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ASTON MARTIN DBR1 With the DBR1, Aston Martin won both Le Mans and the World Sports Car Championship in 1959. Duncan Hamilton & Co have been fortunate enough to handle DBR1 (Ch no. 04).




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FERRARI 312T/022 Niki Lauda heading for victory in the 1975 French Grand Prix. The 312T twelve-cylinder 180 degree engine produced around 500bhp at 12,200rpm.

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JAGUAR D-TYPE This is the famous Duncan Hamilton D-type which finished 6th at Le Mans in 1957 and 3rd in the supporting sports car race at the British Grand Prix meeting of the same year. In 1958 the car went on to 4th in the British Empire Trophy at Oulton Park and 6th in the Tourist Trophy at Goodwood.



FERRARI 712 Originally constructed as a 512S Spyder, chassis no. 1010 was transformed into a Can Am car by the Ferrari factory when it was fitted with a 7 litre Can Am engine. Here Mario Andretti powers to fourth place at Watkins Glen in 1971.



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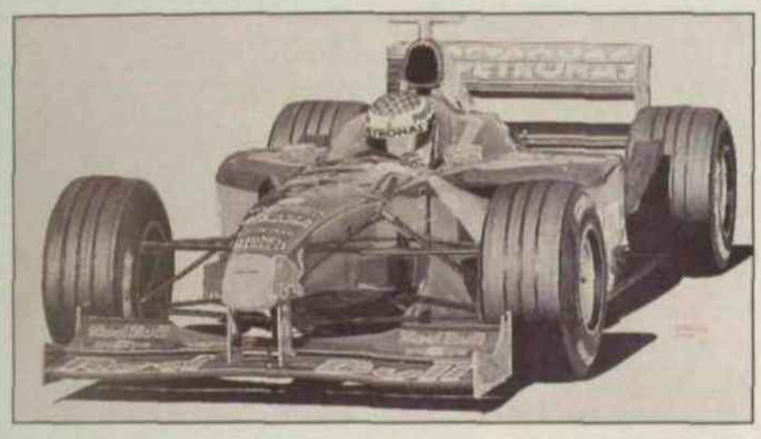

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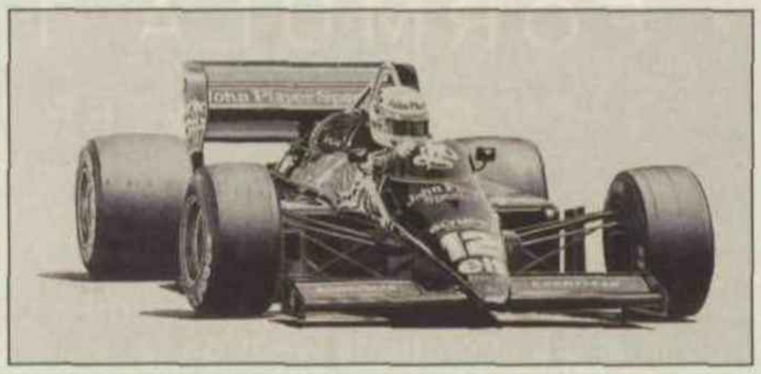
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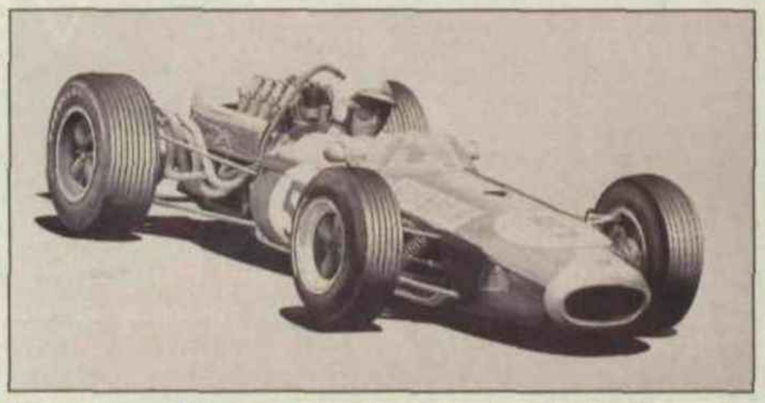
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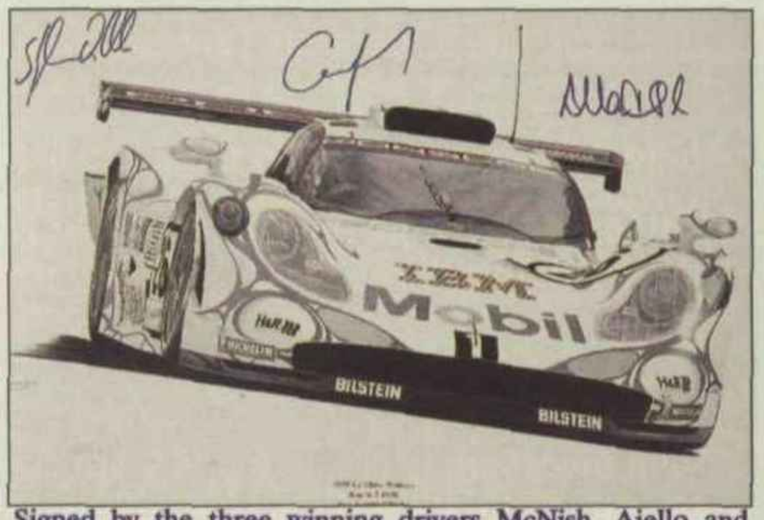
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This exquisite 1/8th scale replica, produced under exclusive licence from Cosworth Racing, is one of a series of famous race and rally engines from MDS Collectibles.

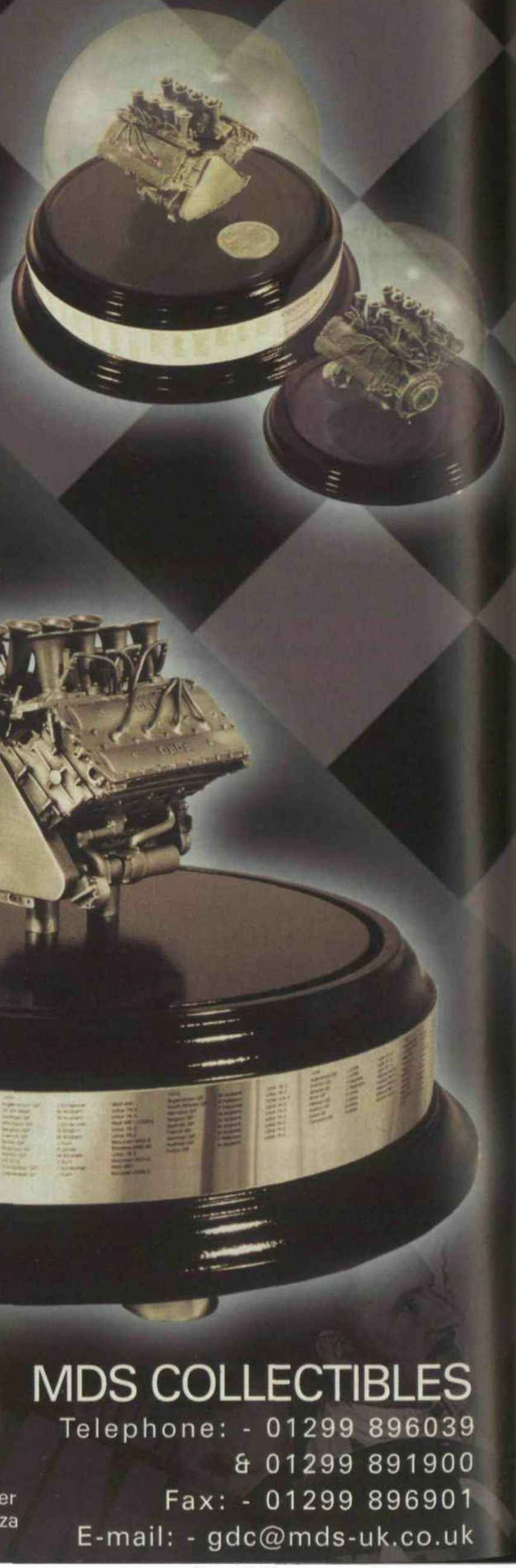
Individually mastered and hand produced by British craftsmen and cast in antique pewter - the fourth most precious metal, which gives weight and feel to the piece, and allows intricate detail to be faithfully reproduced - it has been developed in conjunction with the Cosworth Racing engineers involved with the original project.

Two versions are available: -

*The Limited Edition*
1000 pieces only, presented in a special presentation box the engine is mounted on a deep plinth, beneath a 17cm dome, with each of the DFV's World Championship Grand Prix wins listed on its plinth band. Each piece is individually numbered, and qualifies for a matching personalised certificate of authenticity signed by a senior member of Cosworth Racing personnel. *The price for the Limited Edition is £175.00 plus £10.00 post & packaging in the U.K., Europe £15.00 the rest of the World £25.00.*

*The Proof Edition*
This open-ended edition is an identical engine presented on an MDF base, beneath a 14cm dustproof resin dome, again complete with its own individually numbered identity plaque. *The price for the Proof Edition is £100.00 plus £6.00 post & packaging in the U.K., Europe £10.00 the rest of the World £15.00.*

Demand for both editions is sure to be high among period F1 team members and collectors alike, these exclusive pieces are sure to delight every racing fan who appreciates engineering genius, or who has an eye for the sport's history. The perfect gifts for home or office. Without doubt a future classic.




Other signed Limited Edition & Proof Edition models in the collection available now include: - the 1998 - Ford Zetec R - V10 Formula 1, the Cosworth DFX Indy Engine, driver signed Limited Editions of the Subaru Impreza WRC Turbo Engine & 1/24th Scale Impreza WRC car as well as a 1/24th scale Jeremy Mayfield signed NASCAR Ford Taurus.


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We could have offered you a simple history of racing since the inception of the magazine; but MOTOR SPORT's association with this most intense field of competition has always been more than mere reporting, whether current or historical. Instead, we present a series of essays which are informed by the glories of racing past, but which try objectively to analyse the strengths and weaknesses of motor racing today.

Circuits, machinery, safety and media coverage have all advanced immensely in 75 years, but progress does not always result in good racing, and without an objective eye the errors of the past have ways of resurfacing. We hope our analysis shows that motorsport the world over is, by and large, as intense as ever – and most of all that you enjoy reading it.

MotorSport



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# GRANDS PRIX

***GP RACING WAS ONCE RULED BY MANUFACTURERS; NOW IT'S THE FIA AND CONSTRUCTORS. MATTHEW FRANEY ASKS HOW LONG IT WILL LAST***

If you want to find out how much the world of Grand Prix racing has changed in the 75 years since *The Brooklands Gazette* first rolled off the presses, then spare a moment to recognise that despite the passing of time, some things remain very much the same. Consider the following scenario:

In a bid to reverse the trend of a morale-sapping season an Italian marque succeeds in a spot of designer-poaching. After much arm-twisting the team's Mr Fixit secures the services of two highly respected technicians to complement his talented and experienced driving line-up. Within months their creation will become a Grand Prix winner, within two seasons they will be fighting for the coveted World Championship.

Meanwhile, far away across the continent, a once-dominant team has the same ambitions. To revive its flagging fortunes, a brilliant designer is hired and a new Mercedes engine created. Just weeks after joining, the designer turns the previously unsuccessful race car into a winner.

Sound familiar? If you filled in the gaps with the names Ferrari, Jean Todt, Ross Brawn, Rory Byrne, Michael Schumacher and Eddie Irvine, then you wouldn't be totally wrong. Nor would McLaren-Mercedes and Adrian Newey be far off when trying to name their rivals. The examples above, however, are no potted history from Grand Prix racing's last few seasons, they are a snapshot of a world very different from that now controlled by one Bernard Charles Ecclestone.

This plot springs straight from the pages of history in 1924, the year this magazine came into being. A year when one Enzo Ferrari, then working for Alfa Romeo, convinced the much admired Vittorio Jano to leave Fiat and build the Milanese firm a winner. His offering, the P2, became an instant Grand Prix classic, winning first time out in France and then clean-sweeping the first four places in dramatic fashion at Monza.

In that same year Mercedes turned to Ferdinand Porsche to redesign its M72/94 and build a new Grand Prix car with which to fight Alfa. Three-quarters of a century on, the names may have changed – though even some of those are still the same – but the theme is a familiar one.



***Ferrari management, a new design team and the best drivers turned Alfa's fortunes around in 1924...***



LAT

***1998: Plus ça change... Mercedes and Ferrari use the best talents in the business to rise above the rest***

Of course asking a modern day racer to compete along the same lines as the sport's pioneers would be just as ridiculous as bemoaning that the sport ever evolved in the first place. Whether Michael Schumacher or Eddie Irvine are even aware that, in the first quarter of this century, Grands Prix were held on rock-strewn pavé road courses, over lap distances that stretched for up to 80 miles, in events lasting over twice as long as a current championship round is a bit like asking whether Georges Boillot or Dario Resta ever predicted the use of traction control or fly-by-wire throttle systems. Like the cars that run in it, the Grand Prix itself has changed beyond all recognition.

Look at why the format has become what it is

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today, however, and there are those who would argue that the homogenised two hour, 200-mile, made-for-television event we watch in the comfort of our living rooms is a worrying indicator of things

**"Forti Corse secured more visibility being lapped than mid-field McLaren..."**

to come. The romance of racing – or spectating – at Monza or Spa-Francorchamps will doubtless never diminish, as Alan Henry so eloquently argues on page 80, but for the thrill to remain it will take strong hearts and minds to ensure that we don't end up trading the likes of Monaco or Silverstone for Beijing or Kuala Lumpur.

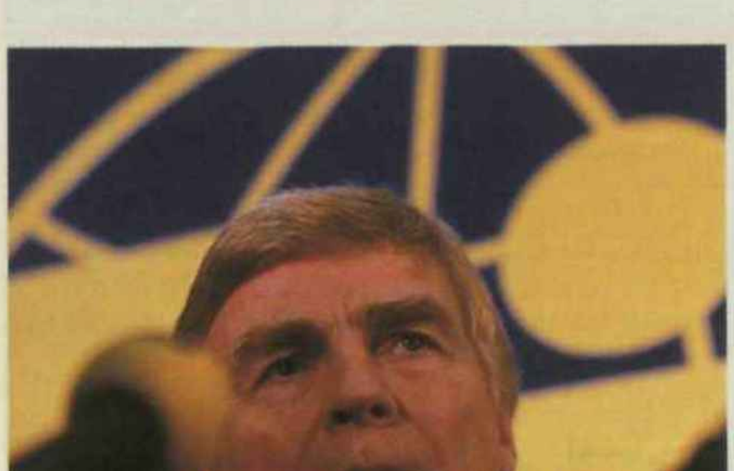


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*...while Mercedes used similar tactics for its team*

And do not doubt for one minute that it will happen. If the social and economic winds blow the Grand Prix circus out of Europe then racing's powers-that-be will simply find a new home for teams and drivers. Whereas increased exposure may have once meant a driver had popped his head over the aeroscreen, today it means sponsors, airtime and chasing the elusive dollar. It was the source of some amusement when, several seasons ago, it was calculated that the insufferably poor and excruciatingly yellow Forti Corse Grand Prix team had secured more visibility for its sponsors over the course of the year while being lapped ➠

*Prestige manufacturers looked down on 'garagistes' like Brabham and Cooper, but they changed the face of F1 forever*



LAT

***Mosley's idea of entertaining racing not universal***

by the leaders than the once-mighty McLaren, then lodged firmly in the mid-field. My point is not that Forti deserved less or McLaren more, but that someone, somewhere was given the task of

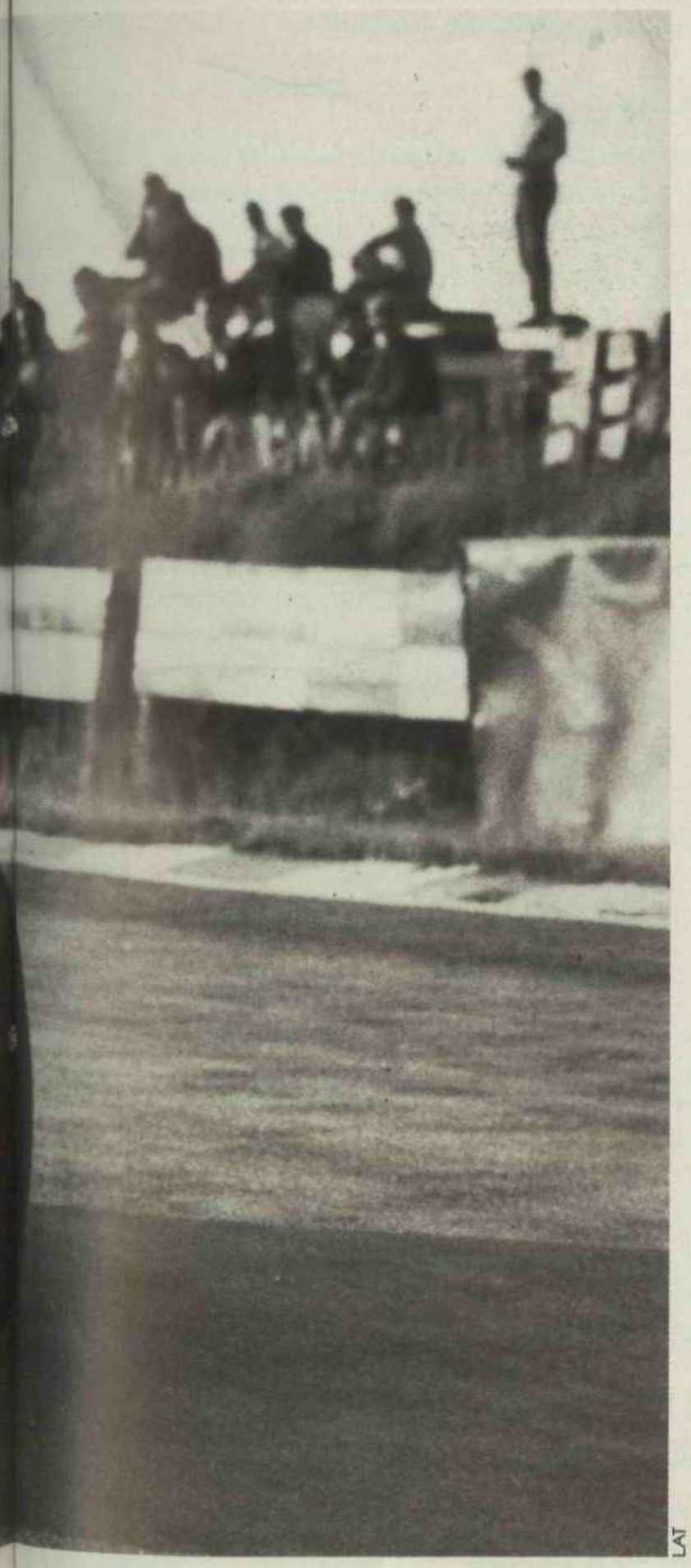
**"Would you sit through 16 GPs if you knew lead changes took place just once a race?"**

watching over 30 hours of Grand Prix footage with a stopwatch in each hand to let us know that fact.

On the surface the drivers are still just doing what drivers do best, but scratch through that veneer and the formula that stakes its claim as the pinnacle of motor racing proves to be a complex and difficult conundrum.

Ask yourself this: would you sit through 16 Grands Prix this season if you knew meaningful lead changes might take place on average once a race and then, more than likely, because the leader has made a mistake or got a problem? Of course you would. It may not sound like the most rivetting way to spend a Sunday afternoon, but we do it every fortnight or so without fail, in the hope that we might witness that most rare thing, a freak occurrence: a Senna in the wet at Donington or Schumacher on a charge in Belgium.

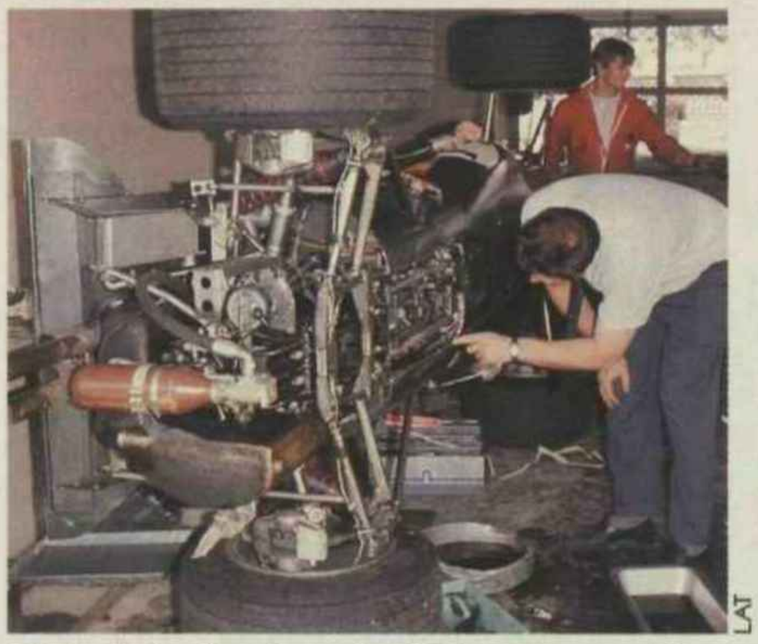
I won't, and can't, argue that Grand Prix racing in the 1960s or '70s was without its attractions in



LAT

terms of pure sporting contest, but even those days tend to appear halcyon only with the benefit of spectacles tinted a lighter shade of pink. Study the championship tables from the 1960s and it soon becomes clear that every season about three drivers, on occasion four, stand out from the crowd. How different is that from the sport in the 1990s?

What the Grand Prix competitors of the '60s do bear some responsibility for, however, is the charge that the sport we know today is like it is because of the actions of those competing in it 30 years ago. Unwittingly for many – and consciously for some – the great change of post-war Grand Prix racing came not with the shift from front to mid-engined cars, nor with the ever-changing rules on engine sizes or even the evolution of aerodynamic



LAT

***Typical pits shot from the 1968 contrasts with…***



LAT

***…an equivalent scene taken some 30 years later***

aids. The change came with the disappearance of the great marques from the sport and the creation of the Grand Prix constructor – firms set up to build racing cars rather than manufacturers that went racing to sell road cars or, uniquely in Ferrari's case, sold road cars to go racing.

Major car companies that have entered Formula One as constructors since the end of the 1950s can be counted on the finger of one hand. Honda came and went as did Porsche, Alfa Romeo and Renault, while Maserati and Mercedes had dropped by the wayside some years before.

The teams that have made up the front-runners of the last 30 years go by the names of Brabham, Lotus, McLaren, Williams. What matters here is not that these small *garagistes* (as Ferrari dismissively branded them) were better at the game than the big players – although on nearly every occasion they patently were – but that they were just that: small, flexible teams capable of reacting quickly to the rapidly-changing world in which they had chosen to compete.

As the rewards for success grew, so those small teams grew bigger, and with size came increasing political muscle. The racer-cum-engineer who had founded a small team in the early '60s would probably have gasped at the thought of taking on the sport's governors and winning; but in the FISA/FOCA wars of the early 1980s they did just that, and with victory the constructors ➳

## SAFETY

The one big change in safety in the last 75 years, has not to do with helmets or gravel traps but attitudes: from the view that racing was inherently dangerous to that which said that crashes should be survivable.

Back then, narrow tracks and starting grids of four abreast seemed acceptable when acceleration was limited, and it took time to accept that the odd hay-bale was little use againts track-side obstacles. Racing, it was argued, was risky, and if it scared you, you shouldn't do it. At Donington cars continued to race through an arch of a bridge, because it was exciting, and anyone worried about crashing at the Nürburgring was cissy. And that nonsense about the danger making drivers take more care was regularly trotted out. Racers of all eras have needed the ability to close their eyes to risk…

Post-war, airfield circuits allowed more run-off space, but the fear of spoiling famous tracks outweighed the commitment to save lives. It wasn't until the late '60s that the theory of progressive deceleration, strong monocoques and safety-belts offered a real safety strategy. Run-off areas, gravel traps and catch-fencing brought cars to a controlled halt, while Armco barrier protected spectators and caused a less destructive glancing impact. Fire, once deadly, has been mitigated by extinguishers, fireproof overalls and oxygen supplies.

Latterly, safety gains have focussed on the car. Carbon-fibre monocoques have saved many drivers, and head restraints are now mandatory in F1. From this year, following Senna's death, suspension arms are tethered by cable. Innovations continue: John Fitch, one-time GP driver, manufactures 'soft' barrier systems, and has designed an advanced driver safety capsule. In safety, progress has not bred complacency. **GC**

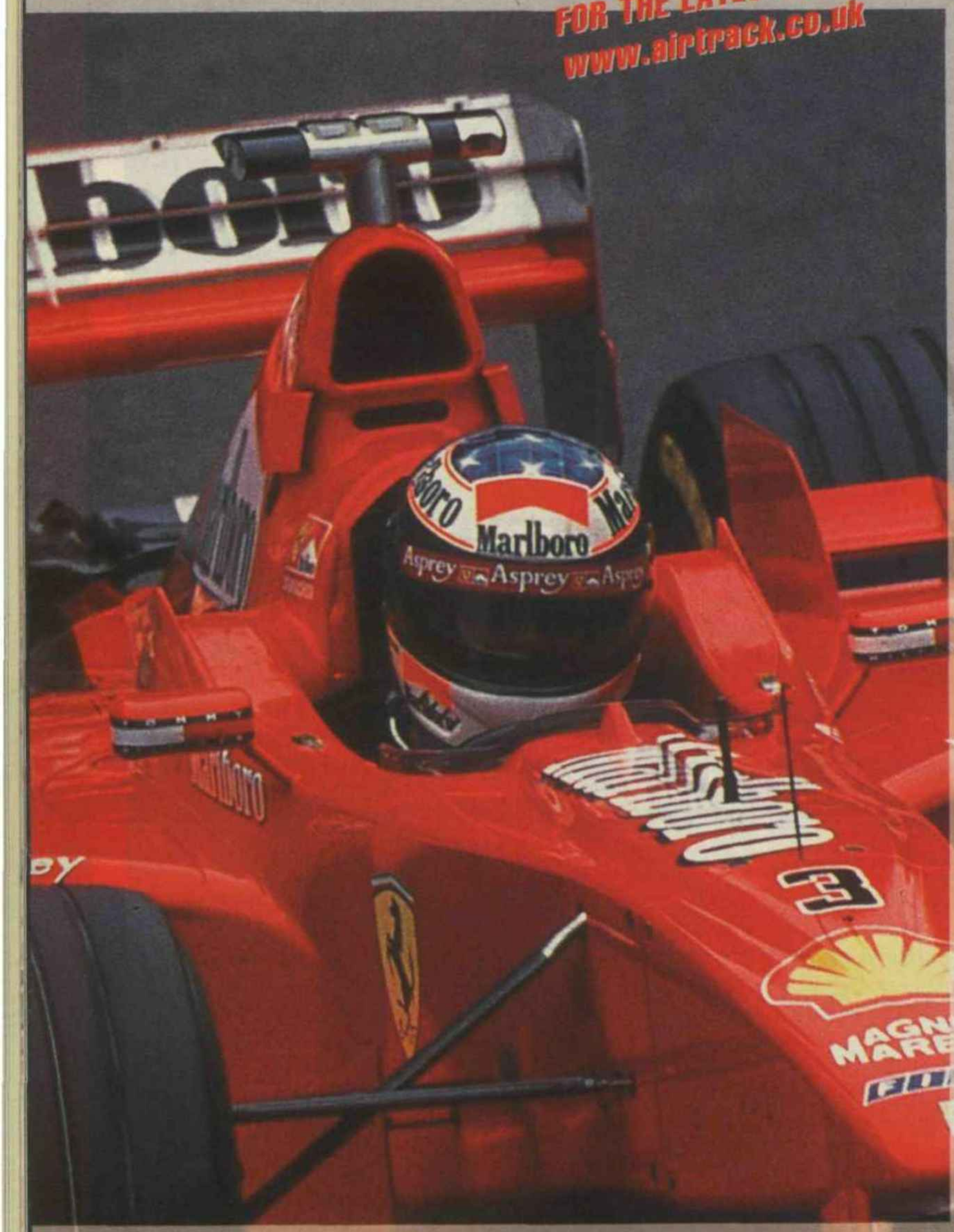
***Head restraints (left) are now mandatory in F1. Catch fencing (right) brought its own limitations***






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suddenly held the whip hand. Well, almost...

Bernie Ecclestone's shrewd decision to split his time between the running of a Grand Prix team and the running of the Grand Prix circus was probably viewed by those involved at the time as acceptable for both sides. Racers like Frank Williams were in Formula One because they simply wanted to win races. If someone like Ecclestone wanted to oversee the logistics and make everyone involved rich men at the same time, then bring him on. And so is written the story of the last two decades: the circus has evolved almost beyond recognition, and some Tristram is forced to sit in front of the TV, stopwatch firmly grasped between his fingers.




LAT

*Ecclestone and BAR's Craig Pollock talk frankly*

Things, however, may be about to change. Like it or lump it, the sport as we have known it for the last 20 years is under attack from many fronts: the anti-smoking lobby is winding up for a long fight, financial institutions have reacted less than favourably to Ecclestone's plan to float the company, the European Union is peering into Formula One's various nooks and crannies and major international corporations are trying to set up large works teams.

Well the first three might sound like things you would rather avoid, but the fourth? Why wouldn't the sport want Honda, Toyota or British American Tobacco to be illustrious members of the club? The answer, say several well-placed sources, is money. Despite the odd creak and groan, the FOCA ship has happily sailed on its merry way, stopping at port 16 times a year to visit the bank. The ship avoids storms because it has a strong captain and a willing crew, all of whom have become rich while on board. Generally, what the captain wants, the crew provides.

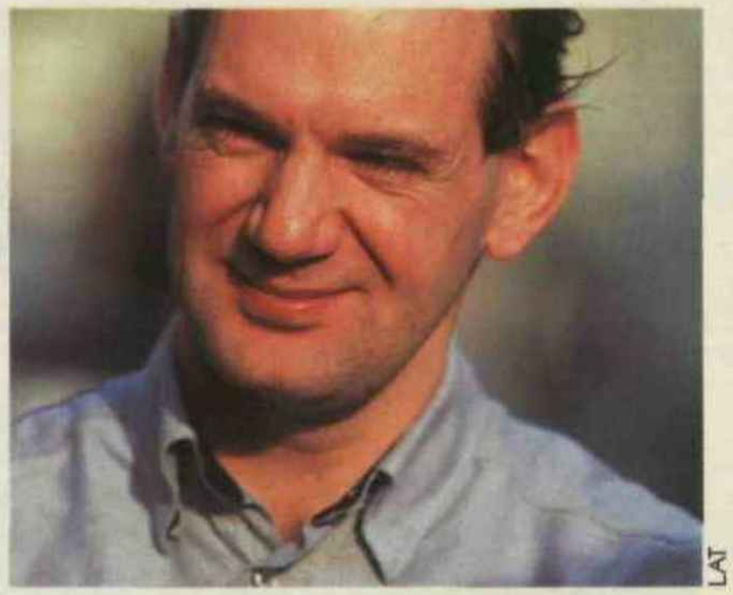
But what can Ecclestone offer a company like Honda or British American Tobacco when they decide, as they inevitably will do one day, that they want out of Formula One? The financial rewards that are naturally so attractive to an ambitious team owner – and ensure that eventually they toe the line – are loose change in the petty cash drawer to a company the size of Toyota.

Preserving future stability, not past successes, is where Bernie Ecclestone and FIA President Max Mosley's attentions are firmly fixed at this moment in time. The stubbing out of British American Racing's plans to run this year's cars in two liveries, says one source, has less to do with "bringing the sport into disrepute" and more to do with reminding bosses of global conglomerates that if they want a slice of the action, they need to remember who runs the show.

There may be, however, a downside to such a tough stance. If I was Bernie or Max, I would be wary of letting major companies like BAT commit hundreds of millions of pounds to the sport and then run the risk of watching them walk out in a huff when what they thought they were going to get fails to be delivered. Put simply, Formula One needs multi-nationals – and their money – far more than they need F1.

It's a far cry from those early days of the sport when any money up for grabs went to the man who won the race and the rest went home empty-handed. When Christian Lautenschlager won the 1908 Grand Prix de l'ACF he was awarded the remarkably handsome prize of 25,000 gold francs. Ever a showman, the German did the flamboyant thing: he built himself a house...

**"Formula One needs multi-nationals far more than they need Formula One"**



LAT

***Adrian Newey: quickest man in Formula One?***

Ninety-one years later, the struggles ahead for F1's bosses make Lautenschlager's dilemma over how to spend his winnings seem trivial. While President Mosley avoids the flak flying over Brussels and Ecclestone tries to keep both teams and city financiers in step with his proposals, who will keep an eye on that which matters most to you and I: the standard of the sport we watch?

Last year Mosley infuriated the staff of this office when he said the FIA didn't think people were that bothered about overtaking and enjoyed the tactical machinations of a three-pitstop Grand Prix. All I can say to that is this: he is wrong and if the sport's authority figures allow themselves to be distracted from the bigger picture, then Formula One and its future will be poorer for it. M



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***1924 French GP: Campari won Alfa's first Grand Prix after epic 7hr drive. Co-driver felt the strain***



LAT

*Spa '98 proved today's F1 drivers are gutsy as ever*



LAT

*Spa '60; Chris Bristow died in lethal era of racing*



LAT

*'Ring '57; how great was Fangio's drive really?*




while the race report itself deals with the fatalities in an utterly matter-of-fact way. And while today this might seem strange, then it was the proper and professional way for a magazine to report a tragic but all too familiar occurrence. The drivers were not the media celebrities of today and the culture of sensation which we now take for granted was in its infancy. When Roland Ratzenberger and Ayrton Senna died at Imola in 1994, the BBC did not even broadcast its race report that evening and, in its time, too, that was the only proper response.

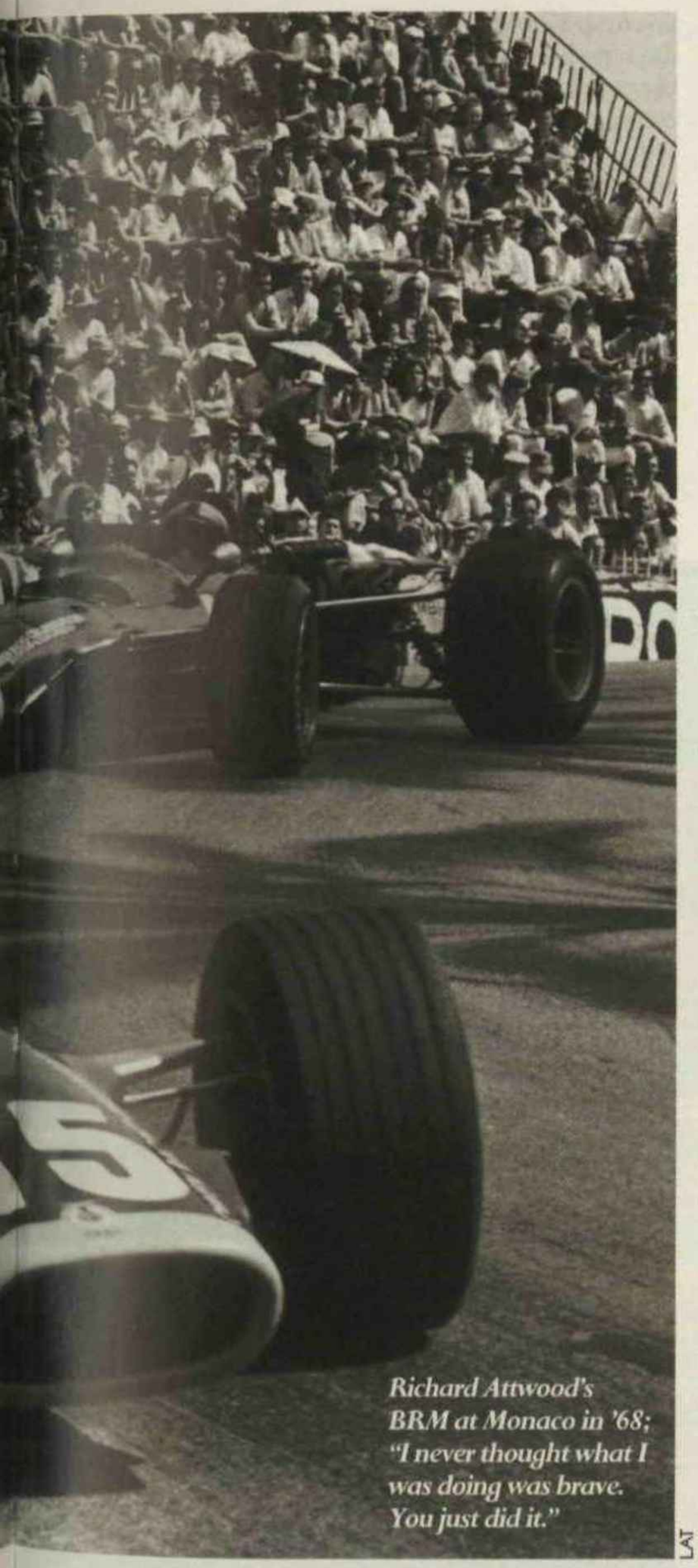
The drivers of today are not of a generation that has survived global conflict. If you are looking for clues to explain the risks their sires took beyond the simple truth that they knew no better, this is perhaps as good a place as any to search. When this magazine was born, a 100mph lap of Brooklands would have been small beer indeed for someone who'd survived the fields of Flanders. And what fear, I wonder, would Jean-Pierre Wimille have

**"A lap of Brooklands was small beer to one who'd survived the fields of Flanders"**

felt winning the first post-war Grand Prix, having so recently retired from the French Resistance? Even those drivers who did not fight in the wars still lived in an era where survival for those who stayed home was not a given. Life, in a word, was cheap.

So the background against which today's driver decides to go motor racing has changed beyond comprehension, the cars he drives and circuits he visits beyond comparison. Can it still be the same bloke behind the wheel?

On the whole I believe it is. I believe that what motivates someone to get behind the wheel and drive as fast as he possibly can is the same now as it was 75 years ago. When Campari won the 1924 French Grand Prix, the first after the birth of this magazine, I don't believe the motivation he needed to hurl his Alfa Romeo P2 around the streets of Lyons was, at its most basic, any different to that of the man who won the Australian GP, a race that, as I write, has yet to run. Both wanted to go as



*Richard Attwood's BRM at Monaco in '68; "I never thought what I was doing was brave. You just did it."*

LAT

## THE MEDIA

The journalist's job has changed beyond recognition. In some ways it's easier now, in others far harder and a lot less fun. The big change is the number of people doing the job. It's almost impossible to have the relationships the likes of Jenks enjoyed, when hacks and racers were pals who partied together.

There are now hundreds of journalists chasing drivers for a quote. Everyone is looking for that special story, but it has become almost impossible to do something different. More than ever the press relies on bland conferences, or sanitised quotes on press releases. It's easy to understand why. A driver now has far more demands on his time and can't satisfy everybody. When he does talk, he has to be careful. A seemingly harmless quote will be taken out of context, published and used elsewhere pretty quickly. Upset your sponsor or team boss, and you face a grilling.

The way we report races has also changed. Jenks would stand trackside making his lap chart, then rush around to find out what happened. In an hour he'd have a better picture of the race than anybody else. Today we watch the race on TV in press rooms, with the same scoring system the teams use. Why go all that way to watch on TV? Well, if you miss something seen at home, you look pretty silly. An hour after the end of the race, all the press releases will have arrived. You can ferret around the paddock, but rarely do you learn something new. Meanwhile, everyone else is putting press quotes into their stories.

Jenks used a typewriter, and, in the case of his famed Mille Miglia report, posted it. I press a button on my laptop and a story appears on the computers of the publication concerned. But even that's not fast enough. Before they get the morning paper, punters can read about the race on the internet. **Adam Cooper**

***Left to right: ITV's high tech studio; Jenks takes a break from reporting Le Mans; Murray's office***




fast as possible and, by doing so, capture the prize.

Why should it be any other way? The urge to go faster than your rivals is as old as mankind itself. Cro-Magnon man knew the consequences of being beaten to the kill. The need for speed is not acquired, it an ancient instinct and it is that which, today, makes them drive and us watch.

So how has he changed? Today's driver is fitter than ever, though, with races half the time of a '20s Grand Prix in cars weighing half as much, the need for stamina is less. He lives less wild times simply because they make him slower. I think the courage goes with the territory and could be seen in every driver who ran for their spare cars after the most dramatic pile up of the modern era at Spa last year. To race there, in that weather, after that event... The real difference is that in the past, there was a need to supplement courage by replacing the imagination with a conviction that it couldn't happen to you.

I conclude that today's driver, contrary to popular opinion and appearances and is not a pale and androgenous imitation of his former self but, more or less the same man adapted to suit a sport changed beyond recognition. He may rarely get drunk but nor does he often die in the pursuit of his sport.

Our sport is an evolving thing; the suspicion that each generation is less gutsy than the one before is as bogus now as then. The proof lies not in the words that started this piece but in a fact related to them: they were written in 1910. M



LAT

*Jean-Pierre Wimille: race driver, Resistance leader*



LAT

*Imola '94: Ayrton Senna leads off for the final laps of his life. BBC canned its evening race programme*




LAT

*Eau Rouge '96: Still the greatest corner in the world but now safe for modern Grand Prix machinery*

# THE CIRCUITS

***NO ONE DENIES SAFETY CONSIDERATIONS HAVE CHANGED RACE TRACKS FOR EVER. BUT, WONDERS ALAN HENRY, IS IT REALLY ALL BAD NEWS?***

Are international race tracks of the 1990s the perfect environment for today's high technology competition cars to show their performance to best effect? Or have we simply lost our way and sacrificed the world's greatest circuits on the altar of safety and public opinion?

When the editor asked me to pen my thoughts on this wide-ranging subject I was delighted. It was the chance for a random trip down memory lane, dropping off here and there for a nostalgic reflection on my favourite circuits.

But it was never really going to be as simple as that. Considering the issues which have shaped new tracks and re-created familiar old facilities means understanding the forces which have acted on the sport as a whole for generations.

As a bank clerk of 20, I wrote my very first club report for *Autosport* on 7 April, 1968. Little did I know that, elsewhere in the motor racing world, events were taking place which – although we could not appreciate it at the time – would ensure that the sport would change forever.

That afternoon, on a bleak, rain drenched Hockenheim circuit, Jim Clark crashed his Formula Two Lotus 48 and died. It was headline news across the planet. Yet this was not simply an issue of the greatest driver of his era being killed. Clark's fatal accident was witnessed by two, perhaps three, people as he slid straight off a long curving right-hander into unprotected trees less than 20 feet from the edge of the track.

This disaster made the front page of every British paper the following morning. Some 26 years later Grand Prix racing would be stunned by a corresponding tragedy when Ayrton Senna's Williams FW16 crashed during the 1994 San Marino Grand Prix. At the height of the television age, the Brazilian's death throes were witnessed by millions around the world. Therein lies, in my view, the key to why race circuits have changed beyond recognition during my time as a professional writer.

The notion that people should be protected from themselves has long since permeated the very fabric of motor racing. When Jackie Stewart said "I am paid to demonstrate my skill, not unreasonably risk my life" it was difficult for any rational observer to dispute the philosophy. Yet Stewart was pilloried for taking a stance on motor racing safety which was singlehandedly responsible for wiping out a host of circuits across the world.

That said, and looking at the way our society has developed over the past three decades, I am increasingly persuaded to think that Stewart wasn't turning the world on its head; all he was actually doing was running ahead of public opinion. The changes in thinking and philosophy would, as regards circuit safety, have happened anyway. And if they had not, then the sport would probably not have survived into this generation.

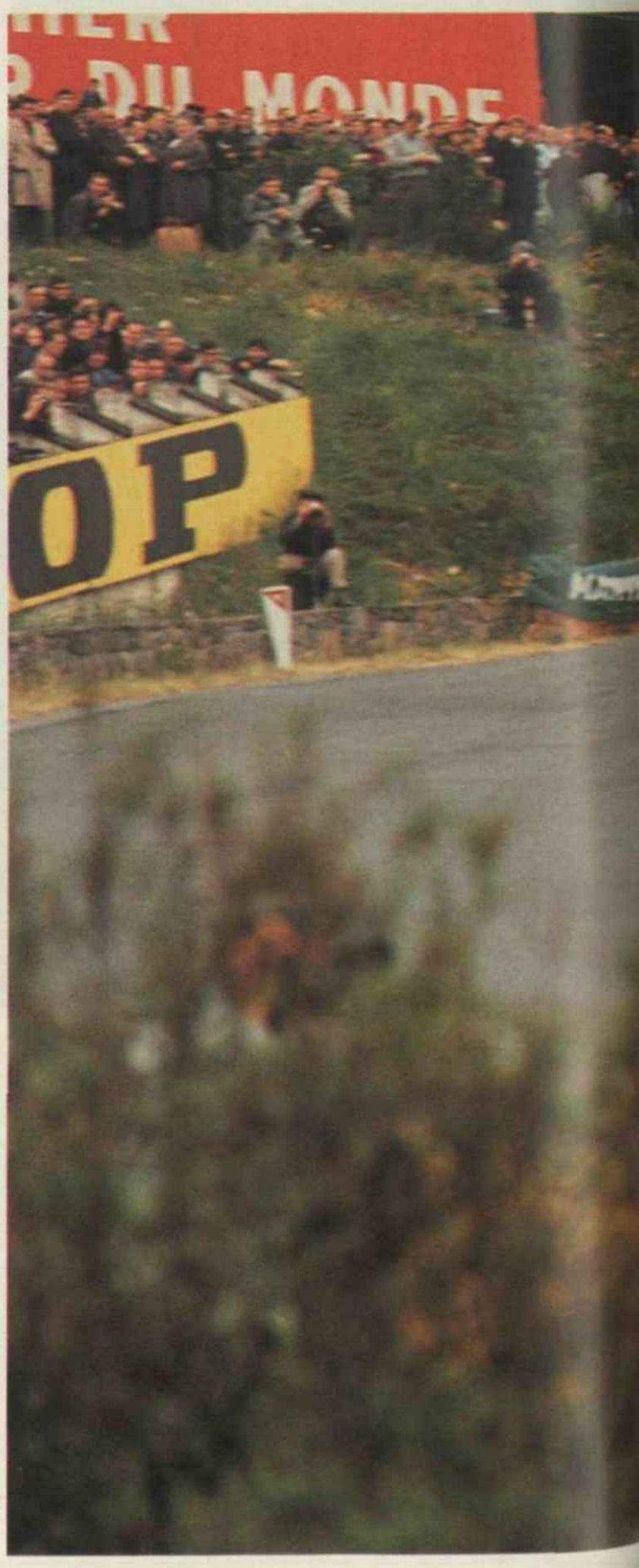
I count myself privileged to have attended some epic races at some of the greatest circuits in the world, but in considering the manner in which many became emaciated beyond recognition, it is important to remember that they fell into two distinct categories. First there were the circuits like Hockenheim where the addition of guard rails and high speed chicanes after Clark's death were merely prudent adjuncts. They did not alter the track's essential character.

Then there are circuits such as Imola's Autodromo Enzo e Dino Ferrari. In the furore following Senna's death this once-fine track has been reduced to a follow-my-leader joke. Finding a happy medium has not been an easy task.

Even as late as 1970, when I began reporting the European Formula Two Championship, many of the circuits on which the teams converged were raw meat indeed. Sicily's Enna-Pergusa track may not have been a road circuit, but it was a flat-out blast round a snake-infested lake in the sweltering centre of the Mediterranean island.

It was dangerous, sure enough. But if you'd addressed this issue to the likes of Jacky Ickx, Jo Siffert and Clay Regazzoni – who were embroiled in a three-way battle for the lead from start to finish – they'd have looked at you as if you'd landed from Mars. Yet only three weeks later, Jochen Rindt would die horribly at Monza thanks to an inadequately secured guard rail. Yes, and a mechanical failure on his Lotus 72, let's remember.

Monza is a classic case of a circuit which has evolved over the years to accommodate ever more stringent FIA safety requirements. Whether it is



an improvement is difficult to judge. Of course, it is *better*. Better in the sense there are more run-off areas, better in the sense that its paddock is more organised, better in the sense that its media centre is one of the very best in the business.

Twenty five years ago one used to queue at what looked like a cramped ticket office and battle to grab one of the badly duplicated sheets bearing qualifying times. The most information one could hope for was 'STEWART, 1' 33.45' wheras today you will be informed via a computer print-out that "8. M. HAKKINEN, FIN West McLaren Mercedes" was sixth fastest, with the lap time reported to three places of decimals and the lap speed printed both in mph and kph.

Those with a soft focus view on history will recall such days gone by with a sense of charmed nostalgia. Then I was sufficiently young to be both simultaneously charmed and deeply frustrated by the whole idiotic pantomime. Now we are deluged

**"I was sufficiently young to be charmed and frustrated by the whole idiotic pantomine"**

with media information which leaves us feeling understandably pampered, if slightly bewildered.

Other aspects of Monza have not changed for the better even though it's still a circuit which I would willingly pay my own money to visit; and there are not many of those any longer. However, the act of premeditated vandalism which resulted in the demolition of the old pit complex was a disgrace. Somebody with an ounce of architectural flair could have retained the old facade when the time came to build a new pit complex. But, alas, no.

The track layout at Monza is these days pretty poor, to be honest. Ferrari driver Eddie Irvine was telling me recently that he regards it as one of those circuits on which it is virtually impossible to overtake unless the driver in front makes a silly mistake. When David Coulthard won the '97 Italian Grand Prix for McLaren, he did so by leapfrogging ahead of Jean Alesi's Benetton at their one routine refuelling stop. Hardly the stuff of which legends are made. ➤




*Eau Rouge 1965: John Surtees's Ferrari on limit. Note zero run-off, haybales and spectators*

LAT




LAT

*Monza '71: Flat out past the historic old pits during the fastest Formula One race of all time, held at the oldest extant Grand Prix race track in the world*




LAT

*Monza '95: Demolotion of old pits complex in favour of this soulless replacement was "an act of pre-meditated vandalism" according to author Henry*

When race fans ask me which should be their first overseas Grand Prix visit, I unhesitatingly tell them to go to Spa-Francorchamps. They should do so on two counts. Firstly, to drive round to the Masta straight section – the centrepiece of the old eight mile Spa circuit – and sit in sheer wonderment when they consider Henri Pescarolo's Matra sports car lapped at over 163mph back in 1973.

Secondly, the way in which the current circuit has been shortened and uprated without losing the essential feel of its predecessor serves as an object lesson to anybody considering a major update on a long-established facility. Of course, you could argue that it would be difficult to go too far wrong with the splendid topography of that area at one's disposal, but the fact remains that the present Spa-Francorchamps circuit lost remarkably little of its intrinsic historic appeal when it was revamped in time for the 1983 Belgian Grand Prix.

In Austria and South Africa, re-designing two

**"When race fans ask which should be their first overseas GP, I tell them to go to Spa"**

of the epic circuits has produced a mixed outcome. Johannesburg's Kyalami track was one of the best in the world. Memories of Keke Rosberg aiming his 950bhp Honda turbo-engined Williams FW10 through the tricky uphill approach to the flat-out, 160mph Jukskei kink during qualifying for the 1985 South African GP provided one of the very best impressions of a Formula One car in action I can ever remember.

Seven years later the track was totally rebuilt to 1990s standards. It incorporated sections of the old circuit and would have seemed reasonable enough had it not been for the knowledge that the old Kyalami tarmac lay, neglected and forlorn, behind an adjacent retaining wall.

The Austrian GP organisers faced the same problem in shortening the fantastic Osterreichring, a superb but potentially very dangerous track, into something which would be acceptable for the new era. The result is the A1-Ring and, after one's

initial horror wore off, it must be said that it's not a bad track at all.

Barely an hour's drive through the Eifel mountains from Spa brings the enthusiast to the gates of the Nürburgring, probably the most famous circuit in the world. Unfortunately, the recent history of this epic circuit is a much less happy affair. When I first went there in 1969 – to watch Jacky Ickx's Brabham beat Jackie Stewart's Tyrrell-Matra in the German Grand Prix – it was in its original wild and woolly 14-mile incarnation. During practice I walked down through the Hatzenbach forests to the Flugplatz section, where the cars regularly took off, only to round a corner in the path and find the wreckage of a Formula Two BMW actually lying in the spectator area.

The emergency services were on hand, but as I later discovered, it was all too late for the car's driver Gerhard Mitter who had succumbed to massive head injuries. Was it the fault of the Nürburgring for being too punishing a circuit on which to race? Or was it the fault of the car which, by all accounts, had suffered a front suspension failure?

Two years later I returned to the 'Ring to report the European F2 championship race. By then the circuit had been tidied up. Hedges had been cut back to improve visibility and some of the more extreme humps in the road had been eased. The track was now more 'user-friendly' but retained all its old allure and magic.

Then in the 1976 German Grand Prix my ➳



LAT

*As good as long straights get in late '90s Grand Prix racing. This is Barcelona at start of '98 Spanish GP*


LAT

*A more substantial straight... Camille Jenatzy's Mercedes in the 1903 Gordon Bennett race in Ireland*


LAT

*Austria's glorious old Osterreichring; this is '72 GP*



LAT

*New A1-Ring not great but better than some say*

## THE USA

In 1905, under the watchful eye of impresario Carl G Fisher, two of America's motorsport pioneers, WF 'Jap' Clemens and Charles Merz completed 1094 miles of motoring at the Indiana Fairgrounds dirt track in 24 hours. In doing so, not only did they claim an international record, but drew world attention to the city of Indianapolis. For Americans of automotive persuasion, things would never be the same again.

A frequent visitor to Europe, Fisher was convinced of the need for the United States to match its trans-Atlantic rivals both on track and in the showroom. More than any American of his era, he realised the benefits racing could bring to car development, while stressing the need to entertain the spectator. Fisher was arguably the first to point out that winning on Sunday sold cars on the Monday.

What he couldn't fathom, however, was why people would watch a road race where competitors might pass by once every half an hour. In a letter to the editor of *Motor Age* magazine he wrote:

"There is little enjoyment in seeing a 50-mile road race, where only glimpses can be had of the cars as they come and go. There is no accommodation for the public in a race of this kind."

He proposed an oval track to be used as a proving ground for manufacturers and for entertaining an increasingly car-crazy populace. Four years later, the Indianapolis Motor Speedway was opened.

That one act of vision has perhaps influenced American motorsport more than any other. Whether racing fans across the pond have grown up following stock cars or Indycars, they have primarily done so on short oval circuits that cater for the spectator first and competitor second. If you want to know why NASCAR's Winston Cup boasts the highest attendance figures for any sport in America, then look no further than Carl Fisher's belief that race cars should go round in circles. **MF**

*Left to right: NASCAR, best attended sport in the US; the Brickyard in 1924; Clark leads Indy in '64*




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# SPORTSCARS

***INCREASINGLY F1'S POOR RELATION, SPORTSCAR RACING SHOULD REMEMBER THE HALCYON DAYS ARGUES GORDON CRUICKSHANK***

Nostalgia is an easy trap to fall into – particularly if you are part of a magazine team whose stock in trade is history. MOTOR SPORT centres on the past glories of motor racing, but that doesn't mean we are not aware of great racing today – or dull racing past: the long-distance races of attrition in the 1920s with 20-minute intervals between cars, the handicap events when no-one has a clue who's leading, even Grands Prix with no overtaking. It just doesn't make good reading, that's all.

Our rose-tinted goggles are removeable: it's not long since we argued that Grand Prix racing is better than ever. But that doesn't mean that everything modern has improved, and for a prime example, look at the muddle sportscar racing is in – again.

Forty years ago, Aston Martin beat Ferrari to the World Sportscar Championship. Who won isn't, in this case, the point: what matters is that there was a single race series including the great long-distance races where car lovers could cheer on famous drivers in emotive machines. No, a DBR1 or Testa Rossa weren't for going shopping, but they were driveable road cars.

That glorious tradition has been dispelled by today's reality: no overall title for 1999, a plethora of different race series, multi-million dollar projects made redundant in a season, and one single event overshadowing all others to the extent that cars are built solely for that and enter no other races. The result is a fog, obscuring what should

**"A DBR1 or Testa Rossa weren't for going shopping but were driveable roadcars"**

be the playground of the most exciting cars you can buy. Has there ever been a more glorious range of sportscars on sale? After the extraordinary '80s outburst of 200mph supercars from Jaguar, Ferrari, McLaren and the new Bugatti, sportscars are multiplying like bacteria, from the outrageous TVR Speed 12 and W12 VW through Audi TT, BMW Z3 and Toyota MR-Spyder to the affordable Lotus Elise and Caterhams. Single-seater formulae, one-marque racing and the popular BTCC offer great racing, but if it's the machinery which excites you, it's still somewhat unsatisfying. The passion is still there, in both industry and public, but where is the common arena for some scintillating competition?

The answer ought to be: at Le Mans, as the centre-piece of a variety of races around Europe and the USA. But this year the Sarthe will be carved up by a new breed of prototype from Audi and BMW which have in one winter shoved even last year's villains, the GT1 racers, off the stage. Yes, these are mainstream manufacturers, but fielding machines with neither visual nor mechanical relevance to the cars they want us to buy.

After the sterility of the Group C years when fleets of Porsche 962s circulated in 1000km economy trials, the 3.5-litre 'two-seater F1 car' arrived, in the shape of Jaguar's XJ-R14 and the Peugeot 905 – both, ironically enough, carrying the badges of famous road-car makers. Some observers saw this as some sort of breakthrough – sportscars finally catching up on GP cars – but, barring the sheer achievement of building a sprint car to last 24 hours at the Sarthe, it left spectators cold. There was nothing to identify with, and as the costs escalated, the grandstands at many tracks stayed empty. Jaguar and Mercedes did their sums, and baled out in 1992, leading to the end of the world championship.

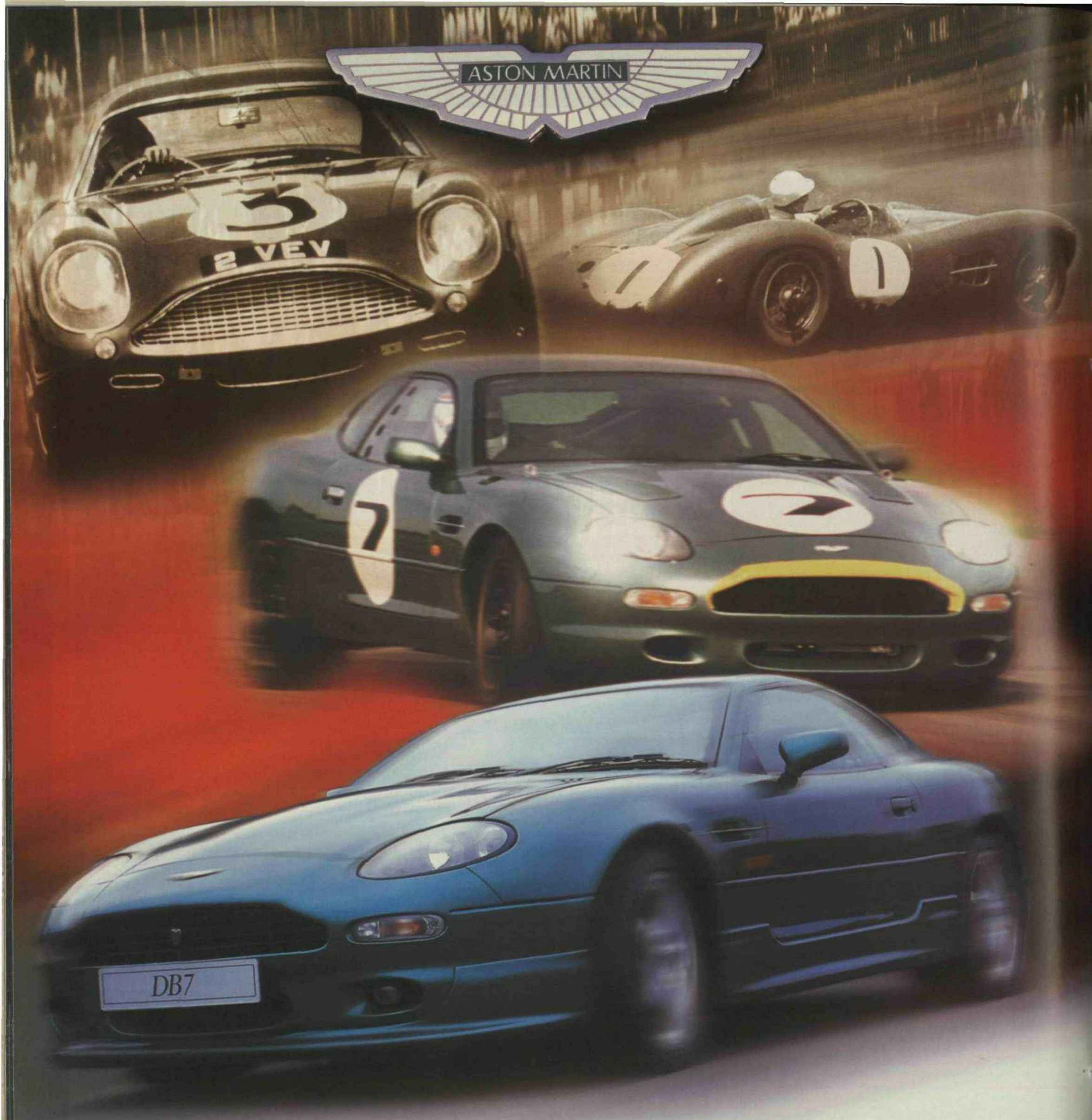
The re-introduction of GT cars in 1993 was a success – for a while. We saw Ferrari back with ➠



*Audi's 'pseudo F1' car just the latest to continue the trend towards high-cost, low recognition racers*

*Le Mans in the mid-late '60s, the tail end of sportscar racing as it should be. Soon prototypes took over*

LAT




# WHERE PAST GLORY MEETS PRESENT EXCELLENCE

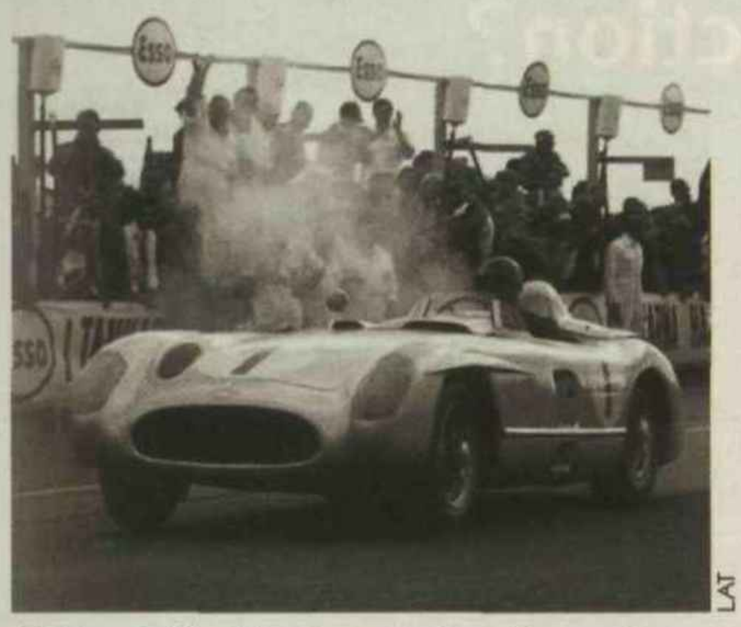
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LAT

*GP greats like Fangio made time for sportscars*



LAT

*America now boasts two major sportscar series*




LAT

*Jaguar's D-type was dedicated racer but could drive to Le Mans and was on sale to private buyers*

the F40, a road-going Jaguar, the return of Bugatti, V8 Lotus Esprit and front-engined monsters like the Lister and Chevrolet-powered Marcos. And in 1995 a McLaren based on a road-car won at Le Mans – the biggest prize of all. Grids grew, and for sportscar lovers it looked like a new golden age.

But the following year the escalator started up again, because the requirement to offer cars for sale failed to specify a minimum number, and manufacturers, led by Porsche, saw a short-cut to glory. There's no doubting that the Porsche GT1, Mercedes CLK-GTR and Nissan R390 are fantastic machines, but they make a mockery of the spirit of the rules. Toyota's GT-ONE is virtually a Gp C car with number-plates, and the fact that one wealthy individual can be persuaded to write a £1,000,000 cheque for one does not make it a production car. You can't blame the manufacturers: if the PR benefits look like outweighing the investment, they would be daft not to join the A-stream. But in the midst of the bickering and instability, fields have begun to shrink again.

Last year at Le Mans the open-topped prototypes were handicapped by smaller fuel tanks, but the new generation will be challenging for overall victory. Suddenly the GT1s are also-rans, scrabbling for a class win, and Porsche, humiliated by the latest Mercedes CLK-LM, has withdrawn its GT1 from Le Mans altogether while it prepares its own prototype. An attempt to offer an International Prototype Cup, replacing the successful FIA Global GT series, crashed on take-off

**"The lack of an overall title means that even the best drivers won't be heroes"**

in February, leaving only British and French GT cups. These will field hearty privateer grids of McLarens, Dodge Vipers and Marcos – the sort of car we all love to watch, but with little international significance or manufacturer involvement.

Heavyweight machinery to older LM rules has been reprieved by the International Sports Racing Series and its American equivalent, the USRRC, where you can run your Riley & Scott (the V8 roadster from the small US race team), your 333SP Ferrari, or the new dual-purpose Lola. But if you have a serious LM contender, the only other bracket you can run in is the American Le Mans series, instituted by Don Panoz. He is the man behind the Panoz sports-racer, a near-private undertaking of the sort we thought had vanished – a triumph of passion over logic, and exactly the type of exciting craziness sportscar racing can offer if we let it. It is in the ALM that BMW will hone its Williams-designed car ready for June, which means top-name drivers appearing and healthy media coverage.

That won't be the case in the other series, where the complex segregation and lack of an overall title mean that even the best drivers won't be racing heroes. Skilled professionals, but not legends. In past years you went to see Fangio, Moss, Hill, Andretti exercising their endurance skills away from GPs. We know that won't happen again. But sportscar racing brought its own stars: Clemente Biondetti caning a 2.9 Alfa over the Futa pass, Pedro Rodriguez with a Porsche 917 balanced between his fingertips, Derek Bell and Jacky Ickx piling on the laurels for Weissach. Will that happen in ISRS? Even Le Mans?

This fragmentation, with interesting cars in low-profile series and high-tech *bolides* at Le Mans, works against one of the unique elements of sportscar racing – a fantasy element if you like, to do with owning one of these cars ourselves. ➤➤



LAT

*Group C Peugeot drove costs through the roof*

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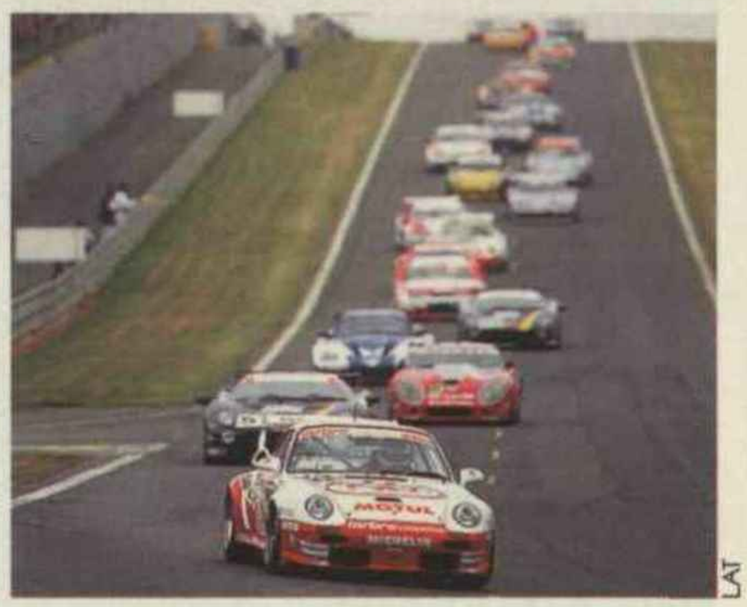
From the pre-driving schoolboy who dreams himself behind the wheel of a McLaren F1 road-car to the successful businessman eating up the motorway in the silence of his S-class Mercedes, there is a link between the dream and the reality. Before WWII you fancied yourself in a Bentley or Alfa Romeo; after it, in a Jaguar, Aston Martin or Ferrari. But no-one has ever lusted after a Dauer or a Joest, even if it has the word Porsche tagged on to it. The power of a recognisable name has been shown to pull in new followers – witness the extra crowds who travelled to Le Mans when Jaguar began to look like winning.

Of course, those people had to actually travel to France to cheer on their team because in this country there is no mainstream television coverage of the world's most famous motor race. And while spectating must be a Good Thing, the numbers are barely significant compared to the viewing figures for F1. But is this because modern Grand Prix racing is intrinsically more exciting to watch? Surely not – there is a constant grumble about the lack of overtaking and the fact that it a business of strategy, not passion. But if these huge numbers of people enjoy watching, are they also going to Silverstone and Thruxton, Ricard and Vallelunga to see other types of racing? In general no; this a market which says "I love sport" but actually means "I like watching television". Today it's a Grand Prix; tomorrow Italian football, next week the Olympics.

Regulations say a sportscar must have covered wheels and room for two seats, at least nominally. Thus even a Williams-designed BMW is always going to be heavier than a GP car and can never equal its performance. Since the niche of ultimate technical endeavour is already occupied by F1, it seems redundant to apply that level of engineering to another field, when the machines which result are, in effect, handicapped versions of F1 cars. Agreed, nudging the boundaries of the FIA's rulebook requires immense creativity in its own way, but we need a forum where small outfits like Marcos, TVR, Callaway and the briefly revived Allard can have their moment in the sun alongside Porsche, Mercedes and Toyota.

There is no other field where, however briefly, the proud small firms can play with the big guys, and the cycle of escalation which the prototypes have repeatedly brought always sends the small outfits home again. Prototypes are racing's H-bomb, feeding an arms race at immense cost. Once the other guy has them, you need them. And like nuclear weapons, we can't uninvent them, and it's almost impossible to regulate their development. Even the new ban on carbon-fibre monocoques comes too late to prevent Ferrari homologating its carbon F50 as a GT racer, which could thus upstage its road-based rivals. The best we can do is agree to a moritorium, and return to conventional weapons – production sportscars.

**"Prototypes are racing's H-bomb, feeding an arms race at immense cost"**



LAT

*Brief return to GT rules proved a hit with crowds*

But how do you define 'production sportscar'? Stipulating a minimum number has often backfired. No-one thought Lancia would build 400 Stratoses to go rallying, or Porsche 25 917s. Nor does fitting one car with silencers and a handbrake and selling it to a collector make it a production car. We need a lateral answer to defining the sportscar, one which doesn't rely on dozens of rules which can be cleverly punctured.

The Editor's theory is that scrutineering for Le Mans should be in the Champs Elysées, with all cars then being driven to the Sarthe obeying all relevant laws. If anything would get TV coverage, that would. But designers would find a temporary way to get even a prototype rolling down the N10; we still need a design factor which is an inherent brake on progress.

The world of rallying has already invented a neat solution to the homologation question – the 'kit car'. Group A rallycars must be based on a production vehicle, but manufacturers are allowed to make 20 parts kits to convert these into serious machinery. Why can't we have a sportscar formula which requires cars to be based on at least the centre section of a machine with Type Approval, but with a 'kit' option allowing makers to revise, even re-engine, as long as they use a production block? We might have a V8 Audi TT neck-and-neck with a TVR Speed 12, Volkswagen's W12 swapping paint with an F50 Ferrari, Chevrolet Corvettes battling with a new breed of Lotus-inspired Toyota and Honda road cars. That wouldn't be so bad, surely?

It would, sadly, mean no modern equivalent of the 512M Ferrari or Porsche 917 – the greats of the genre. But if the big boys can't play nicely with their toys, then they must risk losing them altogether. And after all, we have one big advantage over history – we can still go to watch the great machines of the 1950s, '60s and '70s in historic racing. In one way the golden years will never be over. M




LAT

*Panoz GT machine the sort of flamboyant exercise sidelined by resurgence of unrestricted prototypes*




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*Like '99 Panoz, DBR1 was road-legal factory racer but was able to fight for, and clinch, world title*

# RALLYING

***RALLYING MAY HAVE LOST THE HEROIC EDGE OF THE OLD ENDURANCE EVENTS BUT, SAYS JOHN DAVENPORT, THE SPORT STILL REMAINS GREAT***




LAT

***Cars like Quattro turned sport into sprint format***

We all know the feeling. You buy a branded product you have bought for years, but when you get it home, you discover that, in the words of the musical, "Fings ain't what they used to be". While it is easy for old men to resist change and pillory the works of their successors, I do feel that modern rallying delivers less now than it once did.

A time traveller whisked back to 1924 would have found motorsport only just emerging from the after-effects of the Great War. Grand Prix racing got back into the calendar in 1921 and in 1923 the first 24 Heures du Mans race was held. The Paris-Nice Trial ran for the first time in the same year while the Monte Carlo Rally restarted in 1924. The main difference between what had gone before and after the war was the increasing distinction between what was racing and what was rallying.

The early city races such as Paris-Bordeaux, Paris-Vienna and Paris-Berlin had more than a resemblance to classic rallies of 50 years later, such as the Liège-Rome-Liège. The ill-starred Paris-Madrid of 1903 even had time cards that would have been familiar to anyone rallying in the '50s. But the awful lessons learned from accidents such as those that stopped Paris-Madrid persuaded organisers circuit racing was a much better idea. To begin, those circuits tended to be on public roads and with long laps. For instance, the first Circuit des Ardennes had a 53-mile lap tackled six times. But with the advent of purpose built facilities such as Brooklands (1907), Monza (1922) and Montlhéry (1924) the difference between the two branches of the sport became ever more distinct.

The rallies that thrived in the '20s and '30s were inspired by three great events that were to cast shadows over the sport for almost half a century. Today, just one remains, the Monte Carlo Rally. The other two, which exemplified all that was wonderful about that period of rallying, died out in the 1960s for similar, but rather less dramatic reasons, than those that stopped the city races. Both the International Alpine Rally and the *Marathon de la Route* were long-distance, high-speed, open-road events. They could only exist when traffic density was low and the populace could regard a passing rally as free entertainment.

The attraction of such events for the competitor was enormous. It was, quite literally, a challenge to compete. I can recall the last few Marathons to Sofia and was amazed at the numbers of people

**"I was amazed at the people prepared to pay to suffer hideous privations"**

prepared to pay to spend four days and nights out of bed, suffer hideous privations, and probably reduce their car to scrap. But what an achievement if one came through! Much the same could be said for the *Coupe des Alpes*, the French Alpine Rally, though here there was more chance of finishing and the kudos came from a low score of penalties.

The appeal of these events was broad. They attracted professional drivers as much as private entrants, the talented and the inept, the poor and the rich. It was well into the 1950s before one could say regular winners of major rallies were factory drivers. I would say that Guy Monraisse and Jacques Féret winning the Monte in 1958 with a factory Renault Dauphine was the watershed, but the actual date is unimportant. From the '20s until the mid-'70s, people entered major events because they represented a challenge. No matter who you were, if you just hung in there, the events were long and hard enough that you could realistically hope that dogged persistence could pay off.

This was always true on the East African Safari until it was shortened in the interests of World Rally Championship conformity. Joginder Singh was perhaps the last of the true privateers to win – in 1965 with an ex-factory Volvo PV544. But I always remember Rob Collinge winning WRC points for Austin-Rover by finishing sixth on the 1982 Safari in his Range Rover. I can personally vouch that he had no factory assistance!

But by the end of the 1970s, things had started to change. The long distance, open road events had gone. The special stage and performance on it ➤



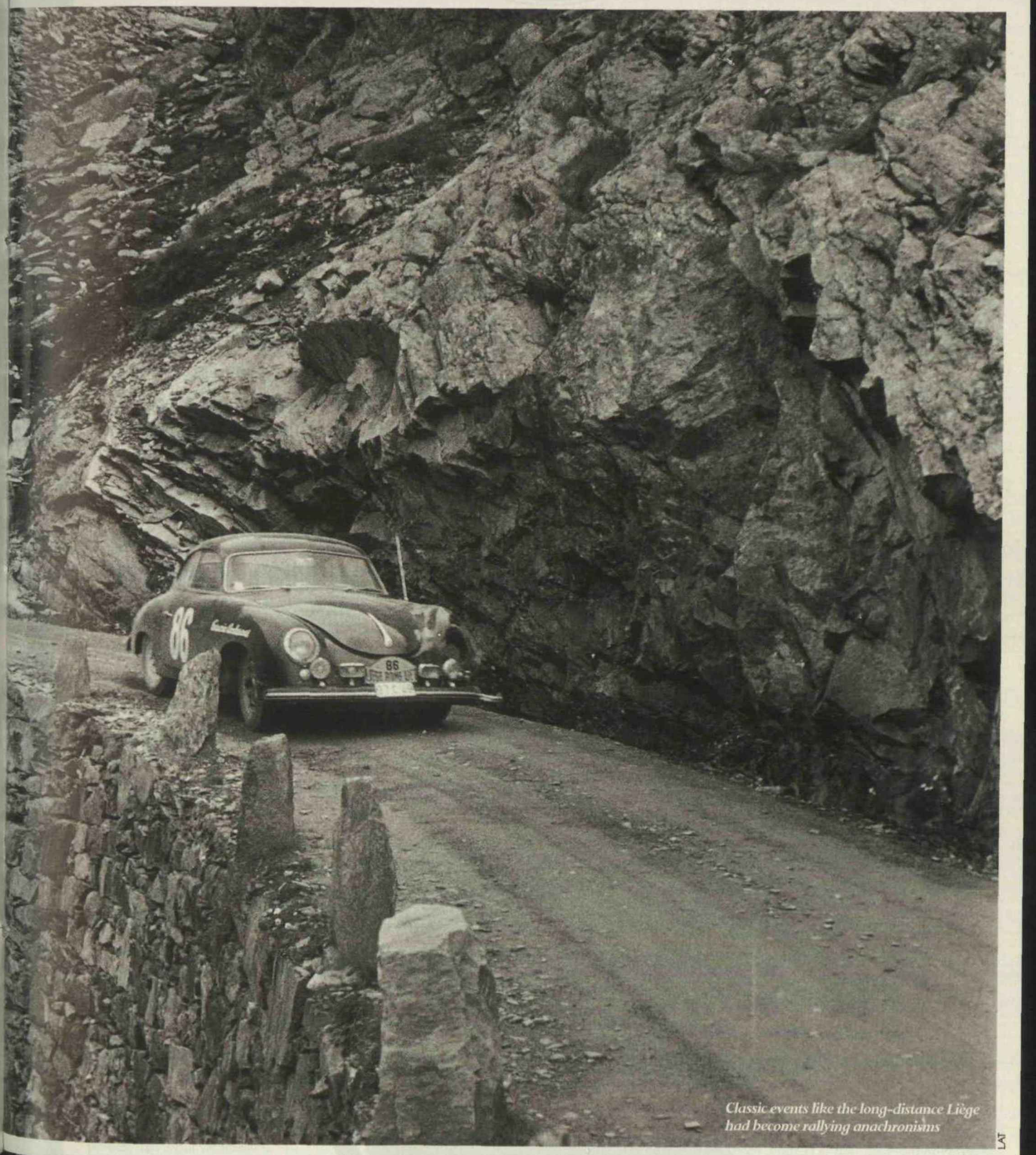

LAT

***East African Safari in the '60s was back-breaking affair contested by amateurs with flair for adventure***




LAT

***Modern Safari still the world championship's toughest event but drivers enjoy massive team support***

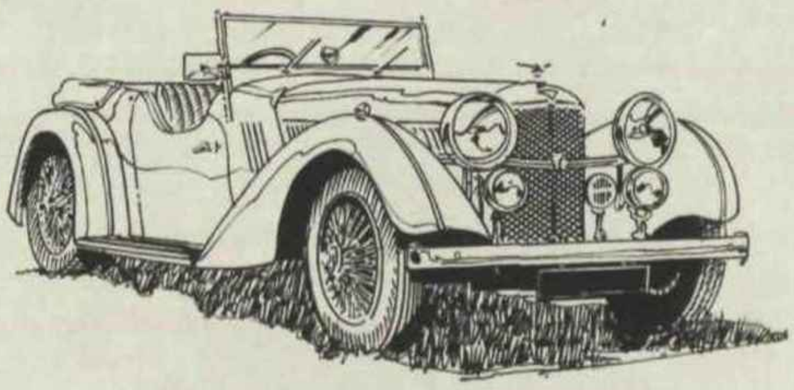



*Classic events like the long-distance Liège had become rallying anachronisms*

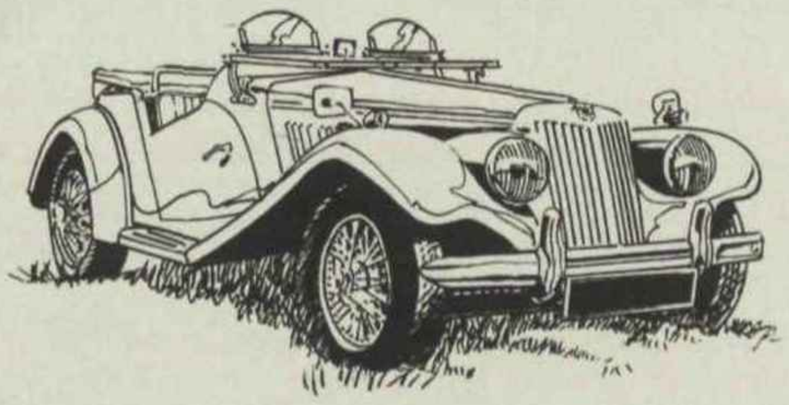
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CLASSIC AND HISTORIC

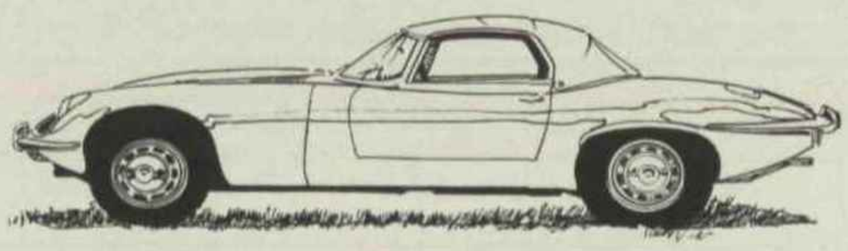
# Auctions of Collectors' Vehicles



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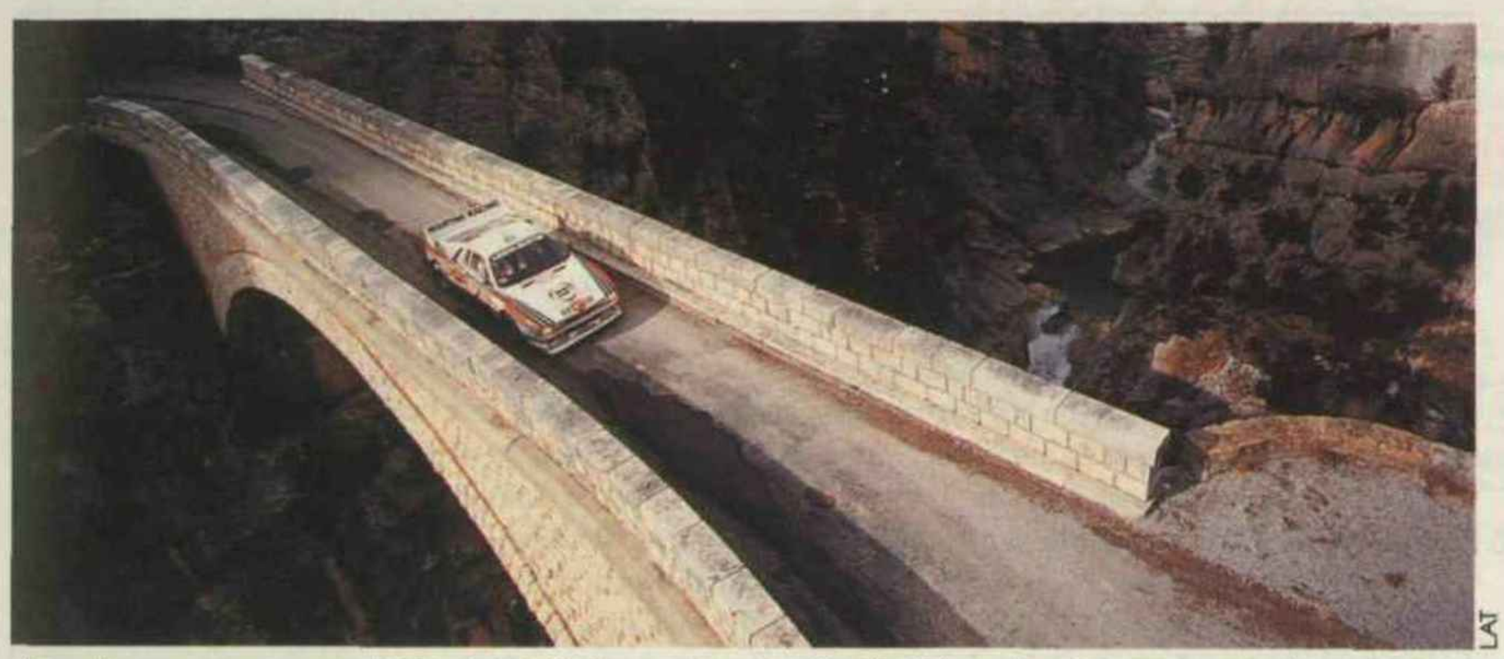
**1999 AUCTION PROGRAMME**

| | | |
|---|---|---|
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| June | Monday 21st – 6.00pm | Blackbushe |
| August | Monday 16th – 6.00pm | Blackbushe |
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LAT

***Stunning scenery around Monte Carlo has entertained rally drivers for the best part of a century…***

ruled supreme. The cars were getting quicker. Grid references on the exponential performance curve of rally cars are the Lancia Stratos, Audi's Quattro, the Peugeot 205 T16 and Lancia Delta S4. None ever won a Safari but, where speed counted they were the car to have.

Rallies began to suffer from what I call the 'Salonen Effect' since Timo Salonen was the most ardent advocate of frequent rest halts. The 1985 RAC Rally devised by Dave Whittock whose schedule of three whole nights in the forests – two of them in Kielder – came in for particularly heavy criticism, although Timo himself only made it to the first halt. When the Group B accidents came the next year, the whole question of rally formats rolled into new legislation. Routes were shortened, rest halts made more frequent and and average speeds on stages were restricted. All were introduced at the same time as the cars were being tamed by the almost universal adoption of Group A, which should, in theory, have alleviated many of the problems of driver endurance without needing to tamper with the rallies.

**"The schedule of three whole nights in the forests came in for particular criticism"**

However, there were other forces at work. Rallies in the middle of the night were less likely to attract spectators and not easily filmed for TV or anything else. And it was hardly a strong pitch to sponsors of either rallies or cars. Thus there has been a significant evolution of major rallies over the past 15 years. Group A cars soon started to outperform their Group B predecessors as technology gave them the edge in every area.

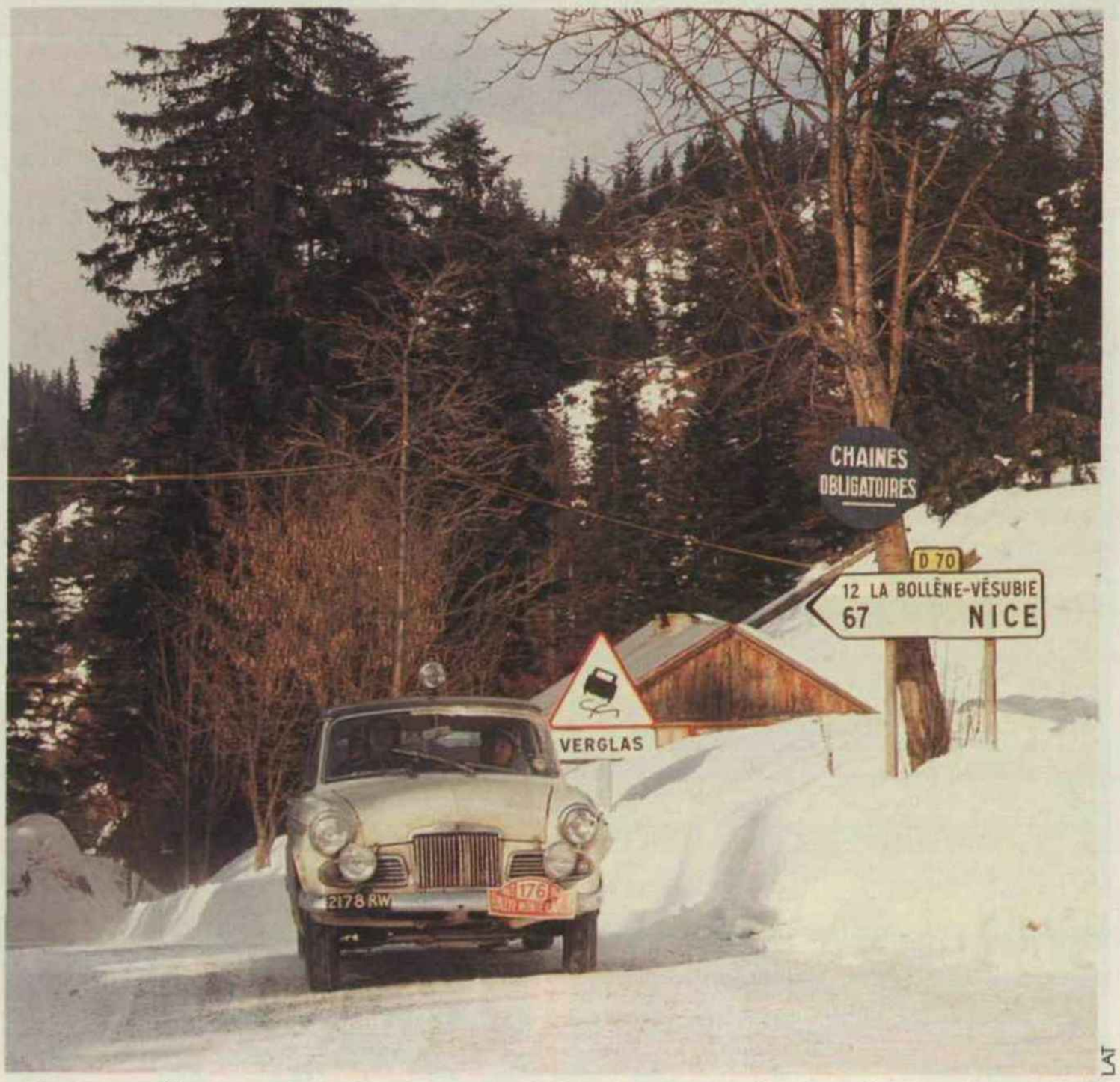
The current World Rally Cars may live with a restrictor in their inlet, but the power produced by their engines now comfortably exceeds the 1986 norm. The major rallies have shortened and become more commercially acceptable to the people use them as marketing tools. There is nothing wrong with that and it is a standardisation process that is not yet finished.

But the cerebral challenge provided by the old style rally has gone. No longer does the driver who conserves the car and the crew whose stamina is greatest profit from their husbandry. I suspect that someone like Johnny Claes, who, in 1953 when his co-driver fell ill, drove his Lancia Aurelia GT single-handed for four days and three nights to victory, would not be as successful in current events. The talents needed today are quite different from those of even a generation ago. And that is not to be unfair to those drivers in the 1960s whose skill on stages won them rallies in cars and using equipment far less developed than they are today.

The modern rally car has been selectively bred to turn in a stunning performance over 250 stage miles and the rallies it enters have evolved to suit. It is doubtful whether a rally crew, no matter how well prepared physically, could contemplate a road race like the old Liège in a World Rally Car since this would subject them to a large number of irresistible forces for not just half an hour but half a day or more. And, despite a modern rally car's ability to cover rough roads at undiminished speeds, one has to doubt whether it would feel happy about being driven flat out from Sofia to Dubrovnik.

The old Acropolis Rally, apart from having the odd leg of 72 hours without sleep, passed over some of the roughest roads used on a European event. To finish, one had to drive within the limits of the car's endurance let alone your own. But in the 1970s, this started to change and not just because of major road building programmes in Greece. The cars were gradually able to withstand the worst that was on offer and, by the 1980s, a driver could contemplate driving flat-out the whole way. The shortening of rallies and the improvement of Greek road infrastructure accelerated this process, but it illustrates the see-saw process of evolution that has resulted in the make-up of modern rallies.

So things have changed and are not what they were. Modern rallying is a game of elevated ➳




LAT

***… but competitors over three decades ago would have been amazed at how the event has evolved***

skill where the top performers deserve their rewards. Doubters should take a ride with a McRae or Burns when they are trying to win a rally rather than impress a passenger. Handling cars at the speeds now achieved requires Formula One reactions from the driver. Schumacher may be going faster than McRae but, for him, some nice fellow has moved the trees back and filled the ditch with energy absorbing gravel. And on the other side of the rally car's cockpit, reading pace notes in time and on time, requires the combined skills of a newsreader for diction, a tobacco auctioneer for speed, and the

**"Schumacher may go faster than McRae but someone's moved the trees back"**

conductor of a symphony orchestra for timing.

As modern rallying heads off into the media dawn, what of the rest? Fortunately, there is still plenty of diversity in rallying and opportunities for some of the old skills to be practised. The strong classic car movement that blossomed almost as a reaction to the evolution of modern rallying has provided lots of revived events, in Europe and further afield, where the old skills of car conservation and navigation married to a fair degree of stamina have been called into use. The long distance events – Peking to Paris and London-Capetown – that generally model themselves on the London to Sydney marathons provide a challenge that cannot begin to be replicated on modern rallies. The same could be said for the Rally-Raids such as Paris-Dakar except that they too became an arena for out-and-out technology and thus highly dependent for their success on the presence of major car manufacturers. They have changed back and now want to encourage a lesser vehicle specification that is likely to attract more private entrants.

The really big events in terms of number of entries are interesting for their own very diverse appeal. The Tour Auto, which celebrates its centenary this year, regularly attracts almost 300 entries. It could certainly have more entrants but the eventual restriction is the size and number of grids that can be accepted at any one circuit on any one day as part of its extensive route. This is an event that caters solely for cars of a type that once competed on the original Tour de France Automobile and has two main categories : speed and regularity. Then there is the re-named Winter Challenge, much better known by its previous appellation of Monte Carlo Challenge. That too attracts an entry of about 300 cars who tackle a tough route down through Northern Europe to the Alps and finally arrive at the Mediterranean. The deciding factor is regularity and the competing cars have to be authentic models from earlier than the middle of the 1960s.

The third event I have picked is one that is not so well known in Europe though several crews have made the journey to compete. This is the Targa Tasmania, again with entries totalling some 300. But the big difference here is that during the five days of the event, all the cars do Targa Stages. And the cars range from models built during the '20s up to modern 4WD turbocharged machines. The challenge comes from the fact that all the cars have a set time for each Targa Stage and this varies depending on age and cylinder capacity. The nice thing about this event is it provides a role for those forgotten cars that exist in a kind of limbo between what is thought to be Post-Historic and what is eligible for a modern rally.

Naturally, it pleases me to see MG Metro 6R4s winning national rallies every weekend, but looking a few years further back, what do you do if you have a Vauxhall Chevette HSR, an Alpine Renault 1800, a Lancia Stratos, a Toyota Celica GT4 or a Talbot Sunbeam Lotus? Too young for classic rallies, too old for modern ones. The Targa Tasmania seems to have a successful formula that offers them hope.

And I guess this is the best thing about rallying. Despite all the understandable pressures concerning motorsport on public roads, it still survives by changing to suit the demands made on it. Maybe none of the events are quite what they used to be, but each provides a different challenge. And I love it! M

## THE LAND SPEED RECORD

*On paper, the Land Speed Record has changed more than any other discipline in the sport. Ever since* being the fastest man on earth has been deemed a worthwhile pursuit, speeds have risen from 30mph through the Sound Barrier. Whereas other motorsport arenas have been ruled by the internal combustion engine, the LSR has been held by cars powered by electricity, steam, rockets and jets.

And yet it has scarcely changed at all. While the regulations of every other formulae change almost annually, the LSR's stay the same. Your speed is an average through a measured mile after which you have one hour to repeat the performance through the same mile in the reverse direction.

Also, the LSR remains an individual's exercise. All have teams, many of them great, but the impetus for each attempt, almost invariably, comes from just one man, a Campbell, Cobb or Noble. You don't find that in any other sphere of motorsport today. And it's remained a curiously bi-national sport. Since MOTOR SPORT was born, the fastest man on earth has only ever been a Briton or an American.

Most impressively, breaking the LSR remains a bizarrely safe way to become a motorsport legend. While there have been fatalities down the years, to date just one person to have held the record has died during an attempt. Compare that to the Water Speed Record, restrict your search just to Britons, and you will find its victims include Segrave, Cobb and Donald Campbell.

What of the future? You'd imagine that, as speeds got higher, so each increase would be smaller and the fact that, in the 30 years between 1966-96, it rose by just 30mph supports this. But then came ThrustSSC, Richard Noble and Andy Green who added 130mph to the score in one hit.

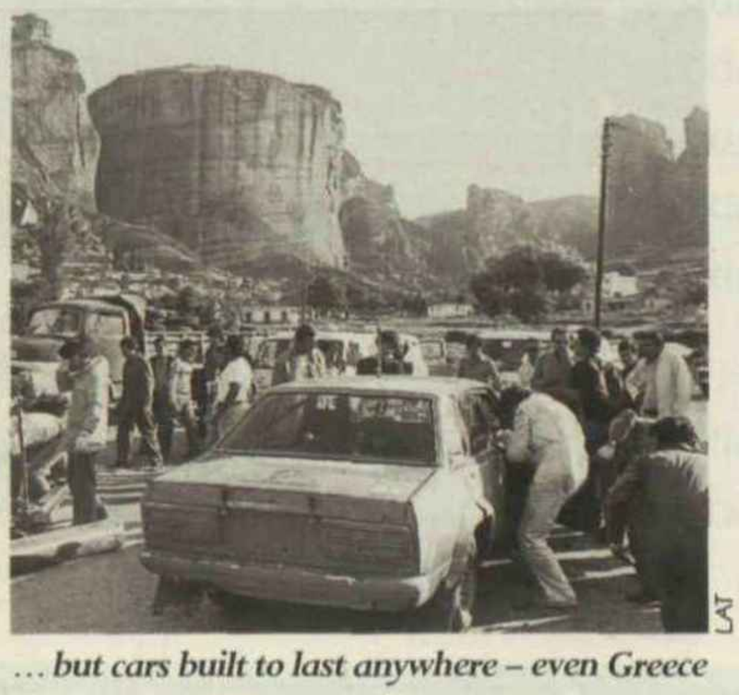
Two things are clear. First, the upper limit is not technological but both geographical – finding a place big enough to run the car safely; second, we're still nowhere near the upper limit yet. This magazine is 75 years old; someone will drive across the surface of the planet at 1000mph before its centenary. **AF**






LAT

***RAC in '85 considered too tough for drivers...***



LAT

***... but cars built to last anywhere – even Greece***

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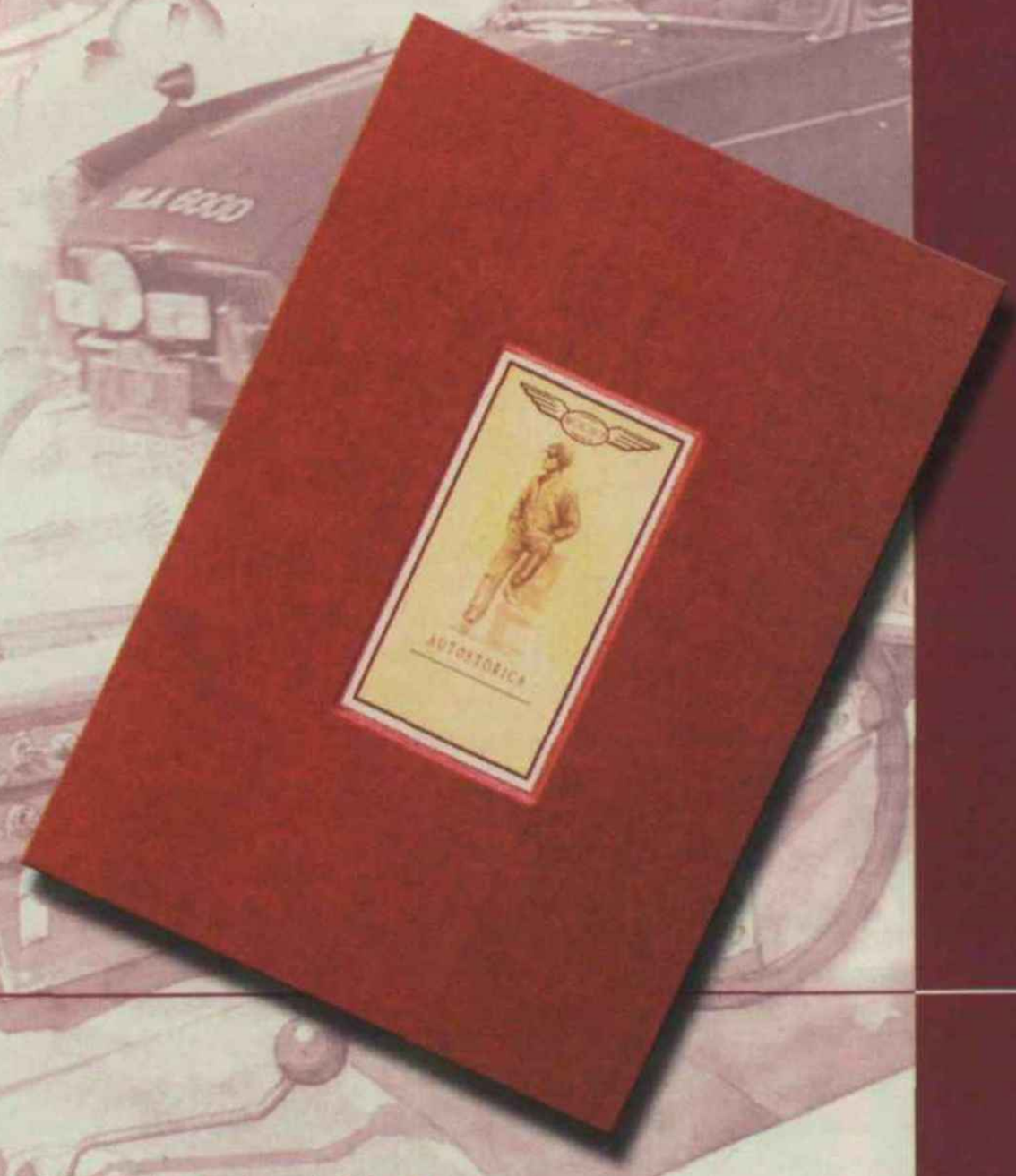
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# The return of the silver...





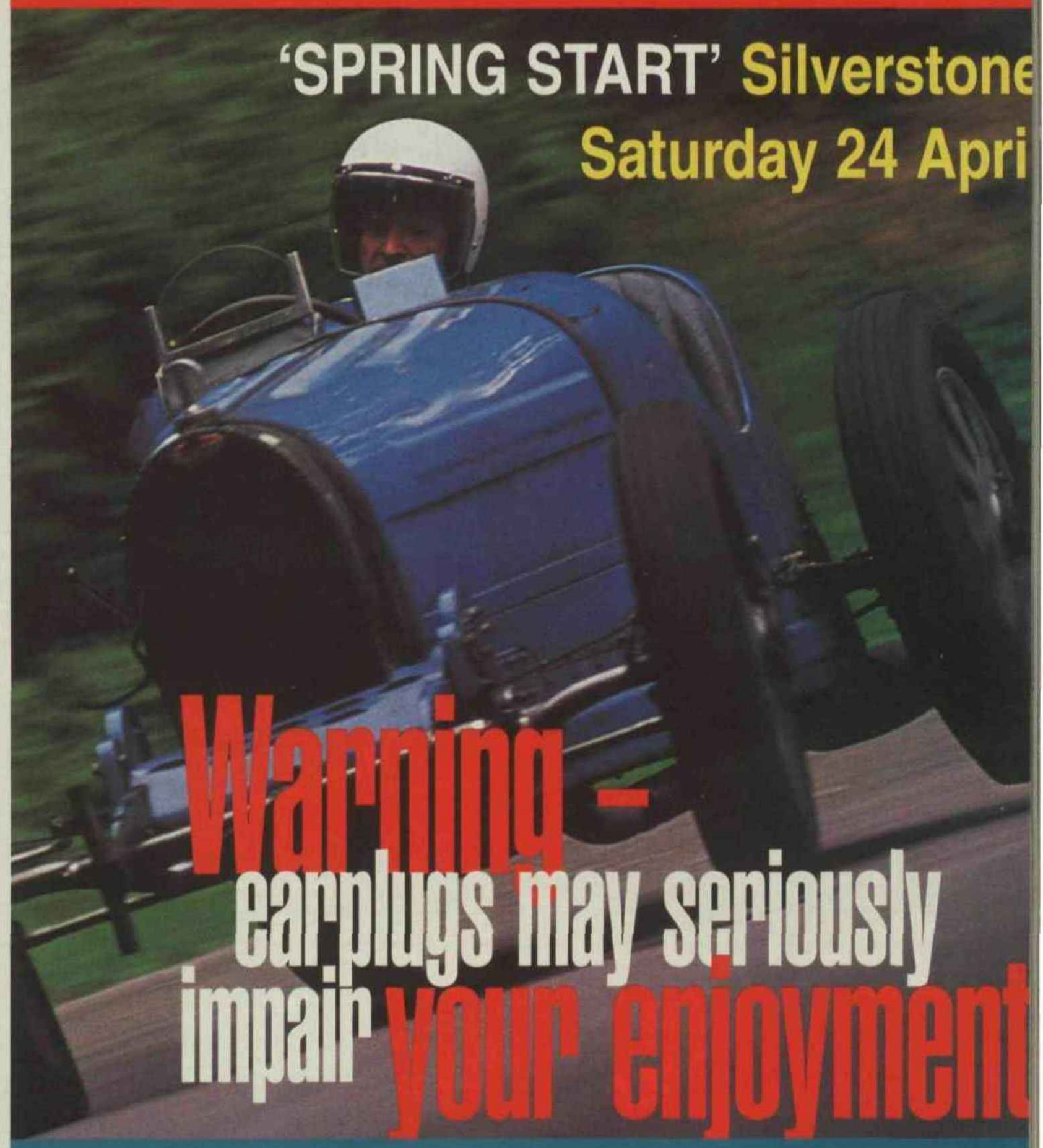
# ...Donington Park May 23rd

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Tickets will be despatched from 5 April. Advance bookings close 16 April.

*Goodwood Circuit Revival Meeting...*
*Unmissable last year + be there in '99*



# 1999 The Essential Guide to the Season

***FROM COYS TO GOODWOOD, LE MANS TO MONZA, THIS SEASON'S HISTORIC CALENDAR IS PACKED WITH THRILLS. MARCUS PYE PREVIEWS THE BEST ACTION***

FROM IGNOMINIOUS FAILURE TO HEROIC Formula One World Championship success, engineering folly to mechanical wizardry, the story of British Racing Motors is a compelling one. Back in 1949, when the shattering sound of the first supercharged V16 engine roused the enthusiast's heart (and touched his pocket, for the public had subscribed to it) at Silverstone, few could have believed that the company would carve such a major niche in motor racing history.

It took fully a decade for BRM to win a Grand Prix, and three years more for Graham Hill to secure a famous title, but beyond the start of the 3-litre F1 in 1966, victories with V12 engines were scarce, if not insignificant. Indeed, the annals still record Peter Gethin's dramatic 1971 Italian GP win as the fastest of all time. BRM withdrew in 1977, with 17 wins on its slate, unable to keep pace in an increasingly commercially-led business.

This year is the 50th anniversary of the marque's birth, and fittingly, this milestone is the central theme of the BRDC's Coys International Festival, presented by Chrysler, at Silverstone on July 30-August 1. Unarguably the world's premier historic championship race meeting, it will be a timely tribute to the endeavours of BRM founders Raymond Mays and Peter Berthon, and those who subsequently strove to keep the Bourne spirit alive.

Goodwood Motor Circuit, of course, was the backdrop to early BRM successes. Its reopening last year afforded a new breed of enthusiasts raised on today's rarified sport an extraordinary insight into the racing of yesteryear, when cars looked like cars and drivers could be seen working at their steering wheels. If you missed out on the event of 1998, book early for this September's extravaganza. And don't forget the Festival of Speed at Goodwood House in June, which charts a Millennium of Horsepower.

Whatever your favourite event or discipline, use this overview hand-in-hand with the MOTOR SPORT Historic Calendar (presented free with the last issue) to plan an exciting and memorable season. ➳

**Goodwood Festival of Speed and Motor Circuit Meeting**

Year One to Formula One – or 'From Flintstone to Ecclestone' as one wag at Goodwood summed it up – is the Millennium of Horsepower thread which runs through the seventh Festival of Speed on June 18-20. Presumably a contemporary horse will represent its ancestors in kick-starting the party, but what is certain is that Formula One giants McLaren International and Williams Grand Prix Engineering will be gunning for Jonathan Palmer's outright record of 45.00sec on the 1.16-mile hillclimb.

Nick Heidfeld, who was magnificent in the wet last June, will pilot last year's World Championship-winning McLaren-Mercedes Benz MP4/13 chassis. Sir Frank Williams is sending a Renault-powered machine, and 1982 World Champion Keke Rosberg is tipped to drive it on what would certainly be a spectacular Festival debut.

Honda is gearing up to re-enter the Formula One fray next year, and, in addition to sending over six of its GP cars, their first time out of Japan since the '60s, is likely to demonstrate its new test muleta. A number of superb motorcycles are also promised for



*John Surtees will drive 1968 Honda RA301 at Goodwood's Festival of Speed*

Surtees' two-wheeled feature, including the awesome six-cylinder racer from the 1960s.

Audi's celebration of 90 years of technology centres on no fewer than four of the sensational Auto Union Grand Prix cars of the 1930s, but also stars the latest Audi R8 sportscar, fresh from its Le Mans debut. Bentley, Aston Martin and Porsche racers from La Sarthe are planned, with Jacky Ickx set to renew his remarkable driving partnership with Derek Bell.

Forty years on from the first of his three World Championship titles, Sir Jack Brabham is honoured. 'Black Jack' will demonstrate a Cooper T51 which, with its Climax engine in the 'wrong' end, finally turned racing trends on their head, 25 years after Auto Union's first GP victory. And Renault will take spectators back to the the dawn of the turbocar era with its RS01 and RS60, the latter to be driven by Patrick Tambay, back-to-back with his 1983 San Marion GP-winning Ferrari 126C2.

Three months later (September 17-19), attention switches to the adjacent Motor Circuit, where the magic of last year's Revival will never fade in the memory of anybody present. While the exact programme of events has yet to be finalised, the full spectrum of single-seater, sportscar and saloon races (plus motorcycles) of the 1948-66 era will entertain royally once more. That's a guarantee.

The triumphant recreation of the Tourist Trophy, for GT cars, was one among endless highlights last year, with Formula One World Champions Brabham, Phil Hill, Surtees and Damon Hill in a huge field which contained their sports-racing counterparts Stirling Moss and Bob Bondurant.

Lord March's insistence that paddock visitors wore period costume added to the sense of decorum, so enter into the spirit of the occasion, as stars and cars roar round the track, and mock-dogfights fill the sky. Whatever you do this summer, be there!

*Goodwood Road Racing Company: 01243 755000.*

**Coys Historic Festival**

More than 30 cars will trace BRM's history as Silverstone's biggest event of the season after the British Grand Prix (on July 9-11), focusses the spotlight on the men and machines from




*Rick Hall and the BRM P160 at Goodwood. See them at Coys in July*

*The finest Alfas and other GP greats head for Silverstone's Coys Festival*

Bourne. The visual and aural pageant will start with the National Motor Museum's P15 MkI – the V16 monster in which Reg Parnell finished fifth in the 1951 British GP at the venue – and, hopefully, run right through to the Stanley-BRM P207 of 1977.

The only remaining P25, in which Jo Bonnier scored the marque's breakthrough victory at Zandvoort in 1959, is promised, Robert Brooks will bring Hill's championship-winning P261, and Peter Gethin has been invited to demonstrate a P160 – in the likes of which he won the Monza thriller.

Only Gethin, Jean-Pierre Beltoise – whose triumph in the wet at Monaco in 1972 marked BRM's swansong – and Jackie Stewart of the seven drivers who won Grands Prix for the marque are still living, but the final line-up will doubtless evoke fond memories of departed comrades Bonnier, Hill, Pedro Rodriguez and Jo Siffert.

The race meeting itself includes events for '50s and Pre-65 GP cars, Pre-War Sportscars, '50s Sportscars, Pre-'64 GTs and Le Mans-type Sports Prototypes among the traditional Festival favourites, plus a round of the new Classic Grand Prix series for Pre-'72 F1, F2 and F5000 cars, and the expanded Ferrari Historic Challenge, which now embraces Maserati too.

Elsewhere, look for a display to mark 100 years of Lagonda, the Jaguar/Daimler Heritage Trust's XK120 demonstration and prominent Porsche and Ferrari features among myriad club areas.

*BRDC: 01327 857271*

**Thoroughbred Grand Prix Cars**

Ronnie Peterson may not have been a fan of his six-wheeled Tyrrell P34 in 1977 – indeed 'Superswede' loathed it, for understeer was not his way – but Martin Stretton will wring chassis 5's neck in the FIA Thoroughbred Grand Prix Championship, and that will be worth a special trip to see.

Once Stretton, who won the inaugural TGP title in 1995 in Tyrrell 005 (also from horologist Simon Bull's stable) is used to peering over twin rows of 10in front wheels – for which Avon has pulled out the stops to make special tyres – expect the combo to be the star turn, on and off the track.

Historic racing's premier series, for 3-litre F1 cars built between 1966 and '85, is set to reach new heights. No fewer than 46 drivers – representing nine nations and 19 marques of car – are gearing up to compete, which should make qualifying busy.

Following Bob Berridge's virtual whitewash last year in the ex-Keke Rosberg Williams FW08B-05, the question on everybody's lips is can the double champion be beaten? Paul Ingram (who won Kyalami's fun event in December) believes so, and has invested in the ex-Michele Alboreto Tyrrell 011-6 to prove it. Joaquin Folch thinks so too, and, if he updates from a Lotus 87B to a 91 as has been rumoured, will have the equipment.

Lotus 91-mounted Steve Hitchins – winner at Paul Ricard's opener last year – and Richard Eyre, who has parked his CanAm McLaren to concentrate on his Williams FW08B-08, will be in the hunt too.

Regular Class B pacesetter Mike Whatley (Ensign N175) should have his mirrors full of Tony Smith and Andrew Wareing (Williams FW06s) and the ex-Depailler 1978 Monaco GP-winning Tyrrell 008 shared by Roger Earl and Trevor Reeves.

The Cosworth DFV-powered stampede starts at Paul Ricard at Easter, and climaxes at Kyalami, with new stops at Ireland's Mondello Park in August and Barcelona in October. British fans should make dates of Donington on June 5-6 and August 29-30, and Brands Hatch's period GP circuit on July 3/4.

*Thoroughbred GP: 01451 810855*

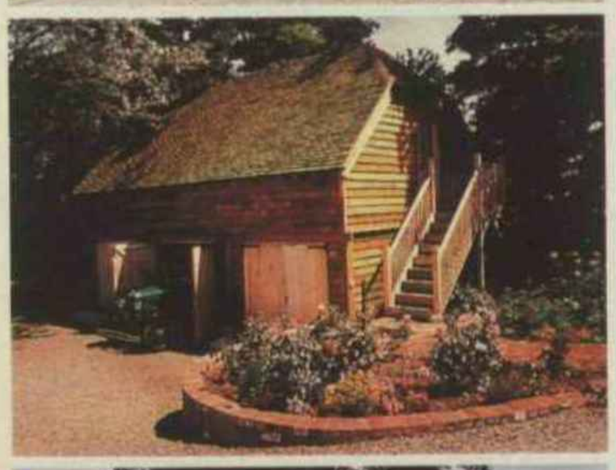


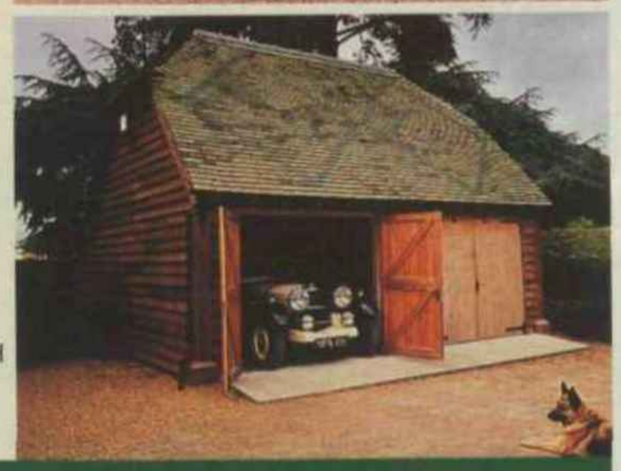

***Packed grids and hard – but usually fair – racing are a highlight of Coys***

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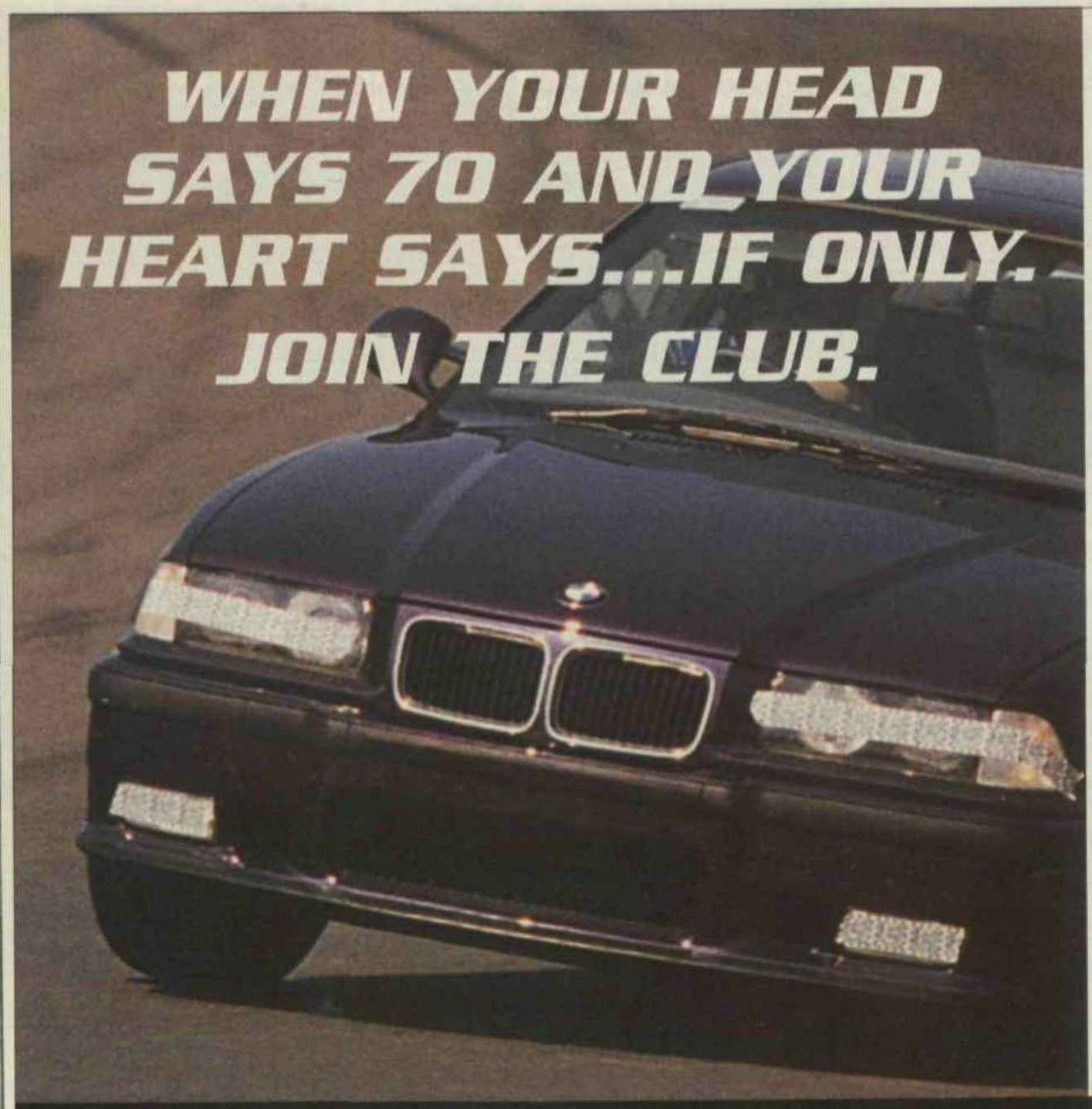
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**Classic Grand Prix Cars**
Headlined by 3-litre Formula One cars built prior to 1971, the new Classic Grand Prix series means a new playground for the more exotic BRM, Eagle, Ferrari and Matra V12 machinery which is not competitive, or practical to run, in the TGP arena.

Organised by The Force, the short programme of events is as much about enjoying the wonderful cars as out-and-out racing – hence its motto "History, not Victory" – and owners have been quick to respond to prime mover David McLaughlin's bugle call.

Abba Kogan intends to run two Matras, the ex-Jean-Pierre Beltoise 1968 MS11 and the ex-Chris Amon 1971 MS120B/C, a 1967 Ferrari 312 (currently under restoration) and the Brabham-Repco V8 in which he won at Monaco's Historic GP in 1997.

Ben Liebert plans to field his 1967 Eagle-Weslake whenever his TGP commitments allow, while Bobby Bell will bring out his Yardley BRM P153. Other BRMs may run again in the marque's Golden Jubilee year, and Sid Hoole's 1968 Cooper-BRM is a confirmed starter.

Period Formula 5000 cars will surely keep all but the quickest F1s honest, with interest from owners of McLaren, Surtees, Lola, Lotus, Crossle and Palliser chassis based throughout Europe.

Talk of the F2 class will be Bob Tabor's ex-Jim Clark/Jackie Oliver Lotus 48 R1 – the Cosworth FVA-powered beauty due to run for the first time in more than 25 years, following total restoration – and several pencil-slim McLaren M4As.

Action begins on Barcelona's GP circuit in May, with the field of the inaugural season expected for Silverstone's Coys International Historic Festival on July 31-August 1.
*The Force: 01306 730517*

**European Sports Prototypes**
Whether or not the showpiece Le Mans 24 hours support race happens in June – and it deserves to – don't miss Group 4 Racing's spectacular recreation of the inter-marque wars which characterised a golden era of the World Sportscar Championship in the late 1960s and early '70s.

Alfa Romeo T33, Ferrari 312P, Ford GT40 and a representative range of Porsche prototypes will battle it out with a gaggle of thundering Lola-Chevrolet T70s, giant-killing Chevron B16s and B8s, and a brace of Abarth-Osella PA1s (powered by screaming straight-six Abarth engines this year).

Several Cosworth DFV-engined cars are set to compete. Belgian veteran Jean 'Beurlys' Blaton has entered a McLaren M8, Nicholas Zapata's unique Ligier JS2 is nearing completion and at least one Lola T280 is due, evoking thoughts of the late Jo Bonnier.

Christian Glasel (Ferrari 312P) should win races on paper, but seasoned campaigner Nigel Hulme (T70 Mk3B), series organiser Jonathan Baker (Alfa T33) and his old adversary Kent Abrahamsson (Chevron B16) will keep him on his toes.

One newcomer quite capable of upsetting the order is Colin Blower, who is driving the ex-Sid Taylor team Lola T70 Spyder in which Denny Hulme won numerous races in 1966. Blower's experience of wrestling TVR Tuscans in modern events will stand him in good stead.

A fine class of cars from the early 1960s – Lotus 23s, Elva Mk7s and the occasional Lotus 30 – will benefit from the addition of Lincoln Small's fabulous 2-litre Brabham-Climax BT8.

With the majority of cars obliged to run on treaded tyres when tracks are dry, drivers have to work harder and spectators see the cars sliding as they were designed to do. Pure magic!
*Group 4 Racing: 0171 440 8721*

**International Supersports Cup**
Two of the three gargantuan March 707s, an ex-Chris Amon Can-Am car and the ex-Helmut Kelleners Interserie version, go head to head in this year's International Supersports Cup, driven by series founder Charles Agg and Germany's Jurgen Weiler respectively.

With Geoffrey Hobbs's big-block Lola T222 heading the chase (and the less potent sister cars of Peter Schleifer and Denis Galland due out), the McLaren domination of yore looks to be a memory. Ross Hyett and Paul Whight will run M8s, with ex-Grand Prix driver Martin Donnelly set to sub when the latter is on Aston Martin duty.

The 2-litre classes resemble the European Championships of the early 1970s, with Chevron B19s and Lola T212s slugging it out for supremacy. Among the closed GT cars, mighty Lola T70s and pretty little Chevron B8s are popular and competitive.

New on the schedule – which has evolved since MOTOR SPORT's calendar closed for press – are rounds at Mondello Park in Ireland (July 17-18) and the Grand Prix track at Magny-Cours in central France (September 18-19).
*International Supersports Cup: 01420 87622*



*Group 4 sports-prototypes can be seen in action all over Europe this season*



*Ex-Amon Matra set to contest new Classic Grand Prix Car championship*



*Thoroughbred Grand Prix series promises bumper grids and lively action*



*Mighty Can-Am cars aplenty in this season's International Supersports Cup*

THE WORST CAR I EVER DROVE

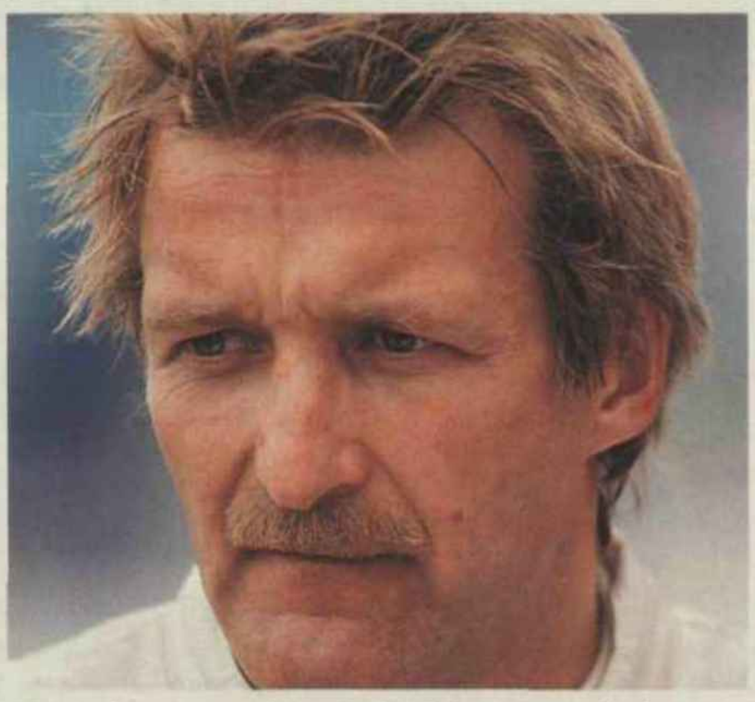
# LIFT SHAFT

**WILL HOY** 1991 SCHUPPAN PORSCHE 962C

***WILL HOY HAD GOOD EXPERIENCES BOTH OF PORSCHE'S 962 AND VERN SCHUPPAN'S TEAM. HOWEVER AT LE MANS IN '91 AN UNFORESEEN LACK OF FRONT DOWNFORCE TURNED DREAM INTO NIGHTMARE. BY MARK HUGHES***

NINETEEN NINETY-ONE WAS A GOOD SEASON FOR WILL Hoy. It was the year in which he won the British Touring Car Championship, his privately-entered BMW M3 seeing-off, among others, the works-blessed Prodrive BMWs. The achievement was just one further step in his relentless progression from gifted club racer with a chartered surveyor day job to full-time, factory-paid professional driver. But his foray to Le Mans that year did little to aid this career path, even less for his nerves.

"I'd first driven for Vern (Schuppan) at Le Mans in 1989," recalls Will, "with Jean Alesi and Dominic Dobson and although we had some problems in qualifying, in the race the car was really very good. I did the first stint and the first couple of laps were like a video game – I was passing cars everywhere – and we were running a strong fifth until Dominic had a coming-together with Bob Wollek. I'd also driven against Vern's team in the Japanese Sports Car Championship; he had a very good record over there, enjoyed a lot of success. He is also one of the nicest guys in racing, so I was more than happy to be part of his squad in '91"

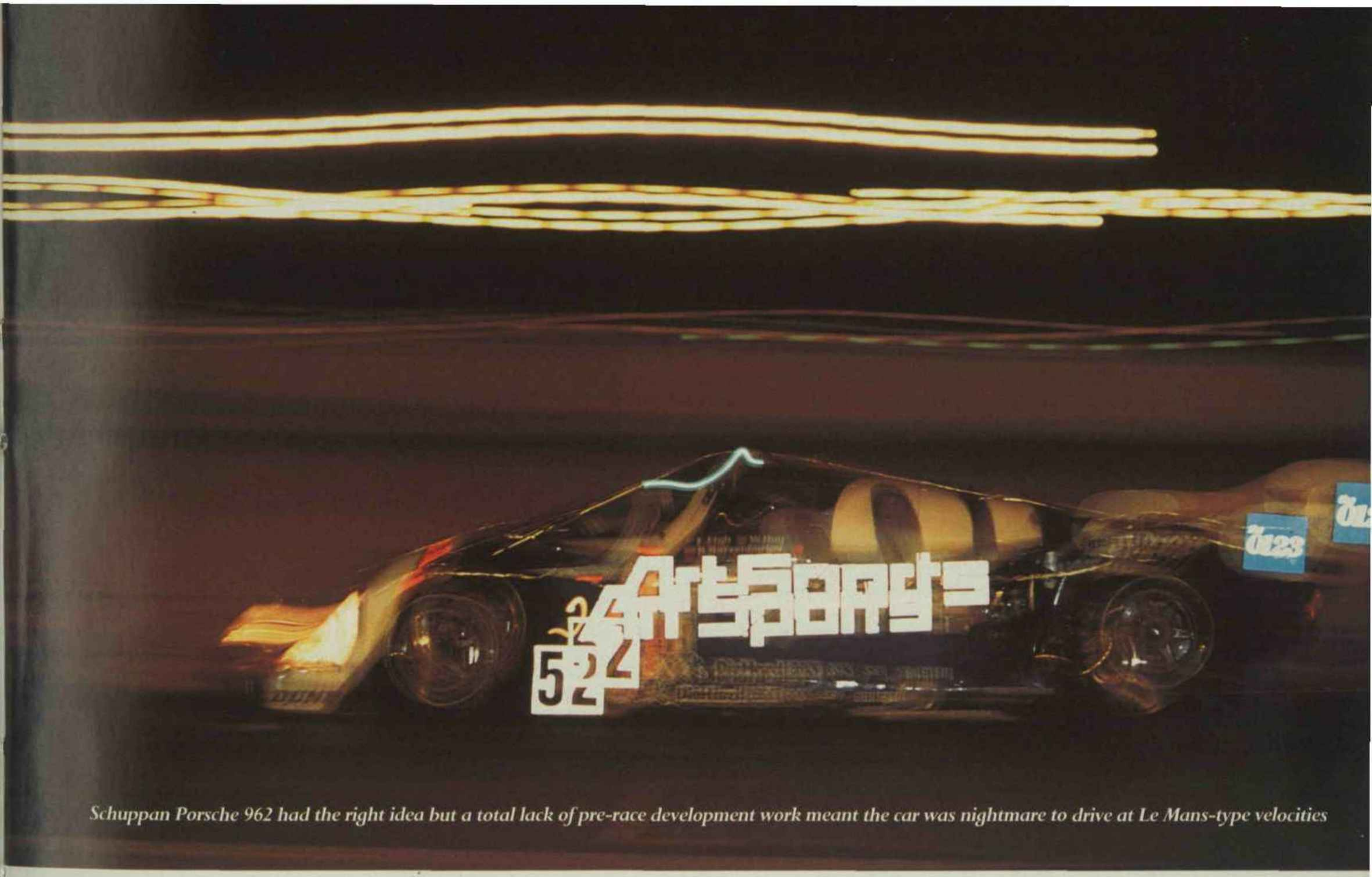


***Hoy: drove one-handed with steamed glasses***

Australian Schuppan had made the transition from promising Grand Prix driver who never got the breaks to Le Mans winner with the factory Porsche team. The setting up of his own sports car team – invariably with Porsche products – came as he wound his driving career down.

"He knew Porsche 962s very well," says Hoy, "and soon he started developing them. The car he ran in Japan was aerodynamically a bit different to standard and was very quick in a straight line. For '91 he had decided to take the whole project a step






*Schuppan Porsche 962 had the right idea but a total lack of pre-race development work meant the car was nightmare to drive at Le Mans-type velocities*

further and make essentially what was an all-new car, but with 962 mechanicals. He set up a factory in High Wycombe and brought in aerodynamicist Max Bostrom who designed a carbonfibre tub and a very different aero package."

The 962 was ripe for development by this time. The design dated back to the 956 of 1982 and with the arrival of new cars from factory teams such as Mercedes, Jaguar, Peugeot, Toyota, Nissan and Mazda, the trusty old Porsche was well past its sell-by date. The factory had long-since withdrawn from direct involvement, leaving the 962 as an off-the-shelf customer car. Schuppan was hoping his new design could squeeze a little more competitive life from the old stager.

"The principle appealed to me," says Hoy, " not only would there be theoretical benefits from carbon fibre, but the safety would be better. Although the 956/962 is probably the greatest sports car of all time, it was never particularly strong in an accident.

"As is the nature of motor racing, they missed the target date for completion of the car by about two weeks, so we hadn't even had a proper shake-down run before we went to Le Mans to qualify it. I was sharing with Roland Ratzenberger and Eje Elgh, so in qualifying we had to get the three of us through, get the car balanced, do the consumption tests and sort out the inevitable little mechanical bothers you always get in a new car. Although none of us were particularly at ease with the car, it was difficult in those circumstances to really know how good or bad it was. We really needed time for more extended runs so we could get a rhythm going and find what changes needed to be made.

"There was a sister car driven by James Weaver, Hurley Haywood and Wayne Taylor and that had some sort of drama which meant that they couldn't run the new aero package and just ran with the old bodywork. As it turned out, that was a blessing in disguise for them.

"In the race, Roland did the first stint and wasn't making much progress. There was some competition with the sister car, but we weren't at the sharp end." Indeed, while the lead was fought between the Mercedes and Mazda teams, the two Schuppan Porsches ran at the lower end of the top 15.

"I took over from Roland and, as we changed, he made it clear that it wasn't very good. He was a driver who always had a lot of bravado, so he didn't really get too specific, but I was soon to find out.

"First, as you came down the Mulsanne to the chicanes it had a great reluctance to stop. Sure, you run hard compound tyres because of the distance, but this was beyond that. It just didn't feel to have any aerodynamic grip at the front at all. What this also meant was that as you built up speed down the straight the front just got lighter and lighter. There was just bugger-all downforce and as I was speeding down the straight I was thinking about Schlesser's accident in the Mercedes a couple of years earlier where he'd flipped into the trees. Not what you want to be thinking about at 200mph or whatever.

"After Mulsanne there are some fast but bumpy kinks on the way down to Indianapolis. Through there it was just awful. You'd have to turn in early just to allow it the room to bounce its way across the track and all the while you still had this light feeling, that it was going to get some air under the front and just flip at any moment.

"But as if all that wasn't enough, I had another problem. I used to wear glasses at night, rather than contact lenses, just to give my eyes a rest. Now, with the old aluminium tubs there is always a natural air-flow coming through the car. But of course the carbon-fibre tub was completely sealed and with no air coming through, my glasses were steaming up every 20 seconds or so. And it was dark.

"There was no way I could make a pit stop, that would have been ridiculous, and so the only way to demist the specs was to cup my hand over the small hole in the side window and deflect the air onto them. Which was ok on the straight – in between worrying about whether the car was going to take off – but there are lots of series of bends which made it just a nightmare. Sometimes just one lens was steamed, sometimes both.

"As I came into the Porsche Curves I would be driving one-handed; at one stage I went right off the road, got all four wheels on the grass, at the end of those curves, the one with the negative camber. It happened because I just physically could not turn the car sufficiently because I was driving the thing one-handed."

After 202 laps the Porsche retired from the race with terminal head gasket failure. Will hid his disappointment well. M

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1953




1954




1956




1957




1958



1960




1961




1962



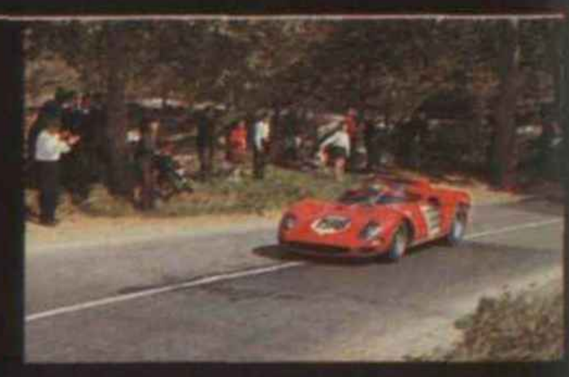
1963




1964




1965



1967



1972



# FORMULA 1 WORLD DRIVERS CHAMPIONSHIP

1952/3

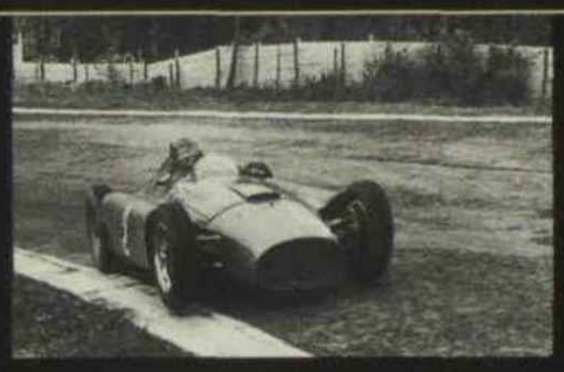
Alberto Ascari





1956

Juan Manuel Fangio





1958

Mike Hawthorn






1961

Phil Hill







1964

John Surtees






1975/77

Niki Lauda





1979

Jody Scheckter






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*Enzo Ferrari leans on one of Alfa's 1923 Targa Florio entries. The driver's overalls would soon be ditched for a manager's jacket*

TEAM MANAGERS

# Enzo Ferrari

***LONG BEFORE HE MADE HIS OWN CARS, ENZO FERRARI MADE HIS NAME AS A MANAGER LOOKING AFTER ALFA ROMEO'S GP TEAM. MARK HUGHES REPORTS***



The Geoffrey Goddard Collection

***Ferrari the driver – the first of his three careers***

WHAT HAPPENED IN THE 1930 MILLE MIGLIA is the stuff of legend. The greatest drivers of the day, Tazio Nuvolari and Achille Varzi, were in their resolve even more intense than usual, for these warriors were driving identical works Alfas and knew this was as close to a match race as they were ever likely to get, a chance to settle the issue of just who was the world's number one. First one led, then the other, but the margins were small. Suddenly, after Ancona, on the return to Bologna, Varzi lost six minutes to his adversary, and the race was lost.

What had happened? Why the sudden fall-off in Varzi's pace at such a critical time? The answer is to be found in the shadowy presence of one Enzo Ferrari. Having been allocated an earlier starting slot, Varzi was running ahead on the road and was reliant on team information at the fuel stops for summaries of his progress. It was at Ancona that Varzi was falsely told by a mechanic that he was now comfortably leading and had no need to push. The mechanic was acting under the instructions of Ferrari, the team 'fixer', anxious that the desperate duel might cost Alfa dearly. By the time Varzi realised he has been deceived, it was too late; Nuvolari was right behind him on the road and well ahead on time. Legend has it that the great Tazio turned off his lights once he had his rival in his sights, in order to catch him by surprise, but, if true, it was purely a symbolic gesture; Ferrari had already ensured Nuvolari's win.

The incident tells us much about Ferrari the team manager. Callous – he would have known well how much his actions were going to hurt the intensely proud Varzi. Ruthless – he wished to ensure a team victory and anything else was subjugated to that. Cunning – he chose to misinform Varzi rather than Nuvolari, knowing that the former drove with cool detachment

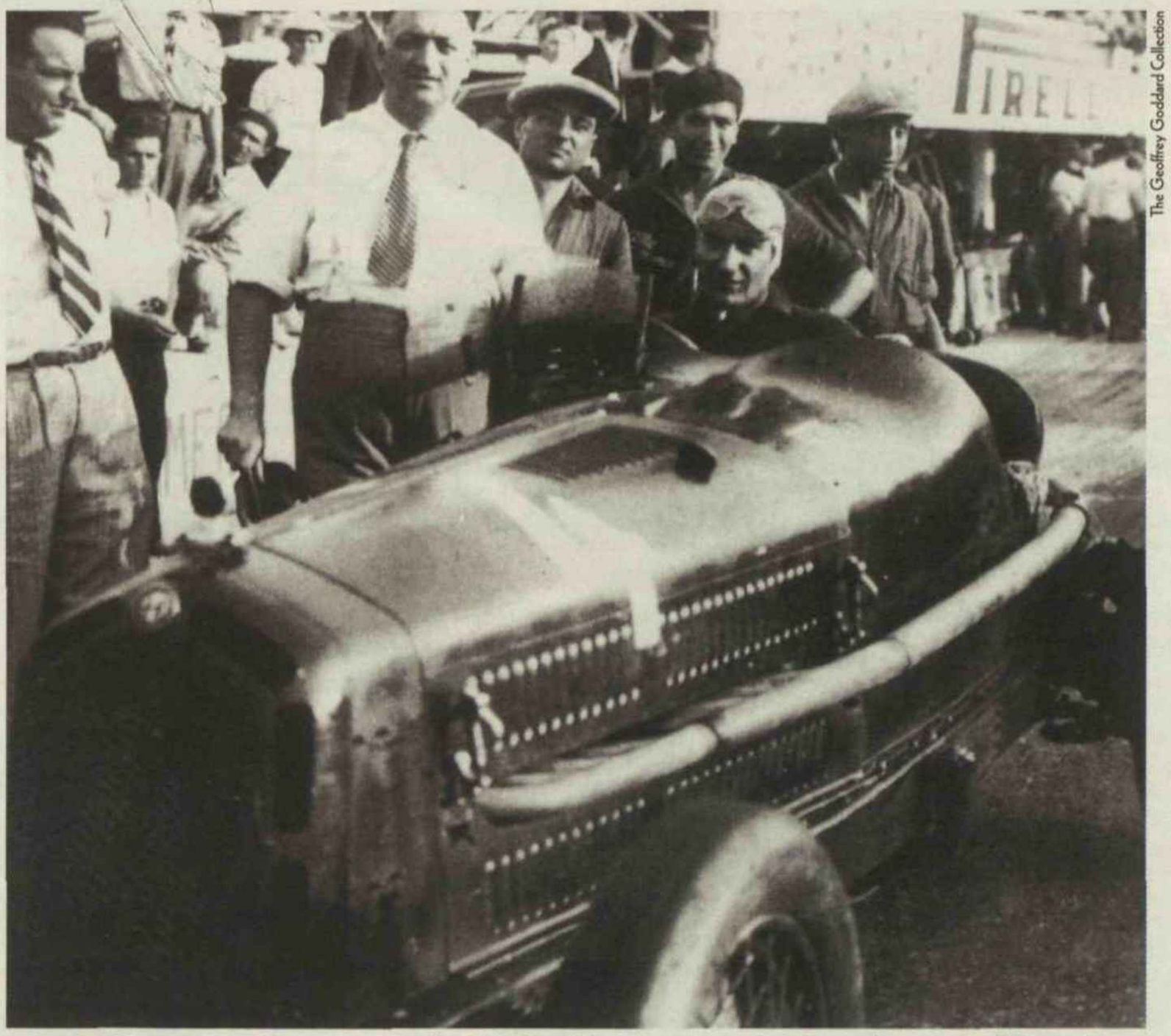
**"Ferrari the manager was callous, ruthless, cunning, and pragmatic"**

and was far more likely to cruise when appropriate than the more fiery Nuvolari. Furthermore, starting behind, Tazio would have been better positioned to discover any scam earlier. Pragmatic – if his actions ran the risk of losing the services of a furious driver, he would sooner it was Varzi, for great though he was, Enzo considered Nuvolari incomparable.

Actually, Ferrari probably felt confident he could keep both drivers on-board; indeed, he was almost certainly hoping he could manipulate the incident to stir up even more intense rivalry between them. For that was his Machiavellian way; he would almost wilfully bring together explosive characters, light the fuse and stand back, believing this was the way to bring out the best in them. "A flair for the agitation of men," as he described it in his autobiography, *My Terrible Joys*.

The career of Enzo Ferrari the team manager, as opposed to the constructor, is ill-defined. Even at that Mille Miglia his official role was only to oversee the Scuderia Ferrari Alfas of three wealthy amateurs. Varzi and Nuvolari, by contrast, were in cars prepared and entered by the factory. Even so, his influence is evident. While his connection with the company was at times loosely informal on paper it was never less than umbilical in reality. It began in 1920 and ended in '39, though only in the seasons 1934-36 was Scuderia Ferrari the official competition arm of Alfa Romeo. But while the partnership wasn't always explicit, it was enormously beneficial for both parties; it enabled Ferrari to begin building his empire, and provided Alfa with the services of an intuitively great racing man whose skills far transcended those of a mere team manager.

It all stemmed from a genuine love of motor racing, inflamed when his father, who ran a metal-working shop, took ten year-old Enzo to see Vincenzo Lancia ➳




The Geoffrey Goddard Collection

*In the Monza pits with Antonio Brivio in 1932; while his status varied, Ferrari drove all Alfa's racing*

and Felice Nazzaro fight out the 1908 Circuit of Bologna. His ambition to be part of this world was given free rein by a deeply independent spirit, doubtless intensified by losing the guidance and security of his father and elder brother to illness in 1916. After serving the war years shoeing mules, young Enzo travelled from his home town of Modena to Turin, presented himself at the engineering department of Fiat and asked for work.

Little could Fiat have known what it was turning down as the disheartened young man shuffled out into the snow, found a park bench, sat down and cried. But nor should you be fooled by such tears even in a man barely into his twenties: in reality he was more than able to look after himself.

It's difficult to imagine, anyway, how this lone wolf could have made a lair for himself within a big organisation like Fiat. When he eventually hooked up with CMN and subsequently Alfa, they were small-time manufacturers and he was quickly able to carve out a niche. He had evident flair, in fact, for making himself indispensible through shameless networking disguised as socialising; he never took his eye off what he was trying to achieve for himself. Yet his constant striving and improvisation played a vital role in establishing Alfa as a major racing force.

Though officially he was no more than a sometime race driver for the company – he won a few minor events – and a sales agent for its road cars, he acted in reality as general fixer and go-between. An incredibly persuasive man, the same skills that had got him into the inner sanctum of Alfa were used to lure Luigi Bazzi, and ultimately Vittorio Jano, from Fiat. These two engineers were fundamental in ensuring that the baton of Grand Prix racing passed to Alfa in the mid-'20s. It simply would not have happened without Enzo.

**"It's easy to imagine him playing to the egos of willing victims"**

Poaching staff from Fiat gave Ferrari considerable pleasure. He viewed the Turin company's subsequent withdrawal from the sport as its come-uppance for turning him away that time in 1918. This fierce desire for revenge fired his efforts, making him all the more formidable.

Alfa itself withdrew from the sport at the end of 1925, in the wake of one of its periodic financial crises and the death of lead driver Antonio Ascari. In the meantime Enzo maintained his strong links, travelling regularly to the Alfa factory, ostensibly on business for his dealership. But he had a plan which he felt sure would gently pave the way for Alfa's return to competition: in 1929 he set up Scuderia Ferrari to prepare and race sports Alfas in minor events for a selection of pay drivers.

His manipulative skills were much in evidence here. The major investors in this new venture were Mario Tadini and the Caniato brothers, Augusto and Alfredo, all wealthy enthusiasts without the skills to be big-time racers. It's easy to imagine Ferrari playing to their egos, using his links to the the glamour and prestige of Alfa to entice them in, doubtless as willing 'victims'. Within three years, with the team safely established, they had been bought out by Count Felice Trossi, who had the advantage of not only being even wealthier but of being a formidable driver in his own right. Within a further three years Trossi, too, was out. Throughout, Enzo Ferrari remained in control, even though his own monetary stake was small.

One senses that Enzo derived a certain satisfaction from such dealings. He made much of the fact that he was a simple man from a regional backwater, though he tended to overplay this angle in his self-congratulation. But the insecurity showed through in an almost pathological distrust of intellectuals; when Alfa ➤➤

*Brilliant newcomer Guy Moll, victorious at Monaco in '34, was a weapon in Ferrari's team manipulation*

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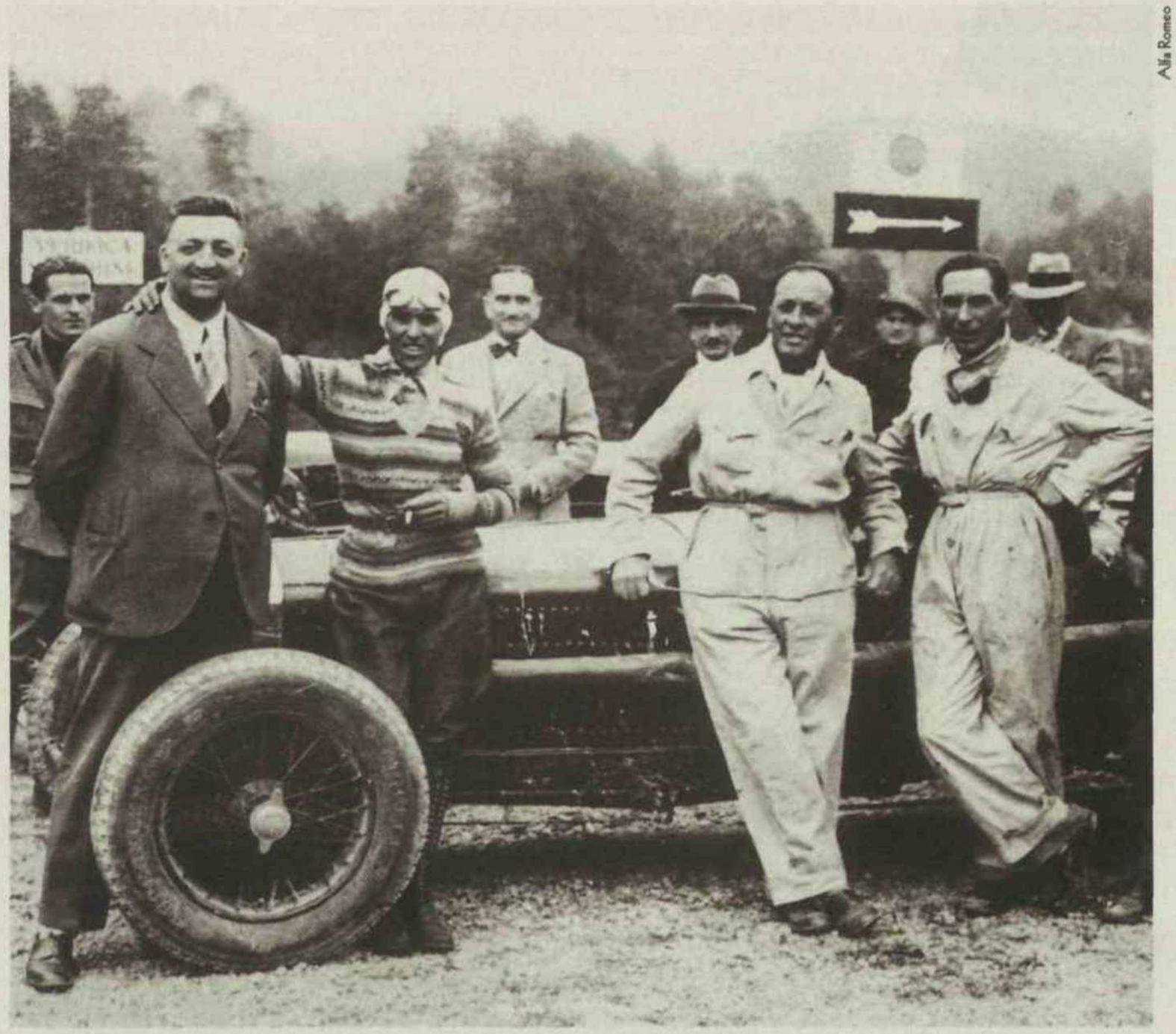

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Alfa Romeo

*"Like two prima donnas..." Enzo's relationship with Nuvolari was, despite the friendly arm, edgy*

employed Wilfredo Ricart, Ferrari's disdain was ill-concealed. "He used to walk round in shoes with cushioned soles. So that his brain didn't get jarred," he scoffed.

The chip on his shoulder showed also in his complex relationships with drivers. As a racer he enjoyed minor successes, but even though he created opportunities for himself – he was even made part of Alfa's Grand Prix squad at Lyon in 1924 – he was unable to make real use of them. His friend Sergio Scaglietti commented of Ferrari's relationship with Nuvolari, "He admired him, of course, but was very jealous. They really were like two prima donnas when they were together, each always trying to have the upper hand."

If, deep down, Ferrari felt he lacked the education, talent and social refinement of many of those around him, he had a tough armoury with which to protect himself. He had street-savvy; he was tough and shrewd with a forceful and charismatic personality that enabled him to get what he wanted. All traits which helped make him a fantastically effective team manager.

Varzi's win in the '34 Mille Miglia owed everything to these qualities. Although a seething Achille had indeed left Alfa not long after that infamous duping four years earlier, now he was back in the fold while his nemesis Nuvolari drove a privately-entered car. Predictably, the race again became a duel between the two of them, but when the rain began to fall Nuvolari started to increase his lead. At one of the last stops, in the town of Imola, Ferrari insisted Varzi switch to the new, untried, Pirelli rain tyres. Varzi was reluctant being sufficiently proud to believe he could defeat his rival without an unfair advantage. Ferrari knew otherwise and after a huge row the new tyres were fitted. Varzi pulled back the deficit and won comfortably.

**"Deep down, Ferrari felt he lacked education, talent and refinement"**

More often Enzo's management skills were seen at one remove, for once he formed the Scuderia, he rarely travelled outside Italy. He refused to fly, didn't care much for trains, would even use the stairs in preference to a lift. But even at foreign races, his hand could still be clearly seen.

He delighted, for instance, in the conflict he helped to create through the arrival in the team, in '34, of a startling new talent, Guy Moll. He enjoyed immensely the fact that the young Algerian had ignored team orders to finish behind Louis Chiron at Tripoli and had not only passed the Frenchman but tried to take victory from team leader Varzi. For the French Grand Prix Ferrari provocatively included Moll in the squad as a reserve, with Varzi, Chiron and Trossi as nominated drivers. The inference was clear to the established stars: perform or else. When the acting team manager telephoned Ferrari with the practice times, he was duly instructed to put Moll in Trossi's car for the race.

His skilful machinations succeeded in bringing Alfa back into frontline racing, and in the years 1934-36 Scuderia Ferrari, as the official competition offshoot of the company, achieved success way beyond what was merited by the increasingly out-dated hardware provided by the factory. It was a tough, professional fighting outfit that reflected the man behind it.

Back to the Mille Miglia, this time in 1940, ten years after we came in: Ferrari and Alfa had finally parted company. The terms of his pay-off had forbidden him to co-operate with any other manufacturer for four years – in itself an aknowledgement of his abilities – but it didn't matter, he had bigger fish to fry now. Among the entries were two little red sports cars, to be driven by Alberto Ascari Lothario Rangoni. They were labelled just AAC 815s, but were really the first Ferraris. A new era had begun. M

# LE TOUR DE CORSE

***THE BIRTHPLACE OF NAPOLEON IS A RALLY DRIVER'S NIRVANA. A WIDE-EYED JOHN DAVENPORT REMEMBERS SOME 'ON-THE-EDGE' MOTORING IN CORSICA***

*By 1977 the Tour de Corse had become a full world championship event, but the phenomenal stage routes and equally stunning island scenery remained*



THEY COULD HAVE CALLED IT ANYTHING: THE 24 HOURS OF CORSICA, The 1000 Miles of the Mediterranean or even the Targa Napoleon. Instead they called it The Tour of Corsica, a title straight out of a Saga Holidays brochure. Admittedly there was a sub-title, Rallye des Dix Mille Virages, which seemed to hint at something a bit tougher, but even that would have fallen foul of the Trade Descriptions Act. The number of bends quoted was way too low.

For those of you who have not been to the Ile de Beauté, famously the birthplace of Napoleon, a few facts. The island of Corsica at 3352 square miles is the fourth biggest of the Mediterranean islands and lies 100 miles south east of France and 60 miles west of Italy. It is largely mountainous, with lots of peaks over 6000 feet and cols well over 3000. It has a complex political history, having been invaded and ruled by, successively, Romans, Vandals, Lombards, Saracens and Genoese before having its own independence and then becoming a province of France for the first time in 1769. The British invaded during the Napoleonic Wars but it has since been strictly French with only the occasional rumble from separationist groups.

From a motor sporting point of view, Corsica is simply Utopia. There are roads everywhere, and all the roads in the hills (which are most of them) are as replete with bends as a strangulated hernia. Its isolation was probably the reason why it did not host much motor sport until after the Second World War when large ferries, capable of carrying large numbers of cars, started operating from French ports.

There was a one-off Grand Prix held in 1921 to commemorate the centenary of the death of Napoleon but it was another 35 years before motor sport came back to Corsica with anything serious. The man behind it was Dr Jean Sermonard who came originally from Lyon where he had been an active participant in rallies. Recognising the amazing resource that the Corsican roads represented, he first ran a couple of smaller events, the success of which had encouraged him to think of running a bigger event. By establishing contacts with clubs on the mainland for experienced officials and by motivating the Automobile Club of Corsica and the Tourist Board, he got everything in place to run the Tour de Corse for the first time in November 1956.

The older amongst you will recognise that this was not a very auspicious date. Europe was suffering the fall-out from Suez and Hungary while France was calling on its citizens to cut down on the use of petrol. The Tour de Corse hung in the balance for a while but it was local enthusiasm and lobbying that saved the day and guaranteed the supply of petrol. Forty-three crews turned up to sample this new event starting on the evening of November 17th.

These early events were straightforward with just three short hill climbs to act as tie-deciders and the majority of the action occurring on long, tight road sections. The average speeds varied and were less for small standard cars than for big GT cars. However, the tortuous Corsican roads were always a handicap for a big car and, when it was slippery, power was a positive disadvantage. Thus it was no surprise that the first winner was a Renault Dauphine. It was a bit more surprising that it was crewed by ladies, but then Miss Gilberte Thirion and Mrs Nadege Ferrier were experienced and had earlier that year won the Tour de Belgique.

With the cars, tyres and lights of those days, to hit even average speeds of 30mph on these roads was an achievement even when the weather was good as on the inaugural event. The following year the entries had practically doubled, but the number of finishers was about the same due to a night of rain in which many of the fancied entries had accidents. This time the light GT cars came to the top, with Roger de Lageneste winning in an Alfa Romeo Giulietta SV ahead of two Porsche 356s and the Triumph TR3 of Annie Soisbault.

It is always hard to convey the challenge that the Corsican roads provided in those early days. Even now, the average speeds on Corsican stages are the lowest of any rally in the World Championship. In the days of the Group B racers, 50mph was good going for a winning time while the same cars were flying through the Finnish forests at average speeds of up to 80mph and up to 70mph in British forests.

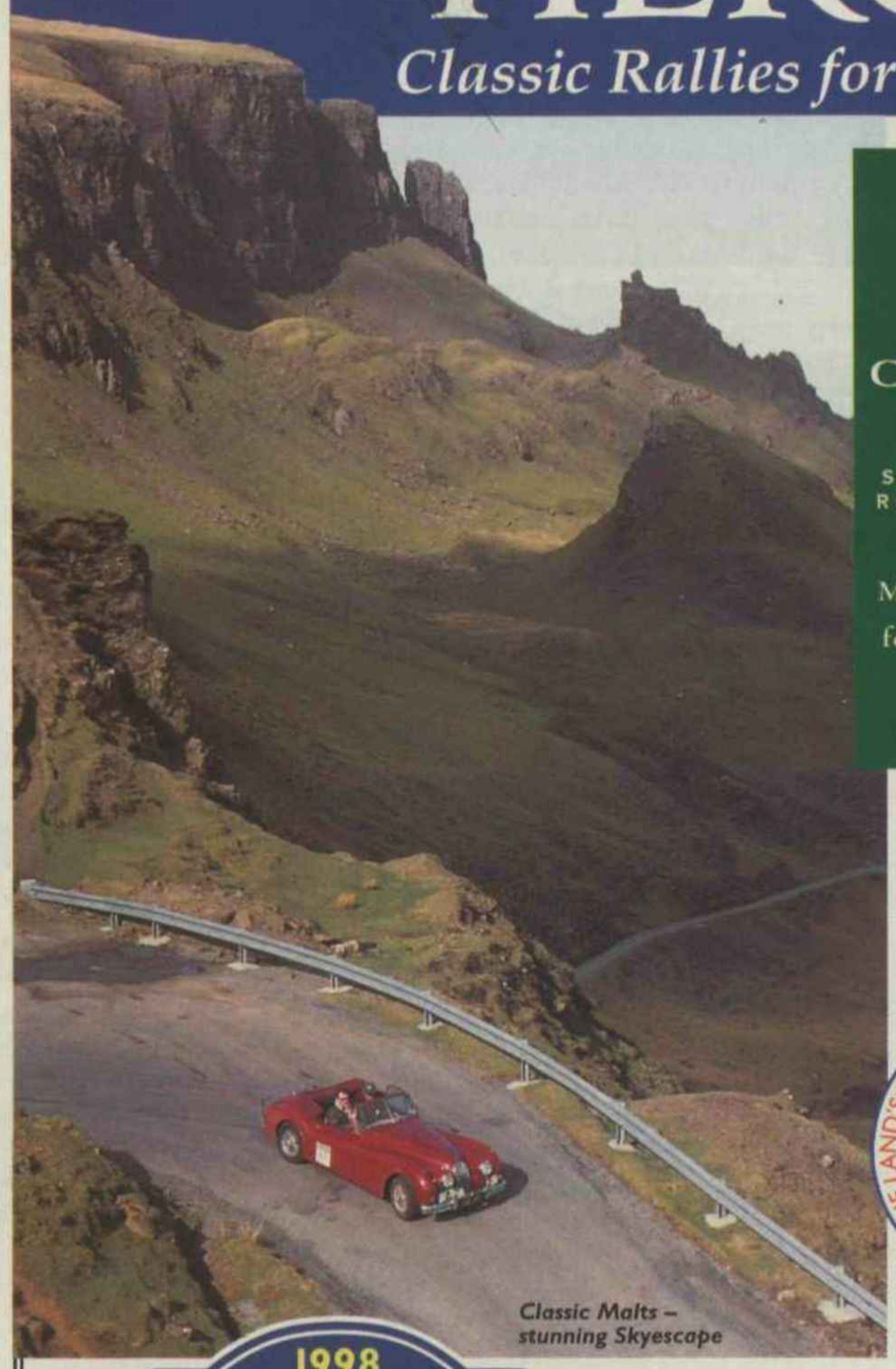
On its traditional date in November – the Tour de Corse now runs in May to fit in with the WRC calendar – the weather was always ➠

LAT

# HEROics

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*Classic Malts – stunning Skyescape*

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SCOTTISH SIX DAY RELIABILITY TRIAL

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## Malt teaser

One feature of the Classic Malts Scottish Six Day Reliability Trial, which this year takes place between 9th and 15th May, is a whisky sniffing contest at Oban Distillery. Last year, ex-F1 ace Clay Regazzoni was judged to have the best nose, helped perhaps by the bouquet retained in his copious moustache.

The rally will again visit many of Scotland's most stunningly scenic minor roads, with a variety of tests and regularity sections. Eight distilleries will be visited – their yards make excellent manoeuvrability test venues. There will be a ceilidh at Talisker and a vintage steamer trip to Lagavulin, on Islay.

The entry list is again a treat, with competitors from as far as the USA and South Africa. A few places remain – contact us quickly if you'd like to apply for one.

If you just want to follow the event, send an SAE for a free information sheet, or keep an eye on our website http://www.he-ro.co.uk



*Knockhill circuit test*

## Last of the Millennium?

After a year's lay-off, the Land's End to John o'Groats Reliability Trial is back on 4th to 7th December – perhaps the last major historic rally of the millennium?

The legendary LE JOG is the toughest classic road event in Britain. Because it's a handicap, any type and age of car can do well, from 1920s to 1970s. Gold Medals have been won by cars as disparate as vintage Alvis, WW2 Willys Jeep and Sunbeam Tiger.

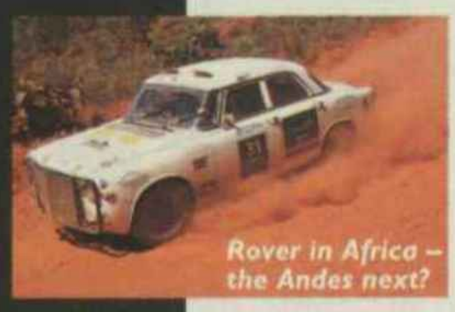
If you like a challenge, this one's for you. Send for the preliminary information sheet or see our website http://www.he-ro.co.uk

1998 LONDON-CAPE TOWN

## Capers between covers

HERO's postbag is full of letters from London – Cape Town participants, many telling hilarious anecdotes of their mishaps and adventures.

One 'aaah' story was that of the Le Jeunes. Their entry was Denis's 40th anniversary present to his wife Mary Anne – in the 1958 Volkswagen which had been their wedding present from Denis's father. The white Beetle was still immaculate at the finish.



*Rover in Africa – the Andes next?*

*Capers*, a book of these stories, illustrated with Mike Johnson's superb photos, will be published in the spring, priced £20 plus £2.50 UK p&p. If you can't wait that long, send £3 now for a reprint of Lord Steel's articles, as serialised in the *Daily Telegraph*; or see our website for links to these and other accounts of the event.

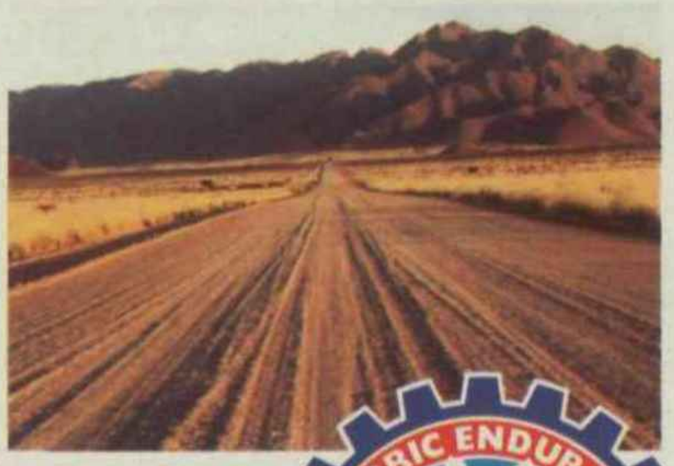
## Around South America in 2000 – or 2001?

Some people are gluttons for punishment. After London – Cape Town, around 100 participants, not content with the 18,500 km they had just completed, presented a spontaneous petition, asking us to run another one – round South America this time – and promising to enter.

Armed with this vote of confidence, we have already started planning a route which provisionally will start in Rio de Janeiro; cross the continent to Lima; run down the west coast and the high Andes to Tierra del Fuego; and return to Rio via Buenos Aires. Along the way, we will take in the continent's most magnificent sights, and around 20,000 km of wonderful roads. The whole event is likely to take about seven weeks, and cost around £20,000 for a crew of two, including hotels. There will again be categories for classic cars and 4x4s.

Our first thoughts were to run this event in September-November 2000, but initial reaction from potential competitors suggests that 2001 might be preferable, to give everyone enough time to prepare their cars. Which would YOU prefer?

A preliminary brochure will be available shortly.




For more information on any of the above contact

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*Photos Mike Johnson/John Brown. CLASSIC MALTS and the Quaich Device are trademarks.*



John Davenport

*Vic Elford and author Davenport made a short Corsica debut in a Ford Anglia in 1965*



D.Pascal

*Gilberte Thirion and Nadege Ferrier were inaugural winners of the event in 1956*



D.Pascal

*Lucien Bianchi's Citroën came second – and last – in 1961 after snow decimated the field*

unpredictable but never so bad as in 1961. After two years of dominance by the ever-more-special Renault Dauphines, the GT cars had got back in 1960 with a win for a Porsche Carrera driven by Herbert Linge. To meet the Corsican challenge, the cars entered were becoming more exotic. The first Alpine 106s and 108s were there in force but there were also Alfa Romeo SZs, Porsche Abarths, DB Panhards, Ferrari 250 GTs, Fiat Abarth 1000s, and even a Salmson G72. The *parc fermé* before the start was a sight to behold – everything from a 2CV to a Jaguar Mk2.

In 1961, there were 72 starters who set out on an 800-mile route from Ajaccio in which there were to be a total of 300 miles of *speciales*. These were not proper stages as we would know them today but really good sections set at a slightly higher average speed. But the weather reports were not good and by the time Pat Moss left the start as last car in her works Healey 3000, the rain and wind was starting to bring rocks and trees down on the roads. At altitude, there was a smattering of snow. Within 100 miles of the start, the leading car had already lost four minutes on the road and a dozen cars were out. A dozen more had joined them by Bastia, from where the cars turned south to cross the highest point of the rally, the Col du Vergio.

At the control before, each competitor was handed a piece of paper that said "20cm of snow, dangerous without chains". Like so much about the Tour de Corse, this turned out to be an understatement. As the cars gradually climbed the hill, the snow went from 20cm to well over two-and-a-half times that depth. All but two cars gave up the unequal struggle. The doughty pair were works Citroën ID 19s driven by René Trautmann/Jean-Claude Ogier and Lucien Bianchi/Georges Harris. These had two major advantages. The first was that they had relatively low starting numbers – 44 and 42 respectively – and were already the least penalised cars so that they did not have too many cars in front of them in the snow. The second was the Citroën hydro-pneumatic suspension which, when raised to the highest setting, gave them the ground clearance they needed to keep going.

Working as a pair, these were the only two cars that managed to get over the top of the Col du Vergio that night. But that was only the start of their story. On the descent, a tree had fallen across the road. For whatever reason, Bianchi had a saw in his boot and it was with this that they attacked the tree. The saw was in Trautmann's hands when it broke and they thought that all chance of continuing was gone. But then an attempt to pull the tree away with the tow rope using both cars lashed together succeeded and they were on their way.

They reached the next control to find that the marshals had gone home. Two Gendarmes who were still at their post preventing cars going up into the snow provided this information. Ogier got the police to sign their time cards to show that they had been there, but timing was scarcely relevant as they had taken 4¼ hours to cover the 30 miles from the previous control. In fact, the marshals were the sensible ones as the rally had been cancelled and the results declared up to the start of the Col du Vergio. On that basis, Trautmann won with Bianchi second. Third was Peter Ruby with his factory DKW Junior showing that front-wheel drive was a pretty good thing to have when the weather was bad.

In 1962, the Dauphines dominated again on a relatively dry event. It was dry again in 1962 and now the organisers had decided to have the same average speed for all classes to encourage GT cars. As usual with Corsica, the unexpected occurred and René Trautmann in a Citroen ID 19 won the rally for the second time. This time there was no snow and, in fact, there was not even any rain. It should have been a GT paradise. The AC Cobra of Jo Schlesser was the ideal candidate for victory after Jean Rolland put his Alfa Romeo GTZ Tubolare off the road on the first section out of Ajaccio and Pierre Orsini's alternator failed on his Alpine A110. But it is never that simple. Schlesser was quickest everywhere and a joy to watch but he had a problem. He only had a limited number of wheels, after his spares were held up in a Paris airport by a customs strike. Thus at the first major service, the mechanics had to strip the tyres from the wheels and fit new ones. This operation did not go well, which lost Schlesser four minutes at the next control. He was down to seventh. Then a ➤➤

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D.Pascal

*Victory seemed a certainty for Schlesser in '63 but tyre troubles forced him into second*




John Davenport

*A not-too-delighted Davenport and Munari model the cosy open top Fulvia in 1969...*




DPPI

*... which brought them an unimpressive 12th after a gruelling run in the twitchy special*

wheel came loose, and while fixing it the jack went through the bodywork. Another four minutes down, and at the head of the field Trautmann sailed on untroubled. The Cobra recovered to second overall, passing the Ford Falcon of Henri Greder who finished third.

At this stage of its development, the Tour de Corse was a cracking event, a real rally for rallymen. My first time there was in 1965 with Vic Elford in a Ford Anglia 1600cc. We were advised that racing tyres were essential which was quite correct, but no one told us that they had to be Michelin. We fitted Goodyear Blue Streak cross-plies, which may have been excellent at Daytona but were far too harsh on the firmly suspended Anglia. They might have worked if we had been running softer springs, but after the first part of the night Vic gave up the unequal struggle to wrest this uncontrollable machine round the never-ending corners. But we were never more impressed than by Berndt Jansson who started four minutes behind us. He was driving a works Renault R8 Gordini 1400 that was the machine of the era for Corsica. The way he came past us was enough to discourage anyone.

In 1967 I was alongside Ove Andersson in a works Lancia Fulvia. We were part of a six strong effort to stop the seemingly endless run of French wins – six successive ones by Renault and Citroën – and put a Lancia on the podium. Among our team-mates were Pauli Toivonen, René Trautmann, Sandro Munari and Leo Cella. For the drivers, there was an added interest called money. As the years had passed, no one had actually managed to win Corsica with a clean sheet - in other words, unpenalised on the road sections. Esso had sportingly put up a substantial cash prize to reward this feat and every year that it had not been claimed, it had in lottery-speak 'rolled up'. Anyone winning in 1967 would have been a very happy chap.

Our rally started with a bit of a setback. Rain was forecast and we had elected to go on the Dunlop SP3s that had done so well for us on the Monte Carlo. Unfortunately they were too soft for Corsica in the dry. We were threadbare on the front tyres after 150 miles and changed fronts to rears ourselves losing time in the process. Fortunately, the rain then came, and by Bastia we lay sixth behind Munari, Elford (Porsche 911), Toivonen, Orsini and Vinatier (both in Alpine A110s). But then we had gearbox problems and were out.

Munari was having a superb event, and had it not been for a spin coming into Riventosa towards the end of the night where he missed his minute by just five seconds he would have cleaned every section. As it was, he was staying ahead of Elford's Porsche with a 1400cc Lancia and deservedly won the rally. It was a moment of great triumph for Sandro and his co-driver, Luciano Lombardini. Sadly, a few months later they were involved in a road accident in Yugoslavia during the 1968 Monte Carlo Rally that took the life of Luciano and put Sandro out of rallying for a full year.

When he came back in 1969, I was delighted that he chose me as his co-driver. Lancia had decided to put us in one of the infamous F&M Specials (nothing to do with risky sex but 'Fiorio and Maglioli') which comprised a topless Lancia Fulvia. We had to wear dry-suits in case it rained. We looked like something from an early Dr Who episode. To my eternal gratitude it did not rain during the event, but we were plagued with rear brakes that were too effective – this was before adjustable limiter valves – and spent most of the time entering bends backwards. Added to this, the open layout at the relatively slow speeds of a Corsican road encouraged the accumulation of exhaust fumes in the cab and we were both quite ill. Somehow, we finished 12th and never were two men so grateful to get out of a rally car.

I was often in Corsica after that, as a reporter and then a team manager. The event changed gradually after 1973, when it joined the World Championship. Until then, it had been a sort of professional's rally, a secret place that everyone went to at the end of the year to enjoy a real thrash. But with the demise of the Coupe des Alpes in 1972, France needed a top-class counter for the WRC, and Corsica could hardly say "Non". Its sub-title these days is Rallye de France, it takes three days to run its route of 750 miles, and there is no night section. Jean Sermonard, were he alive, would be proud of its status, but he would also shed a tear for the way things used to be. M

# JENKS

***A TRIBUTE BY SIMON TAYLOR***

GENERATIONS OF MOTOR RACING ENTHUSIASTS HAVE CAUSE TO BE GRATEFUL TO DENIS SARGENT JENKINSON. NOWADAYS MOST YOUNGSTERS FIRST BECOME AWARE OF FORMULA ONE VIA TELEVISION, AND THEIR PERCEPTIONS OF WHAT IS AND IS NOT GOOD ABOUT IT ARE SHAPED ON SUNDAY AFTERNOONS BY THE CIRCUS ON THE SMALL SCREEN. BUT BETWEEN THE EARLY 1950S AND THE LATE 1980S, COUNTLESS NUMBERS OF US FIRST DISCOVERED THE TRUE EXCITEMENT OF MOTOR SPORT FROM THE EPONYMOUS MONTHLY MAGAZINE WITH THE GREEN COVER.

INSIDE, AS WE DEVOURED THE SOLID GALLEYS OF usually unillustrated print, set in a typeface that often got smaller and smaller as it went down the page, an ethereal, far distant world of heroes and battles was magically brought into close-up focus by the anonymous initials at the bottom of the page – D.S.J.

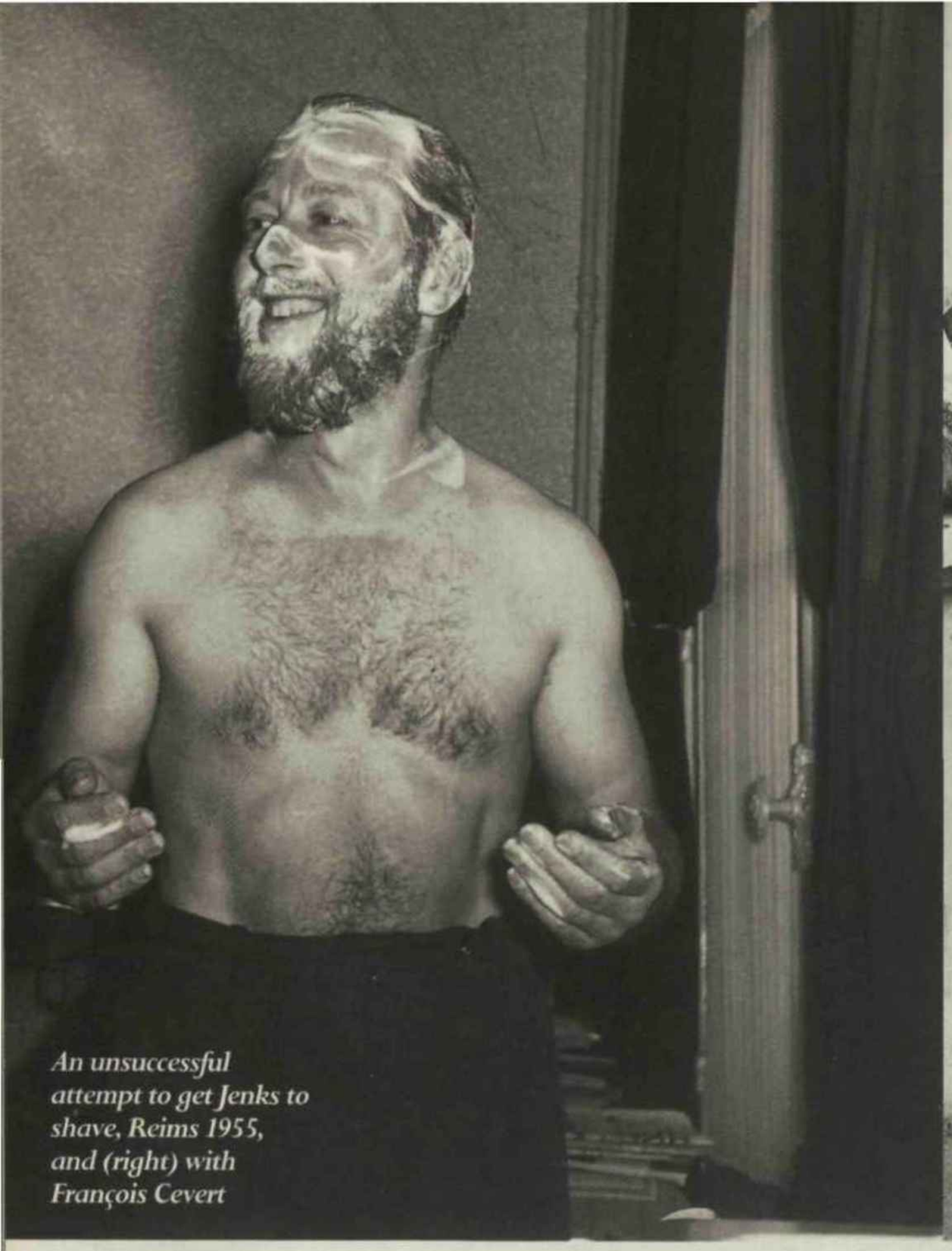
Denis Jenkinson became a full-time MOTOR SPORT writer in 1953. That same year, aged eight, I was sent to boarding school. In the austere dormitories, beside each bed, there was a small shelf on which each boy was allowed to keep one private item of great personal importance. In my case it was always the latest issue of MOTOR SPORT, posted to me each month by my father once he'd read it. I dutifully absorbed W.B.'s uncompromising opinions about cars current and vintage and motoring in general. I dreamed my way through all those wonderful classified ads. But D.S.J.'s writings I would read and re-read, until the next month's issue arrived to supercede them.

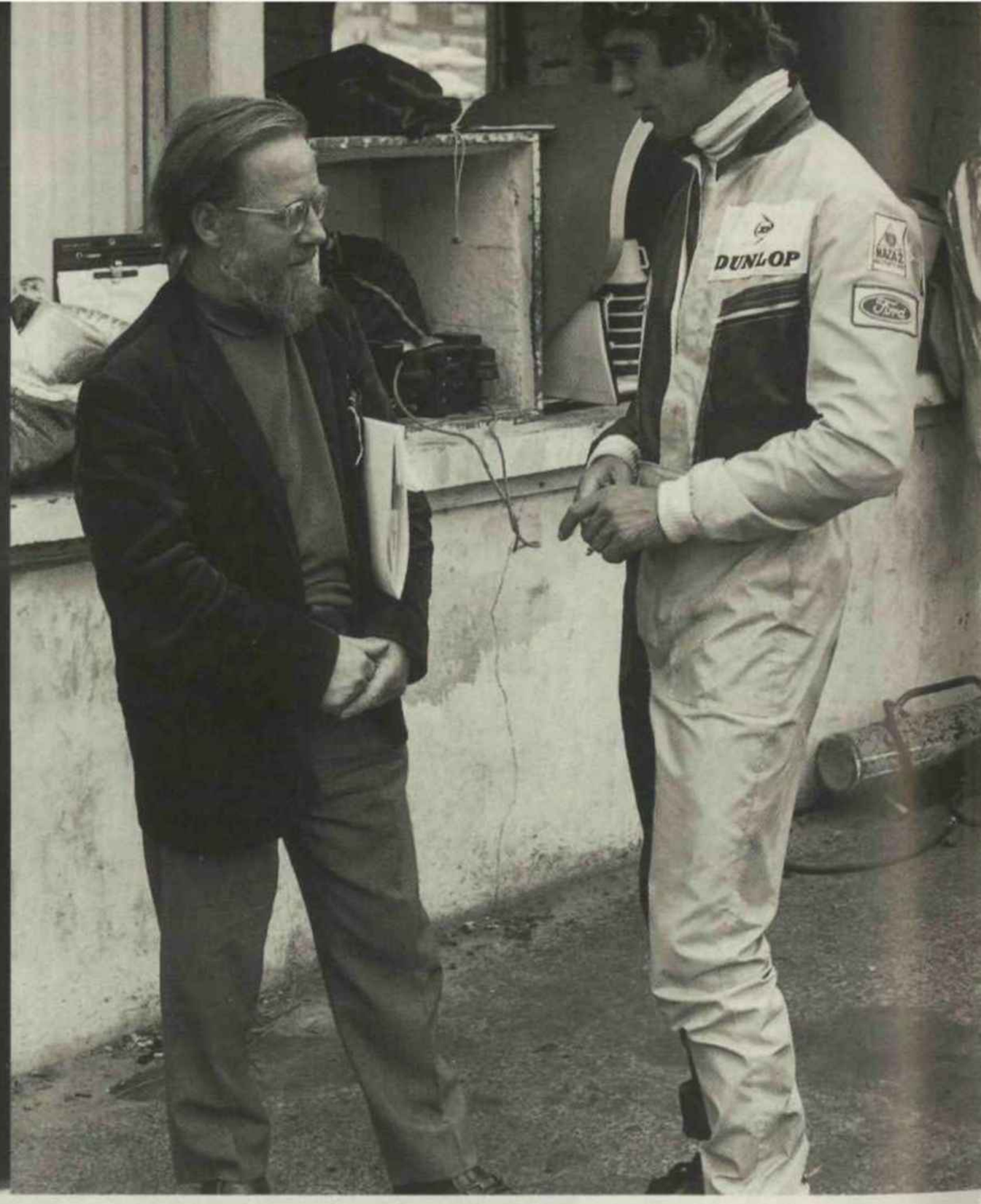
It was the policy of MOTOR SPORT to eschew any glorification of its writers. Their names never appeared: only their initials, pedantically equipped with full stops. Yet even the newest reader rapidly understood, as if by telepathy, that W.B. was called Bill Boddy, and that D.S.J. meant Jenks, the Continental Correspondent who somehow got himself to just about every European race, and was often the only English language reporter to do so.

This small, bespectacled man with his long red beard spent the season driving all over Europe – first in a Lancia Aprilia, then a Porsche 356, then a Jaguar E-type. And he didn't only go to the races. He visited the factories and the racing teams, he shared meals and hotel rooms with the drivers, he even helped out as a mechanic or signaller. From the perspective of my prep-school dormitory I could not imagine a more charmed life, and I vowed one day to emulate him.

But being where it was happening wasn't just why we all had to read every word Jenks wrote. It was also because of how he wrote it: in the easy, informal style of a personal letter to a close friend, bubbling over with the excitement of the moment and yet always ruthlessly well-informed and accurate, and spiced through with insider detail and trenchant opinion. It was only when I got to know Jenks well, almost 25 years after I'd started reading ➳


KYALAMI
ROLLEIFLEX






*An unsuccessful attempt to get Jenks to shave, Reims 1955, and (right) with François Cevert*

him, that I understood why: spending time with him was just like reading one of his pieces. The man himself possessed all the same qualities as his work.

First and foremost, Jenks was a true enthusiast, dyed in the wool and to the soles of his boots. Right up until the day of the massive stroke that effectively ended his life, he loved motor sport with a passion which never became tarnished, or blasé, or cynical. No-one could be more critical of what he saw as the bad things in motor racing. But no-one enjoyed more wholeheartedly what it was really about: great drivers and great cars at work, great battles being fought.

After spending a life reporting motor races his knowledge of the sport down the years, and his sense of history, were unrivalled – yet he had no use whatever for nostalgia. He never looked back with regret. The most exciting racing car was always the newest racing car, the most exciting driver the fastest man of the moment. When the turbo era arrived, as younger writers bemoaned the loss of the great days of F1, his eyes sparkled at the prospect of qualifying engines with a life of three laps and a power output of 1000 horsepower per litre.

And his enthusiasm spread far beyond Formula One. You could glimpse his small frame in motorcycle leathers in the paddock at Shelsley Walsh – where long past his 70th birthday he finally broke his personal bogey of 40 seconds on his homebuilt TriBSA – or see his ancient Morris Minor chasing across Southern England at high speed, a pile of cushions on the sagging seat so he could see over the steering wheel, in search of parts for the Duesenberg he was permanently rebuilding. Any mix of mechanical ingenuity, human endeavour and speed always got his attention – so that when the first Concorde went into service he rode his motorbike over to Heathrow to watch it take off.

Secondly, he was a true eccentric: not one of those who contrives to be offbeat for effect, but someone who was different without thinking about it. He reckoned he was totally orthodox and it was everyone else who was out of kilter, and he pursued his own priorities in a way which seemed totally logical to him and almost certifiable to everyone else.

He lived in a single-story cottage well off the beaten track in rural Hampshire, its four rooms cluttered with motorbikes in rebuild, a lifetime's motor racing memorabilia, a V8 engine at the bottom of the bed. There was no mains electricity, but a Fiat 500 engine drove a generator to provide electric light – although if you went to the loo and turned on the light, the rest of the cottage would be plunged into darkness. There was a bath, but it was full of car magazines, all carefully stacked by type and in date order. In the undergrowth around the cottage various cars and motorcycles slept, their useful life over, while a lean-to made from Honda packing cases provided more working space.

**"There was a bath, but it was full of car magazines, all carefully stacked by type and in date order"**

Jenks was not interested in any local amenities, and was not registered with the Health Service. If he felt unwell he would wait until the next Grand Prix and go and see Prof Watkins. And Alan Henry famously tells the story of visiting Jenks for breakfast: the ancient Aga, its handrail decorated with drying socks, was persuaded to produce two fried eggs. Jenks proudly presented one on a plate for Alan, and standing at the sink flopped the other out of the frying pan and proceeded to eat it off the wooden draining board. Not used to entertaining, Jenks only possessed one plate.

With this individual approach to life went a healthy dislike of any authority. Jenks' political beliefs, such as they were, were many leagues to the right of Ghengis Khan. Yet when he first went to the USA, in the days when any visit needed a visa, he answered the question "Are you or have you ever been a member of the communist party?" in the affirmative, just because he felt it was none of their business. Uncle Sam was unwilling to grant him a visa on that occasion.

With this anarchic streak went a well-developed sense of the ridiculous, and Jenks was capable on occasion of behaving like a conspiratorial schoolboy. Humour was never far below the surface in his work, and he was far from being merely a

narrow-minded motor-racing addict. His favourite music was traditional jazz – especially Sidney Bechet – but he would recount with relish how, with a spare evening in Modena, he decided to take some friends to the opera in Verona, 70 miles away. As the idea took root the party grew to 11 people, so their cars were abandoned in favour of a borrowed racing car transporter. This immense vehicle took them to Verona, and after some haggling was parked in front of the *Arena* while they heard their Verdi. Then it carried them back to Modena, lustily singing snatches of their favourite arias.

Jenks' whole lifestyle – a hermit at home, a rolling stone abroad – meant that he looked at life, and everything he wrote about, from a different perspective from us ordinary mortals. And it was this that brought such extraordinary freshness to his writing. He wouldn't have dreamt of possessing a television, but he was a radio enthusiast – he liked to fettle his motorbikes while he listened – so when he stopped going to every Grand Prix he used to listen to my Radio Five Live commentaries. On my return I would find one of his neatly composed postcards taking issue with, or sometimes agreeing with, something I'd said. On another occasion there was a TV programme he actually wanted to see, so he drove from his Hampshire village of Crondall to my house in London in the Morris Minor – which he'd christened the Crondall Flyer – to watch it. Afterwards we sat in my kitchen with a bottle of whisky between us while Jenks talked, wittily,

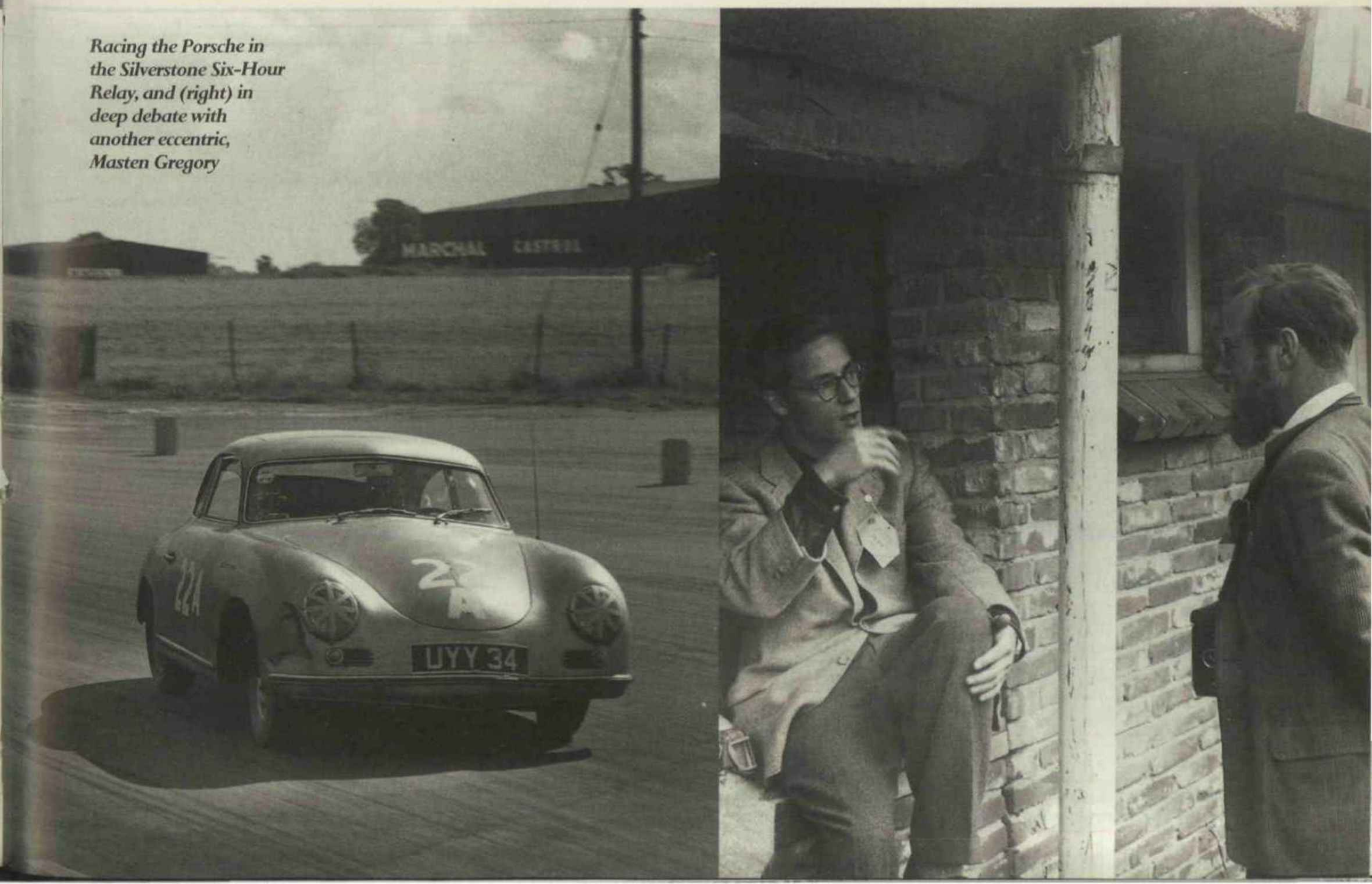
**"He could be scathing, in print and to their faces, to anyone he thought second-rate"**

controversially and absorbingly, mainly but not exclusively about motor racing. It was well into the early hours when the Crondall Flyer drove off into the night, valves bouncing in every gear.

So an enthusiast, and an eccentric: and thirdly a man of considerable physical and moral courage. During the war, which he thought of as a ludicrous waste of lives dreamt up by politicians, he registered as a conscientious objector, before going to work at the Royal Aeronautical Establishment at Farnborough – where he first met Bill Boddy, a happenstance that was later said to be a magazine equivalent of Royce meeting Rolls. After the war, with car racing far beyond his means, he raced motorcycles – working his way on a shoestring from race to race on the Continent, both as a rider and as an unpaid mechanic. At that time he had no abode apart from a sleeping bag under the bench of the lockup where he kept his bike. In 1949 sidecar racer Eric Oliver came looking for a new passenger, and Jenks was the perfect choice: small, light, absolutely fearless and with a huge will to win. He stayed with Oliver for 18 months, during which they won a string of races against the best in the world and ended up World Champions.

Jenks was beholden to no-one. He wrote exactly what he thought, and paid no heed to what the establishment of the day might feel about it. When Jackie Stewart was campaigning for more safety in motorsport Jenks disapproved, and said so in print, branding Stewart a "milk-and-water" driver. But whatever his views, they always had their foundation in his understanding of, and love for, motor racing: as a result, while many disagreed with him, everyone respected him. His own respect was offered only where he felt it was deserved, and only to the greatest in the sport. The few whom he put on his personal pinnacle – Rosemeyer, Moss, Clark, Senna – could do no wrong, but he could be scathing, in print and to their faces, to anyone he regarded as second-rate.

In the case of Senna the admiration was mutual. Ayrton sought out the little man for deep, intense discussions about the attributes of a world-class racing driver. It's hard to imagine any other journalist being taken that seriously by a World Champion. Clark, he used to joke, had been his Porsche team-mate: when the young Jimmy was racing Ian Scott-Watson's 356 he and Jenks both did the Silverstone Six-Hour relay race. Stirling Moss, of course, regarded Jenks with both friendship and admiration after their Mille Miglia partnerships, which included that astonishing victory for ➤➤




*Racing the Porsche in the Silverstone Six-Hour Relay, and (right) in deep debate with another eccentric, Masten Gregory*

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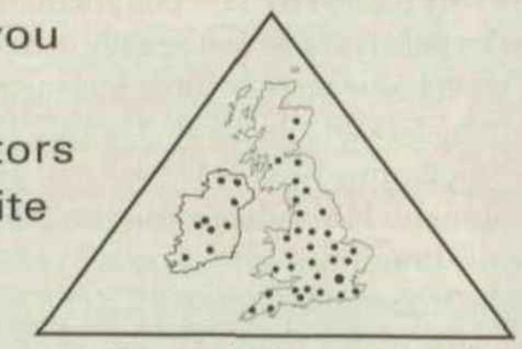


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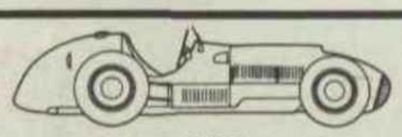
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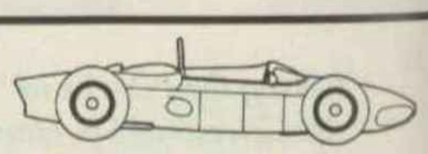
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• LSF06 •
375 Froilan GONZALEZ 1st BRITISH GP 1951



• LSF17 •
156 John SURTEES 1st GERMAN GP 1963



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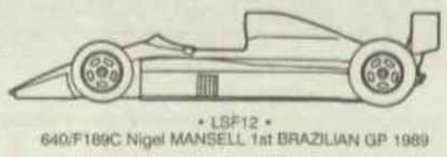
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24 READING ROAD, HENLEY-ON-THAMES, OXON RG9 1AG, ENGLAND



• LSF42 •
31282 Jacky ICKX 1st GERMAN GP 1972



• LSF12 •
640/F189C Nigel MANSELL 1st BRAZILIAN GP 1989



• LSF21 •
41212 Jean ALESI 1st CANADIAN GP 1995

Mercedes Benz in 1955 and provided the muse for some of his greatest writing.

Jenks never suffered fools, gladly or otherwise, and he could sniff out hypocrisy and insincerity a mile off. But to any genuine and like-minded stranger he would be warm and good-humoured. My father, a country solicitor who had no connection with cars or motor-racing apart from his own enthusiasm, owned a 356 Porsche. My parents were on a motoring holiday in the 1950s when, queuing for a level crossing in central Italy, another Porsche drew up behind and a small bearded man got out to watch the train go by. They exchanged greetings and at once fell into animated conversation, discussing Porsche oversteer and the relative merits of Vanwall and Ferrari. Then the train came, and my father just had time to say how much he appreciated his monthly copy of MOTOR SPORT before Jenks, with a wave, was on his way and gone.

In 1995, for the 40th anniversary of that Mille Miglia win, Mercedes got the 300SLR No 722 out of the museum and sent it to Italy for Moss and Jenks to do the three-day retrospective. But if there was one thing Jenks liked less than nostalgia, it was a 'jolly' pretending to be the real thing, and he declined the invitation. He'd done the real Mille Miglia four times, and he saw no fun in going on a sort of replica event.

So Stirling asked me to go instead, and diffidently I rang Jenks for some tips on how to look after Moss at speed in the cockpit of a 300SLR. As expected I got plenty of grumbles down the phone about how

**"There was universal disappointment that the little man wasn't there. The *tifosi* knew all about Jenks"**

it was an outrage that the new Mille Miglia, a jolly for rich old amateurs, was allowed to use the same name as the proper Mille Miglia, but he did agree to meet me at his local for half an hour. "I'll see you there at 5.30," he said crisply, "because I have things to do. I must be gone by six."

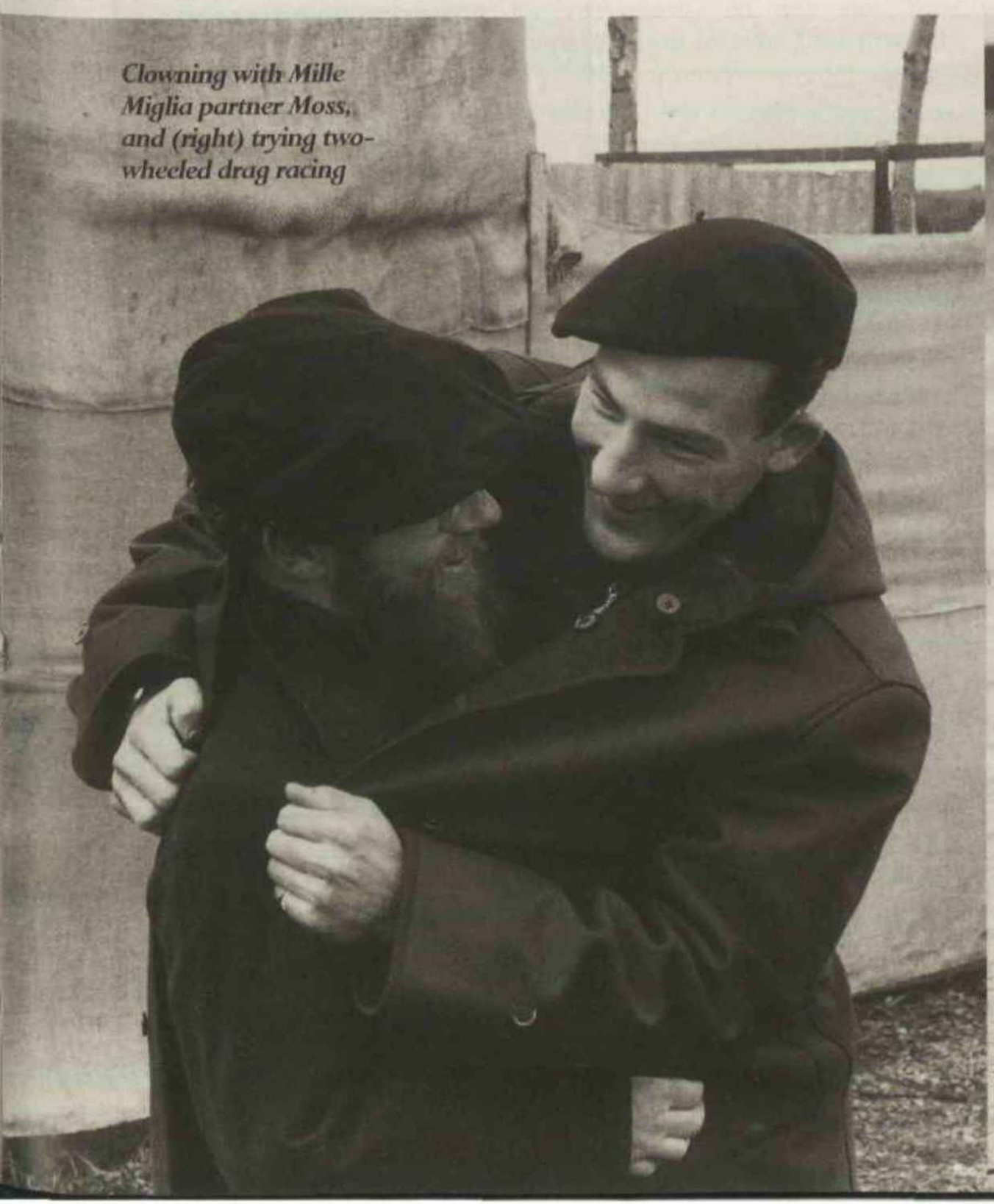
We sat at a table in the corner of the bar, and he spread out the very maps he'd used 40 years before, carefully marked from his recces with Moss. He'd brought programmes, photographs and cuttings, and of course the famous metal box which had sat on his knee during the race, with its 17-foot roll of paper carefully marked with pace notes for every metre of the thousand miles. And out came the stories: many I'd heard before but never at first hand, many that were new to me. Being Jenks, all were vividly told and most were uproariously funny. When the pub finally locked its doors at 11.45 pm, we were the last to leave.

Two days later I had a charming letter from Jenks, thanking me for the rounds I'd bought and listing some more Mille Miglia pointers that had occurred to him. The letter was, of course, beautifully written, and included some comparative average speed figures to three decimal places and some other details which he'd wanted to check since our conversation, presumably from the library piled in the bath.

In Italy, on the Mille Miglia Retrospective, Moss and the 300SLR were feted everywhere we went, but there was universal disappointment that the little bearded man who should have been in the right-hand seat wasn't there. The *tifosi* knew all about Jenks, and respected him. Forty years on, from Brescia to Rome and back, the duo in the silver Mercedes that had averaged almost 100mph for 1000 miles were still fondly remembered.

Sitting in the pub, Jenks told me with glee the story of two old Italians who'd been heard talking in a village bar months after the 1955 Mille Miglia. The Englishman's win was still in the air, and one said to another: "That young Moss, it was a miracle drive. You know how he did it? Sitting beside him, for the whole race, was a priest, a bearded priest, reading to him from a bible on his knee. That was how he could go so fast. God was with him."

Jenks had no time for religion, and said he wanted no Christian business when he died. But a huge number of people who had loved him wanted to pay their respects, and at his funeral in December 1996 BRDC chaplain Lionel Webber was equal to the task. "Just think of it like this," he told the congregation. "Jenks is up there with all his old mates – Ayrton, Gilles and Jimmy – and at this very moment he'll be busy arguing with God, telling him he doesn't exist." M



*Clowning with Mille Miglia partner Moss, and (right) trying two-wheeled drag racing*



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# Fast Forward to the Past
# The Classic Resource

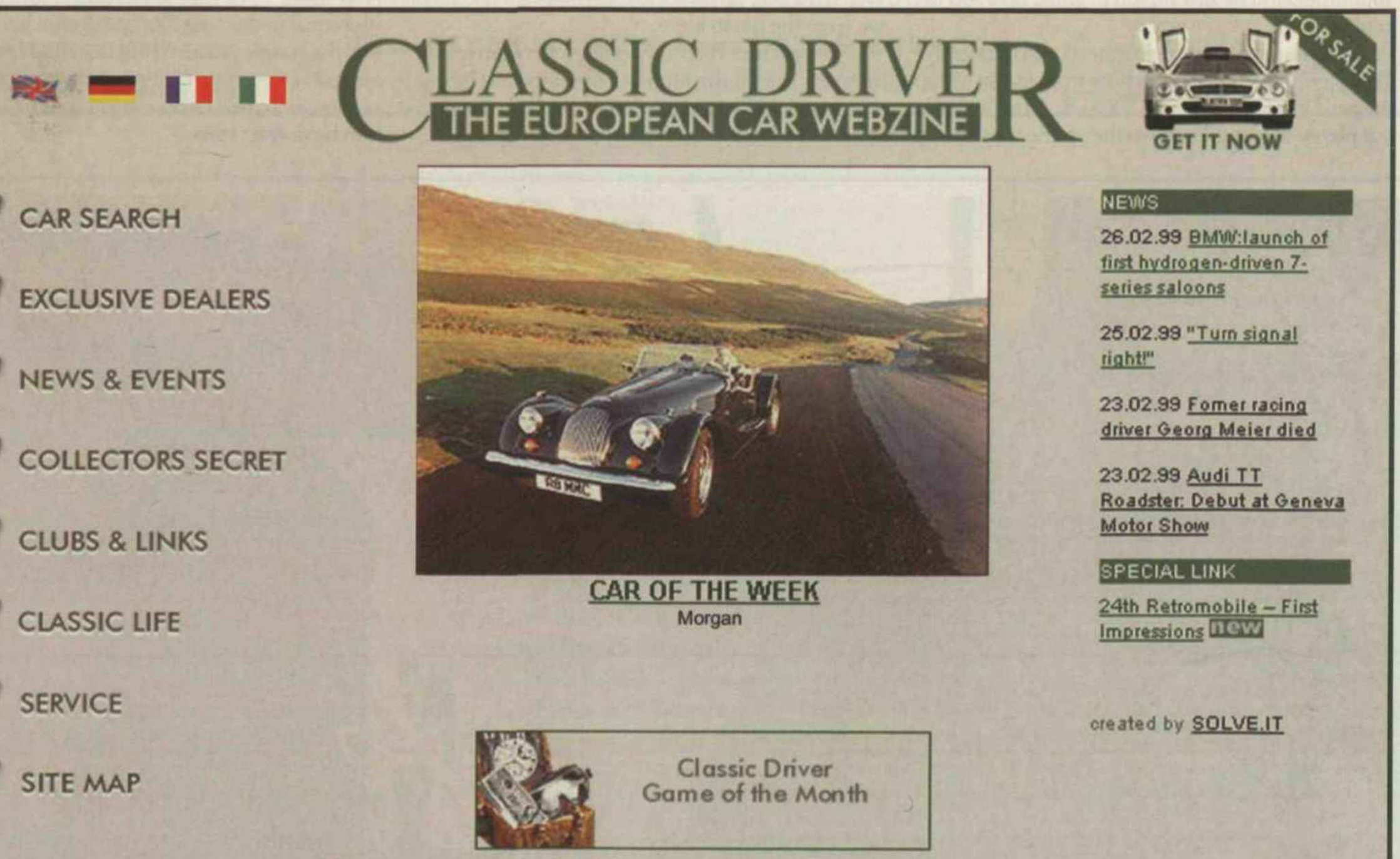
**Ever been to cyberspace but found it confusing and disjointed?**

**Creating a website is never an easy task, attracting 75,000 regular visitors from across Europe every month is the stuff dreams are made of. Tim Lewis talks to the man behind German based website www.classicdriver.com.**

For Alexander Knapp-Voith, **www.classicdriver.com** is the realisation of a dream. For thirty years Alexander had run the exclusive Car & Driver classic car dealership from Hamburg. But what he couldn't do from there was bring his dream cars to people across Europe. 'Classic Cars have always been my obsession, I now drive an Aston Martin and own several other classics. But if you love classic cars part of the fun is in sharing your knowledge.'

Looking at the web today and you can find hundreds of car websites, many the offshoot of established print publications. Alexander had a dream of doing it differently. 'I wanted to create something from scratch that would be tailored to the web and would put classic car enthusiasts from around the world together.' The result was two years in the making.

Classic Driver brings together everything that a classic car enthusiast might want in one location. Alexander explains the development process, 'I started by thinking about the look and feel of the site. It had to be attractive reflecting the craftsmanship and excitement of the cars, and be accessible to everyone. We believe we have achieved this and with a choice of three languages including, of course, English, the site is accessible to a huge audience.'




**www.classicdriver.com**

- ★1500 dealership contacts
- ★1500 private cars with photographs (free listings)
- ★Currency conversion
- ★300 topical hot links
- ★Latest industry news
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| MANUFACTURER | MODEL | I | COLOR | DRIVE | CONV. | YEAR | POUND | EURO | DEALER |
|---|---|---|---|---|---|---|---|---|---|
| AC | 16/60 | | green | RHD | no | 1935 | 15.752 | 22.101 | I & J Macdonald |
| AC | Ace | | | RHD | no | | P.O.R. | P.O.R. | Portfield |
| AC | Cobra | | black | RHD | yes | 1990 | 60.644 | 85.089 | Portfield |
| AC | Cobra MK4 | | green | LHD | yes | 1985 | P.O.R. | P.O.R. | Schroeder & Weise |
| AC | Cobra MK4 | | green | LHD | yes | 19850 | P.O.R. | P.O.R. | Schroeder & Weise |
| Alfa Romeo | 2000 | | rosso | RHD | yes | 1974 | 8.396 | 11.780 | Garage on the Green |
| Alfa Romeo | 2000 Spider | | red | RHD | yes | 1976 | P.O.R. | P.O.R. | Private |
| Alfa Romeo | 2000 Spider | | Alfa red | LHD | yes | 1962 | P.O.R. | P.O.R. | Garage on |

The other element to a successful site is that it provides an up-to-date service 'I realised that a print magazine would be updated regularly, in fact every issue. As a website we should match or better that, now we have a team constantly checking and updating all the information - in particular making sure that all the cars we show are still available on the market.'
The results of his efforts are impressive. A multi-lingual website that has been built to deliver a service to dealers and private owners alike, and a source of enjoyment for enthusiasts. At any one time **www.classicdriver.com** gives the viewer access to over 1500 privately owned cars for sale complete with photos, currency converters and an impressive search engine.

**'The public will find dealers on the web, if they are not there they risk losing out to the private sector.'**

The dealership network currently exists on the site gratis with basic contact and stock information. With understanding, an increasing number of dealerships are taking the plunge and having their own pages created, allowing them to list and update stock for the visitor to inspect at a glance.

Alexander knows this market, it is where he comes from. 'Dealers have been marketing their wares in the traditional manner for years with beautiful showrooms, reliable contacts and selective advertising. What they are yet to realise is that the public will find them on the web and, if they are not there, they risk losing out to the private sector.'

It is in private deals that the web has really made its mark as individuals recognise the low cost and unbeatable reach of the web. Alexander now estimates that over thirty percent of classic cars are first located over the internet and points out that there is no comparable route to reach 75,000 enthusiasts every month.

**'There's plenty to satisfy any enthusiast, but its (www.classicdriver.com) interactive features really work for buying and selling.'**

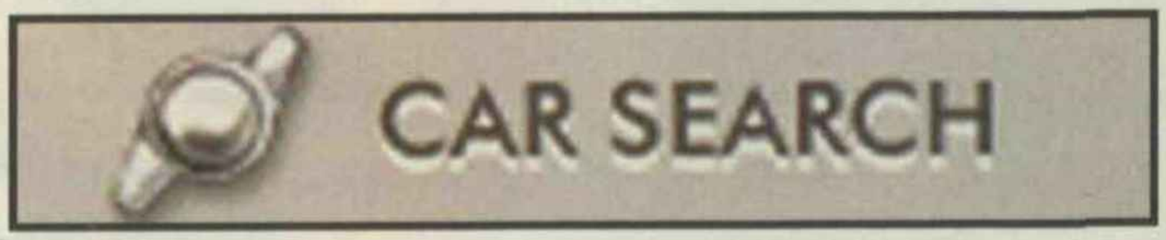
**The Times, February 1999**

And if the budget isn't there for a purchase, a browse may well provide a solution to that empty weekend. Listings of events and meets, auctions, clubs and museums are built around the basic service and updated regularly.

Alexander is particularly excited about their new service, an auction section with latest sales prices delivered in association with The Collectors Car Auction List. 'To keep an eye on this market is difficult, this will set the pace for future developments.'

**If you ever feel lost in cyberspace www.classicdriver.com may well be your new home.**

To talk to www.classicdriver.com call Birte Zess on 0171 721 8575, or visit their website.




**Did You Know: The Web Today**

★100 million internet users worldwide (1997)
★Internet commerce in Western Europe is growing at 120% pa
★Over 1 million people in UK became internet users alone during Q3 1998
★15% of the UK adult population visits the www (1998)
★Value of e-commerce worldwide - US$12 billion (1998)
★OECD forecast e-commerce worth US$1 trillion by 2003-2005
Source: Benchmarking the Digital Economy, DTI



TECHNOFILE

# WOBBLY WEB WHEEL

***IN THE FIRST OF A SERIES ON INNOVATIONS WHICH CHANGED THE COURSE OF RACING, KEITH HOWARD LOOKS AT ONE OF COLIN CHAPMAN'S LESS FAMOUS STROKES OF GENIUS***

photography by Charles Best

It was fitted to every racing Lotus from the 12 to the Formula One championship winning 25 and, particularly during the early years when customer cars raced alongside those of the works team, it was the instantly recognisable trademark of Colin Chapman's cars. It also took Vanwall to the '58 F1 Constructor's Championship. It was an unwitting centre of attention at Le Mans, where the intransigence of the stewards prompted Chapman to shake the dust of La Sarthe from his feet forever. Most importantly, it consigned the traditional wire racing wheel to the dustbin of technological history, where it assuredly belonged by the mid-50s. It was a Chapman engineering coup and a watershed in race history. But when talk turns to ACBC's contributions to racing, the wobbly web wheel is usually overwhelmed by advocacy of the Chapman strut, monocoque tub and ground effects.

Chapman, as everybody knows, was obsessed with saving weight, particularly unsprung weight. His suspension philosophy – taken for granted today but poorly understood by many at the time – was to maximise grip by keeping the tyre at the optimum angle to the road surface, and in firm contact with it for the maximum possible time. The latter requires paring unsprung weight to a minimum, and it was inevitable that Chapman's engineering gaze should eventually fall on the wheel's contribution.

He didn't much like what he saw. The 4x15in 48-spoke wire wheel used on the Six, for instance, weighed about 11 pounds, and the 4.5x15in 60-spoke variant around 16lbs. Chapman realised he could slash these figures by casting a wheel in magnesium, in line with aircraft practice, and so the wobbly web concept was born. The end result first appeared on the 12 at the car's Earls Court Show launch in 1956. Drawings were also prepared for a 12 equipped with wire wheels, an insurance policy in case the mag wheel suffered teething problems, but very soon the logic of a cast disc wheel became obvious to most on the grid – except Ferrari, which clung to the wire wheel while others happily binned them.

According to *Motor Racing*, December 1956, the 12's 4x15in front wheel weighed 6.5lb, its 4.5x15in rear just 7lb, so the savings were considerable and enhanced by Chapman further defying convention by ditching the heavy spinner of a knock-off wheel. Reasoning that tyres didn't normally need changing during a race, and that a quick-release mechanism was therefore unnecessary, he used studs instead, which for the 12 were borrowed from the Austin 7 – a hark back to Chapman's early racing career. Lotus road cars, meanwhile, perversely continued to use knock-off wheels for years. The brass spinners used on SE versions of the Elan – one of which serves as Keith Duckworth's ashtray in the opening shots of the film *Nine Days in Summer* – weigh 1.4lb, to which has to be added the weight of a threaded hub extension. Clearly, the weight saving was worth having.

The 12 used cast magnesium transmission casings, so the obvious assumption is that the first wobbly webs were sand-cast by the same company - Percy J Smith of London EC1, whose clients included Malcolm Campbell and Henry Segrave. On the 12's blueprints the material is unhelpfully specified as 'magnesium alloy' or 'Elektron'; a rumour at the time had it that it was obtained by melting down scrap transmission casings from the magnesium-rich VW Beetle, and that the quality of the resulting wheel



***Wobbly wheel looked great, won championships***

depended critically on how thoroughly the oil had been removed. The story is probably apocryphal, though, a more likely source being the many warplanes scrapped following WW2.

To understand why the wobbly web looks the way it does, you have to set aside all preconceptions about wheel design engendered by the aluminium wheels which adorn modern road cars. These are not, as a rule, engineering forms at all, being shaped more by stylists than stress engineers. They rarely represent anything like an optimum use of material, which explains why they commonly weigh as much – sometimes more – than the low-rent but efficiently designed steel wheels they are intended to supplant.

Colin Chapman wasn't in the jewellery business, so it's no surprise to find a lack of gaping holes in the wobbly web through which to admire the brakes. No holes meant less risk of creating stress raisers from which cracking might originate, and permitted a purer, lighter structure. The wheel may lack what would today be considered sufficient brake ventilation but that's not to be taken for granted: more than one car designer has been surprised to discover that airflow around his car's wheels was nothing like he'd imagined. What we can say for certain is that the wobbly web, by eschewing holes in the wheel disc, required no unnecessary reinforcement of the rim section to bridge gaps between spokes.

This is good news not only for the mass of the wheel but also its distribution. It's well known that a reduction in unsprung mass ( strictly, an increase in the ratio of sprung to unsprung mass) is desirable to improve roadholding. Less well appreciated is how it also affects performance. The rotational inertia of the wheels in effect adds to the weight of the car, so that reducing wheel inertia – by keeping as much of the wheel's mass as close to the rotational axis as possible – improves acceleration. Also it reduces precessional gyroscopic forces at the front wheels and their corruption of steering feel.

Of course, it wasn't only weight reduction that Chapman wanted: he wanted added wheel stiffness too. He did this by adopting an idea seen on many a shed roof: of increasing the stiffness of a thin sheet by corrugating it. In the wobbly the corrugations are radial and deeper at the centre, reflecting the distribution of bending stresses imposed by cornering loads, but the principle is the same. How stiff the resulting wheel was has never been quantified to my knowledge, but the Vanwalls provide anecdotal evidence. Their combination of wire wheels at the front and wobbly webs at the rear was arrived at after it was found that wobbly web fronts, because of their stiffness, robbed the car of sufficient understeer.

For the wobbly web the beginning of the end came in the mid-1960s with the development of a new breed of racing tyre. From being rather spindly items on 15-inch rims, F1 tyres suddenly morphed into much broader, 13-inch covers, and wheels were forced to change with them. Almost overnight, the rim design which had stood Lotus in such good stead for seven such formative years became yesterday's technology. But magnesium remains the material of choice for F1 rims, albeit today forged and spun rather than cast. The finest examples, like those from BBS, tip the scales at under 9lb front and rear yet are tough enough, provided they're not subject to impact damage, to last two gruelling seasons. In them, the spirit of the wobbly web lives on.

*Our thanks to Mike Bennett and Bill Colson of the Historic Lotus Register for their help with this feature.*



*WB on test…one of the perks of the job was the array of motors that passed through the office. This is a Lotus 11*

# WB on MS

***BILL BODDY HAS BEEN CONTRIBUTING TO MOTOR SPORT FOR 70 YEARS AND WAS ITS EDITOR FOR OVER 50 OF THEM. HERE HE REFLECTS ON THE LIFE AND OFTEN CURIOUS TIMES OF THE WORLD'S OLDEST MOTOR-RACING MAGAZINE***



I have been asked about what it was like to work for MOTOR SPORT in the Teesdale regime and before, and as this is a special issue of what was the first sporting motor journal, I suppose I must dismiss thoughts about libel actions and tactless and maybe inconsiderate asides, and comply. Always obey the editor!

I have no idea why motors gripped me from an early age. Before motor racing, it was animals and the London Zoo which interested me. Encouraged by a weekly newspaper called *Zoo Pictorial*, I wanted to keep the rarest of mammals at home, but was quickly discouraged… Then *Wireless Pictorial* caused me to ask for old cigar boxes for my home-made crystal sets. But for some reason motors won in the end, though I had been brought up on nothing more exciting ➳

*WB poses for Michael Tee beside the tower in Pisa during a 1961 tour of the car factories of Europe in a Mercedes-Benz 220.*
*Far left: testing the hill-climbing abilities of the new Bristol 405 in the Lake District*



***Interviews with the fast and famous we common-place for WB. Here he is with Mike Hawthorn at Goodwood in 1957***

than an Austin 12/4 and 20 and Citroën, Chevrolet and Overland tourers in my schooldays in the early 1920s.

I wrote letters to *The Autocar*, *The Motor* and the wonderful *Light Car and Cyclecar*, one of which earned me a demonstration ride in a supercharged 2-litre Lagonda and a 100mph run in a 36/220 Mercedes Benz. My mother typed my first published article for MOTOR SPORT in April 1930 – surprise, surprise, it was about Brooklands. I was soon to bombard the now-famous journal with letters and regularly win its quizzes.

I walked to Brooklands for my first visit one winter's day in 1926 with the younger son of the great batsman JB 'Jack' Hobbs, who used to take us to the Oval in his Austin 16 or Sunbeam. While the Ashes were won or lost we never even watched, preferring to play silly games in the dressing rooms, like changing over the great players' shoes. I first saw Brooklands racing in 1927, going down from South London with my mother, so that she could approve of the place or otherwise ('bookies', fast men and women, accidents etc). Luckily for me she approved and I was a regular visitor right to the end in 1939.

After my mother's death, a family friend got me, mistakenly, a ghastly job at 15/- (75p) for a long working week. After a year or two I faked sickness to go to a motorcycle meeting at Brooklands; unfortunately the boss was there watching his sons race, so I got the sack.

I freelanced after this to earn a crust (butter on it sometimes) which led to a marvellous job writing the car side of *Brooklands - Track and Air*, a monthly bought by an ex-Indian Army Officer. I wasn't paid, but he gave me a third-class ticket from Clapham Junction to West Weybridge. But being at the track was bliss. As money ran down, the magazine office moved to the war-time mortuary – it much amused some of the racing drivers to cry "Boddy in the mortuary" from which I would emerge to run to the Paddock whenever a racing car was heard to start up. The typist, with only a Primus stove for warmth in the winter and such repeated interruptions to dictation, gave notice. I was then too naive to see why I was blamed for this!

This wonderful life went on for two or three years, before the magazine was sold to become *The MG Magazine*. I was its advertising manager, but lack of business acumen and inbuilt shyness soon terminated that. However, I was allowed to contribute MG pieces. And then, in about 1937, I met Mr Wesley Tee, who had just obtained MOTOR SPORT in payment for unsettled printing bills and wanted someone to run it. I knew it well, having bought No2 in 1924, when it was *The Brooklands Gazette*, having seen it on Marylebone Station bookstall. Having bought for 1/- this irresistible journal, I immediately ordered No1 and the subsequent issues, and have not missed one since. Who was clever enough to change the title to the all embracing MOTOR SPORT in 1925 I do not know.

So I started work for Mr Tee. The pay was peanuts, but nuts are better than rail tickets, so I acquiesced. Indeed, money was apparently desperately scarce in the new venture: I was offered editorship as reward for not attending a creditors' meeting, from which I might have been the greatest benefactor. I had started to write regularly for MOTOR SPORT before that, in 1933 or '34, but it was years before my initials or those of my colleagues were permitted to appear, presumably to make sure our services were not poached by other publishers.

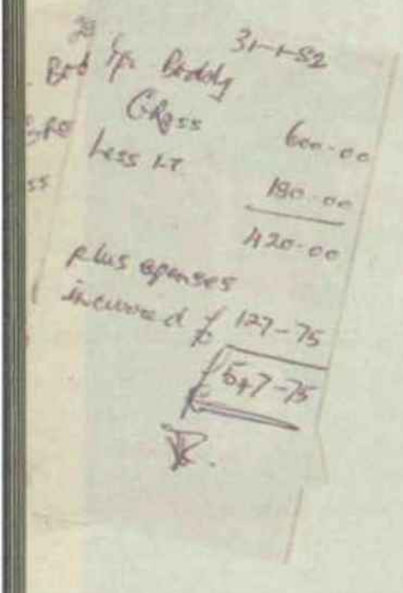
The war intervened. "See you after it is over. Perhaps," said Mr Tee, intending to shut the paper. But I persuaded him that I could fill it even if this World War lasted twice as long as the last. So he rang the printers to say we'd do an emergency eight-page issue, and we continued as before. I volunteered for the Army, but on hearing I ran MS the recruiting officer talked of his 1750 Alfa and forgot to enrol me! So I did ARP work, driving American chassis with crude ambulance bodies. I regarded every run as a motor race, even to passing trams on the far side of both tracks, earning a reprimand.

But £3 a week wasn't very attractive, and when I saw an ad in *The Aeroplane* for technical writers in the Ministry of Aircraft Production at RAE Farnborough, Britain's top-secret aviation establishment, I applied and spent a happy war compiling MAP (later Ministry of Supply) Air Publications for the RAF, one of whose Adjutants told me they just took them down to the Station bonfire.

We discussed cars in the company of Jenks, Joe Lowrey, and other motor-folk, with Holly Birkett just a few miles away. I ran MS through the war, but without seeing a single galley proof, and had to use old picture blocks which Mr Tee had acquired when he had bought *Speed* from Alan Hess. I was told copper for picture blocks was unobtainable, so my selection of pictures was necessarily bizarre. Miraculously we never missed an issue, in spite of bombs almost destroying the City Road offices.

At Farnborough they waited until the little ships were bringing back what remained of our army from Dunkirk and the war seemed lost to tell me I should be running a proper car, not that monstrosity, my 1926 Lancia Lambda, used, with a 1927 12/50 Alvis, to visit various aerodromes. I was also told to wear a proper suit, not my purple one which, being colour-blind, I thought was a smart office blue. Apparently I missed promotion due to these factors!

War-time readers deprived of their motoring were




***Above: Technology took time to reach the offices of MS. These are WB pay slips from early '80s Right: SCH Davis (on left) with WB, Archie Frazer Nash (right) and others at Brooklands planning the 1957 memorial meeting***





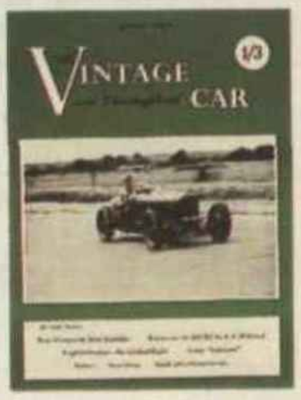

***WB has driven in ten London to Brighton runs, co-driven on six and been a passenger on 24 more. This is 1961, on the NMM's 1903 Brushmobile. Right: Vintage and Thoroughbred Car, the title started and covertly run by WB while still editing MS***

marvellous with their (unpaid) contributions, and it was then the magazine took on its individual format, with well-known VSCC members and others writing for me. When, newly married, I was posted to Harrogate, I was still able to continue. Again money was drying up, and now my pound or two a week would not always arrive on time.

Mr Tee used a wonderful strategy to get my wife to post the copy he was awaiting before the hoped-for cheque reached Yorkshire. I left a wad of urgent 'copy' on the mantlepiece, suggesting it wasn't posted unless a cheque arrived. When I got home the package had gone. Mr Tee had charmed Winifred, after asking was it raining and was there a Post Office nearby, into sending it. Next month the same – no cheque, only another 'phone call; but this time she wasn't to be charmed twice, and next morning the cheque duly arrived...

The Ministry had posted us to London when the bombing calmed down, then to Harrogate when its ferocity was resumed. This when my newly-wed wife and I had just found a house, to be abandoned in mid-honeymoon for the journey north in a 12/60 Alvis with fellow colleague Tom Lush; but just as well, as flying bombs had fallen close to our bridal suite at the Hog's Back Hotel and nearly got me the night before my wedding.

When the war was over we were told we might be able to remain as Civil Servants. But as I considered the options the 'phone rang; it was Mr Tee wanting me back. Again I acquiesced, mistaking the offered salary for a weekly one instead of a monthly one! But it was the life I preferred – cars to test, races to report and so on. The offices were still daunting: when *The Sunday Times Magazine* interviewed me in October 1965 it described the "tin lids used as ash-trays, sooty cracked walls, ➳






# Get to the heart of the action!

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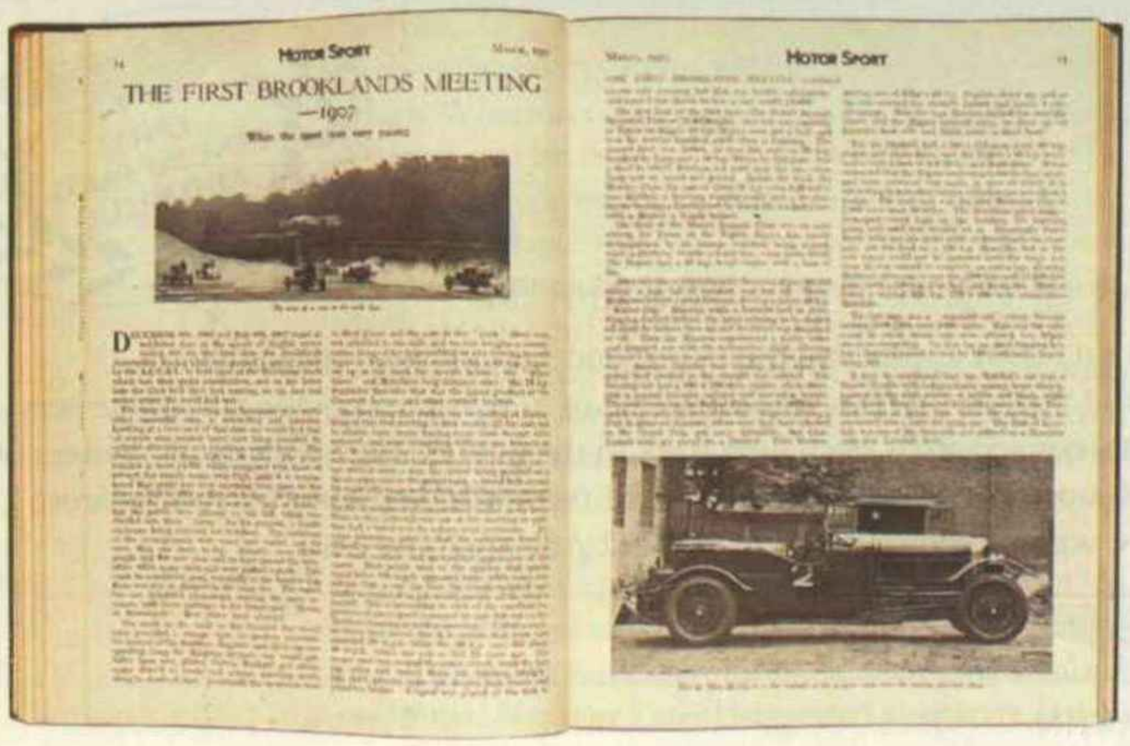



***WB on Madeira Drive in 1961 with Fiat 500 carrying kitchen sink – a Fiat PR stunt. Left: his first MS story, used unnamed in April 1930***

grim to say the least". But as the circulation soon equalled that of *The Autocar* and *The Motor* combined, who cared?

I had been told that I could work in my own time, so I travelled up from our place in Hampshire, by train and then Austin 7, only when needed in London. I had told Mr Tee that I could not promise the best motor magazine, but certainly a different one. It seemed to work.

Prominent VSCC people contributed to the long-running *Cars I Have Owned* series, I started *Cars in Books*, and the Letters columns ran with *Vintage Postbag*. Road test reports multiplied after the war and were always critical, at first because we had little advertising to lose, then later it was policy, based on the respect I had for the equally outspoken editor CG Grey of *The Aeroplane*. I interviewed many racing drivers, such as G E T Eyston, Charlie Martin, Archie Frazer Nash, Pat Driscoll, the Duke of Richmond, Cyril Paul, Jack Dunfee, W B 'Bummer' Scott, etc. Kent Karslake contributed his inimitable *Sideslips* and *Veteran Types* articles, the latter introducing the VSCC to Edwardian cars.


MOTOR SPORT

THE FIRST BROOKLANDS MEETING
—1907

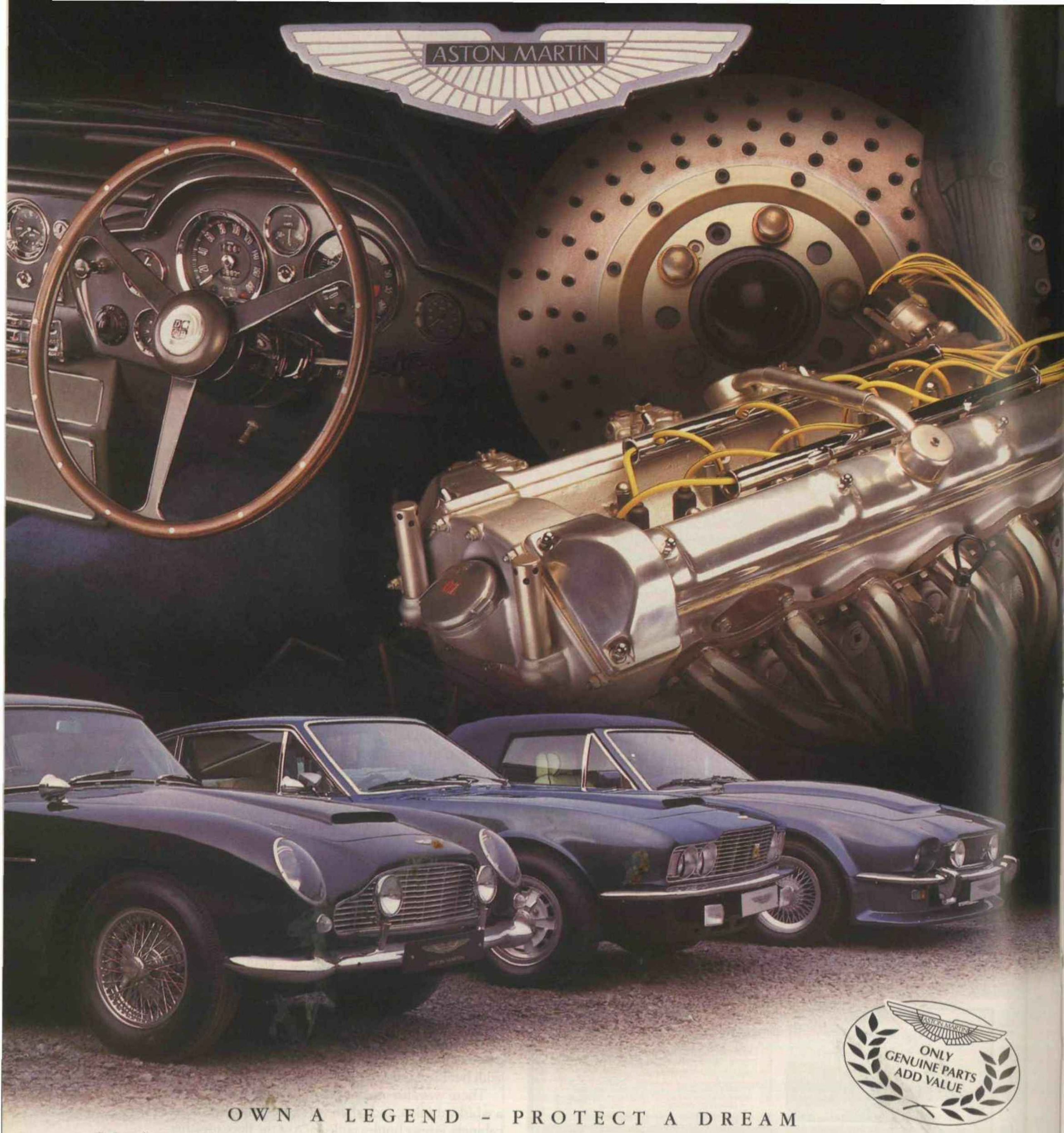
MOTOR SPORT

We soon moved to new offices around the corner, with our own car park. When peace broke out but while still at the RAE I had persuaded Denis Jenkinson to write for us (after his objection "You are the writer, I am the engineer"), with excellent results – the Moss/Jenks Mille Miglia win in 1955 being the ultimate bonus. (DSJ was insured, Mr Tee told me, so the paper would benefit either from an immortal story or a sum of money if it all went wrong...) I was provided with deputy editors and other staff befitting a big-circulation, well-established journal.

Road test cars flooded in. Michael Tee, Mr Tee's eldest son, who had begun as our photographer on a Douglas motorcycle, became our top picture-producer with the well-equipped LAT photographic department while the other sons David and Ian looked respectively after the print and distribution side of a thriving organisation, assisted by their sister Mary, until she was sadly killed with her husband in a light aeroplane crash.

There was also one long-lasting secretary who was a whisky drinker, and when we cleared out some filing cabinets, empty bottles rattled across the floor together with piles of unanswered letters and readers' photographs which I'd thought had gone back years before – so any disgruntled readers of long-standing need not blame *me*.

Office meetings, like Christmas parties, were memorable but Mr Tee always supported me in disputes. I like to remember the time I had upset Mintex, the brake lining people. Their rep came, and having being kept waiting, was finally shown in. "Ah," said Mr Tee, "I am not sure what the trouble is – I believe your company ➳



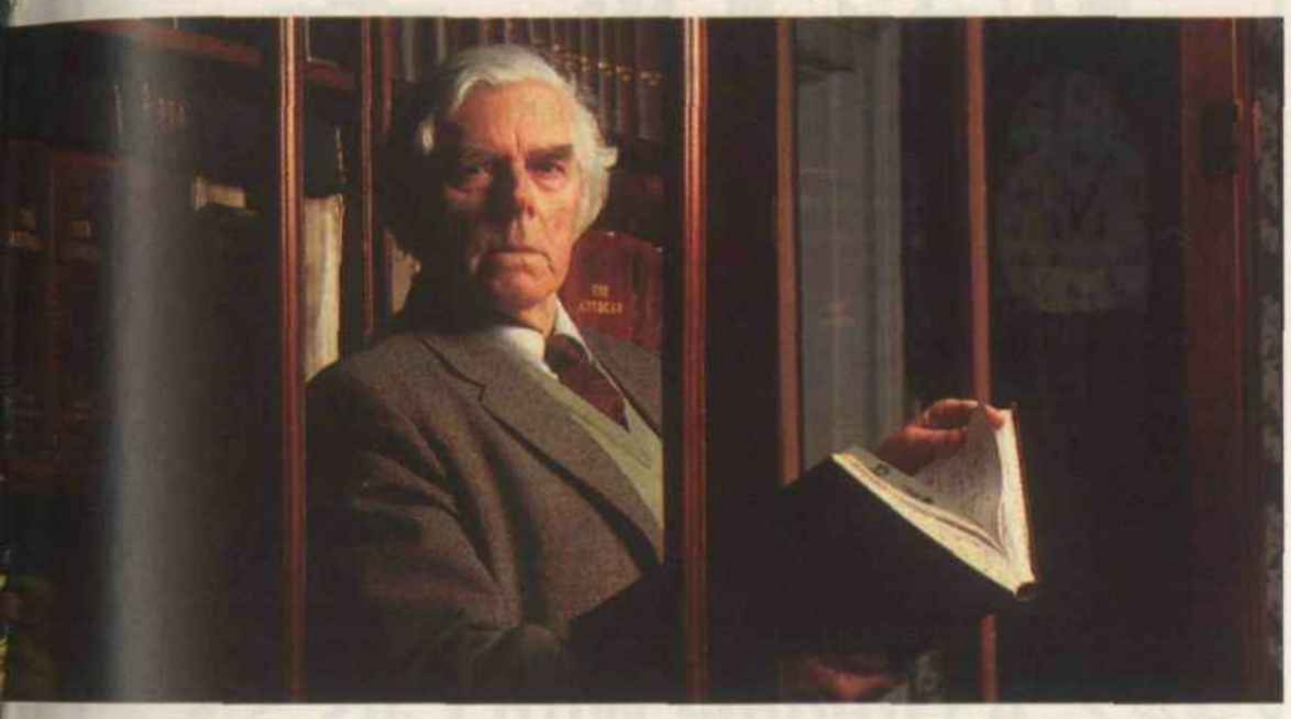

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***Above: WB still writing as fast as ever, on manual typewriter. Right: Bills selling MS for £12 10/- in 1929 and again to Wesley Tee for £20 in 1936. He owned it until his death in 1996***

makes peppermint mints?" When we said the new Austin A70 was unsafe over 65mph, we were summonsed to Longbridge, where Sir George Harriman threatened to cause the whole British motor industry to withdraw its advertising. Mr Tee refused to back down, and as we left Harriman said "Well, your little paper will no doubt have been sold and gone while Austin is still flourishing." Harriman withdrew his advertising, and persuaded many firms to join him. A year later Austin was amalgamated into BMC, and Mr Tee sent him a telegram saying "Austin absorbed by BMC; MOTOR SPORT still flourishing"; an hour later came the reply, just saying "Touché."

Pay apart, staff cars were unstinted. Mine included a Morgan 4/4 and the new Plus Four, as I wanted a sports-car when these were scarce just after the end of WW2; a Mini, a Morris 1100, my much liked VW Beetle, Rover 2000TC and 3500 V8, two BMWs, and an Alfa Six cast-off by Mr Tee. When a move to Wales and a steep twisting house drive called for 4WD, it produced a series of the most remarkably reliable Ford Sierras. As Jenks had long continental journeys to do I was not envious of his Porsche and E-type Jaguars, but when he hoped for a top Porsche Carrera, Mr Tee discussed this with me and I said that as editor I should have a chauffeur-driven Rolls-Royce. DSJ settled for the less-costly E-types.

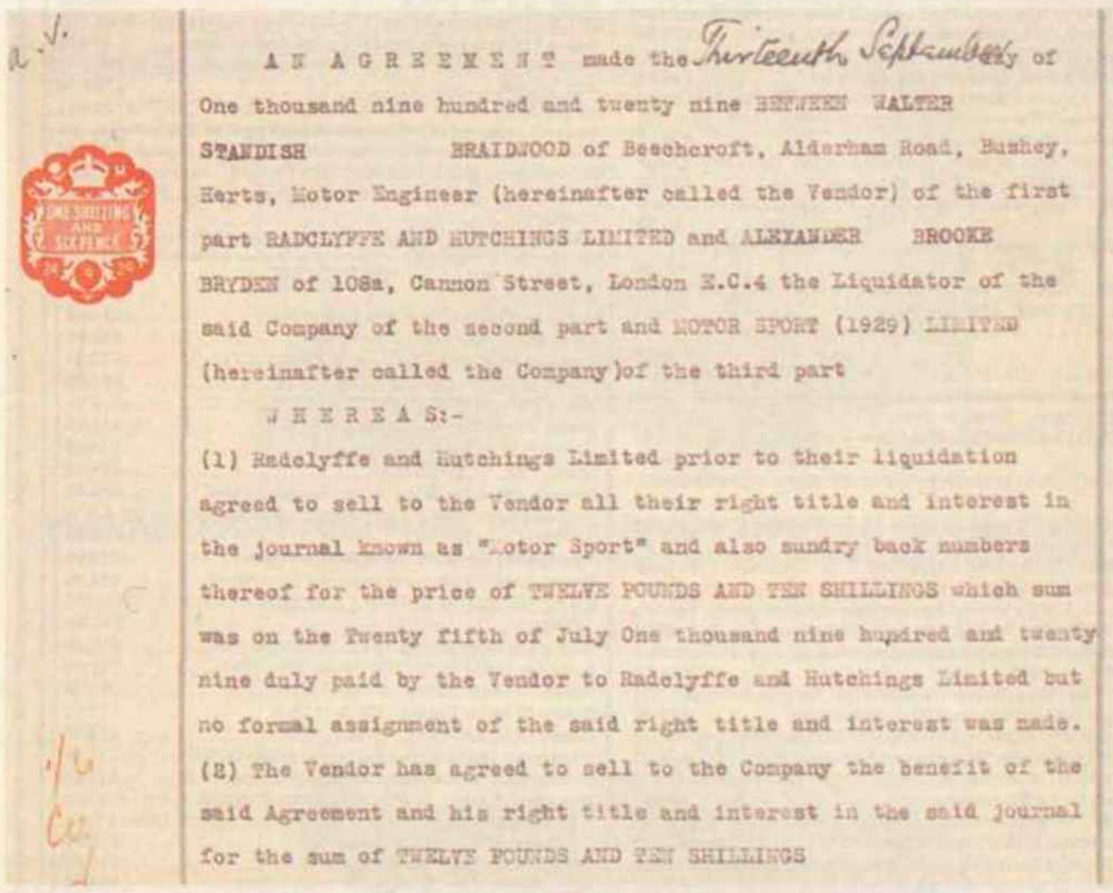
In fact, the MS fleet was truly impressive as many staff members had exciting fast cars, with Michael running a BMW 3.0 CSi. He was not only a capable fast driver but an accomplished pilot too. Ian Tee raced a Ginetta, and we had other such participants on the editorial strength, Jeremy Walton being a proficient racer and Gerry Phillips both rally reporter and competitor.

Mr Tee was also a very fast driver, with ever-faster cars, after his Austin Ten. I journeyed to Bo'ness hill-climb with him in 1948, where he took a classic picture of Ken Wharton cornering in ERA R4D, after which Wharton was his favourite driver. When he spectated at a Silverstone corner, for example, he never minded criticising the likes Fangio or Ascari as they rushed past. His later cars included DKWs, Bristols, Jowetts, BMW, Alfa Romeo, Ford, and a much-liked Mercedes-Benz.

Before too long I had to think of more recompense, especially after I lost out heavily when an increase which I was told was untaxable had caused a top fuss with the Inland Revenue. A wealthy reader persuaded me to start my own magazine, *Vintage and Thoroughbred Car*, a rather undercover job, until its forced anonymity killed what might have been a golden goose and Lord Montagu took it over and turned it into his late-lamented *Veteran and Vintage Magazine*. Later I suggested a separate *Vintage Motor Sport*, but the idea was not welcomed. Then years later Mr Tee said "I want you to start that idea you had". By then *Classic & Sports Car* and other historic magazines had got into their stride, so I politely refused. But Mr Tee deserved praise for taking on the innovative *Motoring News*; both it and MOTOR SPORT are flourishing to this day.

My friend Cyril Posthumus was *Motoring News'* first editor, and I looked forward to discussing plans with him so weekly and monthly did not clash over features. But no, I was told never to see Cyril, and vice versa, which puzzled me. *Motorcycle Sport* was another individual Teesdale journal, but we seldom saw editor Cyril Ayton. Rival publishers constantly wanted to buy MS, and there came a time when Mr Tee thought to sell. Just a final signature was required, and to get this a head accountant, bowler and briefcase equipped, arrived at the Bonhill Street offices. After an extremely brief time with the proprietor he stormed out, demanding a taxi. The previous night apparently Mr Tee had decided not to sell. So many memories from my time as editor, until first Simon Arron and then Andrew Frankel took over this very original and for me remarkable magazine.

Life at Teesdale was never dull and often astonishing; unique, in fact! I could tell you much more, but even '1d-a-liners' are space-restricted. I still await my gun-metal presentation watch from Teesdale in lieu of a golden handshake, since Haymarket outdid the opposition in the bidding for this long-running journal back in 1996. It has all ended well, but on reflection, like Mrs Worthington with her stage-struck daughter, I would not have advised going in for motor journalism if it had been anyone's intention to make a fortune. M

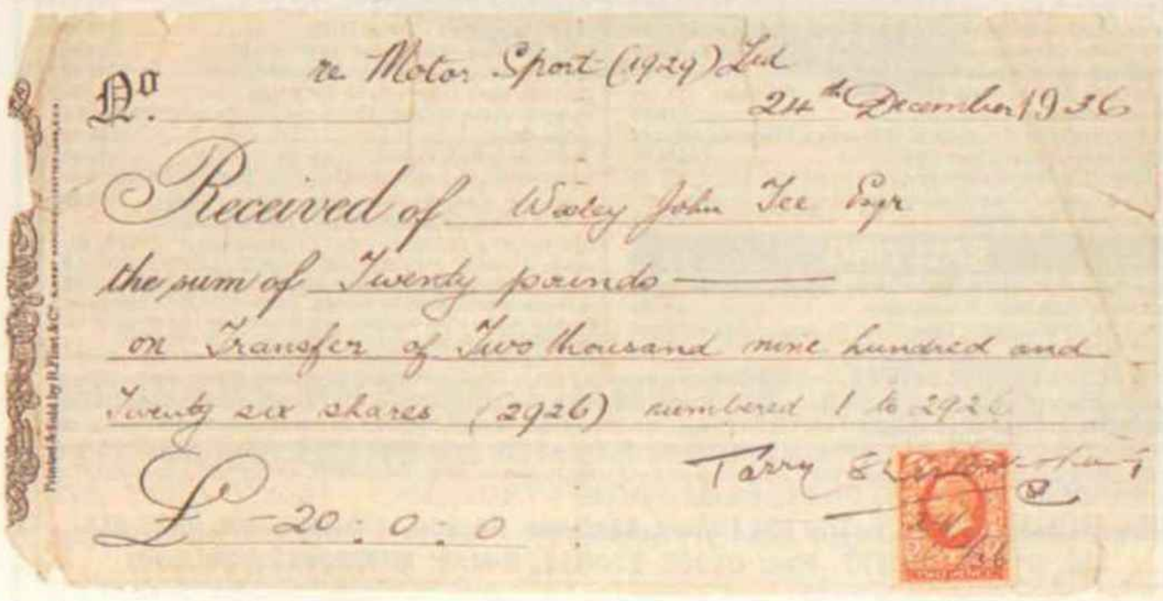


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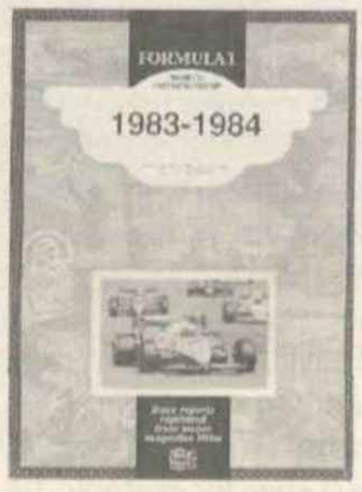
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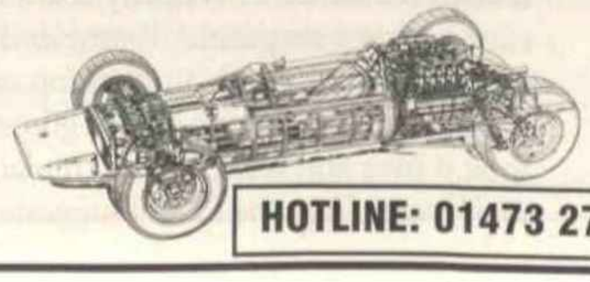

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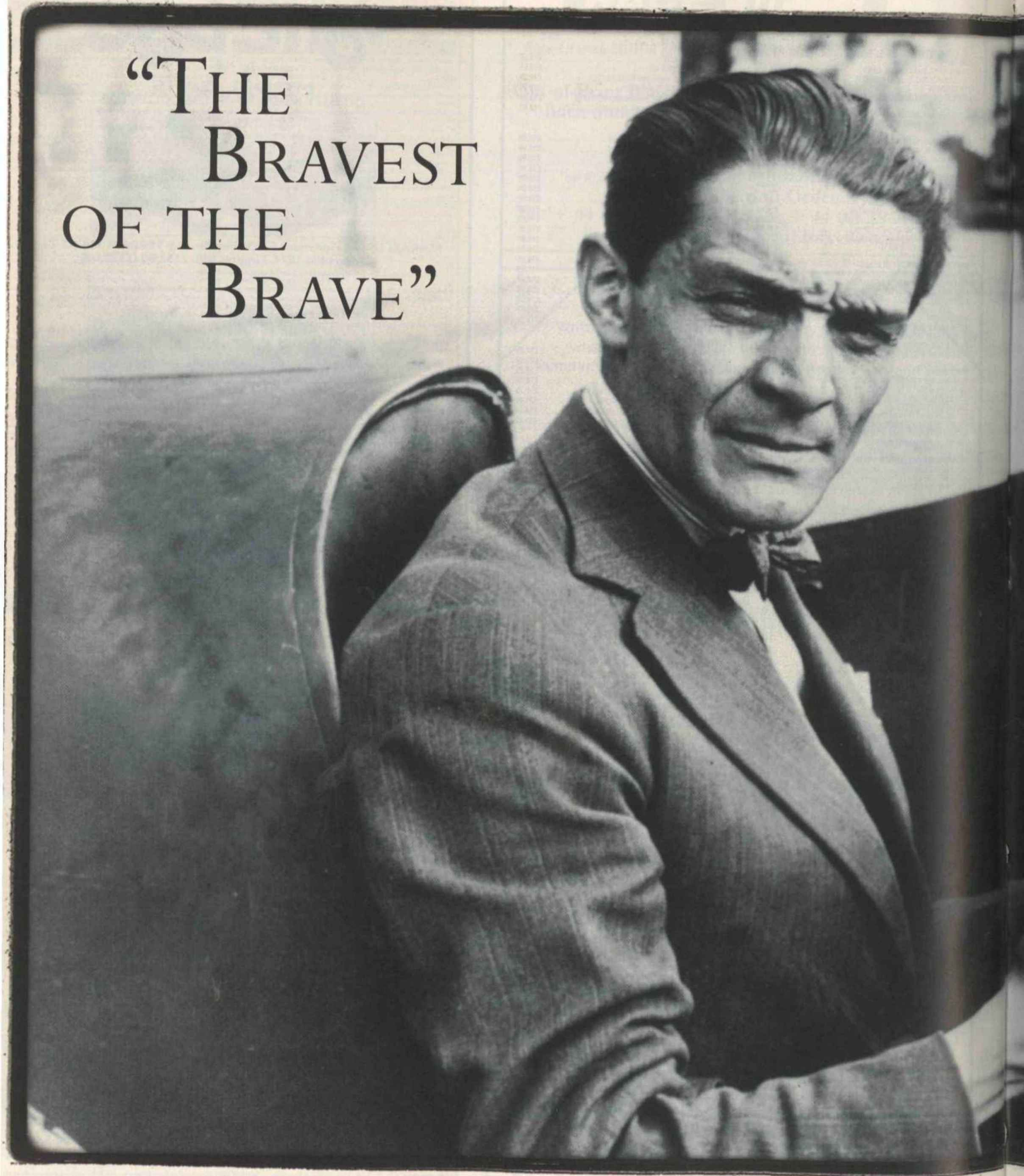
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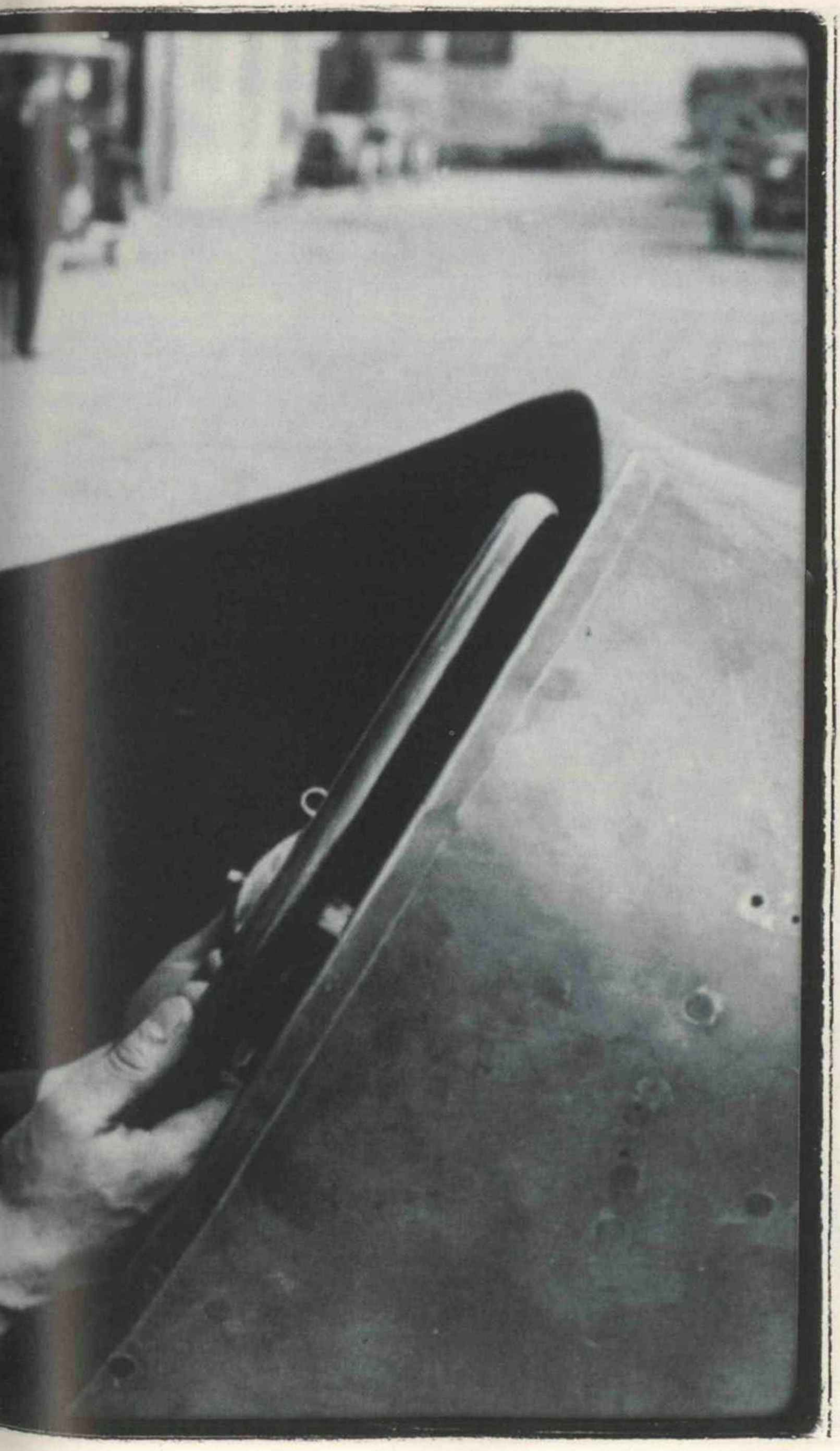
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# "THE BRAVEST OF THE BRAVE"





***ROBERT BENOIST WAS A WORLD CHAMPION DRIVER BEFORE THE WAR, AND A RESISTANCE LEADER DURING IT. PHIL LLEWELLIN LOOKS BACK OVER THE TOO-SHORT LIFE AND TIMES OF A TRUE SUPERHERO***

DANIEL PERDRIDGE RECEIVED HIS ORDERS FROM THE top-secret Special Operations Executive in London on 29 February 1944. The objectives of Operation Clergyman in territory that had been under Nazi Germany's jackboot since July 1940 were outlined in the first of the document's seven main sections. Perdridge was told: "We have discussed with you carefully the possibilities of your returning to France to carry out a mission you were originally given when you left for that country in October 1943.

"You have made it quite clear to us that in your view nothing prevents your returning to the same area to carry out the same tasks.

"These were, in particular, the bringing down of high pylons over the river Loire at Ile Heron, and the preparation of railway blocks on the lines converging on Nantes. You have told us you have reconnoitred the pylons and await material to carry out the job, and that railway teams are being organised in the Nantes district, and will be capable of action as soon as necessary materials are received".

Daniel Perdridge was not the agent's real name. Documents carried on an earlier mission identified him as Roger Marcel Robert Bremontier. But that, too, was a *nom de guerre*. What made this agent exceptionally vulnerable, in a world of shadows where few could be trusted, was his renown as one of France's greatest sporting heroes, Robert Marcel Charles Benoist, awarded the *Legion d'Honneur* in 1927 for becoming world champion racing driver. Ten years later he retired after winning Le Mans in a Type 57SG Bugatti whose co-driver, Jean-Pierre Wimille, was destined also to become a member of the same clock and dagger network.

Benoist's story has fascinated me since I started reading about cars. His career as a driver would have been enough, but wartime exploits worthy of the *Boy's Own Paper* made him an even greater and more immediate hero to a boy born in 1940. Years later visiting Montlhéry for the first time, I was delighted to find a monument between the N20 and the track honouring Benoist and another of France's champions, Georges Boillot.

What niggled me was the conviction that my knowledge of Benoist was less than 100 per cent accurate. Many references to his life after 1940 were a little too colourful to ring true, but I knew he was born near Rambouillet to the south-west of Paris, on 20 March 1895. He inherited his father's love of hunting, becoming an excellent shot, but a passion for cars made him abandon 'serious studies' and ➠

***Robert Benoist proved his bravery as a fighter pilot in WWI, and his skills when he became world champion driver. The next war ended his racing, and finally his life: he was captured and executed while organising sabotage in occupied France***

become a mechanic with Gregorie. He joined the infantry at the start of the Great War, but soon became a pilot, having the first of several close encounters with death when his Moraine crash-landed between the lines. He crawled to safety as gunfire ripped the aircraft apart. Benoist later flew Spads and Nieuports and was mentioned in dispatches three times.

Having won his spurs in the air, Benoist made his sporting debut in 1921, driving nothing more gung-ho than a de Marcay cyclecar. The Paris-Nice Touring Trial must have seemed a stroll in the park after flying fighters, but was enlivened by hillclimbs and a dash along the *Promenade des Anglais*. Benoist soon joined the Salmson team, making his mark by winning a speed trial in the Bois de Boulogne; he then contested the 200 mile race at Brooklands and prepared for the glory years with Delage. After winning the 1925 French Grand Prix at Montlhéry, he placed the victor's laurels on the corner where Antonio Ascari had earlier been killed.

Benoist's ability was complemented by that of Albert Lory, the ex-Salmson designer whose supercharged 1.5-litre straight-eight endowed Louis Delage's low-slung racers with 170bhp at 8000rpm. The only drawback in 1926 was that the exhaust system turned the cockpit into a fume-filled, foot-frying furnace. In 1927, after Lory modified his jewel of an engine, Benoist was proclaimed world champion after winning every race he entered, notably the Grands Prix staged at Montlhéry, San Sebastian, Monza and Brooklands.

Delage's decision to stop racing ended Benoist's career as a fully fledged works pilot, but those were times when good men could get competitive drives on a relatively casual basis. His later outings included tackling Le Mans in a Chrysler and an Itala, winning the 1929 Spa 24-hour race in an Alfa Romeo, several Grands Prix at the wheel of a Type 59 Bugatti, record-breaking runs at Montlhéry and the Le Mans victory, at record-breaking speed, which achieved a great personal ambition as well as ending his career on the highest of notes.

The quest for reliable information about his wartime adventures revealed two enthralling books, *Special Operations Executive 1940-46* and *SOE in France*. Their author, MRD Foot, told me Benoist's SOE file had survived in the depths of Whitehall. I would not be allowed to examine it myself, he explained, but could ask questions. Much of what follows is based on answers to those questions.

Benoist was working for Bugatti in Paris in September 1939 when Germany invaded Poland detonating the Second World War. He was recalled to the colours but, considered too old to fly, twiddled his thumbs until the eight-month lull before the storm ended. Using *blitzkrieg* tactics, epitomised by fast moving tanks and screaming dive bombers, Hitler's spearhead thrust across France in a few days, driving the British Expeditionary Force home from Dunkirk. Determined to escape, Benoist headed ➤



***Described by British Intelligence as having an "amusing, kindly personality, though at times obstinate; sound knowledge of explosives..." Robert Benoist tackles the 1926 Gaillon hillclimb in the 2-litre V12 GP Delage 2LCV***


125

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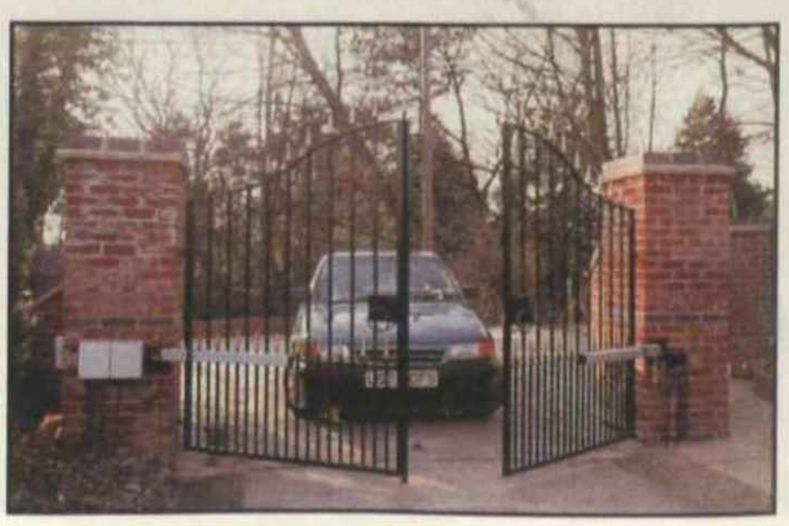
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south in a Type 57S Bugatti, and, according to one account, was in Poitiers when his rakish car caught a German officer's eye and was herded into a convoy. Next morning, the Frenchman decided his moment had come when the column reached a junction, out in the country. Convinced he could drive faster than the surprised Germans could shoot, Benoist floored the throttle, turned off the main road and drove as if his life was at stake. Which it was.

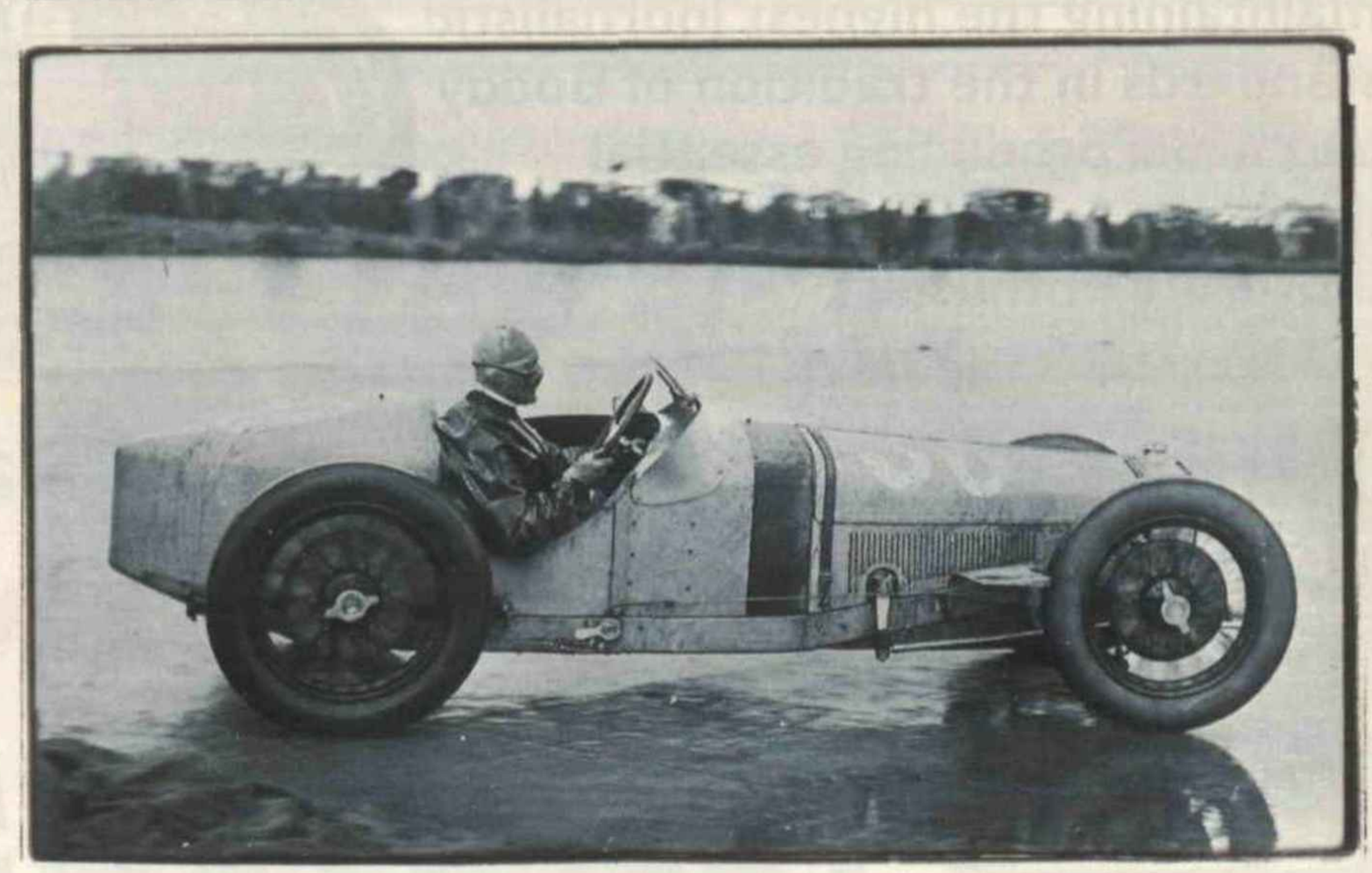
The situation in France was so chronic he was able to return to work at Bugatti's headquarters in Paris. There he was eventually approached by an old friend, William Grover, better known as the famous *Bugattiste* 'Williams', winner of the first Monaco Grand Prix. An Englishman who'd lived in France for years, Williams was now a leading light in the Resistance. Benoist often borrowed his employer's trucks to transport guns, ammunition and explosives to hide-aways that included a disused well outside his parents' home. But the group disintegrated when several members were arrested, leading to Williams' eventual exection. The fate that awaited "all terror and sabotage troops of the British and their accomplices" was to be "ruthlessly eliminated", according to an order issued by Hitler in October 1942.

Benoist's father, mother and sister-in-law were taken to Frésnes Prison in Paris. The temptation to flee must have been irresistible, but nothing concerned Benoist more than his parents' welfare. Needing to discuss the situation with a colleague, but not wanting to compromise the friends who were courageous enough to shelter him in Paris, he went to a public call box in the Rue Wagram. There he was approached by "an English-looking man with a very bad French accent" who greeted him by name. Robert Benoist denied being Robert Benoist, but was suddenly flanked by two Germans and ushered into the back of a waiting car. Sitting between his captors, Benoist noticed the right-hand door was not properly closed. Cooler than cool, he risked waiting until the car turned sharp left. The door opened and the driver braked hard as the nearest German tried to pull it shut, but Benoist pushed him hard enough for both of them to tumble into the street. After reaching a friend's apartment, bruised and tattered, he arranged for fresh clothes and other essentials to be taken to an address in the Avenue Hoche.

The situation became even more perilous when his friend reported that eight men were lurking at the entrance to the building. Benoist reacted by taking to the rooftops for several hours, clambering from building to building before breaking into an office and eventually tip-toeing out into a quiet street. He was flown to London, trained as an SOE agent and became Captain Benoist. The file describes him as "A very keen, enthusiastic and capable student who in view of his standing in French Industry could become a first-class organiser. Has a sound knowledge of explosives... Amusing, kindly personality though at times obstinate". ➳





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***From top: Louis Delage, the one-eyed motor magnate, with Benoist after winning the 1925 French GP in the V12. Benoist and V12 third in '24 GP at Lyon. Low build of Benoist's 8-cylinder car clear at featureless Miramas track in 1927***

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# THE BRAVEST OF THE BRAVE

The first of two missions started in October 1943, when a Hudson landed him near Angers, in a field used so often for clandestine operations it was nicknamed "the English airport". Benoist's objectives included building up a new circuit of agents in the Nantes area and preparing to demolish pylons that carried power from the Pyrenees to Brittany. He was due to spend two months in France, but remained until February 1944, unable to carry out his mission as most of his contacts in Nantes had been arrested.

Two survivors were with him when their truck was stopped by a policeman in Chartres. Deciding to take them to his headquarters, he lifted his bicycle into the back of the truck and would have climbed in after had Benoist not suggested he travel in comfort alongside the driver. Benoist volunteered to ride in the back, from which he soon jumped.

SOE flew 'Daniel Perdridge' back to France on 2 March 1944. His brief was to destroy the electricity pylons, then listen for coded instructions about other targets. For instance, the railways were to be attacked when the BBC broadcast, in French: "It was the sergeant who smoked his pipe in open country".

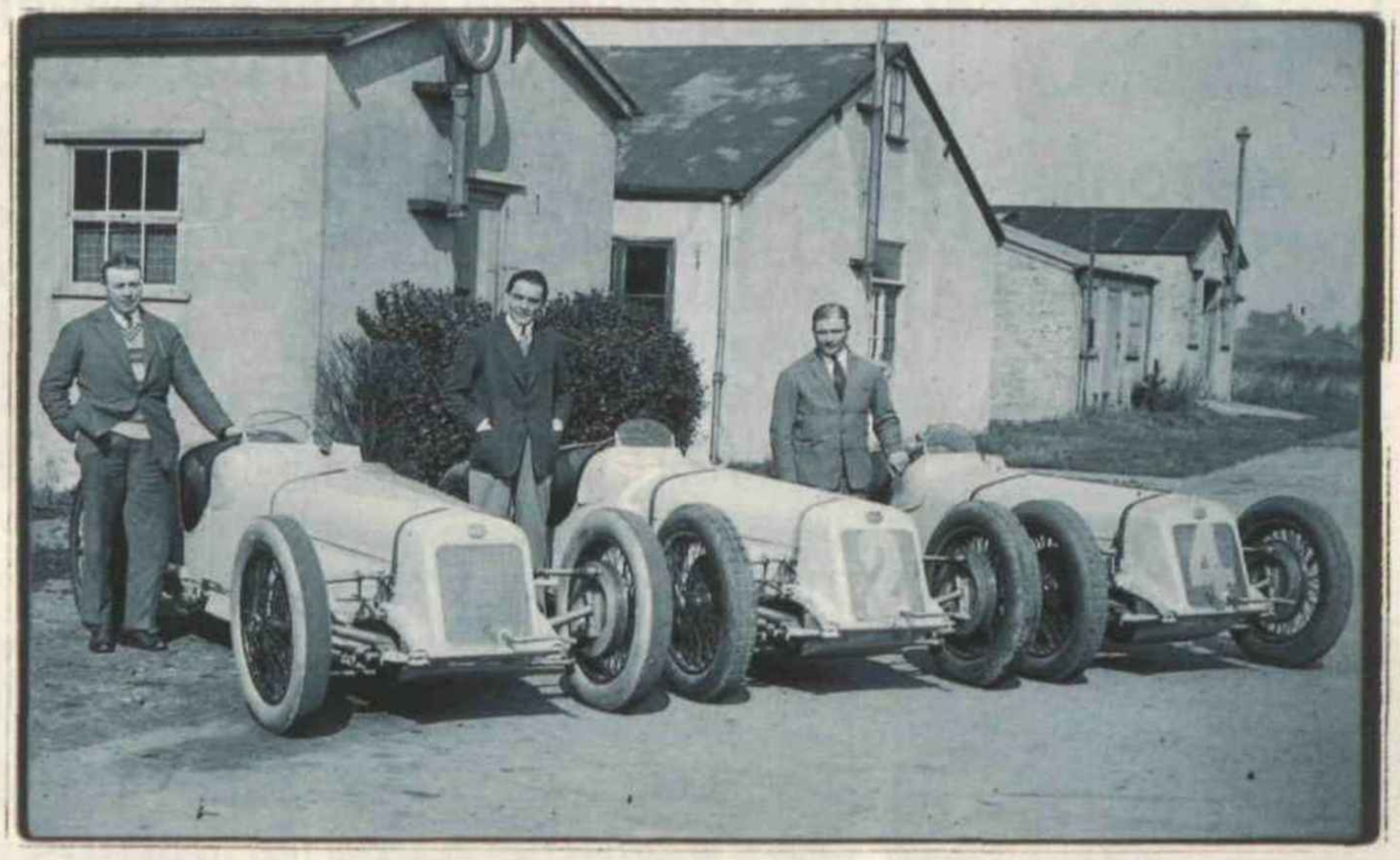
At the end of May his wireless operator, Denise Bloch, called London to say Operation Clergyman's leader was ready to attack the objectives. Benoist also reported contacting 2000 members of the French Forces of the Interior near Rambouillet, while a further 10,000 were awaiting orders to the north of Paris.

With D-Day making the Germans more resolved than ever to crush French opposition, many of Benoist's comrades were arrested on 15 June. Three days later, Benoist was caught after travelling to Paris to visit his dying mother. We do not know who betrayed him, but suspects include his brother, Marcel. The Gestapo tried to arrest Jean-Pierre Wimille, who jumped from a window and hid in a stream. Denise Bloch was sent to Ravensbruck and shot. About 75,000 of the French who died in death camps "belonged to one resistance movement or another", according to SOE in France.

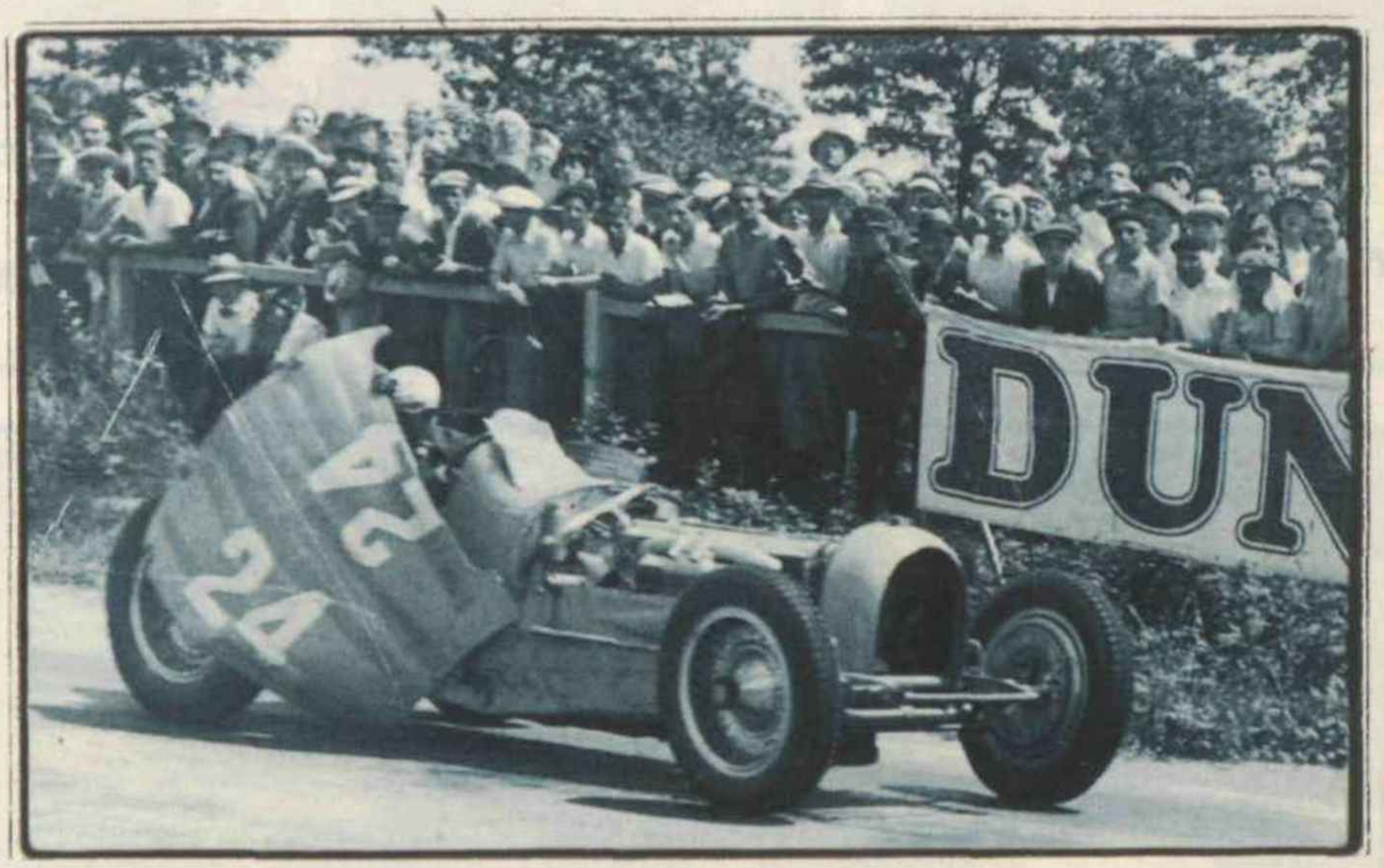
Benoist was tortured at Gestapo headquarters in the Avenue Foch, then taken to the concentration camp at Buchenwald. Almost 60,000 people were found alive in this nightmarish place when it was liberated in April 1945, but Captain Robert Marcel Benoist was not among them. He had been hung by the neck from a piano wire on 14 September 1944.

My favourite Benoist anecdote epitomises the man's coolness and courage, and may be true because his SOE file makes reference to the incident. He had reached the last of those Parisian rooftops when he noticed an open door and a stairway; at the foot of the stairs he saw the concierge, club in hand. "I am not a housebreaker," he said quickly. "No," said the concierge, "but I believe you are a Robert Benoist. Come to my room and have a drink." They had their drink, exchanged memories, then the concierge explored the streets, found them to be safe and Benoist was sent on his way.

He was the bravest of the brave. M



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The Geoffrey Goddard Collection



The Geoffrey Goddard Collection

***Edmond Bourlier, Benoist and Albert Divo gave Delage a clean-sweep in the 1927 British GP. 1935 GP de l'ACF: the unflappable Frenchman copes with a minor snag in his Bugatti T59. Benoist after winning again at Monza in 1927***

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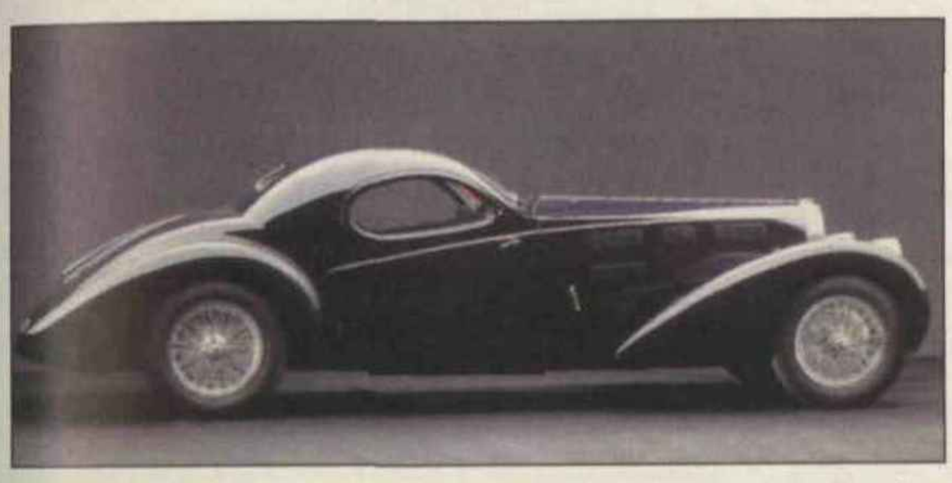
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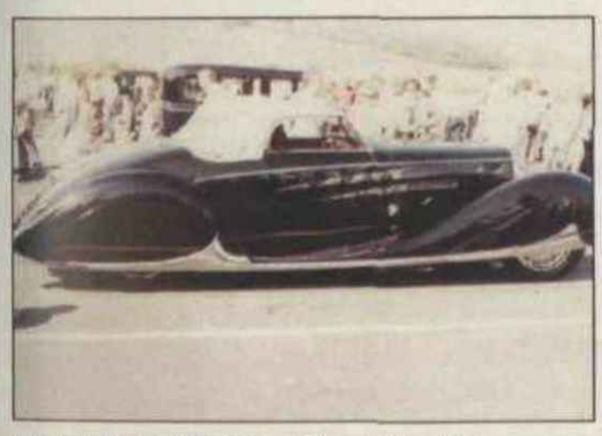
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*Graham Hill's BRM P57 at Syracuse in '61. Hill was BRM's stalwart, driving for the team for seven consecutive seasons*

# PATRIOT GAMES

***BRM STARTED LIFE AS BRITAIN'S GREAT HOPE FOR POST-WAR GLORY. IT SOON BECAME A JOKE, ONLY TO RISE AGAIN A DECADE LATER TO THE TOP OF THE SPORT. ROBERT EDWARDS RECALLS THE RISE, FALL, REBIRTH AND DEATH OF OUR MOST EXTRAORDINARY MARQUE***





*LEFT: RAYMOND MAYS' DREAM TO CREATE A WORLD-BEATING F1 CAR TOOK 13 YEARS TO REALISE, WHEN IN 1962 GRAHAM HILL BECAME WORLD CHAMPION AND BRM WON THE CONSTRUCTOR'S TITLE, THE FIRST TIME A BRITISH TEAM AND DRIVER HAD ACHIEVED THIS DOUBLE RIGHT: ITALIAN GP, MONZA 1966, JACKIE STEWART STANDS BESIDE THE BRM H16; MAYS AND STANLEY ARE BY FIRE HOSE IN BACKGROUND*

It is probably no surprise for readers of this journal to learn that, as the first elements of the US 9th Armoured division were clattering across the Ludendorff bridge at Remagen to grab their first toehold in Nazi Germany, there were folks in England who were giving serious thought to the future of that vital thing, the Racing Car.

One of these was Raymond Mays. In March 1945 he announced, in a 'white paper':

"I feel very strongly that the ultimate in any activity is of direct value to the country achieving it. There is no doubt that the motor and associated industries have achieved it in the mechanisation of our forces. It is only fitting that this superiority should be perpetuated as a gesture to the technicians and service-men who have made our victory possible, no less than to the masses who have patiently endured so much. It becomes incumbent upon those of us who have the ability to try to produce a car which will securely uphold our place in international competition."

He neglected to define 'the place'. The last time a British car and driver combination had won a proper Grand Prix was in Spain, in 1927; the car was a Sunbeam and the driver Sir Henry Segrave. Mays himself had, of course, developed the ERA, the English Racing Automobile – and his new venture was the British Racing Motor, or BRM. Whereas the ERA was a voiturette, the BRM was to be a proper Grand Prix car. That was the plan, anyway...

To accomplish this, Mays required much financial assistance and material support – supplies of raw materials, components, test facilities, money, money and more money. He was unlikely to get it from Humphrey Cook, the main supporter of the ERA project, who'd learned the hard way that racing was expensive.

Happily the British Motor Industry, now that peace was about to break out, took the view that this BRM was a sound idea and responded, not with the Bronx cheer that such a suggestion would probably receive now, but with wholehearted support. The great and the good, viewing the prospect of those government contracts disappearing like the morning mist with some trepidation, saw the exercise as an excellent opportunity for some PR with which to kick-start their post war businesses.

The organisation which was to sponsor Mays' efforts was to be called the British Motor Racing Research Trust. In effect, it would act as a co-ordinating body for the activities of a huge diversity of participants, which at one stage numbered no less than 124.

The initial idea was to acquire a pre-war Mercedes racer and draw upon it for inspiration, so to speak, but the deteriorating diplomatic situation with the USSR rather put paid to that, given the car was in Czechoslovakia. As the Berlin airlift began, the car suddenly became unavailable and Mays and his design associate, Peter Berthon, were rather left in the lurch.

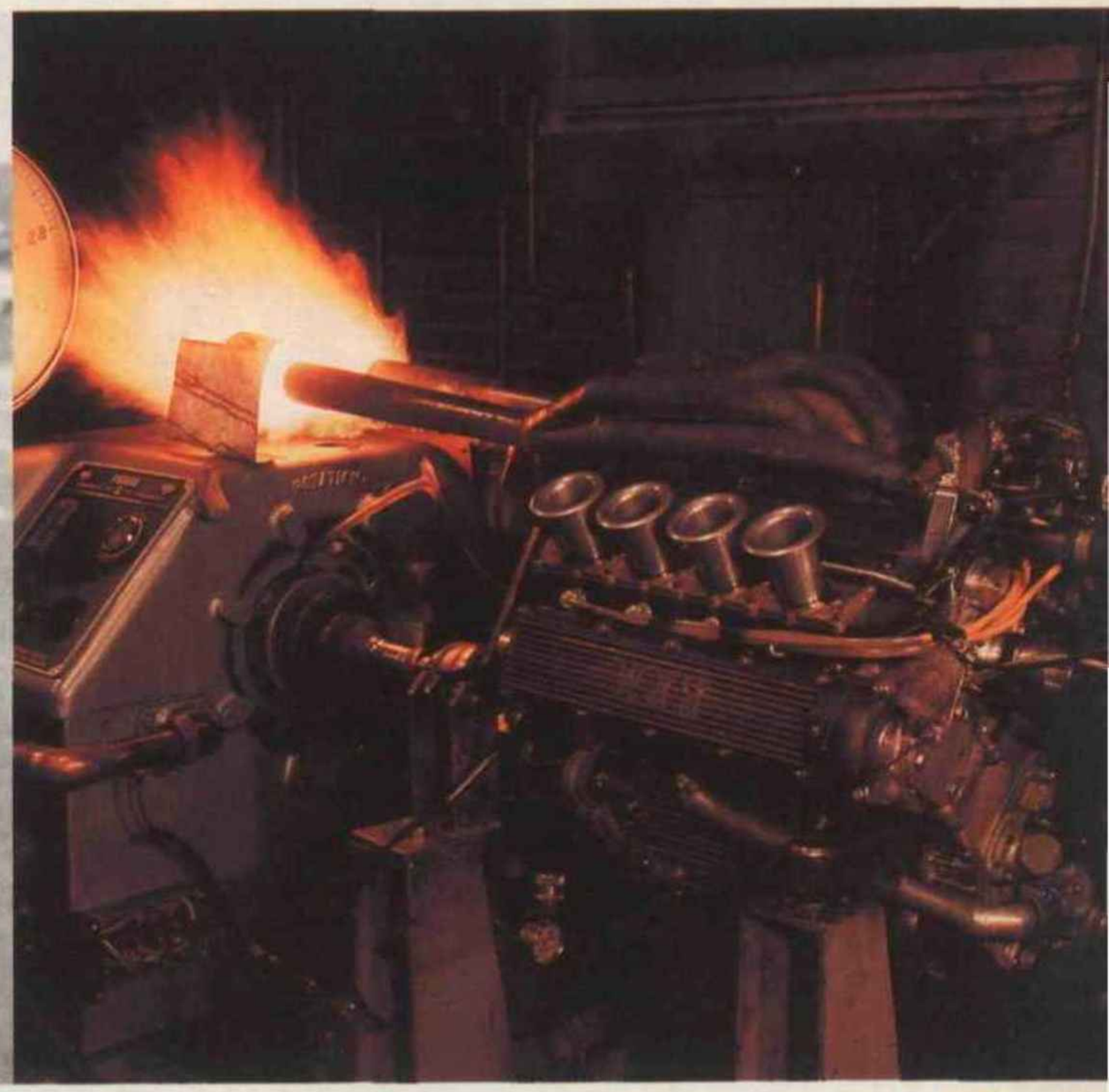
The first BRM, when it did appear in 1949, was, on paper, extraordinary. A V16 engine of 1500cc, breathing through twin two-stage centrifugal superchargers. An elegant body, certain elements of which recalled the elusive Mercedes, wrapped the complexities neatly, but, most important, it was green.

It was the blowers which were at the root of the problem, though. The power came in so suddenly that the driver could easily be caught unawares, or, more terminally, bits of drivetrain could give out under the strain. It was finicky, complex and, in its early iterations, eerily unreliable.

There was an unseemly contest to see who could jeer loudest;

**"The V16 engine was finicky, complex and, in its earlier iterations, eerily unreliable"**





*Left: Ken Wharton and Mays after a Formula Libre race at Goodwood with the V16 in 1954, a discipline at which the much maligned and by now outdated design was able finally to battle Ferrari, in the form of the Thinwall Special, head to head*
*Right: Testing the 1.5-litre V8 motor which finally brought BRM the World and Constructors Championships in 1962*

no-account stand-up comedians scored points by ridiculing the car; the Daily Express cartoonist Giles, himself something of a motor nut, also had a go. Tabloid opinion was firmly set against Mays, the Trust, the mechanics, the foreign drivers, the expense. Everything. Mays remained as aloof as he could, but the pressure was vast, and, with the interval of half a century, rather shameful...

The saddest thing about the BRM V16 was that it really missed out on Formula One; the retirement of Alfa Romeo narrowed the prospective field down to one – Ferrari, and the Formula Two interregnum (dominated by Ferrari anyway) was the FIA's response to try and generate a more competitive field. As a result, the BRM was reduced to the Formule libre events, when it often came up against the 4-litre Thinwall Special fielded by Guy Vandervell, Mays' nemesis from the days of the Trust. It must be said, the BRM acquitted itself well; the two marques slugged it out with often very little between them. So the V16 was in the end nothing to be ashamed about.

The problems encountered with the V16 and its non-eligibility for F1, coupled with the unheard-of negative publicity generated by the hundredweight in Grub Street, effectively caused the break-up of the Trust, accelerated by Guy Vandervell's departure; in 1952 the whole operation was taken under the wing of the Rubery Owen group. The faith of Sir Alfred Owen in the concept had been shaken, but not stirred. The assets were acquired at a price which reflected the cars' merely curiosity value.

That first BRM was, however, built to standards which were quite astonishing and at least it made a wonderful noise. It still does; I was standing rather too close to a V16 when it was lit up at Lionel Webber's extravaganza in Basildon not long ago; a seamless banshee wail was the result. I wanted to run and hide...

The introduction of the next proper Formula One, of 2.5-litres to run from 1954, ensured a more level playing field. Now that BRM was safe within the Owen empire, there was less pressure, but events started to take a familiar turn with the next offering.

The second iteration BRM, the Type 25, was, in the verdict of almost all who drove it, a dog. Mike Hawthorn claimed it 'tripled his laundry bills' and Salvadori, Brooks and many others simply walked, or limped, away from it. But the improvements wrought upon it by the combined efforts of Colin Chapman and Tony Rudd made it competitive in all departments except the brakes, which were eccentric, to say the least. Berthon's insistence at persisting with the single rear disc on the gearbox output shaft was stubborn, to say the least. The vibration from the lusty four-cylinder motor was fed straight down the prop shaft to the gearbox and thence to the brake disc. Minor oscillation of the disc might not knock out the pads, but the rigid pipes which contained the fluid were to absorb terrible punishment, which was one of the main reasons why the BRM acquired such an awful reputation for braking more or less when it felt like it.

The progress made by 1959, though, was huge, even though the architecture of the car was by now almost obsolete. The Vanwall effort, which had entered, triumphed and departed (more or less) within the design life of the P25, was now gone; Vandervell had made his point and his brooding presence in the paddock was to fret on Mays' nerves for no longer.

Vandervell's absence may well have been a bigger tonic than even Mays might have thought. At the Dutch Grand Prix in May 1959, Jo Bonnier, starting from pole, led the race to win a World ➤➤

**"The saddest thing about the BRM V16 was that it really missed out on Formula One"**


HAVC



*History in the making: Jo Bonnier rockets to his and BRM's first GP victory, at Dutch Grand Prix in 1959*

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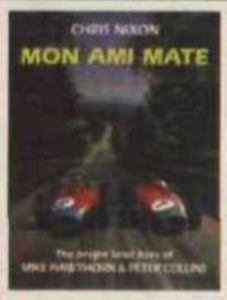
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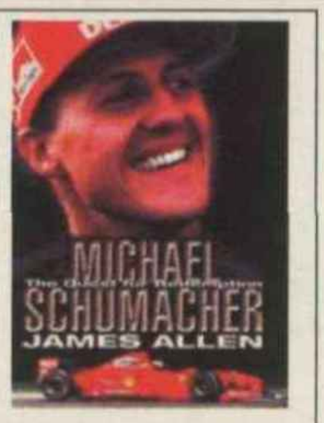



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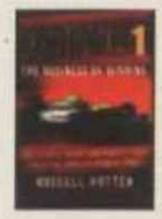
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*LEFT: BRM'S LAST SUCCESS CAME WITH THE MOTUL-SPONSORED P201 DRIVEN IN 1974 BY BELTOISE AND PESCAROLO. FINAL PODIUM FELL TO THE FORMER ON THE CAR'S DEBUT IN SOUTH AFRICA. ENGINE WAS TRUSTY V12, FIRST SEEN IN 1968 AND STILL IN SERVICE AT THE END IN '77*
*RIGHT: JOHN SURTEES TRYING HARD BUT TO NO AVAIL IN THE 1969 ITALIAN GP AT MONZA. HIS BRM P139 WAS UNCLASSIFIED AT THE FINISH*

Championship Grand Prix for the first time in a BRM. Nearly ten years had elapsed since the marque's debut; to put it into perspective, Jordan has taken a mere seven. But this was BRM; the path to serenity was never going to be either straight or short.

The 1959 P25 was, of course, the car which featured in the most famous motor racing picture of all; Hans Herrmann cart-wheeling at the AVUSring during the German Grand Prix of that year. It was a recurrence of the dreaded BRM brake syndrome and brought a temporary pause to the ambitions of the British Racing Partnership, whose entry it was.

BRM, on the other hand, was starting to hit its stride; 1959 brought a third in the constructors' championship and well-earned respectability. But the way forward was clearly not with heavy front-engined cars The challenge facing BRM (and everyone else) came from Cooper. The rear-engined layout pioneered by the small Surbiton firm had thrown down a gauntlet to the Grand Constructors which they would spend some time picking up.

The path to recognition started in the 1960 season with the recruitment of Graham Hill to lead the team. The car which was campaigned, the P48, was BRM's first attempt at a rear engined car and, given it was put together in mere weeks, was a startling success; the repositioning of the venerable four-cylinder engine behind the driver had the beneficial effect of reducing vibration through the transmission, so punishing the single rear disc less.

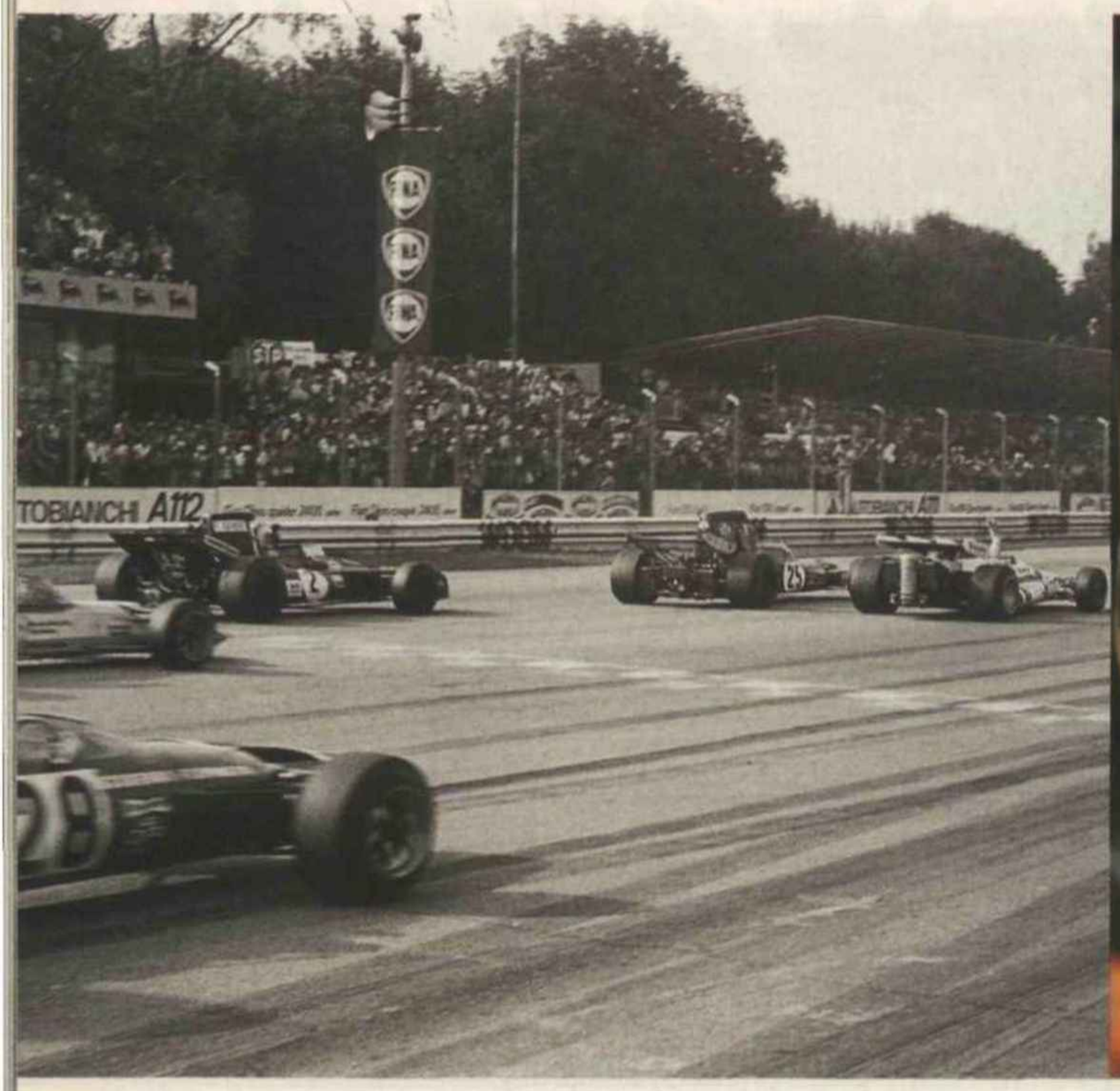
Having said that, the 1960 season was not a great success, as BRM had to join the queue behind Cooper, Lotus and Ferrari for honours in the constructors' championship. The next hurdle for the British manufacturers was the revised 1.5-litre F1 regulations for the 1961 season. For Cooper and Lotus the answer was simple: Coventry Climax. For BRM, committed as a Grand Constructor, there was to be a year of managing with the four cylinder Climax engine too, while their own V8 engine was prepared.

A new V8 Climax engine made its debut in Jack Brabham's Cooper at the Nürburgring in 1961, qualifying just behind von Trips' Ferrari. The fact that Brabham also claimed pole and fastest lap at Watkins Glen at the end of the season was lost on no one, particularly Alfred Owen, who politely informed Raymond Mays that the Owen Racing Organisation needed a decent '62 season, otherwise he'd find it hard to justify the expense going forward. The pressure was relentless; far worse than that generated by the old V16, and Berthon departed for Weslake's. He was replaced as chief engineer and team manager by Tony Rudd. It was to be a critical season; Owen needed, as well as wanted, a result.

Famously, he got one. The combination of Graham Hill, Richie Ginther and the new BRM V8 was to prove, in the well-balanced 1962 season, immensely successful. The new engine actually owed a lot to the old V16, using the same timing gear and con rods. The season started awfully, with the accident at Goodwood which finished Moss's career, but at Zandvoort, scene of the marque's solitary Grand Prix win thus far, Hill won convincingly.

Suddenly, it came together in a season whose high point was a resounding 1-2 at Monza; Hill won his first championship, BRM the constructor's trophy and, for the first time, a British car and driver combination had accomplished what had been previously a Commonwealth preserve. Vanwall had come close, but BRM were the first to do it. In fact, much of the xenophobia of the post-war years of British racing was fading, but it was still a high point of British sport, eclipsed only by the 1966 World Cup final. ➤

**"The new V8 owed a lot to the old V16, using the same timing gear and conrods"**






*ONE OF THE MOST FAMOUS RACES OF ALL TIME WAS THE 1971 ITALIAN GRAND PRIX AT MONZA. TO DATE IT REMAINS THE FASTEST GRAND PRIX EVER STAGED AND WAS WON BY PETER GETHIN'S P160 AT AN AVERAGE OF 150.755MPH. PETERSON'S MARCH WAS EXACTLY 0.01SEC BEHIND, MAKING IT ALSO THE CLOSEST FINISH IN GP HISTORY. GANLEY'S SISTER BRM MANAGED JUST FIFTH YET WAS ONLY 0.6SEC BEHIND WINNER*

The '63 season was a more consistent result for the team, with Hill and Ginther sharing second place in the title with 29 points each (against Jim Clark's 54); the following year, Graham Hill came second by one point to John Surtees' Ferrari and in 1965, Hill was only six points adrift from Jim Clark's Lotus to take second again. The 1.5-litre Formula had, to the surprise of many (Mays had protested the change vigorously) finally proved that the BRM was indeed a viable project. They had won the championship in 1962, and were runners-up in 1963, 1964 and 1965. It had taken too long for Mays to justify being triumphal about it, but that was as well, because the 3-litre Formula in 1966, followed by the introduction of the Ford-Cosworth V8 in 1967, signalled the eventual end of BRM's ambitions. The money involved was startling, and while they pressed on, with both the extraordinary H16 (in effect two flattened 1.5-litre V8s geared together) and a more conventional V12 engine, the glory days were almost over.

The H16, using as it did the same valve gears and cam profiles of the V8, which had been re-worked extensively under Rudd, thus established another link with the original V16. The V12, of which there were two versions, was to carry the firm through to the end. The two-valve version was available to customers; the four-valve, launched in 1969, was not. Incredibly, it produced about 460bhp, against the Cosworth V8's 420bhp. Yet it never seemed to win races. It is still a mystery to Rudd as to why not...

In 1968, Ernest Owen, Sir Alfred's brother, had died, which put pressure on the organisation of the Owen empire, as he had been its managing director. The man who stepped forward was Louis Stanley, Owen's brother-in-law. He was an accomplished writer but knew little of racing except as a spectator. Nonetheless he took an active role in the team's management, not to everyone's glee, particularly Tony Rudd's. It is perhaps unfair to those who carried on to say it, but the death knell of BRM was sounded at Zandvoort, the scene of the first triumph. It was June 1969, and Stanley told Rudd all future projects were now on hold.

This was unexpected. Rudd had been at BRM since '51; his work on the P25 had so impressed the suspension designer, Colin Chapman, that he had been pestering Rudd to join Lotus for some time. Stanley's announcement was the perfect justification. He resigned on the spot. One project which had been occupying Rudd was a 'ground effect' car, an idea Lotus used to claim the '78 title.

A few months after Rudd's departure, Alfred Owen succumbed to a stroke. The empire was, with the death of two brothers in two years, in severe danger. David Owen, who took over, delegated to Stanley until 1971, then transferred the entire operation to him.

Much has been said about Stanley, most of it critical. He has been described as faintly ridiculous, but it is fair to say he did his best. He raised sponsorship from Yardley in 1970, and their investment seemed sound when BRM, led by Jo Siffert, managed second place in the championship in '71, but Siffert's death at the end of the season at Brands Hatch was a hammer blow. Yardley switched to McLaren and Stanley persuaded Marlboro to replace them.

The '72 season, for a while, looked promising. Beltoise had a fine win at Monaco, but that was the last GP victory for the team which had accomplished so much. Sponsors changed; to Motul, then Rotary, but finally, it was just Stanley BRM. The final entry was at Monza in 1977. Fifteen years before, Hill and Ginther had scored a triumphant 1-2. This time, the single car, driven by Teddy Pilette, failed even to qualify. The BRM dream was gone. M

**"The four-valve V12 produced about 460bhp, against the Cosworth DFV's 420bhp"**

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***THESE THREE PRE-WAR RACING CARS HAVE BUT ONE THING IN COMMON: EACH BOASTS THE ENGINE FROM AN AEROPLANE UNDER ITS BONNET. ONE DAMP DAY AT SILVERSTONE WE DISCOVERED A UNIQUE FORM OF MOTORING PLEASURE***

photography by Andrew Yeadon & Ben Redgrove


OL
1808




*Monarch-Curtiss oversteers almost anywhere when required...*



*...and remains exciting even on rare occasions when it's straight*



*Driving position and chain-drive redefine feeling of vulnerability*



*This is the only quick way to get the Monarch through a corner*

We were having a quiet coffee in Silverstone's Paddock Diner when the Monarch arrived. I've experienced a small earth tremor before and the effect was not dissimilar. First came the tell-tale ripples scudding out from the centre of my white and no sugar. Then, more significantly, the faint ringing of cup in conflict with saucer presaging the far-off rumbling which made every human in the building look anxiously around.

Then it appeared; a couple of headlights, an implausibly long bonnet squirting flames from its flanks, a driver sat high above all he commanded and, well, save some wheels and a couple of terrifying-looking chains, not much else. And what of wings and windscreens? No sign at all, despite the fact that the Monarch arrived here courtesy not of a covered trailor but the 8.2-litre V8 Curtiss engine under its vestigial bonnet. It came from Bristol in less time than it took us to reach the track from London.

Duncan Pittaway, its relatively new owner jumps down, extends a grin and a gauntlet and, after introducing himself, does the same for his car. "It's just great fun; you're going to love it. It's dead easy to drive; I take it everywhere... done thousands of miles in the thing." He pauses. "There's any number of things you could do to it," he continues while, by way of illustration, idling tugging at a distinctly loose exposed rocker arm, "but why bother? It's never let me down; goes like a train."

It doesn't sound like one. It sounds like a World War One biplane, which is surprising only until you learn that that was one of the more conventional roles played by its engine. Only, of course, it's not several thousand feet above my head, it's right by my left ear and is consequently somewhat louder than in the traditional airborne application.

Duncan takes me through the hard points. "It's got a four-speed sequential gearbox from a 1910 Panhard and, once you've learned it, you'll never have to think about it again." He points at the lever sprouting parallel to the gearshift. "This slows it down." I point hopefully at the middle pedal but am deflated by the reply. "Oh that," Duncan's voice adopts a tone of mild curiosity. "Er, yes, that's the transmission brake. Used it once in desperation as we sailed out of control into the hairpin at Cadwell. Don't remember it making much difference..."

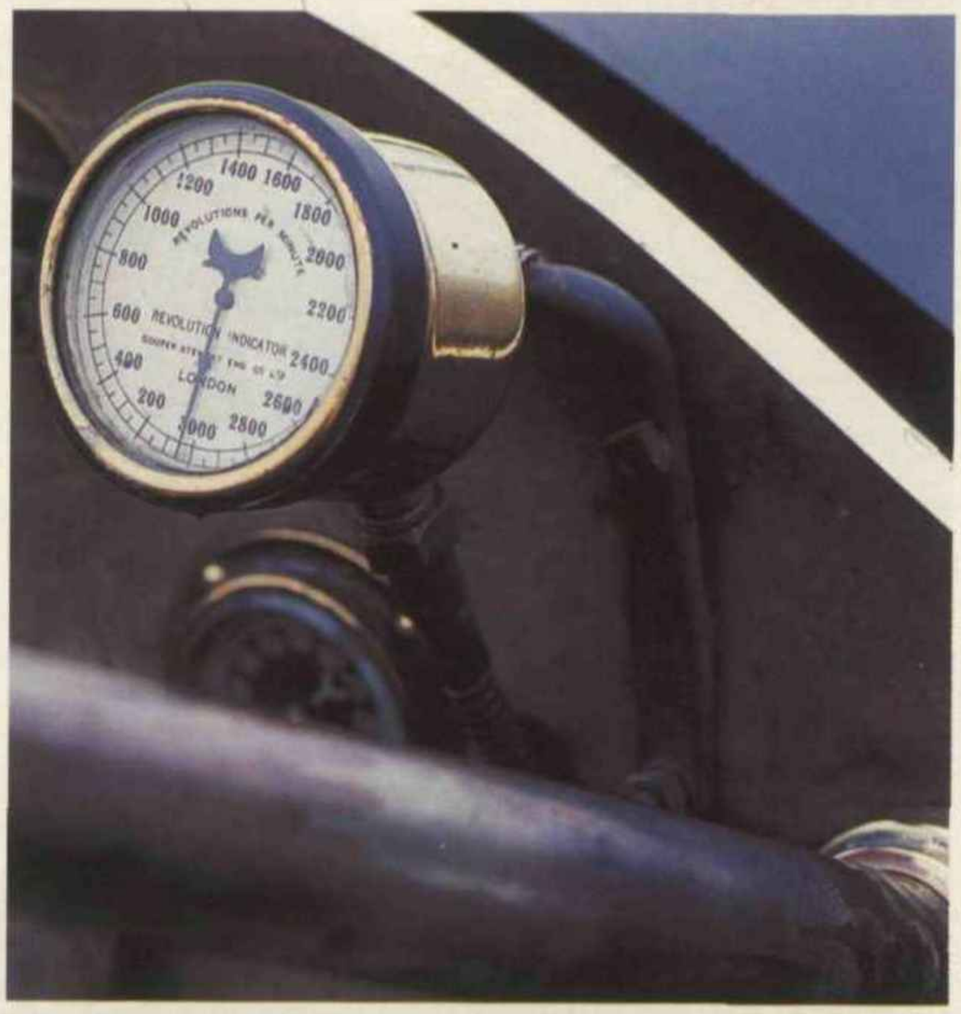
We agree my first experience should be from the passenger seat. "It's quite advanced, really," says Duncan only joking slightly as he juggles ignition and throttle settings while various VSCC members propel us down the pitlane. "The diff's in the gearbox." Before there's a chance to explain the obvious reduction in unsprung weight brought by having only a solid beam linking the two rear wheels, there's a bang, a lick of flame and pronounced forward motion. The Curtiss is back in business.

It is no exaggeration at all to say the Monarch was sideways some considerable distance before the pitlane joined the track, any more than it is to observe that the angle of the car followed the direction of its travel for no more than a few seconds at a time for the rest of the lap. The car was out of shape and, most of the time, utterly sideways through every corner on the track.

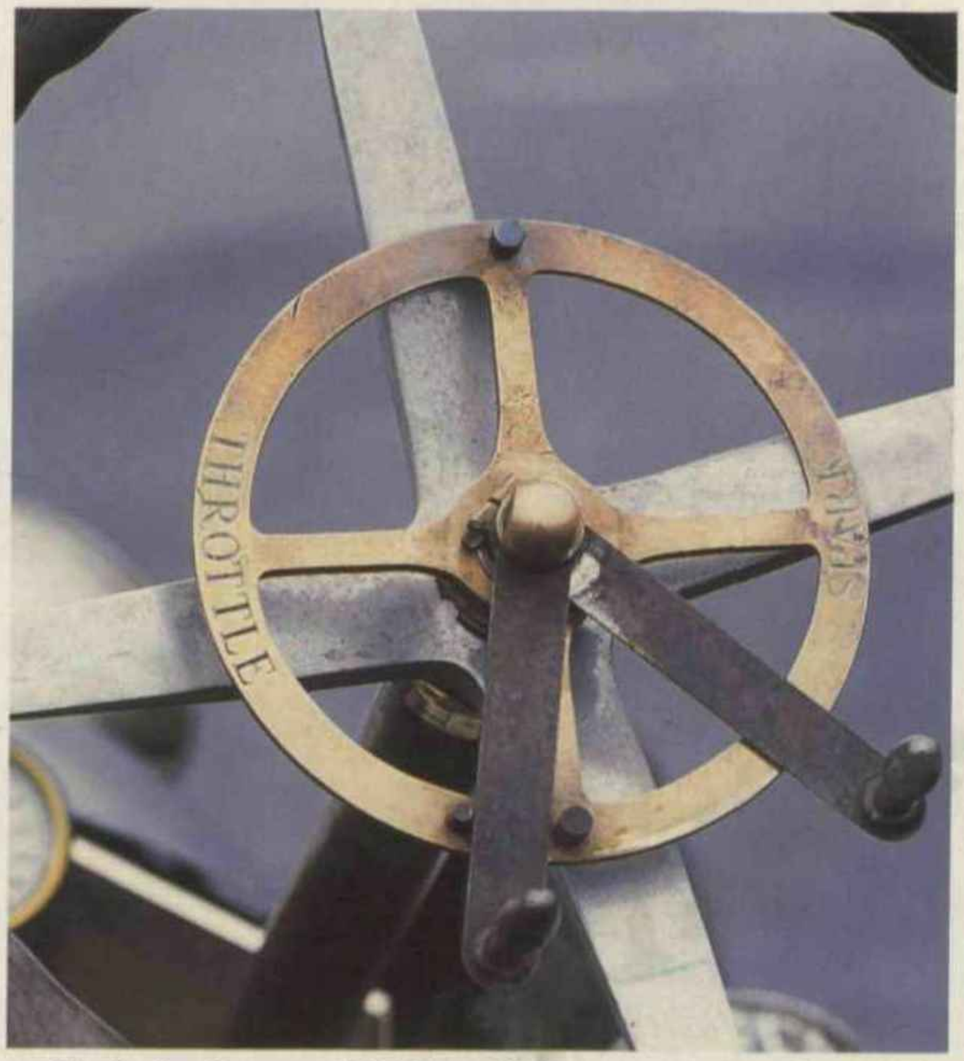
"You'll see it's the only way to drive it," yells Duncan through his helmet and above the roar of the Curtiss. "You will never, ever have a problem turning into a corner and it will always oversteer. The trick is not to correct it until the slide is fully developed. Then get on the power and stay there. If you're worried about it going too far and if you think you're about to lose it, just use more power and it will be fine."

I'm learning fast but it's the approaches to the curves that worry me most. You don't need a degree in advanced mathematics ➳


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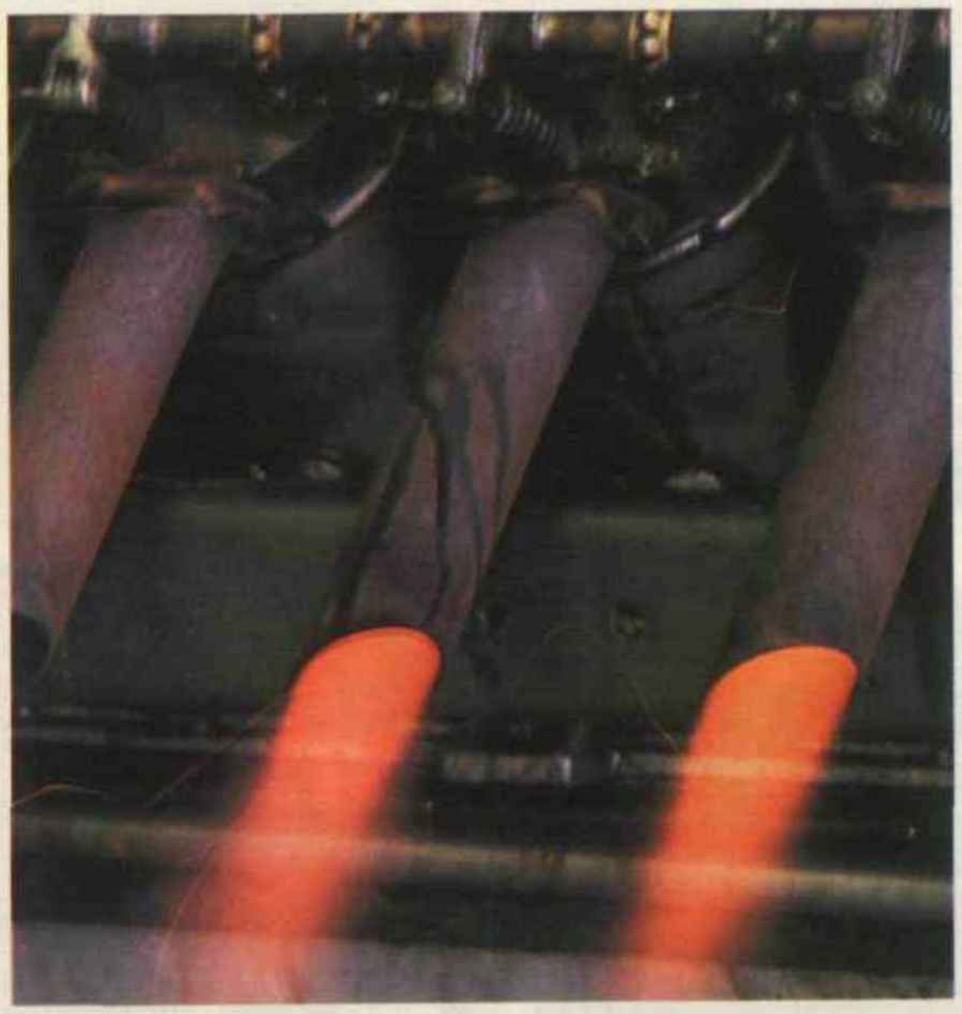

***Clockwise from top left: Beautiful rev-counter; car is a real special: radiator by Napier, engine by Curtiss, gearbox by Panhard, chassis by Monarch; steering controls just one more thing for you to think about; wicker seats were doubtless state of the art in 1913***

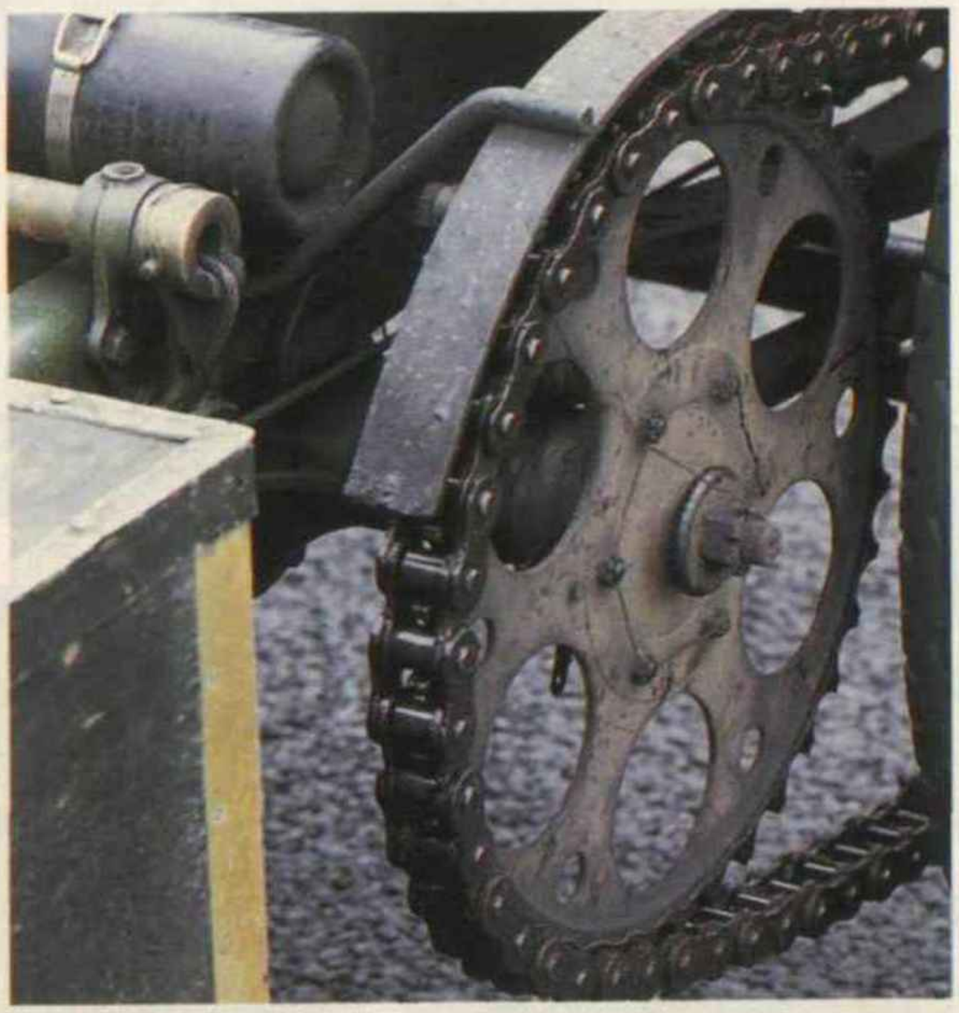
to know that if you are to hold onto the steering wheel, change gear and haul on a handbrake at the same time, you require fifty per cent more upper limbs than that with which the human frame is usually equipped. I watched Duncan yank on the brake (which operates on the rear wheels alone), pressing the button on the top of the lever to lock it in place, double declutch down a gear, return to release the brakes and then squeeze back on the power. And just to make sure you don't get bored, the gear-lever has a button too, which you depress to disengage the gear but, if you don't release it before it's travelled the half inch to the next ratio (during which time, you must remember, you're timing your declutches, steering, blipping the throttle and remembering that the brakes are still locked on), the lever will sail straight past your required ratio into the no-man's land beyond.

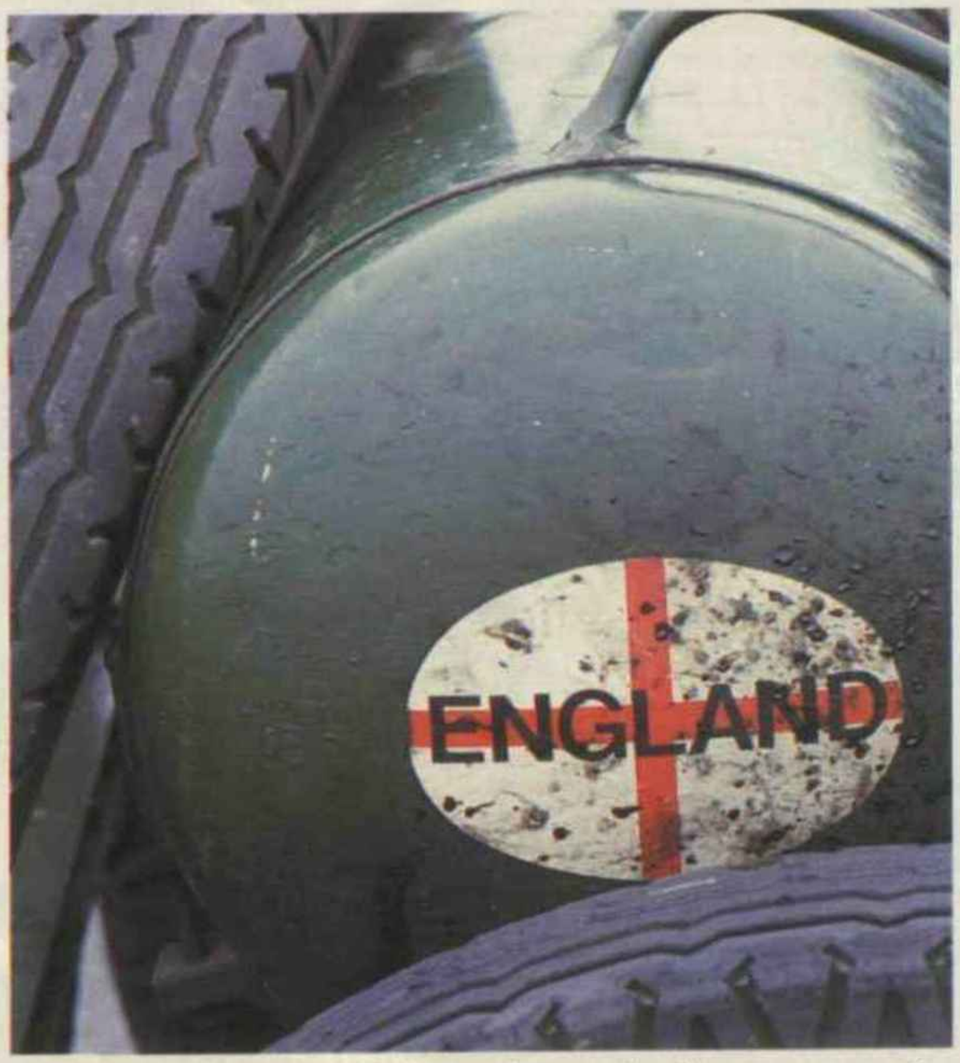
My turn. You don't sit in the Monarch or even really on it. The feeling is of being perched above it, looking along the bonnet to the beaded-edge front tyres. You can't see the scarcely guarded chains whirring around below you, which is perhaps as well, nor can you hear them over the bellow jetting out of the Curtiss' eight stub exhausts. I stalled it, of course. The clutch has 50 plates and requires a frequent fix of paraffin to stop it sticking. A push and a shove later and we're rolling down the pit-lane, the Curtiss hammering out its menacing tune, driver searching for another gear which, mercifully, he finds.

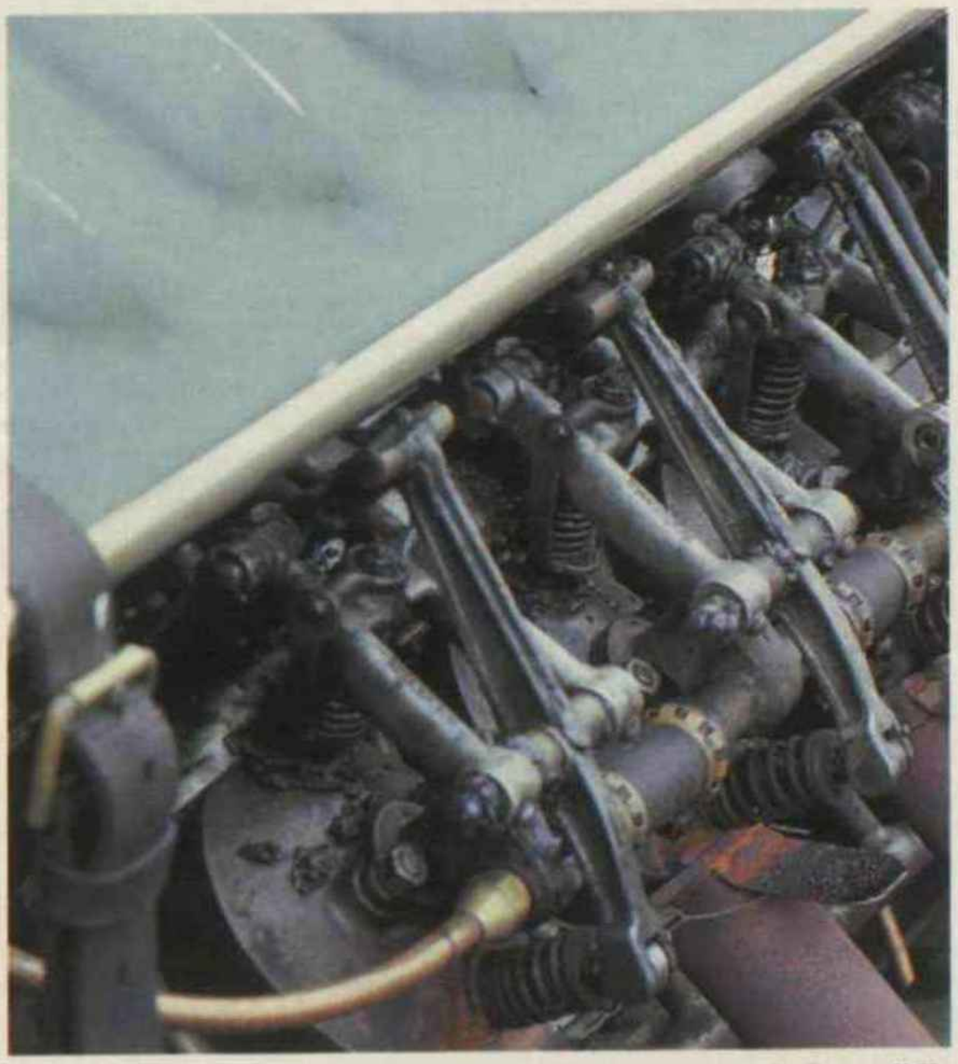
You discover certain things before even reaching the track. The steering is as direct and quick as a kart's and the throttle is very sensitive. Designed to run only at constant engine speeds, the aircraft engine is only really happy between 1800-2200rpm though, thanks to its unspecified but clearly monstrous torque output, this is less of a problem than it might seem.

The brakes, while predictably terrible, are at least consistently terrible and once you have adapted to the fact, they present no







*Clockwise from top left: flames from stub exhausts are routine; fearsome chain with flimsy guard, takes drive to wheels from diff in the gearbox; big tank and 18mpg make Monarch "surprisingly practical"; exposed rockers operated by just a single cam per bank*

further problem. The gears, on the other hand, defy such logic, On some laps I am a seasoned professional, flicking up and down the box with all the ease Duncan suggested, on others I am the blithering idiot looking down to find the next notch.

Through this all, the Monarch feels swift and rather quicker than the modest 90bhp power figure suggested for its engine. There are three probable reasons for this: first the car weighs next to nothing; secondly, despite a modest power output, I'll wager that there's the thick end of 300lb ft of torque being spat out of that engine; and third – well, you try sitting up there and seeing if 100mph doesn't feel at least twice as fast. 'Exposed' doesn't begin to do justice to that driving position.

And it's only when you have taken all of this on board that you start to appreciate that amid all the mayhem lies a truly delightful car. I've driven rear-drive rally cars that oversteer less readily and controllably than this, and racing cars with five times the power which are less than half as fun to drive. And the faster you go the funnier it is, right up to the point where the limit is defined by that moment when you realise that if you laugh any more you're going to crash the car.

In racing terms, to be honest, it's not that quick, losing out considerably to its more powerful VSCC bretheren down the straight, even if, as Duncan says, "You can surprise quite a few of them in the corners..." He has long since recognised that, armed with such a car, you don't need to be standing on the top step of the podium every weekend to enjoy yourself.

It's getting dark by the time our photographs are taken. Duncan swaps full face helmet for a woolly hat and jumps aboard for the trip home. I expect it will need fuel before nightfall but the suggestion is batted away. "Not at all; it's got a huge tank, does 18mpg on the motorway. Very practical car really." And with that the Monarch turns thunders out of the paddock. **AF**


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1808

As soon as I'd posed the question I felt a bit mean. After all we had just spent the best part of an entire Silverstone test day abusing the splendidly generous hospitality of the members of the Vintage Sports Car Club, Sub-division: Aero-engines. It's just that in all that time, no-one had actually asked the *obvious question: why?*

Not "Why?" in a pejorative sense but "Why?" in the "What makes a man want to take the engine from a post-World War One 'plane and bolt it to the chassis of a 1928 Riley?" sense. With the benefit of hindsight it's clear that the answer was as obvious as the question. Like Mount Everest to a mountaineer, it was there and so it was done.

Not that engineering a 6-litre de Havilland Gipsy Moth engine into the narrow confines beneath the bonnet of a quintessentially English sportscar was as simple a feat as I make it sound. Far from it. To date its owner Dr Geraint Owen has spent a conservative 2000 man hours on his pride and joy and readily admits that there remains considerable work to be done. Bigger and better brakes are on the wanted list and the work of a good upholsterer is also required to replace the current bucket seat carved from what appear to be two pieces of wood.

If it all sounds a little crude – well, that's really because it is. Not perhaps as crude as the Monarch-Curtiss featured earlier on these pahes but nevertheless there is no denying the Riley-de Havilland lacks certain luxuries found in modern motoring.

First indications that something was amiss came even before the early sighting laps on which Dr Owen was planning to explain to me the intricacies of his homebrew special... at 90mph from behind his full-face helmet. Passenger rides are part and parcel of this job and, although far from being the perfect riding companion, I am getting better at sitting in the wrong seat. But never have I sat waiting for the driver, only to watch with increasing anxiety as, underneath his race overalls, he straps on what can only be described as a bullet-proof jacket. "To stop me being impaled on that," he grins, pointing at the large nut that holds the steering wheel in place. I tried, really very hard, to smile back at him. And I think I succeeded.

The easiest way to describe riding 'two up' in the Riley is to imagine sitting side by side in an iron maiden on wheels and being shot out of a cannon. Owen has accordingly attached two grab handles to augment further his passenger's comfort. One rests on the dash to stop you being launched out the front or back under vicious acceleration or braking, the other rests behind the driver's far shoulder to stop you being thrown out the side under cornering. Dr Owen is clearly an unusually considerate man. And they obviously work because here I sit telling you about them. They are also extremely effective at pulling your hands from your wrists which might explain the odd typographic error in this story. My agolopies.

After a brief introductory jaunt during which I nod inanely as Dr Owen shouts indecipherable but doubtless vital words of advice over the cacophony that is a Gipsy Moth engine, it is time to fly solo. Firstly let it be noted that from behind the wheel, the Riley is far more motor car than aeroplane, which I guess is something. The pedal layout is conventional clutch-brake-throttle, while the gearshift – although mounted outside the car's body – is a straight H-pattern linked to a monstrous Rolls-Royce 20/25 four-speed gearbox.

Getting underway is not difficult. With in excess of 350lb ft of torque the Riley easily picks up momentum from standstill but what happens next is far from ordinary. Large unstressed 'plane engines built to produce low-end power at constant revs take very little persuasion to turn beyond their means. The de Havilland engine has a cautionary limit of 2 200rpm and while it will go ➳



***The Riley de Havilland looks more sane than most aero cars...***



***... but is at least as challenging to drive quickly around a track***



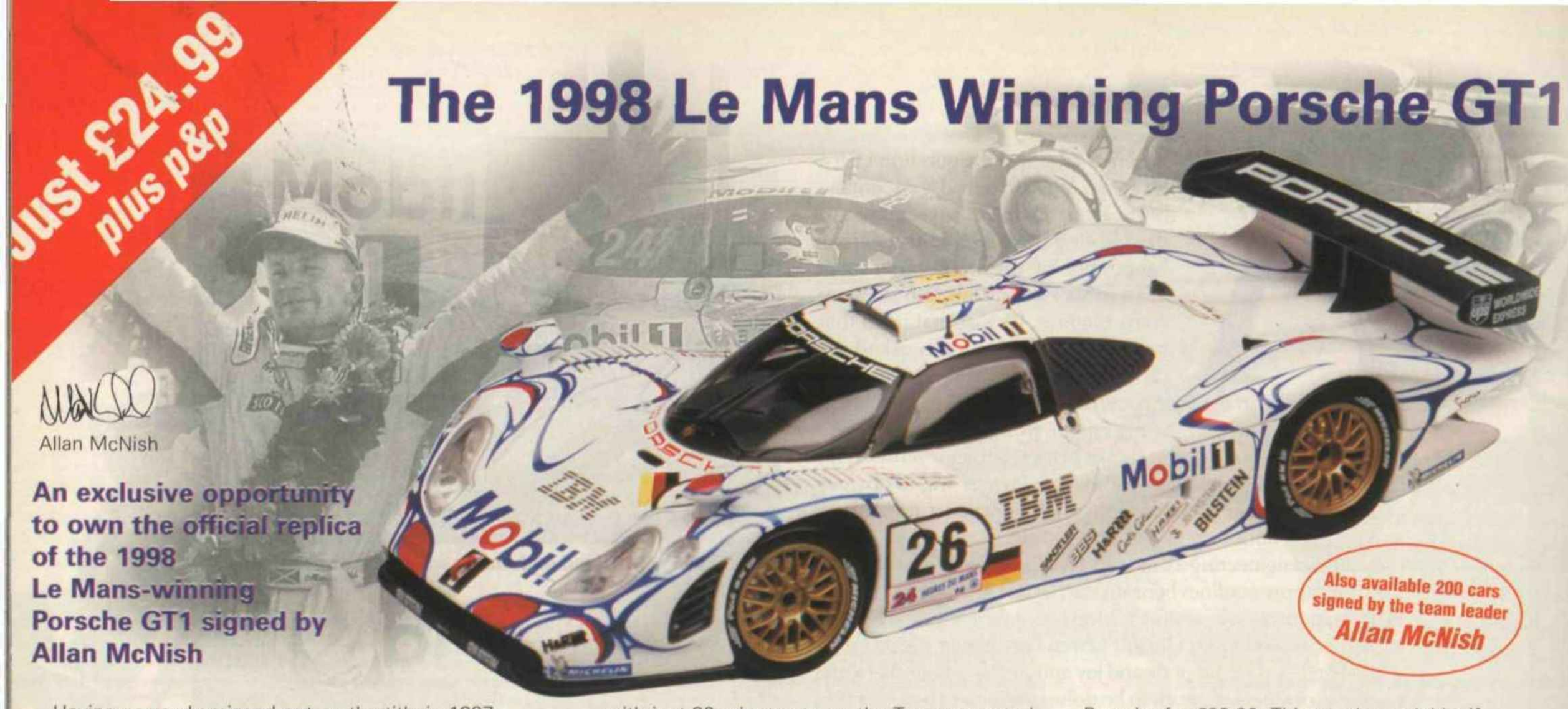
***Wings and lights should be removed for seriously high speeds...***



***... but it's still capable of an easy 100mph in road-legal form***

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Once the race was underway it did not take long to establish that this was to be a 2 car race and Thierry Boutsen in the Toyota appeared to have the upper hand.

In hour 9, the Boutsen Toyota pitted with gear problems. The Porsche took over but at 6.00am, McNish also had to pit to replace a waterpipe and dropped 4 laps behind the Toyota. But again the Toyota experienced gear problems and after a ten minute stop Boutsen came out only just in the lead, setting up a thrilling race to the flag.



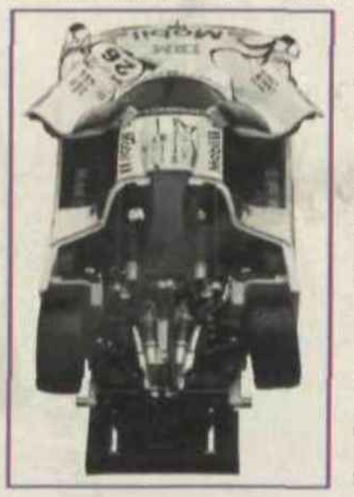
Boutsen was confident he could not be caught but with just 80 minutes to go the Toyota coasted out of the lead, handing the race victory to the McNish Porsche.

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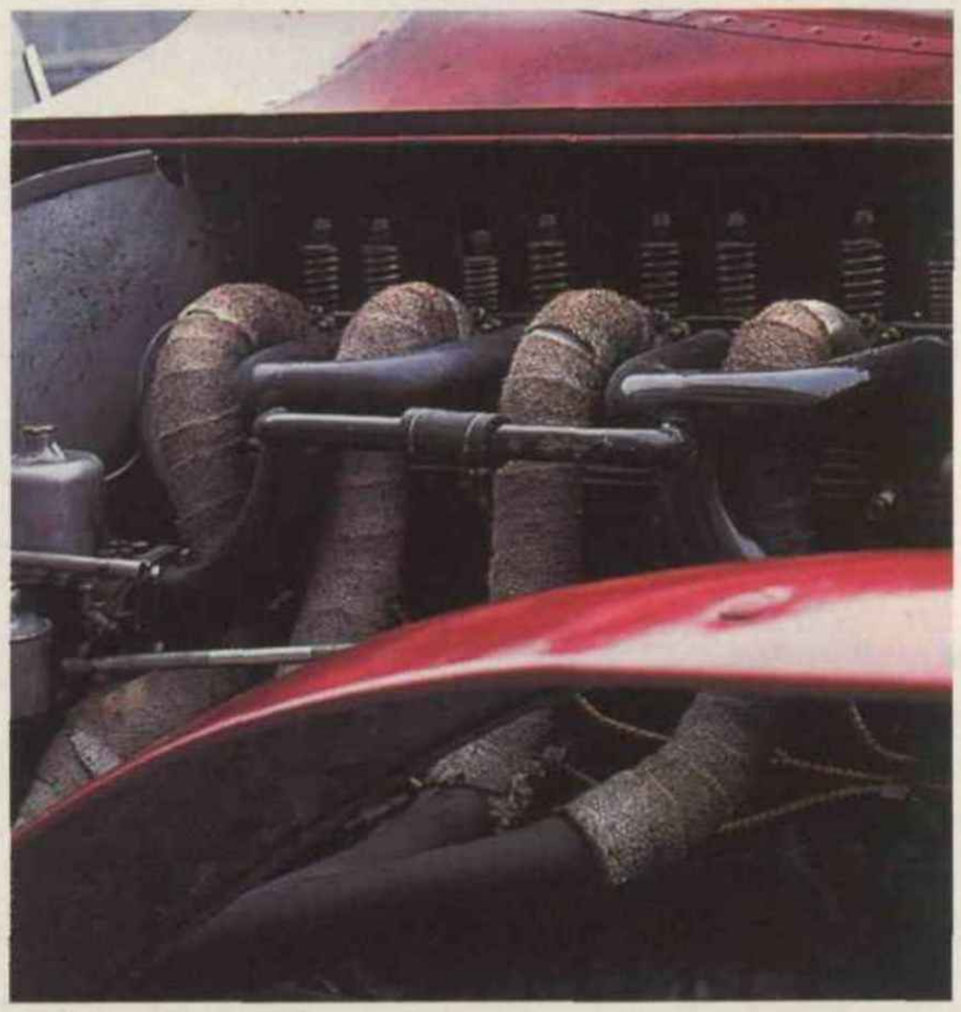
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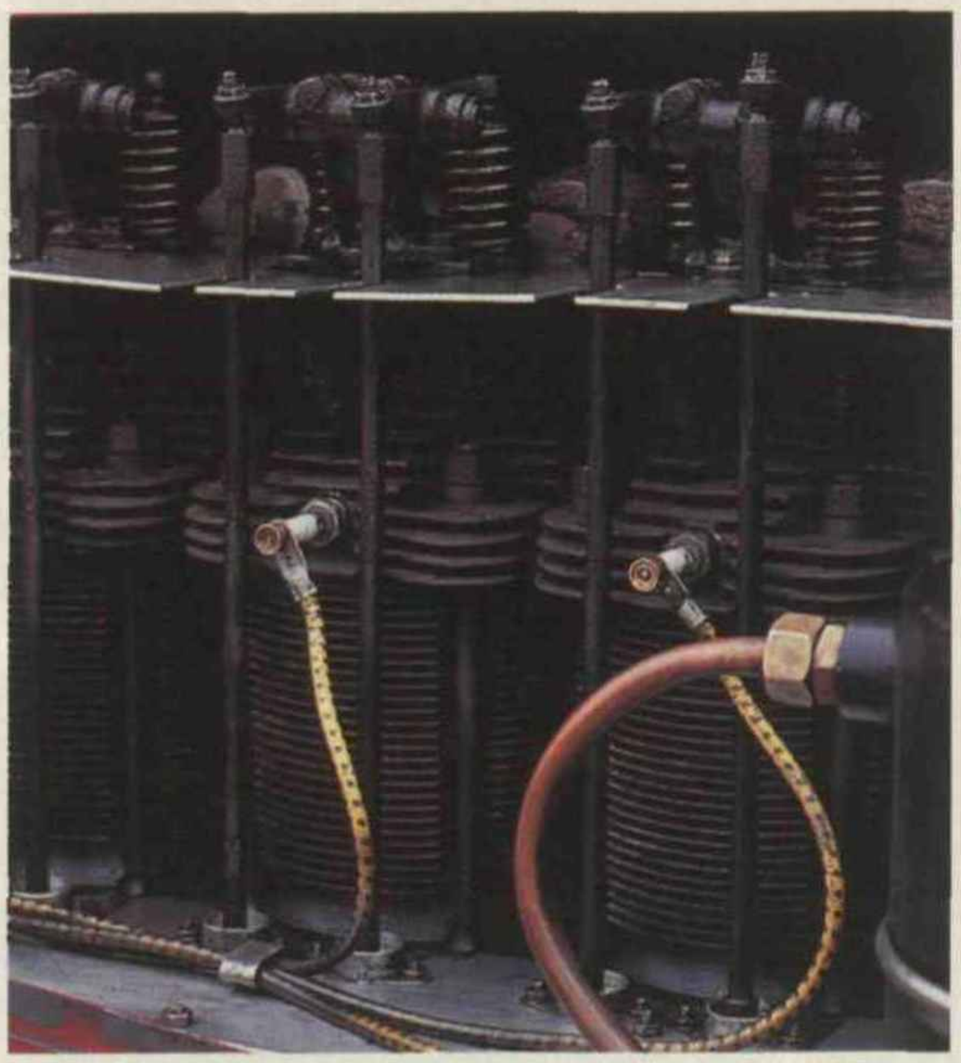
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*Clockwise from top left: radiator courtesy of neither Riley nor de Havilland but Chenard et Walcker; 6-litre de Havilland aero engine of the same type used in Gipsy Moth aircraft; nut securing steering wheel requires driver to wear a bullet-proof vest*

a few hundred past that in the heat of battle it manages to get there so alarmingly quickly that you have to change gear almost constantly and don't dare touch the throttle during double-declutched downchanges. Move the pedal a thousandth of an inch with the clutch depressed and the needle will be heading off the scale.

While this is more than a little disconcerting to the driver, it's pretty hard work for the Rolls transmission which sounds less like a crash gearbox and more like a full-scale motorway pile-up. The art to building an effective aero-engined special is not so much in ensuring the engine or chassis are suitable but coping with the uncommonly high torque outputs of the chosen motor. Owen has circumnavigated this problem by mounting a small step-up 'box between the clutch and the main gearbox, which also coveniently allows him to run conventional back axle ratios. The system functions well enough because he has used the same gearbox since he first built the car, but it is not a transmission for the faint of heart. The trick, says a remarkably still-smiling Dr Owen after my first graunching sortie, is to yank the lever through to the next ratio without hesitation and, in so doing, keep the nasty noises as brief as possible.

Mechanical sympathy left firmly in the pits, the next stint brings some degree of rhythm to my driving and, the odd missed down-shift apart, it is a chance to sit back and enjoy the effortless power of the Gipsy Moth engine and the amazing poise of the Riley chassis. Despite standard Riley axles and worm and screw steering the car copes well with the surfeit of torque, although its ready willingness to lift an inside front wheel – even at low speeds as you cross some small undulations at the exit of the pitlane – hints at the unforgiving nature of the suspension.

Feedback, however, is what makes this Riley driveable at racing speeds. Accept that the narrow, hard, cross-ply Dunlop ➤

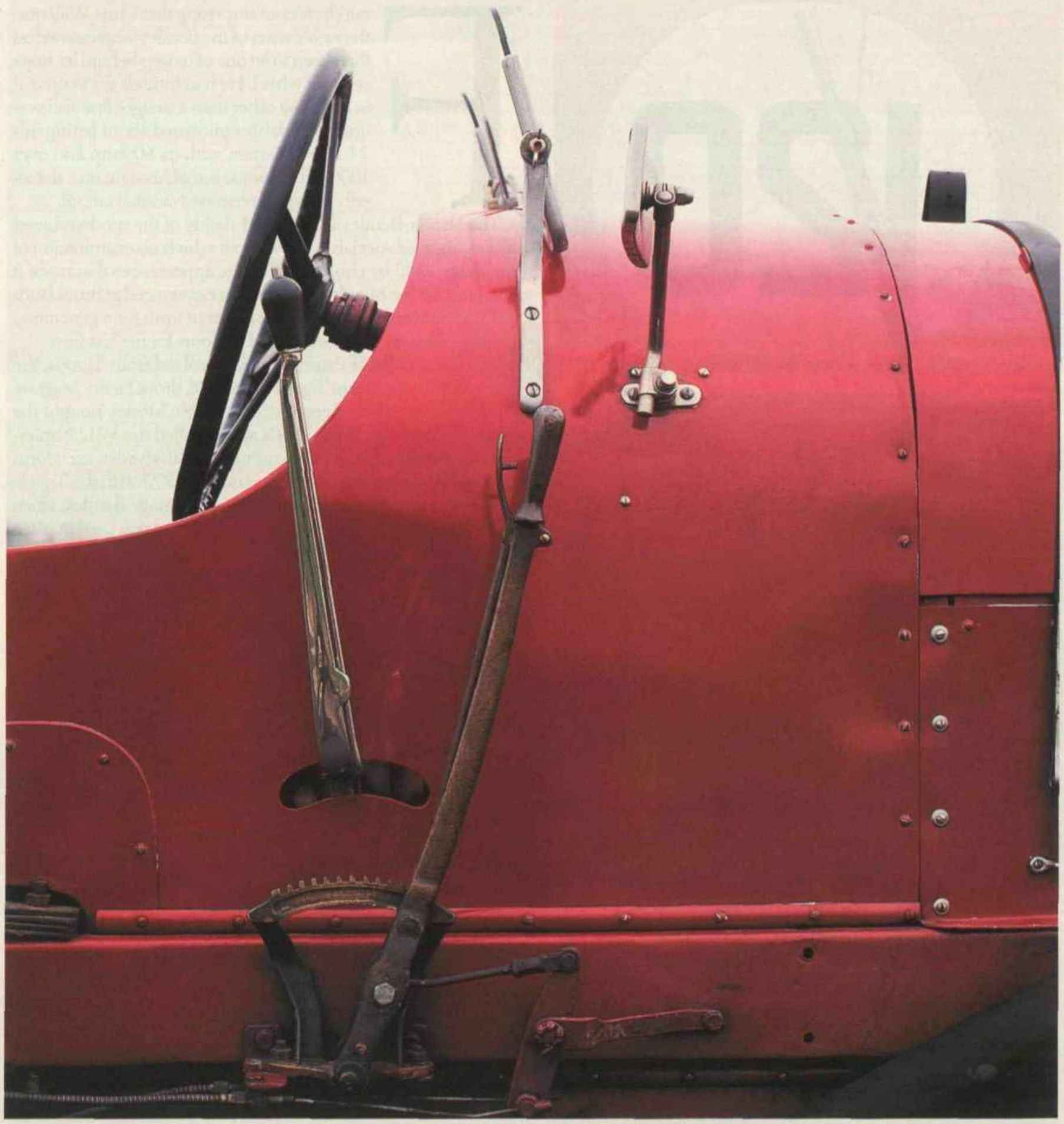
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THE CAR SLIGHTLY BEHIND THE FUTURE



***Bodywork is exceptionally elegant for a special; Riley chassis and de Havilland engine are joined by Rolls-Royce gearbox from 20/25 saloon to convey 350lb ft of torque to rear wheels. Engine characteristics means changing gear is tricky to say the least***

racing tyres and unyielding leaf-springs are ill-equipped to cope with the forces put through them, resign yourself to the fact that the engine is more than capable of not just loosening the rear end but snapping it clean off and simply revel in the fact that all you need do is keep your right foot well in and progress is swifter than you might ever imagine.

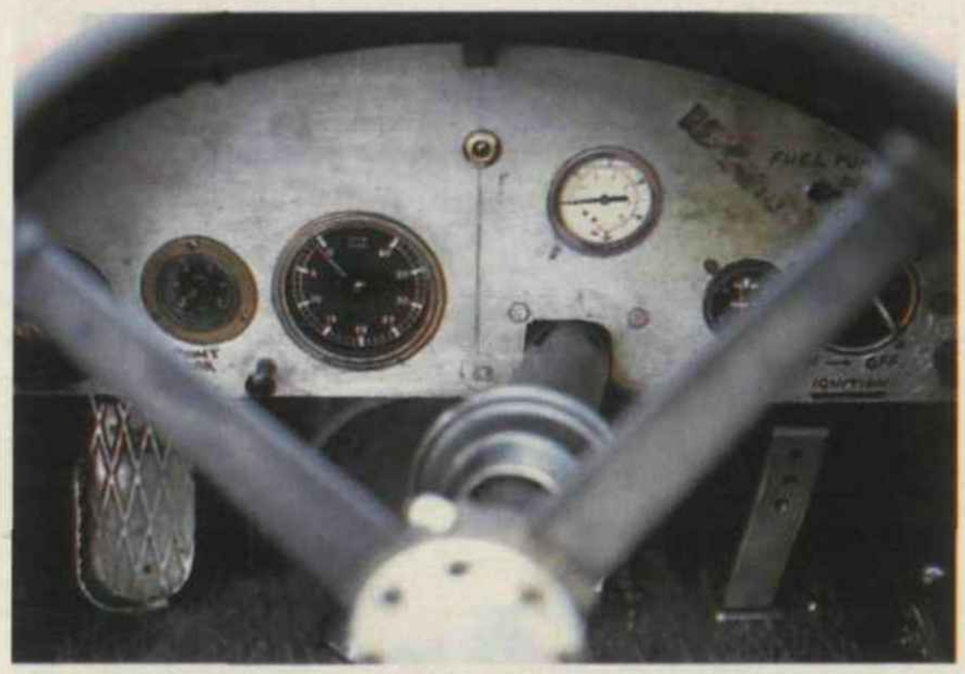
In full race trim, with headlights and farings removed, the Riley is is geared to pull comfortably in excess of 100mph. Even in 'full drag' mode three figures are easy to attain, and your first approach to Copse Corner at full chat is more than a little unnerving. Air rushing under the front mudguards creates rather undesirable lift and the nose displays a distinct unwillingness to follow exactly the direction in which the wheels are pointed. A sharp jab on the throttle, however, is enough to break rear wheel traction and bring the front into line. Wind on the opposite lock – there are just one and a half turns from one to the other – to ensure you don't end up pointing in the wrong direction and while the car will not exactly circulate Silverstone on autopilot, neither do you feel an overwhelming urge to bail out.

Brakes, too, are more reassuring than you might imagine. The 13-inch drums are operated hydraulically within the 19-inch Rudge-Whitworth wheels and are efficient with some feel, much more so than you might imagine in this 70 year old veteran. Nevertheless, with the engine's 'on-off' power band, braking points were religiously adhered to and even increased.

The Riley-de Havilland is yet to win a race outright but its owner is quite sure that that day is not too far off. All it will take, he reckons, is a little fine tuning and a large slice of opposite lock. Until that day look for Dr Owen and his fellow aero-engine fanatics at VSCC meetings across the country. You can tell the type by the wide grins and the fact that they drive at the most extraordinary angles. Have a good flight... **MF**



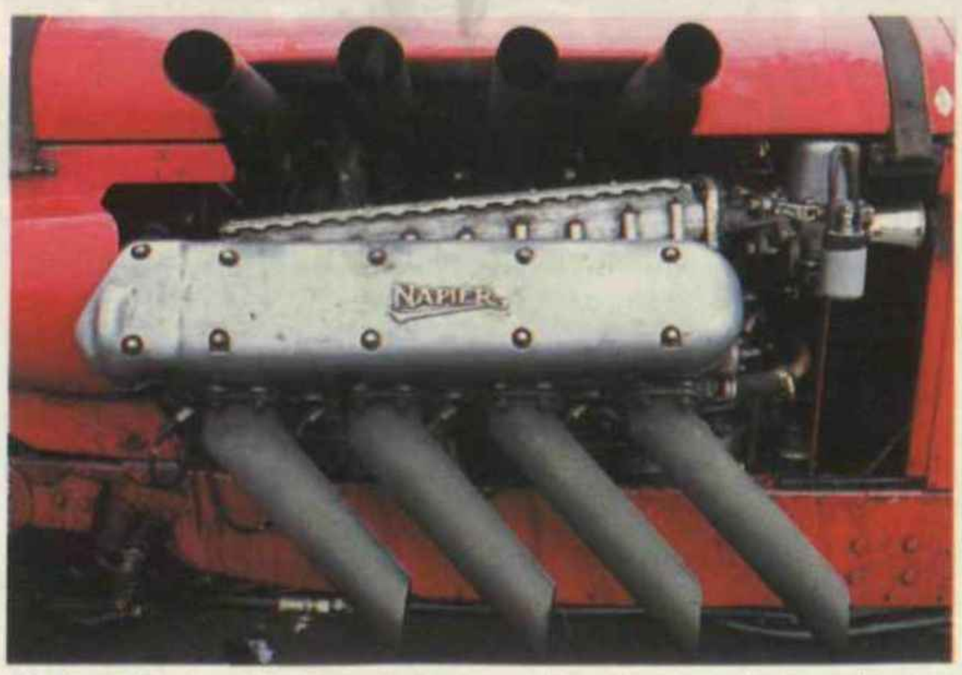

*Bentley-Napier has been racing since it was assembled in 1972*



*Minimal instrumentation, driver's attention required elsewhere*




*At speed at Silverstone, it sounds even more dramatic than it looks*




*24-litre Napier Lion aero motor has three banks of four cylinders*

Frankly, it's not surprising that Chris Williams, the new owner of the Bentley-Napier, was less than keen to let one of us step behind its huge steering wheel. He had himself yet to drive it in anything other than a straight line and was understandably concerned about letting this 24-litre leviathan with its 600bhp and over 1000lb ft of torque out of his sight on a decidedly damp Silverstone National circuit.

The Napier-Bentley is the grand-daddy of the modern breed of aero-engined specials, a car without which no examination of the breed could be complete. Despite appearances that make it look born for the Member's Banking, it never raced at Brooklands and was not even conceived in its current form for a generation after the West Byfleet track closed its doors for the last time.

The brain-child of Peter Morley, it evolved from Tigress, the sister car to the Sunbeam Tiger that, in 1926, drove Henry Seagrave to a new Land Speed Record of 152.3mph. Morley bought the chassis of Tigress in the mid-60s and installed the W12 Napier-Lion aero-engine found in the car today. It survived in such form in to the '70s but was reborn as it is now in 1972 with the Tigress chassis replaced with that from an 8-litre vintage Bentley, albeit shortened in two places. A 'C' Bentley gearbox was used in place of the original pre-selector item.

Since then it has been campaigned by Morley up to the end of last season. Even the most casual of historic racing fans seeing it smoking sideways out of Woodcote over the years would be unlikely ever to forget the sight or the noise.

Ah, the noise. Being a W12 (a more familiar configuration in aircraft design thanks to its compactness and more relaxed cooling requirements at 10,000ft), one of the three banks of exhausts exits horizontally from the nearside of the bonnet. And woe betide anyone unlucky enough to be standing idly by when it comes past in the paddock. At idling speed the gust of exhaust gases aimed at your face is enough to make you step back. At full throttle, I wouldn't be surprised if it knocked you off your feet. As it circulates the drying track, slowly at first and then with increasing confidence, the noise as the driver lifts of the throttle for Copse is like a cluster of mortar bombs detonating fractions of a second apart.

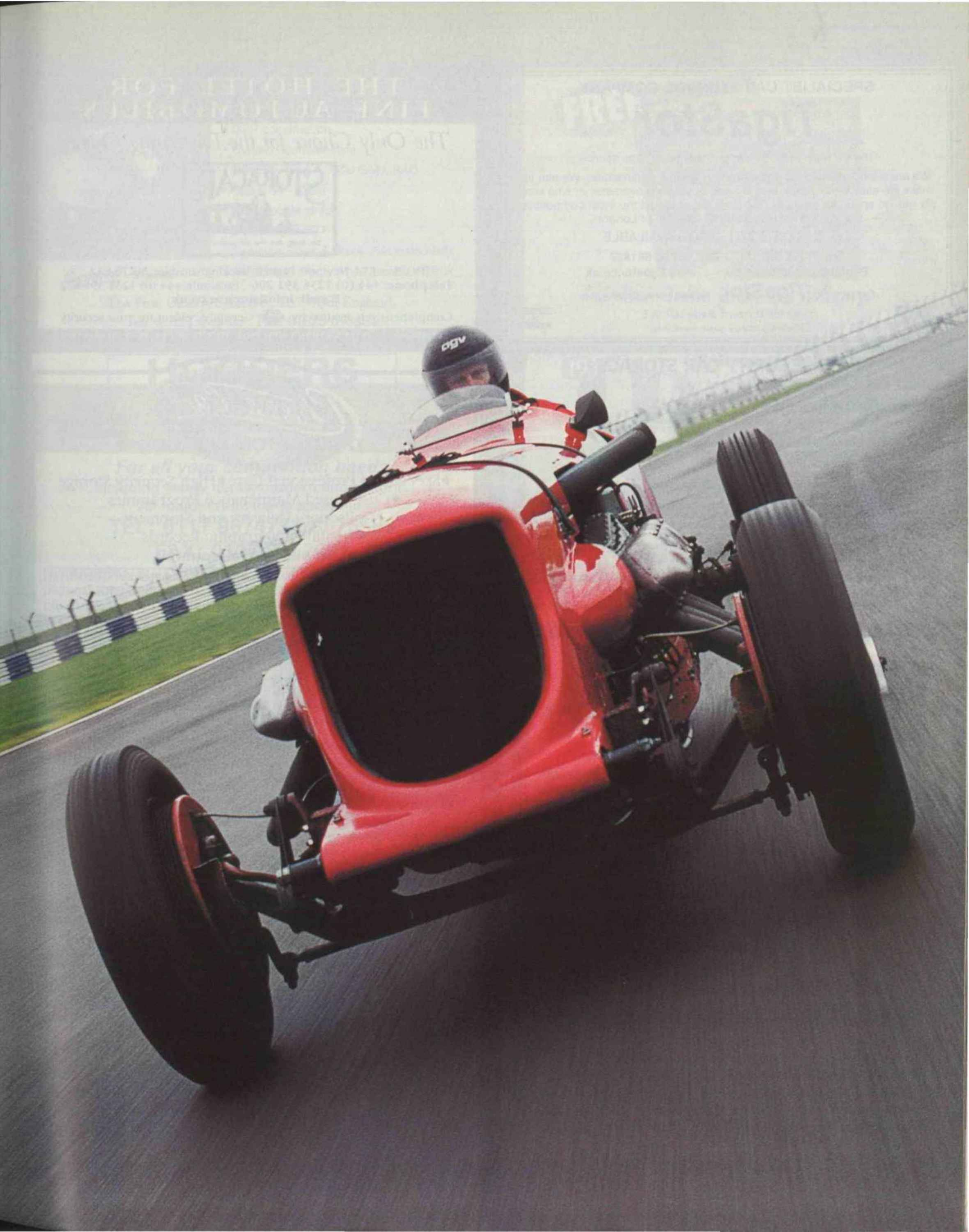
Williams returns relieved to hear other drivers discussing how slippery the track is. "I was going from one full lock to the other in an instant out there – I was beginning to wonder whether it was always going to be like that."

It is a beast. Williams reckons the step up in power between 1800-2000rpm is nearly 250bhp from early 200s to late 400s, backed up by the aforementioned four figure torque output, "and of course, it all happens in a quarter of an inch of throttle travel." You can appreciate that it is all too easy to start the back sliding and the wheels spinning and as they spin so the power increases exacerbating a problem which probably already requires more attention than most people have...

Morley himself, the car's creator, did not emerge unscathed from his years of ownership, notably spending much time in hospital after flipping the Bentley-Napier at Oulton Park in 1975.

Even so, the new owner plans to complete a full season's racing with the car. "I couldn't bear to see it stood still for the rest of its days" says Williams, "you just have to bear in mind it is a complete animal." And just in case the Bentley had not yet sufficiently made this point, it set itself briefly but spectacularly on fire, just as Williams was setting off for his last laps. Perhaps not driving wasn't such a bad idea after all. **AF**

*Many thanks to the owners of these cars and all the staff and members of the VSCC who helped make this feature possible. The VSCC race season starts at Silverstone on April 24th with the GP Itala race meeting. Those interested in attending should call the VSCC on 01608 644777. Our thanks go also to the British Racing Drivers Club for providing the circuit time.*



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## SPYKER – MADE IN HOLLAND

*By Wim Oude Weernink*

*Published by: Instituut Trompenburg Foundation, £24.99. ISBN 1 899870 28 8*

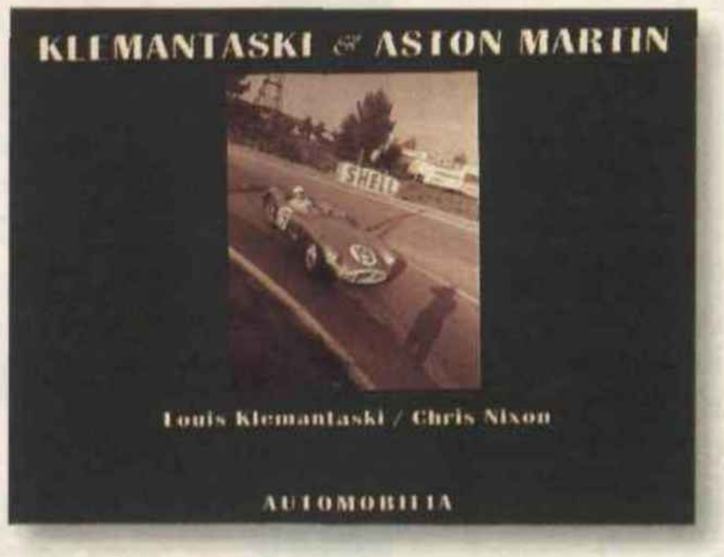
A worthwhile addition to the motoring library, this. Not, it has to be said, for its sparkling prose or its stunning photography – both are in dismally short supply – but for the simple story of the Spijker brothers and the car company they created.

Hendrik-Jan and Jacobus Spijker are two of the least frequently sung members of automobile history and proof positive that the road to hell is indeed lined with good intention. Far from lacking in talent, the perennial problem of the pioneering Spyker marque (so called to make it easier to read outside its native Holland) was that the brothers seemed to have gone back for seconds of creativity whereas a brief spell in the common-sense queue might have been more prudent.

The marque sprang from a carriage-building firm into one of the most innovative car makers in the world, with, for instance, as good a claim as any to building the world's first six-cylinder engine and also pioneering four-wheel drive; staggeringly for 1903, both appeared on the same car, the 60hp racer.

Sadly, the firm was almost always in strife, either through natural tragedy (Hendrik-Jan drowned in 1906), a lack of financial acumen or impulsive and soon to be regretted stunts. The most famous of these was when Jacobus gave the shadowy Charles Godard, a French wall of death rider, a car and several thousand francs to win the 1907 Peking-Paris race. There is not space here to retell the story of this event or the role played in it by the charming, brave, well-meaning but unarguably criminally-minded Godard, but suffice to say Godard receives less than a hero's welcome in these pages than in the original report of the race, Allen Andrews' *The Mad Motorists*, a book I would recommend to anyone.

The same can't be said for this Spyker book but for those looking to remember a marque that's 100 years old this year and remains one of the most underrated of all, it's more than worth a look and, to some I have no doubt, the money too. **AF**




## KLEMANTASKI & ASTON MARTIN

*By Louis Klemantaski & Chris Nixon*

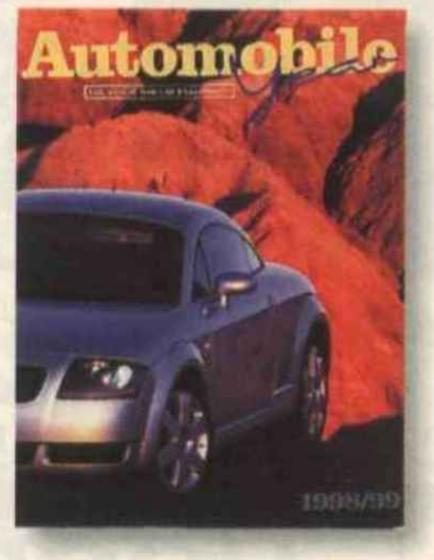
*Published by Automobilia, £99.95. ISBN 88 7960 089 3*

'Klem' seems to be in much favour just now; this work, a companion to *Klemantaski and Ferrari*, builds on his close association with the Aston-Martin racing team through the 1948-59 period, after which Astons retired to develop GT cars in the afterglow of a World Championship, and Klem concentrated on advertising. During this time Klem became a semi-official team member, riding in three Mille Miglias and recording not only the racing but the inner life of the outfit. Thus the pictures, many previously unpublished, include scenes in the factory and MM test runs, as well as some of Klem's trademark on-board shots – lapping the Monza track, or looking out from the Mille Miglia start ramp.

The book is slanted towards the photography, Nixon's text being limited to brief year summaries, and the large format permits impressive whole-page images. There's no doubt that it is the earlier years which offer the most interest, while Klem was mixing closely with the drivers and team principals and capturing social and behind-the-scenes moments: the drivers having tea with Countess Maggi, or Eric Thompson crouching by the wreck of the Lagonda with a trackside telephone at Le Mans, explaining himself to John Wyer. Latterly, after the death of Klem's friend Peter Collins, the coverage reverts to straight race shots, impressive, but lacking the personal charm which resulted from the photographer's earlier close involvement with the team.

Only the narrow columns with their awkward word-breaks spoil an otherwise attractive layout. A leather-bound edition costs an extra £100. **GC**




## AUTOMOBILE YEAR 1998/99

*By Ian Norris*

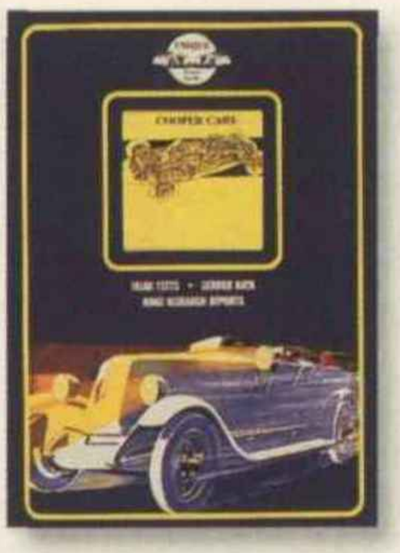
*Published by Editions JR, £30.95. ISBN 2 88324 054 X*

If you need one single source of reference covering not only racing in all classes, road cars released over the last year, and the state of the motor industry world-wide, then this 46th edition of the venerable Automobile Year should really be on your shelf. Comprehensive summaries of Formula One, sports-cars, touring cars, F3000, the CART Champ Car series, NASCAR's Winston Cup and rallying make up a hefty section of the large-format book, the F1 overview being interspersed with individual race summaries, and the sport section opens with a look back to the first year of the world championship in 1950. A very thorough results section gives race-by-race tables and even lap-charts for F1, plus records for a slew of other series, including CART and European Hillclimbs.

Technophiles get their share as well, with highly detailed chapters on modern car safety systems such as ABS and Mercedes' ESP. Race car design comes under scrutiny with an in-depth look at the manufacture of OZ magnesium wheels, suppliers to F1, CART and touring car teams.

In amongst sections profiling industry and markets in the world's major segments – USA, Asia and Europe – are some interesting historical features, about Renault's history, about coachbuilders Karmann, long-distance Land-Rover expeditions and the 1903 Spyker which may or may not be the world's first six-cylinder car. To be honest I'm not sure who the industry sections are aimed at, since city analysts will know it all already and car buyers don't care that much about America's union difficulties or Japan's domestic sales performance, but it does provide a chance to catch up with all those fascinating concept cars.

As befits a respected title like this one, the authors are recognised names in their fields (Michael Cotton, David Tremayne, Michael Scarlett, Simon Arron among others), and some of the racing and historic pictures are excellent, though the industry parts tend to rely on corporate publicity shots. But what a lot of gen for £30. **GC**



## COOPER CARS

*BY UNIQUE MOTOR BOOKS*

*Published by Unique Motor Books, £8.95.*
*ISBN: 1 901 977 447*

Many of you will be familiar with the products of Unique Motor Books and therefore unsurprised to see the absence of an author for this title about Cooper Cars.

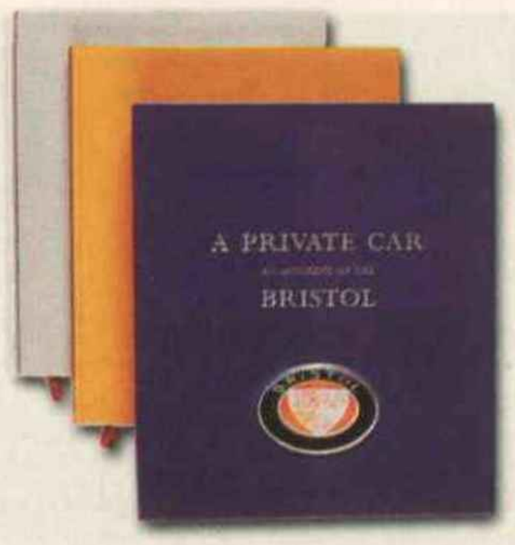
It is, in fact, a compilation of reports, tests and technical information published in, among others *The Autocar, Cars Illustrated, Sporting Motorist* and *Sportscar Illustrated,* the items dating from between 1956 and 1983.

Sadly, these reports are not carefully bound reprints but a collation of variable quality photocopies glued within a cover generic to the Unique Motor Books brand, on the same principle as the better-known Brooklands Books. It is emphatically not a work to be cherished, and, to be fair, for £8.95, we should not expect so much.

Its appeal is in its convenience. Anyone wishing to bone up on contemporary views of Coopers (all bar two extracts are taken from the years of and the three either side of its back-to-back championship seasons) as it emerged from its life as a constructor principally of Formula Three cars into a World Championship Grand Prix marque will find it all here: how the marque came to dominate Formula One, how the mid-engine philosophy turned accepted F1 practice on its head and, as it did, humbled the might of Ferrari.

You can quibble with the fact that, because the original magazines were not all the same size, the text does not occupy the same space, use the same layout or even the same typeface from page to page, and there's no doubting that some authors were considerably more proficient behind a typewriter than others.

What you cannot deny however, is that it would take days of research in a variety of libraries and cost vast amounts of money to acquire the information which is so inexpensively presented in this one flimsy volume. And if it's the information that counts for you, rather than having the sort of book you want to leave around for visitors to admire, you have good reason to go and acquire a copy of this book. **AF**




## A PRIVATE CAR – AN ACCOUNT OF THE BRISTOL

*BY LJK SETRIGHT*

*Published by Palawan, £300. (Special Edition £695)*
*ISBN 095 23 00 966*

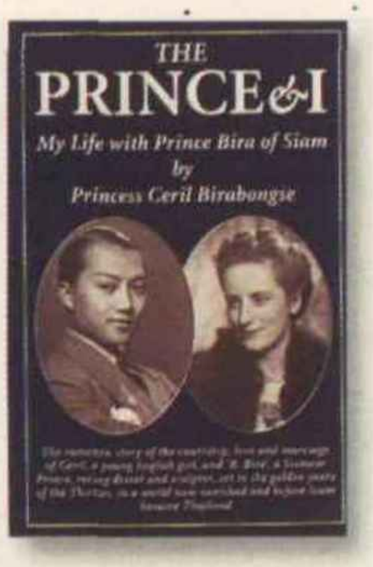
Publisher and author are well-matched, as the head of Palawan uses a Bristol for everyday travel, and LJK Setright has famously been an exponent of the marque for many years. And as the extensive text makes clear, the company is as unusual as its chronicler.

The photography is impressive and the lay-out beautiful, but why was it necessary to make one book of pictures and one of words, portentously titled *The Image* and *The Word*? It makes the whole difficult to take in. Illustrating the text would have provided the occasional breather from Setright's impressive but unrelenting scholarliness: the story swims in a sea of peripheral information about rubber hysteresis and Hebraic roots of Greek names.

The fulsome prose must offer the definitive Bristol tale, crammed with historical detail and personal anecdote and punctuated with abstruse quotations from Virgil, Milton and A A Milne. Luckily the footnotes are in the margins, as there are 241 of them; even the *heading* for Chapter One has a footnote. Some add useful background details, some allow LJKS to parade the pedantry he rejoices in (accurately rendering the plural of thermos as thermoi).

This might just be the book LJKS was put here to write, in which his own attachment to the subject can flourish alongside his philosophical view of engineering. And Palawan is probably the only publisher who would have indulged him so. Informative and complete, irritating and engrossing, the book is as eccentric as the company it portrays so well. **GC**






## THE PRINCE AND I – MY LIFE WITH PRINCE BIRA OF SIAM

*BY PRINCESS CERIL BIRABONGSE*

*Published by Veloce, £9.99. ISBN: 1 901295 48 6*

"People were becoming intrigued by the idea of a rich oriental prince arriving in his Rolls-Royce or Bentley, dressed in Siamese silk overalls dyed specially to match the colour of his cars, and receiving pit signals in Siamese."

The words are penned by Princess Ceril Birabongse, for over a decade the wife of Prince Birabongse of Siam, the grandson of King Mongkut of *The King and I* fame, and in the 1930s one of the most charismatic racing drivers in the world.

The daughter of London socialites, Ceril met Bira at a party when she was aged just 17. Her book traces the turbulent years that followed that meeting, when the Prince juggled his burgeoning racing career with his fervent courtship of the young British girl.

A mixture of first-hand account and fascinating personal letters written to Ceril by Bira, his greatest friend, cousin and team manager 'Chula' and other members of their entourage, the book is a revealing insight into the privileged lives of London's high society during the inter-war years.

Of greatest interest to the MOTOR SPORT reader will be Bira's frequent letters to his sweetheart penned from circuits across the globe, often on the morning of, or straight after, a race. His description of his *voiturette* victory at Monte Carlo in 1936 illustrates perfectly the young Prince's modest attitude to his increasing success:

"... three laps before the finish the erratic Villoresi came up behind me again. When I looked in my mirror I saw him mounting the sandbags and his two front wheels lifted up like a circus horse. I came flashing by for the last time with everything ready to receive me... and the crowd! The chequered flag came down and I won! Dearest, in spite of all this dream you can rely on me that I am just your dearest Bira and nothing else."

First published in 1992, this revised edition is illustrated with a selection of the Princess' private photo archive. While no blockbuster, it comes comes recommended to those with memories of pre-war racing or who wish to know about the amateur racers who made the sport what it is today. **MF**

# Eddie Cheever

German Group5 saloon car race, Nürburgring, 1976

***THE MOST FRIGHTENING PART OF BEATING HIS HERO RONNIE PETERSON IN AN IDENTICAL CAR AROUND THE OLD NÜRBURGRING WAS THE SUBSEQUENT TRIP WITH HIM TO THE AIRPORT***

I'VE HAD A FUNNY CAREER. I STARTED LIKE GANGBUSTERS, AND ALWAYS came very close but never got all I wanted. So to form my own team, do it right, and win the Indy 500 last year was very gratifying. Twenty five years of nightmares gone in three and half hours.

People criticise the Indy Racing League, but we have a lot of young drivers who've done all their training on dirt tracks in Kansas and Texas, and believe you me, they know how to get around an oval. Oval racing is a lot about courage and strategy – it's totally different from what I was trained for. I don't remember the last time I turned right at a race track. Well, I have turned right, but shortly thereafter I was in a hospital…

I had an amazing time in Formula One, but I'm disappointed I didn't spend more time enjoying it than I did. Your only thought is, "I have to get in a better car, I have to get in a better car." It's all technology driven. I still think you can take an average F1 driver, put him in the best car, and he'll win the Championship. You could take an exceptional driver and put him in an average car and he'll be an average racing driver. I always found that extremely frustrating.

I had a lot of seconds and thirds, but they're nothing. In the scheme of things, you're branded as someone who didn't win races. That year I was with Renault, 1983, I could have won four races. My engines, and those used by Elio de Angelis and Nigel Mansell at Lotus, were built by a group of people. Alain Prost's were built by two people. I had cables come off, distributor belts come off, electrical problems because somebody hadn't tightened something…



***Cheever beat hero Peterson in BMW 320 at 'Ring***

All it takes is one win, and you look at life in a totally different manner. I can say that from experience now, because after winning Indy, every time I sit in a racing car, I'm annoyed if we don't win. You will dig deeper. It does make a difference.

But I don't want to talk much about Indy, as I have another race in mind as my greatest. But first, let me put it into context. When I started racing in go-karts, my hero was Ronnie Peterson, the only kart racer who'd been successful in F1. The track I raced at in Rome, the Pista d'Oro, was the track he competed at in the World Championship. So I spent my youth dreaming about being Ronnie. Elio and I used to race all the time. and he'd be Jochen Rindt.

By 1976 I was racing for Ron Dennis in Formula Two, aged 18. Not long after I was testing for Ferrari. Life was a joy, because everything was happening so fast. In retrospect it was too much; I should have spent more time in F3 than I did, but I won quickly, and wanted more than I could have, and my father wanted more.

With Ron there was a lot of juggling to turn up to races, but not matter how little money we had, his cars were always the best looking. He was very fussy about making sure things looked right. I learned how to be a racing driver with Ron.

To help us get BMW engines for '77 I had to race in the German G5 Championship. Jochen Neerpasch set up a junior team, which was myself, Marc Surer and Manfred Winkelhock. BMW was very serious, we all had to go together to St Moritz and train. Then they'd give us these 320s and we'd all go to the Nürburgring for a week and just destroy them, driving around and around. By the time we got to the Nürburgring race, I'd probably done 500 laps.

For that weekend BMW brought in Peterson and Hans Stuck, and they were the senior team. I had never met Ronnie before. He was everything I imagined him to be. He had a beautiful woman and every engineer was hovering around him. As Americans would say, he was a cool guy. So I had a chance to race my hero, and I think most of the racing etiquette I had – I didn't have much at that age anyway – went out the window. My only interest was to beat Ronnie Peterson. It's all I cared about.

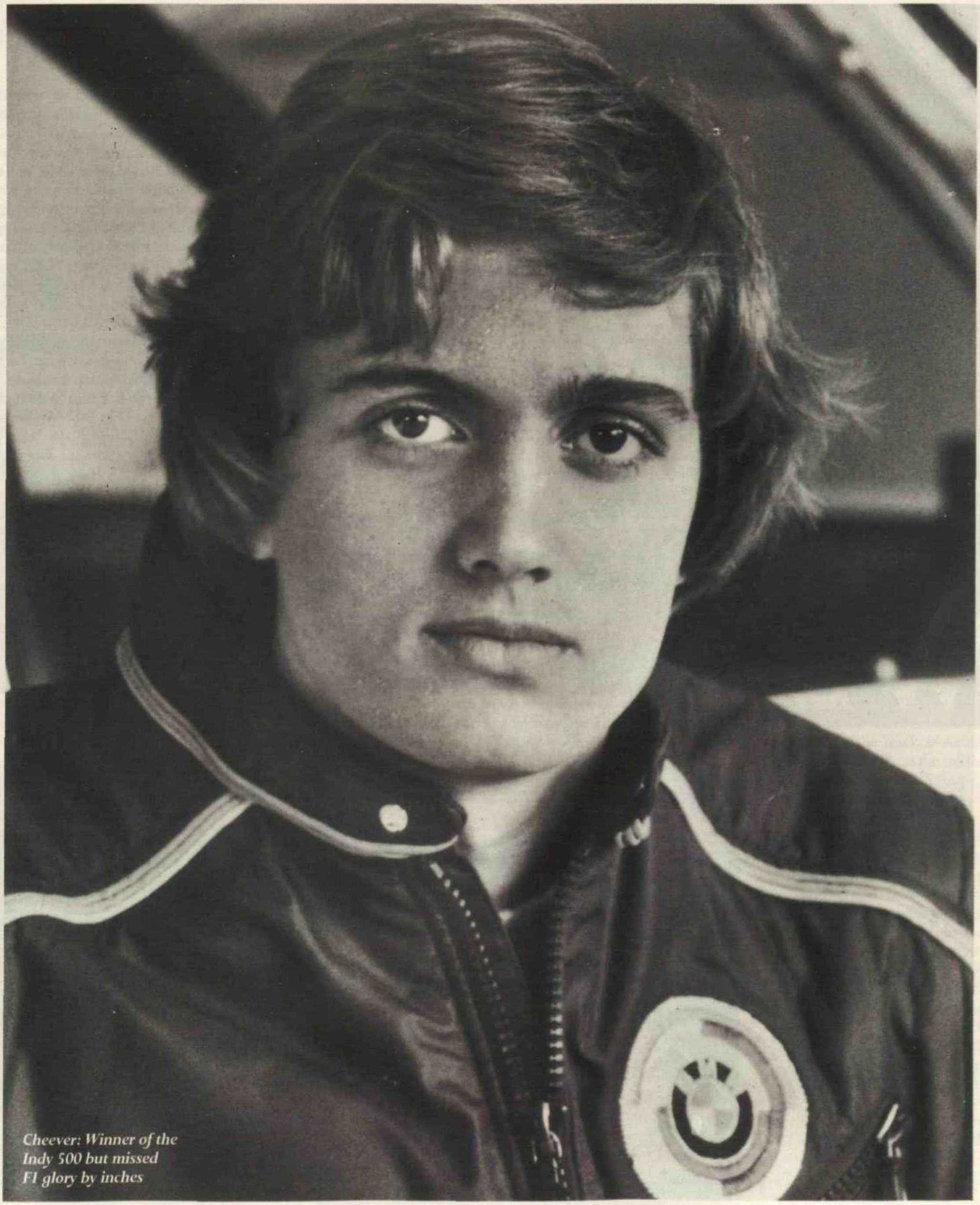
The 320 race car was great. It had the F2 engine and a lot of downforce, and they were all very equal. On the straights we would be four abreast. Us junior team guys didn't know what we were doing. Ronnie got stuck in the middle once, and he got hit on both sides. It was great to be around Stuck and Ronnie, but I used every door, every fender, and really tried to give Ronnie a hard time.

There were two races, and after the first one Ronnie came up to me, put his finger in my chest, and said "If you do that again to me, you're going to be landing in the top of one of those trees."

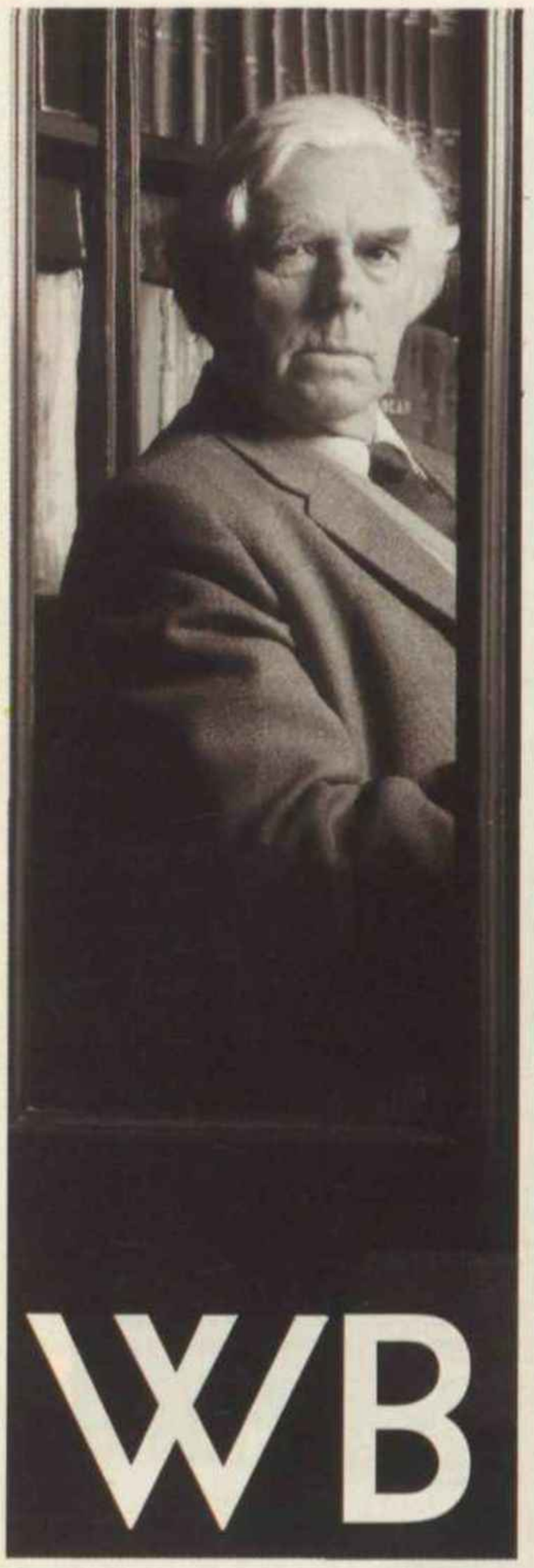
Anyway, in the second one he had an accident with Stuck, and his car was in bad shape. On the long straight I was towing behind him and pulled out to pass. I turned and looked at him, as if to say who's going to lift off now, and he rammed into my door. He wasn't pleased that I'd been bumping him. I managed to get in front of him at the last chicane, and he hit the back of my car so hard I must have gone 30 yards in front, and almost spun. But I made the chicane, and just finished ahead of him.

Neerpasch found a lot of humour in the fact I had to go back to the airport with Ronnie! I've never been so frightened. We hit almost every car, and I don't think there was one corner that we didn't go around sideways. Afterwards I got to know him really well.

To race on the old Nürburgring was fantastic, and I'm sorry for the drivers of this generation who don't have that opportunity. When you took off on the big circuit, it was an experience every time, especially to be able to race with somebody like Peterson and watch him go around there, watch the flair that he drove with. It was different days. Racing drivers were pirates then; today racing drivers are corporate monkeys. M



*Cheever: Winner of the Indy 500 but missed F1 glory by inches*




# Parry Thomas, Track idol

IN MORE RECENT YEARS THE STARS OF BROOKLANDS WERE Sir Henry Birkin in the blower 4½ Bentley, Oliver Bertram in the Barnato-Hassan, John Cobb in the lap-record Napier-Railton and Chris Staniland with the Multi-Union. But in the formative years of MOTOR SPORT it was the Welsh wizard, John Godfrey Parry Thomas, who was the idol of the Weybridge Track. This vicar's son, engineer, tuner, constructor and driver of fast racing cars, designed the Leyland Eight with the intention of out-classing the 40/50hp Rolls-Royce, in which it might have succeeded, if never as elegant, had Leyland Motors not abandoned the project before it was developed.

Thomas went to live inside Brooklands and in 1922 turned his advanced design into a racing car. In less than five full seasons at the Track he had won 38 races and scored 25 second and 14 third places. By 1924 Parry Thomas had turned the Speed Model 7.2-litre Leyland Eight into the sophisticated streamlined Leyland-Thomas No1 and had built a sister car for J E P Howey to race. Most of his successes were at the wheel of these big heavy Leylands, but he also raced the small Marlborough Thomas, a four-cylinder Thomas Special, the straight-eight Thomas Specials and Lionel Rapson's single-seater Lanchester 40. He got to know Brooklands to perfection and in a close finish could pull off the steep banking to pass below a rival or go right to the top, on one occasion putting a wheel over the edge, returning with a shrub embedded in the Leyland-Thomas's suspension. Yet apart from a bad crash at Boulogne in 1926, where he had made FTD the year before, he never had an accident until the sad fatality in 'Babs' at Pendine sands in 1927, when trying to raise his own 171.09mph LSR in the primitive chain-drive 27-litre monster.

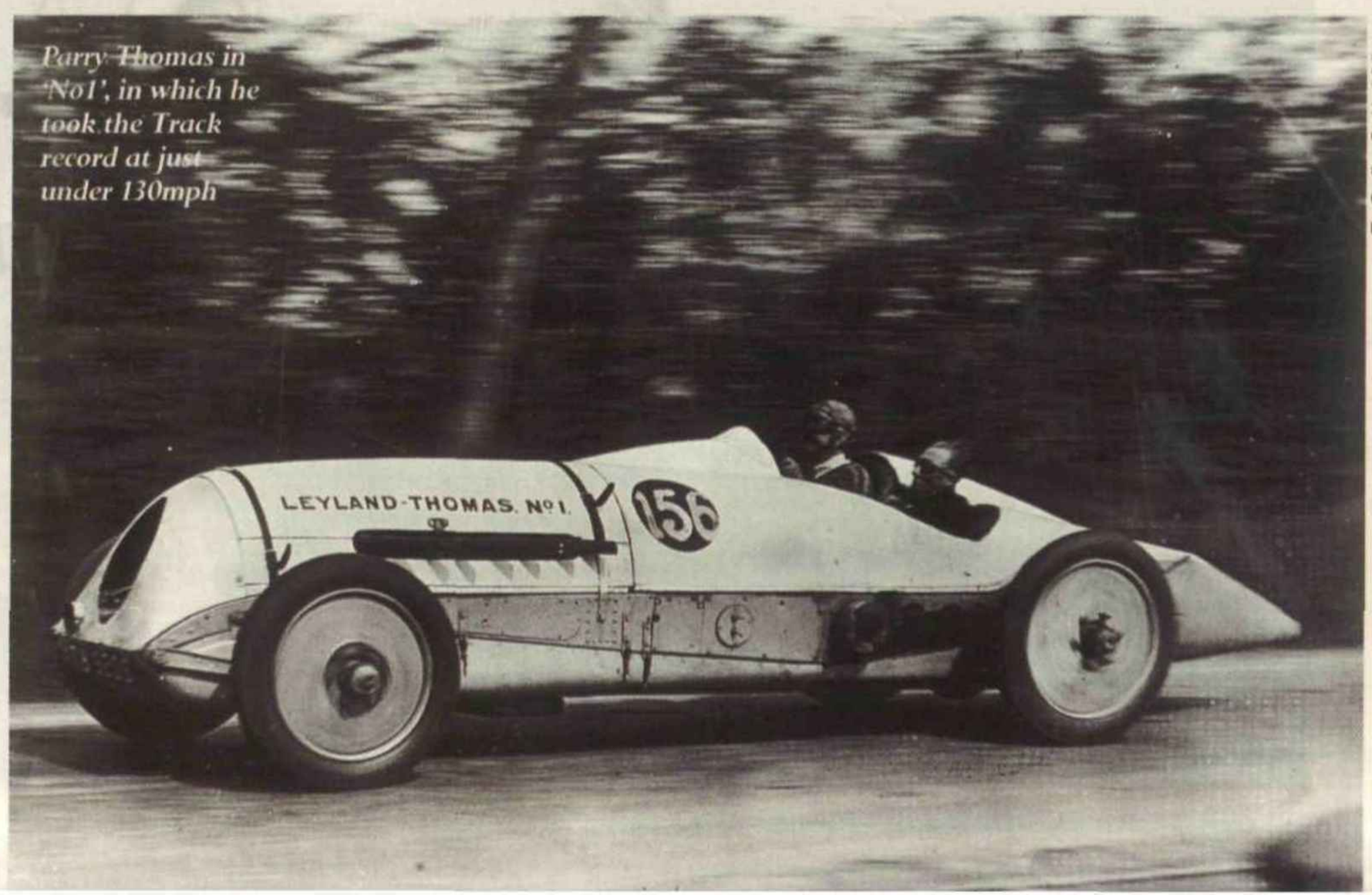


***WB in stillborn Leyland RR rival***

His Brooklands successes are proof of his track mastery, and he also won a race at 131.89mph, and took two seconds at Montlhéry, simply cutting out two of the Leyland's eight cylinders when a smaller engine was specified. He also took awards at hillclimbs and broke records, having almost a monopoly of World records by the end of 1924. Tyre problems intruded on long-distance runs: he once even got a fire engine to flood part of the Track to cool the tyres, but this reduced speed due to wheelspin, so he relied on rehearsed rapid wheel changes until Dunlop produced racing tyres which lasted, enabling him to progressively raise the World's hour record to 121.74mph.

The big Welshman would test Russian tyres for high fees, deliberately skidding the Leyland Thomas to burst them. He won the great Match Race against Ernest Eldridge's 300hp FIAT, and his little 'flatiron' Thomas Special put the class hour record to over 112mph after his earlier one had won a 100-mile race. In Fair Isle sweater and leather helmet and invariably starting from scratch, Thomas knew how to outdrive most of his competitors. At Montlhéry he once partnered Segrave in a GP Sunbeam, and had other successes with a TT Vauxhall. To endorse his reputation, by 1925 the Leyland Thomas held the Brooklands lap-record at 129.36mph and had been timed to do a flying start kilo at 132.99mph.

I was just 15 when our evening paper told of his death, and I was completely devastated.



*Parry Thomas in 'No1', in which he took the Track record at just under 130mph*

The Geoffrey Goddard Collection

# VSCC Pomeroy Trophy

THE POMEROY TROPHY CONTEST IS A LONG-ESTABLISHED event, originated by the late Laurence Pomeroy, Technical Editor of *The Motor*, with a series of complicated tests to find the best all-round touring car – I think he had his 1914 Prince Henry Vauxhall in mind. These days the rules are not quite so all-embracing but do include acceleration, timed speed, fairly enduring laps of Silverstone and other factors. On February 23 macho men in three pre-1915 cars took on the girlies in their better-braked more modern automobiles, down to a 1998 Marcos. Out of this excellent field the Trophy was won by R Wills' 1938 FN-BMW, the opposite class by J Baxter's 1928 Frazer Nash – draw your own conclusions. The cars qualifying for First Class Awards were a 1973 Westfield, 1956 Triumph, and a 1931 Frazer Nash. The Edwardian award went to Barnett's doubtless comparatively brakeless 7.1-litre Knox.



Mary Harvey

*'The Pom' is the one VSCC event (barring this year's Measham – see below) where post-war cars can compete*

# VSCC Measham Rally

THE NIGHT RALLY, WHICH IS A TEST ESPECIALLY OF NAVIGATORS, moved this year from Herefordshire to Yorkshire. Apart from an entry of 76 pre-war cars it constituted the unexpected innovation of three *post-war* Singer-engined HRGs among the competitors. Not, one hopes, the commencement of a move to admit more post-1940 cars into what might then become just an Old Car Club? The invited post-war car crews drove two 1947 HRGs, an 1100cc and a 1500cc and a 1951 1500cc HRG, and although not permitted the named trophies, did very well, winning Class Four by one mark from Garfitt's 1937 FN-BMW and taking a second-class award. The Measham Trophy was won by Baxter/Anabel Jones (1926 Frazer Nash), the Jeddere-Fisher by Dawson/Brenda Kenyon (1924 Rolls-Royce), who were judged the best novice crew, the Dames-Longworth by Garfitt/Pearce. The 'Here Today, Gone Tomorrow' team (no, not the HRGs – two 1927 Alvises and a 1931 Alvis) took the team award, and the chaps in a 1930/31 Morgan were commended as in the most uncomfortable, insufferable vehicle outside the awards list. Retirements numbered an A7 Special (clutch), two more A7s one with steering problems, a Riley 9 with a duff gearbox, and a Lancia Aprilia, and the driver of a 4½-litre Bentley fell on an icy road.

**FIRST CLASS AWARDS:**
J Potter/B Hughes (Alvis)
B Wildsmith/T Knellor (1947 HRG)
**SECOND CLASS AWARDS:**
J Diffey/Kate Glover(30/98)
S Cooke/N Frazer (Lea-Francis)
D Croe/I McGowan(A7)
K Burnett/Heather Milne-Taylor (Alvis)
C Podger/I Dobinson (Alvis)
R Brown/C Pearson (Daimler)
A Pilkinton/A Hill (1951 HRG)
**THIRD CLASS AWARDS:**
G Whitaker/B Currie (Wolseley)
P Glover/I North (Alvis)
M Smythes/D Mousley (FN-BMW)

## miscellany

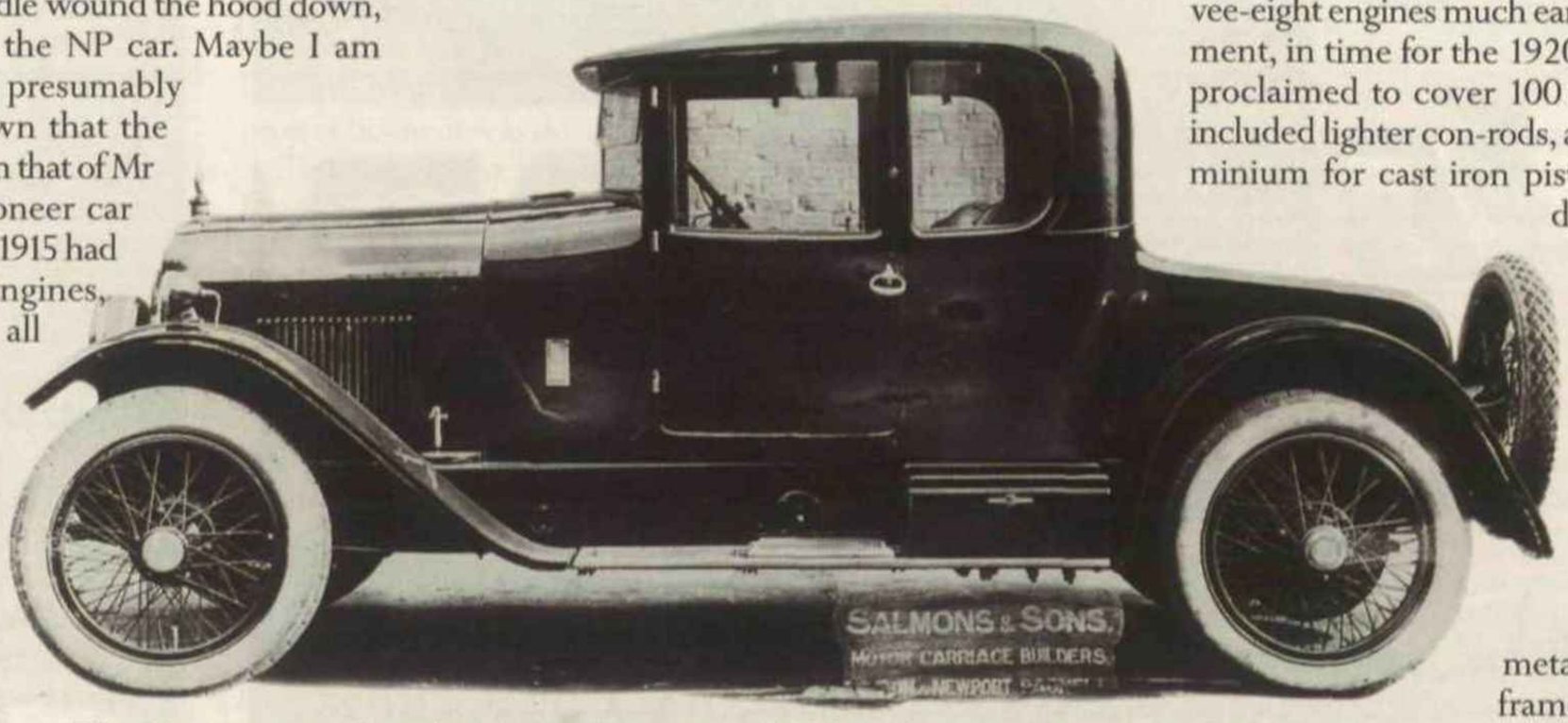
JACQUES CORIC OF La Boutique in France, who has the Morgan Plus 4 which was once my editorial car, and which I met again at Silverstone in 1993, is hoping to have a great gathering of Morgans of all kinds at Montlhéry on May 1/2, including those from England and from all over Europe. This shows that the Paris banked track, which celebrates its 75th anniversary this year, is active, whatever its future may be. Indeed, the date aforementioned will see another of the highly successful and enjoyable vintage days there. Contact Vintage Montlhéry at 21 Rue Gabriel Bachet, F77760 Villiers -sous-Grez (0033-1-45-00-82-28) or M Coric on 0033-1-69-45-05-30.

* * *

HOW SAD THAT THINGS ARE distinctly not going well for Rover, which if you regarded it as a bit of an 'auntie' car, was in fact the winner of the TT, was raced quite well at Brooklands, once beat the Blue Train, and in pre-war Speed 20 form was a fast car raced by some famous drivers at the Track. Moreover, what a great car the mid-engined 3.5 V8 BS coupé would have been had Lord Stokes let it live. Now that BMW has put its oar in we are told that Rover sales minimised to only 9.28% of the UK market total in 1998, and this January were down sharply to 4.64%. This in spite of the German company's investment of £800,000,000 in 1994 and its subsequent cash top-ups. Its BMWs have earned considerable respect, often bought by those unable to contemplate a Mercedes-Benz, but in the lower executive and family car fields BMW seem to be floundering, with a threat to many British workers' jobs. Let's hope they apply to Rolls-Royce their former skills.

# America's King of Cars

I SUPPOSE THAT TO OWN A CAR CALLED THE KING might have had some social significance in certain quarters, except that it was an American make, from the land where they have Presidents – and look what they can get up to! However, I suppose also that the agents here for this automobile may have seen it as the King of Cars, against the Rolls-Royce's claim to be the best in the world. These agents were Salmons of Newport Pagnell, well known for their ingenious drop-head convertible bodies in which a handle wound the hood down, and who also made the NP car. Maybe I am romancing, because presumably they must have known that the car's name derived from that of Mr Charles B King, a pioneer car builder who as early as 1915 had turned to vee-eight engines, which featured in all the Kings from 1916 onwards, achieving quite a fair sales output from the Detroit factory. Outwardly the King looked like a large edition of the typical American 1920s car, with round-top radiator behind a dummy aluminium shell, fendered running-boards and cape cart hood. But it was out of this common rut and has always rather interested me.




***The King was a well-equipped machine with a 4.6-litre V8 engine, imported to UK by Salmons***

Newport Pagnell was more recently associated with Aston Martins, but Salmons also had premises at 6-9 Upper St Martin's Lane in London in which to display their wares, and prior to that the King Motor Company had the car at the first post-war London Motor Show, in 1919. Those who went to look on stand 104 would have seen a car with a well presented, neat vee-eight engine of 76x127mm (4609cc). The Ball and Ball carburettor was in the angle between the sidevalve cylinder blocks, with valves on the inside of each cylinder block. The exhaust pipes were attached to the back of each cylinder block and large water pipes connected each to the radiator, which was served by a belt-driven fan. The distributor for the coil ignition system was driven by a vertical shaft, which also drove the oil pump. Transmission was via a fabric-lined cone clutch to a unit three-speed gearbox and a spiral bevel back axle. Springing was by half-elliptic front and cantilever rears. A refinement was a gearbox-driven tyre pump, and unusual on an American car were wire wheels. The King had a wheelbase of 10ft and a track of 4ft 10½in, and a torque rod was fitted to the back axle. At that 1919 Show were a smart two-seater, a tourer costing £975, another tourer and a coupé.

There was not complete novelty in a vee-eight car at this time, for Cadillac and Talbot had copied the pioneering De Dion Bouton in this respect, and a few other USA makes had such power units, while Guy in Wolverhampton was having a tentative stab at it. But pricewise the King came between the Apperson and the Cadillac, at a time when the new V8 Talbot-Darracq chassis cost £950. Although the King Company had offered vee-eight engines much earlier, post-war development, in time for the 1920 Olympia Show, was proclaimed to cover 100 improvements. They included lighter con-rods, and substitution of aluminium for cast iron pistons. The starter and dynamo were now Westinghouse, but interchangeable with the previous ones, and chafing of the electrical wiring on the chassis frame had been eradicated. Much larger fabric universal joints replaced the older metal ones and the chassis frame was strengthened with two extra cross-members. The rear road springs were lengthened and petrol capacity was increased.

It was a good attempt to attract buyers to a multi-cylinder car at not too high a price. After a rise in 1920, when the cars began to arrive here, the King sold for £595 by 1925. Production was up to 3000 a year in 1918 but fell to 240 in 1923, causing a move to a smaller factory in Buffalo, and imports here had ceased by 1926. After which the King began to move into the mists of motoring memory.

# Pegaso's brief revival

IN MY RECENT PIECE ABOUT THE DEMISE OF THE Pegaso sportscars which I saw at Barcelona in 1950, Andy Charlton of Ricardo Consulting Engineers at Shoreham by Sea has drawn my attention to a rebirth of this promising make. He tells me that in 1988 International Automotive Design of Worthing were given the task of re-engineering the Pegaso, using modern technology, to promote Pegaso trucks. However, the original design was apparently mainly retained, apart from incorporating modifications required by changed legislation. Tony Gardner was in charge of the project and incorporated, in addition, a few styling alterations. The advanced Pegaso V8 engine was replaced by the excellent Rover V8 power unit which was a development of the American Buick light-alloy engine, mated to an Alfa 75 transaxle. The leaders of the venture were Jim Mason, now MD of Daewoo Worthing Technical Centre, and Trevor Mayhew, also of Daewoo, whose Technical Centre now comprises a large part of the IAD engineering team and its premises.



***A late-Eighties revival of the Pegaso retained much of the mechanics, with a modern engine***

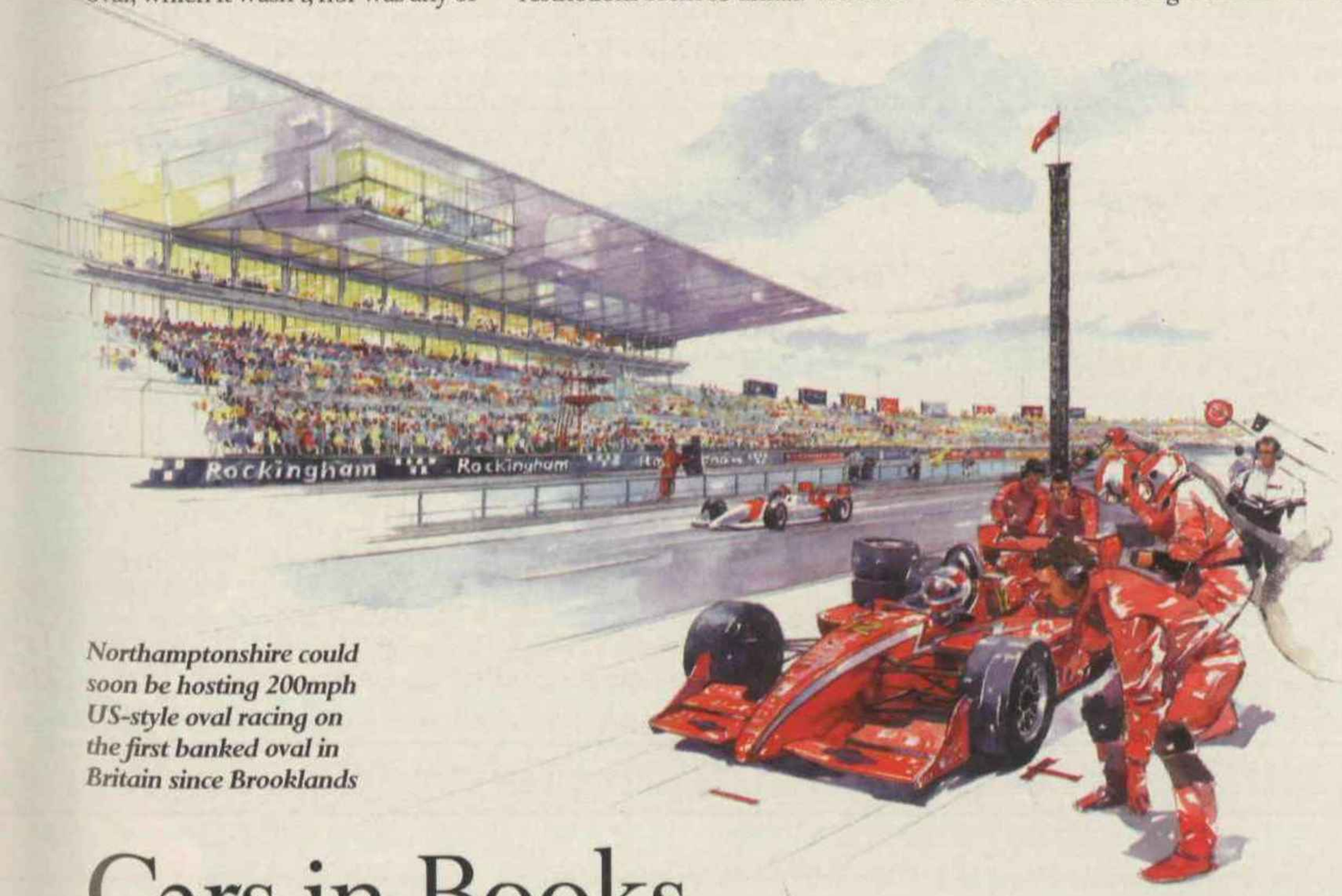
It was intended to build some 60 Pegasos, but only 15 had been assembled when Iveco absorbed Pegaso, making the scheme redundant. IAD then took on the rights along with the Spanish government, launching it in 1992, but when IAD was taken over by Mayflower the project foundered.

# Oval Thoughts

ON THE DAY AFTER A BIRTHDAY, A VERY old man (me) received an exciting Press pack, which he actually read instead of throwing in the bin. It was about the Rockingham oval racetrack being built at Corby, to open in the year 2000. I have seen most kinds of motor racing except real American ovaling.

The handout includes a history of Brooklands, accurate except for the misconception that John Cobb was knighted. But I cringe when I see Brooklands described as a speedway oval, which it wasn't, nor was any of the racing there anything like that on the USA cinder and board tracks, which must be classed as entertainment, not serious racing, which in no way derides the bravery and skill of the drivers. NASCAR's banked asphalt speedbowls are different again.

So maybe the future looks good for Rockingham, where gates of over 120,000 as in America are visualised. Initially an 11,000-seat grandstand will be built. No noise problems are foreseen, which makes Goodwood's restrictions seem so unfair. Whether this 55ft-wide 1½-mile oval with cars racing at some 200mph will appeal as Brooklands did is hardly for me to say. Whether this brave new venture, described as the first purpose-built track since the Weybridge one and expected to cost £50 million, will live as long or draw people away from the road circuits it will be interesting to see. I feel that it will need NASCAR-type entries to ensure effective racing and obviate just a momentary thrill which might end on a par with our never-successful midget-car dirt-tracks.




*Northamptonshire could soon be hosting 200mph US-style oval racing on the first banked oval in Britain since Brooklands*

# Cars in Books

READERS CONTINUE TO FEED THIS feature. I have been told that in *Younger Brother, Younger Son - A Memoir*, by Colin Clark, whose father Lord Clark was known for the TV Civilisation series, refers to the author's cars, from MG to a Lola T70 MkIIIB built for Jo Bonnier, said to have been timed at 171mph in a police trap, and including several Rolls Royces, one of which was a 1937 PIII Sedanca de Ville formerly owned by the Maharajah of Jaipur. Family cars illustrated cover a R-R Silver Ghost, seemingly stripped for action, and what is probably a V12 Lagonda, gracing a picnic at Eton. Also described are the many aeroplanes flown by the author during his 1950s service in the RAF, from Tiger Moth to Meteors and Hastings.

The same reader tells me that in *A Sparrow's Flight* by Lord Hailsham, his Lordship refers to a Model-T Ford owned by his mother, which he drove before acquiring a 12/50 Alvis at University. During the 1926 General Strike he gained engineering knowledge in a small workshop maintaining refuse-collection vehicles, and he bought a 350cc BSA on which to learn to ride, as he had been instructed during the war to form a motorcycle section of his regiment, only to skid on it and end up under an army truck.

From another source I am reminded of the many cars owned by the Hon Alan Clark, brother of Colin, and described, and some illustrated, in his *Diaries*, in which he mentions eagerly reading MOTOR SPORT.

## miscellany

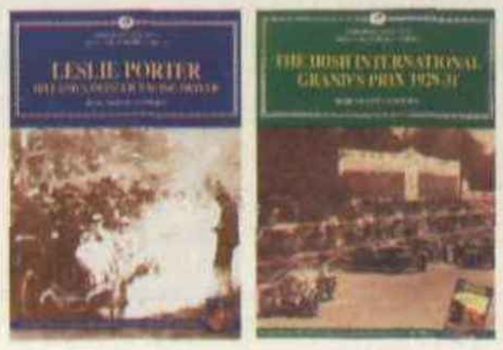
HOW INVOLVED CAR MAKES have become! Once you could separate one from the other and most kept a degree of individuality. No longer. I heard someone say jokingly that he owned a Jaguar, adding "Well, it's a Ford but it's made by the same organisation", to which his girl-friend replied, "Oh, then I have a BMW, although it is badged as a Rover".

* * *

A READER WHO OWNS a Brooklands Riley and replica Le Mans Frazer Nash asks if anyone knows the address of the son of Stephen Payne whose Ford V8 Baldwin Special I wrote up many years ago.

* * *

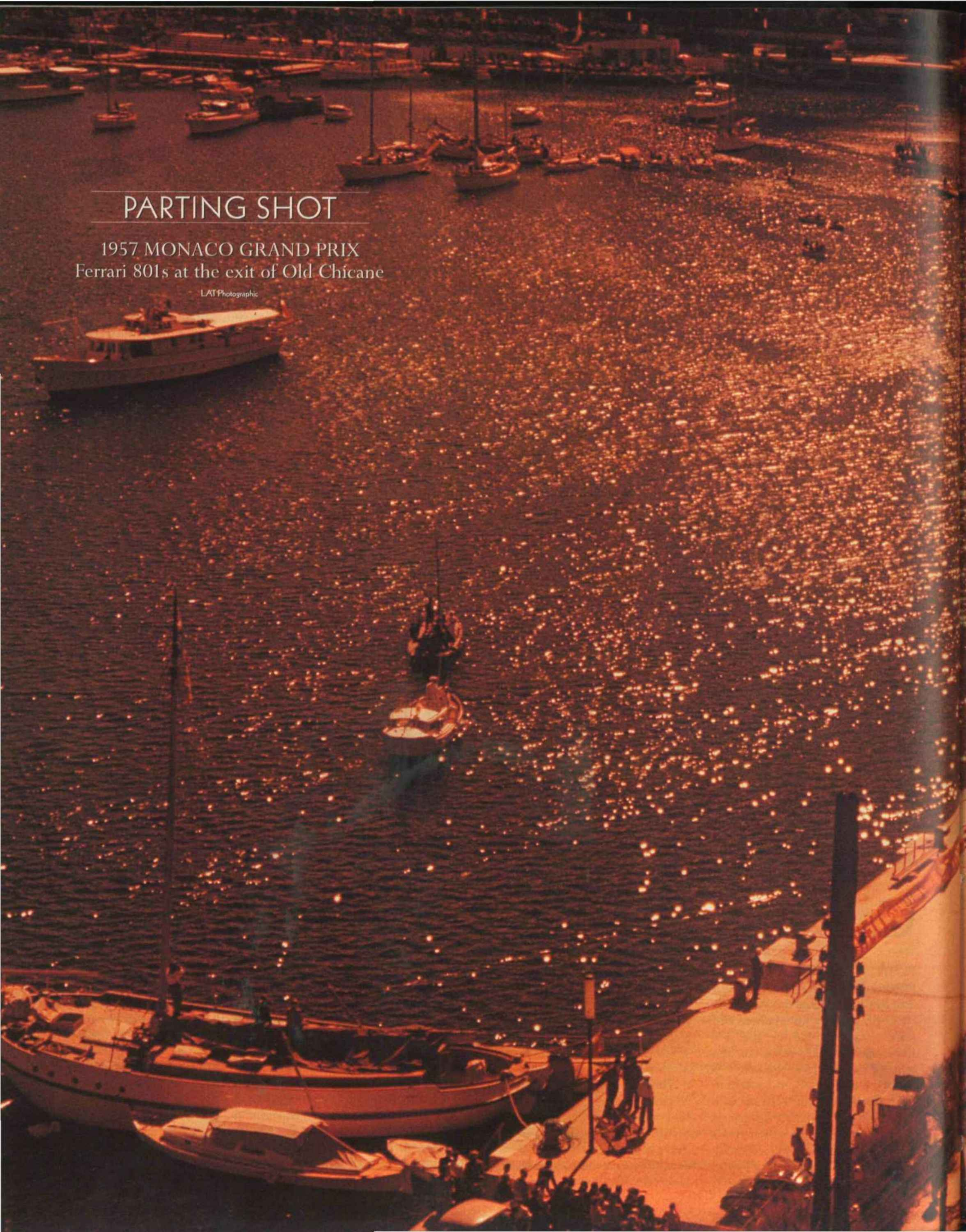
FOUR LITTLE BOOKS ABOUT IRISH motoring have arrived from Treoilin Publications Ltd of Garristown, County Dublin, all by Bob Montgomery. The titles are *Early Motoring in Ireland* (ISBN 1 902773 004); *Leslie Porter – Ireland's Pioneer Racing Driver* (ISBN 1 902773 01 2), about the driver who competed in the Paris-Madrid race of 1903; *The Irish International Grands Prix 1929-31* (ISBN 1 902773 02 0) and *The Phoenix Park Speed Trials 1903* (ISBN 1 902773 03 9). Each of these 32-page albums I thought excellent, as they sell for only £4.50 apiece and tell their stories well, with many pictures, plus some reproduced advertisements, etc. They form part of the Guinness/Segrave Library and Archive of the Royal Irish AC, and as informative sources I recommend them.

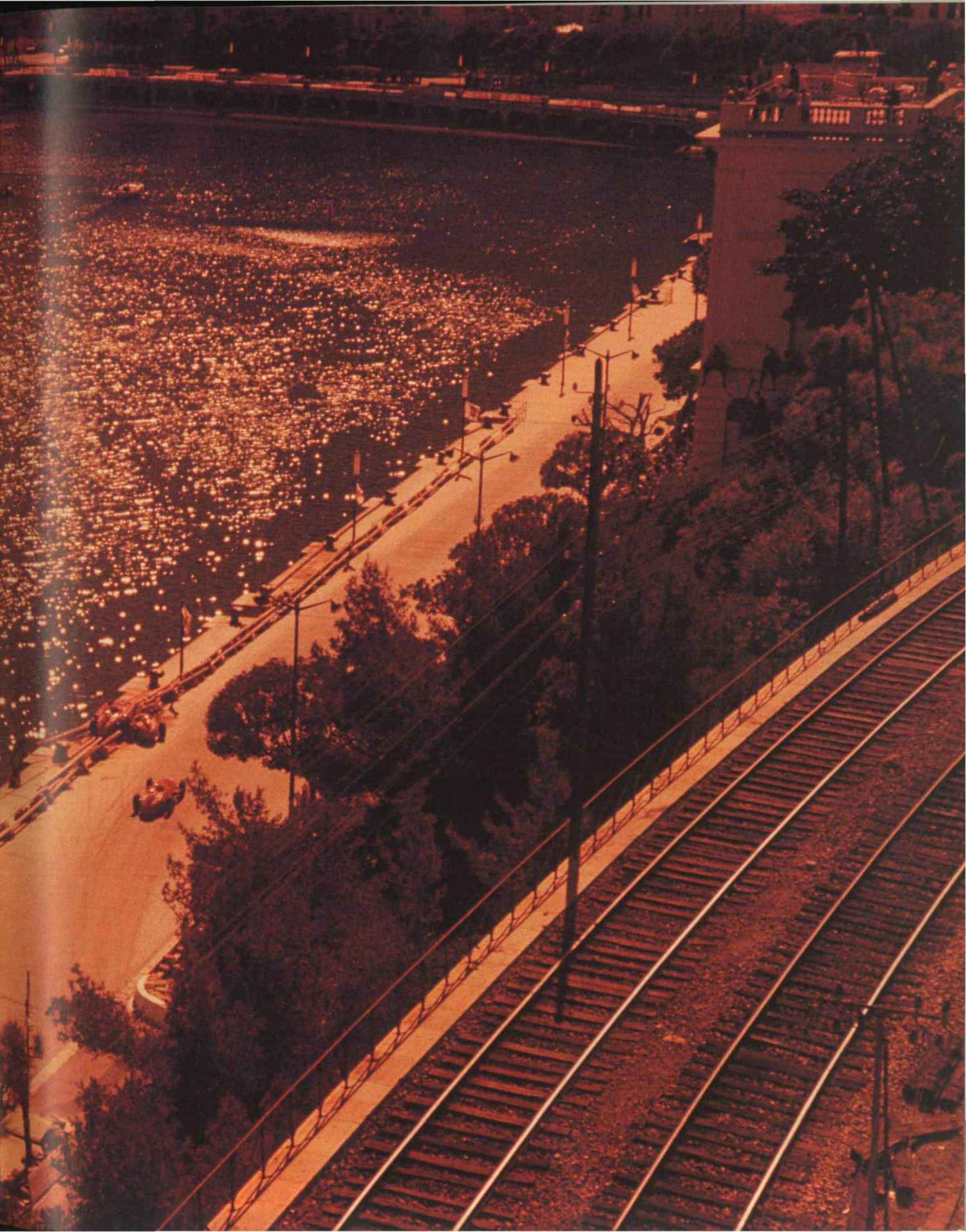


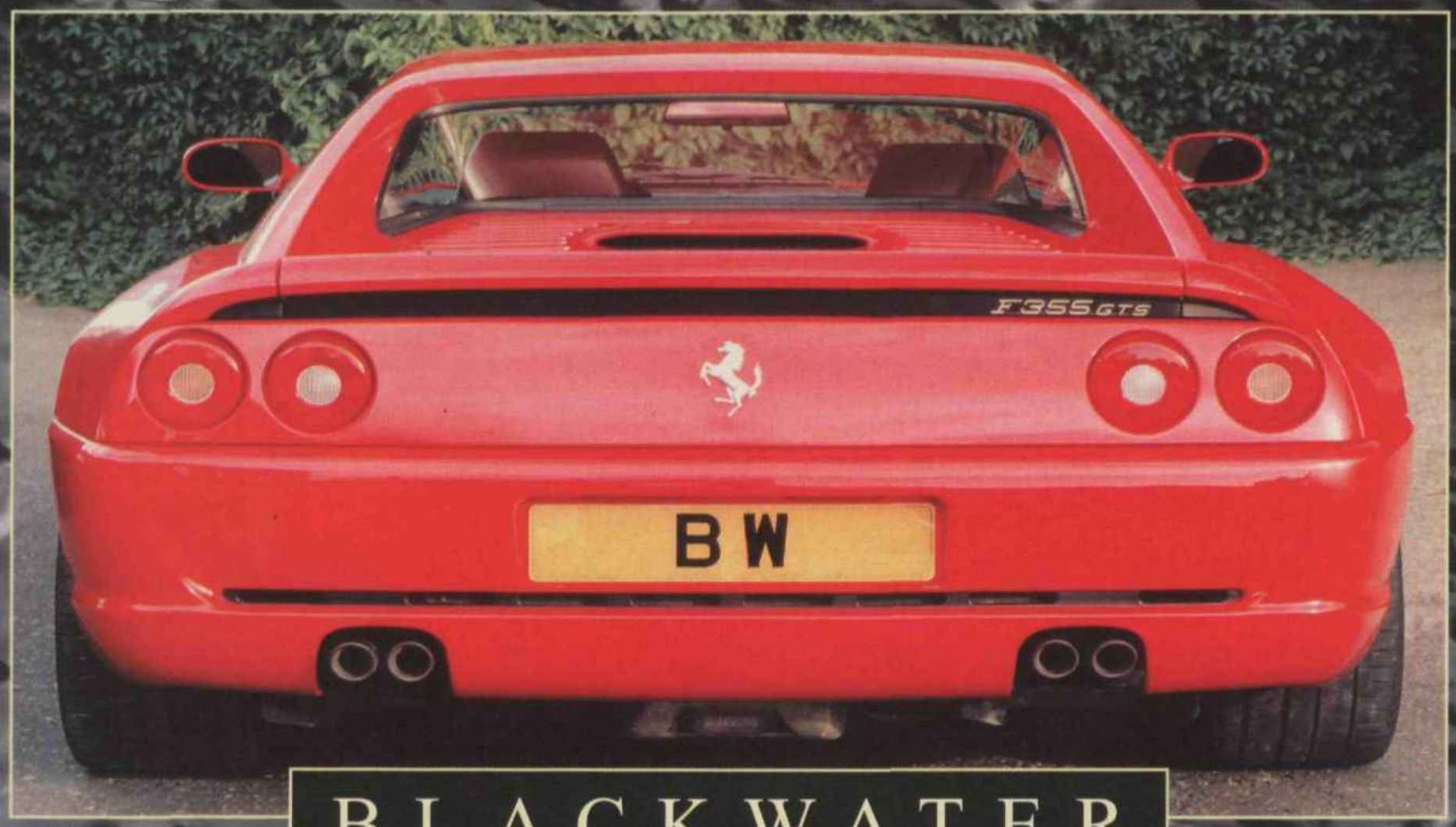
# PARTING SHOT

## 1957 MONACO GRAND PRIX
Ferrari 801s at the exit of Old Chicane

LAT Photographic








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|---|---|---|---|
| Ferrari F355 Spider F1<br>Yellow / Black<br>1,000 Miles<br>£73,950.00 | 1998 / R<br>LHD<br>FSH | Ferrari F355 Spider<br>Silver / Blue<br>9,000 Miles<br>£69,950.00 | 1997 / P<br>LHD<br>FSH |
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| Ferrari F355 GTS<br>Red / Black<br>8,000 Miles<br>£57,950.00 | 1996 / P<br>LHD<br>FSH | Ferrari F355 GTB<br>Yellow / Blue<br>12,000 Miles<br>£54,950.00 | 1995 / M<br>LHD<br>FSH |
| Mercedes E420T<br>Green - Black / Black<br>30,000 Miles<br>£28,950.00 | 1996 / P<br>LHD | Marcos Mantaray<br>Choice of Specification<br>From £32,995.00 | 1999 / S<br>RHD |

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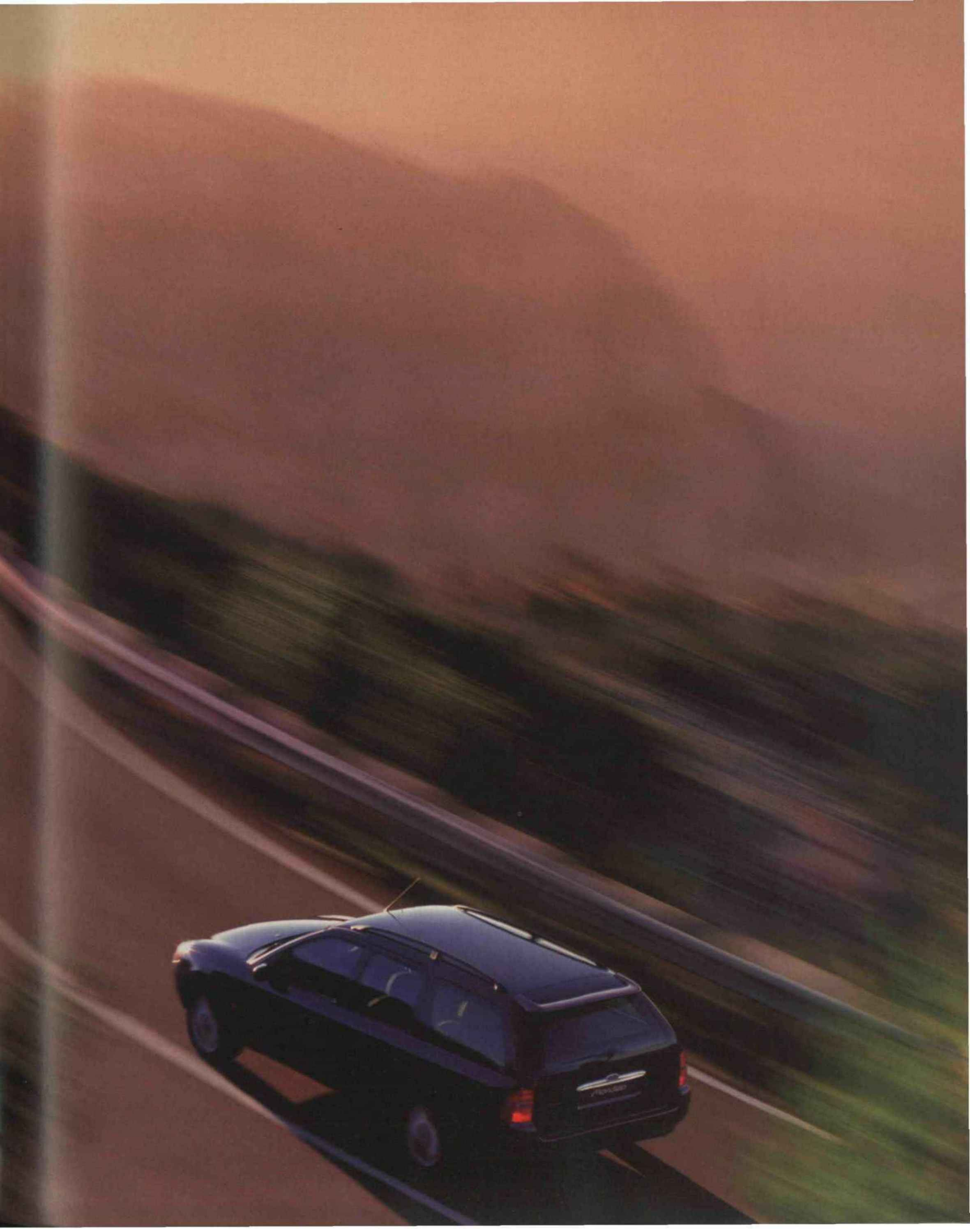
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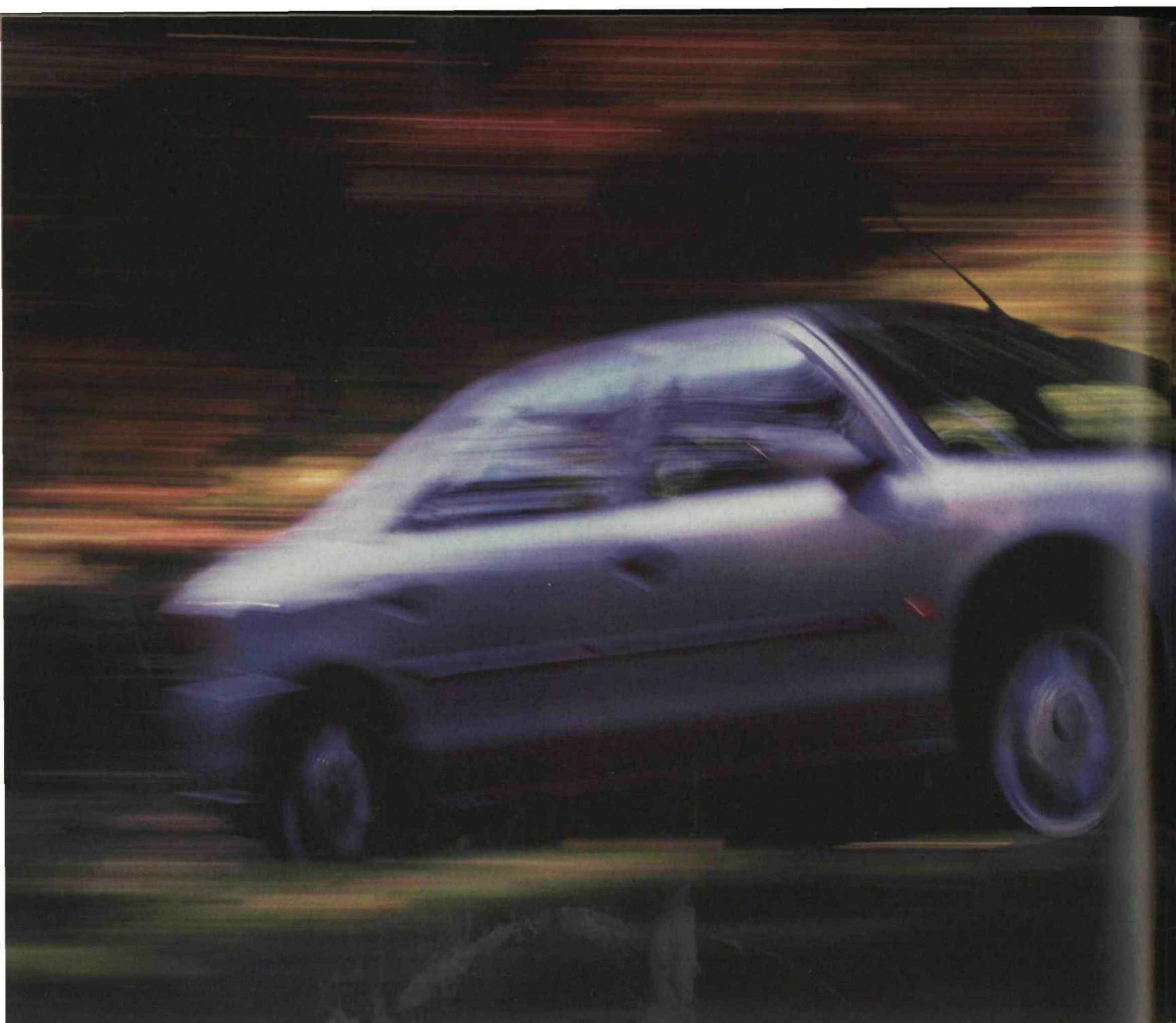


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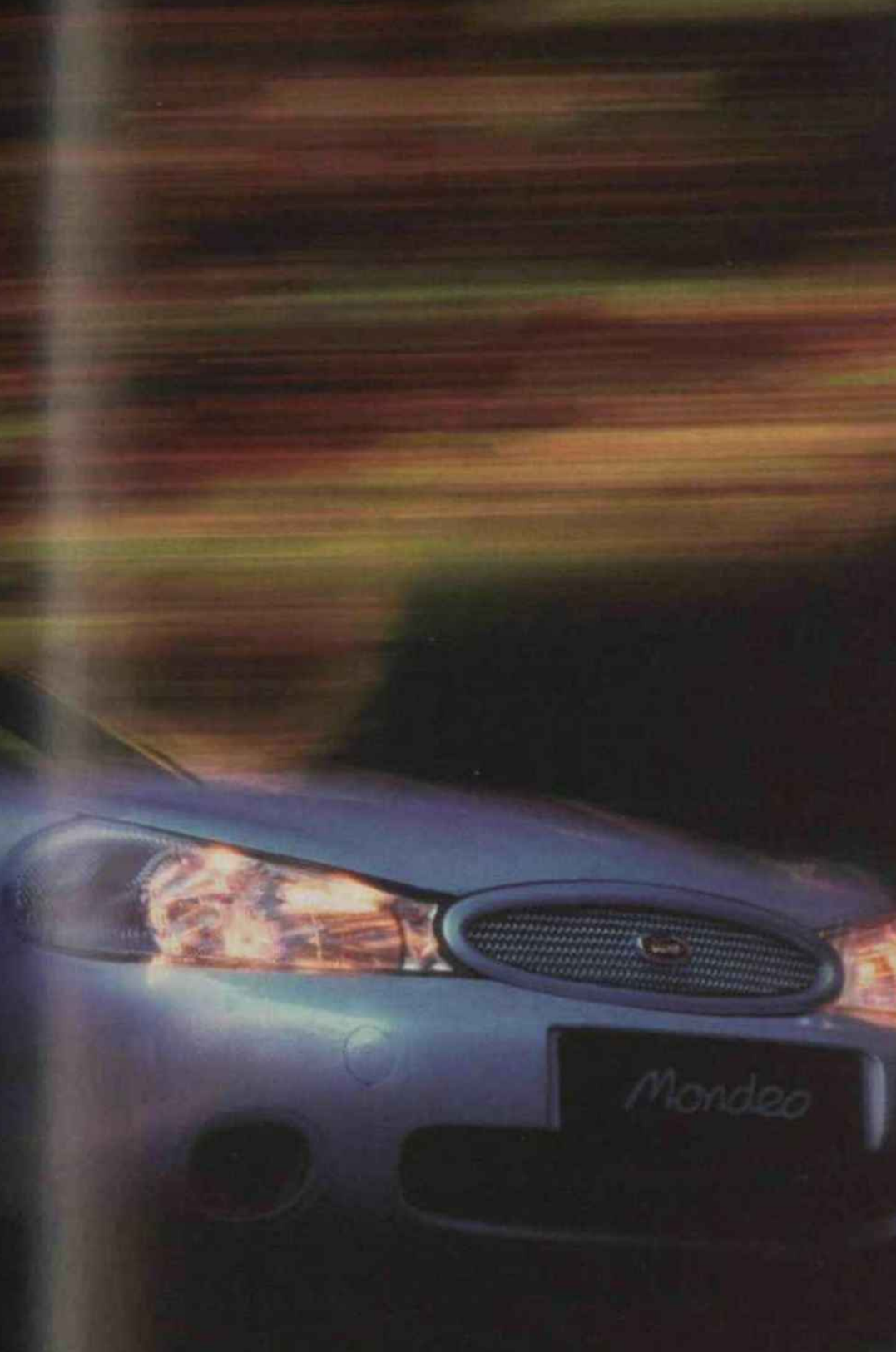
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Zetec interior noise levels are, generally speaking, more library than late-night disco thanks to improved levels of sound insulation, but a measured touch of throttle will overlay that background calm with the merest hint of sporty rasp. Naughty, but indisputably nice.

As indeed is the Zetec's unique gunmetal dashboard, judiciously stocked with standard goodies like a CD player and controls for the airconditioning. All Mondeo Zetecs also come with electrically operated and heated door mirrors, electric front windows and Ford's Quickclear heated front windscreen.

On the outside, a distinctive ST24-style grille, five-spoke alloy wheels, front fog lamps and a rear spoiler announce to the neighbours that this is no ordinary Mondeo.

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The Ford Mondeo Zetec is available as a 5-door saloon or estate car. Either way, you'll find yourself at the wheel of a brilliantly balanced fusion of sporting refinement.

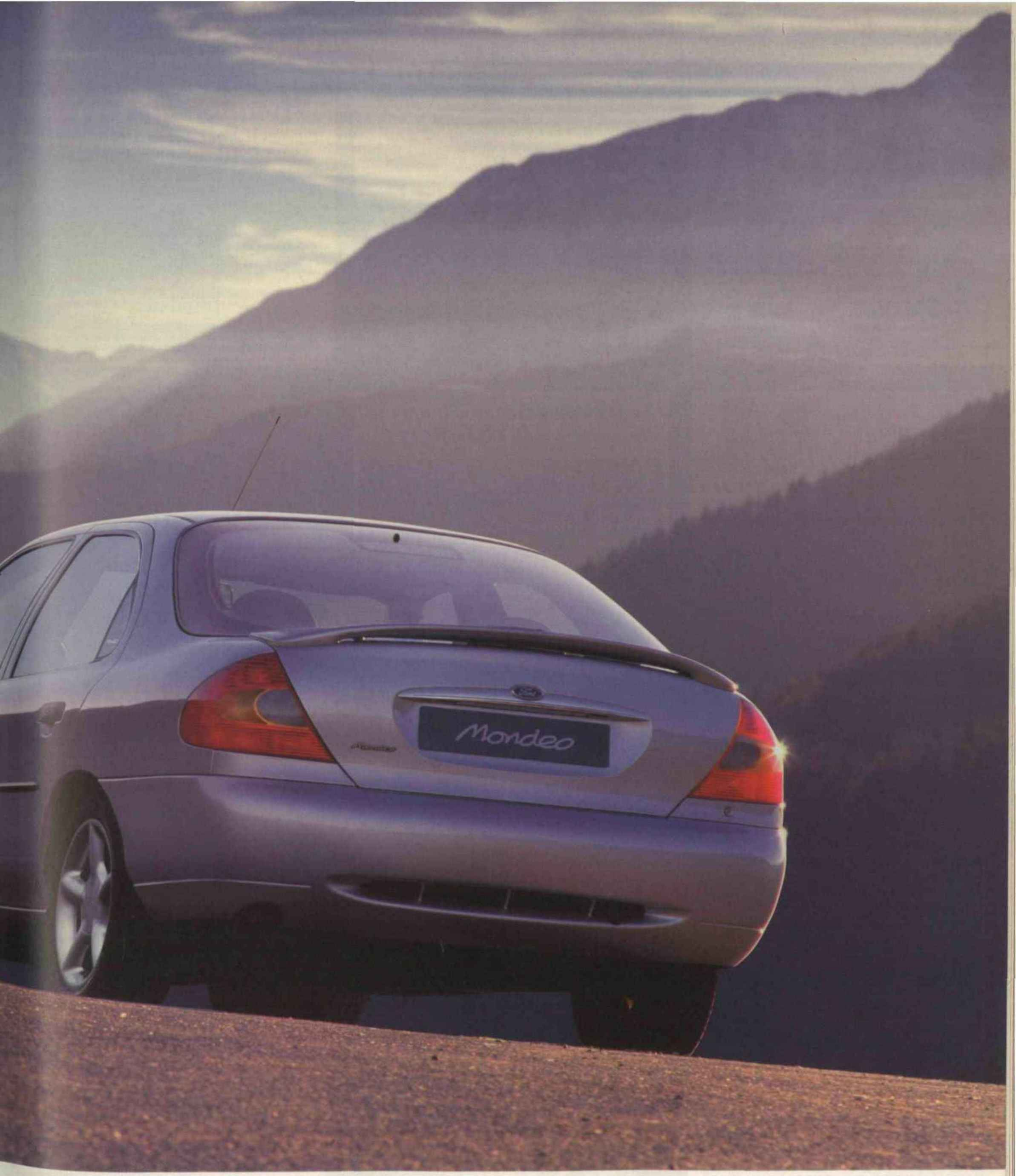
Of course, not everyone has your taste and perspicacity, so in a wild fit of generosity you might feel inclined to let some of your friends in on your little secret.

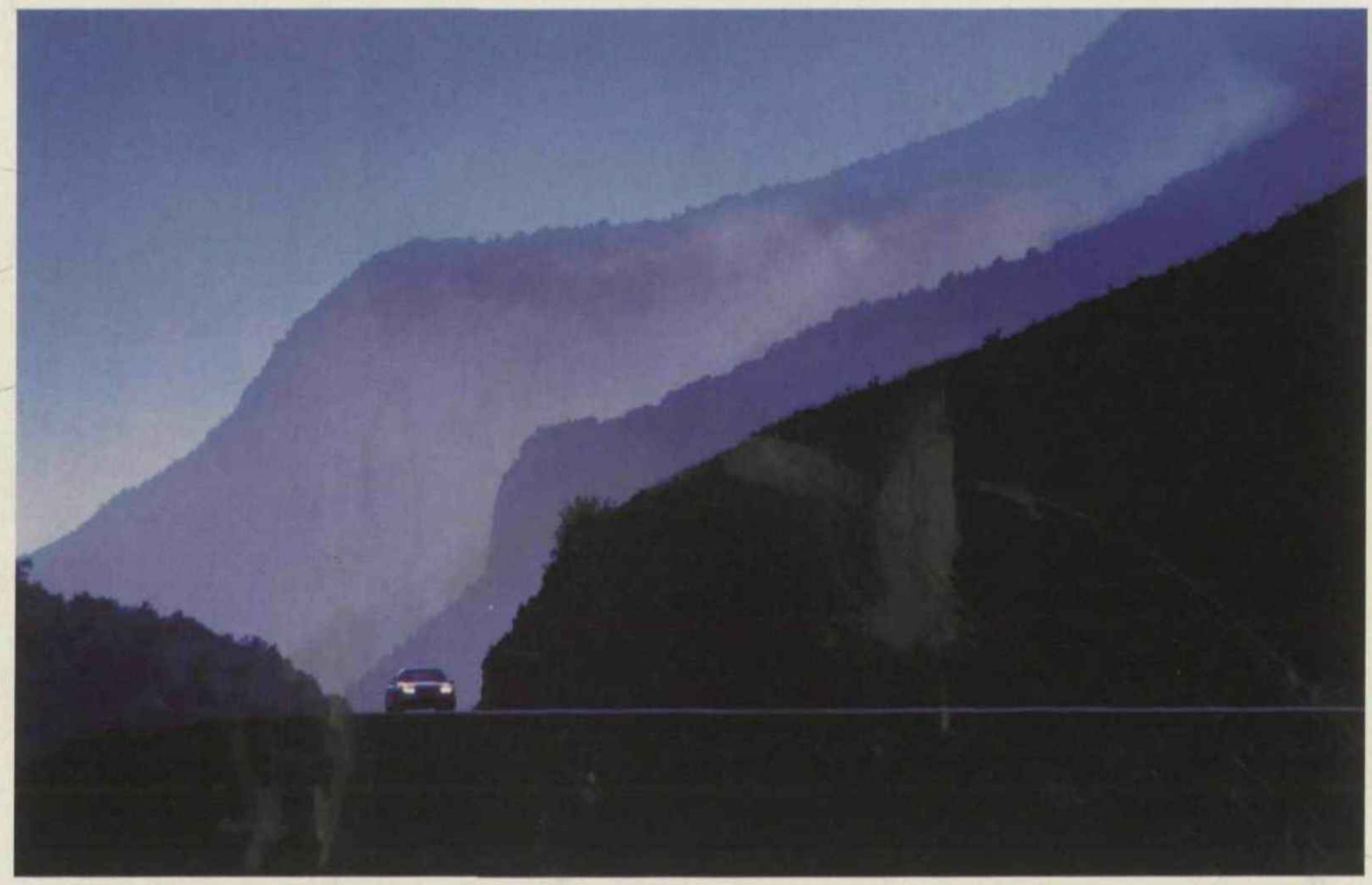
Then again, you might not. After all, the chap who said that life is all about sharing never owned a Mondeo Zetec.

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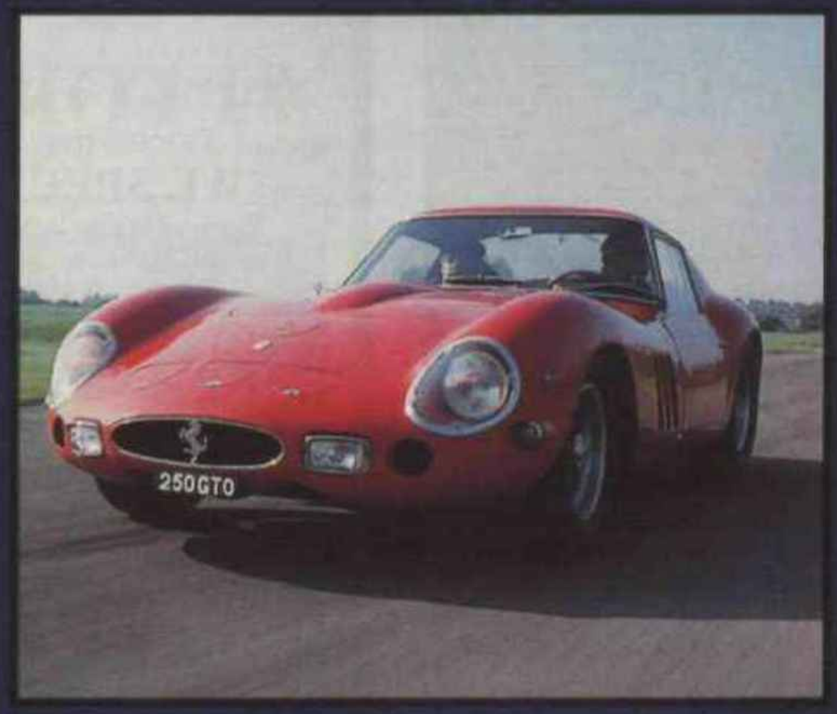
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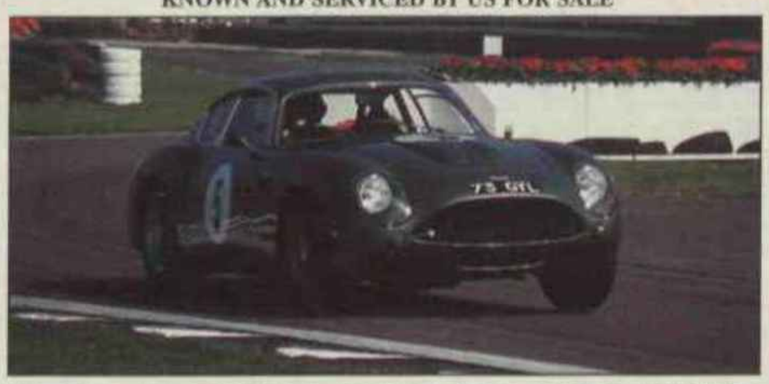
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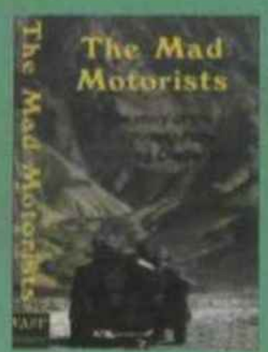
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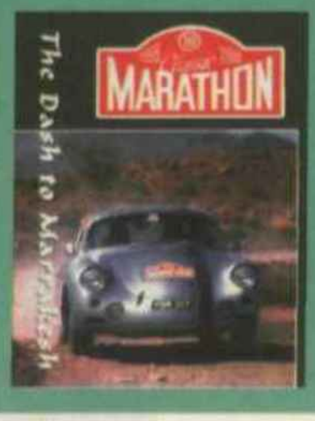
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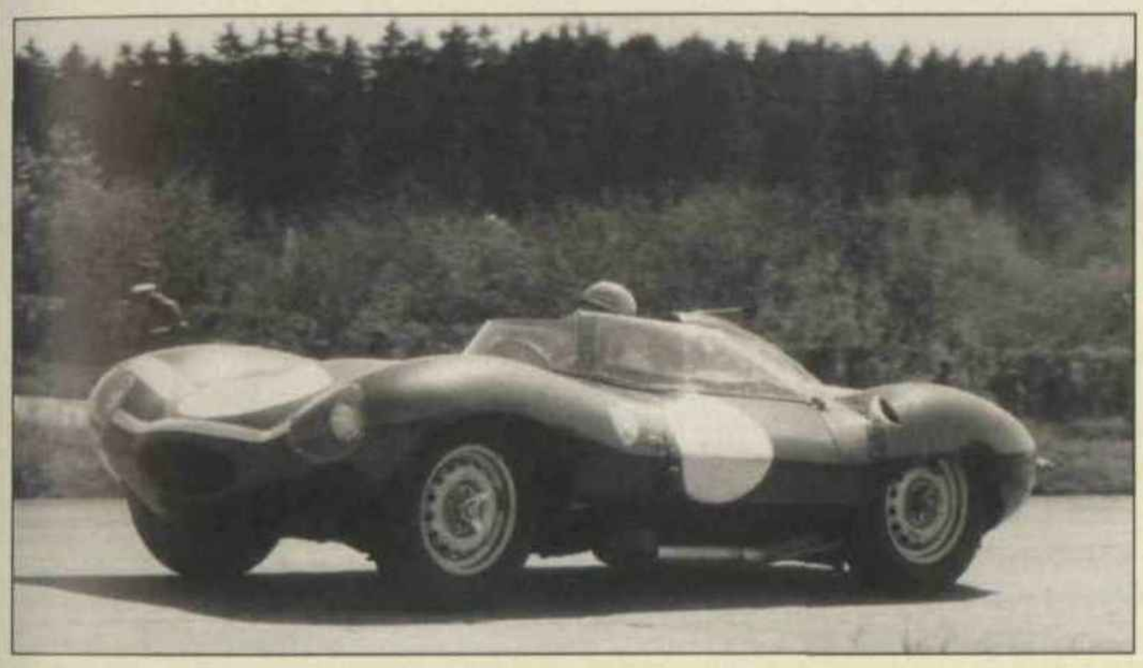
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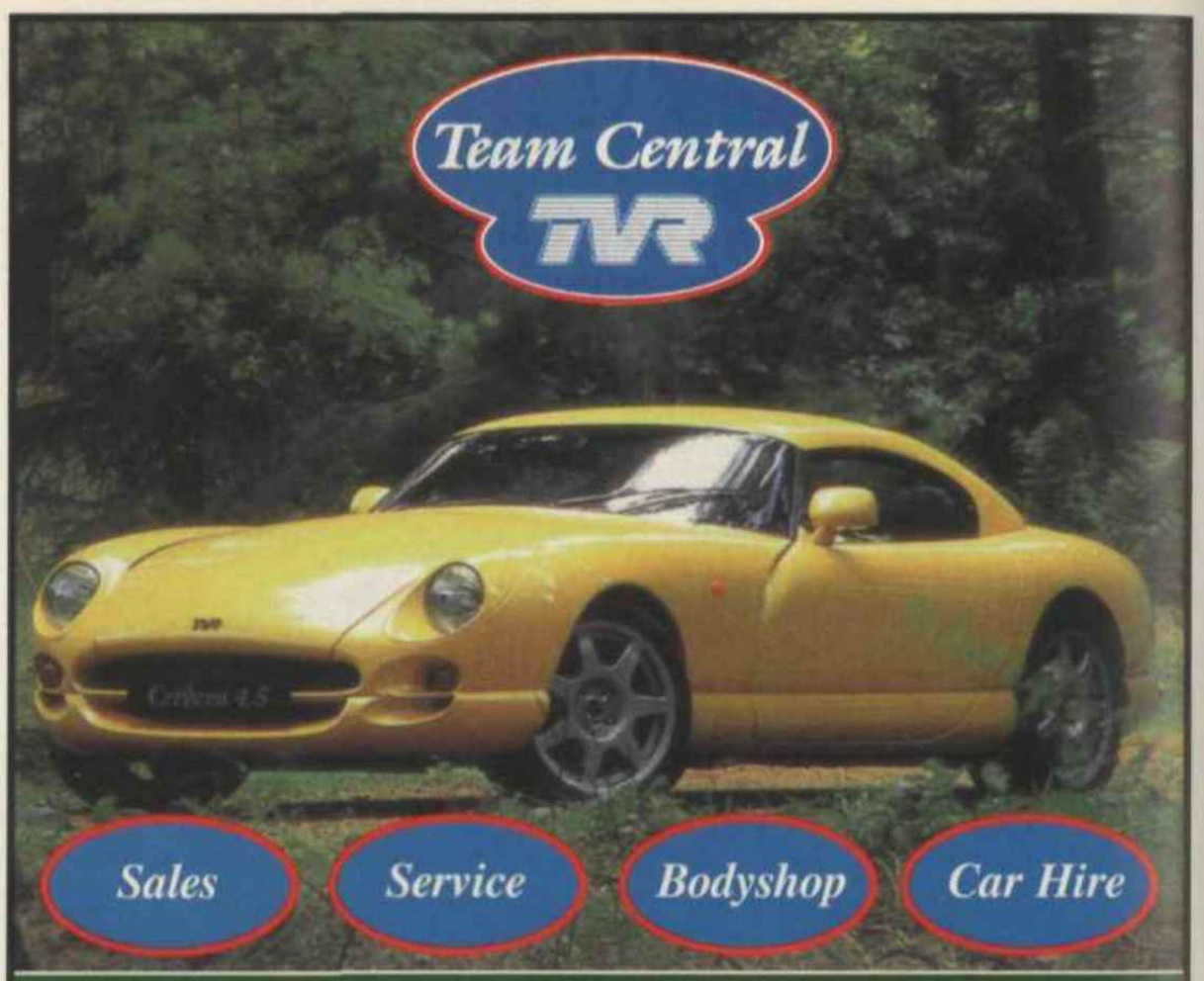
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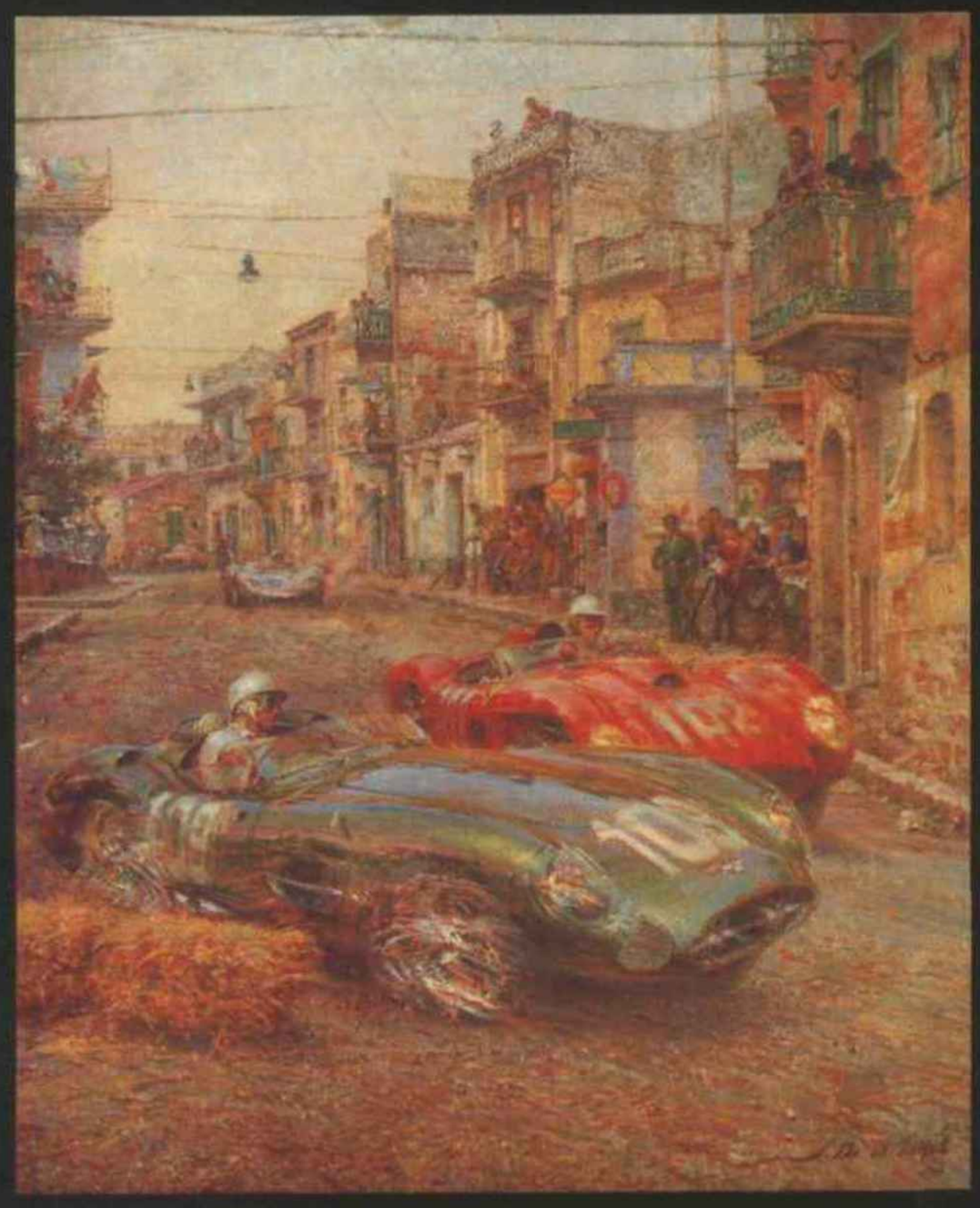
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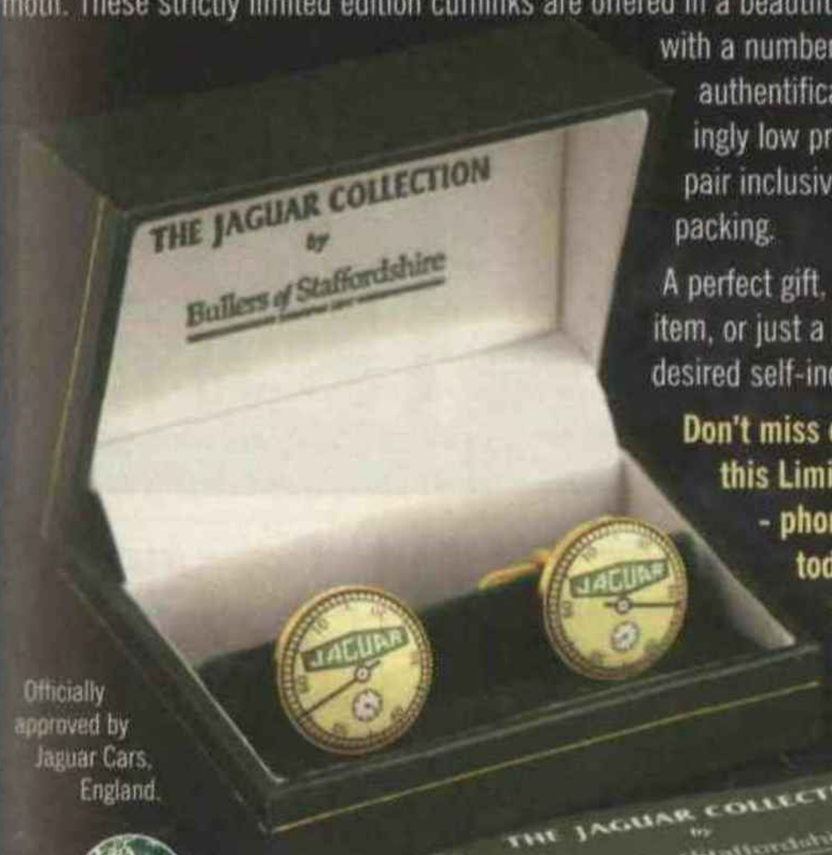
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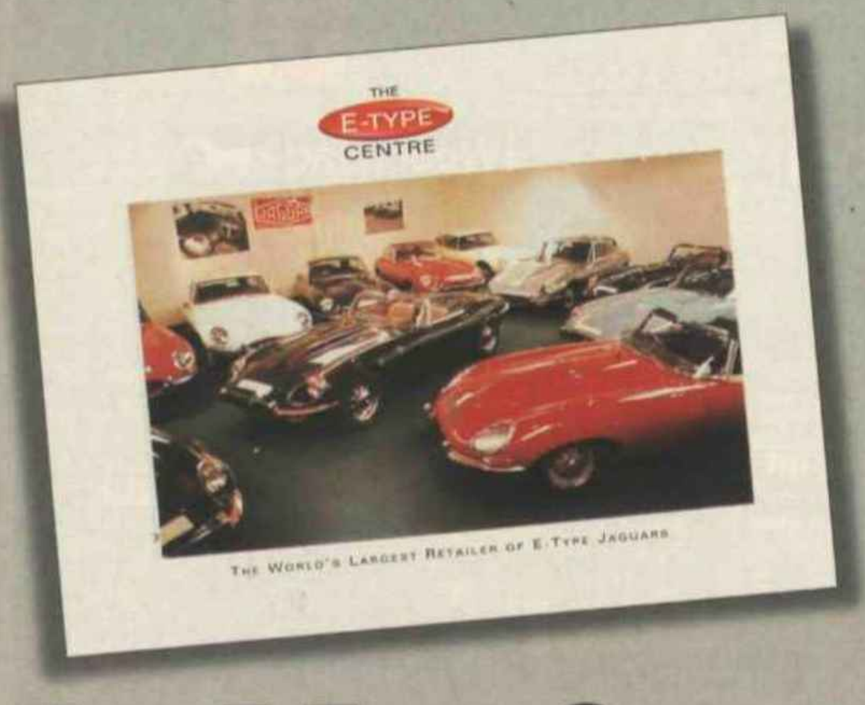
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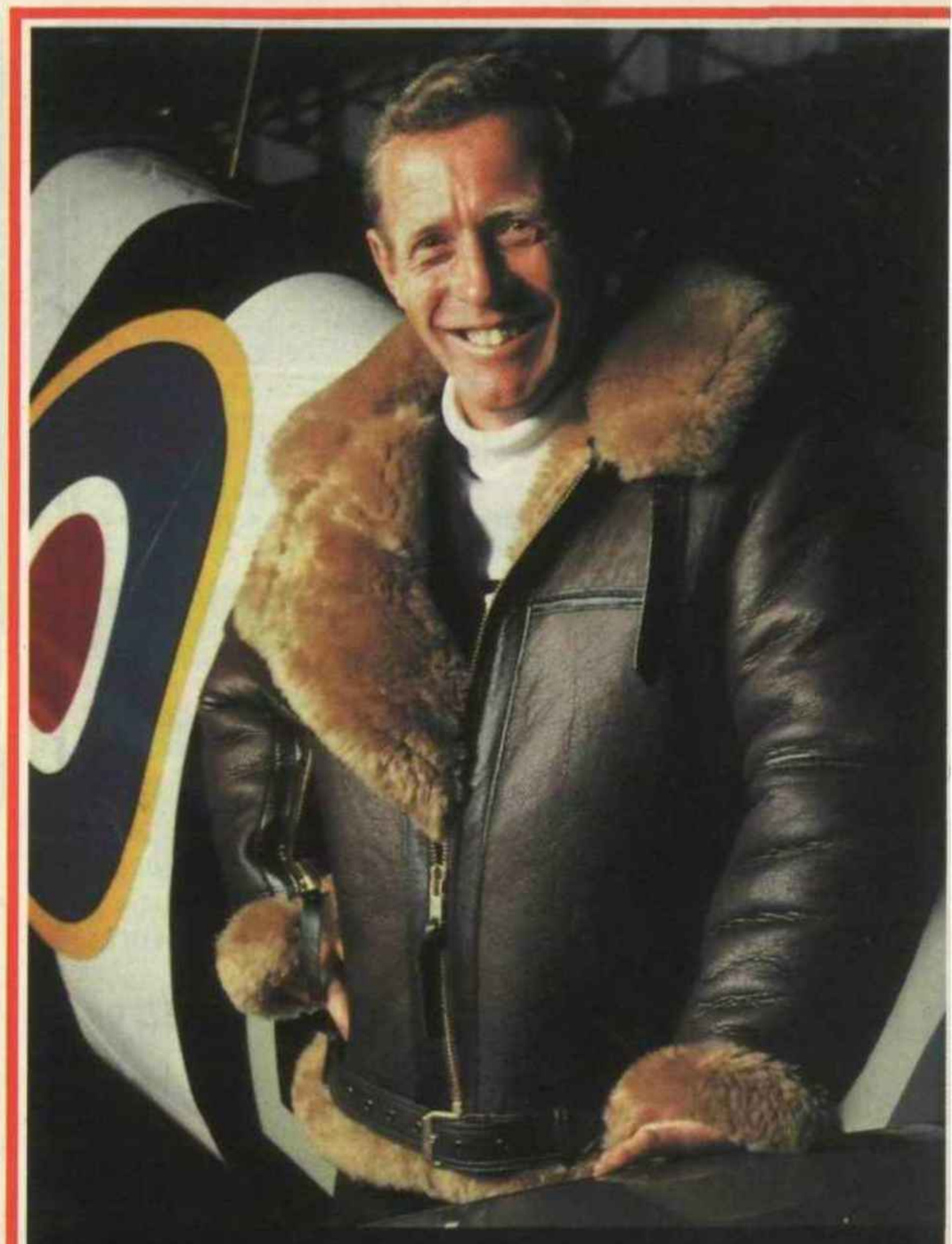
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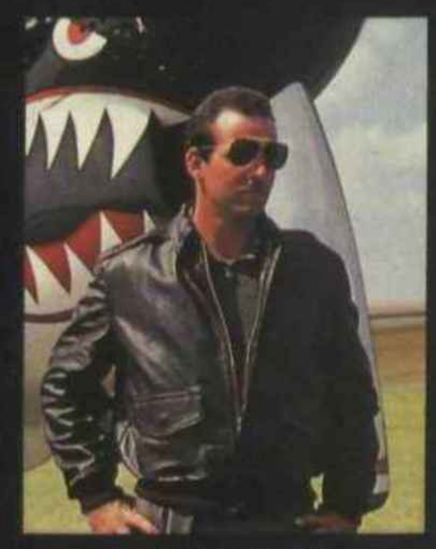
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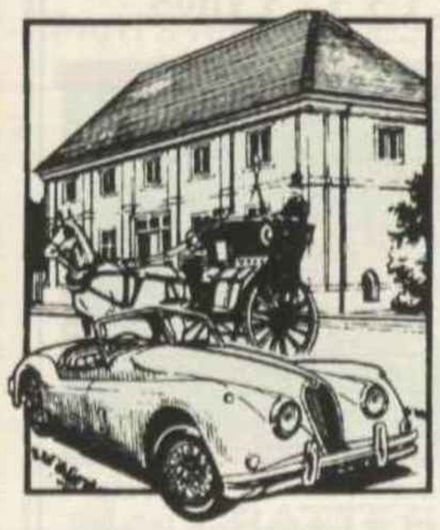
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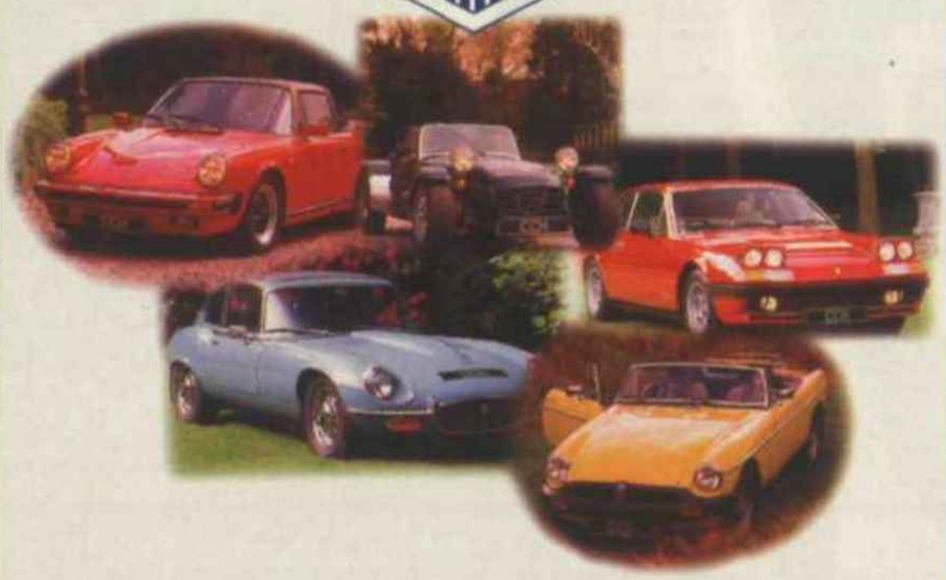
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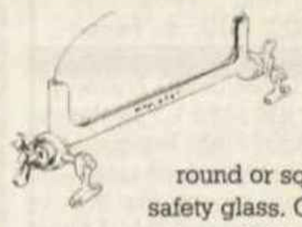
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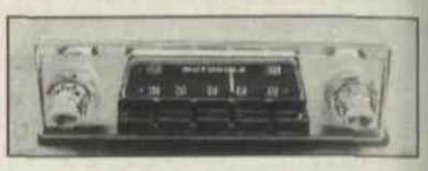


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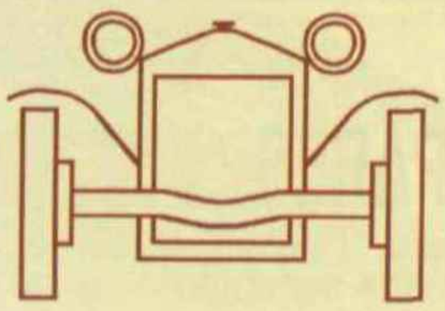
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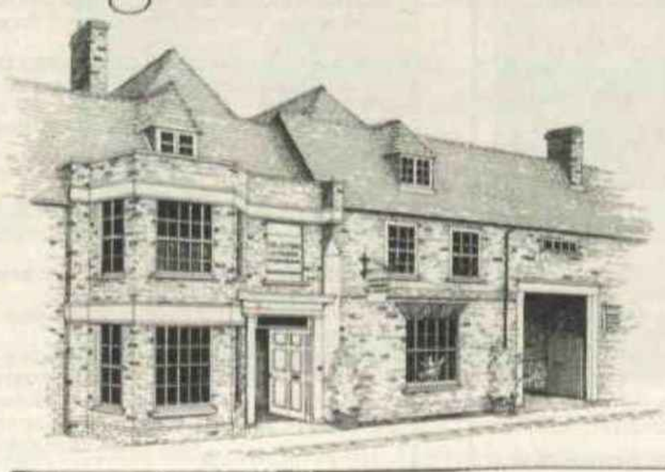
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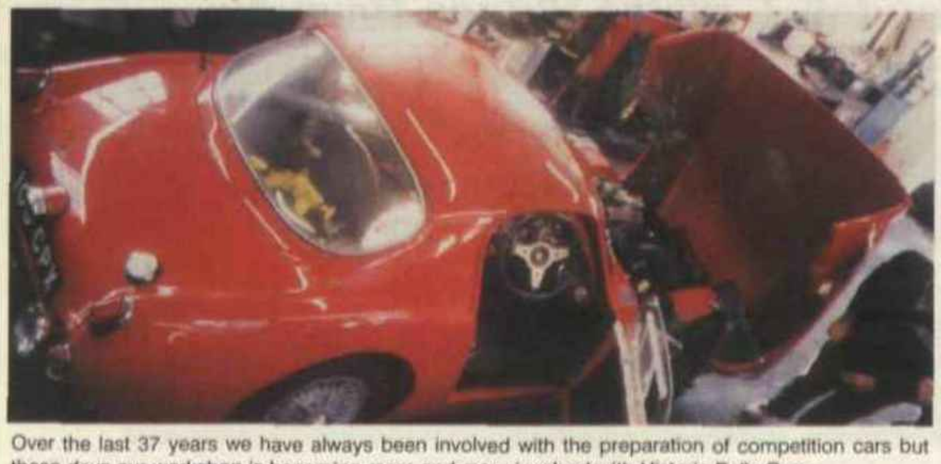
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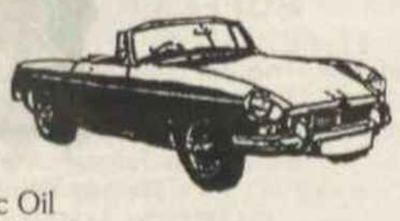
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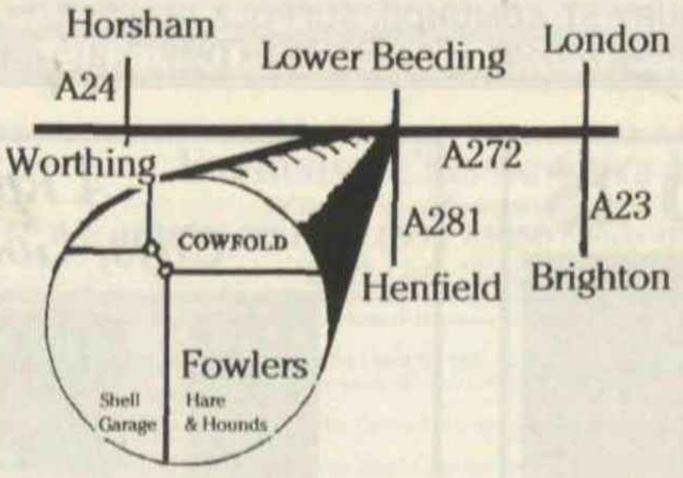
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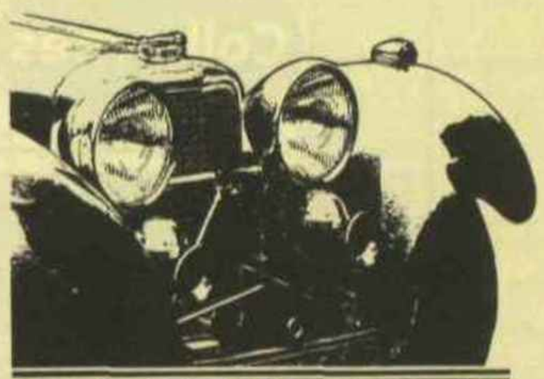
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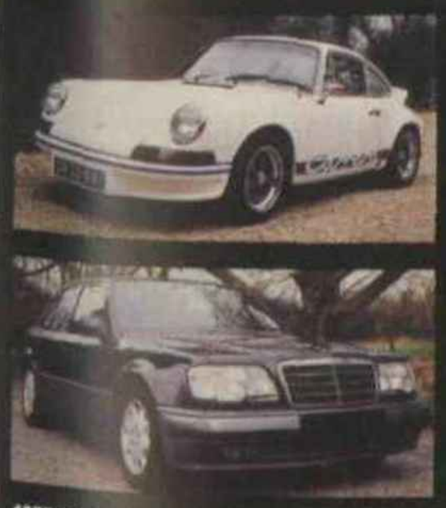
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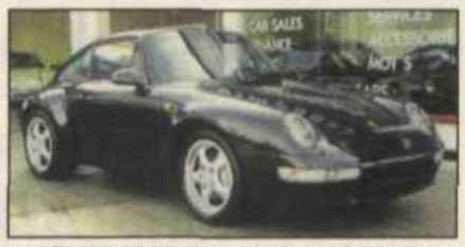


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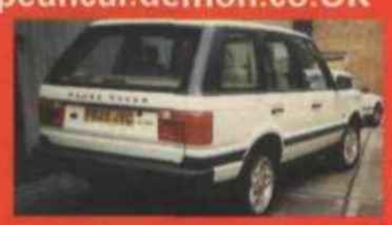
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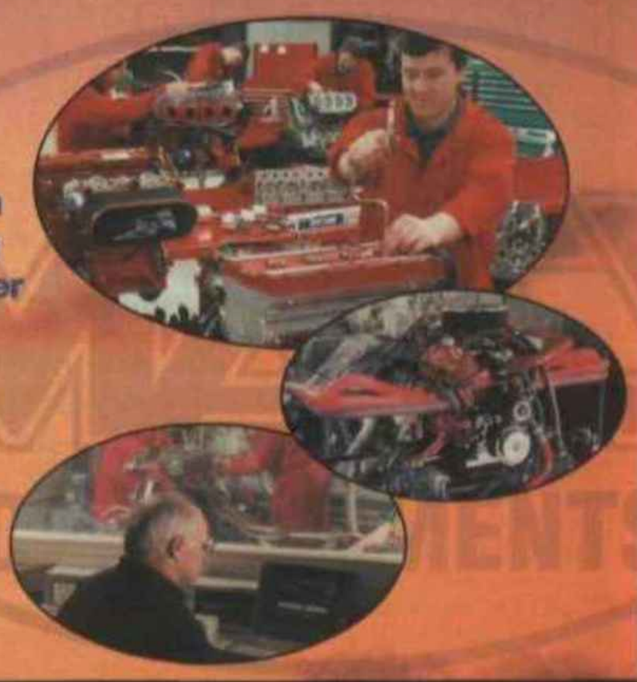
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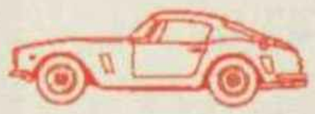



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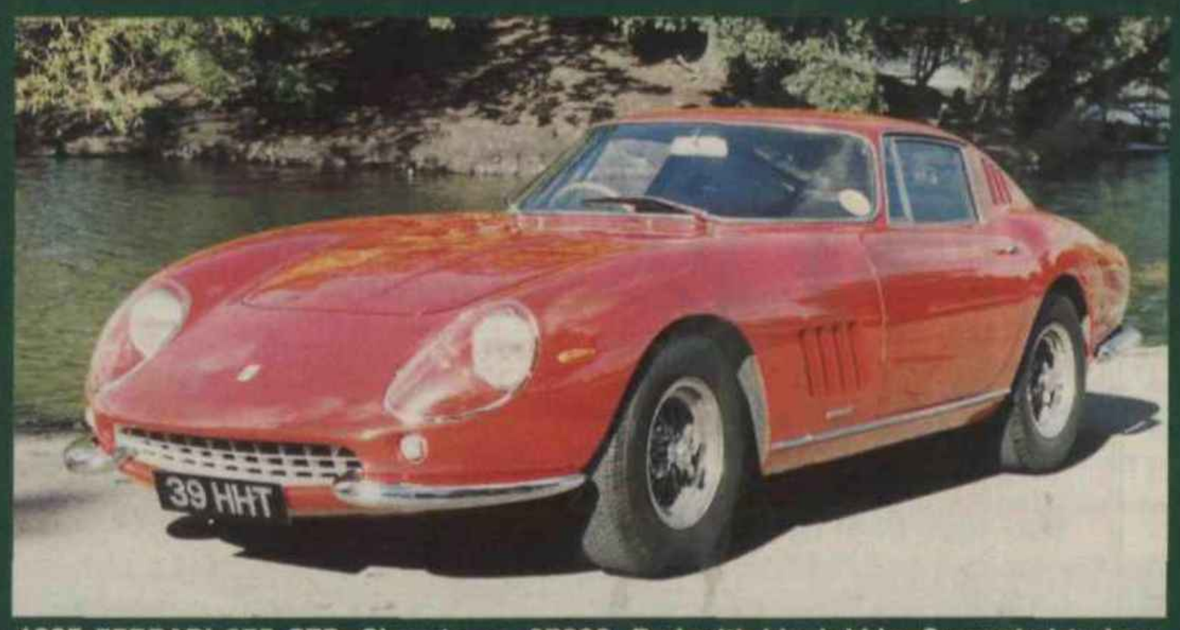
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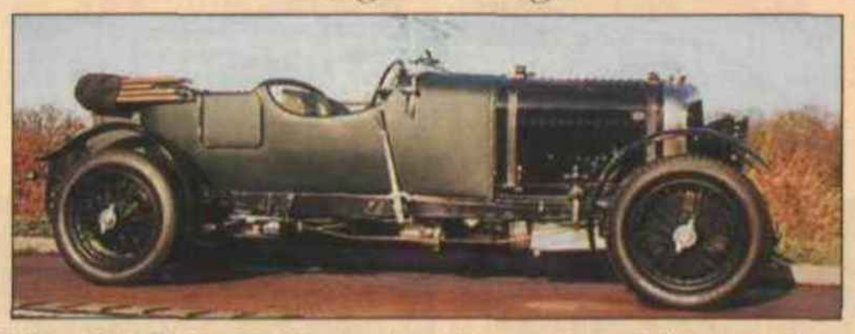
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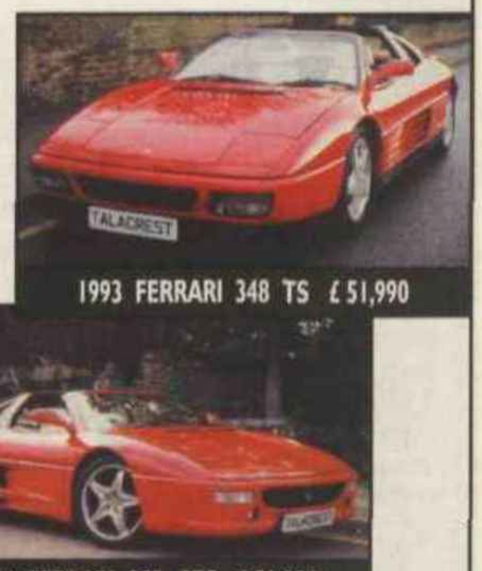
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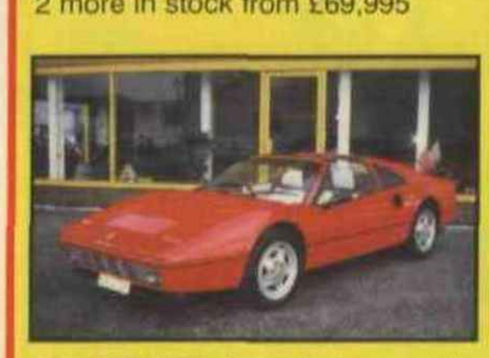
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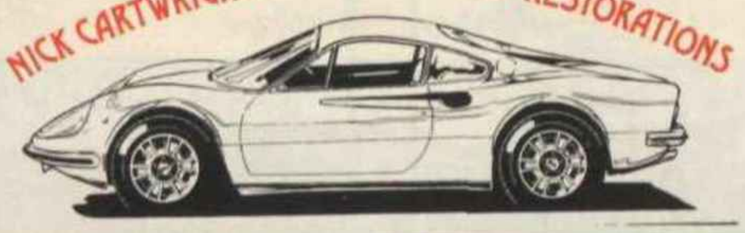
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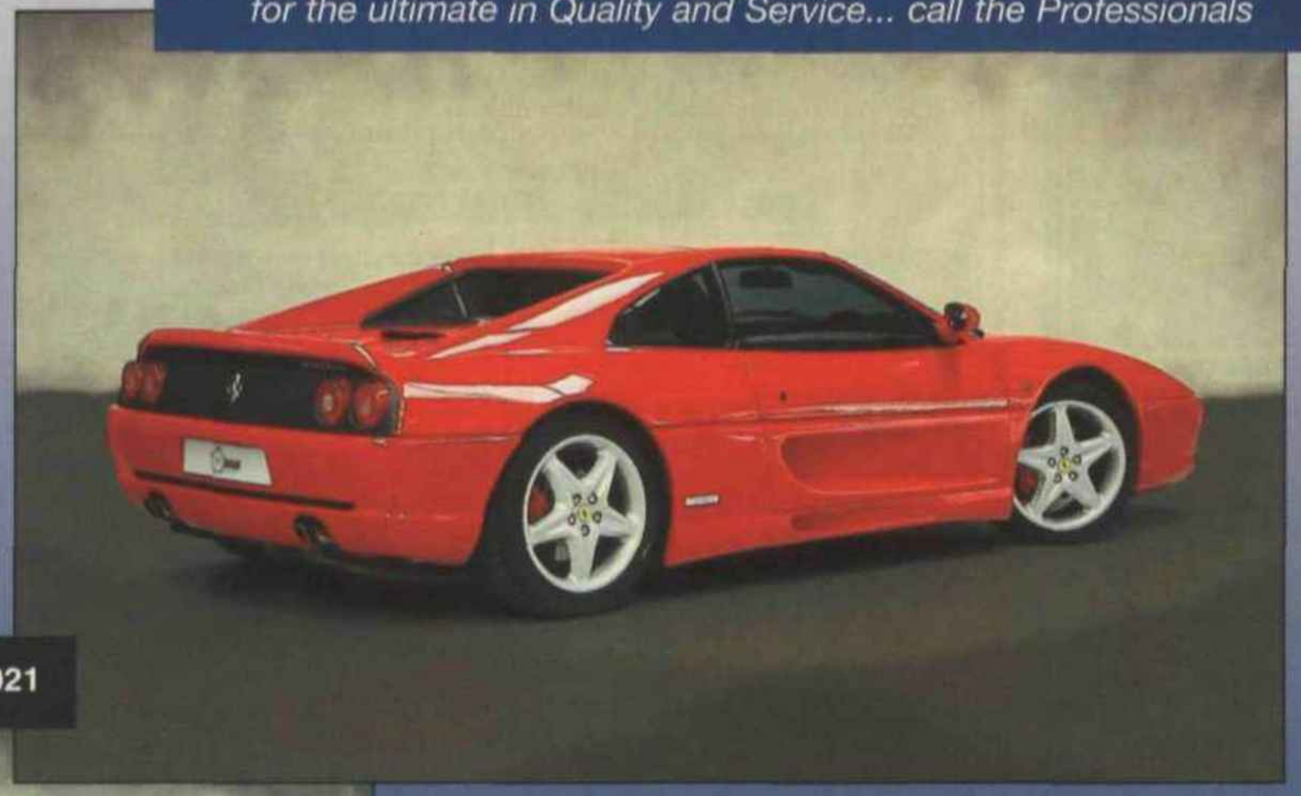
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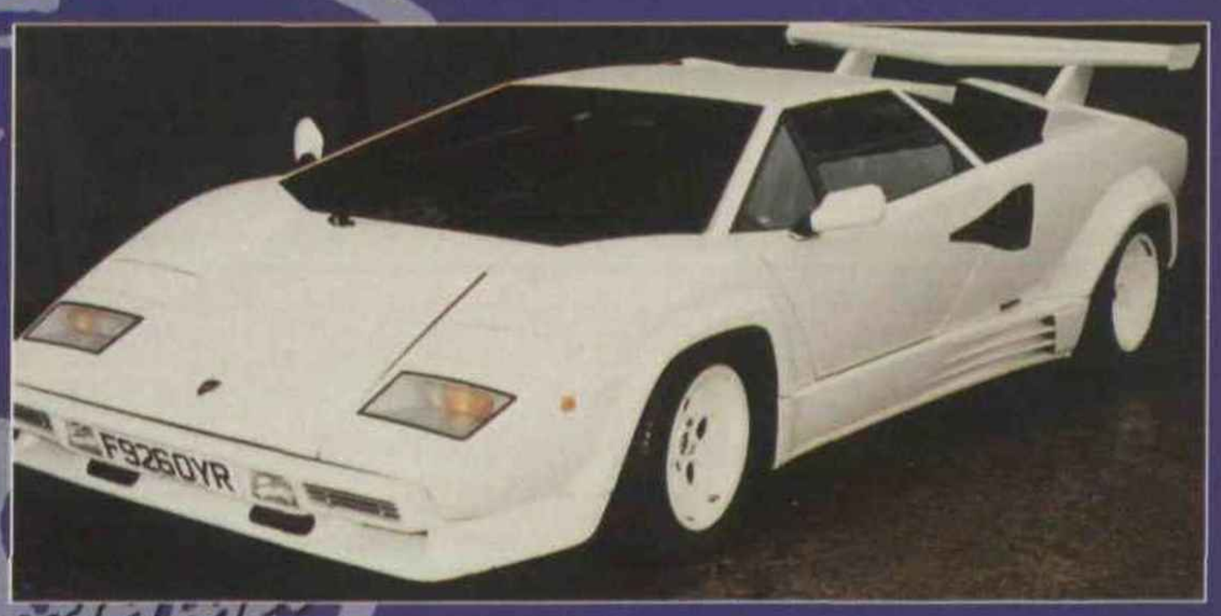
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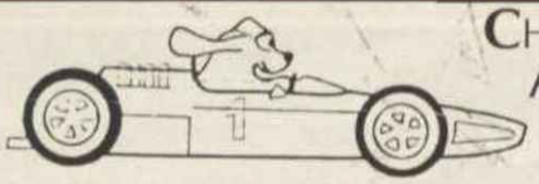


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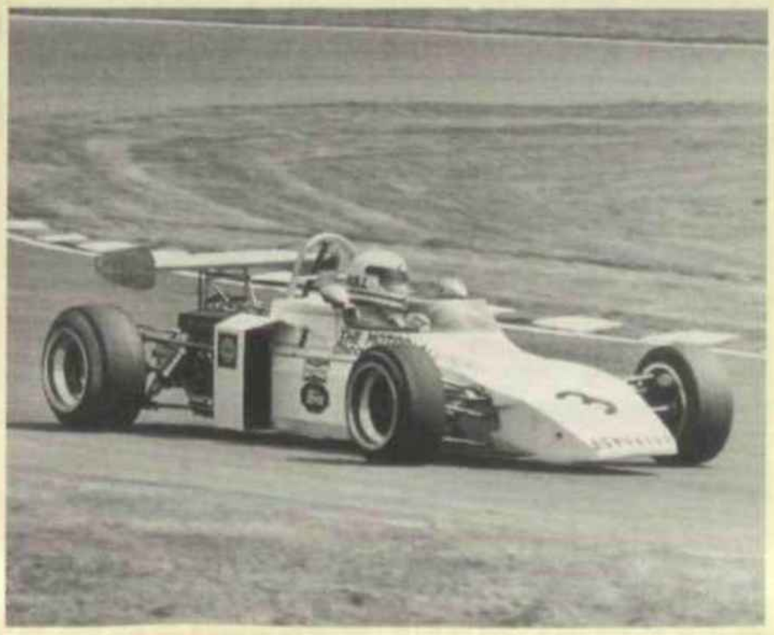
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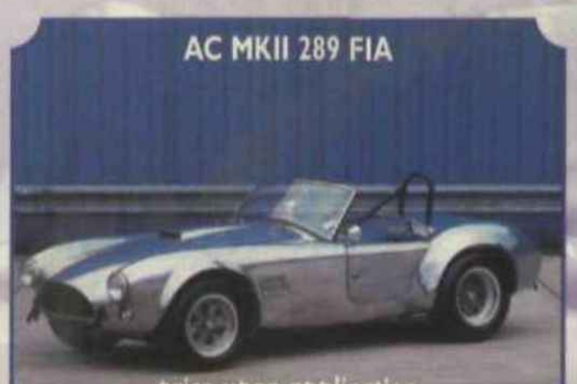
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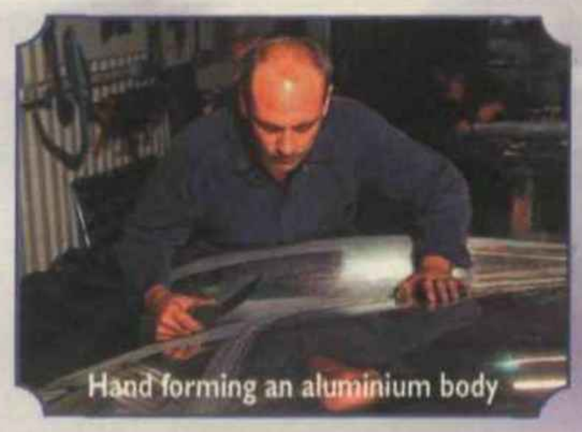

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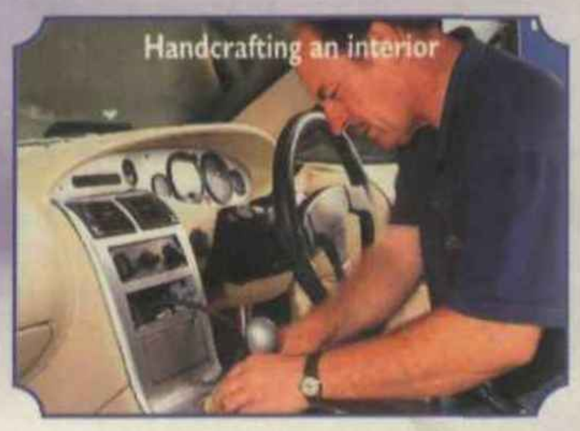


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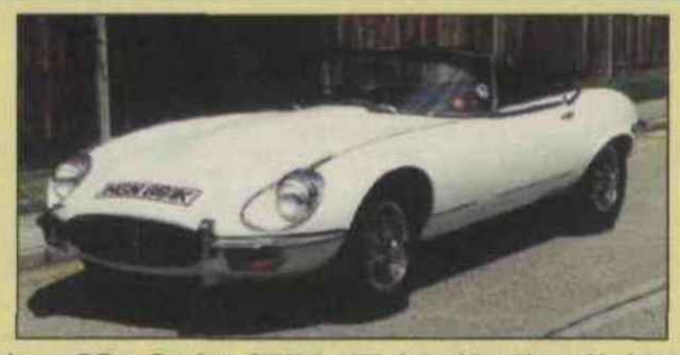
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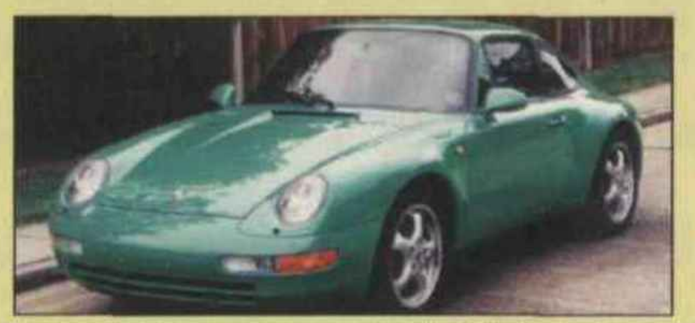
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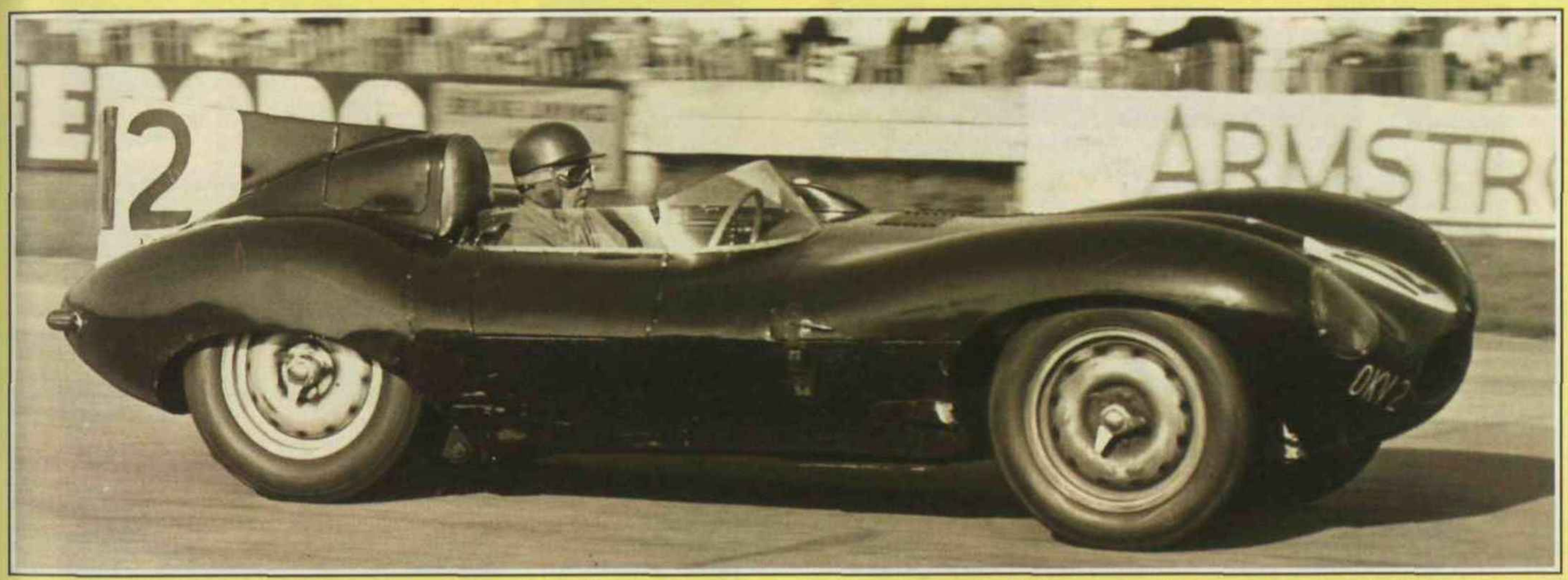


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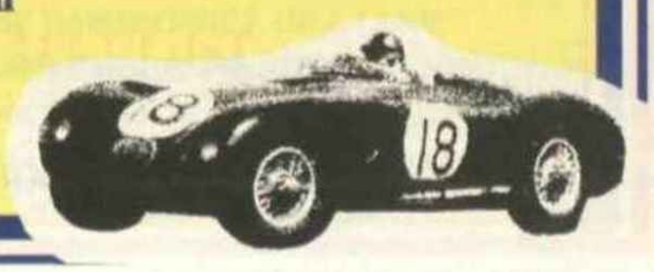

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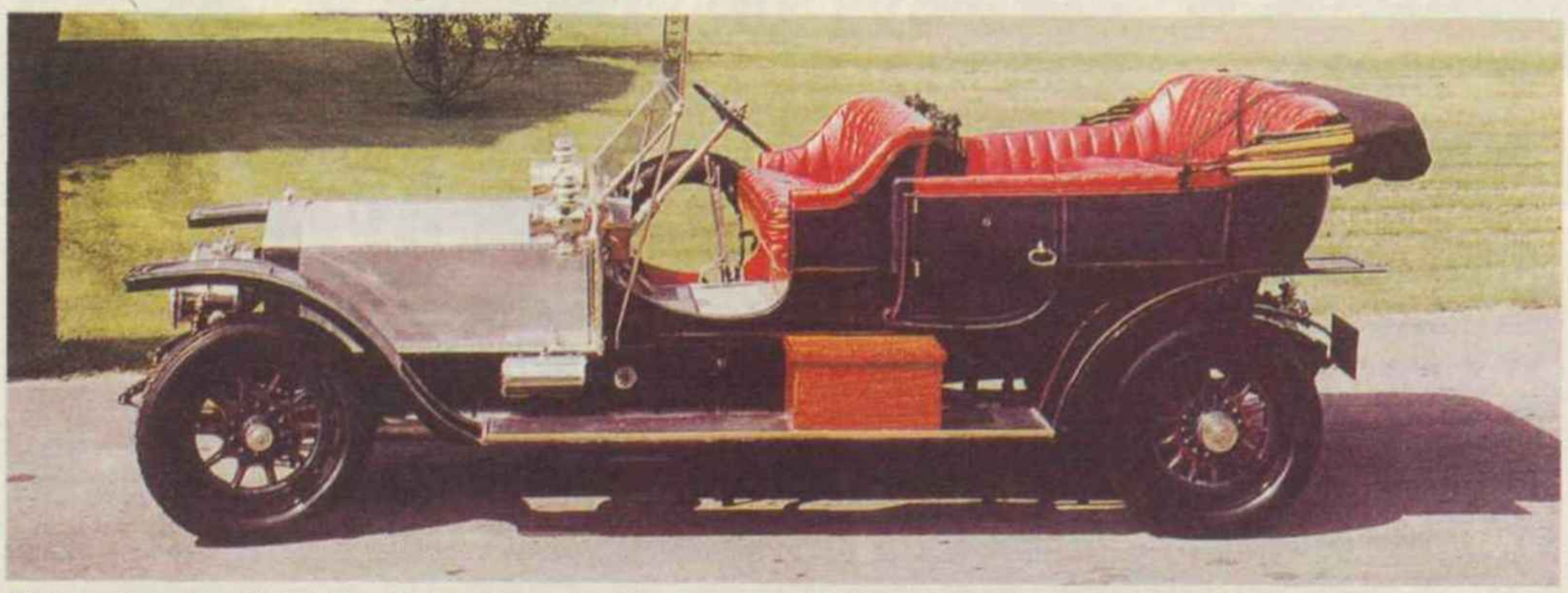
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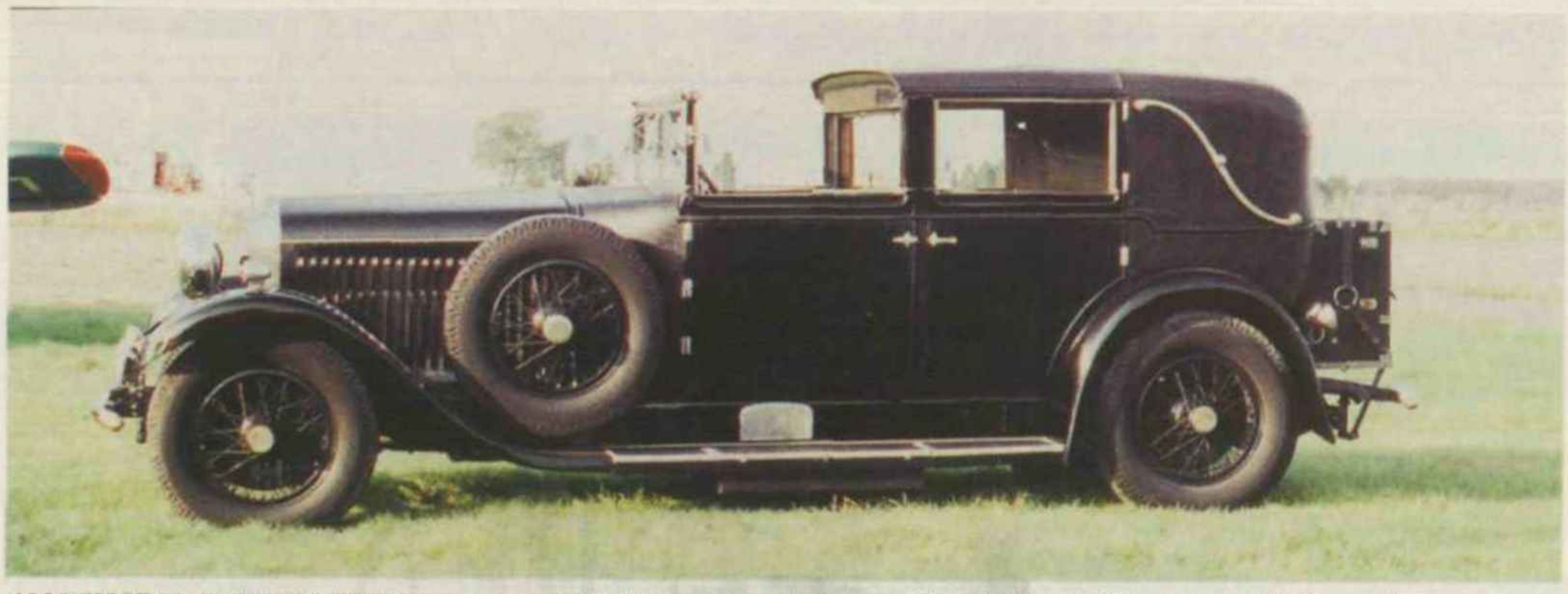


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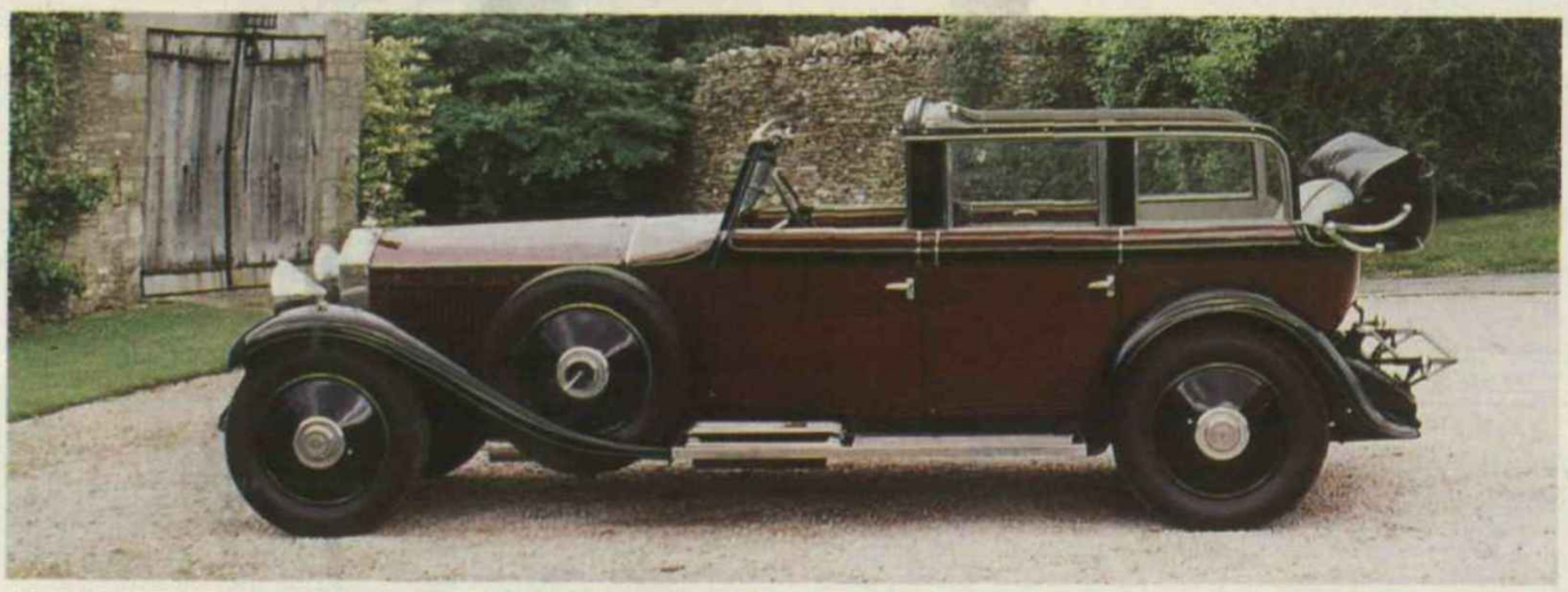
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**New Jaguar XJ220,** RHD, Black, Black Hide, Fabulous Car ..... **£157,950 plus VAT**



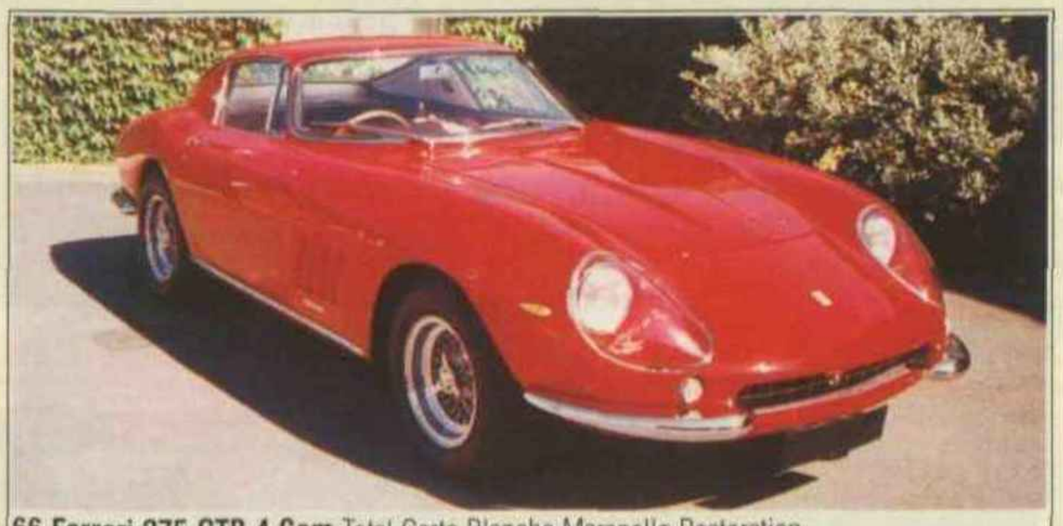
**97 Lamborghini Diablo VT** Metallic Dark Green, Beige Hide, 1 Owner, 5,300 Kms **£99,950**



**98 Ferrari 456 M GTA** Silver, Black Hide, 1,200 miles ..... **£144,950**



**85 Ferrari 288 GTO,** Red, Black/Red Interior, AC, 16,000 Kms, Outstanding Car ..... **£179,950**



**66 Ferrari 275 GTB 4 Cam** Total Carte Blanche Maranello Restoration, Probably 1 Of the Best In The UK ..... **£POA**



**73 Ferrari Daytona** Blue Chiaro, Tan Hide, 19,000 miles,s Original Car ..... **£89,950**

**99 Mercedes E55 AMG** Azurite, Black Hide, Parktronic, Roof, Mega Spec ..... **£62,950**
**98 Mercedes E55 AMG** Silver, Black Hide, Roof, CD, Xenon, 1,300 Miles ..... **£58,500**
**98 Mercedes E55 AMG** Silver, Black/Silver Hide, Parktronic, Good Saving ..... **£57,500**
**99 Mercedes E430** Black, Mushroom Hide, Glass Roof, Total Spec ..... **£Huge Saving**
**99 Mercedes SL320** Silver, Black Hide, Glass Roof, CD, Delivery Miles ..... **£61,950**
**98 Mercedes SL320** Silver, Black Hide, Glass Roof, CD, 1,500 Miles ..... **£56,950**
**98 Mercedes SLK** Silver, Black Hide, AC, 4,000 miles ..... **£33,950**
**97 Mercedes SLK** Linarite Blue, Black Hide, AC, 3,000 miles ..... **£32,450**
**97 Mercedes SLK** Silver, Black Hide, Full AMG Body & Alloys, 13,000 miles ..... **£33,950**
**90 Mercedes 500SL** Almandine, Cream Hide, AC, CC,R'st, Big Spec (H) ..... **£34,950**
**89 Mercedes 300SL** Signal Red, Mushroom Hide, Rear Seat, 35,000 miles ..... **£24,950**
**97 Mercedes S500L** Ruby, Mushroom Hide, 5,000 Miles, Cost £75,000 New ..... **£42,950**
**97 Mercedes CLK200 Sport** Tourmaline, Black Hide, AC, Glass Roof ..... **£31,950**
**92 Mercedes 300CE** Blue/Black, Mushroom, AC, Roof, As New, 29,000 miles ..... **£19,950**
**90 AM Zagato Volante** *Chichester Blue, Grey Hide, Only 900 miles, Unique* ..... **£89,950**
**88 AM Vantage** Winchester Blue, Magnolia Hide, 7,000 miles, Automatic ..... **£72,950**
**86 Audi quattro Sport SWB** White, Chassis no. 905206, 22,000 kms ..... **£39,950**
**96 Audi A8 4.2 quattro Sport** Tiptronic, Ming Blue, 17,000 miles, 1 Owner ..... **£38,950**
**New VW Golf GTi 1.8 T** 5 Door, Silver, Black Hide, AC, CD, Huge Spec ..... **£22,450**
**New VW Golf GTi 1.8 T** 5 Door, Black, Black Hide, AC, CD, Huge Spec ..... **£22,450**
**96 Ferrari F50** Red, Red/Black Hide, 4,000 Kms, UK Supplied, Fabulous Car ..... **£POA**

**96 Ferrari 456 GT** Blue le Mans, Tan Hide, 1 Owner, FSH, 9,000 miles ..... **£110,000**
**94 Ferrari 456 GT** Blue le Mans, Tan Hide, Fitted Luggage, 42,000 miles ..... **£74,950**
**96 Ferrari 355 Spider** Verdi Silverstone, Tan Hide, 3,000 miles, As New ..... **£82,950**
**95 Ferrari 348 Spider** Metallic Black, Tan Hide, 6,000 miles, FSH ..... **£64,950**
**94 Ferrari 348 GT Competitione** Red, 1 of Only 10 Built 6,000 miles FSH ..... **£67,950**
**88 Ferrari Testarossa** Red, Tan Hide, 600 miles, As New ..... **£59,950**
**New Jaguar XJ220** Blue le Man, Grey Hide, Fabulous Car ..... **£127,500+VAT**
**98 Porsche 996 Tiptronic** Zenith Blue, Grey Hide, 18" Whls, Roof, 4,000 miles **£66,950**
***98 Porsche 996 Tiptronic*** *Silver, Black Hide, 18" Wheels, 8,000 miles* ..... **£64,950**
**97 Porsche Turbo 4** Flat Black, Marble Hide, Sports Seats, CD, 6,000 miles ..... **£84,950**
**97 Porsche Boxster** Silver, Boxster Red Hide, Lux Pack, 5,000 miles ..... **£39,950**
**97 Porsche Boxster** Silver, Boxster Red Hide, Hard Top, Good Spec (R) ..... **£39,950**
**97 Porsche Boxster** Zenith Blue, Savanna Hide, Lux Pack, 9,000 miles ..... **£38,950**
**98 BMW Z3 2.8 Roadster** Metallic Black, Black Hide, Big Spec, 600 miles ..... **£25,950**
**96 BMW 328i Convertible** Montreal Blue, Silver Hide, Power Hood, 1 Owner (P) **£28,450**
**98 Bentley Arnage,** Peacock Blue, Barely Hide, Only 900 miles Good Spec **£Good Saving On List**
**95 Bentley Continental R,** Peacock Blue, Magnolia Hide, Latest Wheels, 21,000m **£94,950**
**95 Bentley Brooklands,** Peacock Blue, Parchment Hide, 30,000 miles, 1 Owner ..... **£49,950**
**98 TVR Griffith 500** Imperial Blue, Magnolia Hide, 4,000 miles ..... **£32,950**
**98 Lotus Elise** Deep Purple, Magnolia hide, Sport Pack, 178 bhp, 4,000 miles ..... **£24,950**

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# NOSTALGIA

# FORTY YEARS ON

Congratulations to MOTOR SPORT on its 75th Birthday! I bought my first copy in 1959, whilst still at school, and the dreams started there! Reading from back to front soon became established practice, which to some extent remains to this day. In 1964, a small inheritance enabled the purchase of an MGA Twin Cam, which due to its silencing system (or rather, the lack of it) could be heard over a mile away. This occasioned a member of the local constabulary to flag me down to suggest that 'You do your Stirling Moss impersonation round Brands Park (sic)' ~ rather than Ruislip High Street.

By April 1974 'Nostalgia's' half-page ads had been appearing for just over a year. The first of 110 Cobras had been acquired and 'COB 1' debuted at various events. So what did I offer exactly 25 years ago this month? My records show three Lotus Elites for around £1,000, an XK140 for £1,200, the ex Monte Carlo Sunbeam Tiger for £1,400, a MkII Cobra for £3,500, 275GTB Ferrari for £4,500 and the ex Shelby/Bondurant GT40 for £8,500.

I somehow doubt that we'll see another 'times 30' inflation factor over the next 25 years, but whether I shall be a sprightly octagenarian still featuring in these pages is another matter altogether!




Photo ~ Mike Fear

**1966 AC COBRA 427 MkIII COMPETITION ~ L.H. DRIVE. Three year reconstruction by AC Cars Ltd., for me personally, using one of five original MkIII Cobra chassis supplied to Paramount Studios for the film 'Monte Carlo or Bust!'. Full competition spec. ~ 500bhp 7 litre 'side oiler', Ford 'Rug' box, quick lift jacks, rivetted scoop, 'Monza' cap, front wing oil filler etc. Full weather equipment. Featured in many books and as a large portrait in AC Cars own calendar. Substantial, documented history. UK registered (427 CPF). Totally docile for any road use, but awesome performance when unleashed! Top 'Concours' condition, probably the best '427' in Europe & one of the finest Cobras in the world.**



**TWO AC COBRA 289 MkII's ~ R.H. AND L.H. DRIVE. The right hand drive example is an original 1965 MkII in the same ownership since 1976. Full history from new and in exquisite condition.**

**The left hand drive car (photo above) was built by AC Cars Ltd in 1994/5 and is a totally perfect recreation of the 1960's MkII, indistinguishable from the original and the best I've ever seen. UK registered.**



***1995 AC ACE 5 LITRE CONVERTIBLE ~ R.H. DRIVE. Only 50 of these* extremely handsome, luxury AC's were made, totally handbuilt at huge cost with stainless steel chassis & aluminium body. Rare manual version with 260 b.h.p. (0-60 mph in 5.9 secs.); electric everything incl. fully retractable hood, A/C, ABS, multi-stack CD/cassette. Class 1 alarm, immobiliser etc. Lots of specially ordered extras. 1 owner - 2,400 miles. As new. Huge saving on new list price. £55,000 (Superb to drive too!).**

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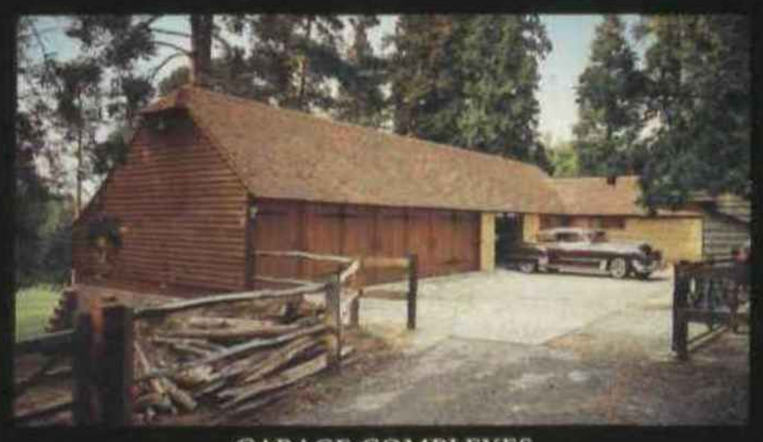
THREE BAY GARAGE No. 180



GARAGE & OFFICE COMPLEX No. 380



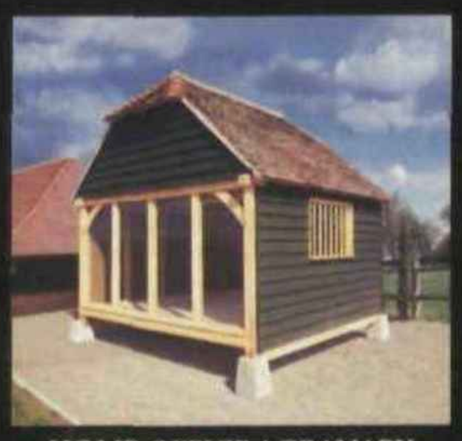
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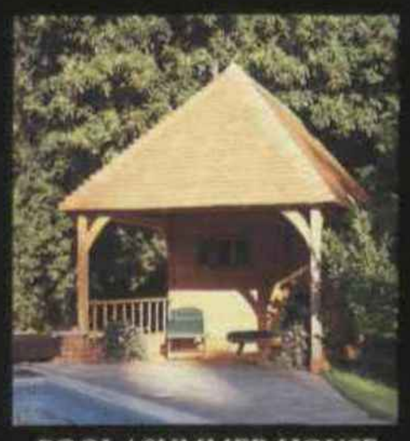
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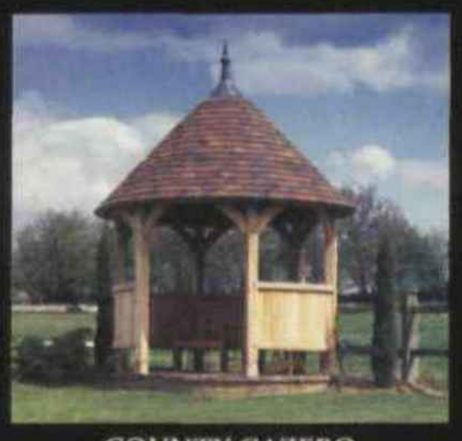
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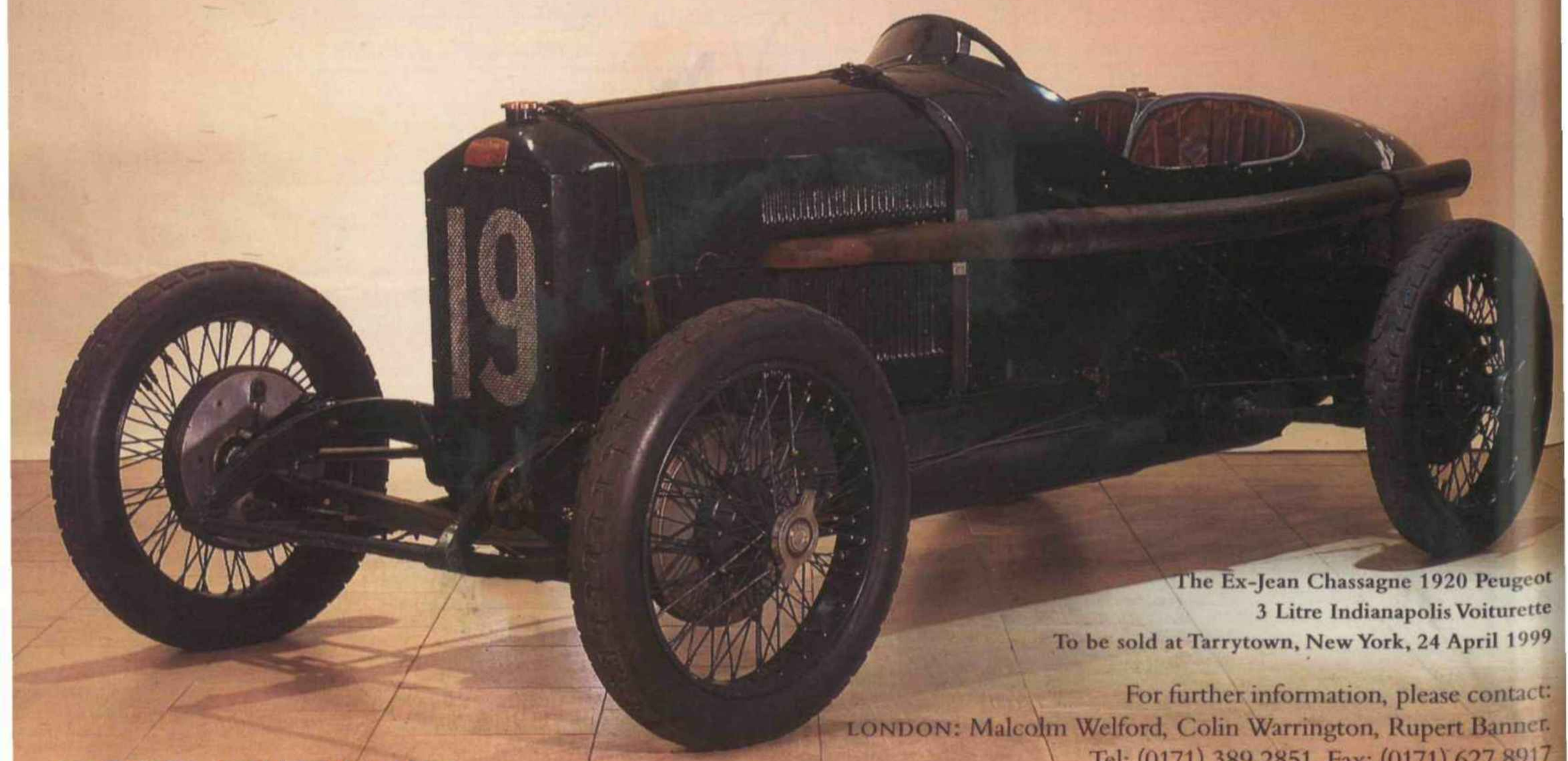
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