MotorSport

acing's greatest moments

March 2006 £4.95

THE GREATEST GRAND PRIX

FANGIO'S MAJESTIC NURBURGRING
DRIVE - IN HIS OWN WORDS



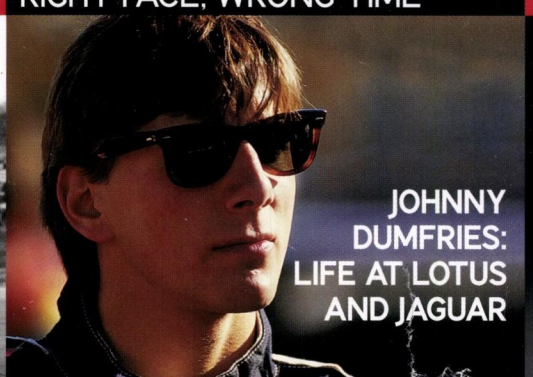
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MERICANS DREAM

OULD TIMMY MAYER
AVE BEEN A CHAMP?



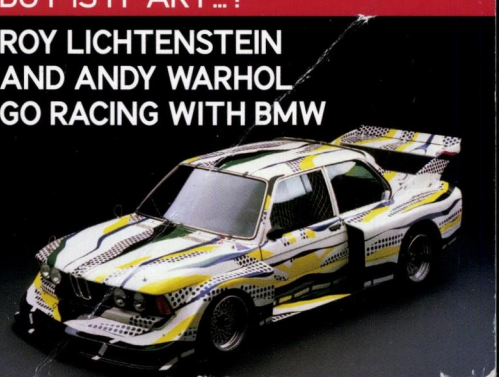
RIGHT FACE, WRONG TIME



JOHNNY DUMFRIES: LIFE AT LOTUS AND JAGUAR

BUT IS IT ART...?

ROY LICHTENSTEIN AND ANDY WARHOL GO RACING WITH BMW



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1932 Rolls-Royce 20/25 Three Position Drophead by Gurney Nutting

The Gurney Nutting Three position Sedanca Drophead Coupe design is without a doubt one of the most elegant and desirable designs to grace any pre-war Rolls Royce. Delivery in 1937 to a LT. Col. George Clark, this original and most handsome motorcar offers the best of both worlds, with a hood arrangement that can be placed in either the sedanca half open position of fully dropped for touring. In addition, when closed, it offers excellent touring with its lined hood for those wet or cold days! The best of luxury pre-war motoring.



1934 Bentley 4 ¼ litre 'Top Hat' saloon by Freestone & Webb

The Top Hat by Freestone and Webb must surely rank as one of the most handsome and elegant saloon designs to be placed on a Bentley chassis. B162 KT is unique, historically important and offered in excellent condition, a must for any consumer of the marque or anybody wishing to enter the Concours D' Elegance competitions or take part in the many rallys and tours for which the magnificent Bentley is eligible.



1935 MG PB Supercharged 'Cream Cracker' Team Car

This superb and entirely correct Cream Cracker Team Car is one of the most correct and authentic historic competition MGs to have ever been offered for sale. The car is offered in superb order throughout with a comprehensive documented history and an impressive record of competitive results. Correct in all respects as a genuine team car from one of the best known and well remembered teams of the pre-war era.



1937 Bentley 4 ¼ Litre Tourer by Vanden Plas

The 4 1/4 litre Bentley was the last of the 'Rolls-Bentley' sporting cars built in the 1930's. In 1936 the 41/4 litre model was introduced, the result was advertised as 'The Silent Sports Car. A rare car, being one of only sixteen, of which only six carried this attractive body, this Vanden Plas four door All Weather Tourer has recently been subject to an engine rebuild and an overhaul of all running gear. Recently used on many Bentley Drivers Club and Rolls-Royce Enthusiasts Club rallies this is a very rare and eminently practicable vintage touring Bentley, accompanied by comprehensive documented history.



1957 Porsche 356A Speedster

Originally delivered to Hoffmans of New York, this car was bought to the UK in 1996 and underwent a comprehensive restoration. Finished in striking Florida green with contrasting black carpets and correct speedster seats, door panels and dash cappings reupholstered in black leather, this fine example is in exceptional condition both bodily and mechanically.



1959 The Ex-Scuderia Centro-Sud Racing Team, Cooper Maserati T51 F1

As campaigned by Von Trips, Bandini and Gregory. Chassis no.12 has been prepared and maintained in recent times by Paul Lanzanti to highest standards. Finished in its period livery, it is eligible for this years Monaco Historic Grand Prix.

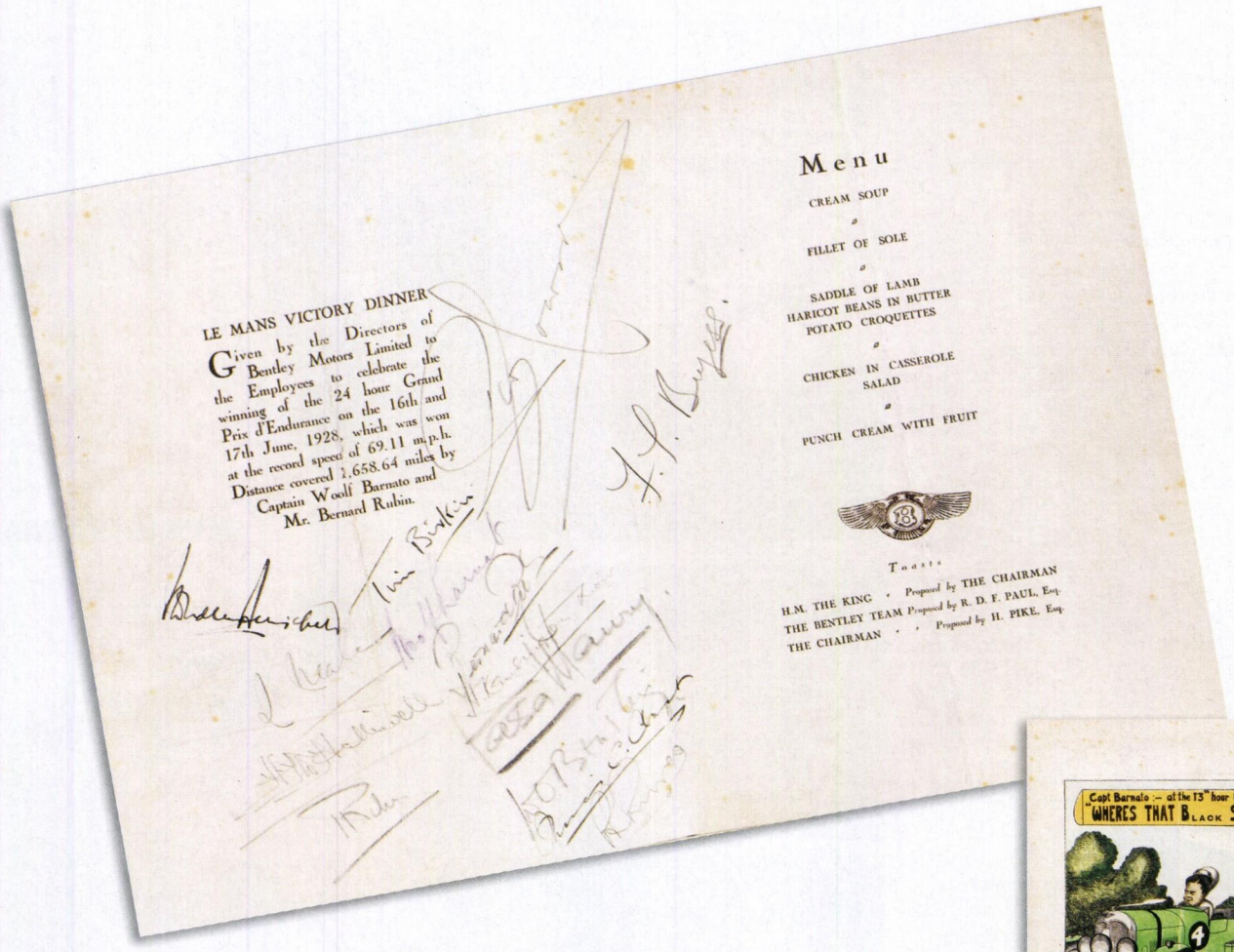
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30-second board

Menu for celebration dinner after Bentley's 1928 Le Mans victory



LE MANS VICTORY DINNER

Given by the Directors of Bentley Motors Limited to the Employees to celebrate the winning of the 24 hour Grand Prix d'Endurance on the 16th and 17th June, 1928, which was won at the record speed of 69.11 m.p.h. Distance covered 1,658.64 miles by Captain Woolf Barnato and Mr. Bernard Rubin.

Menu

CREAM SOUP

FILLET OF SOLE

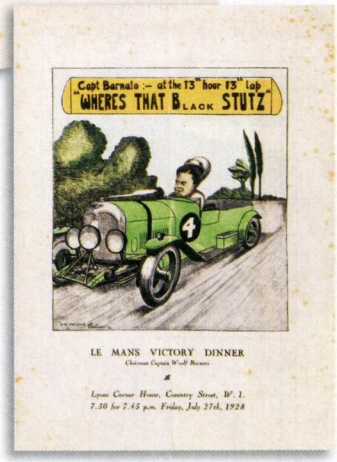
SADDLE OF LAMB
HARICOT BEANS IN BUTTER
POTATO CROQUETTES

CHICKEN IN CASSEROLE
SALAD

PUNCH CREAM WITH FRUIT

Toasts

H.M. THE KING . Proposed by THE CHAIRMAN
THE BENTLEY TEAM Proposed by R. D. F. PAUL, Esq.
THE CHAIRMAN . . Proposed by H. PIKE, Esq.



Cream soup and toasts at Lyons Corner House

When the victorious Bentley team sat down to their celebratory dinner after winning Le Mans in 1928, they must have had one eye on posterity; the assembled crew all signed this menu listing the evening's fare. Woolf Barnato and Bernard Rubin, the winners, plus WO Bentley, Tim Birkin, Dudley Benjafield, Bertie Kensington-Moir and Frank Clement are among those who added their imprimatur to the card, its cover graced by a cartoon of Barnato cursing his Stutz rivals, who had led for over 22 hours.

Despite the glamorous society life led by the 'Bentley Boys', this dinner, given by the firm to its employees six weeks after the race, was not at Claridges or the Savoy. It had a rather more down-to-earth venue – Lyons Corner House in Coventry Street, London W1.

Yet the feast ran to a healthy five courses, with sole, saddle of lamb and chicken casserole before toasts were drunk to HM The King, the Bentley team and chairman Barnato.

Given that the usual form on such occasions would be for everyone to sign a menu and pass it on round the table, there must once have been 10 or 20 specimens. Few now exist, making this a rare item.

It would truly have astonished the cheerful assembly at the Corner House that this piece of cardboard would one day be worth far more than a brand-new 4½-litre from Cricklewood. At Bonhams' auction in December it was knocked down for the sum of £2990.

'It would have astonished them that this would be worth more than a 4½-litre Bentley'

Bonhams

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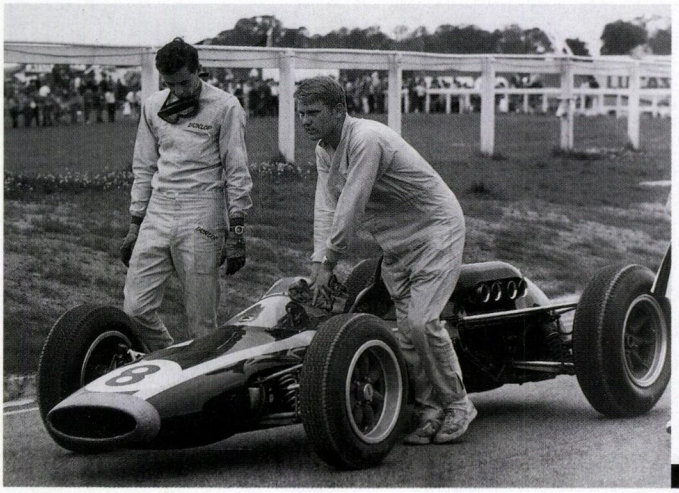
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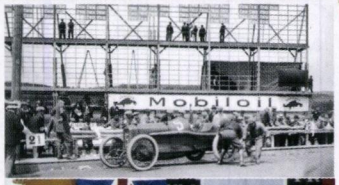
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cover photography
Klemantaski,
LAT, BMW

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You won't be surprised to learn that there are no choices from Magny-Cours



THE GREATEST GRANDS PRIX

as voted by MotorSport readers

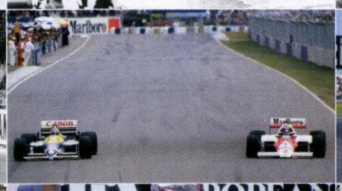






The best 20 races from the first century of grands prix. This is what you voted for...



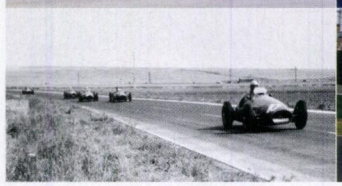



















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Ken Done's take on the M3. If you think this is barmy, turn to p58!

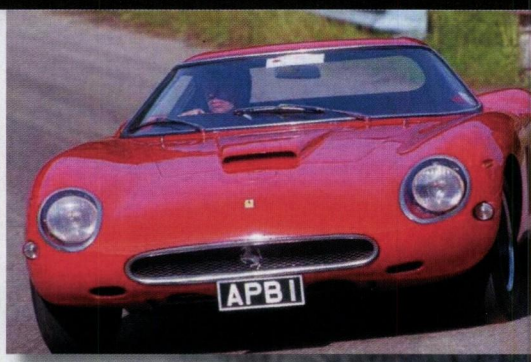
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'Technology makes it harder to appreciate the virtuosity of such as Schumacher, Räikkönen and Alonso unless it's raining'

Marcus Simmons

Off the line

POLL POSITIONS

Thanks to all of you for a very interesting response to our 'Greatest Grand Prix' poll. Before the voting started we had no idea which race would come out on top – there were around 10 that we would have regarded as possibles – but pretty soon it became clear that Fangio's epic drive at the Nürburgring in 1957 was going to get the verdict.

What was interesting is that, the further back in history we look, the more the votes are polarised towards a few events. We did a count of the total number of points for each decade, and in this the 1970s came out on top – although the votes for this decade and the '80s were scattered over a far higher number of races than those that had preceded them. For starters, that's probably indicative of the beginning of the regular televising of Formula One races – as well as the fact that so many of them are more recently wedged in our memories!

I think there's another issue involved here too. It's particularly noticeable that from the mid-1990s on the votes fell away sharply. Of course, this is partly because this magazine's very remit is to focus on history, but equally valid, I believe, is that it's easier to hero-worship drivers from the earlier eras. No-one wants to see anyone get hurt, but part of the essence of motorsport is that this very possibility looms in the background, and admiring the bravery of the participants is one of the key elements of its appeal. Alonso's move on Schumacher at Suzuka last year – around the outside of a 200mph corner – was compelling because of that.

Technology, too, makes it harder to appreciate the latter-day brilliance of such as Alonso, Schumacher and Kimi Räikkönen. It's difficult now to appreciate the virtuosity of an artist (in the same way as Fangio at the 'Ring) unless it's raining.

There are circuits – Spa, Monaco, Suzuka, Brands Hatch GP, Macau, Pau, Goodwood – that still get my pulse racing, allow me to revere the drivers out there on track, but the increasing homogenisation means any future poll like this is still almost certain never to feature a race from Magny-Cours or the Hungaroring, even when the 1990s are looked back upon through rose-tinted glasses. The old Hockenheim forest-blast, while not the most challenging layout, at least offered something different. And now the circuit owners are facing financial ruin because they're struggling to pay for the desecration of the track in '02, when it was turned into what looks more like a car park than a GP circuit. Where's the sense in that?



The pre-2002 Hockenheim: not the best track ever, but at least it was different

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New Formula One season is impossible to call as field gets ready for opening round in Bahrain. Can Renault and McLaren hold off a new Ferrari challenge?

GP battle set to begin

Renault, McLaren-Mercedes and Ferrari should remain the teams to beat in the Formula One World Championship during the 2006 season, which begins on March 12 with the Bahrain Grand Prix.

The Sakhir circuit's third year on the F1 calendar sees it kick off the 19-race schedule, which contains the same races as 2005, although the Belgian Grand Prix is in grave doubt after its promoter went bankrupt.

Bahrain is followed a week later by the Malaysian GP, with the Australian GP next up two weeks later. Then the series heads for Europe, where it will run, interrupted by its two-race American break, until September. The championship finishes off with races in Japan, China and finally Brazil. Many of the races have shifted from their usual dates, including the British GP, which will now take place at Silverstone on June 11.

Renault retains its 2005 driver line-up of Fernando Alonso – who is in his final year with the team before moving to McLaren in '07 – and Giancarlo Fisichella. McLaren sticks with Kimi Räikkönen and Juan Pablo Montoya, but has been suffering unreliability problems with its Mercedes engines in testing.

Ferrari's new 248 (nomenclature returns to Ferrari tradition for this car, which features a 2.4-litre powerplant and eight cylinders for the new F1 engine regulations) could push the Prancing Horse back to the front, especially as Toyota and Williams have joined the Italian team on Bridgestone tyres. Further aiding the Bridgestone users is the axeing of the ban on tyre changes during races. This played heavily into the hands of the Michelin teams last year.

Toyota, represented by Jarno Trulli and Ralf Schumacher, and Williams (Mark Webber and F1 rookie Nico Rosberg) have both shown great pace in testing, raising expectations for some surprise results.

The new Super Aguri team has received approval from the FIA, though drivers had yet to be confirmed as we went to press.



THE F1 LINE-UP

Runners and riders for 2006

Renault Fernando Alonso, Giancarlo Fisichella, Heikki Kovalainen (reserve)
McLaren-Mercedes Kimi Räikkönen, Juan Pablo Montoya, Pedro de la Rosa
Ferrari Michael Schumacher, Felipe Massa, Marc Gené
Toyota Jarno Trulli, Ralf Schumacher, Ricardo Zonta
Williams-Cosworth Mark Webber, Nico Rosberg, Alex Wurz
Honda Jenson Button, Rubens Barrichello, Anthony Davidson
Red Bull-Ferrari David Coulthard, Christian Klien, Robert Doornbos
Sauber-BMW Jacques Villeneuve, Nick Heidfeld, Robert Kubica
Midland-Toyota Tiago Monteiro, Christijan Albers, Markus Winkelhock
Toro Rosso-Cosworth Vitantonio Liuzzi, Scott Speed, Neel Jani
Super Aguri-Honda Takuma Sato, Yuji Ide/Sakon Yamamoto



New F1 challengers from Ferrari, Renault (right) and McLaren (above). Aero work defined by limited power from smaller engines



New teams for F1 in '08

Roger Penske, Gerhard Berger and David Richards are among the top names in motorsport to have declared an interest in setting up Formula One teams for 2008.

Their revelations come in the wake of plans from FIA president Max Mosley to reduce annual budgets for competitive teams in F1 from £200 million to £75m. This would come through banning 'breakthrough' performance-enhancing technologies, along with the introduction of standard gearboxes and ECUs and an engine rev limit.

Former F1 race winner Berger, whose most recent role was as a competitions chief of BMW, told our sister magazine *Autosport*: "If the costs are brought down it could be worth thinking about it. But this can only happen for 2008. In the case of lower costs it could become an issue."

Penske was last involved in F1 when he ran a team from late 1974 to the end of '76, though his team is still a top contender in Indycar and NASCAR racing in the States. Prodrive supremo Richards has acted in F1 as team principal of both Benetton and BAR.



Austria '76: John Watson takes only F1 win for Penske (unless you count Frank Sytner's)



Autosport International's display celebrating 100 Years of Grand Prix Racing proved a highlight of the Birmingham NEC show in January. Pictured is the Maserati 8CM - the display was bookended by Renaults from 1907 and 2005

UK date for Masters

Silverstone will host a round of the Grand Prix Masters series on August 13, meaning that Nigel Mansell will get the chance to return to the scene of his British Grand Prix wins in 1987, '91 and '92.

The series, for retired Formula One drivers over the age of 45, will christen the new Losail circuit in Qatar for international car racing on April 29 - the track already hosts World Championship motorcycle racing. It then moves onto Monza on June 18, Silverstone in August, an unconfirmed venue on October 1 (in the Americas or the Far East) and finishes at Kyalami, scene of the successful pilot race last year, on November 12.

The date is a further boost to Britain's international calendar, which contains dates of all major European-based series (see below).

BIG EVENTS IN THE UK

Where to catch the top modern championships in 2006

May 7 Silverstone	FIA GT Championship
May 21 Brands Hatch	World Touring Car Championship
June 10/11 Silverstone	GP2 Series
June 11 Silverstone	BRITISH GRAND PRIX
July 1/2 Brands Hatch	Formula Three Euroseries
July 2 Brands Hatch	DTM (German Touring Cars)
August 13 Silverstone	GP Masters
August 27 Brands Hatch	A1 Grand Prix
August 27 Donington Park	Le Mans Series
September 10 Donington Park	World Series by Renault
December 1-3 Cardiff	World Rally Championship



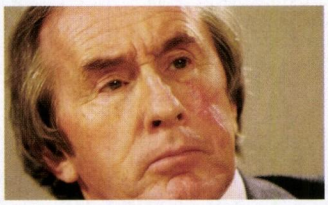
Piquet family flanks Bouchut, with Kanaan and Castroneves to the left

JYS TO STAND DOWN AS BRDC PRESIDENT

Three-time World Champion Sir Jackie Stewart has announced that he will not be seeking re-election as President of the British Racing Drivers' Club when his current reign runs out during the spring.

Stewart has been a particularly high-profile head of the club, primarily during numerous run-ins with F1 chief Bernie Ecclestone, and then due to a failed coup by former chairman Ray Bellm, who tried to oust him from the board.

"During my time as president we have fought many battles, not least almost annually the one to retain the British Grand Prix," said Stewart. "I will continue to give the BRDC my support and goodwill."



Stewart will end his six-year reign

PIQUET WINS RACE IN ASTON MARTIN!

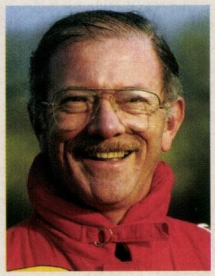
Nelson Piquet returned to the top step of the podium when he co-drove an Aston Martin DBR9 to victory in the Mil Milhas sportscar race at Interlagos.

The Brazilian legend teamed up with his son Nelson Angelo Piquet, two-time Indy 500 winner Hélio Castroneves and GT wizard Christophe Bouchut, although Piquet Snr drove only one stint.

Second was an ex-DTM Merc driven by Tony Kanaan, Raul Boesel and Pedro Lamy!

My first race

Cooper T72, Goodwood, 1964
by **Jean-Pierre Jaussaud**



Jim Russell opened a school at Magny-Cours, and I won a Cooper-BMC F3 car. I had to collect this car from England and said to John Cooper I would like to do a race so I could get to know it. He said, 'There's one at Goodwood; you can race it there.'

I got an entry and I wasn't bad: fifth in practice. Jackie Stewart was on pole. I wanted to make a very good start, and I put my car a metre behind the white line. Tony Brooks was waving the start flag and I was the only one moving gently forwards – I thought he couldn't see me – but when I got to the white line I had to stop. That's when he put the flag down, and I was the only one left on the grid!

It took a long time to start the engine again, and I was the last one to arrive at the first corner. But it was a very good race and I eventually finished eighth. The public were very impressed, because the commentator only spoke about Jackie and me! I liked the car very much, but I crashed it in Monaco during my fourth race so it was finished. It took me three months to get a new car!

...and my last race

Paris-Cape Town Rally, 1992

My last real races were with a private Sauber in the '87 World Sportscar series, although I did Porsche 944 Cup races in France until '89. By then I was concentrating on the Paris-Dakar: I did it eight times. I stopped competing only because of money, otherwise I would still be driving it: the costs have gone up so much. **AC**



From F3 to trucks, this double Le Mans winner was versatile

LAT DPPI

Obituaries

British London-Sydney Marathon winner; American sportscar racing pioneer

Colin Malkin

This underappreciated rally star died in January aged 63. The eldest son of a Coventry motor dealer and rally driver, Colin Malkin soon found himself rallying and rallycrossing with Mini Coopers and a Lotus 6. With his 'Motor City' connections he was loaned a works Imp for the 1966 Circuit of Ireland, where he won his class and took seventh overall. With his own Imp he finished 10th on the Welsh Rally before tackling the Monte Carlo in '67 – thanks to a deflating tyre he wrote off the car. He subsequently took to racing with a Lotus 7, winning six times from eight starts.

By '68 he had a new rally mount: a Sunbeam Californian. The season started with a win; then he completely destroyed the car on the Circuit of Ireland. Rootes stepped in and lent him an Imp for the Scottish, where he finished third overall. The upshot was that he got the Imp for the rest of the year and won all three major British nationals. Things got even better when he went with Andrew Cowan and Brian Coyle on the London-Sydney at the end of that year and won with the unfancied Hillman Hunter.



Colin Malkin on '73 RAC aboard CDT Avenger: he was 17th. His talent deserved better

For 1969 he stayed with Rootes, but in '70 he had a chance with Ford which put him in an Escort for the World Cup, though a traffic accident put him out and no further drives were forthcoming. Back at what was now Chrysler, his Avenger was never on terms with a BDA Escort. Even so Malkin still took class wins on the TAP, Scottish, Welsh and RAC.

Malkin next teamed up with Cowan at Mercedes, winning the London-Sydney again in '77. After retiring from driving he worked for Mitsubishi as WRC coordinator right through the 1990s. **JDFD**

John von Neumann



American sportscar road racing pioneer John von Neumann (left) died in December, aged 82.

A talented driver and motorcyclist, he was an early member of the SCCA and found some success with an MG TD before switching to Porsches. Through his Competition Motors concern, he was a regular winner on the West Coast in 356, Carrera and 550 Spyder models, also fielding a raft of Ferraris: with the exception of Luigi Chinetti, nobody did more to further the Maranello marque Stateside in the '50s.

Forever downplaying his ability as a driver, von Neumann's importance in US motorsport lore is more down to his role as a talent scout: he gave drives to numerous future stars, including Phil Hill and Richie Ginther during their rise to prominence. He also funded the latter's race team after he quit driving. Ginther later married von Neumann's ex-wife Cleo. Von Neumann had lived in recent years in Switzerland and continued to participate in historic events. **RH**

Fred Bushell

In Lotus history he will always be remembered as the man who assisted Colin Chapman and others in defrauding British taxpayers out of millions of pounds during the De Lorean scandal.

Bushell first came into contact with the marque in 1954 after walking past a pub, owned by Colin Chapman's father, which had the embryonic Lotus concern sited behind it. He remained a loyal and close aide to Chapman, helping the firm stay afloat and becoming the company's chairman following Chapman's death in December '82.

Bushell served three years for the De Lorean affair, bearing the brunt of the government's ire as De Lorean refused to return to the UK to face charges. He was later a director of Classic Team Lotus. **RH**

Desmond 'Dizzy' Addicott

This well-known club racer and flying ace died in December following a road accident. He was 80.

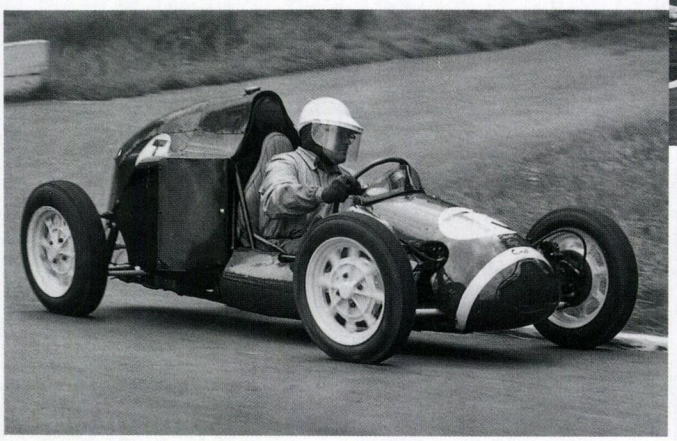
Addicott joined the RAF in 1941 and was later a test pilot for BOAC and Vickers. On starting racing in the mid '50s, this affable character proved quick in a Lotus 15 with Buick V8 power and an Alfa-engined Elva Mk6 sports-racer, also competing internationally in an Elva 100 FJunior and a DKW 800S in the ETCC. With Paul Emery he created the DART, which served as a basis for the Mini Marcos.

On retiring from racing he used his flying skills in movies such as *Mosquito Squadron* and gave lessons to synth popster Gary Numan. **RH**

Mystery car competition

A year's free subscription is the prize for the knowledgeable reader who recognises this month's offering from LAT Photographic's archives. Answers must be received by Friday February 24. In the event of there being more than one correct answer we will favour the entry with the fullest information. Good luck!

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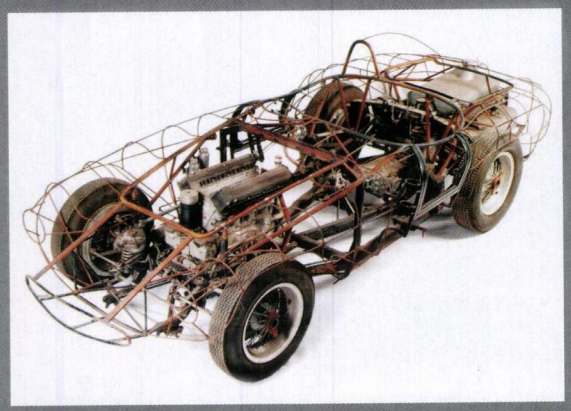




Last month: Matich-Repco A53
Where & when: Oran Park, Feb '74
Winner: not exactly a bumper crop this time around. German F5000 historian **Wolfgang Klopfer** came up with the most comprehensive answer, recognising Bob Muir racing in the fifth round of the '74 Tasman series. Constructor Frank Matich had been electrocuted and burned the week before so handed the car over to Muir, who retired it on the 69th lap.

Bonhams 1793

RAF Museum, Hendon, London
Monday 24 April
Collectors' Motor Cars and Automobilia



1955 Ferrari 3-litre 500/750 *Mondial/Monza Spider Corsa.*
Estimated £180,000 - 200,000 and sold at Hendon for £353,500.



Bonhams' Spring auction, at the RAF Museum, Hendon, boasts a well-proven setting in which to sell Collectors' motor cars, having regularly seen outstanding examples change ownership for exceptional prices.

Renowned for its association with collectors' cars in the past, this historic venue provides an outstanding environment in which to present motor cars for sale, within a theatre of historic aircraft for which Hendon has become internationally famous.

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Escort of Christian Kornherr/Andreas Wollinger was beaten to après-ski by the event-winning Kohler family (below)





Hmm... a Ford Falcon on ice. Somehow Swedes Mats and Stina Lindén finished 25th!

EVENT OF THE MONTH

Historic ICE Trophy

One week before the World Cup ski racers arrived, it was four-wheeled action on the ice. René de Boer issues a snow report

Photography by Historic Ice Trophy

The Austrian twin-village of Altenmarkt-Zauchensee, in the middle of the wonderful Amadée-region – one of the world's largest skiing areas – is best known as the headquarters of the famous Atomic ski brand, the title-winning equipment of the likes of Bode Miller and Hermann Maier. But there is also motorsport action to be found, obviously in the snow, and this year saw the second edition of the Historic Ice Trophy, a regularity run for classic cars.

Founding father of the event is car anorak Robert Weitgasser, who used to take part in some winter rallies for classic cars but wasn't quite satisfied with what he found. "In fact, in our opinion, most of the events we attended were quite boring," he says. "We wanted something more exciting for ourselves, while also allowing others to take part and have some fun." So together with his sister Lisl he set up his own event, both having clearly inherited the motorsport bug from their father. "Some 20 to 25 years ago our father organised so called 'skijoring' events in Altenmarkt, where skiers were being pulled by cars. This was a big





Above: Constantin and Christian Kletzer took runner-up position in their Porsche 911. Right: this Trabant S601 finished fourth! Hero worship of Herbert Margreiter and Konnie Aisleitner begins here. Below: big entertainment as BMW 2002 of Dieter Huber fends off the successful Porsches





Above: Johnny Cecotto in BMW M3, complete with leather seats and "all luxurious stuff". Left: rally star Rudi Stohl did his stuff in a Lada. Below: just to complete the 'unusual competition cars' theme, Christian Ondrak and Norbert Berger drove this Abarth 595





success in the beginning, but after a couple of years interest decreased."

Weitgasser's plans were met with enthusiasm by local farmers, who offered their land as competition ground for the 2.5km track: "In November we started flooding the land to create the ice floor, and every time snow fell we drove on it with the big trucks from the fire brigade to strengthen the snow." Last year's inaugural event was hampered by a slight lack of snow, but it still attracted 35 competitors.

The snow shortfall in the previous year was more than made up for during this year's second edition, which had 52 teams taking part. Apart from the Austrians there were competitors from Germany, Sweden and Italy, plus Venezuela's ex-motorcycle World Champion and F1 racer, Johnny Cecotto. Cars taking part ranged from Mercedes-Benz 230 SL, Porsche 911, BMW 2002 and Lancia Fulvia to the Ford Falcon which starred on the 1964 Monte Carlo Rally, an ex-works Safari Rally Lada driven by Austrian rally ace Rudi Stohl, a Trabant S601 and even a Volkswagen T2 bus!

The event included a regularity run on two days, where the drivers had to set their standard time themselves and then try to get as close as possible during their timed runs. Weitgasser: "This allows everyone to compete at their own level, irrespective of their ability and cars, rather than having to keep an average speed that is equal for everyone. Still, we had average speeds of up to 50 km/h, which is not bad on snow." On Friday victory went to Austrian pairing Hermann Schwarz/Thomas Matzelberger with a VW Beetle, while Siegfried and Angelika Kohler took the spoils on Saturday with a Porsche 911, finishing ahead of Constantin and Christine Kletzer with a similar car and Hannes and Beatrix Erfurth with a Volvo 122S. The sputtering Trabant of Herbert Margreiter and Konnie Aistleitner finished a creditable fourth.

Cecotto didn't show in the top ranks, but still enjoyed the event very much: "It was fun, although they gave me a 1990 BMW M3 with leather seats and all luxurious stuff in it. That car was not ideal and to be honest ice racing is not really my favourite driving style either, but I still had a great time!" M



Nigel Roebuck's Legends

Ferrari enjoyed a walkover in the 1960 Italian GP when the British teams boycotted the banked Monza. And Richie Ginther proved his 'supernatural' powers

Through the 1959 season John Cooper's little company in Surbiton was still the only one building, and racing, rear-engined grand prix cars. Colin Chapman was running his 'mini-Vanwall', the Lotus 16, and Enzo Ferrari was implacable in his conviction that the right place for the driver was behind the horses. "During practice at Monza," said Cooper, "he told me he would never *ever* build a rear-engined car..."

Not for the first time, the Old Man was being perhaps a touch disingenuous. By the beginning of the 1960 season, every other team had finally followed Cooper's lead, but Ferrari wasn't too far behind: at Monaco Richie Ginther made his Formula One debut for the team – and in a rear-engined car.

Somewhat bulky, it borrowed more from Cooper than Chapman – perhaps not surprising, since a Scuderia Centro-Sud Cooper-Maserati had been on the premises at Maranello for some time. The Ferrari's initial showing was not, though, without promise, Ginther's qualifying time identical to that of the front-engined Dino 246 of Phil Hill, a man of greater experience and one already familiar with Monaco.

Neither Hill nor Wolfgang von Trips so much as tried the new car, which finished sixth in the race and never raced again. Through the balance of the '60 season Ferrari continued with what it knew best.

Hill loved this final expression of the Dino 246: "It was kind of the classic, orthodox Formula One car, and it marked the end of the racing car as it had been for decades. Of course we were being left in the dust by the Coopers and Lotuses through the turns, but by 1960 the Dino at least had independent rear suspension, and – for a car of that kind – was very manageable, like a Maserati 250F. Just a wonderful machine. I liked it probably more than any other single-seater I ever drove."

In terms of competitiveness, though, Hill and his team-mates were right up against it in 1960. Somehow he finished third at Monaco, and at Oporto disputed second place, but in reality it was only at 'horsepower circuits' like Spa and Reims, where he valiantly took on the dominant Jack Brabham, that Phil and Ferrari were a true threat.

Another such was going to be Monza – where, of course, a Ferrari victory was earnestly desired. That being so, it seemed to the organisers a sound plan to allow Enzo's cars every opportunity to capitalise on their power advantage and to run the Italian Grand Prix on the combined circuit, incorporating the legendary banking.



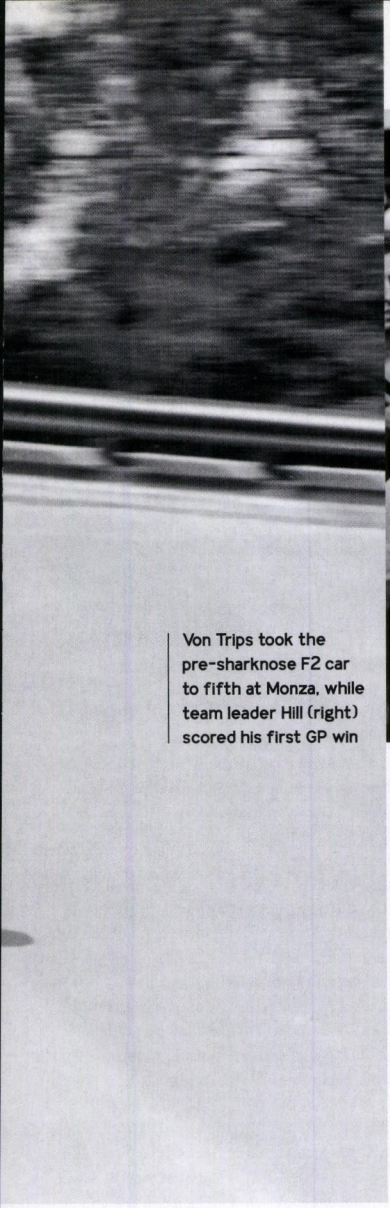
This had last been used for F1 in 1956, and many of the drivers had misgivings about it. With the cars pressed down into the banking, all suspension travel used up, they felt there was a high chance of failures, and at very high speed.

It was for that reason that the F1 brigade had boycotted the first Race of Two Worlds in 1957, thus allowing the USAC roadsters to gain a complete walkover. Against their better judgment, some did take part in the 1958 race, but a terrifying accident to Stirling Moss, caused by steering failure, did little to assuage their fears.

So, when it became known that the banking would be in use again for the 1960 Italian Grand Prix, the British teams voted to boycott the event. And that left the Monza organisers in something of a quandary: who could be found to fill up the grid?

Ferrari, not surprisingly, helped out as much as he could – or, rather, spotted an opportunity to give his new F2 car another run. This rear-engined creation, the forerunner of the glorious 'sharknose', had made its debut in the Solitude Grand Prix a few weeks earlier and comprehensively defeated four factory Porsches, to say nothing of the Coopers and Lotuses. As then, von Trips would drive it, alongside the Dino 246s of Hill, Ginther and Willy Mairesse.

Following his debut at Monaco, Ginther's only other F1 outing had been at Zandvoort, so Monza was important to him. It was during the build-up to the race that his reputation as a test driver – which became legend at Maranello – took seed. "I never could bring myself to abuse an engine," Richie said. "If I felt the





Von Trips took the pre-sharknose F2 car to fifth at Monza, while team leader Hill (right) scored his first GP win

'I said the engine would blow in 12 laps. And, would you believe, it did!'

thing tighten, I'd shut it down rather than run another lap and blow it to hell. It was something the Ferrari people found hard to understand!

"How many senses do we have? Five, right? Well, the Ferrari people always thought I had six! That went back to a Monza test day, just before the Italian Grand Prix in '60. I was supposed to do a number of laps, but I came in early because I could sense something was wrong. They got agitated and said, 'It's not time yet, don't you know?', that sort of thing.

"I said, 'Wait a minute. This thing's going to blow up – there's a vibration in there that's not right.' But the mechanics fired it up again – *wham*, *wham*, *wham* – and then said everything was OK, and I should go back out. I said no, and so they put poor old wild Willy in…

"I said to all the guys, 'Hey, that thing is going to blow in 12 laps.' And, would you believe, it did! Not on the 10th, not on the 15th, but the 12th. I mean, I'd just picked a figure out of the air, but from then on they thought I was magic! They really believed that I had some sense that nobody else had…"

Only 16 cars went to the grid, and seven were F2 machines, the pick of them – von Trips's Ferrari apart – a pair of Porsches for Hans Herrmann and Edgar Barth. On pace the only cars within shouting range of the Ferraris were Giorgio Scarlatti's Centro-Sud Cooper-Maserati and a Cooper-Ferrari, entered by Scuderia Eugenio Castellotti, for sportscar ace Giulio Cabianca.

In point of fact, there was a moment during practice when it appeared that four of the 16 entries might be wiped. There may not have been many spectators on hand, but, as always at Monza, there were plenty of police, and one of them clearly hadn't been briefed about the pitfalls of trying to keep Enzo Ferrari out of the pits…

The Old Man flew into a rage and ordered that his cars be loaded into their transporters. Only after a good deal of grovelling by the authorities was he persuaded to change his mind.

Given that Ferrari's drivers had no one to beat, it wasn't easy for Ginther to impress, but he did his best. After qualifying second to Hill, he took the lead from the start – and at the end of the first lap the pair of them came by *13 seconds* clear of third man Mairesse!

In point of fact, Willy had been directed to hang back, to 'tow' the F2 Ferrari of von Trips away from the riff-raff, many of whom were in F1 cars, albeit of dubious quality.

After tailing Ginther for the first half of the race, Hill duly moved by, pulling away to win by a comfortable 25 seconds. Mairesse finished third, but Ferrari symmetry was ruined by Cabianca, who drove a really fine race to fourth ahead of von Trips and the little 156.

The following June, while testing for Scuderia Castellotti, Cabianca was killed in a bizarre accident at Modena – ironically the track at which Eugenio himself had died. The Cooper-Ferrari's throttle stuck open and the car smashed through the circuit gates and out on to the road beyond, where it hit a taxi, whose three occupants also lost their lives.

Hill's victory at Monza was the first by an American in a grand prix since Jimmy Murphy's win in France back in 1921. It was also assuredly the last by a front-engined car.

The following year, now in a rear-engined 'sharknose', Phil not only won the Italian Grand Prix again, but also clinched the World Championship. Once more the race was run on the combined circuit, complete with banking, but this time there was a full field of 32 cars, the Brits deciding perhaps they could race there after all… M

Cult heroes

LARRY PERKINS



He arrived in Europe with a big reputation, shone briefly and then headed home to Australia to clean up in the Bathurst 1000.

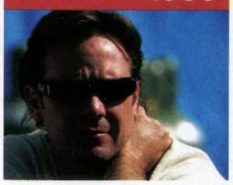
Perkins's first full season of racing was in Formula Vee in 1970. Two years later he won the national F2 series, then headed for Europe. After decent showings in F3 he became embroiled in Chris Amon's eponymous F1 squad, failing to qualify at the 'Ring in '74. A year later he rebuilt his reputation by taking the Euro F3 title with the works Ralt RT1 before unravelling all the good work with the Boro in F1 a year on. His big break occurred when he replaced Carlos Reutemann at Brabham for the final three races of '76, but he failed to sparkle.

A few outings with Stanley-BRM and Surtees a year on didn't improve his fortunes and he returned home to win the '79 F5000 title. Two years earlier he'd made his first Bathurst start, finishing third. 'The Cowangie Kid' would net a hat-trick of victories in the 1000 from 1982 to '84 and a further three in the '90s. Nowadays he spends his time running his race team and restoring tractors. RH

TRACK BACK

40/30/20/10 YEARS AGO

1996



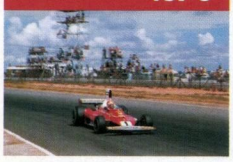
Ganassi Racing's Jimmy Vasser wins the opening round of the Indycar World Series at Homestead in his Reynard-Honda after early leader Paul Tracy retires.

1986



Spectator deaths throw rallying into turmoil on the Portuguese Rally. The works teams withdraw and Joaquim Moutinho wins in his Renault 5 Turbo.

1976



Ferrari's Niki Lauda comes out on top in the South African Grand Prix at Kyalami, finishing ahead of McLaren drivers James Hunt and Jochen Mass. Jody Scheckter is fourth.

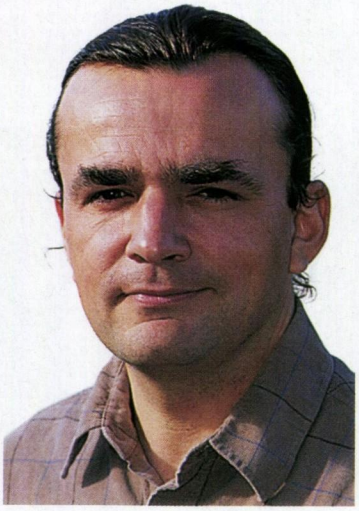
1966



Newly crowned Tasman champion Jackie Stewart runs away with the final round at Longford, finishing two minutes ahead of BRM team-mate Graham Hill. Jack Brabham is third.

LAT: McKlein

Adam Cooper's Trackforward





Another McLaren breakdown: Gary Paffett gets ready for a walk back to the Barcelona pits

Who is going to find the winning energy in F1's power cut? It's too close to call right now

You've heard it many times before at this time of year, but as we head into what promises to be a fascinating season, there really is a sense that 2006 represents a step into the unknown.

Just as rules stability allows the pack to close up, as was evident last year, so a major set of changes serves to shake things up. The switch to V8 power has proved to be a major undertaking – while most engine men admit that they were able to carry over a lot of knowledge from the V10 era, the downsizing has had a much wider impact, especially on aero departments.

The emphasis has switched from finding every last scrap of downforce to improving overall efficiency in a general quest to find straightline speed sapped by the power cut. In turn the smaller engines have allowed designers to create tidier and less draggy rear ends, while the reduced cooling requirement has also favoured drag reduction. All this means that the guys in the wind tunnels have been as busy as if they'd been saddled with a major rules change, and not all of them will have got it right.

The final year of tyre competition is of course key to what happens this year. With the teams now shared out on a more equitable basis Bridgestone is in a much stronger position, but it would be wrong to assume that the return of race tyre changes will automatically see the Japanese company bounce back to where it was in 2004, or that Michelin will do a worse job than it did last season. The contest really is wide open, and will no doubt ebb and flow as the year goes on.

So who's looking good? At the time of writing the last of the new cars were making their testing debuts,

'Renault and Honda appear to be in good shape out of the box, while McLaren and Red Bull are not'

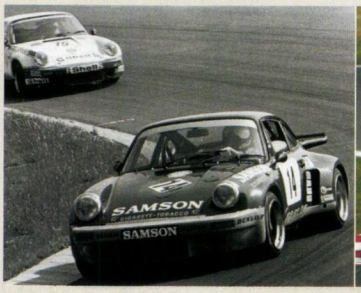
and it was still way too early to get a clear picture. However, Renault and Honda appeared to be in good shape out of the box, while McLaren (engine woes) and Red Bull (cooling calculations out) were not. All the other significant players were somewhere in between, although some had yet to really show their hands.

Whatever happens in Bahrain on March 12, it won't necessarily tell the full story of what might unfold over the full 19 races. There is certainly a big advantage to be gained both there and especially in Malaysia a week later. The new engines, running consecutive weekends in searing heat, will be given the ultimate test right at the start of the year.

But the pace of development at the major teams is now so extraordinary – Toyota already has a revamped TF106B scheduled for Monaco – that as the European season gets going and temperatures drop, the picture could change dramatically. It's going to be fun!

What goes around...

EUROPEAN GT CHAMPIONSHIP



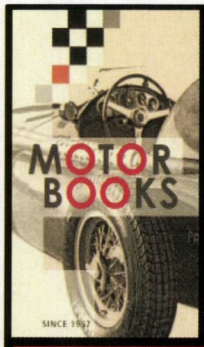
Black-and-white era: Keller wins at 'Ring, '74



Full colour: Aston Martin DBRS9 is tested

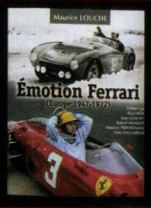
Unless you're a Porsche 911 Carrera RSR/934 fetishist, the chances are the European GT Championship of 1972-76 is not particularly high on your radar. But now European GTs are back in the form of the FIA GT3 European Championship, which will run in support of the banner FIA GT series. At least seven different manufacturers, each of which must enter six cars, are expected for the series, which races at Silverstone on May 6/7. Expect to see the Aston Martin DBRS9, Chevy Corvette Z06, Maserati Trofeo, Ferrari 430... And, of course, the Porsche 911 GT3 Cup!

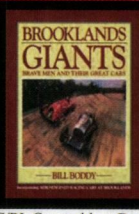

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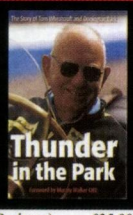


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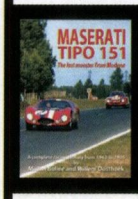


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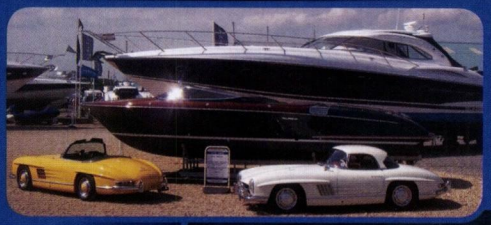
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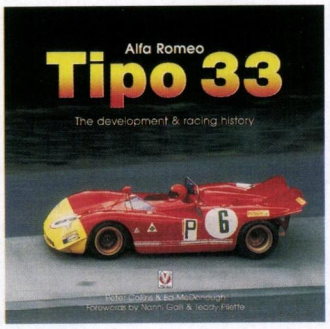
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Reviews



Alfa Romeo Tipo 33: the Development and Racing History
by Peter Collins and Ed McDonough
ISBN 1904788 718
published by Veloce, £39.99

About time. Porsche and Ferrari sports-prototypes have all had umpteen texts dedicated to them: some of them are actually quite good. Even Matra has been (deservedly) celebrated, although most texts are in French or, worse, Franglais. But it's taken until now for someone to get round to writing a proper history of Alfa Romeo's glorious if flawed 33 series.

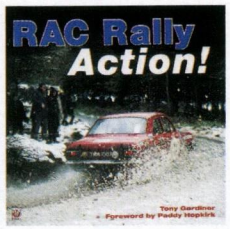
And it's been worth the wait. Mostly. The depth of research in this 224-page hardback is commendable, McDonough and Collins gathering plenty of first-hand accounts from drivers and Autodelta team members. And it's their voices that help lift the text over the usual 'and then they did this' levels of hackery.

The text takes in the full story from the late-60s underdeveloped 2-litre V8s through to the awe-inspiring flat-12s that steamrollered what were admittedly only make-weight rivals during the middle of the following decade: ultimately this is a story of too little, too late. The wondrous Franco Scaglione-designed Stradale road car also gets a decent amount of wordage. Same too for the many concept cars based on the racer, including the fabulous Carabo and rather less lovely Navajo, which was apparently built as an aero design study. Presumably the study didn't go too well.

This is worth buying just for the images alone. You really do need to credit the authors for amassing so many never-before-seen photos: Richard Pilkington finishing 17th in a Silverstone Interserie thrash? Check. Arturo Merzario sharing a joke with the Italian aerobatic team? Erm, ditto. Precisely where they got hold of a pic of P Moshous racing his T33/TT/3 in a Greek clubbie is a mystery. But well done anyway.

But there are a few criticisms. Considering the wealth of pictures, reproduction is variable in places, which is a bit of a letdown, although that may just be the case with our review copy. And occasionally – just occasionally – captions are a bit too self-congratulatory to be of some relevance: 'The author gets a close look at the Cuneo's 2-litre engine' or 'Peter Collins' striking photo of the rear of the Cuneo'...

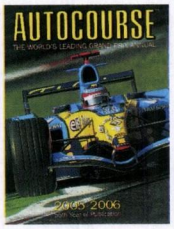
But this really is to nitpick. With a decent stab at disentangling often conflicting chassis records, along with race results tables rounding out the story, this is a fitting tribute to the not-quite-great 33. A must for Alfa lovers everywhere. Highly recommended. **RH**



RAC Rally Action
by Tony Gardiner, ISBN 1903706 97 1
published by Veloce, £35.99

This good-looking 204-page hardback is an engaging read, featuring an abundance of classic images of the RAC Rally from an era when it was actually worth spending time in a Welsh forest being pebbledashed by a passing 'bubble-arched' Escort.

The author always took a week off to watch the event, and claims to have travelled some 28,000 miles over the many years he chased it. His images are evocative, if not always totally sharp, but that only adds to the atmosphere. Whether rally types have coffee tables is a moot point but if you love this era of competition, then this is a must-have. **RH**

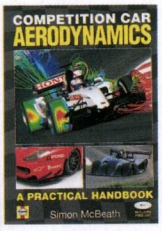


Autocourse, 2005-2006
edited by Alan Henry
ISBN 1905334 04 4
published by Crash Media Group, £35

It's been a seamless transition to a new publishing house for motor racing's favourite annual. Still edited by Alan Henry, the 55th *Autocourse* is little changed from the 45th!

This is the most methodical coverage of the Formula One season you'll get anywhere – the prose, stats, photography and issues are all there. As usual Henry has chosen his top 10 drivers – and as usual many of us would take issue with the order...! He *has* done the decent thing by putting Fernando Alonso at the top, though.

Towards the back you get the review/results round-up of other categories. It's fine, but puzzling that Champ Car (ageing cars with spec engines) gets more coverage than the IRL. And that the World Series by Renault is completely ignored, while Italy's eight-car clubbie F3 series is included. **MS**

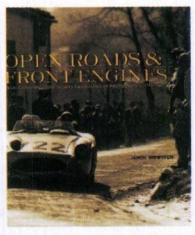


Competition Car Aerodynamics
by Simon McBeath
ISBN 184425 230 2
published by Haynes, £25

It's the invisible edge, especially in Formula One, but aerodynamics for competition cars remains something of a mystery to the average race fan.

Coming from Haynes, and with the subtitle *A Practical Handbook*, you might expect this to offer useful advice on tweaking your Mallock for an extra 1mph on Club Straight. But in fact this is a serious, heavyweight textbook, sprinkled with formulae and complex diagrams. I don't pretend to have followed the maths, but the elaborate, multi-coloured airflow illustrations (and there's a CD-full of these included with the book) did begin to make sense for me out of the many tiny winglets and airfences which F1 cars sprout.

It's not going to help you to win races, but it offers some background understanding of a complex art. **GC**

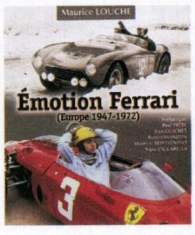


Open Roads & Front Engines
by János Wimpffen
ISBN 1893618 48 X
published by David Bull, $149.95

Wimpffen's absolutely staggering attention to detail has already ensured that his epic dual-volume *Time and Two Seats* is one of the most indispensable works in this magazine's library.

Now comes a photographic history of the 1953-61 era of the World Sports Car Championship and Le Mans 24 Hours. Intended to complement the aforementioned stats books, it does that and more. As you might expect from Wimpffen, he covers everything in glorious detail – via informative captions – from the obvious Mercedes, Ferrari and Jaguar headliners to obscurities such as Ivo Fanciullini's 250cc Moto Guzzi-powered Mille Miglia racer.

Great to see shots from Caracas, Kristianstad and the Buenos Aires street track. This book's not cheap, but it's brilliant. **MS**



Emotion Ferrari
by Maurice Louche
ISBN 2 950073 87 5
published by Maurice Louche, £110

Louche says his intention is "to keep you fascinated from the first page to the last." A bold statement – but he pretty well achieved it for me. Five hundred pages of pictures and captions could be overwhelming, but the huge variety of situations in which he shows Ferraris of every type makes a banquet for fans.

Sportscars, single-seaters, on the track, in hillclimbs, at the factory, on ferries, in snow, on trailers, in crumpled heaps by the roadside – the pictures keep coming. The only common theme is that all the Ferraris are competing in some form of motorsport between 1947 and '72 – Ferrari's finest era, thinks Louche. There's even good colour from '55, and a useful index by type.

Well reproduced on high quality paper, with captions in French and English, it's dear, but a treat. **GC**

Models

Thanks to Grand Prix Models, tel: 01727 845645 or see www.grandprixmodels.co.uk

Model of the Month



Profil 24's large scale (1:24th) collection of Le Mans racers continues with 1957 1100cc class-winning Lotus XI of Herbert McKay Frazer and Jay Chamberlain. Available in three stages of build: resin kit £87.90; with painted body £124.20; or hand-built at £328.60



1955 International Trophy Connaught B-type from Jade. Available as 1:43rd resin kit at £37.15 or ready-built for £94.75



Bizarre's colourful fourth-place WM P79/80 from 1980 Le Mans as driven by Guy Fréquelin and Roger Dorchy. Good value 1:43rd die-cast at £30



Ferrari 857S from the 1957 Cuban GP. Hand-built 1:43rd by Faenza 43, price £133.10



Provence Miniatures' superb 1:43rd 1990 Le Mans-winning Jaguar XJR12B. Available as a kit for £67.95 or limited edition hand-built at £360. Just 15 available



Marsh Models' Shadow DN1. Available as works UOP livery or Graham Hill's Embassy team. Available as 1:43rd kit at £47.60 or factory-built at £158.65



Ramei's hand-built 1:43rd Alfa Romeo 6C 2300 Spider from the 1938 Mille Miglia. Price £149.20



Midlantic Models' 1:43rd Chevrolet Corvette L88 SCCA racer. Presented as 1969 Lexington winner. Just 28 available, price £158.65



Jade's 1:43rd Aston Martin DBR4, modelled on Carroll Shelby's entry in the '59 International Trophy. Available as a kit at £37.15 or built at £94.75

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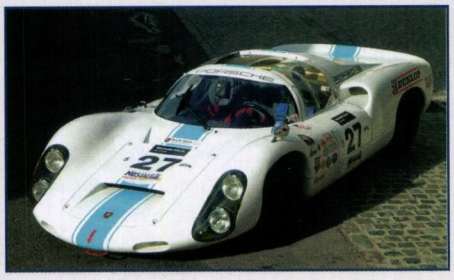
1961 Aston Martin DB4 GT

With lighter gauge aluminium, a shorter wheel base and a highly tuned engine it was no wonder the DB4 GT was such a success on both road and track. This GT, chassis 0146L, was the Geneva Show Car in 1961 and has recently been subject to an extensive restoration which has ensured success on many Tour Autos. Presented in Caribbean Blue with current FIA papers 0146L is a worthy contender for the best of the forthcoming events.



1970 Ferrari Daytona Spyder

Originally supplied as a right hand drive coupe, the car was converted in the 1990's to its current Spyder specification during a no expense spared restoration by Graypaul. With only seven original right hand drive Spyder's produced there are very limited opportunities to purchase an original. In fabulous condition having covered a very conservative mileage since new, this Daytona offers all the Spyder fun for a fraction of the price!



1968 Porsche 910

Chassis No. 910-020 was originally supplied to Bill Bradley Racing who successfully competed at Hockenheim, Monza, Silverstone and Brands Hatch 1000 km's between 1968 and 1969. Bradley kept 020 for a further thirty years before passing to only the third and present owner. He has campaigned the car extensively in a number of retrospective events such as the 2002 and 2004 Le Mans Classic and the Targa Florio. The subject of recent extensive engine and gearbox work, 020 is supplied with FIA papers and is ready to compete in the forthcoming season.

CURRENT STOCK

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1961 Aston Martin DB4 GT

1953 Bentley R-Type Continental

1966 Bizzarrini 5300GT (7 litre engine)

1964 Brabham BT8

1952 Ferrari 212 Coupé

1958 Ferrari 250 Tour de France

1967 Ferrari 275 GTB/4

1970 Ferrari Daytona Spyder

1968 Porsche 910

1973 Porsche 911RS Lightweight

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CARLISLE UNITED

What a lovely surprise to see the article on Christabel Carlisle (February issue). Like many a young chap in the early 1960s I had a keen eye for the driver of Mini CMC 77.

I was involved with motor racing photographs (at Jarrotts) from 1988 until I retired last year and my best memories were of the people I met during that time. I suppose I must have 'signed up' about two-dozen racing drivers, from Fangio and Villoresi to von Brauchitsch and Brooks, and I generally found the greater the driver the easier they were to deal with, especially Fangio and Jack Brabham. However, I suppose the nicest were Jack Sears (a perfect and very approachable gentleman) and Christabel Carlisle.

About 15 years ago my wife and I were returning from Oulton Park and called in to see CC as she had kindly agreed to sign some shots of herself. As the three of us sat in Christabel's kitchen I hardly got a word in as she and my wife Jo found a common interest in real travel (as opposed to holiday-making!).

A few months later I held a motor racing photography exhibition at Hales Place in Kent, for which she loaned me her Herbert Johnson crash helmet, complete with the original box, plus her pale blue frilly embroidered racing overalls. She also visited my Jarrotts Gallery at Silverstone and once arrived in a huge sunhat and sunglasses. Being very petite and unrecognisable under the huge titfer and shades she immediately lifted the lid and announced, 'It's me, Christabel!'. Great memories of a beautiful and very charming lady.

John Olliver, Folkestone



John Olliver found Christabel Carlisle (pictured in a six-hour race at Brands Hatch in 1963) to be a "beautiful and very charming lady"

BRANDS: WUNDERBAR!

Brands Hatch (December issue)! This circuit really fascinated me when I was a young person. Although I'm a German, my first car was a Morris Mini Cooper and I raced it. Visiting the London Racing Car Show in 1972, I fell in love with Noel Stanbury's Gryphon Clubmans car, which I couldn't afford.

In 1974 I went to Brands in my tatty but British Racing Green BMW 2002. I was accompanied by my friend Juergen Lindemann (who later acted as an FIA doctor with Porsche at Le Mans and other endurance races) and my 16-year-old brother Philipp, now with BMW in Frankfurt. We jumped over the fence and walked around the GP circuit – 2.65 miles full of race history. At some place we found bits of green glassfibre from Hans Stuck's F1 March, which had hit an Armco barrier.

To prove that we had been on the track at Brands Hatch, Juergen took a photo showing me and Philipp sitting on Paddock Hill Bend, pretending we are Formula Fordsters on their last lap!

That was 31 years ago and Brands Hatch is still alive. Meanwhile, my dream was fulfilled when I got a Gryphon C4A – in British Racing Green of course. Maybe I will get the chance to come over via Dover and race it at Brands one day.

Leo von Sahr, Panitzsch, Germany

IT WAS BRIGGS

In response to Fergus Whatling's enquiry regarding the unknown 'official' in his photo from Mallory Park (February issue), this is Peter Briggs, our team manager at March.

I was the mechanic on the car featured in the other photo, taken at Brands Hatch, but unfortunately this is Mike Beuttler's car, not Ronnie's. It's an easy mistake to make as both were works cars, both were yellow and both drivers had blue helmets. However, Ronnie's helmet was finished with yellow banding and the car had Smog (Vick) sponsorship on the nose – and of course Ronnie's car would have been travelling a lot faster and probably sideways! Ronnie also broke Jack Brabham's outright lap record that weekend.



Reader von Sahr (right) tries brave move

Jon 'Wingnut' Greaves, Old Windsor

Sorry about that. There must have been 'Smog' in front of our eyes that day **– Ed**

KEITH DUCKWORTH

Your obituary of Keith Duckworth brings to mind a story about Keith told by Frank Costin, older brother of Mike Costin.

Frank helped us with the design of our V8 Vauxhalls Big and Baby Bertha, the ultimate Super Saloons of 1974-76. On one of his days at our Shepreth HQ we went to our local for, as Frank put it, "a jar and a bite to eat" at lunchtime.

Frank related how, on a day in the early 1970s, he paid a visit to the then-new Cosworth premises at Northampton. He was shown round by Duckworth to see the latest in computer-controlled machines.

Keith's pride and joy was the cylinder-head section, and he was able to show Costin the ultimate in computerised gas-flow machines. Frank, totally impressed, exclaimed: "Keith, this is fantastic. It takes all the guesswork out and leaves you with the absolute truth on head and port designs."

"Don't you believe it," answered Duckworth. "At the end of the day it's my finger up the port!"

Bill Blydenstein, Buntingford

KEEP ELECTRONICS

I could not help but notice a rather strange contradiction in one of Bill Boddy's articles in the January 2006 edition of *MotorSport*.

The piece concerns the admittedly odd regulation changes

Letter of the month

BRITISH RACING BLUE

I was intrigued by the reference in your test of the Delage D6 (December 2005) to an apparent request by French race promoters that 'Pat' Garland should repaint the car green in order to lend an international air to their grids. If this request was ever made it seems that Garland never complied since, in a letter published in *The Motor* on December 11 1946, he states that the car was raced throughout the year, in both France and Belgium, in a blue livery with a Union Jack on the bonnet.

At this point you might legitimately wonder why '*Vercingetorix*' (as he was known to French enthusiasts thanks to his luxuriant moustache) would need to convey that information; thereby hangs a tale!

In mid-1946 the motoring weeklies were suddenly full of a story which seemed to have been passed by word of mouth after a CSI decision taken on June 21 – and which, as far as I can tell, had hitherto gone unreported in the British press – to change the British racing colour from green to blue. In addition cars would carry a Union Jack of 1575 sq cm on each side.

So who was responsible for this? Step forward Earl Howe, for it was he! TASO Mathieson recalls in his memoirs that he attended a CSI meeting in Paris where Howe put in a "completely unexpected" request to change the colour, on grounds of superstition: although it is well known that the Earl had a personal dislike of green and preferred to race his cars in blue, he was actually conveying the wishes of the RAC's Competitions Committee. After a short discussion the request was agreed and that was apparently that – British Racing Blue (Royal Blue, in fact, according to a November 1946 BRDC bulletin) was enshrined in the rules as an experiment for 1947-48.



Earl Howe (right, with Dick Seaman) probably didn't toast the 'racing blue' saga

Not surprisingly British enthusiasts were apoplectic! Furious letters appeared in *The Motor* and *The Autocar*, petitions were organised and just about the whole of the British racing community declared themselves opposed to the change. The controversy simmered on throughout the autumn, but the RAC must have realised it had made a horrendous mistake: on December 20 *The Autocar* reported that the BRDC had presented a petition to the RAC Competitions Committee which "was received favourably – a request to this end would be preferred before the international authorities. Lord Howe, as chairman, endeared himself to everybody by deliberately shouldering the entire blame for the change in colour, an action so sporting that it could only have emanated from himself..."

Even so, it took some time for the CSI's decision to be officially reversed and it was not until the following September that it was minuted that green was once more the British colour.

And Garland? Well, he was of the opinion that perhaps "some important gentleman, being pleased with the sight of the vehicle and having noted the exact size of my flag, has had a new international rule made about it?" Well, maybe: he first raced on the continent on June 16 and the decision was taken just five days later. However, Garland describes the Union Jack on his car as being "about the size of a postcard", so he was obviously not too clued up on the metric system, since 1575 sq cm is substantially bigger than anything you could fit in your letterbox! So, probably no more than a lucky coincidence, at least on the colour. Although, just to be on the safe side, Mathieson had his Maserati repainted!

RICHARD ARMSTRONG, RADSTOCK

regarding Formula One engines and the costs of developing these new engines. WB proposes a free formula would be of greater benefit in terms of research and development, but then goes on to suggest that costs could be controlled by simplifying the electronics.

While I agree that Formula One might well benefit from a less restrictive set of rules, I cannot go along with the idea of simplifying the electronics. Electronic and computer control of vehicle systems has been, and still is, one of the key areas of progress in terms of efficiency and performance. To have a Formula One designed to encourage research and development but which did not permit the electronic systems to match would indeed be a strange contradiction.

David Tucker, Crediton

McGOVERN IN DULON

Most interesting to see the 'Cult Hero' item about the versatile Bill McGovern (January issue).

Bill also had a couple of outings in our Group Six Dulon-Porsche sports-racer, notably at the BOAC 1000Km at Brands Hatch in April 1971. A spin provoked by a dodgy driveshaft caused a passing Jacky Ickx to go off the road in his Ferrari 312P – thus was born Porsche's secret weapon, employed again by Martin Ridehalgh soon after at Spa!

Bill drove the Dulon in its very first test session at Silverstone in his tie and pullover, and for the first few laps didn't bother with the seat belts! Incidentally, Martin Ridehalgh is now into flying and recently won a very prestigious cross-country navigation event.

Keith Martin, Milton Keynes

FLYING OVER LE LUC

In his article about the race between the BMW and the Messerschmitt (February issue), WB refers to an unidentified race track near Le Luc in France and asks for suggestions as to its identity.

I think this must be the Circuit Du Var, also known as Le Luc, built in 1965 and currently used by the former AGS F1 team as a race school.

Chris Hall, Hertfordshire

Jenks on...

Jazz at Brands, 1964

I must say that I thoroughly enjoyed my day at Brands Hatch on July 11, but it was more in keeping with a Bank Holiday meeting than a serious Grande Epreuve, and as for being the Grand Prix of Europe, it seemed even less likely. A number of people have since said that during the grand prix they had to keep pinching themselves and remembering that it was not just a day's good fun, but an important and serious event. The RAC certainly ran the whole programme very smoothly and efficiently, and after the race Bandini, as one of the few visitors, said how much he had enjoyed the racing, mainly because of the obvious effort everyone in the organisation was putting into the whole affair. For those motor racing enthusiasts who appreciate good jazz music, and there are a great many, including myself, the concert put on by Chris Barber and his band, with Humphrey Lyttelton joining in, rounded off the day in a splendid fashion. To racing enthusiasts, Chris Barber needs no introduction, for he has raced a Lotus Elite in the past, and earlier in the day Beckwith was driving, and spinning, Barber's latest Lotus Elan. Lyttelton's connection with motor racing goes back a long way, to the early years of jazz revival in this country shortly after the war. In those days, when he was in the beginnings of English jazz, his transport was often provided by the late John Cooper, who was then sports editor of *The Autocar*, and many a road-test car was used for transporting the drums and double-bass of the original Lyttelton band. This interest in jazz, and I am not talking about the Acker Bilk pop-type music, by racing enthusiasts is something that has been in existence for as long as I can remember, and I feel that this experiment to round off the day was so successful that all those involved in organising it will be encouraged to continue the idea. – Yours, DSJ

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Brands '64: racing – and then a jazz band

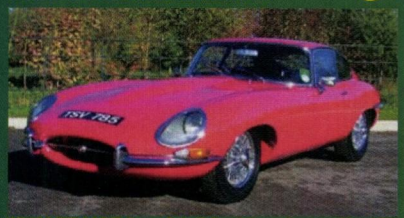
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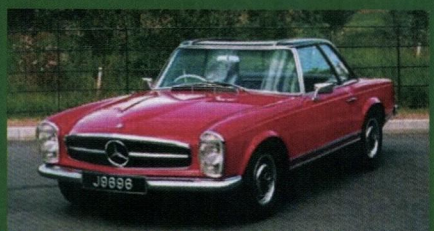
1955 JAGUAR C-TYPE 3.4 by Peter Jay, in Dark BRG with Suede Green hide, triple webbers, disc brakes, FIA harnesses, FIA papers, half and full tonneau covers, an exact copy of the original using many original parts, seriously beyond criticism, has competed in the retro Mille Miglia, simply sensational. RHD £139,995



1960 AUSTIN HEALEY 3000 MKI TO WORKS RALLY SPEC. Red with Black interior. Full FIA spec with FIA papers. Alloy body, raised boot, spot lamp pods, 4 wheel disc brakes, 3.5 diff, comp O/D, 72 spoke wires, works hard top, competition seats, high ratio steering box, alloy tank, 140mph speedo, sump guard, uprated engine and suspension. Total re-build and upgrade to the highest standard by marque specialist, could not be replicated for twice this price; sensational.RHD £39,995



1963 JAGUAR E-TYPE 3.8 FHC. BRG with Biscuit hide. Restored to the highest standard and less than 8K miles since. 4 pot callipers, Kenlowe fan, Koni shockers, alternator, unleaded head, radio, CWW, halogen lights; impeccable condition and ready for some serious motoring. RHD - £37,995



1964 MERCEDES BENZ 230SL AUTO. Signal Red with Black hide. 70K miles from new with FSH, ex-Jersey, equipped with PAS, factory hard top in Black, radio, tonneau cover etc. It would be hard if not impossible to find a better example, be quick!RHD £28,995



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1959 ASTON MARTIN DB 2/4 MK3. Peony Red with Black hide, O/D, disc brakes, twin spot lamps, dual exhaust, CWW, radio. A very low mileage example, A.M. Concours winner 89 points, last owner since 1988, undoubtedly one of the finest examples available, the ultimate DB series, and in my opinion a sound investment.RHD £54,995



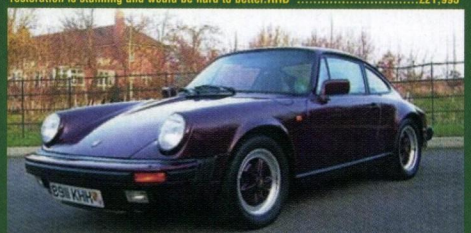
1959 TRIUMPH TR3A. Midnight Blue with Red hide and weather equipment, a totally restored example with overdrive, wire wheels & up-rated engine. The standard of restoration is stunning and would be hard to better.RHD £21,995



1967 TRIUMPH TR4A. Signal Red with Black trim piped White. Only 2 owners from new, 28K miles believed to be correct, overdrive, wire wheels, Kenlowe fan, alternator, last owner since 1982, extensive history, examples of this calibre seldom come on the open market. RHD £11,995



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1989 JAGUAR XJS 5.3 HE AUTO. Finished in Signal Red with Magnolia hide. The outstanding condition of this car reflects the 51,000 recorded miles covered. It also drives as well as it looks. Extremely good value. RHD.....£3,995

1968 TRIUMPH 2000 MKI. White with Red trim. Prepared for historic rallying using the best of components in a superb shell. Works type dash, competition seats, overdrive, Motolita wheel, adjustable suspension, minilite wheels, spot lamps, reversing light. Could not be replicated for double this figure. £15,000

1977 TRIUMPH STAG. Man with overdrive in Inca Yellow with Black trim. 66K miles with extensive service history. A very well restored example, over £18K spent, PAS, elec windows, alloy wheels, radio, wind deflector, hard & soft tops, outstanding value. £12,995

1969 MGB 1.8 ROADSTER.Royal blue with black hide and black mohair hood, an exceptionallly well restored example, panel gaps to die for, operated with high speed gearbox, gas flowed head, K&N filters, 5 inch chrome wire wheels, uprated suspension, wood rimmed steering wheel etc, an outsatnding example. £10,995

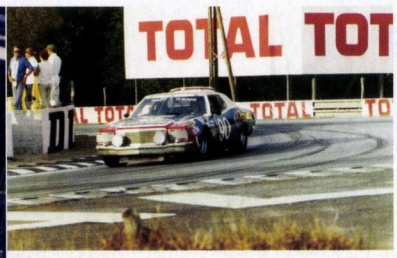
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You were there...

By Sabena to Euro grands prix, by John Webb Air Services to Le Mans, and to Long Beach via Seattle





Above: The Banjo's Performance Torino stock car failed to finish '76 Le Mans

Below: Predictably, Tony Trimmer did not start the '75 German GP in Maki





Above: Fittipaldi avoids Watson's Surtees for second in '75 Monaco GP

Left: Pescarolo led Kauhsen/Alfa 33 steamroller in '75 Spa 750Km enduro



Left: Gilles Villeneuve made his European debut at '76 Pau F2 race in Project 4 March



Giancarlo Martini driving the Scuderia Everest Ferrari at '75 Race of Champions

These cracking shots of 1970s racing were sent in by Walton-on-Thames reader **Julian Nowell**: "I got into racing early on – my dad was a flag marshal at Oulton Park during the '50s. My whole family loved racing although I think the other reason why my dad went to meetings was so that he could have a few beers! We lived near Chester so I went to quite a few meetings at Oulton and got to see some of the big names at the Gold Cup."

Fast forward two decades, and Nowell was taking in as many international events as possible: "I worked for Sabena Airlines so I got free tickets, which meant I could fit in races around work, which was brilliant. All I needed to do was find some sleazy B&B to stay in. They were great days. 1975 was probably my best year: I did six grands prix that season, which was a personal record. The first at Barcelona was quite scary, and of course it was the race where Rolf Stommelen had his big accident. And two Ferraris collided at the start right in front of me: I swear I could see the whites of the drivers' eyes."

The love of racing is still all-encompassing: "I enjoy following *MotorSport*'s track visits and have retraced a few old circuits myself. Albi and Berne were recent visits."

We need your photos

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

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

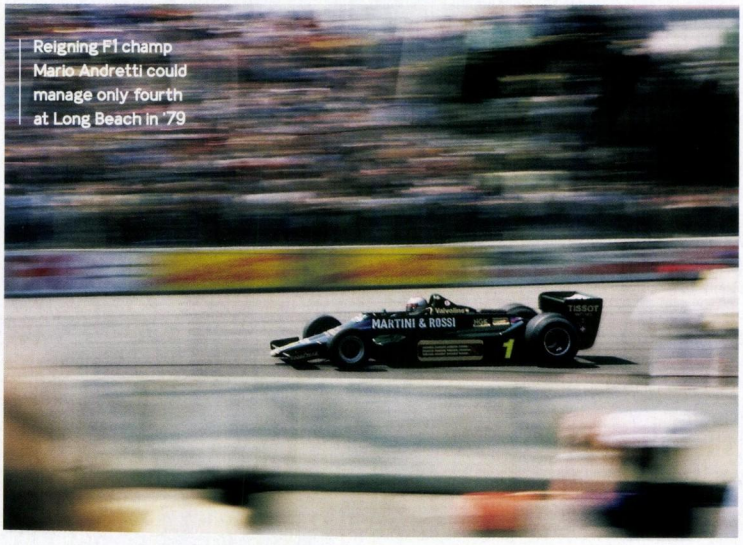


Left: Cunningham team's Corvettes front '60 Le Mans grid: no 3 finished eighth and won class

Below: Triumph TRS no 28 wasn't classified come 4pm Sunday



While searching in his loft for Christmas decorations recently, Eastbourne reader **David Brittain** rediscovered his stash of classic racing images: "In 1960 I was living in Coventry, poor but happy working as a design apprentice. Several times a year my pals and I were able to savour racing at Silverstone and Mallory Park but, being more adventurous than some, I always wanted to see the spectacle of the Le Mans 24 Hours. That year, John Webb Air Services (Knightsbridge), in conjunction with the BARC, organised a flight from Birmingham to Lyon with a coach connection to take us to the circuit. We arrived at 3.30pm on the Saturday and were shown to our stand, directly over the Triumph team pit. At 4pm there was absolute silence before all those driving shoes squeaked across the Tarmac. Then all hell broke loose!"



Reigning F1 champ Mario Andretti could manage only fourth at Long Beach in '79

Seattle reader **James Hadlock** sent in a number of pics taken during the 1979 and '80 US West Grands Prix at Long Beach, California: "The '79 race was won by Ferrari's Gilles Villeneuve, much to the delight of my Canadian friends. I recall a companion asking on the Friday before the following year's race whom did I think was looking good? I replied, 'Nelson Piquet in the Brabham [BT49]'. He then went on to secure pole position before taking his first-ever grand prix victory.

"Sadly, this was also the race in which Clay Regazzoni had his accident when the brake pedal broke on his Ensign. This made it a bitter-sweet weekend for everyone."



Above: no wonder René Arnoux looks dejected - he didn't get to start in '79

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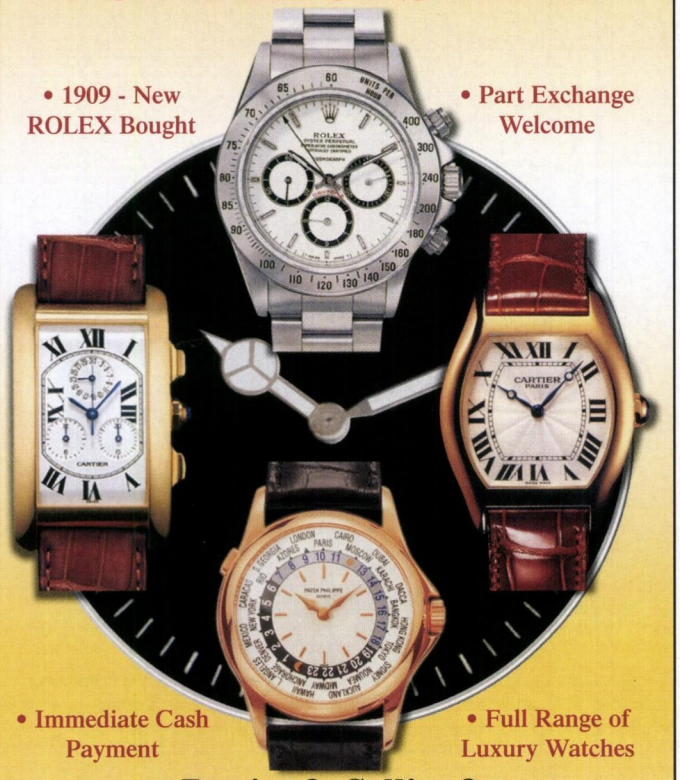
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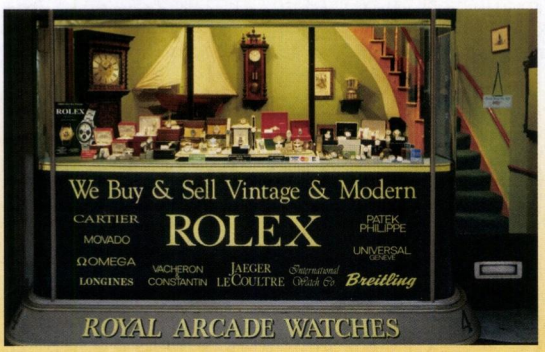
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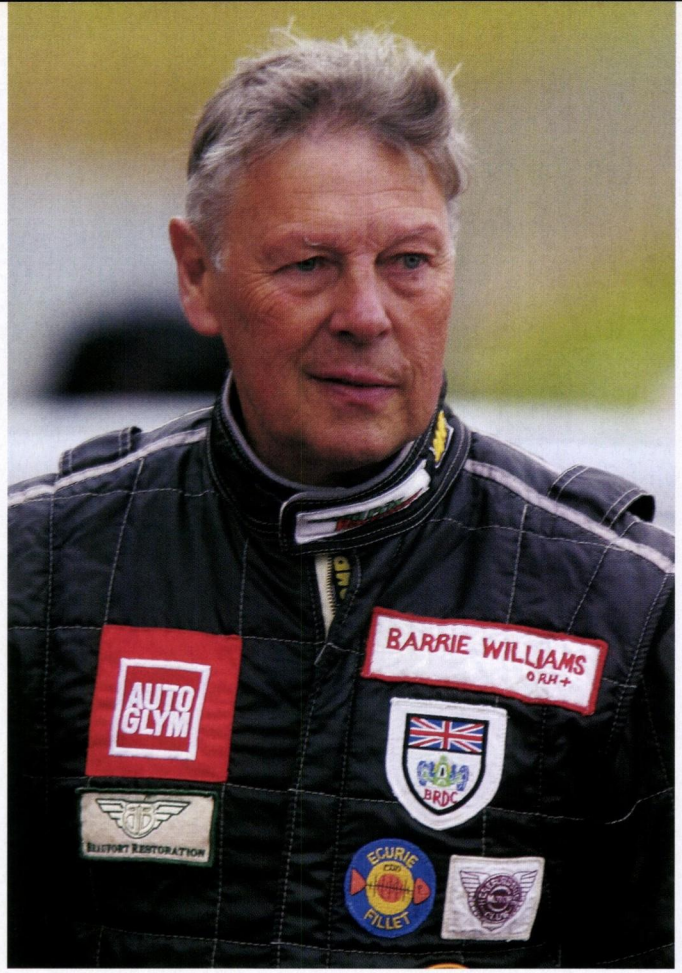
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In the hot seat
Barrie Williams



He won in a car **Jan Lammers** thought too slow and could have been a **rally star** if he hadn't bid for the Land Speed Record. Just don't mention **Roberto Moreno**'s grundies

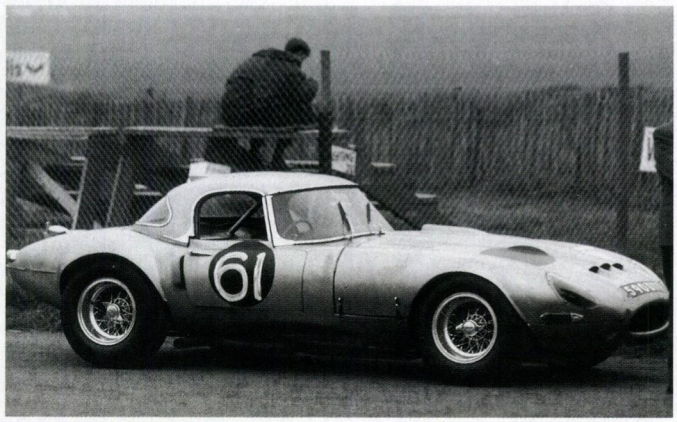
You were a winner in F3. Did you ever have any F1 aspirations?
John Keen, Wolverhampton
I suppose so, at least directly after winning in F3, but then my team-mate Chris Lambert was killed at Zandvoort. That really affected me: I still remember Tony [Lanfranchi] telling me to give up the single-seaters as they were too dangerous. And they were, back then.

How far can you drive a Mazda RX3 on two wheels and did you ever roll one completely?
Barry Knott, Shrewsbury
Quite a way and not quite. But I tried! I did put one in a ditch on the Tour of Britain in '75. I'd run into an old boy on his way to church, doing about a million miles an hour, and knocked over a hedge. Then all these cows got out. Noel Edmonds was following me and tried shooing the cattle back into the field!

Gerry Marshall and Tony Lanfranchi have all had books written about them. When can we expect a 'Whizzo' biography?
Julian Edser, Brighton
Paul Lawrence is doing one at the moment. Hopefully it will be out before the end of '06. I need to do it soon before I forget everything.

You won the 1964 Welsh Rally in a Mini Cooper. Is it true that you were then offered a works BMC drive?
Giles Perry, Maidstone
Not strictly true. Stuart Turner [BMC competitions department head] gave me a great deal of help. He was God and I really appreciated all the help he gave me. That said, he never actually gave or offered me a car. I listened to all of his advice and acted upon it and I imagine I could have gone further in rallying but I lost my driving licence shortly after the Welsh and that undoubtedly hurt my career. I was on my way to the Racing Car Show in my Mini. According to the policeman who stopped me, I was attempting to break the Land Speed Record. Most people know me as a circuit driver but I did something like 230 rallies, including quite a few internationals. I've always enjoyed rallying.

What was your greatest race?
Gavin Scott, via e-mail
Hmm, I suppose that would have to be the Renault Alpine one-make race at Brands Hatch on the same weekend as the 1985 European Grand Prix. I was the only Brit in the race, although I was only a reserve for the Rothmans Holland team. I only got the call on the Wednesday before the race. There were lots of very talented drivers competing and I only got the drive because Jan Lammers said it wasn't quick enough. I can still remember the crowd response and I'm sure that's what lifted me. Same too for Nigel Mansell the following day. The crowd was brilliant. To win in a car that a star driver refused to get into meant a lot. Jan and I share a giggle over that, even now. He's a really nice guy.



'Whizzo' won more than 20 races in the mid '60s with the monstrous Ford-powered Egal

Which driver were/are you happiest driving wheel to wheel with?
Andrew Dawson, Twickenham
I've raced against so many people over nearly 50 years. I suppose from my time in saloons it would have to be Andy Rouse and Win Percy. They were two drivers you could usually trust not to do anything stupid. Having said that, Tom Walkinshaw was one guy I remember being hard as nails but very fair. There was one race at Brands where we drove a lap of the Grand Prix circuit side by side and never touched; and we broke the lap record. There aren't that many

LAT, Ferret Fotographics

drivers you could do that with. In historics I suppose Nick Swift is a very good driver and trustworthy.

Where's the strangest place you have ever raced?
Dave Cheatham, Lincolnshire
Blimey, I suppose it would have to be a circuit in Perú, Santa Rosa I think it was called. When I was racing Escort Mexicos, I got to know this Peruvian guy and bought his car when he returned home. Anyway, we kept in touch and he invited me to do this six-hour race with him. I can remember it being right on the coast and there was nothing to stop you from driving into the sea if you screwed up. Anyway, I was out in his Escort and it caught fire. There was nothing between the track and spectators and after I did a Masten Gregory and bailed out, the car actually carried on around the bend, away from the crowd. I was pictured on the front page of the following day's newspaper, being hailed as a hero for avoiding an accident. I was actually looking after myself! The country's president invited me to his palace: he loved me because it was the first time in about 20 years that he hadn't been on the front page!

Who christened you 'Whizzo'?
Brett Marshall, Portland, Oregon, USA
Andy Marriott. It was after I'd won the Welsh Rally. He wrote something along the lines of, 'Who is this whizz-kid from Wales?' Except I was from Hereford.

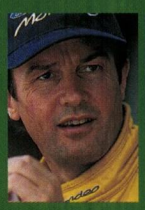
Is there a car you'd still like to drive?
Craig Price, via e-mail
I've driven just about everything so I suppose the only thing left would be a modern F1 car. I would love the chance to drive one with nobody around. I'd just like to experience one. If Steve Sutcliffe [*Autocar* journo] can drive an F1 car for more than three laps, I don't see why I can't! I raced against Frank Williams in F3 so I could always ask him for a go.

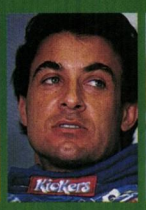
Was the Jaguar Egal evil to drive?
Chris Prince, Humberside
I was asked by Geoff Richardson to drive that car. He was a wonderful man. He'd had the cider-drinking champion of the north, Chris Summers, driving the car but thought it was about time he got some fresh blood so put me in it. That car was a beast, with a 7-litre Holman & Moody Ford Galaxie V8 which produced about 400bhp. It was horrendous to drive with way too much power and no grip. It always ran out of brakes too. The thing is, it was so quick to the first corner that I won a lot of races in it. After Geoff sold it, the next owner sprinted the car but scared himself silly. Last I heard it was in the US. I'd love to know if it's still around.

Is it true that Roberto Moreno used to sleep in your van on Clapham Common during his FFord days?
Rashed Chowdhury, Telford
Actually, it was on Wimbledon Common. I had a Transit van that I used to tow my Dolomite Sprint with. Roberto had no money and was doing odd jobs for Charles Ivey's Porsche business at the time, Charlie's team manager looking after him in Formula Ford. Thing is, they didn't have a tow vehicle. Rob used to borrow it on a Friday and return it on a Monday. Anyway, I kept hearing stories about me scoring with some girl in Wimbledon: I was hearing about misted up windows and nights of passion in my Transit. Rob was sleeping in the van! Even left his underwear in it...

Is it true that you finished third in the World Karting championship?
Adrian Sharples, via e-mail
Yep, but only because everyone else broke down. This was right at the very early days of karting. My father manufactured the Fastakart. The championship was actually a race in Shenington. There were drivers from all over the world but I think there were only three finishers! I'd love to own a Fastakart. M

Coming up...


ANTHONY REID



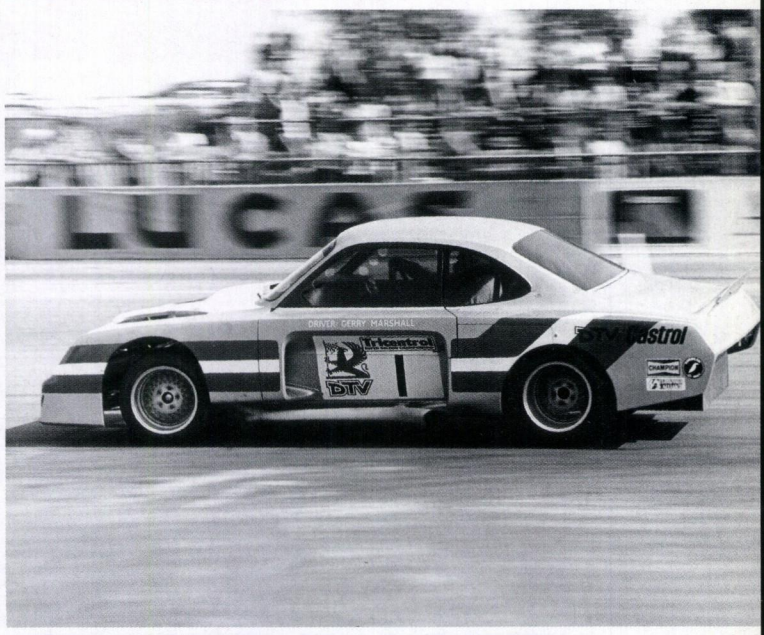
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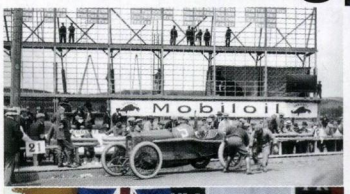
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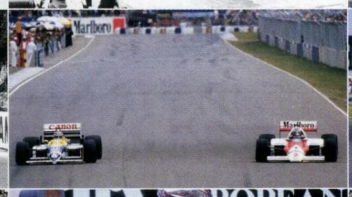






The best 20 races from the first century of grands prix. This is what you voted for...



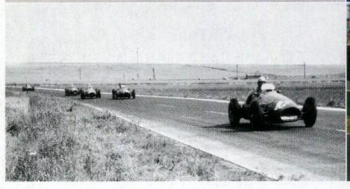
















20 1987 British GP

In front of a wildly partisan crowd, Nigel Mansell blitzes Williams team-mate Nelson Piquet with just three laps to go to hold out for an emotional win.

The Brummie ace slashes into the Brazilian's advantage following a tyre stop on lap 35, prompted by the loss of a wheel-balance weight. In the dying stages he scythes inside Piquet into Stowe for a sensational victory.

What you said:

Darren Galpin, Bristol
You could tell when Nigel was about to appear in front of you due to the moving cheer of the crowd before you heard the car.

What they said:

Alan Henry, Motoring News
"Nigel Mansell scored one of the most brilliant wins of his career in Sunday's Shell Oils British GP at Silverstone in front of a record 100,000 strong crowd. It was another blindingly impressive demonstration of his current high level of confidence, iron nerve and terrific powers of concentration. Murray Walker summed it up in a nutshell: 'If willpower was horsepower, Mansell would have 100bhp more than anyone else!' Honestly, it was great stuff!"



First lap at Silverstone, and the spark-showering Mansell passes Prost as Piquet leads

19 1976 US GP West

A strong vote from our West Coast American readership here: this race is not renowned as a thriller, but it goes down in history as the event where Formula One street racing is brought to Long Beach.

A dominant performance from Ferrari number two Clay Regazzoni gives him his traditional solo win for the year. Team leader Niki Lauda inherits second after a controversial Depailler/Hunt clash, but can do little about the flying Swiss.

What you said:

John Harris, Los Angeles, USA
Of course it was amazing when Mario Andretti won in 1977 - but not as mind-blowing as F1 cars making their first visit in '76.

What they said:

Alan Henry, MotorSport
"It's much easier to work away at a rival's advantage if you can actually see the car in front of you, but it appears to be another thing altogether if you've actually lost sight of the car you are chasing. Despite pulling away from his immediate pursuers, Lauda gradually lost ground on Regazzoni until he was over 14sec adrift. He managed to pull back a couple of seconds in the middle of the race but eventually conceded the battle, preferring to ease back over the last few laps and finish in a safe second place."



California dreaming: Clay Regazzoni leads at Long Beach from Depailler, Hunt and Lauda



Silverstone lunatic causes Webber concern as he chases Villeneuve

18 2003 British GP

Rubens Barrichello drives the race of his career to win a thriller at Silverstone for Ferrari after an audacious half-lap pass of Kimi Räikkönen's McLaren.

Later on a mistake by Räikkönen on oil allows Juan Pablo Montoya to take second for Williams.

The race is interrupted by a track invader, who causes a safety car which even allows Cristiano da Matta to lead in his Toyota. There's passing galore – and a scary Alonso/Schumacher moment.

What you said:

John Turner, Spalding, Lincs
Rubens - one of the very finest drives of recent years. Was this his 'day of days'?

What they said:

Mark Hughes, Autosport
"It was a grand prix you expected to wake up from. Impossibly colourful, wonderfully exciting, unfeasibly busy throughout the field. Against a backdrop of renewed criticism going into the race, Silverstone served up a GP that will go down in history as one of the great ones. And what's more, the layout of the track was largely responsible; that and the tyre war."
Rubens Barrichello
"People have been saying things about the first-lap crashing Rubens, and this and that, so I hope they shut up now!"

17 1968 German GP

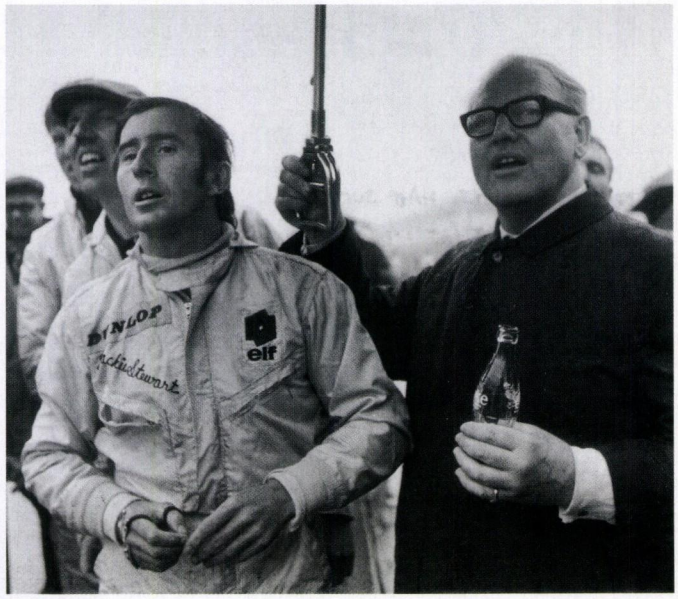
Jackie Stewart wins at the daunting Nürburgring by four minutes. In pouring rain. In fog. Considering the evangelical zeal with which he campaigns for greater safety in motorsport, it's easy to forget that the Scot is fearless: the manner in which he pulls out a gap of 10 to 15 secs – each lap – over the pursuing pack in such conditions proves his greatness beyond all doubt.

What you said:

Paul Levison, by e-mail
Whatever you say about Jackie Stewart, you can't deny that he was one of the all-time greats. And this was his best performance.

What they said:

Innes Ireland, Autocar
"The 1968 German Grand Prix, run at the demanding Nürburgring in continuous rain and fog, will go down in history as one of the truly great races, and historians will talk of Jackie Stewart's victory in the same terms that they used to describe Rosemeyer's on the same circuit in 1936. All eyes were straining in an attempt to penetrate the fog as seconds ticked away and it was JYS who first came out of the murk with a lead of over seven seconds. The pattern was set."



Jackie Stewart at the 'Ring - waiting for second-place finisher Graham Hill to arrive?

LAT: Sutton Phipps/Sutton

16 2005 Japanese GP

Giancarlo Fisichella may know how Jack Brabham felt after Monaco 1970 (below), for this is what appears on the surface to be a grand prix win thrown away.

The Italian Renault ace's lack of pace earlier in the race is punished by Kimi Räikkönen, who takes a brilliant last-gasp win for McLaren-Mercedes. But perhaps even more startling is Fernando Alonso, who twice passes Schumacher, on one occasion on the outside of 130R...

What you said:

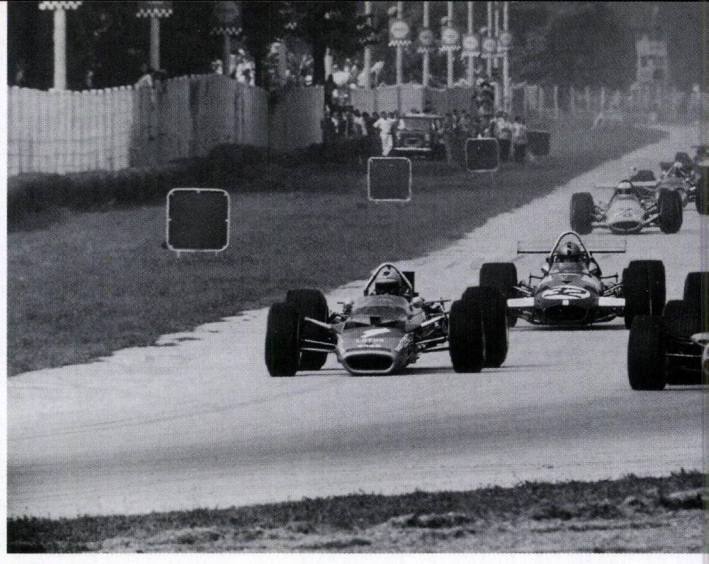
Eric Burchill, Derby
Schumacher, Räikkönen and Alonso all driving - and battling - at the peak of their form. What more could you want? Stunning.

What they said:

Mark Hughes, Autosport
"Alonso could have backed out of the move [on Schumacher at 130R]. This is one of the few situations where a current-day Formula One driver can know that he's not risking just a wrecked car if it goes wrong. This is a genuine 200mph corner. An interlocking wheel accident here would probably be fatal. It's one of the few places where the sport's raw essence pokes its head above the parapet. If the Ferrari had begun to run wide, Alonso would have felt the bump and nothing more... ever again."



Moment of truth: Räikkönen sprouts horns as he homes in on Fisichella



15 1969 Italian GP

Monza - and the new flat-12 Ferrari isn't ready. Today will belong to a Cosworth - but whose? Four different makes top the 2x2 grid: Jochen Rindt's Lotus 49 fastest, Denny Hulme's McLaren alongside; Jackie Stewart has his Matra next up, with Piers Courage to his right in the BT26A Brabham. This is going to be close.

A messy start: Rindt and Stewart go clear, McLaren, Siffert, Courage and Beltoise are right behind, Hulme and Brabham following. Jackie takes command, eight cars strung together like beads on a necklace. Jochen leads, then Hulme, then Stewart again. Hulme's brakes drop him back, but Graham Hill has pushed his Lotus up to join the pack. At 50 laps it's still a bunch of six - Stewart, Hill, Courage, McLaren, Rindt, Beltoise in the second Matra. They're trading the lead, but it's no exhibition; the lap speed is rising. So are the crowd. Stewart is in control, as he recalls: "I knew I had to let them through in places - it was quicker; if you make it hard to pass, you're only holding the whole cluster up, allowing the rest of the field to catch you."

Mechanical ailments thin the pack to four - JYS, Rindt, Beltoise, Bruce McLaren - but it's anyone's call. Stewart could be World Champion even without winning. Will he back off? "I never considered it. My objective was to win every race. And I never had a moment's unease racing with people like McLaren and Rindt."

Last lap: Stewart lets Rindt lead into Lesmo, then passes again. It's all part of a calculated plan. "You have to work out your passing process at

14 1970 Monaco GP

Jochen Rindt sets himself on the road to the World Championship by pressuring Jack Brabham into a last-corner mistake to win.

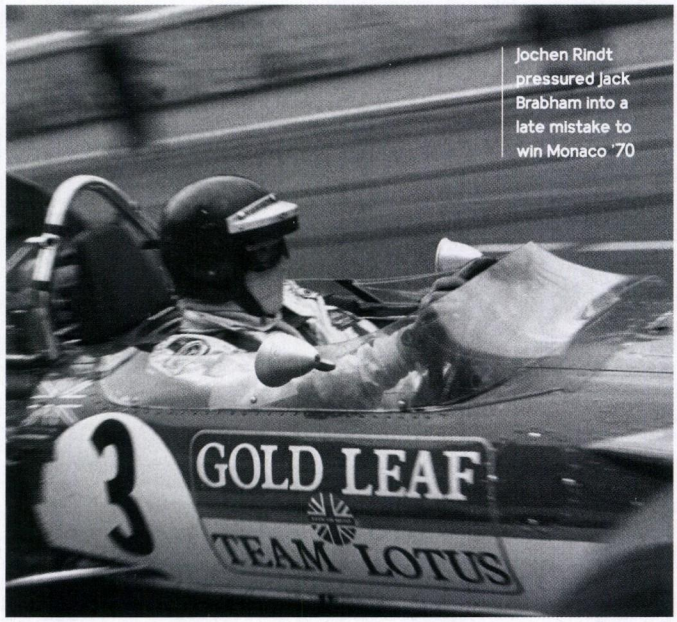
After driving up through the field, Rindt starts smashing the lap record as his Lotus catches up with the Brabham in the closing laps. On the final lap he breaks it again – lapping eight tenths faster than the pole position time! – and passes Brabham, who has slid off just yards from the flag.

What you said:

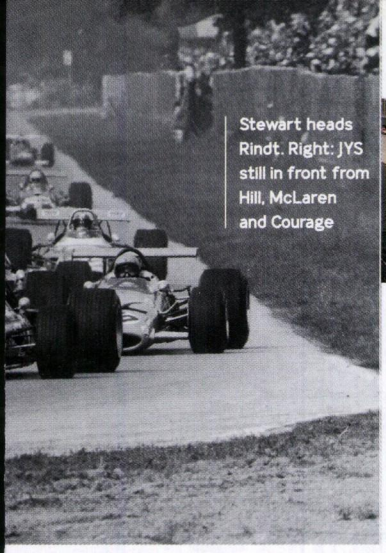
John Pinkney, by e-mail
It was the greatest grand prix ever - by a mile.

What they said:

Patrick McNally, Autosport
"With the crowd beside themselves, egging Rindt on for all they were worth, the two cars raced round, sweeping through Tabac and coming up to lap Courage and Peterson (who kept out of the way). Brabham, presumably anxious not to leave the door open, took the inside line – and for some inexplicable reason left his braking too late and skated into the guard rail. Jochen shot by the crippled car and passed the man with the flag, who was so surprised he forgot to drop it!"



Jochen Rindt pressured Jack Brabham into a late mistake to win Monaco '70



Stewart heads Rindt. Right: JYS still in front from Hill, McLaren and Courage



least a lap before, so you're in sync when the time comes," says JYS. "You can lose more time in a faster corner, so that's where you want to be in front." That's why he repasses Rindt out of Lesmo and leads through Vialone, long and fast, into the final 180-degree turn. "Parabolica is crucial," says Stewart. "You have to plan for it, and the more anxious drivers don't." Like Beltoise, who punches through inside, then runs wide on the exit. "Jean-Pierre nearly lost me that race because he was hustling," says the Scot. But it's Jackie who chops back inside the second Matra; it's Jackie who spearheads a diamond formation to the tightest four-car finish ever. And it isn't luck: "I had spent all practice finding a gear which would take me from Parabolica to the line, with that fuel load, without changing up," Stewart remembers. It's a fractional edge, but it means the World Championship to him. GC

What they said:

Denis Jenkinson, MotorSport
"Formula Ford at its best! They were all driving as hard as they could, not playing games for the crowd. Having let any likely opposition have a go out in front, so that he could watch them closely, Stewart now led consistently at the end of each lap, though he occasionally let Rindt or Hill into the lead at the Lesmos, only to repass before the back straight."

Jackie Stewart
"When Ken told me I was champion, I had to ask him four times, 'Are you absolutely sure?'"

What you said:

David Meredith, Shrewsbury
A sensational race, made more memorable by an early Murray Walker mix-up, confusing Stewart with Beltoise!



Villeneuve (rubbish Ferrari) leads Reutemann (good Williams) in stunning Jarama drive

13 1981 Spanish GP

Gilles Villeneuve proves that he is capable of leading from the front without recourse to overdriving with a sublime display of self-control.

For the final 10 laps of Jarama he keeps four cars behind him, picking his way through traffic without baulking them. Second-place man Jacques Laffite is shellshocked: "The power of that Ferrari – poof!" Elio de Angelis – barely a second behind the winner – can't believe he's ended up only fifth. A classic tactical win.

What you said:

Marcus Mussa, Monaco
A faultless win with an inferior car. And that was before the stupid blue-flag rule - leaders actually had to overtake backmarkers!

What they said:

Peter Windsor, Autocar
"The Ferrari weaved around as Gilles Villeneuve squeezed the brakes. They darted left into the apex as the front tyres found grip. Only one serious corner remained: the right-hander that had claimed Alan Jones. Gilles played safe, braked early and stayed resolutely on the groove. That last lap had been the very best by Gilles Villeneuve, Ferrari and Jarama; until then it was the best since the days of the Monza slipstreamers, before any of the five [protagonists] had even dreamed of F1."

LAT, McKlein

12 1990 Mexican GP

After the usual Ayrton Senna demonstration run, matters liven up in Mexico City following the McLaren man's retirement.

Ferrari's Alain Prost takes the lead, but it's his team-mate Nigel Mansell who stars. Gerhard Berger takes him for second, only for the Brit to retake the position at the Peraltada with just one lap to go: an audacious move that defies belief.

What you said:

Kevin Turner, York
That battle for second between Mansell and Berger was decided by one of the best overtaking manoeuvres I have ever seen.

What they said:

David Tremayne, Motoring News
"While Prost coasted to a perfectly judged victory, Berger muscled his way past Mansell, only for Mansell to retake second place with an astonishing move on Berger on the outside of the Peraltada with a lap to go. It might have been something of a sleeper for the first 45 laps, but what might be the last Mexican Grand Prix ended up an absolute gem; the most exciting of the season. Come to think of it, it was probably the best since Silverstone 1987. Can we have a few more like this, please?"



It all goes wrong for Senna: a puncture blighted the McLaren star's Mexican GP

11 1986 Australian GP

It's one of those imprinted TV images – the blue-and-yellow car snaking left-right-left towards the camera, Nigel Mansell's dreams of the title shredded into blue smoke and rubber shrapnel as he wrestles his crippled Williams to a stop.

Starting from pole, 'Our Nige' has been pacing himself – he only has to finish third in this final GP to take the crown from Alain Prost and Nelson Piquet. Fourth, then the vital third place. Mansell fans hold their breath – and release it in a nation-wide groan of despair. It isn't fair...

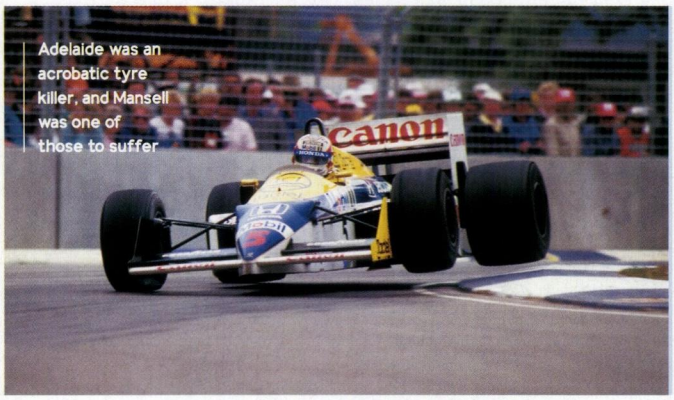
What you said:

Alec Cuthbert, Sutherland
What a race! Even if I did cry into my cornflakes...

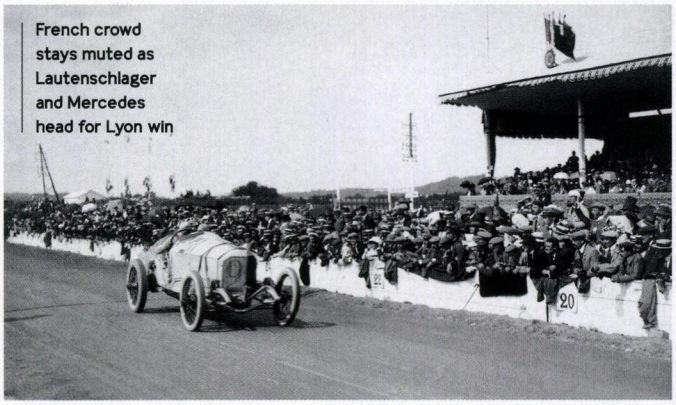
What they said:

Alan Henry, MotorSport
"The car sat down on its chassis in a furnace of sparks and slewed drunkenly up the escape road, Mansell fighting gallantly to retain some semblance of control. In some ways Mansell finished the 1986 season a bigger hero than if he had taken the championship."

Nigel Mansell
"To be honest I'm glad simply to be in one piece. There was no warning of it. In fact I was just cruising along, knowing that I was in the right position to take the title. It just wasn't meant to be, was it?"



Adelaide was an acrobatic tyre killer, and Mansell was one of those to suffer


French crowd stays muted as Lautenschlager and Mercedes head for Lyon win

10 1914 French GP

Georges Boillot is crying after his retirement from the 1914 French GP at Lyon. The Frenchman has been heroic in his efforts to win the race, but the Peugeot *équipe* has made a mistake on tyre choice and his car has proven a handful.

Even so, he chases Mercedes' Christian Lautenschlager, only to retire after his engine cries enough. Plucky Boillot would die two years later after taking on seven German planes in a dogfight. A brave man.

What you said:

Gary Doyle, by e-mail
Nothing comes close in terms of drama, size, impact, influence on racecar design and longevity of competitiveness of principal cars.

What they said:

H Massac Buist, Autocar
"The Mercedes victory was one of superiority at every point save that of brakes. The Germans have set a new standard, from which we have to learn. Time and again during the day, especially as the exciting duel between Mercedes and Peugeot developed, we would see the much faster German machines draw nearer to the French cars, gaining visibly until a corner fell to be negotiated. Sometimes it was like a fleet hound in pursuit of a hare. Invariably, a corner proved a temporary shelter for a Peugeot or a Delage."

9 1982 Monaco GP

The race it appeared that nobody wanted to win... In the end, Riccardo Patrese is shoved off a kerb by some marshals at the Station Hairpin and plods on to the flag to win for Brabham.

It looks like Alain Prost's race before he crashes with six laps left. Patrese leads before his spin. Didier Pironi leads, then runs out of fuel. Andrea de Cesaris should take over, but he's out of fuel too! Cue Patrese.

What you said:

Michel Deraemaeker, by e-mail
A more exciting finish than Dijon in '79. Nobody was sure about who would win the race.

What they said:

Nigel Roebuck, Autosport
"Can we have a winner, please? Someone step forward. Monaco is up for grabs. Patrese decided that he was the man. The marshals, judging the Brabham to be in a dangerous place, had pushed it straight again. Moving gently down the hill, Riccardo bump-started the engine and continued. If the Brabham had not been allowed the push, the Lotuses would have gone on their way and Mansell would have won his first grand prix. Weird circumstances, but then Monaco is not a race."



Before the rain: Patrese keeps his Brabham in front of Prost, Pironi, de Cesaris

LAT Action Plus

8 1993 European GP

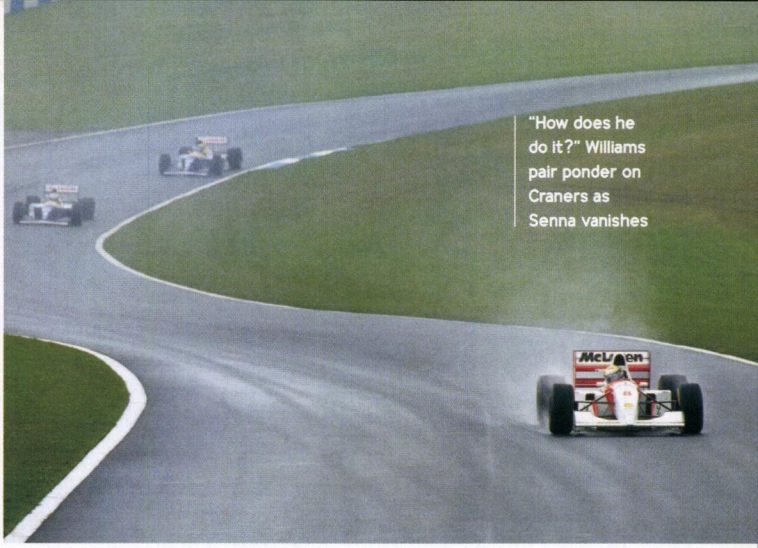
The post-race press conference was almost as electrifying as the race. Held in a scaffold-supported hard-floor tent in the Donington paddock, the lashing rain beat down upon the roof so you heard it even above the amplified voice of Alain Prost. He was explaining why the constantly changing weather conditions had made the '93 European Grand Prix such a hellishly difficult race for him. To his right, and slightly behind, laid a long way back on his chair, Ayrton Senna had his eyes closed, perhaps reliving his unbelievably audacious drive to victory. There was also clearly an element of feigned disinterest at Prost's explanations. You just knew Senna was not going to be gracious enough to let it go, that he hadn't yet finished with his humiliation of his greatest rival.

From fifth at the first corner in the blinding spray to the lead at the end of the first lap, Senna had passed Michael Schumacher around the outside of Redgate, Karl Wendlinger around the outside of the mighty Craner Curves and zapped Damon Hill shortly after, leaving just Prost ahead of him. It had to be this lap; that was crucial. Prost's Williams-Renault was faster than the McLaren-Ford. If he could just use the momentum of his attack to displace Prost now as Alain was still feeling his way, he might have a chance. He gambled all on a bold late-braking move down the inside of the Melbourne Hairpin, the lap's penultimate corner. On the exit, a yellow helmet in a dayglo car emerged first out of the gloom. That was the foundation of the victory, built upon with a sustained demonstration of genius and tactical poker through the ever-changing conditions.

Alain had been in no position to fight it out at the Melbourne hairpin, he was now explaining: "The tickover was still on its dry setting, making it too high for the slippery surface. It was making the car very difficult to control under braking at a slow corner like that. I was defending my line but then the gearbox suddenly found neutral and I ran wide." He went on to explain how the wrong rear-wing setting had been chosen and how the Williams felt near-undriveable on slicks. Then there was the problem of the stalled engine at the fifth stop, and the later puncture. In all, he'd made seven pit stops, two more than Senna. And that had been crucial.

Still mid-flow in his shopping list of woes, Prost was interrupted. Senna had opened his eyes, looked across and with perfect timing said: "Maybe you should change cars with me."

The whole room laughed, Senna closed his eyes once more and Prost sat there with a forced smile frozen upon his face. You could see he considered Senna's jibe a cheap shot, see his disgust at how Ayrton could not even be gracious in victory. But the rest of the room was laughing because Ayrton had worked them, just as exquisitely as he'd worked the car and the heavens that day. If you stood aside from being entranced, became a dispassionate observer, it was like seeing someone kick a wounded dog. MH



"How does he do it?" Williams pair ponder on Craners as Senna vanishes

What you said:

Pat Garnett, Wolverhampton
They say the rain's a great equaliser, and clearly it cancelled out the superiority of Williams. But nothing could match Senna.



Ayrton Senna made 'only' five pit stops

What they said:

David Tremayne, MotorSport
"This was Senna's Day of Days. He dealt with Schumacher in Hollywood, went round the outside of Wendlinger down to Old Hairpin, and at McLeans he shouldered inside a cautious Hill. In the Melbourne hairpin he took Prost down the inside and the Williams driver could only let it happen. By the time he reached Redgate, Senna can barely have seen the FW15C as a spray-blurred yellow and blue dot in his mirrors. This was annihilation, and it made the rest of them look as if they were on their warm-up lap."

7 1953 French GP

Mike Hawthorn comes of age and becomes the first Briton to win a World Championship grand prix after an incredible duel with Juan Manuel Fangio at Reims.

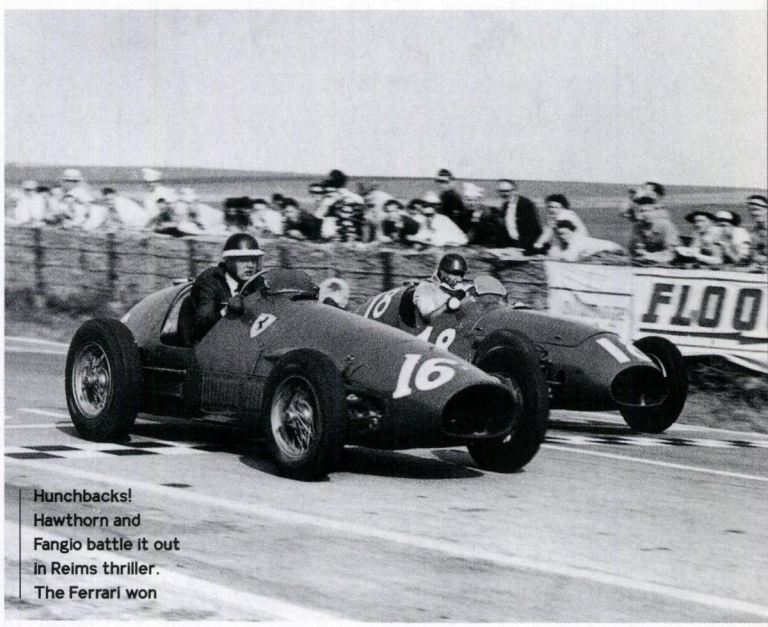
Hawthorn's Ferrari is put on the grass by Fangio's Maserati with a few laps to go, but Mike recovers and gets the verdict by 40 yards after a sprint from the final hairpin. Just behind them, González gets third in a scrap with Ascari and Farina.

What you said:

David Baxter, Dordogne, France
A great duel between Hawthorn and Fangio, with Ascari and González in the frame.

What they said:

Gregor Grant, Autosport
"Everyone was on his (or her) feet. 'C'est Howtorn – non, c'est Fangio' howled the PA announcer. Up in the press tribunes the Argentinian commentator was practically in a state of collapse. He'd been jabbering away for over two and a half hours and could scarcely obtain any breathing space. Hard-headed journalists threw nonchalance to the winds. One gentleman even went so far as to tear up his notes, stand on his hat and finally fall over his desk."



Hunchbacks! Hawthorn and Fangio battle it out in Reims thriller. The Ferrari won

6 1935 German GP

The perfect storyline: underdog topples favourites after clawing his way back from disaster. In this case Tazio Nuvolari, in the dated Tipo B Alfa, ignoring a huge power deficit.

An anguished two-minute pit stop leaves him sixth; then on one stunning lap he takes two Mercs and two Auto Unions and starts to chase the Mercedes of von Brauchitsch. The gap falls to 35sec on the last lap. It's impossible in 14 miles – until the Merc's shredding tyres rupture.

What you said:

Richard Ambroson, California
Nuvolari, in an outclassed Alfa Romeo, beats the Silver Arrows on their home circuit. A brilliant, inspirational win.

What they said:

Adrian Conan Doyle, MotorSport
"The people of Germany have been streaming towards the Nürburgring. Charabancs of elderly people, droves of men, women and children on cycles singing through the darkness as they pedal. A regiment of Nazis have marched 350 miles to see the race. All honour to the Germans for their support of a great sport."

MotorSport report
"As Nuvolari crossed the line there was a deathly silence – then the sportsmanship of the Germans triumphed. He was given a wonderful reception."



Nuvolari was imperious in legend-defining drive to beat the Germans at Nürburgring



Regazzoni (4), jumps start to lead away from Ickx, Amon, Ganley, Siffert, Cevert

5 1971 Italian GP

Closest grand prix of all time; fastest World Championship F1 race until well into this millennium... And this classic Monza slipstreamer has an unexpected winner to boot – Peter Gethin in his BRM.

The ex-jockey is nowhere early on, but at the end of 55 laps he leads Ronnie Peterson, François Cevert, Mike Hailwood and Howden Ganley across the line, with the quintet covered by a mere 0.61sec. Average speed? 150.759mph...

What you said:

Dieter Hausberger, Fernitz, Austria
Five cars covered by a towel at the finish line plus a big surprise at the end. I fear we will never see a grand prix like this again.

What they said:

Patrick McNally, Autosport
"The antics of the leaders were quite terrifying to watch, for they would go past the pits sometimes four abreast yet somehow managed to squeeze into the gap where the road narrows as they went down to Curva Grande."

Peter Gethin
"To try and convince the Italians I was the winner I put my hand up on the line! They didn't have photographic equipment and the Italians are likely to go with whoever they make up their mind with on the spur of the moment."

4 1967 Italian GP

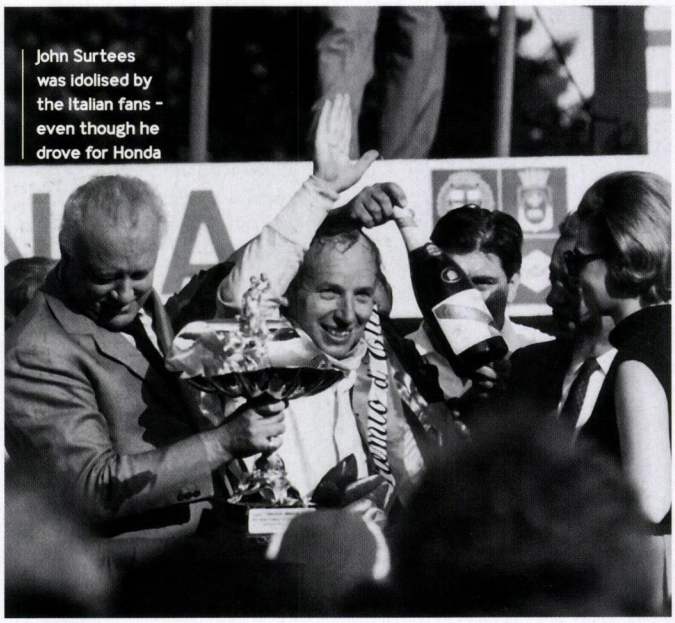
In a brilliant display of opportunistic driving, John Surtees wins a Monza classic – on his debut in the Lola-devised Honda RA300 – by a hair's breadth from Jack Brabham after long-time leader Jim Clark slows on the last lap. Surtees keeps well to the left as he comes down the straight for the last time, so that Brabham is forced onto cement dust and runs wide. Surtees pounces. And wins.

What you said:

Lloyd Rainford, Liverpool
Absolutely superb drives from John Surtees and Jim Clark - two of the giants of British motor racing at the top of their form.

What they said:

Denis Jenkinson, MotorSport
"The crowd went wild and swarmed onto the track as Clark coasted over the line in third place. While one section of the milling throng overwhelmed Clark, another section nearly tore Surtees to pieces in their enthusiasm, for he is still the idol of the Italian sporting world. The Lotus mechanics filled the tanks on Clark's car and found that there had still been three gallons left, so he had not run out of petrol, but the pumps had failed to pick up the last three gallons."



John Surtees was idolised by the Italian fans - even though he drove for Honda

LAT

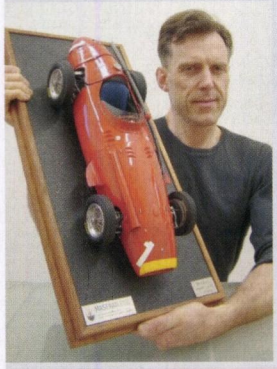
Amalgam **Fine** Collection.

1/4 Scale Models • 1/8th Scale Models • Replica F1 Steering Wheels • Detailed F1 Engine models • Fine Motorsport Related Goods

Mercedes W196 Monoposto at 1/8th scale

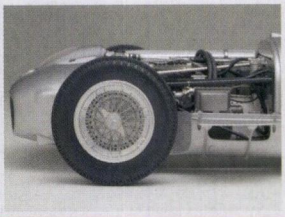
1955 British GP at Aintree

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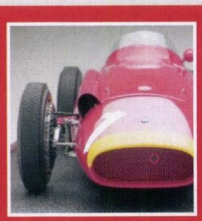
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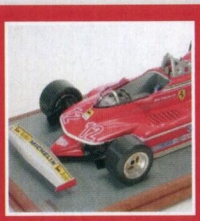
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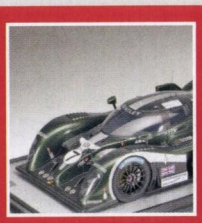
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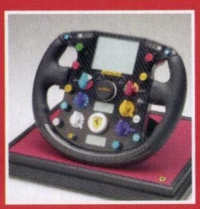
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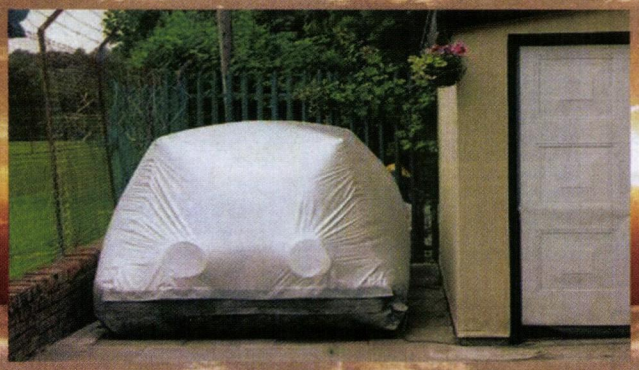
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3 1961 Monaco GP



The race of his life? Stirling Moss crosses the line to win in Rob Walker's Lotus

Stirling's greatest race? Ferrari's new V6s will dominate the season, but only after Moss beats Maranello – in last year's Rob Walker Lotus.

Moss quickly takes a lead he'll never lose, despite constant Ferrari pressure from Phil Hill and Richie Ginther. Brilliantly using traffic to offset his 25bhp power deficit, he's within sight of the edge lap after lap, but never oversteps it. Ginther grimly chases, but this is Moss at his sublime best – uncatchable.

What you said:

Rod Barrett, North Wales
Moss was simply The Man - and this was him at his best.

What they said:

Denis Jenkinson, MotorSport
"Moss was really scrabbling into the Gasworks turn, using all the brakes and staying in front by sheer driving virtuosity. Ginther was so determined that a lesser man than Moss would have given up, but not the 'Golden Boy'; he was enjoying every minute of the battle, even if he was sweating a bit. They crossed the finish line 3.5sec apart, and the vast crowd sank back in exhaustion saying 'what a race, and this new [1.5-litre] Formula One has only just started'."

2 1979 French GP

The dust is settling at Dijon. Literally. Just a couple of hours earlier one of the most ferocious Formula One battles of all time - perhaps *the* most ferocious - has been fought out between René Arnoux and Gilles Villeneuve. For second place. Villeneuve's Ferrari has pipped Arnoux's Renault for the verdict. Not many are talking about the sister car, driven by Jean-Pierre Jabouille, which has finished 15sec up the road. First modern-era GP win for Renault, first for Jabouille, first for turbocharged engines... Arnoux smiles: "I am not sad to be third. Gilles drove a fantastic race. Most of all, I am pleased for Jean-Pierre. *C'est justice*!"

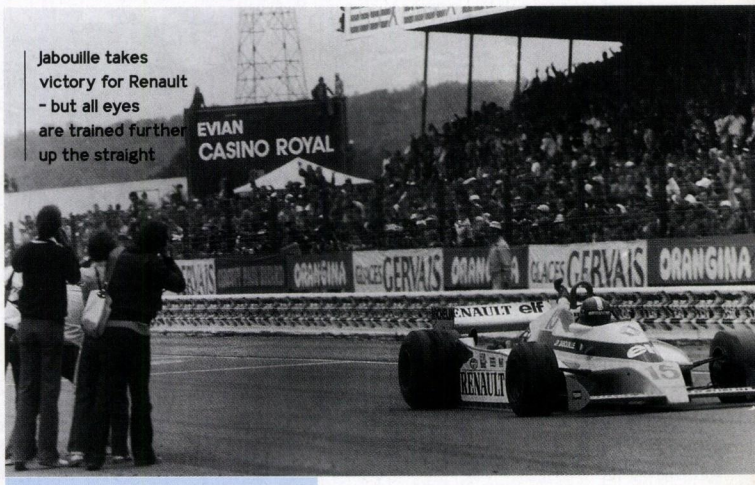
He meant it, of course. Third was a breakthrough for Arnoux, in the middle of his first full F1 season. He knew his time would come. But fast-forward a quarter of a century and the context has changed. Ask whether he would have preferred to trade places with Jabouille and he nods: "I would have preferred first position - when you race you *always* want to win."

Even without that Villeneuve/Arnoux battle this was a history-making race, facilitated by a number of factors. Renault, still alone in its pursuit of F1 turbo technology, had not long pressed its RS10 ground-effect car into service. With more downforce, this allowed the drivers to stay on the throttle longer, thus diminishing the hitherto troublesome turbo lag. And Dijon, with its fast, sweeping bends and relatively high altitude - meaning the atmospheric engines lost power in the thinner air - played to this new-found strength. And, with such a power advantage, the Renaults were able to bolt on yet more downforce, further improving cornering speeds and further minimising turbo lag...

Jabouille stalked early leader Villeneuve for 46 of the 80 laps before calmly moving ahead, but Arnoux had a tougher job - he had bogged down at the start and was forced to carve through from ninth place.

With Jabouille in front and Villeneuve's Michelins in trouble from his efforts to stay in front, Arnoux was given the *vite* signal from the pits. With five laps to go he was on Villeneuve's tail. "If you put too many revs it's dangerous for your engine," says Arnoux of his getaway. "If you have not enough the turbo stops and you don't start. So I don't start! But I come back again and again and I arrive a few laps before the end of the race with Gilles.

"Gilles had a big problem with his tyres and with his brakes. My car was very good but I had a big problem with fuel pick-up in the engine, and it stopped for a moment. So it was also very difficult for me and we had a very exciting *bagarre*. We rub the wheels together - Gilles was a very good friend of mine and this was only possible with him. Whether it was for the win or second place we always pushed very hard. I remember one time on the exit of the first corner we had four wheels interlocked, and I see Gilles' eyes behind his visor! It was really exciting for those last few laps." MS



Jabouille takes victory for Renault - but all eyes are trained further up the straight



Heroic Villeneuve took fight to Arnoux

What you said:

Walt Huli, San Pedro, California, USA
If anyone has to ask why this is the greatest grand prix ever, that person must not have seen this race.

What they said:

Nigel Roebuck, Autosport
"Those closing minutes beggar description. While Jabouille cruised serenely on, there was a battle behind of an intensity not seen for many moons. No one – not even Gilles or René – really knows how many times the Ferrari and Renault passed and repassed. It was exhilarating to watch; and later the two drivers said it had been fun!"
Gilles Villeneuve
"I felt for sure we were going to get on our heads."
Jody Scheckter
"Very dangerous. They were lucky to get away with it."

LAT, AP/Empics

1 1957 German GP

The late Juan Manuel Fangio's final grand prix victory is renowned for being his best. Adam Cooper spoke to him about his Nürburgring drive

Like those regular pop-culture poll toppers *Citizen Kane*, *Sergeant Pepper* or the 1970 Brazilian World Cup team, the 1957 German Grand Prix has acquired a mythical status – even among those who were not around at the time.

Relatively few of *MotorSport*'s current readers would have read reports of the race at the time, and even fewer were there to witness the action first-hand. But the 'Ring '57 has nevertheless outscored all the events of the TV era that most of you saw for yourselves.

Juan Manuel Fangio himself was always happy to admit that it was his greatest drive, on a day when his familiar calculated approach was abandoned in favour of an all-out charge on this most dangerous and demanding of circuits.

I found out for myself what the victory meant to the great man back in 1989, when I interviewed him about the race. We spoke through his own interpreter – and I later got a Spanish-speaking friend to translate the motorsport nuances on my precious tape – but his animated manner and the sparkle in his eyes transcended any language barriers. He just loved to talk about the race.

It's ironic that, while the event took place nearly 49 years ago, the very heart of the story is clearly reflected in modern grand prix racing – in adopting a strategy of changing tyres and refuelling, Fangio and the Maserati team were several decades ahead of their time.

"In practice the tyres were not working well; they were consuming too much rubber," he recalled. "So we decided that during the race I had to stop to change them. The mechanics knew before the race that there would be a problem, so they practised changing. They got a best time of 30 seconds, and at that time that was very good.

"In the race itself I had a 30-second advantage over second place when I came into the pits. I don't know what happened in the pits, but when I came out again I'd lost 30 seconds, plus another 48 seconds!"

By now Mike Hawthorn and Peter Collins, running a traditional non-stop race, were far down the road. Another lap passed before the Ferrari aces knew that the leader had pitted, but they obviously had no idea that the stop was planned and that new tyres might give Fangio an advantage. They assumed that they could now settle the matter between themselves and, via hand signals, Collins ceded victory to his pal. They could now relax.

At first even Fangio thought he was destined for third place. "They were two good drivers, so I thought I could not get an advantage over them," he said. "I was 51 seconds behind them when I started again, and there were only 10 laps to go.

"I always had in my head the possibility of winning a race, but this

> 'I did things I had never done before in my life'

race was almost lost for me. So I had to take a risk – that's something I never did before in my life. So, I started to switch from using fourth gear to fifth. I started to pull stronger using the longer gears. And I thought inside of me, 'Maybe once is OK, I can take one turn like this – but it's crazy if I take two…'

"I made the right decision. If in one turn I was using second gear, then I went into third. When it was third, I put fourth gear. And the car went better into the turns. Then there was much more risk and it was much less safe, but you go faster. Then in some of the downhills I saw the other two cars. There were only two laps to go. And that moment was the first moment that I really thought I could get them.

"I've never been a spectacular racer, but I did things I had never done in my life, driving from one side of the circuit to the other, using the maximum revs. And that's how I caught them and won the race – I won by three seconds. I made record laps in the last 10 laps.

"But I had a problem. One of the screws in the back of my seat broke on the last lap. I got my leg hurt trying to get the seat straight. I couldn't grab hard on the steering wheel, I had to drive with it – you can't just use it to hang on at a circuit like the Nürburgring!"

At the flag he was completely drained: "For me this was the most emotional race. I was named *meister* – if you win three times on the Nürburgring then you are something special. When I was later waiting for my laurels, I was very emotional. In 1954 a driver I took there to race had died [Onofre Marimón], so this circuit had given me happiness and sadness. I never thought I could win this race. I risked for the first time in my life."

Nobody knew at the time, but at the age of 46 Fangio had taken his final GP victory. Within a season he had begun to think about those risks and had retired from the sport. Further poignancy was brought by the death of Collins when pushing to the limit at the 'Ring exactly a year after this race, and the loss of Hawthorn at the start of 1959. It was truly the end of an era. M

What you said:

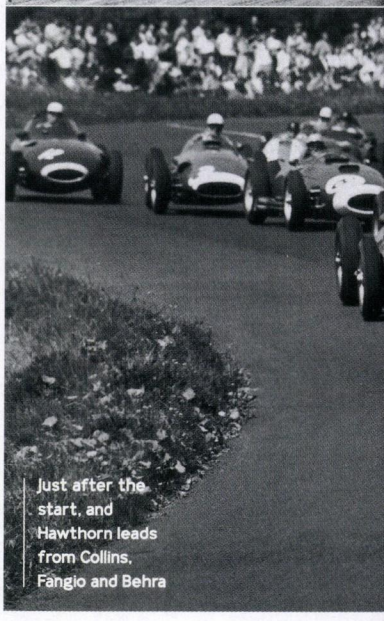
Keir Delaney, by e-mail
Fangio catching the Brits napping while throwing his 250F around with great abandon long before the circuit was 'decluttered'.

What they said:

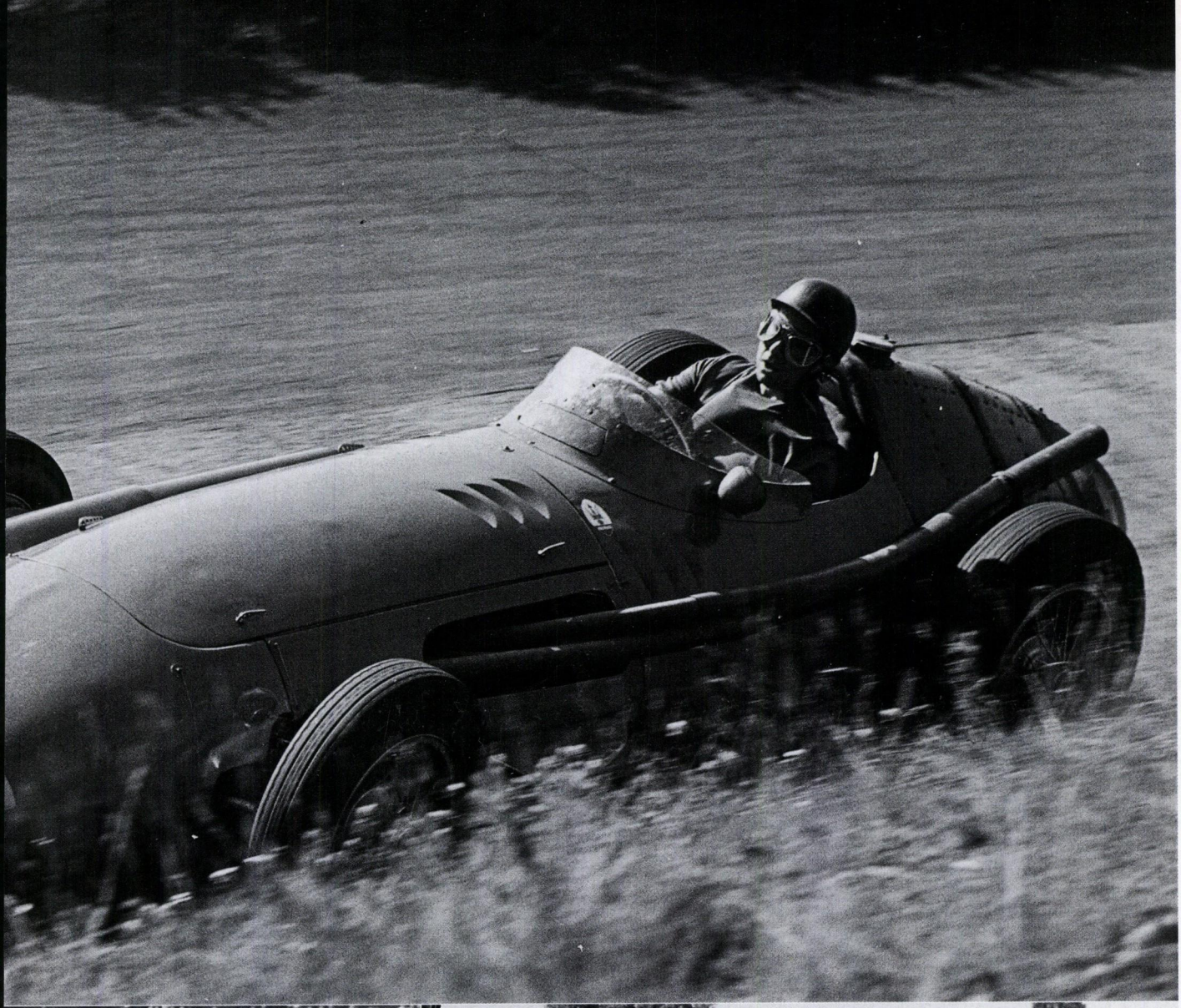
Denis Jenkinson, MotorSport
"Fangio was smiling happily to himself as he lowered the lap record again and again. On lap 19 the gap was only 13.5sec, and Hawthorn and Collins knew their race was run, for when 'the old man' gets in a record-breaking groove there is no-one to stop him. Round the Sudkurve he was grinning at the two young boys and as Collins went into the Nordkurve Fangio went by him. One slip by Fangio and Hawthorn would have been back in front, but it's because he doesn't make such slips that he is World Champion."



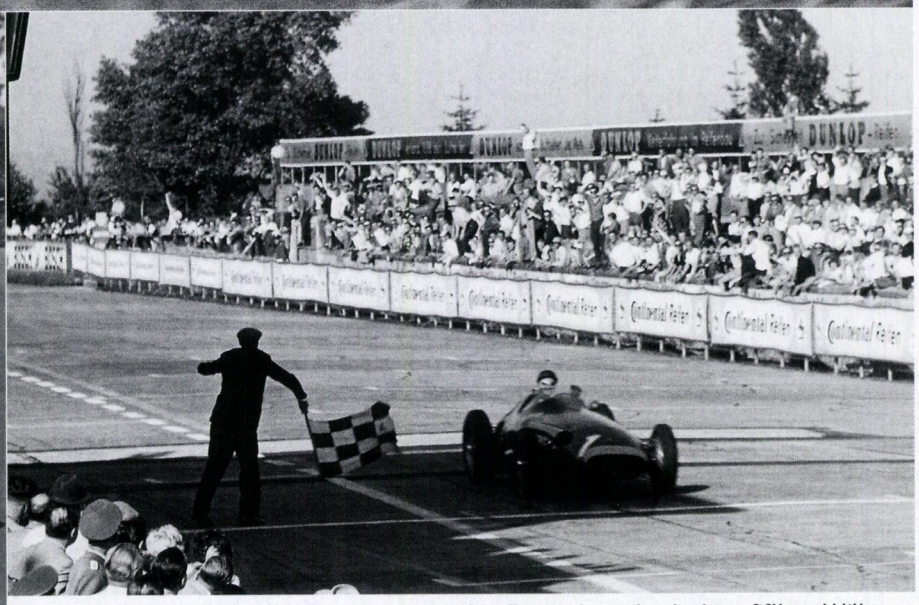
Fangio swings his Maserati 250F through the Karussell during seminal drive



Just after the start, and Hawthorn leads from Collins, Fangio and Behra







The flag drops to end three and a half hours of wizardry from Fangio, who went on to claim a fifth world title

LAT

Martini, Tarquini, Verini... and Ninni

Lancia, Alfa Romeo and Fiat all owe Ninni Russo a great debt – and he's still going strong. He talks to John Davenport

To have seven World Rally Manufacturer titles on your CV – of which six were in consecutive years – is a pretty powerful indication that as a rally manager you know what you're doing. When you also have a British Touring Car title, then versatility creeps into the equation. Today, after 37 years in the sport that he loves almost as much as it loves him, Ninni Russo is still running things, although now it is the twin championships that flank the WRC: the Junior and Production World Championships.

CO-DRIVER

Back in the mid-1960s, Domenico Russo was studying law in his hometown of Forlì when a friend suggested that he might like to co-drive for him on a rally. Ninni – a nickname bestowed on him by his father long before he had anything to do with motorsport and a variation of *bambini* rather than of his christian name – had done some regularity events where he had impressed with his attention to detail and his ability to concentrate on problems while in a moving car. But this was a bit different: "My friend who lived next door, Alcide Paganelli, was getting a factory car from Lancia for Italian championship rallies and during 1968 he asked me to co-drive for him in a couple of events. It was very different from those regularity rallies, but we did OK and for 1969 he made a deal with me to do all the rallies. This was my first contract, with him you understand, not directly with Lancia." They spent most of the year doing unfamiliar events, riding shotgun for Harry Källström while he won the European Championship for Lancia.

The Spanish Rally was the key event. "Alcide and I were there to follow Harry and help if he had a problem," says Russo. "Things did not start so well. The Pirelli factory was on strike and Henry Liddon was sent to Milan to get the tyres for the rally. Henry turned up just as the rally started, coming from the airport with all the tyres in three taxis. Then on the rally we were late somewhere in the night and in fog, and we went off the road. The first thing I remember is a co-driver from another car asking if we are OK. I said, 'Yes but we must get on to help Harry' and this man say it can be difficult on only three wheels! Somehow we fixed

> 'It can be difficult to carry on with only three wheels!'

things and were able to carry on, but for me it was good learning all these unbelievable things that can happen on a rally."

For 1970, with Lancia hiring top Scandinavians to partner Sandro Munari, Paganelli and Russo were offered a deal to go to Fiat, their reasonably friendly rivals at the other side of Turin. Fiat's new rally tool was a sports-car, the 124 Sport Spider. Nice machine though it was, it was rather underpowered and only had a 1438cc twin-cam engine with eight valves and twin carburettors. Over the years it was to get bigger engines, four valves per cylinder and fuel injection, but in that first year Paganelli struggled to make an impact in the big events. On their debut, with the Spider in relatively untuned Group Three trim, they finished second in class but 21st overall on the Monte Carlo. They went on to have an excellent year in the Italian championship, overturning Lancia hegemony and winning it outright.

Apart from a brace of second places in Austria and Portugal, the retirement total definitely outweighed the successes on the international scene over the next six years. "Alcide was a naturally talented driver and he always liked to attack," says Russo, "which means that we often had some difficulty coming to the finish of the rally – but no bad accidents!" When Paganelli retired, Ninni did 1976 and '77 with Maurizio Verini in the new Fiat 131 Abarth. Verini had been the Italian Champion in '74 and European Champion in '75, and he and Russo had first competed together on the '73 RAC Rally when, after a particularly difficult event, they finished 19th overall.

FIAT / LANCIA CHIEF

Russo was now 38 years old and his law studies back in Forlì were long forgotten. What to do next? At the end of 1977 Fiat had won the WRC, thus preventing Lancia taking a fourth straight title. The independent Lancia team was closed down and its staff and cars moved to the Abarth factory to integrate with the Fiat squad and become a unified whole known as Attiva Sportiva Abarth. Lancia's Cesare Fiorio was its president and Daniele Audetto, recently arrived from the Ferrari team-manager role, was its director. The new team would concentrate mainly on running Fiat 131 Abarths, with the Lancia Stratos relegated to a support role. »

LAT



Ninni Russo: one of motorsport's most popular characters. And *very* Italian!

"In the middle of 1978 Cesare Fiorio said to me, 'Now you have to change, go to the other side of the barrier', so I started work for him as a manager and coordinator of the Fiat/Lancia team," says Russo, who carried on co-driving for a while, using the recces to plan the service and send information back to Turin.

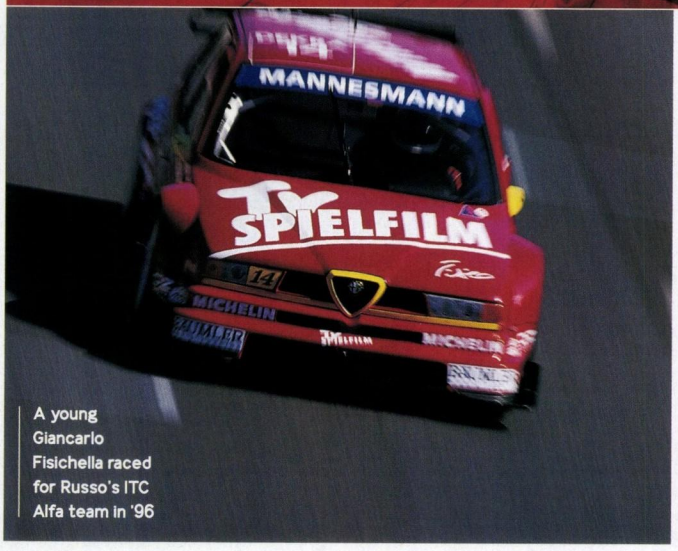
As he progressed into a pure coordination role, Ninni was responsible for a team that included Walter Röhrl, Markku Alén, Bernard Darniche, Timo Salonen, Jean-Claude Andruet and Verini. There were some volatile personalities there, but, for the moment at least, Fiorio or Audetto handled any clashes of temperament while technical matters were the province of Giorgio Pianta. What Russo had to do was to make sure the logistics of the large and complex Fiat team worked like clockwork to deliver what was needed at the right spot: "It was good for me to work on that side. You know, the philosophy of Fiorio was that if he hired all the top drivers, it might give him a problem sometimes as they fought among themselves, but at least they were not driving for another team."

This was an era when technology was not only appearing on the rally cars but also in the service network. Radios had been used for many years on events like the Safari, and Lancia had even pressed amateur radio enthusiasts into service on the Monte Carlo and San Remo to provide some exchange of information within the team. But now mobile phones and better radio links were making it possible to have more control, although it was still not perfect: "In Portugal 1980, Markku had a problem on a stage and we had to send a service van up a small road to him. We told the mechanics to look out for Walter and we tried to tell Walter. But you know, in the mountains without a repeater the radio is not that good. So when Walter hit the van he was, how you say, a wild man! But I told him, 'Look Walter, we tried our best and I am sorry.' Then he did that unbelievable time in Arganil and it didn't matter any more." Also on that long Arganil stage, rallying saw an innovation when Fiat drivers were given intermediate times by pit board.

Fiat and Röhrl were WRC champions in 1980 but in '81 another technical advance arrived that left the team struggling to maintain supremacy: Audi introduced four-wheel drive and turbochargers to the rally world. Nothing would be the same again. Fiat dropped to sixth in the WRC and Alén could only manage fourth in the drivers' points, but behind the scenes the Fiat/Lancia team had a new rally weapon under development. This was the Lancia 037 Rallye, an out-and-out homologation special with a supercharged engine amidships behind the driver. It made its debut in Corsica 1982 and, though fast – it was some 250kg lighter than the Quattro – it was also fragile. "On the debut in Costa Smeralda we broke both gearboxes and then in Corsica Attilio [Bettega] had a big accident," says Russo. "On the rough rallies we struggled and we needed all the good service to keep the cars in the rally. By the end of the season Markku was fourth on the RAC, so we knew we had most problems fixed."



Spiderman-helmeted Gabriele Tarquini gave Russo a successful 1994 BTCC campaign



A young Giancarlo Fisichella raced for Russo's ITC Alfa team in '96

'I did the job to bring their bodies back home'

And so it proved to be. Lancia was champion in 1983 with the 037, as Röhrl and Alén won five of the 10 events and finished 1-2 on four of them. On the Monte Carlo, Ninni organised for the Lancias to change tyres in the middle of the Chamrousse stage: "It may not have won the cars much time on the stage, but it showed our rivals how good we were and how well we could organise in order to win." It was not so easy in '84, as Audi developed its car and Peugeot came on the scene with the 205 T16: "We had lost Walter to Audi so now we had Markku, Henri [Toivonen], Attilio and Miki [Biasion]. I have never worked so hard as that year and we only lost the title to Audi by 12 points. The high was Corsica, where Markku won outright. It was interesting in Corsica as Peugeot were running for the first time. Vatanen led and then retired but we were keen to see Jean-Pierre Nicolas keep Audi from points so we let Peugeot see some of our information about road conditions." Nicolas finished fourth and Blomqvist's Quattro was fifth: QED.

Lancia's 4WD response to the Audi and Peugeot challenge was announced in December. The S4 was going to have a turbocharger and a supercharger, but it was not going to be ready until the end of 1985: "Our hope lay in being selective with events and drivers. We had a big strength with our drivers. But then came Corsica and the worst time of my whole career when my friend Attilio was killed. It was the same terrible thing a year later with Henri and Sergio [Cresto]. You know, the job to bring their bodies back home, two to Italy and one to Finland, I did this myself. I went in the Fiat aeroplane. I did not want anyone else involved. They were my drivers and I wanted to be with them to the end. It was especially hard with Attilio as our wives and families were very close."

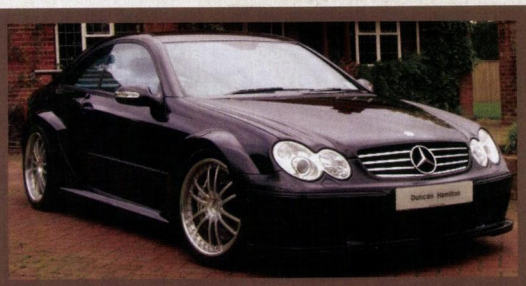
The 1985 season finished on a much cheerier note, with the S4 taking a debut win on the RAC »

LAT

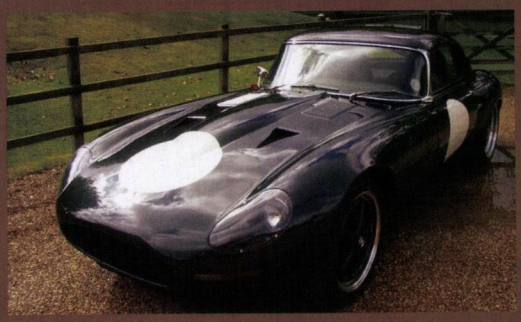
Duncan Hamilton enjoying himself aboard his HWM during the 1952 Ulster Tourist Trophy Meeting



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Rally in the hands of Toivonen and then starting '86 with him winning again in Monte Carlo. After that it became a bit of an *annus horribilis*, starting with the drivers' revolt in Portugal. Fiorio was at a race meeting, so Russo was in complete charge of the team on this event: "Of course you could have some sympathy with the situation [after the death of many spectators], but these were professional drivers who should overlook such things. Anyway, my advice to our drivers was that we as a factory invite you to drive. In fact, I sent up to each of their rooms a letter with the starting time for their car. But in the end all the drivers acted together. I did all I could psychologically to persuade them.

Afterwards, Fiorio said to me that I should have taken them by force and put them in the car. His actual expression was to 'kick arse'. But I am no Schwarzenegger... and if after that one of my drivers had an accident I would have felt terrible."

Soon after came the fatalities in Corsica and then the acrimonious affair with Peugeot in San Remo. "I tried not to get drawn in on technical matters, but where our cars were concerned I was involved as I had to go with them to scrutineering," says Russo. "Nearly always these things are matters of interpretation where the engineers can see something is permitted in the words that others haven't seen yet."

The legality or otherwise of the Peugeots led, after the season had finished, to the results of the San Remo being annulled, so that Alén was WRC Champion for just 11 days before having the title removed.

ANNI MIRABILI

The events of 1986 caused Group B to be dropped in favour of Group A. Evidently, 4WD and turbocharging were necessities if one wished to win and it was really a race to see who could first build 5000 cars – the requirement for homologation in Group A – with these desirable features. The answer was Lancia. Even more importantly, the marque had the wherewithal to develop the car, and a fully operational and battle-hardened team to run it. At its peak

'Fiorio said I should take the drivers by force'

the Abarth factory had some 500 people working on motorsport, with over 80 of those being experienced rally mechanics and technicians. "The Group B business was both the worst and the best thing for Lancia," recalls Russo. "Thanks to the S4 and all the work that Sergio Limone and Giorgio Pianta had done, we knew a lot about 4WD and turbos. That's why the Delta HF could be such a success straight away."

And a success it was. Six straight WRC manufacturer titles and four



Russo co-drove Alcide Paganelli in Fiat 124, here on way to 19th in 1974 1000 Lakes Rally



Markku Alén presses on in Lancia Delta S4 on controversial 1986 San Remo Rally



Russo had many years alongside Maurizio Verini, here in Portugal '77



Röhrl on way to winning Portugal 1980 with Fiat 131: errant service van not pictured

drivers' championships, shared between Juha Kankkunen and Miki Biasion: "We were a family again. We had all the right elements in the right mix. Even when Fiorio left in March 1989 to go to Ferrari and Claudio Lombardi took over the direction, our team and our way of working were so good that the winning didn't stop." Eventually the run of success came to an end by the hand of Fiat itself. "These victories had been very important for Fiat and people ask, 'Why do you stop?'. It was very simple. We had realised that a Lancia winning was not news – we only got headlines if we lost." The announcement was made at the end of 1991, thus terminating a 26-year association between the marque and the sport of rallying. Actually, the link was not severed at once as the team shared the 1992 WRC effort with the Jolly Club.

ALFA BOSS

The sporting emphasis within the Fiat Group now passed to Alfa Romeo and circuit racing. While Pianta took Nicola Larini and Christian Danner off to win the DTM, Ninni was given charge of Gabriele Tarquini and a clutch of ex-rally mechanics and sent to contest the Italian Super Touring Championship with a 155: "We were a bit unfamiliar with racing. When we went to the first race at Monza I had a telephone call from Pianta, who had seen qualifying on the Italian TV. He was very annoyed and told me that we had the cars pointing the wrong way in the pit garages. So we were the team, as we say in Italy, with 'dust in the pocket'." Tarquini finished third in the series. They were now sent to do the hottest Super Touring championship, the 1994 British series. A deal was done whereby their English home was the Prodrive workshop in Banbury, but all the main work was done back at an old Lancia facility in Chivasso. Running this team with its two cars – Tarquini was joined by Giampiero Simoni – and 40 mechanics tested to the full the logistics skills that had been acquired in the rally team.

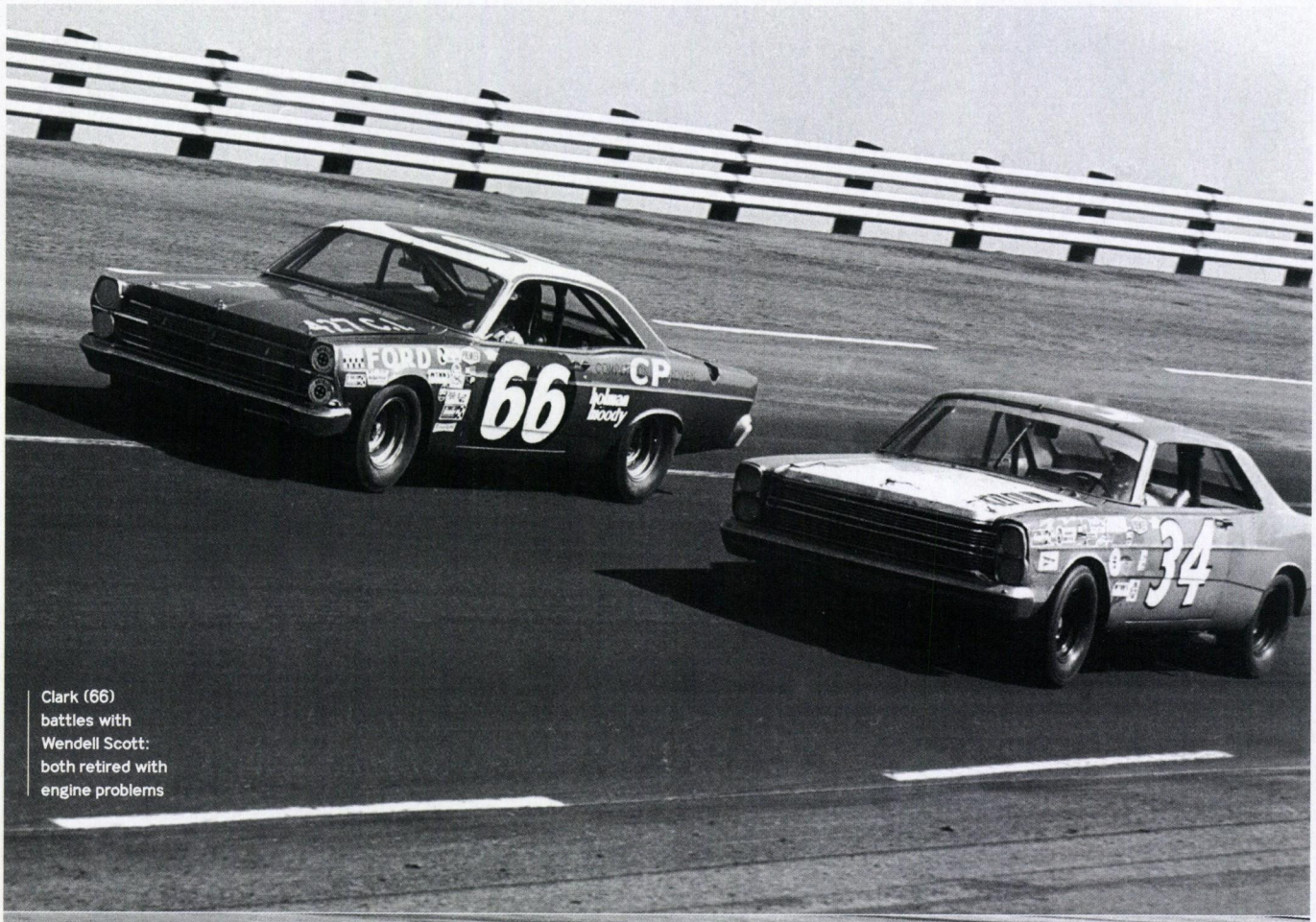
The team was an instant success, with Tarquini winning the first five races, but the Alfa also became the target for a certain amount of politics. The 155 Silverstone had a homologated front spoiler with an adjustable splitter. A typical bit of Italian ingenuity had this supplied in the boot of the standard car as 'optional equipment'. At Oulton Park the Alfas were instructed to run with the splitters retracted and their points from earlier races were annulled: "Of course we could not allow this, so I made the decision to pack up and leave the circuit with our cars and people. We immediately made an appeal, went to the court in London where the letter came from FISA and that stopped everything." The points were reinstated, a compromise reached on splitter position and Tarquini went on to win the championship by a country mile. It was an amazing achievement, and one of which Ninni was rightly proud. To have taken on and beaten much more experienced racing teams operating for Renault, Volvo, Nissan, Ford, Vauxhall, BMW, Toyota and Peugeot was very satisfying.

The following year, 'his' team returned to dispute the Italian championship again but, despite getting the cars the right way round in the garages, they were not on the pace. So for 1996 Russo found himself with a new challenge, this time running Alfa 155 V6 TI cars in the ITC series. The drivers were Danner and Giancarlo Fisichella, the sponsor TV Spielfilm. Podium places were infrequent in this highly fuelled combat between Alfa Romeo, Mercedes and Opel, but the idea was to run as support to the two leading Alfa drivers in the Martini cars, Larini and Alessandro Nannini. Even before the end of the season Opel and Fiat bosses had joined together to break the contract with Bernie Ecclestone and the FIA; the glory days of the ITC were over almost before they had begun.

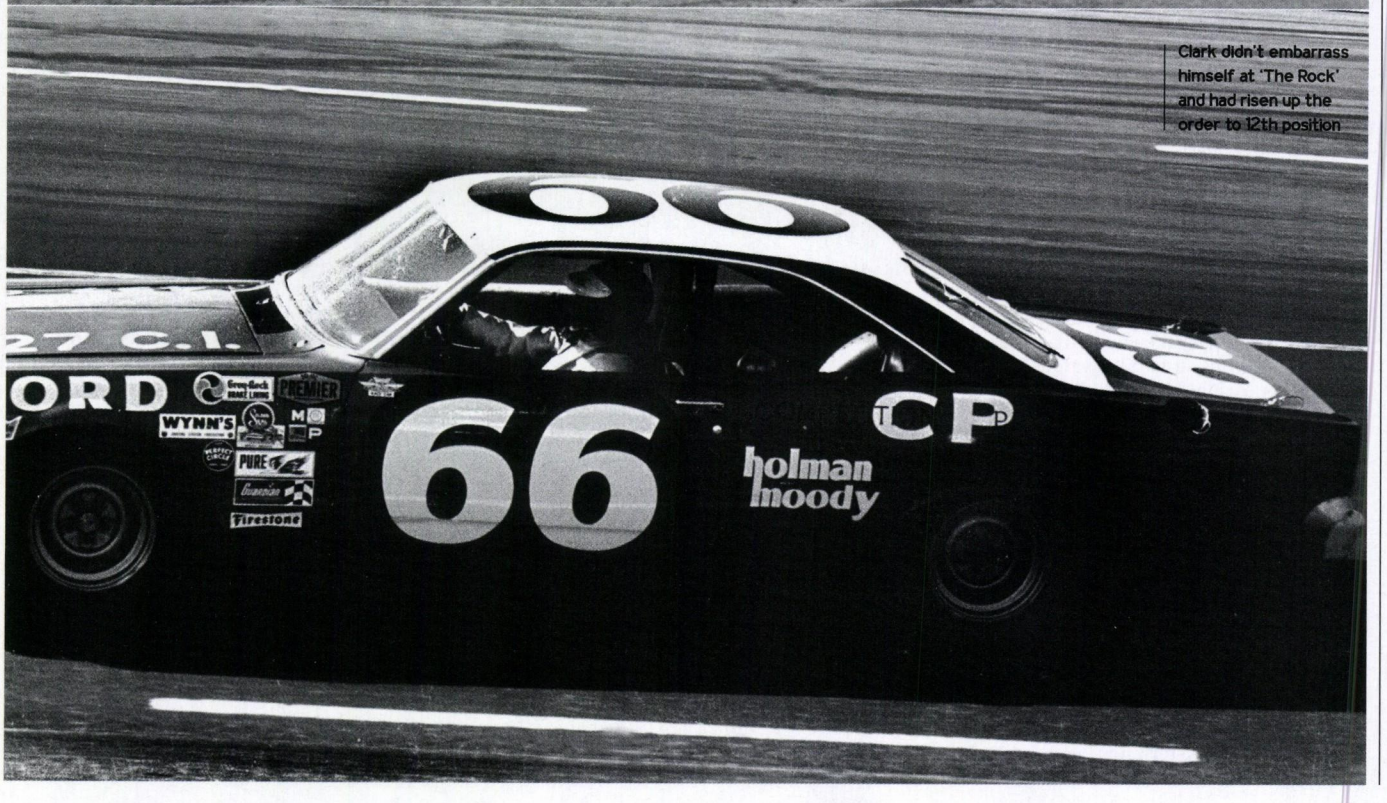
A NEW FAMILY

For Ninni it was back to Turin, to a future of looking after Fiat's rally and race customers, especially in the Italian one-make championships: "It was OK but it was not mainstream. In 2001 I had an offer to look after the Junior and Production World Rally Championships. Fiat offered me a sabbatical of three years, which was very generous of them, but I am very happy coordinating these championships and having the opportunity to see a lot of my old friends. It's like the old Lancia team – I am in a family again!" And that's just the way Russo likes it.

LAT



Clark (66) battles with Wendell Scott: both retired with engine problems



Clark didn't embarrass himself at 'The Rock' and had risen up the order to 12th position

Busman's Holiday

Drivers who raced what you wouldn't expect them to...

Jim Clark

Ford Fairlane, American 500, 1967. By Ed Heuvink

After winning the Mexican Grand Prix in late October 1967, Jim Clark had some time on his hands before the non-championship Spanish GP. As a tax exile, he had never been in a hurry to fly back to Europe after a long-haul event. On this occasion Clark was already on the American continent, so was finally able to fulfil the long-standing wish of NASCAR impresario Bill France: having a Formula One World Champion participate in a Grand National race. And so, as a Ford-contracted driver, Clark quickly made a deal with Holman & Moody, the Blue Oval's factory-sanctioned NASCAR team.

France had always looked for opportunities to get additional publicity for NASCAR, which in those days was more of a regional series for drivers who had been born and raised around the dirt tracks of the south. In that period, the big names in American racing drove at the Indianapolis 500 and in other USAC championship races, but the ambitious France desired international acceptance for his racing too.

Clark already had American speedway experience: after two earlier attempts, he'd won the Indianapolis 500 for Lotus in 1965 and also competed there in '66 and '67. During the '65 race, Clark's pit crew was manned by Glen and Leonard Wood, who ran their very successful Wood Brothers stock car team and had close ties with Holman & Moody and Ford. John Holman and Ralph Moody built race cars not only for themselves but also for several other teams, such as the Wood siblings. "A couple of years earlier my father had built a 7-litre Galaxie for John Willment in the UK and Jim drove it on one or more occasions. So Clark was not new to us," recalls Holman's son, Lee. "As soon as Clark accepted the invitation to run, 'Big Bill' contacted us, asking for a car. My father and the NASCAR chairman had always had a good relationship, so the deal was done quickly. Also, we always had several spare cars which could be used."

Clark, who had run all the grands prix in 1967 and had also competed in several Formula Two races, didn't have much spare time to compete in a NASCAR race. But, with the Spanish GP on November 12, there were two open weekends after the October 22 Mexican race.

George Cunningham, the PR officer of Rockingham's North Carolina Speedway, came up with the perfect opportunity for the Scot. "George, just like Bill France, knew how to promote a race and getting Jim Clark to run at 'The Rock' would definitely attract an extra crowd," says Tom Higgins, a journalist who attended the race in 1967. Since the opening of the track in '65, the organisers had found problems in attracting large crowds. Cunningham's feeling was that a famous driver was needed to raise the spectator figure. "Earlier in 1967 Ford's biggest NASCAR star Fred Lorenzen had retired, and when Cunningham told us that he had something really special for the American 500 we were all thinking of Fred coming back," continues Higgins. "Lorenzen did actually come back that weekend, but as team manager for Ford and its drivers: among them Jim Clark and Bobby Allison."



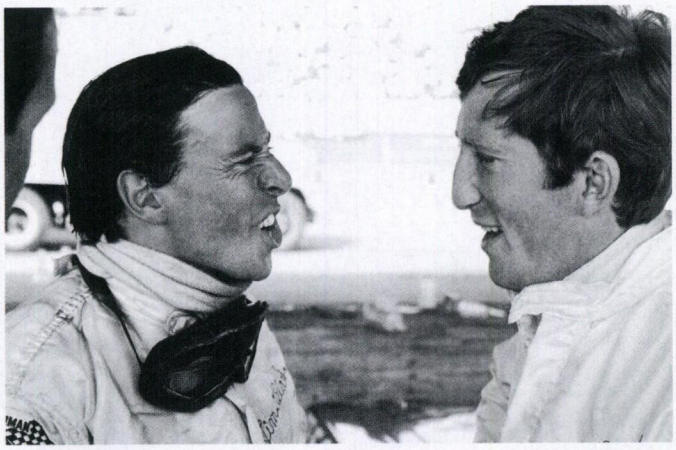
Allison (11) and Pearson scrap for the lead

Clark was not the first European to race in a NASCAR event on an oval: Jo Schlesser had started the 1964 Daytona 500 event, and Innes Ireland ran there in '67. But an F1 World Champion participating in a stock car race would definitely make headlines in the USA.

The Scot was one of 44 entries for that race, which included American legends Richard Petty, David Pearson, AJ Foyt and Cale Yarborough. The American 500 was a 500-lap race on a 24-deg banked one-mile oval. The track is located in the sand hills of North Carolina, just north of the small town of Rockingham, and the sand blowing over the surface makes it very abrasive. In those days tyres were not changed at every pit stop, making the track even more demanding. With this in mind Clark had brought a relief driver with him: Jochen Rindt would take over in case Clark became too tired.

After practice Clark complained only about the brakes of the heavy 7-litre Ford Fairlane. "I couldn't find the bloody brake pedal when I went into the turns," he said. But the combination of Clark's ability and the power of the Holman & Moody-prepared car resulted in 24th starting spot. Fastest overall was reigning NASCAR champion Pearson, who drove one of the other Holman & Moody Fords to a pole-winning speed of 117.12mph.

'Clark won a mere $695 - which he had to share'



"I can't find the bloody brake pedal!" Clark had Rindt on hand in case he started flagging

To Cunningham's delight, a new record of more than 53,000 fans came to what was to be an eventful race. After only 17 laps three cars had wrecked themselves, and within another 40 four more cars were sidelined because of accidents. At the front there was a fierce battle going on between several Ford drivers – Allison, Pearson, Foyt and Dick Hutcherson – and all led for some time. Clark took it easy in the beginning, but eventually made some great passes and managed to climb to 12th position.

Unfortunately, all his efforts were in vain when he became the first victim of engine failure. After 144 laps Clark's NASCAR debut was over, and there would be 12 others who would retire with similar problems that afternoon. And, since Clark had retired early, there had not been any chance for Rindt to drive.

After just over five hours and an amazing 25 lead changes, it was Allison who crossed the line first, one lap up on Pearson. The racing took a heavy toll: only 13 of the 44 cars made it to the end. It was Allison's first victory in a works Ford, and Holman & Moody's ninth of the season. Allison collected a healthy $16,300 in prize money, Clark a mere $695. As usual in NASCAR, he had to share this with the car's owner.

After the race the Scot returned to Europe to compete in the Spanish GP at the new track of Jarama, while the NASCAR regulars ran the Western North Carolina 500 at Asheville-Weaverville Speedway; the final race of the 1967 season. Allison was again victorious for Ford, and this time Clark was too: back in the more familiar territory of a Lotus-Cosworth 49, he defeated team-mate Graham Hill.

Collection Ed Heuvink/Pat Parker

In the age before

Johnny Dumfries made it to F1 and won Le Mans before returning to his duties as the Marquess of Bute. He talks to Marquess, er, Marcus Simmons

Tap the name 'Johnny Dumfries' into any internet search engine and you get the grand prix encyclopaedia pages. You're told that he was born in a castle and that he is now a talented painter. So you get this image of a bloke who, either side of a racing career which took him to Formula One with Lotus and to a Le Mans 24 Hours win with Jaguar, left his blue-blooded roots and then returned to undertake tranquil pursuits entirely befitting his new role as the seventh Marquess of Bute. There he is in the castle gardens: "Jeeves, go and fill my paint palette – and bring me a Pimms and lemonade."

But Johnny Bute, as he has been known since inheriting the Marquess title in 1993, is far from that. "I was born in the local hospital actually," he chuckles, before adding that the family pile at Mount Stuart is in reality "a very large house". And the painting? "Well, I used to be a painter and decorator!"

This interview takes place many miles from the splendour of the ancestral home. We're in a spartan meeting room near London Bridge station, where Dumfries (OK, it's not his current name, but in the motor racing world he will always be known as this) runs one of his two property companies. The only decoration on the stark walls is *Lizard Lounge*, a striking work by Gonzo artist Ralph Steadman. "I really like Hunter Thompson as well," he says.

Johnny's racing exploits weren't quite *Fear and Loathing in Las Vegas*, but they did have their own quasi-Gonzoid elements, recounted in a charmingly self-deprecating manner and punctuated by staccato laughter, usually at his own expense and interrupting a story of an accident or a tale of naïvety in taking a wrong decision. Now aged 47, he has left behind a world where he was, in late 1984, The Next Big Thing, the Formula Three star who turned down a Formula One offer from Tyrrell and, within the space of six months, tested for McLaren, Lotus, Brabham, Ferrari and Williams…

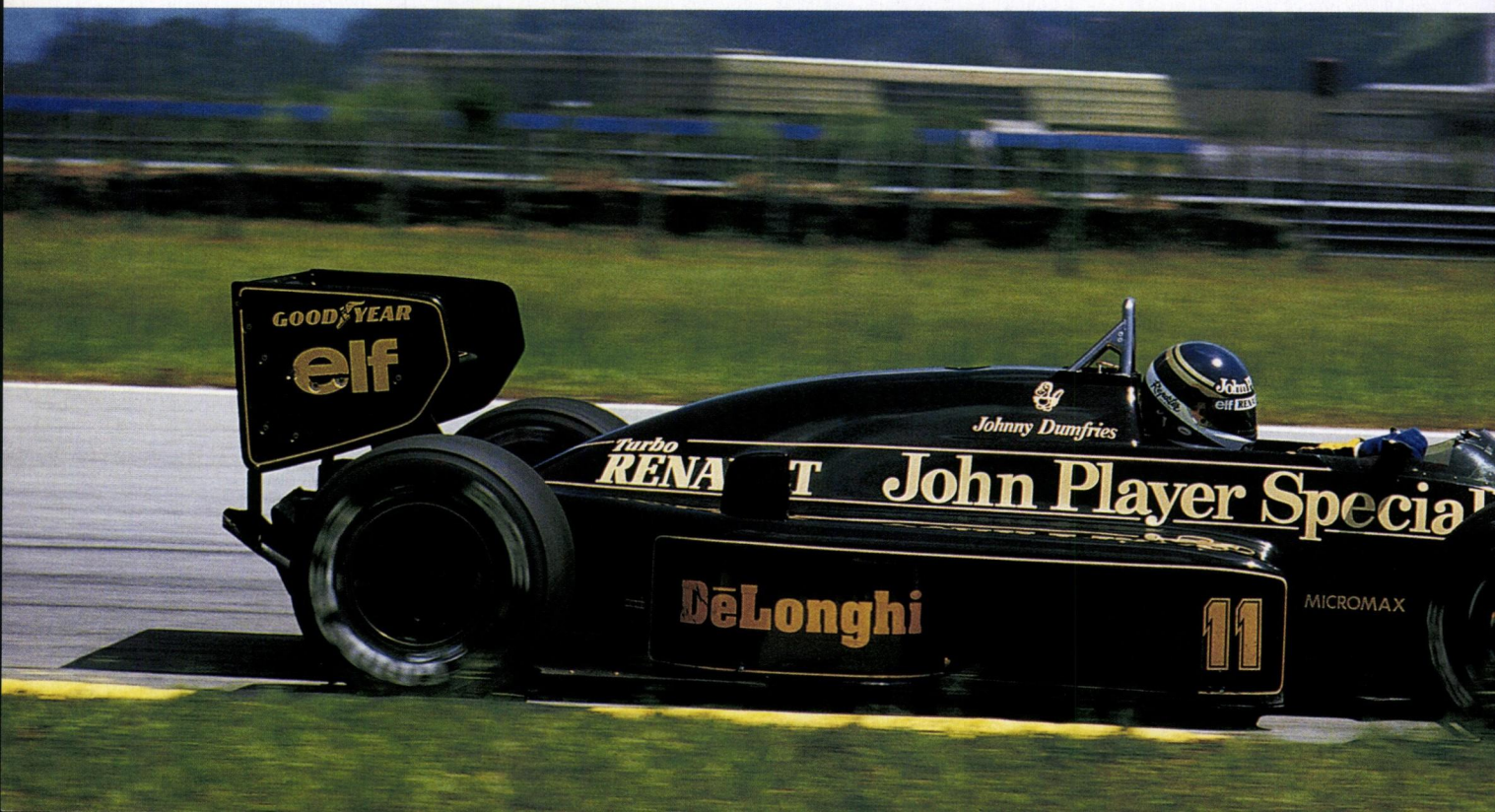
Born John Crichton-Stuart, Earl of Dumfries, he became fired up by the exploits of his cousin Charlie, who was a useful F3 driver in the 1960s and would become sponsorship coordinator for the Williams F1 team. "Charlie was around a lot when we were kids, and I was quite captivated by the fact that he was a racing driver," recalls Johnny. "When he was racing in the sixties it was a very romantic sport still."

Unhappy at public school, Dumfries struck out at the age of 16 and found work as a builder. Then, when Johnny was 19, cousin Charlie helped him get a job at Williams as a van driver. The following year, 1978, he became a mechanic for the BS Fabrications McLaren team. It was a short time later, while working as a garage mechanic, that Johnny started competing in 100cc karting. He broke his ankles in a shunt and was already 22, so he moved into Formula Ford in 1981 and was eventually introduced to a new sponsor, Luigi Graziano.

> 'Senna put me on the bloody grass down to Stowe'

"Luigi was completely consumed with enthusiasm and said we had to go to F3 for 1983," recalls Dumfries. That enthusiasm ensured that Johnny turned up at the base of David Price Racing to take delivery of the Ralt RT3 the team had run for Martin Brundle in '82. Dumfries would be run by one-time F1 racer Dave Morgan: "I went to pick the car up in my work clothes and with my road car and a trailer. Dave Price had this secretary called Teresa, who went into his office and said, 'There's some bloke here to pick up the car – he looks like a bloody builder!'"

It was in a European championship F3 round at Silverstone in June 1983, when he battled for second place, that Dumfries really came to attention. "Brundle walked that race," says Johnny. "Ayrton Senna made a very tricky tyre choice and put three different compounds

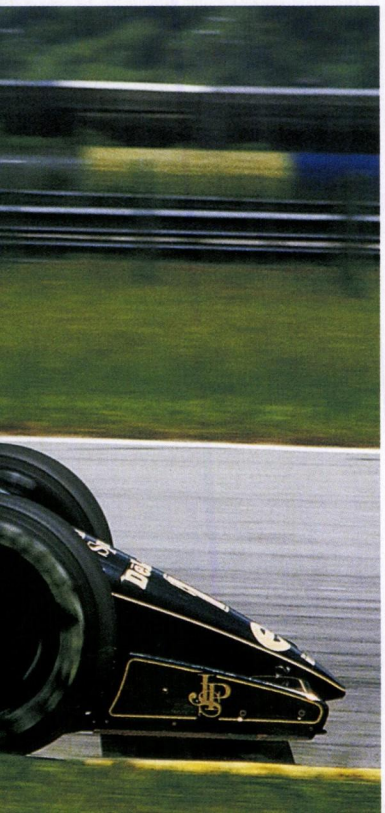


LAT Grand Prix Photos

Bute

of Yokohama on his car, and it really didn't work. He was struggling like hell and really overdriving, and he put me on the bloody grass at full speed going down to Stowe, which wasn't a great experience. Then I started catching him again." Senna had a big moment at Club and, in avoidance, Dumfries hit a kerb: "That bent the floorpan, which in turn bent the spindle which runs through the pedal assembly, so the throttle kept sticking." Johnny carried on and broke the lap record, but finally retired when he overrevved the engine.

Later that year there was a European round at Donington: "Dave Price rang me up and said, 'Look, I've got permission from BP [via the company's motorsport boss Les Thacker] to run two entries at Donington and I really want you to drive the other car. I've had a hell of a job talking Les into it because he says you crash too much.' Before I tested it Dave said, 'Look, don't crash the f**king car.'" In the race Dumfries went off while trying to defend second place from Tommy Byrne... »



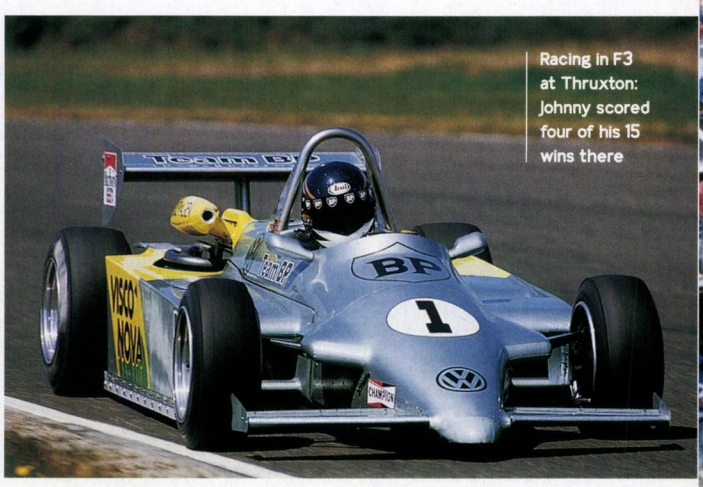
Grand prix debut in Rio: Dumfries ran a strong fifth before a misfire dropped him down to ninth

Even so, Johnny got the BP 'works' deal with Price for 1984. That year he swept all before him in the British championship. More impressively, despite missing some clashing races he was a close runner-up to Ivan Capelli in the European series, where he saw off the likes of Gerhard Berger, Roberto Ravaglia and John Nielsen. There was also an offer to join Tyrrell in F1 after Brundle broke his legs in Dallas.

"Ken Tyrrell was fantastic," says Dumfries. "He was a real old-style mentor for emerging talent, and that's very important in any sport. I had to talk to Les about it because he'd made a commitment to me and I had a contract with BP. Les was very fair and said it was my choice. Tyrrell had had some good results, but most of the remaining circuits on the calendar that year were very quick, and the turbo cars were just going to put Tyrrell on the back of the grid. It just didn't look like a smart move."

Even if there was no F1 racing, there was some testing. In August 1984 Dumfries had an outing at Donington Park in a Lotus-Renault. Then he shook down a Williams-Cosworth, also at Donington. His prize for winning the British F3 title was a run-out in a McLaren-Porsche at Silverstone. Then it was off to Kyalami in December for three days in a Brabham-BMW...

By this stage Dumfries had also had two outings in the World Endurance Championship, driving a Rothmans-liveried Porsche 956 which was there purely for filming purposes. But there was a story behind this: Rothmans was thinking of funding Johnny in a Dave Price-run Formula 3000 March in 1985, a deal that would run hand-in-hand with a Brabham F1 testing contract. Then came a call to test for Ferrari at Fiorano, and Johnny took the 'romantic' option: he signed as test driver for the Prancing Horse. It meant he would have to fund his own F3000 programme: "In retrospect I was bloody naïve! I should have gone for Brabham, but I took the Ferrari deal. I didn't like Fiorano very much. It's a really tiny little track, with a housing estate on one side – the location is quite weird and surreal. I thought the car was bloody difficult to drive as well. The object of the exercise for them was to develop their four-cylinder engine, but the project got shelved, and after a couple of months I didn't do any more testing."



Racing in F3 at Thruxton: Johnny scored four of his 15 wins there

Dumfries had started the F3000 season with Onyx Racing, running on little but faith, but soon the money ran out. He was no longer the Next Big Thing...

Luckily for him, though, Senna had vetoed the signing of Derek Warwick for the second Lotus F1 seat in 1986, on the grounds that the team did not have the resources to run two front-running cars. While the British media slammed Senna for arrogance and Lotus boss Peter Warr for being weak, Dumfries was chosen for the drive. If he'd got the deal 12 months earlier, as the new F3 hero, he'd have been carried along on a Buttonesque wave of enthusiasm. As it was, he was viewed as the man in a seat that was rightfully Del Boy's: "It was a bit galling, because even though I'd had a fairly crap year in Formula 3000 I knew I was quick enough. My face fitted at the time. That was fate, luck, call it what you like, but I knew at the time that I was capable of driving in F1.



Dumfries's Jag won Le Mans. Other win with TWR was Spa '87 (below left) with Boesel and Brundle



"Senna was always a guy who worked very much in his own circle – he was like that in F3 as well. He was very off-hand with people and fair enough, I respect that – I can be off-hand myself. He was a very interesting character. Even before I got to know him I thought he was an intelligent person. I suspect that his aloof attitude was kind of a tactical part of his personality, staying away from people, keeping them where he wanted them, but also maybe as a result of personal insecurity... I don't know. That's just an opinion and I might be completely wrong.

"He was straightforward, and I always appreciate that. On our way to our first test at Paul Ricard he said, 'You know, all of this press nonsense is just a distraction. We've both got to get on and do our jobs to



the best of our ability, and that's it.' Throughout the year there certainly wasn't any camaraderie, but what I was doing was academic compared to what they were doing. They were on their own agenda and we knew we were number two."

Dumfries was initially saddled with developing the new – and unreliable – six-speed gearbox. He would ultimately take only two points-scoring finishes and, with Honda power and Satoru Nakajima arriving at the team for 1987, he was out of a drive. Efforts to remain in F1, with Tyrrell, came to nothing, but as '87 progressed the sportscar offers came thick and fast.

Starting with a C2 Ecosse at Silverstone, Johnny then starred in a Sauber-Mercedes in qualifying for the Le Mans 24 Hours. But it was in the Brands Hatch 1000Km, where he shared Britten Lloyd Racing's Porsche 962 with Mauro Baldi to

'I was in Wisconsin when I should have been in F1'

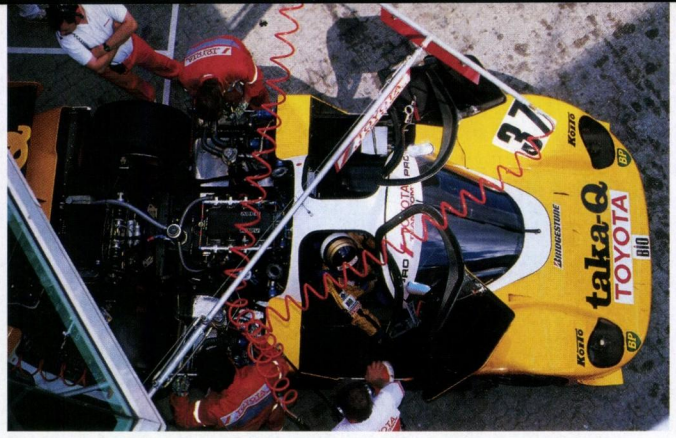
second place, that things really took off. Dumfries had been trying to get in touch with Tom Walkinshaw about driving for the Jaguar team. Now his fellow Scot was doing the chasing: "Tom was one of those guys who would *never* call back. After the race at Brands we had to walk through that tunnel under the pit straight and up into the press box. All of a sudden Tom appeared at my shoulder and said, 'Congratulations, good drive. If you want to talk to me about next year give me a call.' So I did and I got the drive for 1988."

In fact, Dumfries was drafted into the team earlier than that: in order to help Raul Boesel wrap up the 1987 title, Johnny co-drove the Brazilian and Brundle to victory at Spa – on his Jaguar debut. It made up for what had happened in the previous round at the Nürburgring, in what was his last outing for Sauber: "I hit a Group C2 car in that fast chicane at the back of the pits in practice, so hard that the car just took off and disappeared. The reason I know it took off is that when I hit it, the poor guy was obviously completely forced back in his seat with his foot still glued to the accelerator, because I heard his engine go 'wheeeee'! It completely dislodged the right-hand front suspension on my car, so I came into the pits with the wheel sitting on the windscreen. The Sauber guys were all standing there with their chins practically on the floor, thinking, 'What has he done to our beautiful car?' And yeah – the chassis was knackered." Dumfries transferred to the sister car for the race, but "er... I never drove for Peter Sauber again after that!"

The exploits carried over to the IMSA series in the States, where Johnny drove a Porsche 962 for Dyson Racing at Elkhart Lake in a bid to try and help the team's star driver, Price Cobb, win the title: "It was an unmodified 962 I think, and I just couldn't believe how horrible it felt to drive. It was too awful to describe! Plus I was in a complete fury that I was over in the middle of Wisconsin driving this pile of shit when I should have been an F1 driver. Anyway, luckily it rained for the race, and me and Oscar Larrauri were out there like a couple of maniacs destroying everyone else in the field. That was great and I won the race, and Rob Dyson thought that I was the best thing since sliced bread. For about five minutes..."

Johnny was invited back by Dyson to race at San Antonio, »

LAT Grand Prix Photos



Difficult times with Toyota in '89, sharing mainly with Geoff Lees and John Watson

where he crashed Cobb's car in the closing laps. There was one more try at Columbus: Dumfries started Cobb's 962 and brought it safely to the mid-race pitstop. He then jumped into the car Dyson had driven in the first stint – and crashed that one: "I left the circuit before the end of the race without really seeing anyone. I just got on the plane and got the f**k out of there as quick as I could! So that didn't endear me to poor old Rob."

The highlight of 1988 was that famous win for Jaguar at Le Mans with Jan Lammers and Andy Wallace: "We had an incredible team behind us – Tom Walkinshaw really knew how to run a race team. Andy was amazing – it was the first time he'd ever done that race – and Jan was a natural leader. He's very unflappable and blindingly quick. He was responsible for setting the car up during practice and he did an incredible job. He's my best friend from my racing days – it was very bonding to win that race together."

The rest of that season wasn't such a success: "I made a bit of a mess of it. It's a well-known fact that Tom didn't like crashers, and he fired me at the end of the year…"

Thanks to that Le Mans win, Dumfries washed up at Toyota for 1989 and '90: "The Japanese have always been very captivated by Le Mans, so the fact that I'd won it was a huge incentive for them to come after me." Starting out with the old four-cylinder Toyota 88C – "it was staggeringly powerful" – the team then switched to the new 89CV, but struggled hugely with the fuel-consumption rules: "It was terribly demoralising to be quick for five hours and then drive like an old woman for the last hour. There was a lot of tension as well between me and Geoff Lees." Both Lees, the established star in Japan, and Dumfries felt they should be number one.

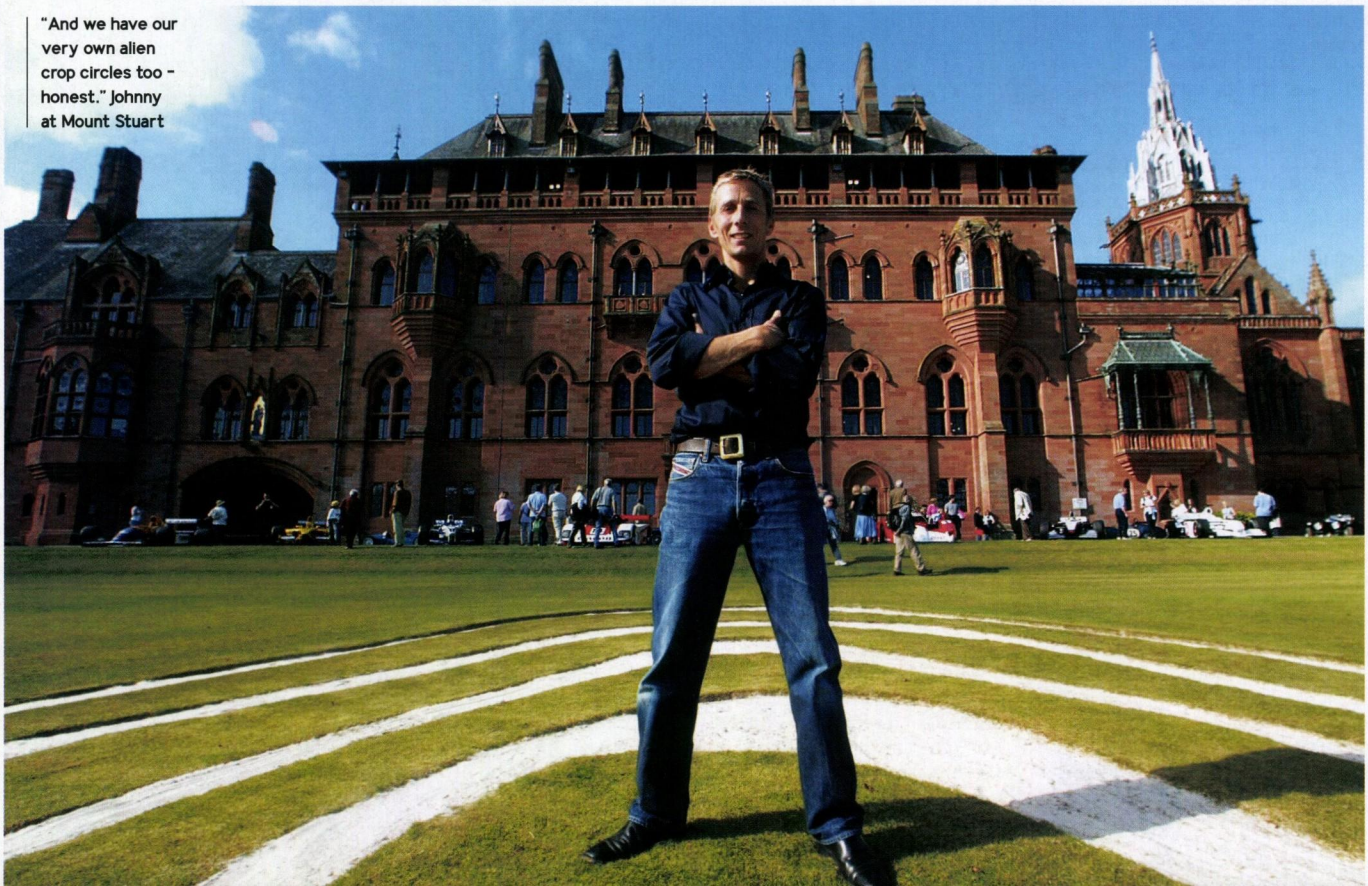
Johnny was also keeping his hand in with an F1 testing programme for Benetton, looking after the team's active suspension project, but his career was fast reaching its close. There was an attempt in late 1990 to line up an Indycar drive, but sponsorship, not a Dumfries strong point, was in short supply. There was one more drive at Le Mans – in '91 with Courage – and that was it: with his father ill (he would die in '93), Johnny retired.

He kept his distance from the sport after that, but was tempted to the Goodwood Festival of Speed in 2000, when he was reunited with his Le Mans-winning Jag: "I crashed that as well! All those years of racing and I went and crashed the Jaguar into some stupid little tree and wiped out the nose. I saw Jan Lammers a bit later and said, 'God, I feel like such a bloody prick!'. And he said, 'Don't worry – what do you think all those people have come to see?'!"

'Tom Walkinshaw didn't like crashers so he fired me'

Inspired by Goodwood, Johnny established his own motorsport event at Mount Stuart – in a bid to boost tourism to the home – in 2002 and '03. It was a success, but the crowd was so large in the second year that the island's infrastructure was at breaking point. In '03 he was also tempted back to Le Mans by his old mate Dave Price to test the DBA-Zytek, with a view to a racing comeback: "I'd always kind of felt a bit frustrated deep down that my career had ended too early, so I told him I'd do the test and see how it went. Dave bent over backwards to get me in that car and I really appreciate that, but you know what? I came back to the pits and thought, 'No, this isn't for me.' And that was it, basically. I'm not interested in getting in a racecar, even for a bit of fun – even to drive up the hill at Goodwood!"

He's too busy anyway. "I loved every minute of being a driver," he states. But that life – and Johnny Dumfries – are history. These days, apart from the family-run Mount Stuart tourist attraction, he has those two property companies and a textile manufacturing firm, Bute Fabrics. And six children! All these – and Johnny Bute – are the future.



"And we have our very own alien crop circles too – honest." Johnny at Mount Stuart

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Mobile gallery: BMW brings art to the people in the Le Mans enclosures

Painted to the road

For a brief period, national colours and sponsor logos were supplanted on the racetrack by high-speed art. Gordon Cruickshank turns art critic

Car lovers sometimes insist that any beautiful automobile is in itself art. It's a recurring pub discussion, with no outright answer – except in the galleries of BMW Mobile Tradition, the German make's museum. Here is a squadron of cars which must qualify – they have been decorated and signed by known artists. Most were plucked off the assembly line and delivered to the chosen artist, and ever since have been moved only from gallery to exhibition and back. Ironic – a means of transport which is permanently static.

But one group of these art cars had a brief life outside the gallery – pitched right into the risky world of racing. Valuable pieces designed and signed by iconic names from the vibrant Pop Art movement, enduring the sand-blasting of hours on the track, risking being crumpled against the Armco or charred by fire, these exhibits were on display for one day only, a mere 24 hours. But those just happened to be the 24 Hours of Le Mans.

It was a man who splits his attention between racing and the art world who bridged the gap – Hervé Poulain, art dealer, amateur racing driver and the name behind of one of France's best-known auctioneers. A frequent private entrant at Le Mans, he had the inspiration to make his 1975 vehicle noticeable by inviting his friend Alexander Calder to design its paint scheme. Calder is best known for devising the mobile, that ever-shifting decoration hanging in so many kids' bedrooms, though his own were on a far grander scale; but as a sculptor working in three dimensions, including movement, a car wasn't such a long leap.



Lichtenstein's 320i reflects shredded images of passing scenery

When Poulain's team unloaded their 3.0 CSL in the Le Mans paddock in 1975, it startled everyone. It wasn't just the bright colours – scarlet, blue and egg-yolk yellow – but the pattern which shocked. In a sport used to national colours or brash commercial logos, here was a daring experiment. Calder completely ignored the shape of the car, laying diagonal swathes of colour across bonnet, door and wing; and it was asymmetrical. Hardly rare today, but then it was ground-breaking. Calder's scheme was the first of a line of art cars, but it remains the most influential. Whenever you see a race car with colours boldly slashed diagonally across a corner, think of Calder and his CSL.

Some saw it as a stunt, but this was a serious race entry, driven by

Poulain, Jean Guichet and Sam Posey. Sadly it broke a driveshaft after seven hours, but it collected nearly as many column inches as the victorious Gulf-Mirage. Everyone noticed – including BMW. Munich had no contender for outright LM victory; the CSL, even twin-turboed to 750bhp, was ageing fast. Another mobile artwork could keep BMW in the frame. And commissioning an artist, even a famous one, would cost less than developing a competitive sports-prototype…

So BMW approached American artist Frank Stella. Although he had never owned a car, he was a racing enthusiast; controversial author of 'the black painting', he had an exciting whiff of controversy and had recently begun to work on three-dimensional paintings, so an object like a car was a logical progression.

Taking a technical cue from the design studio, he scribed graph-paper over the CSL. "A blueprint applied to the car itself," he declared, which makes sense of the sinuous curved black shapes across it: they recall the French Curve templates designers use to draw irregular curved lines. It was a perfect complement to a company which wanted to stress its engineering excellence.

Its black-and-white precision was a major contrast to the Calder car, but it too brought plenty of PR cover. Driven by Brian Redman and Peter Gregg, it only lasted for four hours of the 1976 LM before an oil leak halted it, but unlike most of the one-shot art cars it did go on to race again, at Dijon, Ronnie Peterson driving. It also sparked a friendship between Gregg and Stella, who came to his races. Both men were mates with Peterson too, and were present at Monza in '78 when the Swede died after his crash. Upset by the tardy accident response, Stella became involved in trauma care for crash victims, made prints commemorating Peterson and later painted a series of

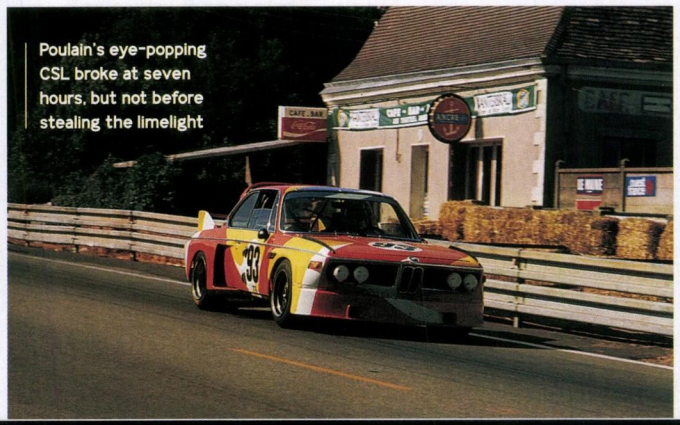
'Commissioning an artist cost less than building a car'

works named for race circuits.

Nor was that the end of Stella's racing link. In 1979 Gregg, a highly successful Trans-Am and IMSA racer who had won the Daytona 24 Hours four times, bought a Procar M1 from BMW and 'illuminated' it to Stella's design, with a curved line grid and strips of translucent colour in BMW's sport livery. But it never raced. Gregg committed suicide in 1980, and after 10 years the car was sold; it was shown at some historic meets before being donated to the Guggenheim Museum. Sadly it doesn't seem to fit the collection, and it has sat dormant (though well cared for) in the workshops of a US BMW specialist ever since, neither official artwork nor raceable historic artefact. Ironically, the Guggenheim has sometimes put other BMW art cars on display…

Excited that people were talking about its high-speed art projectiles, the Munich marque stayed with the outer edge for 1977 and contacted Roy Lichtenstein. Godfather of American Pop Art, Lichtenstein was known for his huge blow-ups of cartoon illustrations, sometimes a single frame so expanded that the dot-screen of the printing itself became a feature.

Those dots, a Lichtenstein trademark, spread like a rash all over the next project, a 320i to be driven again by Poulain, with Marcel Mignot. Its shreds of yellow and grey only come into focus with Lichtenstein's comments. He said "the car shows the scenery as it passes by. Even the sky and sunlight are to be seen." And sure enough, the vehicle seems to be reflecting its surroundings: black Tarmac with broken white lane stripes below, »



Poulain's eye-popping CSL broke at seven hours, but not before stealing the limelight

LAT BMW



Breakout: Calder's asymmetrical design ran bold colours right across panels



Factory art or product design? Warhol's Gp4 M1 was highest placed art car

a yellow sun rising on the door, its rays breaking through a field of black dots reminiscent of a misty dawn over the circuit, while slivers of green could be the treetops bordering the Mulsanne Straight.

It was another visual success for BMW, and a racing one too: the 320i took its class and an impressive eighth overall. Even better, the little saloon crossed boundaries back into the art world: its debut had come not in the Sarthe paddock, but at that cultural hot-spot, the Pompidou Centre in Paris. Instead of a livery, it had become Art with a capital A.

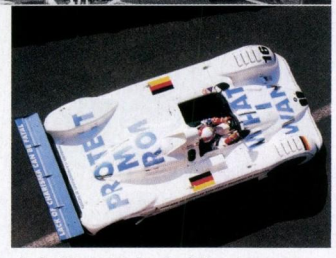
So what next? Well, nothing: BMW had no valid LM contender in 1978; the mid-engined M1 had hit production problems and wasn't homologated in time. But the firm burst back in '79 with the biggest art name in the world. Even if you'd never heard of Calder or Stella, you certainly knew who Andy Warhol was. Notorious for insisting that art was simply a product and labelling his studio "The Factory", he would sometimes sign blank paper and let his associates add the artwork. So it was a pleasing reversal that here was a product, made by others in a real factory, which he decorated and signed himself. Where the previous



Hervé Poulain (right) discusses his first art car project with Alexander Calder

artists had worked on a maquette and let others transfer the design to the metal with religious care, this was the first art car to be physically painted by its creator.

You wouldn't think so. Even racing cars normally boast beautiful, deep glossy cellulose with pin-sharp delineation; Warhol took a paintbrush to the car, reportedly spending 23 minutes coarsely patching it with green, maroon, blue and yellow, smudging and overlapping and using a stick to score through to the white underneath. It was typically Warhol:



...but all I want is to start the damn race

unexpected, subversive. And ironically, if crashed, probably the hardest one to repaint. But it didn't crash; Poulain, Mignot and BMW works pilot Manfred Winkelhock drove it to sixth overall. It was the highest art car finish, and the last of the factory cars to compete at Le Mans. Hobbled by homologation disputes, the M1's racing career was stillborn, and Poulain turned to Porsche for his LM mounts.

For the next few years these four vehicles sat gathering dust, an oddball excursion for such a rational company. It was not until 1982 that BMW's cultural activities, including setting up galleries in several cities, revived the art cars, but this time the car would stay in the gallery. Ernst Fuchs's 635 coupé, set alight with red and blue painted flames, was a plain road car. Poulain's irreverent gesture of putting art into the bullring had backfired; with rocketing prices in the avaricious Eighties, art cars were too valuable to be let loose.

More cars were commissioned: in '85 Robert Rauschenberg worked on the last of the American Pop Art BMWs, photo-printing classical paintings on the flanks of a 635CSi, the demure heir to the outrageous Seventies Batmobiles. But even that tenuous sporting link soon snapped: the next 'canvasses' were weighty, comfortable saloons carrying applied decoration rather than any sort of pure automotive concept. David Hockney returned to the idea of

playing with the vehicle itself, making an 850i 'transparent', covering the bonnet with vague machinery and showing the driver's profile on the door, but it was 1987 before an art car again hit the circuits.

The Australian Aborigine artist Michael Jagamara Nelson applied abstract patterns with an Outback colour palette to the M3 which Tony Longhurst piloted to the '87 AMSCAR title. Two years later the Australian GpA championship fell to another M3, in a dazzling scheme by Ken Done deriving from the gorgeous colours of parrots in his Ozzie homeland. It was a return to Poulain's concept of exposing art to danger – and to people who might never want to go to a gallery. After all, this is the only sphere in which you stand still and the artworks come past you...

The Frenchman himself has upheld his inspiration with several more commissions: in 1994 he drove a Venturi 600LM painted in a roof-tile effect by the artist Arman, though this was as much an advert for a tile company as pure art; the following year, re-establishing the BMW connection, he finished 13th in a McLaren F1. This was decorated by Cesar, famous for his crushed-car sculptures; this time, instead of crushing cars, Poulain

'You stand still and the artworks come past you'

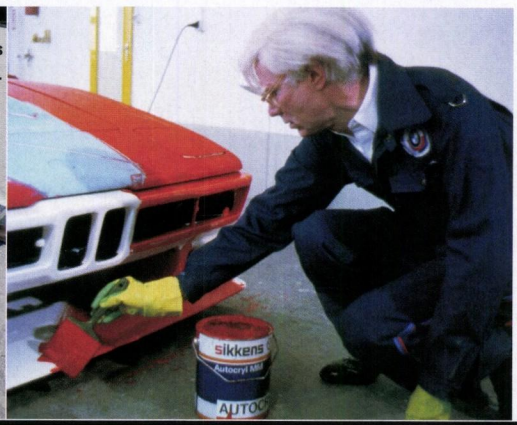
gave Cesar his huge collection of racing trophies to squash, images of the resulting agglomeration being photographically mapped onto the McLaren's flanks.

After that Poulain also raced decorated Lamborghini and Porsche cars at Le Mans before quitting the endurance classic after 13 entries – only to reappear for Classic Le Mans 2004 in an outrageous Penelope Pitstop pink lightweight E-type, designed by Frenchwoman Chantal Thomass, complete with lipstick mouth and eyelashed headlamps.

BMW has not completely abandoned Le Mans: in 1999 the firm brought a factory art car back to the circuit. Aphorist poet Jenny Holzer applied some of her cryptic maxims to a V12 LMR, the huge chromed messages reading "Monomania is a prerequisite of success", "Lack of charisma can be fatal", and "Protect me from what I want". But money got in the way again: the car ran at the prequalifying weekend but, while another LMR took victory, the poetic billboard stood in BMW's exhibition marquee through the race, too valuable to risk on the track.

And now BMW's art project has taken a new direction: Icelandic sculptor and installation artist Olafur Eliasson has been asked to decorate BMW's H2R hydrogen-powered roadster prototype, a car which, unlike its predecessors, will remain a one-off. When it's unveiled in March, the 16th art car will focus attention on energy concerns, not on dangerous, glamorous racing. No doubt that's the correct business decision. Shame. We may have to go on relying on Monsieur Poulain to illuminate the racetrack for the forseeable future. M



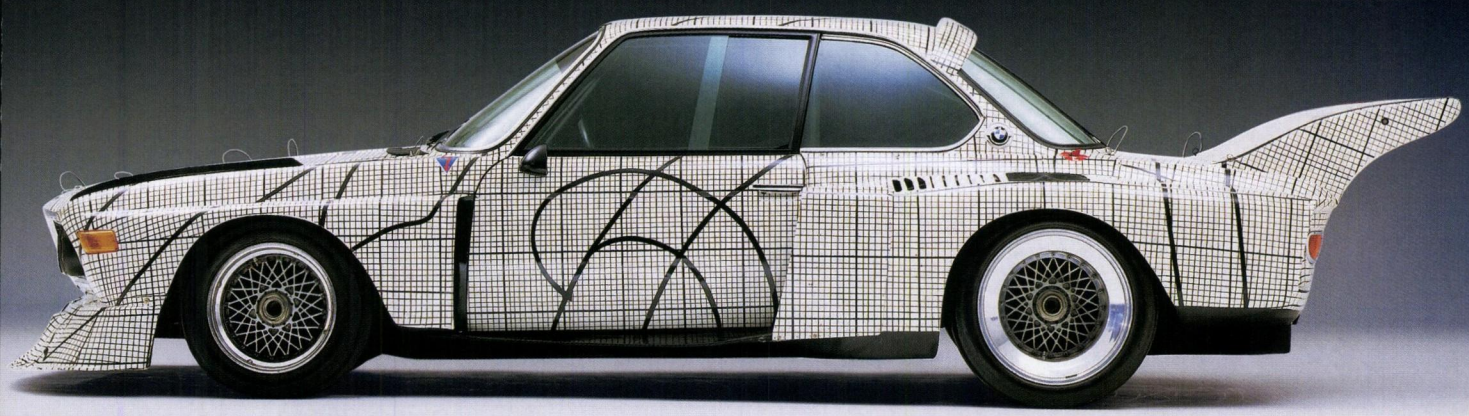


Left: Hockney adds dachshund to 850i. Right: famous for 24 hours - Andy Warhol slaps it on

LAT BMW



Stella's 'technical drawing' broke at Le Mans, but uniquely did race once more





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Grand designs

1987

Keith Howard traces two separate approaches from when active suspension seemed the answer

In 1987 both Lotus and Williams ran active suspension, starting a process that would end acrimoniously seven seasons on when all electronic 'driver aids' were outlawed. Remarkably, both teams won races with it (Lotus two with the 99T, Williams three with the active FW11B), yet the systems themselves could hardly have been more different.

Lotus first ran its full-active system, with springs and dampers synthesised by hydraulic actuators, in two races in '83, after which the project was hived off to Lotus Engineering for road car development. When active returned to Team Lotus for '87 it now worked in parallel with a conventional suspension spring, saving on hydraulic power requirements. But it was still a full active system, able to control wheel and vehicle dynamics as well as ride height.

Williams's system was much simpler. Its aim was to precisely control ride height to maximise downforce. Paired with a passive spring and damper, it couldn't control wheel dynamics like the Lotus system but was very effective in its narrower role.

John Davis, chief of Lotus Engineering's active group, and Frank Dernie, designer of the Williams active suspension, talk here about the two systems, their benefits and how the drivers reacted to them.

For 1988 Team Lotus dropped active and began its decline; some blamed the active experiment. "The rumour Peter Warr put around was that '88 was bad because the team focused on active in '87," says Davis. "Nonsense. I don't remember anyone complaining of amnesia when they had to run passive again. The '88 car just wasn't quick enough.

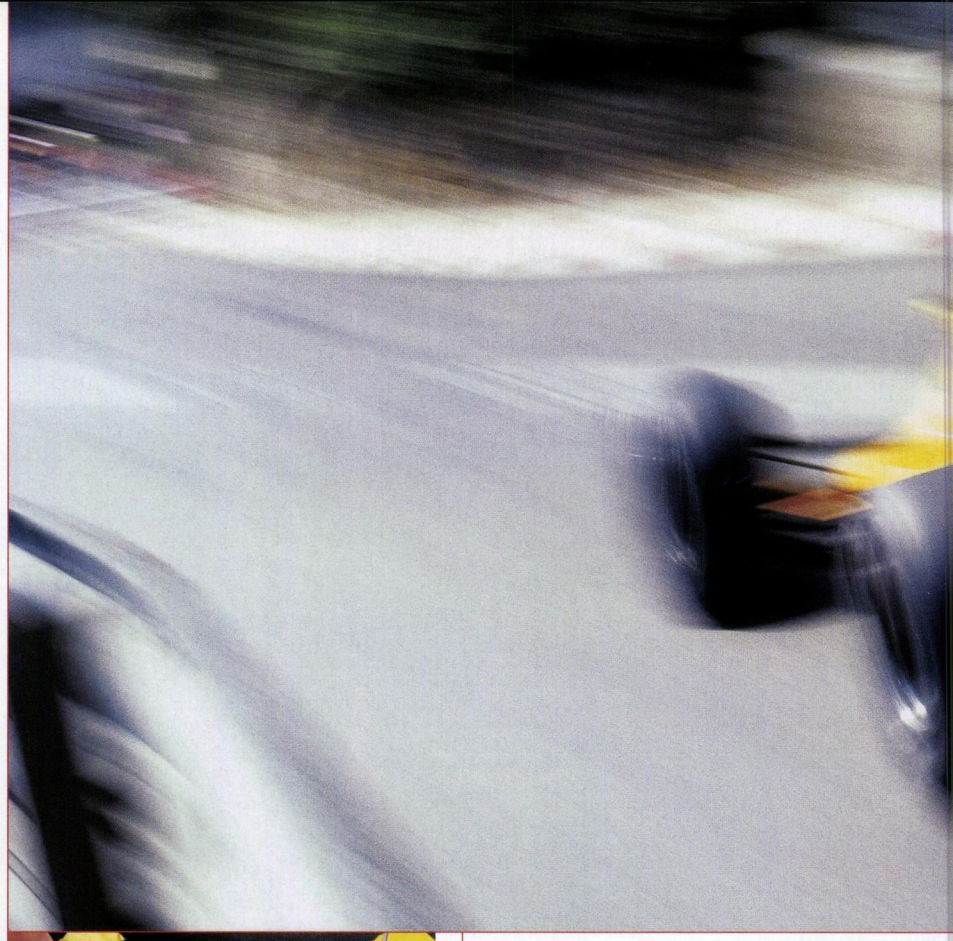
"Part of my reason for swapping to Lotus Engineering in '86 was that I felt we were being left behind. There was an inability to see where things were going. The attitude was: we don't need a wind tunnel, or a big machining capability, or an autoclave. Other teams were putting those in place but we weren't until it was too late."

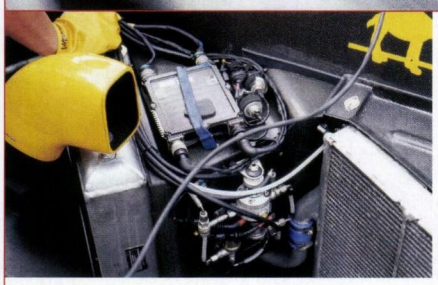


Williams guru Frank Dernie



John Davis, Lotus Engineering





DEVELOPMENT

FD: "Each active unit comprised a gas spring and a fixed damper. We started off using modified Citroën units. There was a pitifully small budget. I'd looked long and hard for a swashplate hydraulic pump instead of a gear-type because the losses were far less, and eventually came across a Vickers helicopter unit. They were about £1100 each but I bought one and it was perfect. I tried to buy more but they were on five-year delivery! I spent a fortnight phoning aeroplane repair companies across Europe until I'd rounded up the three we needed."

JD: "We had just one DNF due to hardware failure in the active system, that's all. Lots of other problems, but when you're developing a technology you have the infrastructure to handle those. We had burst pipes on both cars within a lap of each other at Estoril just before qualifying, for instance, and burnt both of the left-rear actuators. But you're geared up for that sort of thing. Essentially the reliability was good. When I'd first introduced instrumentation into the car, it was hard to keep it working because sensors would break, mechanics would cut wires through. As soon as we went active and a broken wire would stop the car, the electronics were as well treated as everything else."

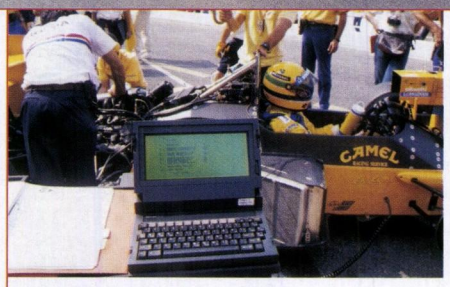
ACTIVE vs PASSIVE

JD: "We made a 10 per cent gain in downforce through controlling ride height. Testing passive against active, Senna soon had back the blistered hands he hadn't had all season. He was quick in the passive car but said he couldn't do that for more than a lap or two. That sums it up: over race distance the active car was much quicker. And it's not the case that money spent on active could have gone into aerodynamics, because Lotus Engineering paid for active, not Team Lotus. Over the year we punched above our weight due to active."

FD: "The active car was one or two seconds a lap faster than the passive, because of improved aerodynamic control. When full ground-effect was banned, the rule makers thought that flat-bottom would kill downforce. Completely wrong. You reduced peak downforce but also stability. Flat-bottom cars were 10 times more pitch-sensitive than full ground-effect cars; and if they went nose-up they generated real lift. So the range in which they worked was 10 times smaller, and the range over which they were lethal was much larger. The active system put the car in the optimum window in every corner regardless of speed."



Lotus with attitude: active suspension could alter pitch in response to braking, helping turn-in



BENEFITS

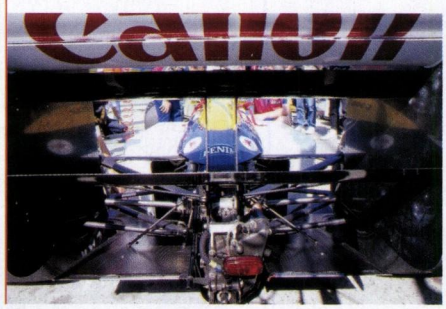
FD: "Our active suspension was relatively crude from a vehicle dynamics viewpoint – no better in this respect than conventional suspension. But it was focused on controlling ride height, because that's what I thought important. This is heretical, but I believe that downforce makes as much of a difference in second-gear corners as in fifth-gear corners. The benefits are always there. You might argue that in a slow corner the aerodynamic forces are smaller but you're in the corner for longer and closer to the wheelspin limit. So although the percentage grip increase due to downforce is lower, the potential gain is still very important."

JD: "I think the one benefit we got that Williams didn't was dynamic control of roll-moment distribution. We were able to detect through the control algorithms whether the car was braking into or powering out of a corner and change the handling balance accordingly. You could argue whether that was worth the additional complexity, but we'd come from the full-active approach. We also used to allow the car to dip a little under braking so that it would pick up downforce to help turn-in. A passive car does the same, of course, but we were able to achieve it in such a way that we didn't lose rear downforce, which passive cars did."

SUSPENSION GEOMETRY

JD: "After our Detroit win, we took out all the passive suspension geometry effects we'd left in because we didn't want to turn everything upside-down at the start of the season. We didn't need anti-squat or anti-dive because the active did that. Coming back from Detroit I asked Gérard [Ducarouge] if I could now take all this out, which we did. It was clear straight away that the system was purer as a result. I can't swear it made the car any quicker, but it certainly made the numbers a lot easier. With the anti-dive out, for example, the full weight transfer under braking appeared on the load cells, which it hadn't before."

FD: "We left the suspension geometry exactly as it was, with anti-dive and anti-squat. There was no cash to do otherwise. It might have been preferable to take that out and have active do all the pitch control, but I'm not sure. It would have increased the amount of work the hydraulic system had to do. And it's so difficult to test these things in isolation of each other. Suspension and steering geometry in general are very hard to test rigorously, one parameter at a time, because factors interact. So we stuck to what we knew worked."





DRIVER REACTION

JD: "Senna did all the development work on active. He wanted what active gave him but he was quicker to react than some of the system. He didn't like the car to respond automatically when he'd already felt something and was correcting it. For instance, if the driver made a steering correction and the car didn't respond, the system would react. He liked a bit of that but not too much. We could also dip the front of the car as it turned in. He quite liked the non-feedback controlled parts of that but if we wrote an algorithm that detected understeer and dipped the front in response he didn't like that at all."

FD: "Nelson [Piquet] did all the active car testing. Nigel [Mansell] wouldn't get in it, until the active car won and then it was, 'Where's mine?'. Nelson loved technology, and was up for anything that made him quicker. He wanted to work hard in testing so when he went to the grand prix he knew that, without busting a gut, he could put the car on pole position and win the race by driving as slowly as he needed to keep a 15-second margin. On one occasion Nelson had gone to visit his mum in Brasilia and we wanted to test at Silverstone. Nigel refused, so I rang Nelson in Brazil. He jumped on a plane. That was the difference – he was really into it."

Schlegelmilch Grand Prix Photo Sutton

Cooper thought he was the next F1 star: he could have become a hero with McLaren, Tyrrell or Penske... But **Tim Mayer** was killed just after his 26th birthday. Adam Cooper tells the story of a man who seemed to have it all



Mayer showed dazzling talent in the Cooper T70 in the 1964 Tasman Series



Mayer (11) hit McLaren at Warwick Farm, but they placed second and third

He only started one grand prix, but when he was killed in practice for the Longford Tasman race in February 1964 Tim Mayer stood on the verge of a great career. Not only did the lanky, personable American already have a seat in the Cooper Formula One team for that season, but further down the line he could have counted on admirers in the forms of Bruce McLaren, Ken Tyrrell and Roger Penske for support.

The history books list Tim's father as a stockbroker, but that doesn't tell the full story. In fact Edward B Mayer – he had no middle name but invented the initial as everyone else seemed to have one – had a distinguished service record. He joined the Royal Canadian Air Force in 1916, and later served with the American Expeditionary Forces. Injured after being shot down, he became a flying instructor and was decorated by the British, French and Italian governments.

He returned to the States as a First Lieutenant and in May 1919 married Benita Guggenheim, oldest daughter of Titanic victim and notorious playboy Benjamin. The heiress died just eight years later, and in '32 Edward was married for a second time, to Marion Scranton. Her family had close ties to the top of the Republican party, not to mention a Pennsylvanian city named after them.

The couple had three sons, Worthington Scranton (known as Tony, he was killed in a road crash in 1982), Edward Everett and Timothy Andrew. Edward Mayer Snr died aged 59 on June 10 1955, bizarrely as a result of the war injuries that had troubled him all his life. Only 17 when he lost his father, the youngest son clearly inherited some of his dad's sense of adventure. Tall, athletic and possessed of an easy charm, Tim made friends easily.

"We were very different!" says middle brother Teddy, three years his senior. "He was a very confident young man. And he was quite ambitious, I would say, but a little bit lazy. He was someone that everybody liked, and he was always looking for excitement."

'He was a very confident and ambitious man'

In the autumn of 1956 Tim went to Yale to study English Literature, although he had no clear career path in mind at that stage. On Valentine's Day 1957 he met the woman who was to become his wife – Garril was the sister of Tim's college friend Porter Goss, who in 2005 would be appointed Director of the CIA.



As well as single-seaters, Mayer was quick in a Cooper-Monaco, here in Puerto Rico

"Tim and my brother were in the same class," she recalls. "I had come by train so my brother could drive me home for the weekend. There was a blizzard, so we waited at the fraternity house for the roads to be ploughed. Tim was there and we spent the evening talking about English Literature, funnily enough."

The attraction was instant: "He was clever and amusing, a gentleman and a genius."

The couple were married in September 1959, as Tim started his final year at Yale, and after Garril had started at Bryn Mawr College. By then an early passion for fast cars, shared with Teddy and developed on the country roads of Pennsylvania, had blossomed. Tim purchased an Austin-Healey and, having acquired a racing licence when he turned 21 in February that year, began competing in SCCA events. His first event was at Marlboro, Maryland, and by his third race he was winning. "I was more technical than he was," says Teddy, who studied physics before going to Law School. "So I helped him out as and how I could. It was very obvious that he was quick."

The car was prepared at a garage in New Jersey, and it was there one day that the Mayers bumped into a camera-toting, racing-mad youth who offered to help with the long drive to a race in the Mid-West. His name was Tyler Alexander, and it was only when the car broke down on the trip that he revealed he was actually an aircraft-standard »

GP Photos: Paul Cross, Tom Burnside



Mayer took second places at Levin and Teretonga in the '64 Tasman Cup

mechanic. Working for another driver in the paddock, he soon became a close friend.

Sufficiently encouraged by Tim's results, the Mayers traded up to a Lotus 18 Formula Junior for 1960, and in between his college commitments Tim began to learn the ropes. He picked up some second places, but progress was halted when the car was totalled at Louisville in August.

Meanwhile, having graduated from Yale that summer Tim took Garril to Switzerland, so he could continue his studies at the University of Geneva. But not long afterwards the draft caught up with him and he was obliged to join the US Army. Fortunately the country was between major conflicts, and after basic training in Fort Dix, New Jersey, Garril joined him in Guaynabo in Puerto Rico, where he taught English to local recruits.

The army was sympathetic to Corporal Mayer's racing ambitions, and he was able to fit in races around his leave, although he didn't compete as much as he would have liked.

The damaged Lotus was replaced by a Cooper, and Tim began to achieve success in 1961. He also raced a Cooper-Monaco sportscar, acquired from fellow Pennsylvanian Roger Penske. Other members of the road-racing community the brothers mixed with included Jim Hall, Peter Revson, Hap Sharp, Walt Hangsen, Augie Pabst, Jerry Titus and Mark Donohue.

For 1962 there was a more professional approach when Tim teamed up with Revson and Ford dealer Bill Smith to run under the Rev-Em Racing banner, with Teddy running the show and their old pal Tyler now working on the cars. Tim proved the quickest of the three, as Teddy recalls: "It drove Peter mad. But they got on well."

Tim won the SCCA FJ title that year and the prestigious James H Kimberly Cup as the club's 'most improved driver'.

Buoyed by success, in October he made the huge step up to grand prix racing at Watkins Glen in an ex-Penske Cooper T53, run for convenience's sake as a works entry, although it wasn't in reality. He qualified a respectable 12th out of 20, the fastest of a mixed bag of privateers, but his race finished early with ignition problems.

Tim ended the year by heading home his Rev-Em team-mates in the grandly titled Puerto Rico GP Junior event, but with his army service finally over his ambitions lay further afield – in early 1963 the Mayer brothers travelled to England.

"We'd been winning all these races in a Cooper, and Ken Tyrrell was running the official team at the time," says Teddy. "He invited Tim to come over to Goodwood and show him what he could do, basically. We arrived in the middle of the biggest snowstorm I'd ever seen! It went from there very quickly."

The 1963 season was an ultra-competitive swansong for FJ, with

'Bruce McLaren had a lot of respect for Tim'

Denny Hulme, Peter Arundell, Frank Gardner, Mike Spence and Richard Attwood to the fore. Unfortunately the BMC engines used by Tyrrell were outclassed, and Mayer didn't have much of a chance to shine. He won a heat at Brands, but a few fourth places were his best overall results. Nevertheless, Ken was impressed. "They got on like a house on fire," says Teddy. "He immediately became a close friend and advisor."

Tim had a chance to make a stronger impression in sportscars after bringing the Cooper-Monaco over. At the Guards Trophy at Brands Hatch in August he finished a fine third overall in a stellar field, behind only Penske and Roy Salvadori. Three weeks later, in the FJ race supporting the Goodwood Tourist Trophy, brake failure led to a huge crash at the chicane and Tim was out of action for a while. He saw out the year racing a Lotus 23B at Riverside and Laguna Seca.



Corporal Mayer takes a smoking break

The results may have been disappointing, but Mayer had done enough to convince John Cooper to offer him an F1 seat for 1964, alongside Bruce McLaren. "Bruce had a lot of respect for Tim," says Alexander. "That wouldn't have happened unless Bruce approved it. He realised that Tim was pretty damn quick."

The deal wasn't announced until the New Year, but as a precursor Tim agreed to team up with the Kiwi for the new Tasman Series under the Bruce McLaren Motor Racing banner. Teddy was engaged as team manager, while Alexander, who had been working for Penske and John Mecom, rejoined the Mayers to help build up a pair of special T70s in Surbiton. The beautifully prepared cars were small and light.

Tim soon made a mark in New Zealand. He led the first event at Levin, eventually finishing second to Hulme; he was third at Pukekohe, having briefly led again at the start. A throttle problem and pit stop »

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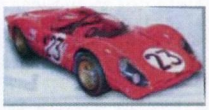
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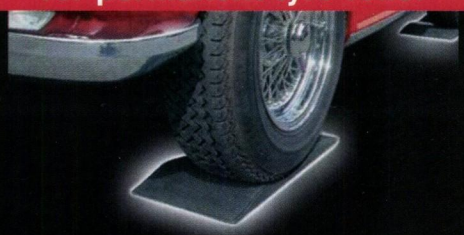
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saw him a distant eighth at Wigram, but he bounced back with another second, sitting dutifully on his team-mate's tail, at Teretonga.

When the series moved to Australia he took fourth at Sandown, after fuel-feed problems cost him second, and was third at Warwick Farm ahead of series debutant Graham Hill. At Lakeside, where he turned 26 on the Saturday, he led ahead of Jack Brabham before retiring with engine failure. Then came the finale on the tortuous Longford road circuit in Tasmania.

"He was getting quicker and quicker in the car with more experience and more driving time," says Teddy. "He was faster than Bruce a lot of the time, which was pretty amazing. He was quite confident, but he was well aware of the dangers. At Longford he was going very quickly early on. The track had very little protection, and if you went off you were in trouble."

Right on the limit during Friday afternoon qualifying, Mayer landed badly after the notorious jump exiting King's Bridge into Union Street. The car spiralled out of control and at barely abated speed struck a tree on the edge of the circuit, just before the famous Country Club Hotel. The chassis broke in two at the front of the cockpit and, thrown from the wreck, Tim had no chance of surviving the enormous impact. His body appeared unmarked, but his neck was broken.

The scale of the accident was made graphically clear over the PA system, and back in the pits Teddy, Tyler and Garril feared the worst.

"I went to the hospital and a nurse came out," Teddy recalls. "I asked, 'How is he?' and she said, 'Oh, he's very sick.' I said, 'Does that mean he's alive?' and she said, 'No.' To be honest, I don't remember much after that. Obviously it was traumatic for Garril, to say the least, because they were very close."

"To this day," says Garril, "I wonder if Tim hit that tree because there was a group of school children near the track, watching the practice, and he did what he had to do in order to avoid them. If the children hadn't been there, and the car could have run out into the open area beyond the hay bales, would he have survived? He always said, 'You don't hit trees and survive...'"

Garril gave Teddy's belongings to Longford race organiser Ron Mackinnon, who donated the clothes to charity but kept the helmet. It is now on display in a glass case in the pub opposite the crash scene, along with a memorial marker stone that used to stand in the street.

In the aftermath of the tragedy Teddy threw himself into the task of helping to get his brother's body back home, calling in a favour from his politician uncle: William Scranton had been elected Governor of Pennsylvania the previous year and was on the verge of joining the race for the Republican presidential nomination (he would concede to sole rival Barry Goldwater later that summer). He had the Washington clout to help slice through the inevitable Aussie red tape and, with the help of the US embassy in Melbourne, a plane was made available for the first leg of the trip back to Pennsylvania.



Memorial to Mayer at Longford circuit

Alexander recalls: "I can remember trying to explain to a lot of relatives who didn't understand anything about motor racing what their nephew was doing on the other side of the world in some funny race car. It wasn't easy."

Once back home, Teddy had a long think about his future in motorsport. But when Bruce called up requesting his help he didn't hesitate, and nor did Tyler.

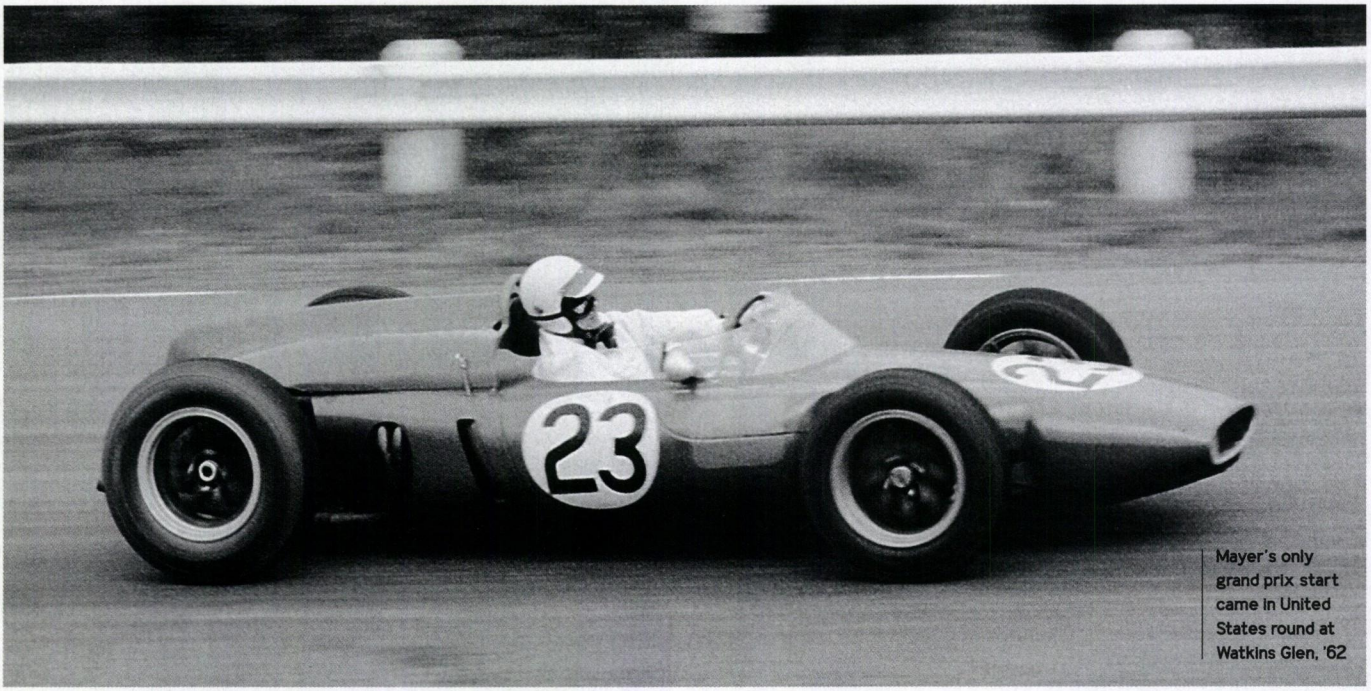
I said, 'Does that mean he's alive?' and she said, 'No'

Teddy thus never pursued the legal career he'd recently qualified for. One can only speculate about what might have happened to the McLaren organisation had he remained in charge of his brother's career, and not been available to partner Bruce full-time and ultimately to hold things together after his death in 1970. It's also worth noting that Ken Tyrrell's interest in Jackie Stewart was spurred only after Tim, a man he regarded as a protégé and had lined up for an F3 programme in '64, was killed. JYS's famous Goodwood test took place a little over a week after the accident.

But the real question of course is what Tim might have achieved. He had not just the talent but also the solid gold connections with such as Tyrrell, McLaren and Penske – and those couldn't have failed to help as the decade progressed.

"He was very, very quick, no question," says Teddy. "But maybe quick too soon, as he did have a few shunts. He was a natural athlete and went quickly because he just knew how to do it."

"He was just a very personable, likeable guy," recalls Alexander. "I think he was bloody good. It was still pretty early, but he was competing with guys with a lot more experience. He was getting better and better with every single race in that Tasman series." M



Mayer's only grand prix start came in United States round at Watkins Glen, '62

GP Library, Dale von Tebra



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Common myth has it that before the Sepang Formula One grand prix in Malaysia, there was nothing in South-East Asia to call a proper race. The roulette player had the Macau casino, Suzie Wong was the girl in the next bar and a-go-go was the rage in music. But behind the corrugated iron there existed a world of Castrol R and acetone, colour and noise, snakes and devils – and racing.

Motor racing in Singapore took off in a big way with the first grand prix in 1961. Called the Orient Year Grand Prix, it was held on a stretch of Upper Thomson Road. In '62 the race was renamed the Malaysian GP, until Singapore gained independence in '65. The new country ran its own event from '66 while Malaysia held two events, one timed around the Singapore race near Easter and called the Malaysian GP, and another in September labelled the Selangor GP. So the racing season in Asia would begin at Macau in November, move to Australia and New Zealand with the Tasman Cup, and return to South-East Asia with back-to-back races in Singapore, Johore, Selangor and Penang, followed by Japan.

The inaugural Orient Year GP was held over the weekend of September 15-17 1961 and an over-enthusiastic crowd meant that ticket sales were halted by the police an hour after the races had begun. The main event, for sports and racing cars, had a mixed grid of everything from a Cooper single-seater to a Warrior Bristol – the race also pitted the strengths of a new streamlined Lola-Climax with long-range tanks, a 1955 Ferrari 500 Spider, a Lotus 15 with the ex-Jan Bussell Ferrari Mondial engine shoehorned into it, an Aston Martin DB3S and a Lotus Le Mans works car.

'Ticket sales were halted by the police'

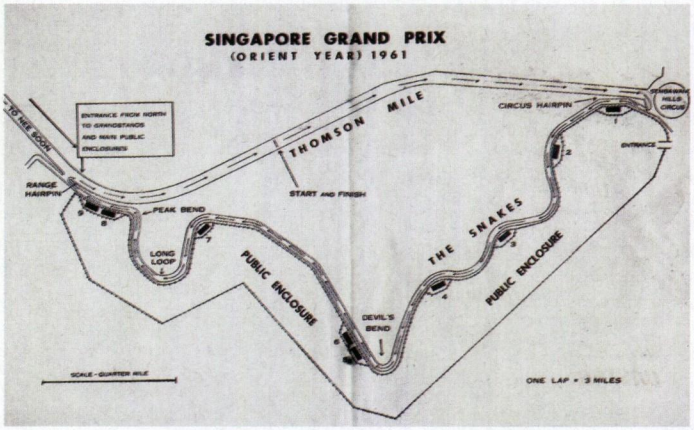
The 60-lap Grand Prix was won by Ian Barnwell in the Aston (which had also won in Macau in 1958). Saw Kim Thiat (who had last raced in the '53 Johore Grand Prix!) had led for most of the race in the ex-Peter Heath Lotus-Climax 11 but suffered overheating problems. Saw, however, set fastest lap at 2mins 47secs, a lap time that would be bettered each year until it fell below the two-minute mark 10 years later.

The event was renamed the First Malaysian Grand Prix the following April. Motorbikes dominated the event with 83 entries, and the track had been widened by a few feet and completely resurfaced with 'Barbergreen'. The 1962 event also saw the first Formula Junior appearance: Chan Lye Choon's Lotus 22 received a lot of attention, but it was a Jaguar E-type that would dominate in the hands of local boy Yong Nam Kee (known affectionately to friends as Fatso Yong).

It was from 1963 that the GP in Singapore really featured in the world motor racing programme. Jaguar's dominance was being eroded and there were 12 Lotus cars compared to seven E-types. While those battles raged all weekend, the Japanese quietly slipped into the country with their 'works' entries – 10 600cc Mitsubishi cars for the saloon and tourer race.

Hong Kong's Albert Poon won the event in his Team Harper-backed Lotus 23, with Yong Nam Kee second in his lightened E-type after a thrilling duel between the two for over half the race. Arthur Owen, the British Hillclimb champion, had gearbox troubles but still finished fifth in his Cooper-Climax. Owen would have a 1980cc Brabham-Climax BT8A for the 1964 running.

That '64 event featured the »



Look out for the snakes! Like Macau, Singapore had a long blast and then twisty section



Seow's Merlyn leads Lotus 23 of Poon at chicane in abandoned 1964 race

Singapore fling

The Singapore Grand Prix was a typical South-East Asian cocktail of single-seaters, sports and saloons on a challenging road circuit. Eli Solomon looks back



largest entry to date of foreign competitors in the East, but tragedy struck. By the third lap, three of the fastest cars had been wrecked and a course marshal killed, and the race was rained out after seven laps. But Asia was now seen as a stopover between Australia and the European racing season, the grid increasingly becoming the domain of the single-seater.

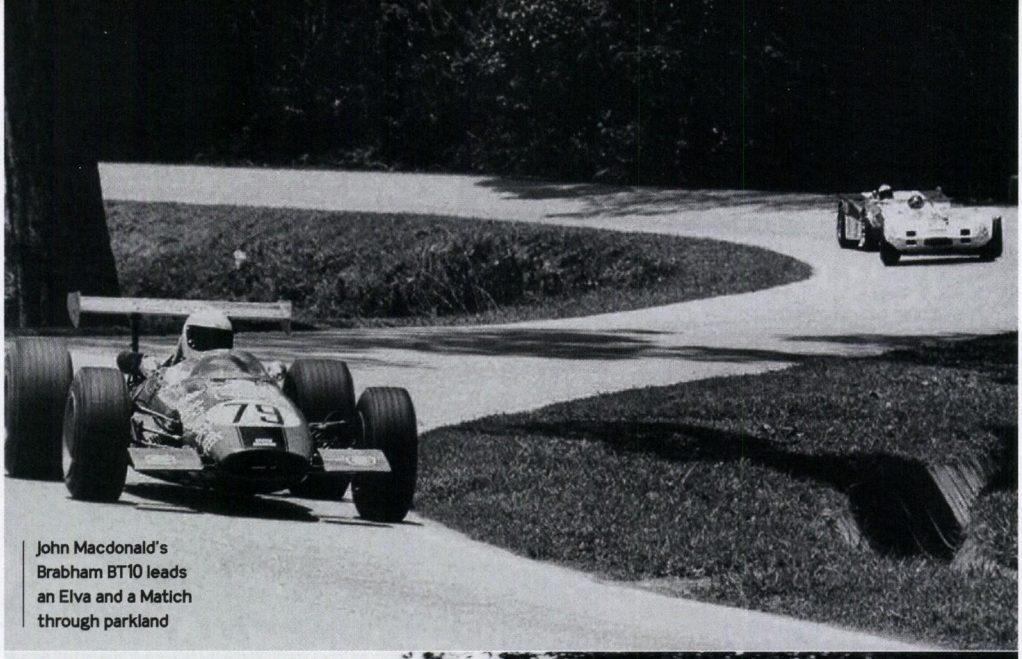
For 1965, however, the only overseas competitors were Hong Kong drivers Albert Poon and Steve Holland, both racing under Richard Wong Wai Hong's Racing Organisation. The press speculated that the drop in foreign entries was due to the Singapore government's waning interest in holding such high-publicity events in light of the confrontation with Indonesia (which ended in '66 after the overthrow of Sukarno).

Richard Wong had not just sponsored Poon and Holland with the latest Lotus 23, but had brought in some of the most exotic machinery ever seen in Asia, including the ex-Hamilton Porsche 906 Carrera Spyder, which would run in 1968). Poon, who referred to Wong as 'The Wallet', had also been planning to do the TAR Circuit race in Selangor, with Wong proposing that if Poon "can make it, my team will import the latest Lotus – the V8 35 – for him to drive." The Lotus V8 never did materialise, but Poon did race with his Lotus 23B.

From 1966 to '73 the Singapore Grand Prix in the newly independent state became the main racing event on the local calendar each Easter. The 3.023-mile street circuit was a challenge – its narrow 24ft width offered little run-off area in a sport that was increasingly seeing faster speeds.

Australian Vern Schuppan and British-born Hong Kong man John Macdonald both loved it. Never one to mince his words, Macdonald describes the track: "Flowing? In places, but hairpins were not exactly flowing. Dangerous? In those days no more so than expected and certainly safer by far than Macau. Monsoon drains? Yes. Bus stops? One after that lovely curve on the straight, and a few lamp posts. None of these things got in the way and I did not go looking for them!"

Singapore's first International Grand Prix saw Lee Han Seng back in the Lotus 22, Rodney Seow in an ex-1962 works FJunior Merlyn Mk7, with 1.5-litre Cosworth power, four fuel tanks and a shark nose, and Macdonald in the ex-Hegbourne Cooper FJ. Favourite to win was Australian Greg Cusack in a Brabham BT6 FJ, but the locals were ahead of the game with larger tanks for the 60-lap race, something Cusack had not prepared for.



John Macdonald's Brabham BT10 leads an Elva and a Matich through parkland



Ferrari-engined Lotus 15 of Stanley Leong leads an MGA at 1961 event

Lee Han Seng won the race in record time followed by Seow's Merlyn and Tony Goodwin's Lotus 20B. Cusack set the lap record, but on lap 42 his Brabham spun into an embankment and was damaged. A total of eight track marshals aided in extricating the car out of the ditch at Long Loop and Cusack managed to struggle on. Another competitor commented that Cusack "had turned up and just made a mincemeat of absolutely everything, then lost it in the biggest way and went home."



Programme cover for inaugural meeting

There was nothing Formula Junior about the Grand Prix any more and in 1967 Seow won in his new Merlyn Mk10 with a Cosworth 1600 Twin Cam. Seow also made his mark by winning the sports and GT race with an Elva-BMW Nerus.

It was not until 1968 that Australian constructors started to venture to South-East Asia. Garrie Cooper of Elfin Cars won the Grand Prix that year in his Elfin 600C with a Ford Twin Cam. "Nobody had ever heard of Elfins," said Aussie racer/constructor Frank Matich in *Legends of Speed* by Bill Woods. "I remember his mechanics sent Ron Tauranac [of Brabham] a telegram of the result. Ron sent a telegram back which read, 'What's an Elfin?' They sent another telegram saying, 'A quick pixie!'.

Cooper had also suggested that the Singapore GP be confined to racing cars, for qualifying times to limit the number of entrants and for a reduction in the number of laps from 60 to 50. Someone must have listened, as subsequent years saw the main race run as two heats of 20 and 40 laps over different days.

Local racers were increasingly sidelined by foreigners, who were backed by the big sponsors, and 1967 would be the last year a local won the GP. In '69 Kiwi Graeme Lawrence won in his McLaren-FVA M4A amid some very powerful machinery. Cooper raced his Elfin-Repco V8 600C, which the locals thought was an F1 car, while Roly Levis had a Brabham-FVA BT23C and Macdonald was in what was called a 'new' Brabham-FVA BT10, "new to everyone but built in 1964," according to Macdonald. This was the ex-Mike Costin Cosworth FVA mule.

For the 1970 Singapore GP Matich arrived in Rothmans team livery with his McLaren-Chevy M10 F5000 that had recently won the NZ GP, while the Australian »

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John Edwards - C2 Argo

I was hooked after Don Law invited me (plus Porsche RSR) to the first Group C revival race at Donington Park in 1999, but running a Group C car seemed well beyond my budget (buying a car is often the least expensive part). The 2004 Le Mans support race was the crunch, and I purchased the sturdy and reliable C2 Argo Cosworth.

You don't get second chances at 58 and on June 12th (first race in the car) I finished 2nd in the C2 class at Le Mans.

I would encourage anyone to join us. as it is no more expensive than taking part in any serious Club championship and considerably less expensive than competing in a one make series.

I set up my own privateer team with volunteering friends and race mechanics,



Dave Nellar and Simon Crook, complete with a race truck with accomodation. The camaraderie in the paddock is great and sometimes heads may not be as clear as they might be in the morning!

Engine rebuilds can be expensive and must be a serious consideration for any prospective racer but all this can be offset by the fact that these cars will always command a high resale value.

It is a fantastic series and though it may alter my finishing position, I urge others to join us and live the dream! Work and consumables include crack testing, ten Avon tyres, two sets of brake pads, a gearbox rebuild plus oil/fuel. It costs me well under £18,000 to do a season, including entry fees for 12 races.

Richard Eyre - Jaguar XJR-16

A refreshing change to race alongside other competitive cars with drivers who respect your car. Even competitors of the slower cars actually see you coming!

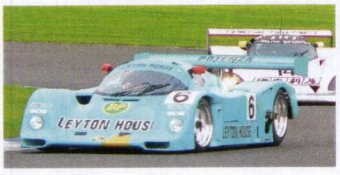


It's also reassuring to have the event organisation done by more people more passionate than the competitors! Having taken time to develop the car during the season, it was good to be rewarded with two wins at the final event of the year in Estoril. Most importantly, this is fast, friendly and competitive racing on many of the classic European circuits.

. . . and Janine Payne - Porsche 962

I have been racing for 4 years now, one year in Monoposto, three in ARP and one in TGP, with just one race in Group C/GTP Racing (unfortunately).

I was to race the 962 at Monza, but problems with the engine cover in practice on the Friday, resulted in damaged to the the rear wing. My first race was the Silverstone Classic.



In qualifying the car handled badly, skipping across the circuit and Richard, who was following me, got the boys to pull me in. For the first race we changed to Dunlop tyres and it totally transformed the car. I managed to get up to 11th from 21st before it rained.

For the 2nd race they turned the boost up on the car which I really noticed when the turbos kicked in. The car was a dream to drive and I managed some great overtaking, finishing 5th from 21st, with the 5th fastest lap.

Jim Mullen - Spice GTP

In the 1980s, I had the good fortune to race in IMSA: in GTU (one win), in GTO (nine wins) and in GTP/Group C (alas, no wins.) These were wonderful years to go racing!

The GTP/Group C cars ruled, and great drivers like Hans Stuck, Derek Bell, Brian Redman, David Hobbs and Klaus Ludwig fronted high-dollar efforts, while gentlemen sportsmen (like me) completed the fields. There may have been differences in the talent levels, but there were no hierarchies in the paddock or racetrack. Drivers of well-prepared independent teams could and did share the podiums with the best professionals of the day.

Much of modern racing has become suffused with on-track aggressiveness and driver insularity, Group C/GTP Racing preserves the spirit of the 1980s.



Our racing is competitive without being combative and our paddocks bristle with camaraderie. Spare parts and hands-on help are exchanged among teams as freely as laughs and congratulations and old pros still share podiums with young and old amateurs.

Who says you cannot go back in time? Today Group C/GTP Racing is home to the best racing, racers and racecars since the 1980s!

Alvin Powell - Tiga Cosworth

Having raced in many types of cars over the last 30 odd years, and met many people, I was pleasantly surprised by the welcome and attitude of the people in Group C/GTP Racing. Everyone is so helpful. If there's a problem, nothing is too much trouble.

Value for money? When you compare the cost to normal club racing, the track time you have is fantastic **and** you get



to race on all the GP circuits! The cars and good driving standards speak for themselves. Can't wait to race again.

Peter Schleifer - March Chevrolet

I had a mixed year in Group C/GTP Racing by not having a proper race engine. Personal highs were two class wins at Brands. Marvellous cars, great races and the nicest people you will meet in any paddock, anywhere.



But, in 2006 we will come back with better results and enter even more races. I have raced in many race series but my favourite is Group C/GTP Racing.

Chris Randall - Nissan GTP

Although the learning curve of running a GTP Nissan has been steep, it has also been rewarding. Donington was a real high as, despite a gearbox problem, we showed the fast pace of which the car is capable. It's difficult to describe how exhilarating these cars are to drive and I can't wait to get back on the grid, especially now we have several successful tests under our belt, proving the reliability of the car. The camaraderie within the paddock is a feature of Group C/GTP Racing and there is always a friendly face at the bar to share post race stories and a beer!



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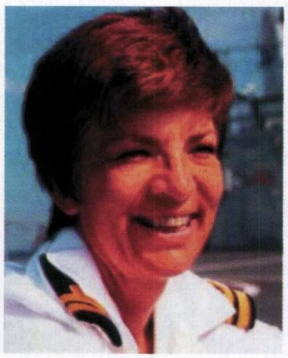


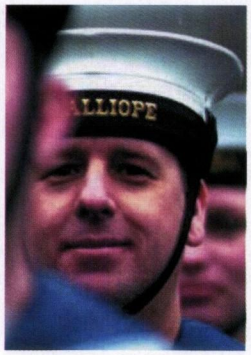
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The MOD has introduced a policy of routine notification of reserve service to civilian employers. You will be required to provide full details of your employer on joining the reserve forces and you will then be expected to inform them of your reserve liability. Recruits are normally aged between 16 and 40 (45 for ex-RN), male or female and physically fit. Nationality - you must be a British, Irish or Commonwealth citizen to join the RNR. A number of career paths however, are only available to British Citizens. Certain posts may also require CRB disclosure clearance.

Alec Mildren juggernaut consisted of Kevin Bartlett in the 'Yellow Submarine' (the Alfa V8-powered Mildren-Waggott which had won the '69 Macau GP), Max Stewart with the 2-litre Rennmax Mildren-Waggott, and Malcolm Ramsay, now with the ex-Cooper Elfin 600. Mildren was there to supervise, as was Merv Waggott, designer of the Waggott engine. Not to be outdone, Poon had the ex-Piers Courage Brabham-FVA BT30. While Matich wrecked his M10 in practice doing 160mph on the Thomson Straight, Lawrence went on to take his first win in Singapore in the ex-Amon Ferrari Dino 246T.

Lawrence made it two out of two in 1971 with his Brabham-FVC BT29 against formidable competition. The big change was that the single-seaters now had to follow Australian F2/Formula B rules, so FVAs and BDAs were out. This allowed Bob Birrell to run a Hawke DL2A Formula Ford that Birrell says "understeered like a pig on wet grass, never using the same bit of grass twice". The car finished seventh and Birrell was the first Singapore resident to finish.

The new rules meant that single-seater racing would become the domain of the professional and semi-professional. Stewart arrived in the Mildren-Waggott in 1972 – not only would it be the first time he finished a race in Asia, he would win it as well.

'Petrol burning his balls forced him to retire'

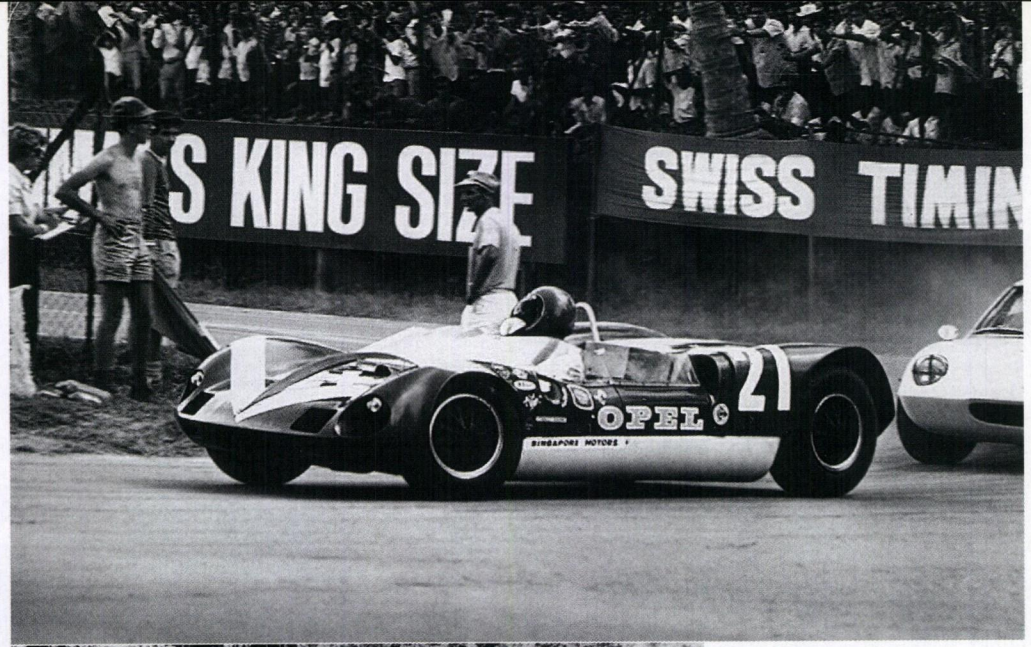
There was a good cast that year, with Bartlett, Schuppan and Macdonald, who had the ex-Graham Hill Brabham BT36 with a Rondel nose. Sonny Rajah "had struck up a partnership with the ex-Ronnie Peterson March 712M" that he had recently acquired. Rajah was the local hero and looked the part with his long hair and Zapata moustache. But to gain admittance into a country where long hair was associated with drugs, he had resorted to using a short-hair wig! A fellow competitor once remarked: "He had brilliant car control but someone other than bullshit artists had to take him in hand! Natural talent and character to boot."

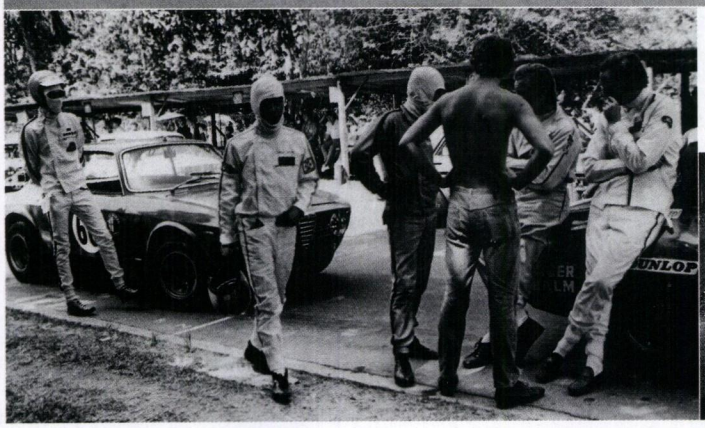
Singapore's last GP was held in 1973 and was won by Schuppan in a March-Ford 722. Schuppan vividly remembers the monsoon drains on the circuit: "It was a fast, flowing circuit – a lovely race track. No one talked about lack of run-off area because we were so young then." Of Schuppan, Macdonald said: "Vern, of course, got to the top but probably never reached the absolute top because he's too darned straightforward, nice, honest and all those other good things that come up all too rarely."

Macdonald was another favourite and had a brand new Brabham BT40 delivered to him in Singapore ahead of the race. Macdonald said the BT40 was a "magic car with a big 'but'..." The team had a terrible time of it with fuel pick-up problems. A letter to Bernie Ecclestone, who by that time owned Brabham, resulted in a PR reply to say he was behind them all the way! Once sorted, the car was a prolific winner in Asia.

In the race Schuppan was leading Malcolm Ramsay's Birrana when the March kicked up some rocks, resulting in a punctured fuel tank for the Birrana. Angus Lamont, who assisted Macdonald, remembers this incident very well: "Malcolm soldiered on until the pain of the petrol burning his balls forced him to retire." In reference to how lightweight the Birrana was built, Macdonald said: "The car was full of holes – it was as if somebody had levelled a machine gun against it." Fittingly, Leo Geoghegan's Birrana 273-007, the works car, set the final lap record for the circuit.

The demise of racing in Singapore was somewhat sudden given the level of publicity and government backing. The social and economic issues (the oil shock and terrifyingly rapid infrastructure growth) that the country was facing may have contributed to this, although a permanent track had been proposed which would have included an all-sports complex too. This never did materialise. The Macau Grand Prix, of course, would thrive, but after 13 years this was the end for Singapore's big race.





Seow's Elva-BMW Mk7 is chased by Holland's Lotus 47 in 1968. Below: with Merlyn Mk10, Seow smoked 'em off in '67. Left: Poon's Alfa Giulia GTA took part in '71 saloon race





Japanese Kinoshita suffered bruising after crashing 850cc Honda-powered Brabham in 1971

Sibling rivalry

OSCA was formed by the Maserati brothers to fight the company they gave their name to. Richard Heseltine tells the tale, and drives one

photography by Peter Spinney/LAT



The red sticker on the tacho is the telltale. Don't take it above 5500rpm. It's only just been rebuilt and we don't want it going pop now, do we? Be conservative. About 4500 ought to do it. Which is a pity as you *need* to rev this OSCA, not only because it thrives in the upper reaches, more because you're constantly incited to do so. It sounds positively glorious, all pop and fizz and noisy as hell on the downshifts, crisp, eager and resonant when you're being ruled by Y chromosomes. Just a bit faster. A few more revs. Nobody'll mind. The induction roar from the triple-Webered straight-six unit – not your expected four-banger with this super-rare 2000S – overlaid with omnipresent transmission whine really does need to be heard. It's heady stuff, this.

Maybe it's just about possible to envision Essex back roads – in January murk – as a backdrop to the Mille Miglia as you play Luigi Piotti on the '54 running in this, his old car. But suspending the necessary amount of disbelief requires more effort than is possible to muster once hypothermia kicks in. If you could only redirect some of the heat swell from the footwell to your rigor-struck physiognomy.

'Villoresi drove his *cigaro* to win the F2 GP at Naples'

Few OSCAs were independently tested in period, but the fortunate few that managed seat time generally arrived at the same conclusion: these weren't your usual amateur hour 'etceterinis'. No, these were cars designed for a purpose with real engineering integrity, as opposed to the many shonky parts-bin specials that emerged in Italy during the immediate post-war years. Which is to be expected considering the marque's lineage.

The big giveaway is the name. This being Italy, OSCA is an acronym. Truth is, it should be OSCAFM, but the last two consonants were wisely dropped for the simple reason that not even locals could pronounce such a mouthful. Yet it's the FM part that added distinction – *Fratelli Maserati*. For much of the '50s, *real* Maseratis were OSCAs.

The *fratelli* in question were Ernesto, Bindo and Ettore Maserati, survivors of the original 'gang of four' who founded the firm that bore their name in 1926. Alfieri, who had by all accounts been the guiding force behind the marque, had died in '32 after a racing accident. Five years later the by now financially straitened brothers sold out to Omar Orsi, who retained them under contract for a further 10 years – a spell that was reputedly less than amicable. Orsi wanted to move progressively into road-car manufacture; the Maseratis did not and left Modena the second the agreement expired.

Setting up shop in a disused part of the original Maserati factory in their home town of Bologna, the siblings set about building a run of small-series racing cars, with Ernesto acting as designer while Ettore looked after construction and Bindo kept the operation afloat. All that was lacking was a name. With the Orsi family retaining rights to the Maserati name, they instead contrived the grandiose appellation of *Officina Specializzato per la Costruzione di Automobili – Fratelli Maserati SpA*. Predictably the last bit was initially writ large on all badging, much to the annoyance of the Orsis, who required that it became a mite smaller in future.

The first model appeared in 1948, confusingly dubbed the MT4 (Maserati Type 4, prompting many to wonder what happened to 1, 2 and 3). Aimed at the up-to-1100cc sportscar class that was popular in Italy at the time, the initial run featured a Fiat block topped off with an OSCA-made SOHC alloy head, mounted in a tubular chassis with independent front suspension by unequal-length wishbones and coils. The model's first race appearance was at Pescara on August 15 that year, driven by Franco Cornacchia. Less than a month later Gigi Villoresi removed the cycle wings and drove his '*cigaro*'-shaped open-wheeler to victory in the F2 Grand Prix of Naples. Shortly thereafter Dorino Serafini came out on top at the Circuit of Garda. OSCA had arrived.

And the *fratelli* were not lacking in ambition. The MT4's hefty iron block was swiftly replaced with an all-alloy one devised by Ernesto, but of more significance was his new cylinder head that featured twin overhead camshafts, chain and gear-driven with the valves sited in the hemi' combustion chamber. The crank was honed from solid billet, the machining work on the entire engine showing real artistry.

Yet while OSCA principally stuck to 'fours', it nearly came unstuck with the 4.5-litre V12 grand prix »



OSCA 2000S, one of only three made: not on the Mille Miglia this time

challenger. Essentially an engine upgrade for the by now uncompetitive 1½-litre Maserati 4CLT/48 which owed its ancestry to a Gordini project, there was only one taker: Prince Bira. A new car with a more up-to-date chassis and suspension arrangement was completed later in '51, Franco Rol's best lap during the Italian GP being 14 secs slower than Farina's fastest. It never appeared again in F1 trim and was subsequently converted into a sportscar.

Not that OSCA was altogether finished with open-wheelers, building a brace of 2-litre cars to contest the F2 class that had become the World Championship category. Marque regular Elie Bayol won some secondary French races the following year in 1953, the same season he was joined by veteran Louis Chiron, but as independents they proved also-rans against works teams. The Maseratis soon called it quits, only to return to single-seaters in '57 with an F2 car (complete with desmodromic valves) that was sold to Alejandro de Tomaso, and Formula Junior a year on: Colin Davis won the 1960 Italian title for the marque (although the Brit also drove a Taraschi that year).

In sportscar racing OSCA was altogether more successful, variations of the MT4 theme proving consistent winners in lower capacity classes, at least until Porsche came on strong with the 550 Spyder. Against Stanguellinis and Cisitalias, the diminutive sports-racers were triumphant in local long-distance events, with Luigi Fagioli winning his class in the 1950 Mille Miglia (while finishing an amazing seventh overall), repeating the victory a year later. OSCA first appeared at Le Mans in 1952, Turinese chemist Dottore Mario Damonte entering a gorgeous coupé with bodywork by Vignale. Co-driver 'Martial' retired while leading the up-to-1500cc category, pushing his car from Arnage to the pits in a bid to get it mobile again. A year later Damonte returned with the same car to win his class, sharing it with 'Helde' (Pierre Louis Dreyfus).

Yet OSCA's finest moment was undoubtedly its overall victory in the 1954 Sebring 12 Hours. Against an admittedly depleted field, Stirling Moss and Bill Lloyd drove Briggs Cunningham's 1½-litre MT4 to a deserved, if unlikely, win at the bumpy airfield track.

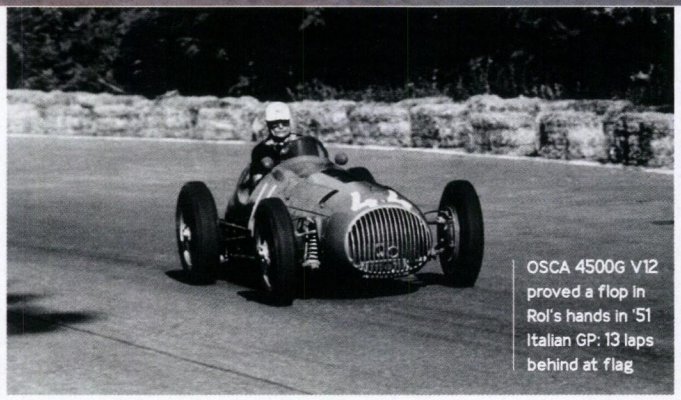
But OSCA's days were numbered. Even during a good year, it's doubtful that the Maseratis made more than 30 cars. With umpteen engine capacity variations from 750 to 1453cc, there were always places to be picked up but, by the end of the 1950s, the might of German opposition, not to mention the arrival of ambitious English constructors, was taking its toll. Habitually under-financed, and by now advanced in years, the Maserati brothers were no longer at the forefront of racing advancement. Even so, their fine twin-cam unit had attracted the attention of Fiat, which was looking to build a rival to the Alfa Romeo Giulietta. A deal was struck with the industrial giant using the engine in its own sportscar, the 1500/1600. Except each engine was hand made, laboriously fettled and formed in-house. Fiat took over production, agreeing to supply engines back to OSCA. But it never really worked out like that.

Although it did, in a slightly skewed manner, lead to OSCA building what passed for a volume product after a favoured customer requested a racy *Gran Turismo*. The Tipo 1600GT was announced at the 1960 Turin Salon and, in full-house 140bhp trim with lightweight Zagato bodywork, proved a useful competition tool. A 710kg version with new bodywork was announced in '63, but the heinously ugly 1600SP remained a one-off, the embattled Maserati brothers selling out to the Agusta motorcycle and helicopter combine that same year. The marque was on borrowed time.

The new régime ushered in a raft of new models including the 1600TC (*trave centrale*), with a backbone chassis and glassfibre body, but nobody liked it. Same response, too, for the Fiat 850-based 1050 Spider and Coupé. Final ignominy was the frankly rubbish 1.7-litre Ford Taunus-based MV. OSCA was put out of its suffering in '67, with much of the tooling being reputedly fed into a furnace.



Ludovico Scarfiotti / Odoardo Govoni's OSCA S2000 failed to finish the 1962 Targa Florio road race



OSCA 4500G V12 proved a flop in Rol's hands in '51 Italian GP: 13 laps behind at flag



Above, from left: OSCA was Maserati if not in name; handsome wheel has pathetic horn as concession to road use; elegant vent; 2.5-litre F2 derived OSCA six

Except that's not quite the end of the story. With Japanese backing the marque was revived in 1999. GMP Automobili had already bought the rights to the Touring name but realised that a dormant coachbuilder wouldn't have quite the desired resonance, so acquired the rights to OSCA. With Luca Zagato and designer Ercole Spada among its number, great things were promised. But not delivered upon. The bizarre Subaru flat-four-powered OSCA 2500GT (or Dromos) disappeared from view almost as quickly as it appeared. That's the problem with marque revivals – attempting to leach off the accomplishments of forbears will only get you so far.

For all its accomplishments in Europe and the US, this most sonorous of acronyms was always a minor player. Not that this should detract from appreciating its output. This particular example is just gorgeous, from that near-oval corporate grille to its gracefully tapered waistline. And this is no ordinary OSCA, should such a thing exist.

Sold new to Luigi Piotti in 1954, it was one of three sportscars made with an F2-derived 1986cc straight-six. This useful Milanese amateur entered the car in that year's Mille Miglia, where he finished 20th. In 1955 it headed Stateside to John Mecom Jnr, before being moved on in rapid succession to Allard racer Roy Cherryhomes and (*the*) Jim Hall. By the early '60s the original engine had been replaced with a Chevy bent eight and the car was raced by Ron Hunter. In the late '70s, and another change of ownership, a 2.5-litre OSCA six was installed, the same unit it now runs following an extensive restoration.

Though marginally a road car (well, there's a horn), it's downright belligerent at low speeds. Just getting off the line is an effort as the clutch is either in or out. Dial in about 2000rpm and let off and it angrily stumbles away from the line. God, it's noisy. With the steering column handily placed between the brake and clutch, the tightly spaced throttle is angled away, which makes double-declutching on the crash 'box a chore, a situation that isn't helped by the random gearshift. About half an inch of travel separates first and second with an oceanic gap to third, discovery of which is met with much joy as without any spring bias it isn't easy to find. The current custodian is considering fitting a gate, which seems a wise idea as even those with greater familiarity of this car seem to struggle.

'This is no ordinary OSCA, should such a thing exist'

Gearbox woes aside, though, the OSCA is skilfully realised. The steering is glorious with no kickback over zitty topography. Delicate and never twitchy, this isn't a car that you need to brace yourself in: cornering is relatively neutral, whether with throttle or backing out of it. This despite a relatively small wheelbase and around 216bhp (Italian marques often seasonally adjust their power outputs: OSCA downplayed them). Quite how it would handle with a Yankee boat anchor up front is a different matter. Chances are it wouldn't. And the structure feels resolute, with no scuttle shake or crashing over undulating surfaces. There's a real sense of thought here. Everything is considered and very, very beautiful.

Which is to be expected, this being a Maserati in all but name. Sort of. It might not be the most famous of small-scale Italian racing cars, but the 2000S is among the most captivating, and infinitely more enjoyable to drive than many 2-litre Ferraris of the day.

Cool. Got to the end without making any OSCA puns. Marvellous.

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Helped by its streamlined bodywork, Mrs Jo-Jo outpaced many larger cars

Mrs JoJo's new clothes

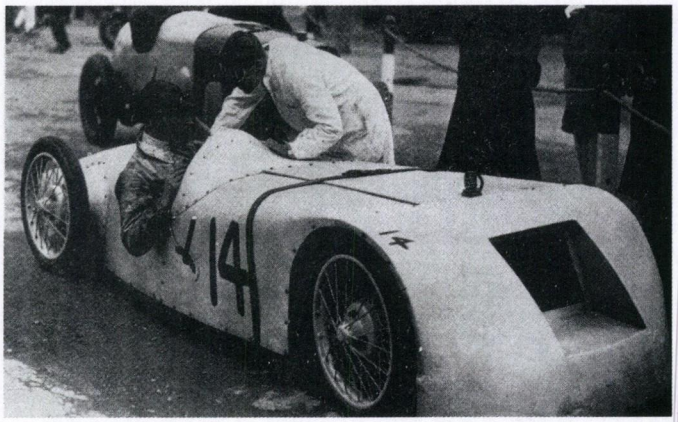
A reader has asked me if I remember H C 'Nobby' Spero. Yes, I certainly do: I saw him racing at Brooklands. He was a regular competitor with his Austin 7, and he used some rather unusual streamlining in the search for extra speed.

He appeared first in 1928, in his Boyd Carpenter car named 'Mrs Jo Jo', at the Whitsun Meeting. In his second race he finished third, with the respectable best lap of 80.46mph, especially for a non-works Seven.

In those days they had evening meetings at the Surrey Track. The green A7 was second in an open five-lap handicap, its lap speed up to 81.24mph. As a diversion Spero had a go at Greenford dirt-track, and at the Middlesex MC's day at Brooklands he came home third in a 50-mile handicap, behind the supercharged Sunbeam and s/c Amilcar of Mr and Mrs W B Scott.

More importantly, the Austin ran in the JCC's 200-mile race. Driving with commendable consistency, Spero won the 850cc class at 59.95mph, after driving for over 3hr 22min, with one stop for fuel, beating half a dozen other A7s.

At the August races Spero was second to Capt Alastair Miller's 1093cc Lombard, to which he had given a 32sec start, with an excellent best lap of 80.98mph, a speed he repeated twice in the President's Gold Plate



For 1930 'Nobby' Spero clothed his car in bodywork inspired by the 200mph Sunbeam

event, although unplaced, showing that he knew how to get a small car very quickly round Brooklands.

That November, before the Track closed for winter repairs, Spero, with co-driver Bell, set Class H records in the A7 for 200km, 200 miles and six hours, at speeds of 68.85, 66.14 and 67.99mph, the last from Chase and Boyd-Carpenter, which they had established in the previous year, at 62.97mph.

The following year, 1929, a new body was used for 'Mrs Jo Jo' with an elaborate nose over the radiator and a flat tail, Spero sitting so far back that he could rest his upper-arm on the top of the off-side back tyre, hopefully only when the car was stationary! At Easter the car, now described as a KC Special of 749cc, with its pet name clearly displayed, at first fizzled out, but by August the little aluminium car with cream wheels had recovered to win that year's President's Gold Plate race despite an increased handicap, with a lap of 84.70mph. Spero had beaten all 10 rivals including Clive Dunfee's 3-litre Austro-Daimler.

In September he scored a second and two more thirds lapping at 81.71mph and doing a standing-start lap at 72.71mph in the Sprint Handicap. Spero entered the 1929 BRDC '500' but with no result.

For 1930 Spero moved from normal streamlining to the unconventional in his search for ever more speed. He used frontal bodywork which completely covered the tops of the Austin's front wheels, following that of the Sunbeam with which Segrave had raised the LSR to over 200mph in 1927, the body shell tapering into a sharply-pointed tail.

It took until a five-lap race at a Brooklands Club meeting before he got results, a third, lapping at nearly 84mph. He was also driving an S-type 1½-litre s/c Lea-Francis in racing trim, lapping at 101.43mph, but in spite of a kind handicap it was at first no match for other cars, until at Easter it took a third, its lap pace up to 102.27mph. That was almost the end of this enthusiast's serious racing, which had endeared him to the Weybridge fraternity, although he did try seaside sand racing.

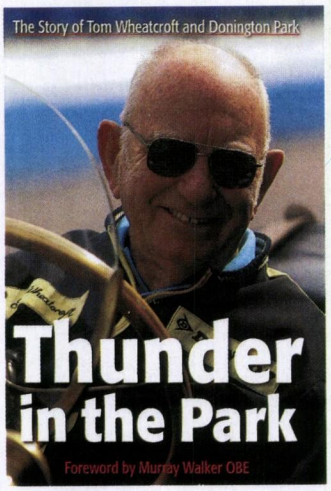
Later he successfully drove his ex-Whitney Straight/Prince Bira 8CM Maserati in VSCC races. He then bought a 250F Maserati and encouraged his son John to race it, after which Neil Corner bought it and raced it effectively. He still owns it. A keen VSCC member, Nobby presented the Spero Trophy for VSCC events for up to 750 and 1100cc cars. He died following a heart attack in January 1970.

WB's Motoring Dog

When I edited *MotorSport* our labrador was an occasional contributor. It began when we took her to a minor club race meeting when there was nothing in the programme saying 'no dogs'. Someone saw her there and complained. She replied to his letter, saying that, as with humans, dogs need to relieve themselves, and her master let her out of his car on a lead for a couple of minutes, after which she was shut back in the car (with a window slightly open for air, of course).

Later, when I was at a race meeting from which dogs were definitely banned, I noticed a poodle in the Paddock and several other canines in the public enclosure, on leads, but dogs have been known to slip such restrictions. I happened to tell our motoring dog (whom I had photographed in the driving seat of a road-test Daf to show that it was so simple that anyone could drive it) about this, and she wrote to ask whether the dog-attendance rule had been rescinded?

Tales from Donington



Hearing that Tom Wheatcroft had written his autobiography, and having known him as a keen collector of historic racing cars from being taken to see the start of his now legendary Donington Grand Prix Collection, when his first finds were scattered in all manner of places, and having dealt enthusiastically with the races at the famous circuit year after year in *MotorSport* when I was its Editor, including my impressions of the Germans racing there, and having written a book about the pre-war racing at Donington Park, I looked forward very much to Tom's own account of it all.

And *Thunder in the Park* (ISBN 0 9542860 5 7, Live Wire, £20) is of enormous interest. I did not know before of the long war service Tom had, I discovered why the Donington museum was arranged as it is, and learned about Tom's honest opinion of his friends and others.

His early purchases of the older single-seater racing cars, some of the prices asked in marked contrast to the enormous values now placed on them, are described. The book then provides such an absorbing story of how Tom bought the Park and created the present race circuit there, his memories relating to this, the cars he has played with there including having a life-threatening accident, the personalities who made Donington world-famous, the crashes, how later irreplaceable exhibits for the museum were discovered – it's all there, as a normal review may have explained.

I would not have missed it even in exchange for a Maserati 250F of my own. It's a wonderful tale of almost rags to great success and a sizeable fortune, which Tom so modestly accepts and enjoys. I felt that I wanted a little bit more of how he achieved this, having seen the extensive housing estates he built and his luxury hotel and motel, my appetite for this element of the tale being stirred by a picture of his 1938 Bedford truck among those of racing drivers, the races and the very celebrated racing personages whom Tom knew.

A great book, and one which stands out among more ordinary motor books and which is so very competitively priced.

I found only one mistake; Jenks's adventure on Christmas Day of illegally driving an F2 Lotus on the roads around Hampshire did not end in the ditch, needing a transporter to retrieve it. I should know, because it was during our midday lunch for the children, which was at the pudding-and-pulling-crackers stage, when the 'phone rang to say that DSJ was in trouble. To my wife's consternation, off I rushed, to tow the Lotus, which had broken a half-shaft, back from beyond Basingstoke to Hartley Wintney.

That apart, a 'superb read,' as they say, which this genuinely is.



A reader has an Amilcar C6 chassis and many parts which were once owned by Lord Ridley, who gave the Austin and MG camps a shock in 1921 when he raised the Class H 1km record to 105.92mph for the two-way run. The chassis may have been intended to form part of another Ridley Special, put on hold after Ridley suffered an accident in his original car. The owner would like to find out who owned this six-cylinder supercharged Amilcar before Ridley, and its post-1931 history.

From the Pre-War Austin Seven Club's magazine I learn that Norman Purves is making a replica of the 1923 racing A7s, following that made by Tony Hutchings years ago, but using a genuine racing chassis rescued from a Birmingham rubbish tip.

The MCC had 295 entries for its 78th Exeter Trial in January. Its next major event is the Land's End Trial at Easter; the club's general secretary is the Rev P G Lawley, The Vicarage, St George's, Telford, Shropshire TF2 9LF. An SAE with enquiries is appreciated.

What a splendid chap Frankie Dettori, the champion jockey, is. I think you will agree if you heard him answering Sue Lawley's questions on Radio 4's 'Desert Island Discs' programme. But surely their conclusion that horse-racing is the most dangerous sport of all, with one jockey killed on average every year, is incorrect? Over the years there has unfortunately been a staggering number of motor racing fatalities, and you can include Paris-Madrid if you do it sensibly. Since the intervention of Sir Jackie Stewart, OBE, the safety record has been much improved. But car racing from Formula One and rallying to club events is still one of the most dangerous of undertakings.

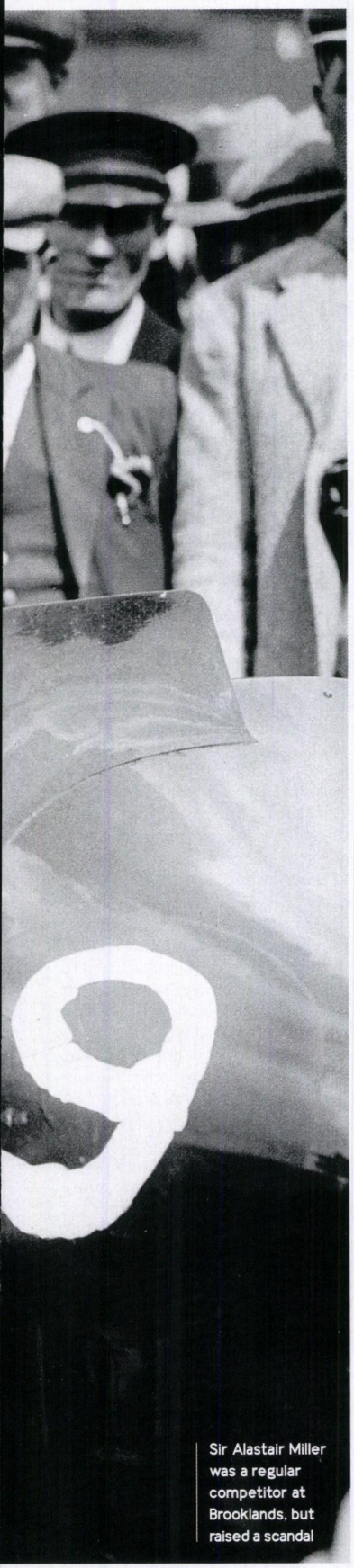
I was an absolute dunce at school, but I knew who had won Le Mans and the TT, and in what cars, and which driver was fastest round what was then our only race course. To my surprise my headmaster was not impressed. But even I know that if an aeroplane leaves Calais at 8am and is on the ground for 13 hours at Reims it will not reach Cannes 7hr 44min later on the same day! If you spotted this in our report of a Monsun aeroplane beating a BMW car in the race described in the February *MotorSport*, the Monsun actually overflew Lyon after *three* hours.

LAT



Scandal for 'Mr Brooklands'

Sir Alastair Miller made his name as an enthusiastic Brooklands racer, but in 1922 his private affairs reached the newspapers. Bill Boddy explains why



Sir Alastair Miller was a regular competitor at Brooklands, but raised a scandal

When I wrote about Sir Alastair Miller some time ago, I described him as 'Mr Brooklands', based on the fact that he had raced at the Surrey Track regularly from 1912 until 1931, competing pre-war on big Matchless and Martin motorcycles. He was third in a first heat of an Old Public School Boys' race on the latter and second in a 1000cc Scratch Race, and with a smaller Martin machine rode in the 1921 500-mile race, and drove and broke records with so many successes.

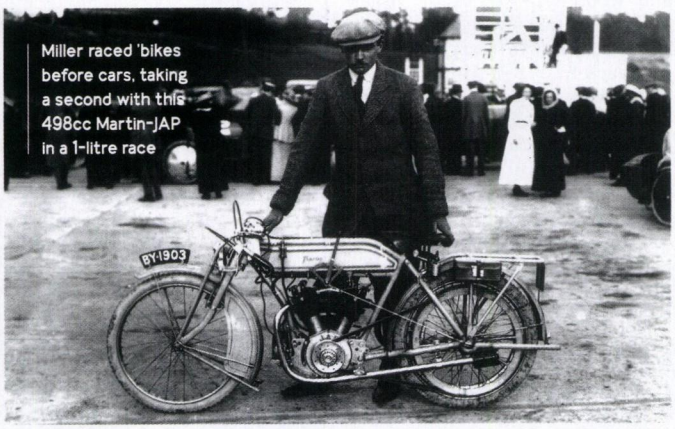
His tally of cars raced includes AC, Alvis, 200hp Benz, Bianchi, Buick, Delage I and II, sports GL Delage, Donnet-Zedel, Lombard, Leyland-Thomas, Mercedes-Benz 36/120hp, Miller-Napier, 1914 GP Nazzaro, 1914 GP Opel, Sunbeam, Talbot, Voisin and the Wolseleys, including the huge 11.7-litre aero-engined Viper of his own devising, and finally a works Riley with which, aged 38, he won the 1100cc class of the BRDC 500-mile race. He was also the entrant in 1939 of a V12 Lagonda. After which he achieved more prizes breeding rare poultry when living in Sussex.

My choice caused some unrest among those who thought I should have given my title to Sir Henry Birkin, Bt, or to John Cobb, and among others who felt the accolade belonged to them, including those who had "nearly beaten Malcolm Campbell" and a person who said she was the first lady ever to race in the rain and on beaded-edge tyres!

Some years before WWI, Miller had ridden bikes on the Southwold cycletrack and shared a primitive aeroplane with a fellow pilot. An ex-Guards officer, he transferred to the RFC during the war, taking his pilot's licence on a Maurice Farman in 1915; his younger brother was killed on the Somme.

As a Flight Lieutenant and then a Captain he flew most types of fighter aeroplane, and he took up luckless air-mechanics in dubious machines. He flew to St Omer from England in BE2c No4100, experiencing a forced landing at Dorking on the way. He looked for a country mansion at which to land, as pilots did, as usually they would be invited to dinner and given a bed; in Miller's case it was lunch. The next day he returned by train, the lady sending her car to fetch him, the mechanics having been wired to rectify the trouble. Resuming the flight involved cutting a hole in a centuries-old hedge to provide take-off space with the lady's permission – "the gallant airman is serving his country".

Soon Miller was invalided home and made Inspector of all RFC aerodromes, which must have made it easy to obtain petrol, rationed from 1916, for his very frequent short and long journeys, both military and private! His RFC driver Corporal Tollerton helped both when on and off duty.



Miller raced 'bikes before cars, taking a second with this 498cc Martin-JAP in a 1-litre race

I liked this remarkable character because he was so keen on cars that he noted the make of every one he drove. His lifestyle was also fascinating, as he met very important people such as Count Louis Zborowski, Colonel Charles Jarrott, Sir Henry Segrave, actor-aviator Robert Lorraine, George Newman, Sydney Cummings, General Higgins, the son of General Henderson, Commander of the RFC, and many other top-rankers, always in the very best hotels, theatres and night-spots.

I wrote of this under the heading 'The Wartime Diaries of Flying Officer X', which appeared first in Lord Montagu's car magazine *Veteran and Vintage* and, after that had folded, in *MotorSport* from October 1979 to March 1981, with a final instalment, covering 1919, in a VSCC *Bulletin*.

(While I was writing this, by a quite remarkable coincidence, during an episode of BBC2's *University Challenge* programme, one question, unanswered by the team, was 'Which novelist used the name Flying Officer X for a nom-de-plume?'. I didn't know either that it was H E Bates.)

By 1922 the newspapers were engrossed with the 'Racing Driver and Girl-Bride' case, arising from Miller having become married to a schoolgirl of 14, who falsified her age as 16 or 17, without the knowledge of her parents, Major Howard, MP and his wife. They wanted a divorce for the couple and to take custody of the baby son.

The case was heard in the High Court of Justice, Divorce Division, in London, under Mr Justice »

Hill. Leading barrister for the Howards was Mr Clifford Mortimer, for Miller Sir Ellis Hume-Williams and his junior Mr Talbot Ponsonby. I refer to the case only for the motoring items and I have no idea of the outcome. The witnesses included the Howards, Lady Miller, H J Line who had been works-manager at A J Miller & Co and then in charge of the Wolseley racing cars at Brooklands, J W Line, Miller's secretary, now chief clerk in Wolseley's Competition Department, Sidney Cleophas Cull, who looked after Miller's two Delage racing cars when working for T Gardner & Sons of Highgate, Captain Eliot de Pass, Flt Lt J W Woodhouse, DSO, MC and two bars, and George Newman, soon to race Salmsons and who went on his honeymoon in an Avro 504.

When Miller requested an adjournment of the trial for a day as he had to be at Brooklands the Judge allowed it, presumably because he knew the status of the Surrey Track – or did this enable him to get in a round of golf? When Miller made a similar request because he was competing in a hill-climb, the Judge asked whether it was important. "Yes, my Lord," was the answer. "I am riding a motorcycle of our manufacture." The event was obviously the 1922 Kop public-road speed-hillclimb; Miller seems to have had charge of the Martin works in Stubbs Lane, London. Zborowski's Ballot made FTD of the cars, but how did Miller fare?

Later the Judge said he knew nothing of such things but enquired whether, with due respect, Miller was like a jockey riding owners' horses to earn money. Miller was quick to explain that he raced here and all over the continent for one company, Vickers-Maxim (in which Wolseley was presumably incorporated). The reference to continental races was rather rich!

The charges against Miller included that of neglecting his young wife by dashing off to the Track and to parties even when she was very seriously ill at her parents' place, 'The Moat House' at Upend near Newmarket. (Years later I went to see this; the moat had dried up but I was shown the field behind the house used by RFC pilots visiting the Howards' daughters.) It was alleged that Miller refused to pay doctors' and nurses' bills for his wife, or to find a house.

Mr Mortimer had access to the profit made by Miller's business, the AG Miller & Co firm, started with capital of £40,000 in 1919 of which £23,100 was issued for cash and £10,000 to Capt Miller and 300 shares to employees, and said that Miller's father made him an allowance. The Judge: "You do not consider yourself a poor man, do you, Capt Miller?" But it was disclosed that the company lost £20,000 in 1920 and was liquidated and wound up by 1921. Miller explained about not keeping promises to see his wife by saying that he was very busy restoring wartime RFC Crossley tenders for the Irish Government's Police Force and that during the railway strike many of his lorries were commandeered. He certainly had raced a Shelsley Crossley at Brooklands in 1920.

Miller told also how he had given his wife before they were engaged a present of a Baby Peugeot on which he taught her how to drive, when she was too young to have a driving licence, for her to use on the drives at her father's estate. But it would not work until Corporal Tollerton, Miller's RFC driver, and the Major's man had worked on it. There were four cars in the Major's garage for which "he couldn't obtain petrol" which was not a problem for AGM, and his man had welded a broken crankshaft on what was described in Court as an "Austin-Daimler", obviously an Austro-Daimler, after which the Peugeot was taken away by Miller and sold. Miller explained that he had then given the girl another car, a rare Herbert, made in London only from 1916/17, but this he also soon took away. When his wife was ill he sent a Daimler ambulance and a Crossley tender to take the baby's cot and pram to London, but she refused to go.

When the Judge thought matters were going better after mention of a party in Bournemouth he said, "I suppose you drove your wife back up to London?" "No, my Lord," replied Miller, "I couldn't, because the car was a single-seater. We had had its engine down and wanted to free it up as it was due to race at Brooklands." I had assumed that the racing Wolseleys, apart from the Viper, were assembled at the Birmingham factory and taken to Miller's shed at the Track on lorries. Yet it seems that one of the two Moths was thus road-tested.

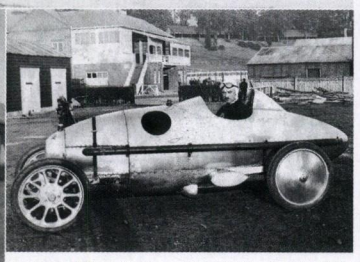
The Millers' family house was in London's fashionable Ennismore Gardens (where, much later, the 1½-litre GP Delage rebuilt by Ramponi was kept in one of the mews garages). Miller had Nos1 and 15 lock-ups there, in which he kept "all sorts of kinds of crocks", but when it was suggested that he used one of these for a dubious purpose he replied indignantly, and maybe ingeniously, that his Daimler was at the coachbuilders and that what was implied would have been impossible in his De Dion van and the small car which were there at that time. The last time I met Miller was a sad occasion on which I have no intention of enlarging.

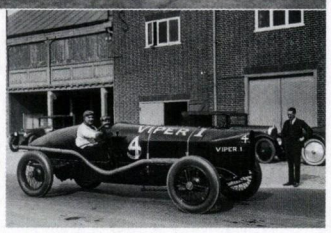


Miller took many records: here his 15hp Wolseley is fuelled for his 1922 Double-12 attempt



Miller's wide range of mounts ran to this Donnet-Zedel in the 1926 Easter Brooklands meet


In his 10hp single-seater Wolseley in 1921



11.7-litre Wolseley Viper was Miller's idea

Brooklands Society

The School Garage

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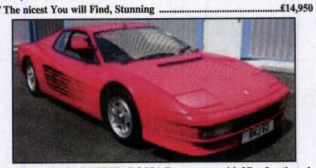
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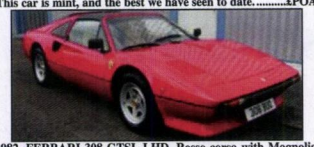
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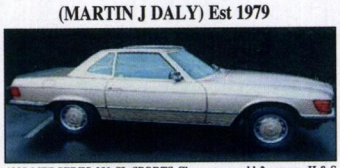
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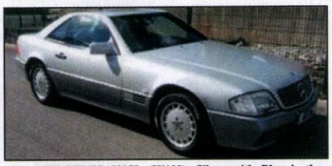
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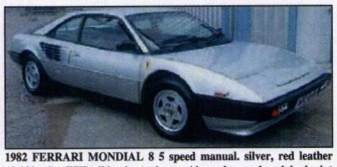
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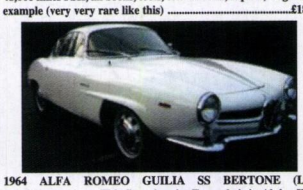
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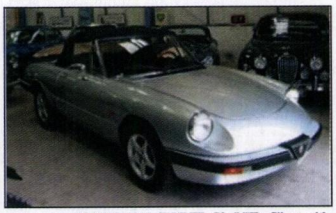
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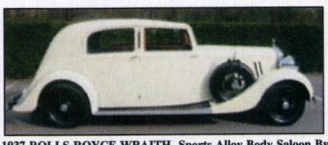
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"Gentlemen, Start Your Engines"

Those four little words... quite possibly the world's most recognisable sporting phrase. It is such a short phrase but paradoxically loaded with tension, impregnated with a sense of impending drama, of the spectacle about to unfold. It is but a précis to the whirring of starters, the explosion of sound from a cacophony of engines, and a squealing cloud of tyre smoke. How many other sentences initiate such an instant rush of adrenaline? What a wonderful phrase indeed...

As winter draws to a close and a new racing season is soon upon us, it is time to make preparations for the year ahead. Which begs the question: when those four little words are spoken to the grid, will your engine start? Reliability is always an issue with historic racing and even as a gentleman driver, a weekend spoilt by a technical problem is a major upset. As your mother used to say, "a stitch in time saves nine". Now is the time to make sure that your car is adequately prepared for the season and isn't showing the stress and strain of last year's outings. The best way to ensure a safe and enjoyable racing season in 2006 is to make sure your car is adequately prepared ahead of time. Spending the time and money now will only save you an expensive and (to borrow a Murray Walkerism) 'terminal' problem when you are miles from home.

Engine

Replacing worn engine components is vitally important. Some worn components, such as a broken or poorly functioning oil pump or seized bearings, could lead to massive and expensive engine blow-ups. Other problems might not cause spectacular failures but worn cam lobes, leaking head gaskets and poorly functioning fuel systems can all cause significant loss of power. Think how many times you have been behind someone on a straight and just wished for an extra few horsepower to get alongside them.

Electrical Systems

Effective delivery of spark to the combustion chamber is integral to engine performance. Deterioration of electrical systems can result in a loss of power, and may even have happened so gradually that you haven't noticed the difference. This too might be that extra couple of horsepower you're looking for. Poor electrics can also result in inaccurate instruments, failing wipers and switches or other encumbrances.

Tyres

Have your tyres done the same number of laps that you have? It goes without saying that tyres are important, after all they're your only point of contact with the road. All the power in the world will do you no good at all if you can't lay it down. Make sure you have the right tyres for a variety of conditions, and carry enough spares to cope with flats and blowouts.

Brakes

We spend so much time thinking about going faster that slowing down is sometimes an afterthought. Imagine... you exit the final corner onto the start/finish straight perfectly, easing gently onto the throttle. The car in front of you squirms as the driver struggles to get the power down smoothly. You've been choking on his exhaust for 15 laps, and this is your chance to get past. At the end of the straight, you've drawn level and you've got the inside line. You reach turn one and as you brake he darts forward, braking later and beating you into the corner... Make sure your brakes aren't letting you down. Not only can it save you time on the track, but it is an important safety measure as well.

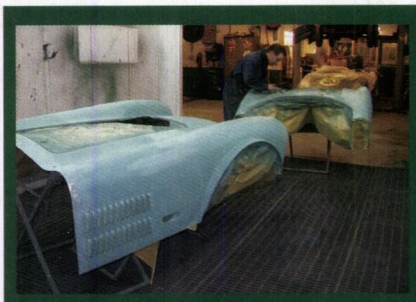
Suspension

Your suspension is designed to keep your car balanced and settled on the circuit. After a season's racing your suspension will have worn and been jostled into a different alignment, affecting your ability to corner quickly and get the power down. Replacing old shocks, bushings and linkages or simply having your car set up by a professional can make sure you start the new season with a well handling car that is fun to drive.

Gearbox

Older gearboxes wear quickly. It's just a fact. Even if your changes were perfect last year and you didn't crunch a gear, chances are your gearbox is wearing. Make sure your box can last the season by having it checked over, and replace worn gears and bearings. If your gearbox seizes, you risk damaging your engine, drivetrain, or worse if you spin.

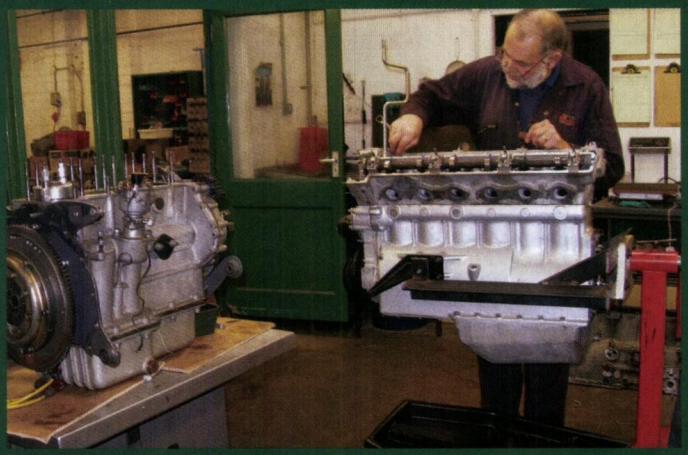
Above: Le Mans 24 Hours – 1969 – 4pm – the start!

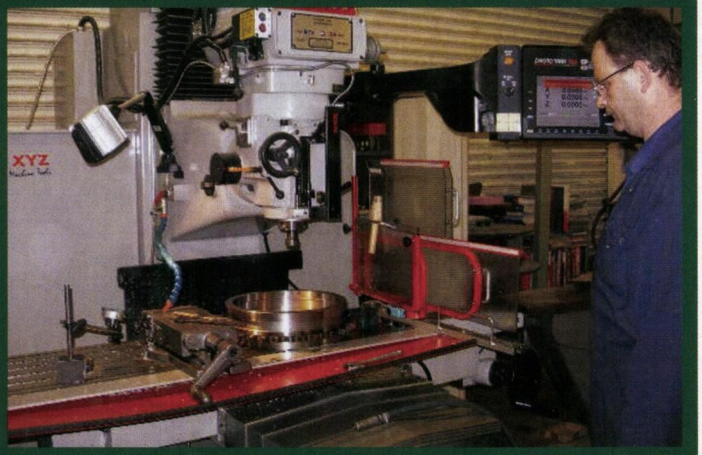


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GARAGE

Well known for many years as experts in the preparation of Jaguars, Beacon Hill Garage have achieved an excellent reputation for both race and road car work. Originally known as Colborne Restorations before moving to their present workshops, the company was responsible for building the 'low drag' E-type raced by John and Stephen Markey which now forms the centrepiece of a large European collection. They have recently finished a ground up rebuild of 9 VPD, the Ex-Coombes works prepared car that was lost for many years and last raced in 1961. In a parlous state when found, a very large proportion of the original car was saved, including the complete front and rear bulkheads and all the running gear.
The engine still had it's polished crank and rods all correctly numbered although at some time the block had been replaced. As well as Jaguar, other makes are given the benefit of our expertise and at present our workshop contains examples of Maserati, Ferrari, Alvis, Lotus, Healey, Daimler and a very unusual Ex-Brooklands special. Please call if you think we may be able to help.



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The Manx Classic is back! Yes, three days of competition on some of the most challenging and interesting courses in one of the historical homes of motor racing - the Isle of Man.

For over 10 years, the Manx Motor Racing Club ran the successful Manx Classic events on the Willaston circuit and the 'Three Hills' hillclimbs. Now we are offering a medley of events combined with an enjoyable three/four-day break in the beautiful and fascinating Isle of Man. The Singer & Friedlander Manx Classic will combine the famous Lhergy Frissel hillclimb with an exciting new blast on the TT Course and a new 1.3 mile pursuit sprint at Jurby.

You've seen it all on Top Gear, now here's your chance to sample our great roads, hospitality and competitions, with everything except petrol and 'refreshments' included in the price.

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RACEMETTLE

See us on stand B6 at the Third International Historic Motorsport Show 2006. Stoneleigh Park Coventry



Racemettle are pleased to announce the introduction of the Afin aluminium brake drum for the MG TC and 9"drum Triumph TR's. Employing a mechanical locking system the iron liner is cast into the aluminium drum to match or exceed the appearance and performance of the original aluminium drums. The casting process gives very high levels of surface contact between the materials even under the high temperature operating conditions of arduous road and competition, significantly reducing brake fade in all cases.

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CKL DEVELOPMENTS

Phone: 00(44) 1424 838250
Fax: 00 (44) 1424 838251
E-mail: sales@ckldevelopments.co.uk

Restoration, race preparation and on-event support are the core activities for CKL Developments, a company with a particular reputation for Jaguar work. Along with regularly supporting an assorted mix of XKs running in the JEC/Vredestein Championship this year they also look after cars running in the Top-Hat series and the HSCC's Historic Road Sports series. Other events for 2006 include the spectacular Classic Le Mans and the gruelling Mille Miglia.

Although their speciality is Jaguars, specifically original Cs, Ds, LWEs, Es & XKs, the company are experienced in Ferrari, Maserati, AC and other marques from this period and are able to give the same level of treatment to any car they take on.

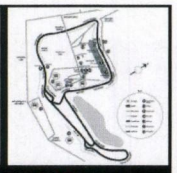
Away from the track, a lot of CKL's work is restoring and upgrading XKs and E-Types in the engine, handling & braking areas, providing a service that can include sourcing cars and working with customers to achieve reliable, usable cars, be it for the road or competition.





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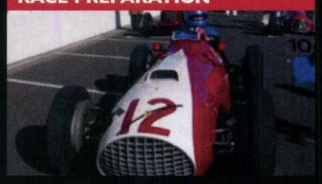
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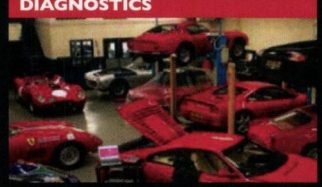
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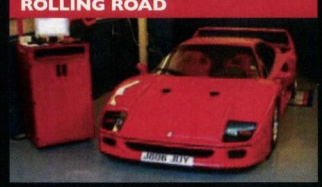
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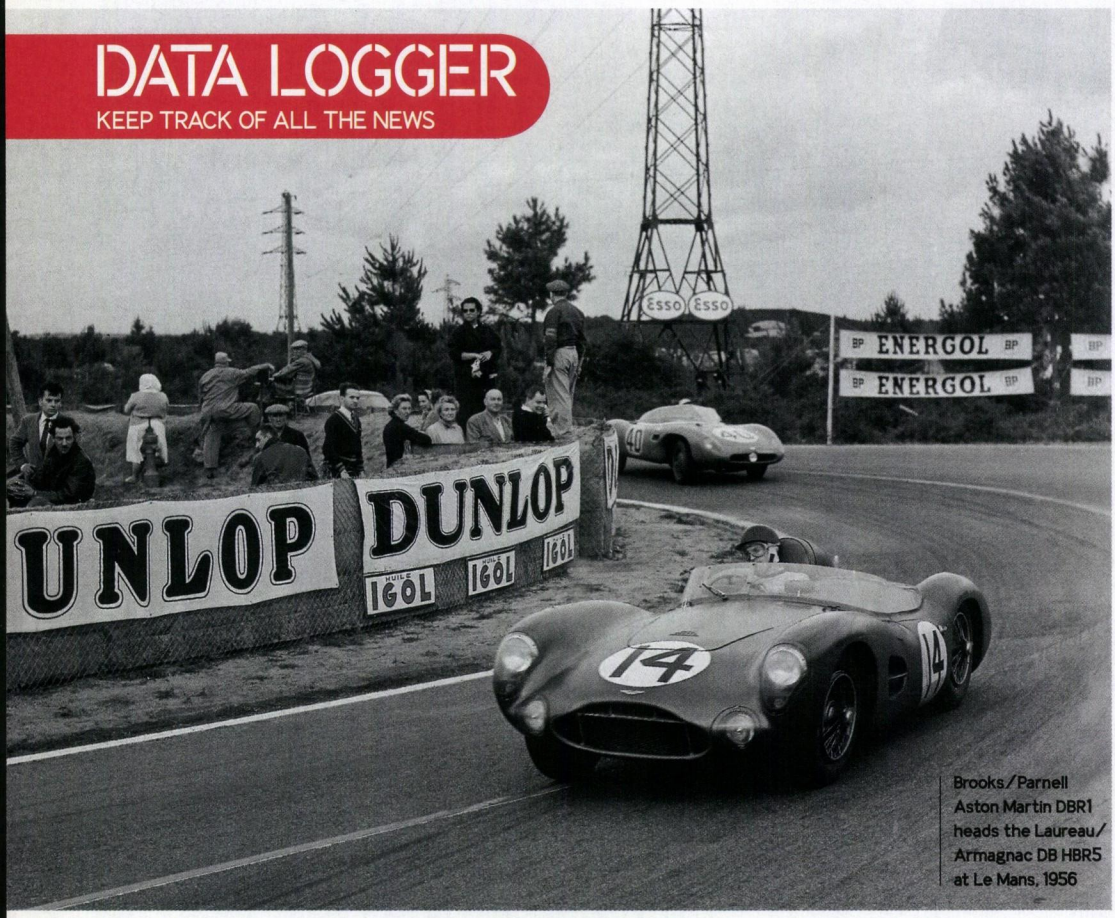
WHEEL TO WHEEL

THE MONTH IN HISTORIC MOTORSPORT

Edited by Paul Lawrence

DATA LOGGER

KEEP TRACK OF ALL THE NEWS



Brooks/Parnell Aston Martin DBR1 heads the Laureau/Armagnac DB HBR5 at Le Mans, 1956

Aston invitational for July

Silverstone Classic to celebrate 50th anniversary of Aston Martin DBR1 sportscar

Two packed Formula One grids and a celebration of the Aston Martin DBR1 will be the key features of this summer's Silverstone Classic. The July 28-30 event will pack in more than 20 races, with at least two races on the Friday.

The event will have a strong Aston Martin flavour and will mark the 50th anniversary of the debut of the DBR1 sportscar, which went on to score the marque's only Le Mans victory to date, in 1959. An invitation race for Aston Martins has been added to the schedule.

The expansion of the race programme means that there will only be two races for 3-litre Formula One cars. Last year Grand Prix Masters had two races and Thoroughbred Grand Prix a separate one, but some considered this was confusing for some spectators! The plan for 2006 is to run two races and encourage crossover between the two series for the first time.

"It is expected that there will be two races for 3-litre Formula One cars," reports Christopher Tate of the Masters organisation. "We understand the track-time pressures that the event organisers are under."

Exact details are still to be confirmed, but it seems that relevant Thoroughbred GP cars will be invited into the Masters race, while Masters cars will get an invite into the TGP event. The 2005 Silverstone Classic was the first time that the two rival series had been at the same race meeting.

Other races will include Group C/GTP, Orwell Supersports, HGPCA and the BRDC 500 for pre-war sportscars, while classic motorbike races are also being added to the programme.

B16 'CONTINUATION'

The first Chevron B16 continuation model is set for a public unveiling at the Historic Motorsport Show at Stoneleigh at the end of February.

Chevron Racing Cars has now sold the first three examples of the B16, which will be built to exactly the same specification as the original cars. They will qualify for Historic Technical Passports from the FIA and are expected to be racing this season.

"The value of the original cars was high enough to justify making continuation models," said Helen Malkie of Chevron. "But we aim to restrict the number of continuation cars we make to help them keep their value and to protect the integrity of the marque."

Only 23 examples of the B16 coupé were produced in period, and cars with strong histories are now fetching over £200,000. The continuation cars are priced at £70,000 less engine and 'box.



B16, 1970. Now you can buy a new one

HERBERT AT SHOW

Johnny Herbert, Giacomo Agostini and Prodrive principal David Richards will perform opening honours on each day of the International Historic Motorsport Show at Stoneleigh on February 24-26.

Richards will open the show on Friday, 15-time World Motorcycle champion Agostini on Saturday, and ex-Le Mans and F1 winner Herbert on Sunday.

Among the big names at the show - some of whom will appear on the *MotorSport* stand - are rally stars Pentti Airikkala, Russell Brookes, Björn Waldegård, Louise Aitken-Walker and Rosemary Smith. Bike aces Mick Grant, Steve Parrish and Jamie Whitham will also be in attendance.

PARK LIFE FOR TOUR

Donington Park and Oulton Park are star additions to the Tour Britannia route for the second running of the event from September 5-8.

The outline route centres on a

HADFIELD STORMS KIWI OPENER

Simon Hadfield dominated the second round of the New Zealand F5000 Revival Series at Pukekohe on January 28-29. Hadfield won two of the three races as a contingent of British racers joined the strong local field.

The visitors were forced to switch to borrowed cars after their own were stranded at sea *en route* to New Zealand, but that made no difference to Hadfield, who quickly set the pace in Stan Redmond's Lola T332.

Hadfield took pole by three quarters of a second from team-mate Michael Schryver, who raced the Lola T430 of Todd Stewart. Hadfield lapped nearly 2.5sec faster than defending NZ champion Murray Sinclair (Lola T332) in qualifying.

With Schryver sidelined by a spin, Hadfield won the opening race at a canter. He then played to the gallery in the second race, enjoying a close battle with Schryver, who won by 0.17sec.

In the final Schryver went out with driveshaft failure, so Hadfield blitzed clear to win by more than 20sec. Redmond's McRae GM1 again led the home contingent from the similar car of Stuart Lush and Sinclair.

Fifth in the final was Frank Lyons, who had air-freighted his McLaren M26 out for this event and the follow-up at Ruapuna near Christchurch.



Schryver (20) gets a run on Hadfield for narrow victory in second race at Pukekohe

parkland circuit each day, with visits to Oulton Park (Tuesday), Cadwell Park (Wednesday), Donington Park (Thursday) and Mallory Park (Friday). "I may even be tempted to have a go at the event myself," said Oulton circuit boss Jonathan Palmer after agreeing to his track's use.

For regulations, call 01295 268888.

KNELLER'S AWARD

Tim Kneller was presented with the *MotorSport* Brooklands Trophy at Autosport International after a fine campaign in VSCC races last season in his 1936 Riley 12/4 Special.

His performances at the five VSCC race meetings of '05 left him just clear on points from Julian Majzub, who was a front-runner in his 1929 Bentley Pacey Hassan. Peter Fenichel, Michael Rudnig, Will Mahany and Rodney Seber all tied for the third-place award. Kneller, who won three races last year, was awarded a cheque for £500 and a lifetime subscription to *MotorSport* by editor Marcus Simmons.

MotorSport will again support the award in 2006.

LE MANS SPLIT

The Le Mans Legend event will be split into two races for this year's running on the morning of the 24-hour race in June.

To celebrate the centenary of the Automobile Club de l'Ouest, races will be run for cars from 1923-39 and 1945-54.

Motor Racing Legends will again organise the 40-minute, one-driver races for cars that ran at Le Mans in period and genuine sister cars of the same specification.

ABARTH FOR BJORN

Björn Waldegård, at the wheel of an ex-works Fiat-Abarth 131, will be one of the star attractions of the live rally stage at the International Historic Motorsport Show at Stoneleigh on February 24-25.

The 1979 World Rally Champion will drive the 1980 car as a series of classic rally cars, including many from the Group B era, are put through their paces.

Russell Brookes will drive an ex-Airikkala Opel Manta 400 while other cars expected include an Audi Quattro A2, Lancia 037, Peugeot 205T16, Renault 5 Maxi Turbo, Metro 6R4 and Ford RS200.

ADA FOR MONZA

Pietro Silva is the latest driver to commit to Group C/GTP for '06 and hopes to join the series for the opening round at Monza in mid-May with an ADA-Ford.

Silva has acquired chassis 03, which was built in December 1987.

NEWS IN BRIEF

The life of Keith Duckworth OBE will be celebrated in a Memorial Service, to be held at 3pm on Thursday February 23 at All Saints' Church, George Row, Northampton. Along with his colleague Mike Costin, Keith set up Cosworth Engineering in 1958.

John Grant, the former MSA chairman, will split his time this year between his McLaren M8C/D and a Chevron B16. He will again contest the Orwell Supersports title in the McLaren and take in selected endurance events in the B16, which is currently being restored by Vin Malkie.

Richard Meins will race two Lola T70s this season with the Masters group. He intends to run his Mk3B in World Sportscar Masters and the ex-John Surtees Spider in the Gentleman Drivers' Sports Racing Masters series. "It's a massive buzz driving these cars," said Meins, who is also hoping to get an entry for Le Mans in the Mk3B.

Les Ely has acquired an ex-works Cooper Bobtail for the coming season and plans to race the 1956 car alongside his existing BMW 2000 and Jaguar E-type. The Bobtail is an ex-Moss/Brabham/Bueb car and is one of only three built by Cooper for the '56 season.

The Historic Sports Car Club has added a second major date on the Brands Hatch GP circuit for the coming season. The traditional Superprix will run on May 6/7, with Grand Prix Masters and World Sportscar Masters joining the full range of HSCC championships. On June 3/4, guest races for Group C/GTP, Supersports, Gentleman Drivers and European F2 will take centre stage.

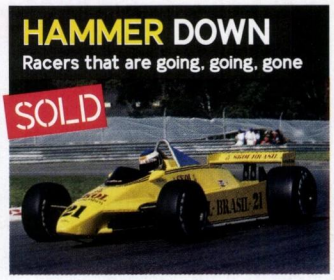
The twin European F2 series have amalgamated for 2006, when the 2-litre and 1600cc cars will run in one series at six events in Europe. Encouraged by the HSCC, the groups have agreed to join forces and will run under the European F2 badge, starting at Silverstone on May 20-21.

An extensive collection of Lotus road and race cars will feature at the 20th Annual Lotus Show at Donington Park over the weekend of March 18-19. The event marks the 50th anniversary of the club.

A new classic event at Spa has been added to the crowded summer run of major historic racing festivals. The Spa Historic GP will run over the weekend of July 14-16, with TGP and Sportscar Masters races taking star billing.

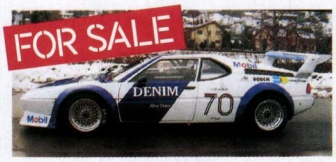
HAMMER DOWN

Racers that are going, going, gone



Coys' Autosport International sale saw mixed results with some racers failing to reach their reserve, including the ex-Newman Racing/Danny Sullivan March Can-Am chassis. Those that did make the cut included the ex-Fulvio Ballabio/Genoa Racing Team '87 Lola-Cosworth T87/00 Indycar, which recorded few meaningful results in contemporary racing and was knocked out for £16,500, while a 1980 Fittipaldi F8 grand prix car (similar to above) rolling chassis went for just £5646.

In a sale which numbered a raft of highly unusual (often downright strange) machines, the few other racers among the road cars that did sell included a pre-war Hilligas midget racer in a partially restored state and a Formula Two stock car.

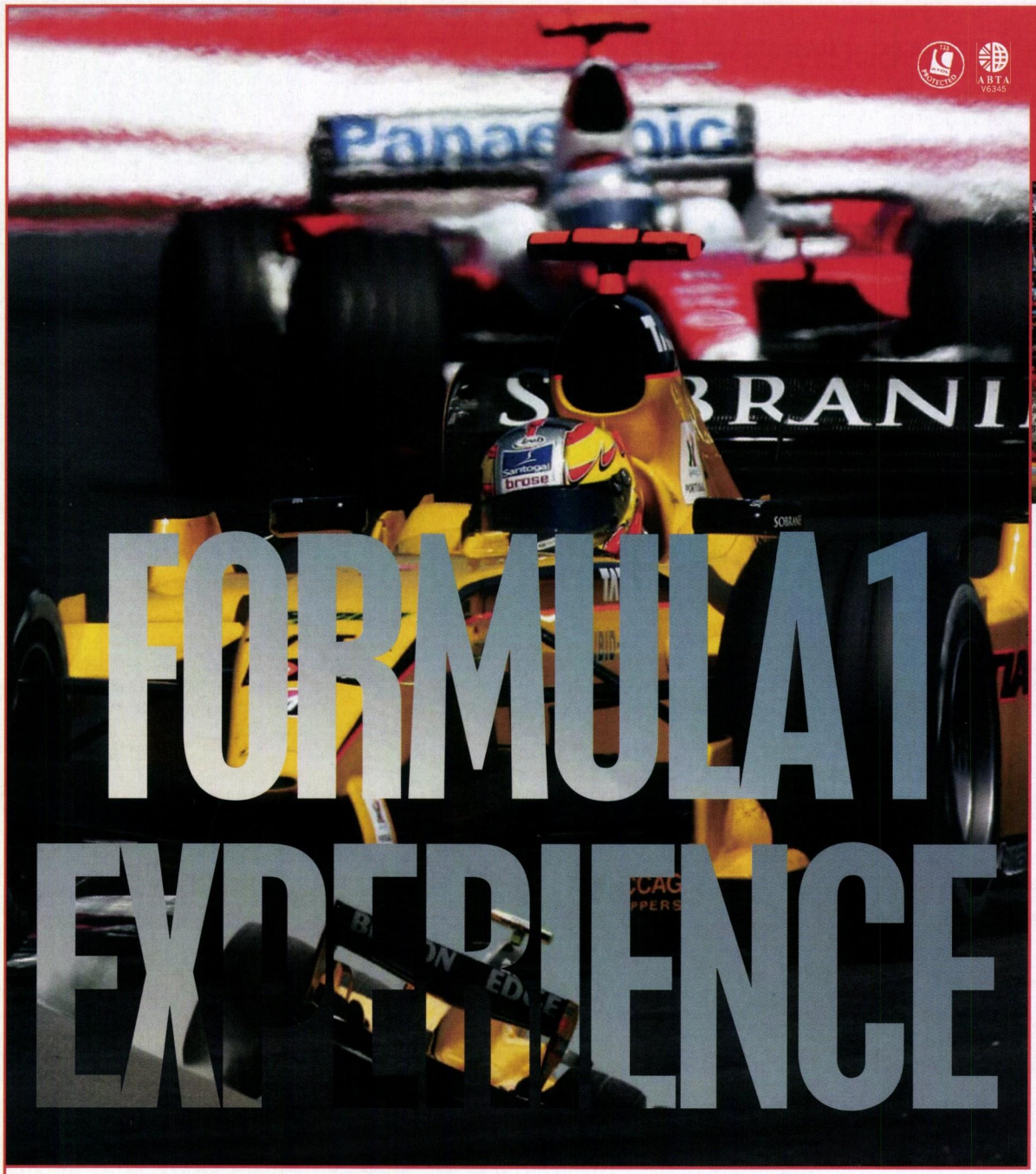


Christie's Automobiles de Collection sale in Paris on February 11 will see a number of highly desirable machines going under the hammer, including the ex-Bruno Giacomelli BMW M1 (above). Raced by the former F2 champ and fellow Italian Elio de Angelis in the Procar F1 support series, the car was later campaigned in the US in Red Lobster livery by Kenper Miller among others. Among the automobilia on offer is a collection of press passes, pennants and mementos (below) from the 1960s.

At Bonhams' sale at the International Historic Motorsport Show at Stoneleigh, an ex-Eddie Irvine Jaguar R1 - minus engine - is the star lot.



LAT Charlie Wooding



ABTA V6345

2006
Formula 1 Calendar (PROVISIONAL)



Bahrain 12 March
Malaysia 19 March
Australia 2 April
San Marino 23 April
Europe 7 May
Spain 14 May
Monaco 28 May
Great Britain 11 June
Canada 25 June
United States 2 July
France 16 July
Germany 30 July
Hungary 6 August
Turkey 27 August
Italy 10 September
Belgium 17 September
China 1 October
Japan 8 October
Brazil 22 October



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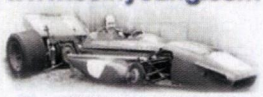
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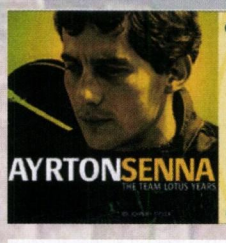
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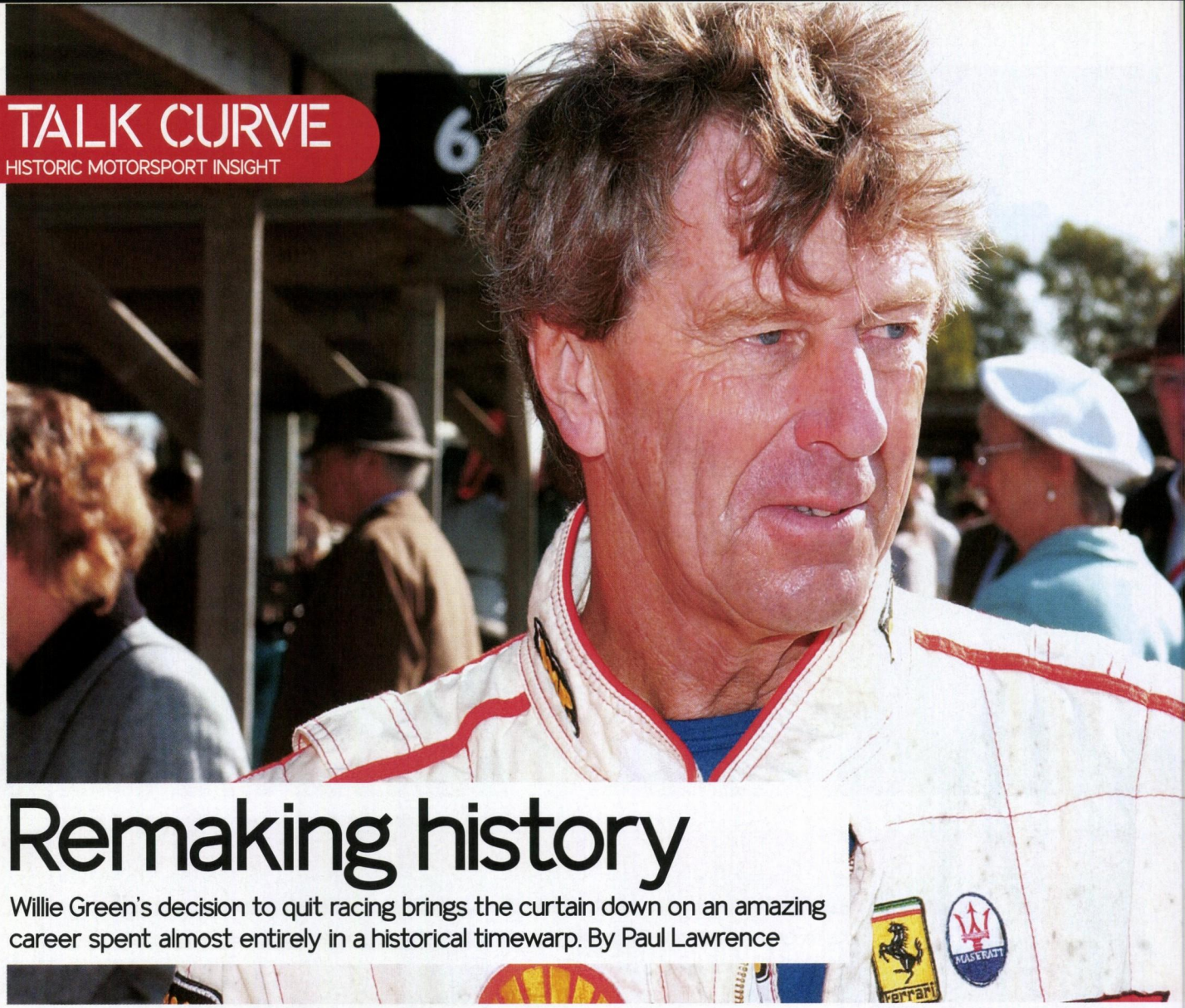
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Remaking history

Willie Green's decision to quit racing brings the curtain down on an amazing career spent almost entirely in a historical timewarp. By Paul Lawrence

The 2005 Goodwood Revival meeting will sadly be remembered as the event that brought the curtain down on Willie Green's racing career. Serious leg injuries sustained in a well-publicised accident have forced him to call time on a remarkable three decades at the very pinnacle of historic racing.

Green's racing destiny was sealed long before he was born. His father, WH (Wilfred) Green, raced in the late 1920s and was a member of the works Lea-Francis and Austin teams. "He managed to hit the steps of the town hall at Newtownards during the TT!" laughs Green Jnr. "He was bloody quick."

The family business was in textiles, and Green Snr suffered from the cotton dust. In the early 1930s he retired from racing and became very involved in the early days of Donington Park: it was his Lea-Francis that was used to assess the roads before racing started there, and he was chief marshal for the pre-war Donington grands prix.

Willie was a war baby, born in 1943, and motor racing was ingrained in the youngster's genes: "I remember sitting on the cricket field at prep school listening to reports from Le Mans on the light programme in 1956 and '57. I never, ever dreamt that one day I'd actually drive the same cars at Le Mans."

When he left school a career in the family business beckoned, but parental efforts to turn him into an accountant failed. Instead his attention focused on racing, and when the family business was sold he had the money to do it: "I had too much money, too young, which of course didn't last too long."

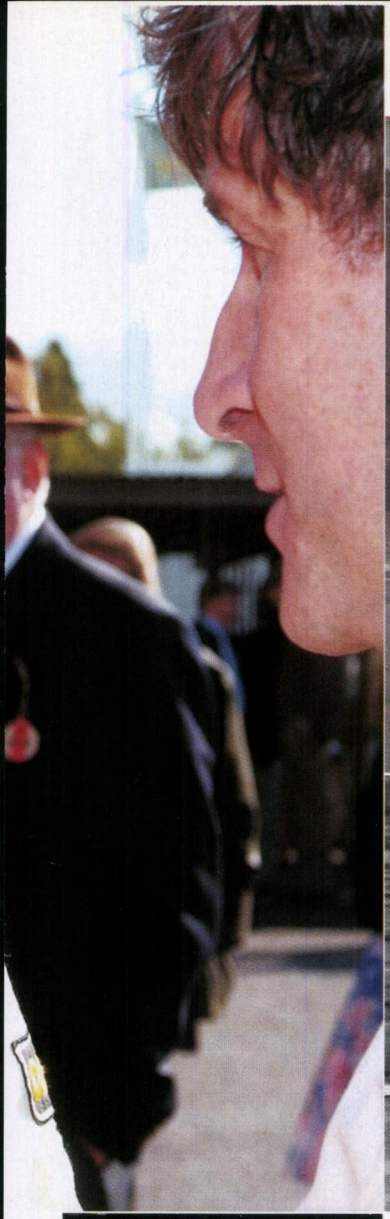
Green's racing career started in a Triumph Spitfire at Aintree in 1963. The following year he raced a Mini and in subsequent seasons he bought the ex-John Wagstaff Lotus Elite and then a Ginetta G12. The '66 season with the SCA-powered Ginetta was his best so far, with 21 overall wins and two class victories from 23 races.

By now Willie had established a useful reputation in sports and saloon cars and was starting to get invitations to race for other people. Into the tail end of the 1960s he raced saloon cars for Willy Kay, first a Lotus Cortina and then an early Escort MkI: "I'll never forget one British Touring Car Championship race at Silverstone. Brian Muir, who was a lovely guy, deliberately gave me a tow in qualifying. And I put Willy's Escort in front of all the Broadspeed cars and I was right behind Frank Gardner. Ralph Broad could not believe his eyes!"

> 'I suppose I might have won 600 or 700 races...'

Silverstone in the spring of 1972 was also the setting for one of the races that will always stand out as Willie at his best: "The race I got best known for was driving the JCB 512M Ferrari. Silverstone was short of entries for the Interserie race and they said to Anthony Bamford that they'd give him £200 if the car left the grid. I got up to about seventh or eighth and it started to rain. And it rained very hard and it was wonderful! Kinnunen and the rest were in Porsche 917 turbos and I was taking great chunks of time out of them and won the heat."

Equally impressed upon his memory of the event was the fact that the girlfriend of Porsche racer Georg Loos was an early recipient of breast enhancement: "All she was wearing was a string vest! My





Dijon, 2004: Green races a GT40 - one of many Bamford cars he drove



In action at 1972 Silverstone Interserie in Ferrari 512M. He won one heat



First car! Young Green in scale Bugatti...

mechanics were all over the place.

"We were the hillbillies and that car should never have won. But I love racing in the rain. Obviously I had local knowledge, which helped, but you could see where the puddles were. These idiots were driving through the puddles and wondering why they lost it. The 512 shouldn't have been in the same league."

Green's 30th birthday came in 1973 and, by now running a garage business in his native Derbyshire, he had started to race regularly for Bamford. The JCB collection of classic racing cars was crammed with gems, and Green would go on to race just about all of them.

"It was like being let loose in a toyshop, and it built my reputation in historics," admits Green. "I'd known Anthony Bamford socially for a long time. I think the first car I drove for him was a Chevron B8 in 1970. Then I rebuilt 250Fs for him and a Birdcage and so it just progressed from that. We've been together ever since."

Some drivers keep detailed records of every race they contest, but that is not Green's way. In all he has probably raced as many as 1500 times, but he has no way of knowing for certain. "I suppose I might have won 600 or 700 races, but I'm not sure," he says, rather dismissing the concept of recording success.

What is certain is that he has raced a truly wonderful range of cars, from pre-WWI machines right through to around 1980: "I think I've raced nearly 100 Ferraris and driven four different GTOs." Cars from the post-80 era simply do not interest him that much, and neither does the idea of chasing championships. Far more important was having fun, enjoying a good race and making the most of the social side of racing.

In fact, the only time Green was specifically paid to race was when he did some truck racing: "I was paid a little bit to race trucks, when I had a wonderful time. Can you imagine a six-ton go-kart? It's not as easy as people think and you're actually sitting in front of the front axle. You have to look in the mirror to see how much opposite lock you need!"

In all those races, a small number of cars and races stick out as truly memorable: "I was so lucky to drive the Mercedes W196 at Monaco in the Historic GP meeting about four years ago. It wasn't running properly. It's like driving an armchair. The only car that was as comfortable as the W196 was the Connaught. It's got a wonderful gearbox. That was very memorable.

"One of the most dramatic cars I've ever driven was the Norm Olsen Special. I fancied myself as a bit of a hero, but those Americans racing round the Brickyard made me look like a wanker. I drove it in true 1949 specification and I think it had the most dramatic engine I've ever driven, but it had very benign handling characteristics.

"I shared a Ferrari Daytona with Neil Corner at Le Mans in 1973. But the fact that I've driven a long-nose D-type in three historic races at Le Mans means a lot more to me than driving the old Daytona."

But it is the Maserati 250F that rates as his best-loved car. And he's driven about 15 of them now: »

Charlie Wooding LAT



Driving a D-type in 2005 Le Mans Legends race. Better than a Ferrari Daytona...



Silverstone 1981 in Testa Rossa - Green raced about 99 other Ferraris!



In Ginetta G12 in 1966; Green took 21 overall wins and two class successes



With Peter Sadler, Green competed in '68 Nürburgring 1000Km in GT40



"The GT40 is pretty special. But you've got to put a 250F at the top. It's a wonderful car." He says it's almost as good as his beloved Ford Capri, which he still uses as a driver-coaching workhorse: "It teaches you to steer with your right foot, exactly how you drive a 250F or a 300S, but it doesn't work for a Lotus!"

His relationship with GT40s, which runs through to the present day, goes back to the late 1960s, when he tackled his only race on the Nürburgring Nordschleife in chassis 1010, then owned by Peter Sadler: "Back in 1968 the track was just the same as it was pre-war, still with hawthorn hedges all the way round." His first-ever lap in the car took 21 minutes: "I couldn't get up the hill at Hohe Acht as it snowed!" Surprisingly, he never raced again on the 14-mile circuit, but has chalked up over 1000 laps during track days and coaching sessions.

Other striking memories of the GT40 include racing at the Vila Real street circuit and at Montjuich Park in Spain. "I did the Tour de France with John Davenport in a GT40. You went through two nights without going to bed," he adds of an event that they could have won but for a broken gearbox.

For the past 20 years Green has plied his trade as one of the most prolific and successful historic racers. "It's history, really," he says, starting to explain the appeal of racing old cars. "The buzz is actually finding the limit and driving on it. It's much easier to do that in an old car as the limit is generally lower. In an old car it's all fingertips, and that small amount of tyre tread has got to accelerate it, brake it and corner it. You have to find the balance between all three, and the cars are fragile. If you are violent with it, the car will break."

'Peter Hannen is the best driver I've ever seen'

For a driver with so many battles with so many racers under his belt, Green has a strong and unexpected view on the best driver he has raced against: "Neil Corner was very good in a 250F. But the most natural racing driver I've ever seen was Peter Hannen. No question. He had the Connaught and I was driving a 250F and he sat back and I had to go further and further to keep him behind me. He sat there and watched and learnt. He was a very delicate driver with complete self-control and the ability to assess the situation. He's probably the best driver I've ever seen."

Others to merit a mention from Green include Mark Hales and the late Gerry Marshall: "I enjoyed racing against Mark. He was in a 512 and I was in the Ligier at Le Mans and we were three feet apart at 190mph. And I was quite happy to race within two or three feet of Gerry, because he would never do a silly move and he'd never lose it."

Now the aftermath of that terrible accident at Goodwood has encouraged Willie to call time on racing. Thankfully he continues to make good progress from serious leg injuries and is now walking unaided. It was the first time he had been injured in a racing accident: "I'm now very aware how easy it is to get hurt in an old car and I've retired from single-seater racing."

He'll still be around the sport and will continue to help others enjoy their toys, but a remarkable career has closed: "I'm bloody grateful when I look back. Fabulous people and fabulous memories." M

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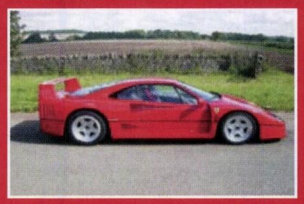
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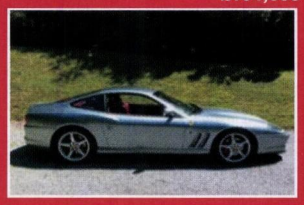
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Back to the Future

After a gap of a number of years, Lotus 23s, Elvas, Merlyns and Brabham sports racers are rejoining the popular HSCC Classic Sports Car Championship (CSC). This is just one way in which the Club is improving the racing in 2006.

In 2005 the championship, sponsored by Millers Oils, saw wonderful competition between gaggles of MGBs, E-types, Elans, Marcos and TVR cars. The high point was a race between Lotus Elan 26Rs at the Oulton Park Gold Cup where Sean Walker narrowly beat Martin Stretton.

For 2006 the HSCC's expanded calendar gives competitors more track time. Drivers in many of the Club's closed wheel championships want to have the opportunity to 'stretch their legs' in some longer races. For the Classic Sports Cars Championship the eight date season kicks off at Donington Park on April 2nd and takes in races at Cadwell Park, the 'Superprix' at Brands Hatch and the Oulton Park 'Gold Cup', leading to the season closing Silverstone 'Finals' meeting. Also scheduled, and new for 2006, are some mini-endurance races at Silverstone, Croft and Snetterton. Final details are still to be published but at all three tracks CSC will get a full hour of race time and, courtesy of Autosport magazine, the best performing car at these races will receive the 'Autosport Grove Air Trophy'. "A lot of our members have told us that they like the idea of running in longer races" says HSCC Executive Director Grahame White " but simply have not got the time for long haul trips to European circuits. These races, running within the CSC championship should meet their needs."

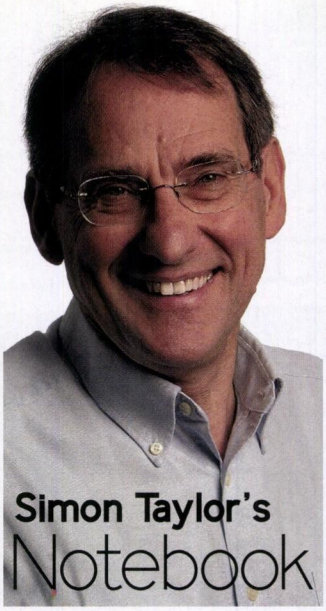
Adding to the quality of the grids will be classes for pre-1966, under 2 litre sports racing cars, plus a new special class for pre-1969 2 litre Sports racing, Sports Prototype and competition GT cars. Championship Chairman Stuart Tizzard has been delighted by the early response to these initiatives. "Lots of our members own these sorts of cars. As a Club we haven't given them good opportunities to race. Now we will. I have already had more than a dozen calls from people who will be joining the series. They particularly seem to like the opportunity for the longer races. I am really looking forward to the new season and fully expect to see our grids of MGBs, Elans, Marcos and TVRs boosted with not just the earlier sports racers but also a healthy number of Chevron B8s and some Lotus 47s and Ginettas".

If you want to know more why not drop in for a chat at the Stoneleigh Historic Motorsport Show on February 24/25/26?

For more details on the HSCC, contact Executive Director, Grahame White at the club office on 01327 858400 or visit the website at: www.hscc.org.uk



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Simon Taylor's Notebook



Sir Henry Segrave was the first man to hold the world land and water speed records simultaneously

The Segrave Trophy is not as well-known now as it used to be, but it still recognises human courage and endeavour

Henry O'Neal De Hane Segrave was one of those *Boys' Own* heroes who occur from time to time in motorsporting history. Aged 17 he was in the trenches of World War I and was badly wounded. Invalided home, he wangled a transfer to the Royal Flying Corps and was twice shot down. When the war was over he married a beautiful actress and took up motor racing. Famously, he won the French Grand Prix for Sunbeam in 1923: it was the first time that a British driver had won a grand prix in a British car, and it wouldn't happen again for more than 30 years. Then he attacked the World Land Speed Record and became the first man to travel at more than 200mph, later raising it to 231mph. For this he was knighted by King George V.

He switched to powerboating, beat the Americans in the Fischer Cup, and set his sights on the Water Speed Record with *Miss England II*, powered by two 1500bhp Rolls-Royce aero engines. On Friday 13 June 1930, with his loyal engineers Halliwell and Wilcocks aboard, he set a new world record on Lake Windermere at 98.76mph.

But Sir Henry was just warming up. Straight away he turned round and had another go. Approaching 120mph *Miss England II* hit a submerged log, tore open its hull, rolled over and sank. Halliwell was killed, Wilcocks survived. Segrave, badly injured, was pulled conscious from the water and taken to a house on the shore. He asked his wife if he'd taken the record: she told him he had. Then he died. His ashes were taken up in an aircraft he'd helped to design, the Segrave Meteor, and scattered over the playing fields of Eton – his old school, of course. A few weeks earlier he'd said: "God save me from dying between the sheets."

Three quarters of a century later all this may seem unfashionably gung-ho. But Segrave was a truly brave man who, despite an Irish father and an American mother, wanted glory for Britain. He had become an adored public hero – the Beckham or Flintoff of his day – and his death shocked the nation, which had followed his exploits hungrily in the popular newspapers. A trust fund was raised to administer a trophy in his memory, for "the British or Commonwealth subject who accomplishes the most outstanding possibilities of transport by land, air or water."

For a long time the Segrave Trophy was nationally revered, and its winner each year made front-page news. Today's news priorities are different, and many people have forgotten that the Segrave existed or have never heard of it. But in the 75 years since Sir Henry's death, the trophy that carries his name has been awarded 56 times. A committee appointed by members of the Royal Automobile Club, the British Aircraft Owners and Pilots Association, and the Powerboat Division of the Royal Yachting Association sits annually to decide on a worthy recipient. Recent winners have included aerobatic veteran Brian Lecomber, disabled round-the-world pilot Tim Ellison, World Powerboat Champion Steve Curtis and – posthumously – Irish motorcycle talisman Joey Dunlop. Andy Green was 1997's winner: the first man to break the sound barrier on land, he is very much in the Segrave mould. So is his mentor Richard Noble, who'd brought the Land Speed Record back to Britain 14 years before. Brian Milton flew a microlight around the world in 80 days; Lady Arran became the first woman to exceed 100mph on water. John Blashford-Snell won the Segrave for his expedition to the Zaire River in 1974, and Ken Wallis for holding every world autogyro record for speed, altitude and endurance.

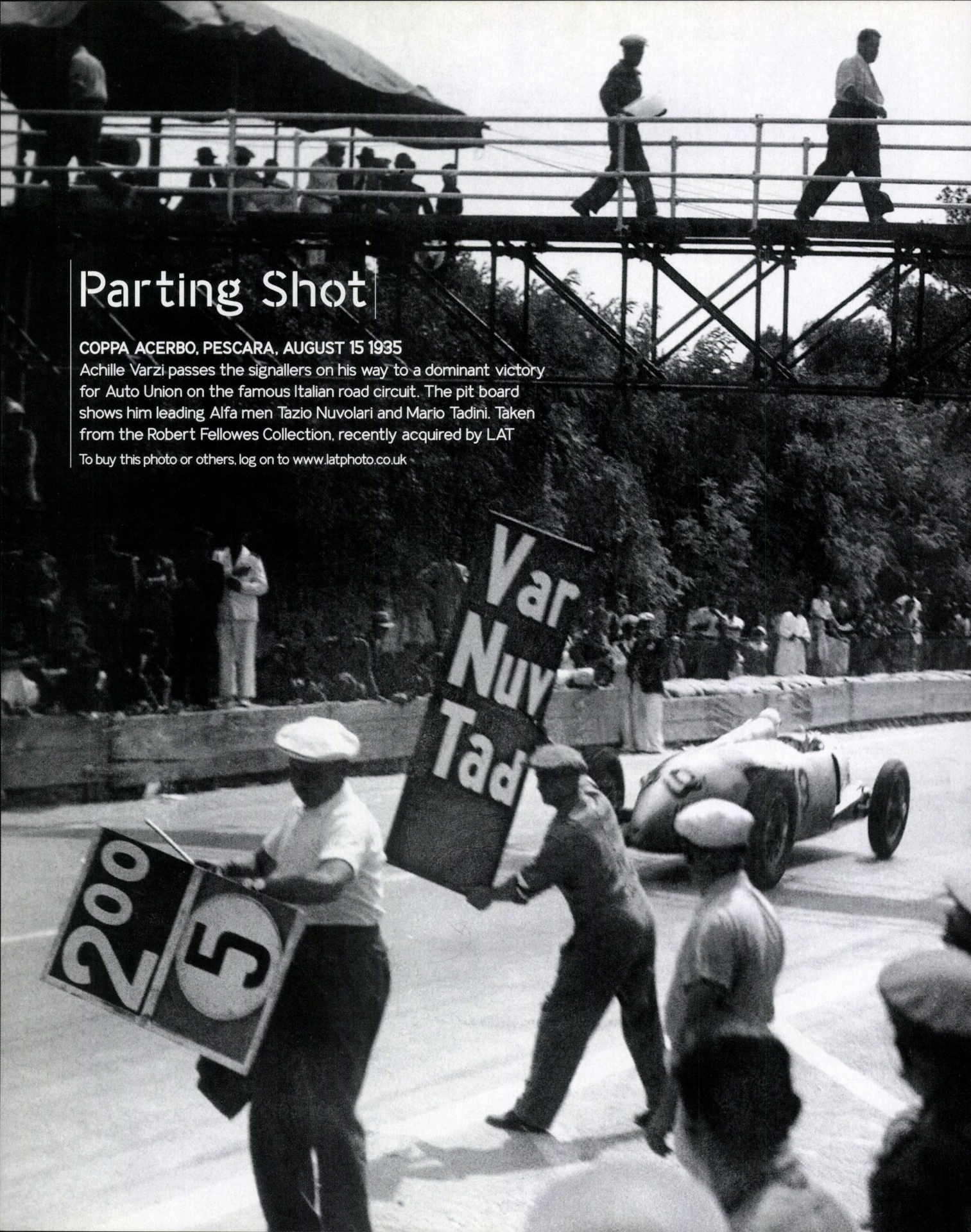
'A truly brave man who wanted glory for Britain'

Back in the 1930s the world was a bigger place and there were still plenty of single-handed heroic challenges to attack. The first few awards went to long-distance pilots like Charles Kingsford-Smith and Amy Johnson. Malcolm Campbell won it twice and his son Donald four times, the last one posthumously. Other record-breakers who won the Segrave have included Cobb, Eyston and Goldie Gardner.

But nowadays such individual achievements are rarer, and the wheeled awards in recent years have recognised racing and rallying achievements. In 1957 Stirling Moss became the first man to win it for motor racing, followed in 1969 by Bruce McLaren for winning the Can-Am Series with cars of his own manufacture. Jackie Stewart won it for his trio of F1 titles, Roger Clark (coupled with the names of the Ford team) for his 1975 British Rally Championship and Martin Brundle for winning the World Sports Car title for Jaguar in 1988. Nigel Mansell and Frank Williams took it jointly in 1992 for their F1 World Championships: the following year, Mansell and Lola's Eric Broadley for their IndyCar World Series victory. Colin McRae and Damon Hill won it for their world rally and race titles in 1995 and 1996.

As the exploits in which Segrave delighted become more a matter of technology and budgets and less about individual courage, so the list of names qualifying for the Trophy will inevitably become shorter. And yet men and women will go on finding ways to display extraordinary endeavour on land, sea and air. Records will still be set – and broken. Sir Henry's spirit will live on. M

Getty Images



Parting Shot

COPPA ACERBO, PESCARA, AUGUST 15 1935

Achille Varzi passes the signallers on his way to a dominant victory for Auto Union on the famous Italian road circuit. The pit board shows him leading Alfa men Tazio Nuvolari and Mario Tadini. Taken from the Robert Fellowes Collection, recently acquired by LAT

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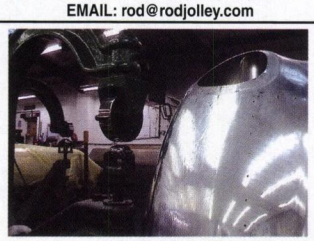
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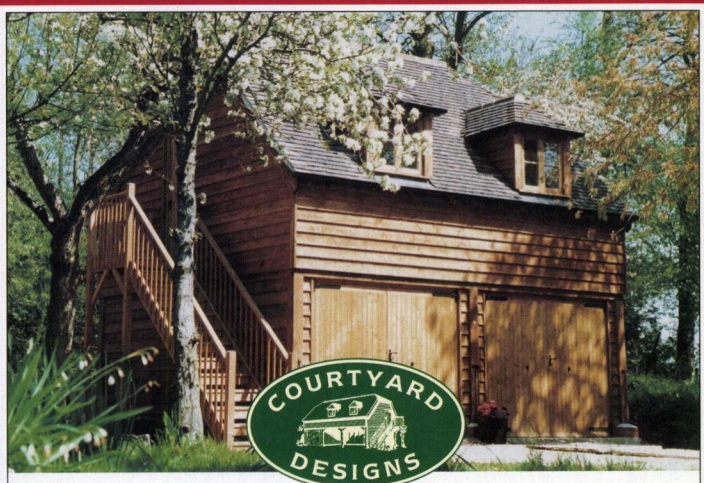
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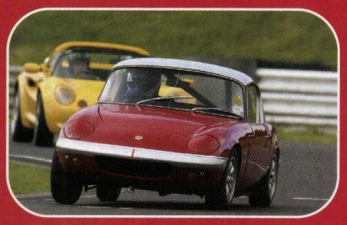
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The Club organises several shows and this year the anniversary celebrations start at it's established annual Lotus Festival and Show at Donington Park over the weekend of 18/19 March. In addition to many trade stands, car displays and cars for sale section, Classic Team Lotus will be there with two of their restored historic F1 cars. Club members can save £1.00 on the entry fee by booking in advance.

Annual membership to Club Lotus is £27. For a free information pack or to join contact Club Lotus at 41, Norwich Street, Dereham, Norfolk, NR19 1AD.

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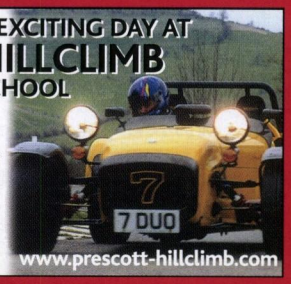
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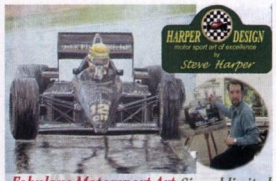
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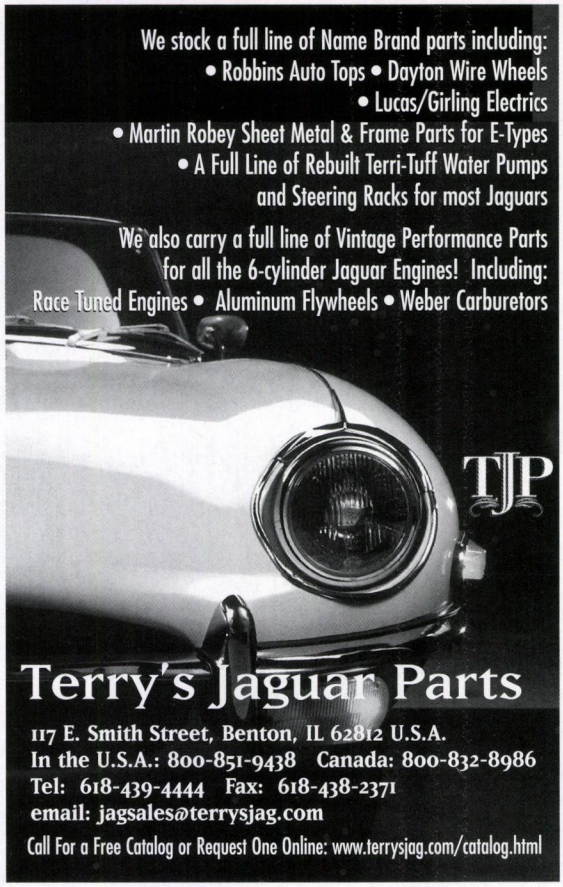
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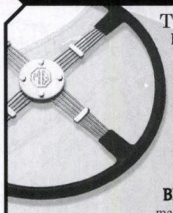
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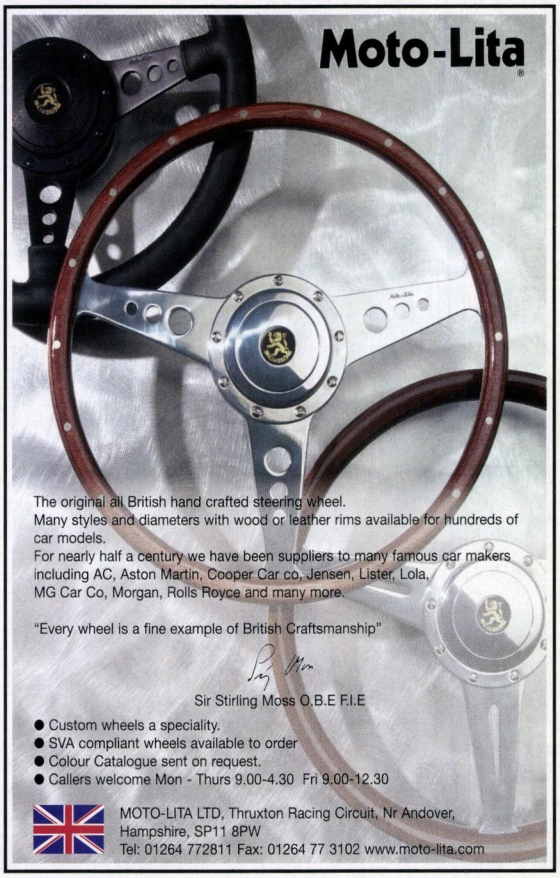
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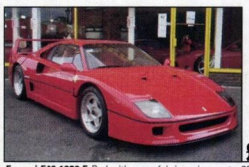
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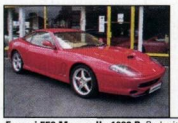
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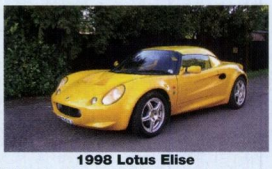
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C1938 Delahaye 148 running chassis. Perfect racing project £18,750
1938 Humber Pullman convertible with division by Hooper £13,750
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1947 Austin 16 6-light saloon £5,250
1947 Bentley MKVI standard saloon £19,850
C1947 Dellow 2 seater. A7 chassis. Ford mechanics, rare early model £8,000
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1954 MG TF 1250 (cream) £19,250
1954 MG TF 1250 (Old English White) £17,500
1955 Aston Martin BD2/4 ..... £28,500
1957 Austin Healey 100/6 special £10,500
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1965 Alvis TE21 saloon. 5 speed manual, c/w/w, pas £7,750
1965 Morris Minor 1000 convertible £3,250
1966 Alfa Romeo 1600 spider Duetto £12,000
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1969 Daimler Sovereign 420 ..... £6,500
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1969 MG Miget. Hardtop. Race prepared £5,995
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1977 MG Miget 1500 ..... £3,500
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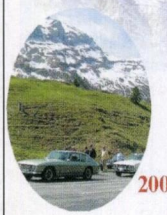
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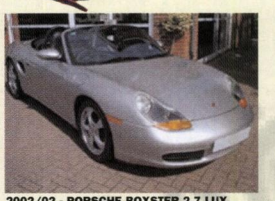
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1964 B – MGB ROADSTER
Old English White with Red leather, just 9,000 miles since total nut & bolt Heritage shell photographic restoration by Renowned specialist Oselli Engineering . . . £11,995



1988 E – JAGUAR XJS 5.3 V12 CABRIOLET AUTO
Regency Red with Black leather, usual V12 specification including air con, F Jaguar SH, 30,000 miles from new . . . £10,995

955 – ASTON MARTIN DB2/4 MKI, Warwick Blue with Dark Blue leather, 3.0 Vantage spec engine, 4 speed manual, all aluminium body, original UK RHD example, matching numbers, fascinating history, just 3 owners from new, last owner 35 years . . . **£39,995**

2003/53 - MORGAN PLUS 8 35th ANNIVERSARY LIMITED EDITION, Connaught Green with Magnolia leather, 1 of only 85 35th Anniversary Plus 8's built, full Morgan service history, a 1 owner example which has covered just 1,600 miles from new . . . **£35,995**

1999 V – PORSCHE 911 (996) 3.4 C2 **CABRIOLET TIPTRONIC 'S',** Zenith Blue Metallic with Metropole Blue soft ruffled leather, air con/climate, power hood, HARDTOP, CD player, 18" Sport Design alloys, full Porsche service history, just 15,000 miles from new . . . **£34,995**

2004 – PORSCHE 356 SPEEDSTER by CHESIL, Polar Silver Metallic with Mulberry Red leather, 1800cc air cooled, rear seats, fully chromed engine, wind-up windows, heated screen, weather equipment, age related number, factory built, 1 owner, just 1,500 miles from new . . . **£23,995**

2000 W - LOTUS 340R LIMITED EDITION, Black/Silver Metallic with Laser Blue alcantara, number 84 of only 340 produced, full Lotus service history, a totally standard unmolested example which has covered just 3,500 miles from new . . . **£19,995**

1998 R – RENAULT SPORT SPIDER 2.0, Sport Yellow Metallic with Black Recaro Trim, 1 of only 200 UK RHD examples, full Renault service history, just 11,000 miles from new, previously supplied by ourselves . . . **£15,995**

2000 W - MERCEDES SLK230 KOMPRESSOR, Linarite Blue Metallic with Anthracite Black/Siam Beige leather, air con/climate, e/seats, power roof, cruise control, aliminum package, CD player, full Mercedes service history, 1 owner, just 18,000 miles from new . . . **£14,995**

2005 - RAW STRIKER 1.8 ZETEC, Ecorse Blue Metallic, Black contoured seats piped Blue, massive specifaction, a 1 owner example which has covered just 500 miles from new . . . **£10,995**

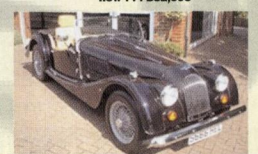
1974 - M.G B ROADSTER, Old English White with Black leather, overdrive, weather equipment, tonneau, wire wheels, heritage certificate, original UK RHD example, history file, just 8,000 miles since total nut & bolt photographic restoration . . . **£7,995**



1959 – MORGAN 4/4 SERIES II 2 SEATER
Claridon Grey with Bordeaux Red leather, comprehensive history, just 9,000 miles since totalnut & bolt restoration to original factory specification . . . £14,995



1996 N - PORSCHE 911 (993) 3.6 C2 TARGA
Arena Red Metallic with Marble Grey leather, usual spec including 6 speed manual, air con, sport chassis, 17" Targa alloys, FPorscheSH, just 29,000 miles from new . . . £32,995



2000 X - MORGAN 4/4 1.8 2 SEAT TOURER
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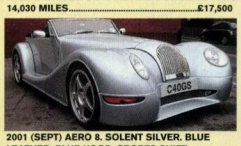
1992 4/4 2 STR. 1.6 CVH Pi CORSA RED. BLACK LEATHER. CHROME WIRES. MOTO LITA WHEEL. CHROME RACK. SPOTLAMPS. 12,260 MILES £16,500



1991 4/4 4 STR. GUNMETAL. BLUE LEATHER. CHROME WIRES. BLUE MOHAIR. ALLOY. STAINLESS EXHAUST. CHROME RACK. OTHER EXTRAS. 14,030 MILES £17,500



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2002 4/4 2 SEATER LOWLINE Connaught green, Ford 1.8 zetec engine, 17,506 miles... **£21,995**

2000 4/4 4 SEATER Corsa red, Ford 1.8 zetec engine, 10,457 miles..... **£24,995**

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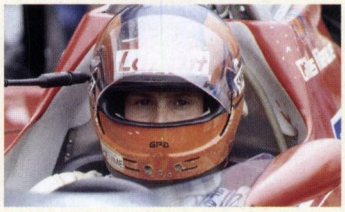
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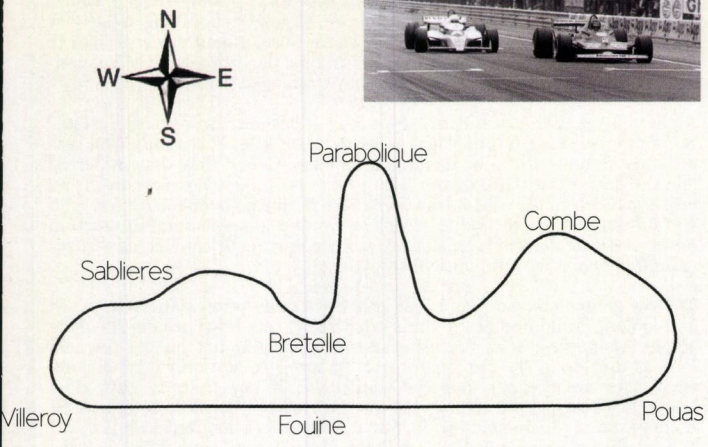
This Month's Historic Racing Circuit

Dijon - Prenois









In 1970, the 2 mile Prenois circuit was built overlooking the city of Dijon in central France. In the mid 1970s the circuit had grown in stature and in '74 it hosted the French Grand Prix.

There were problems however, with overcrowding in the pit lane. The facilities at the relatively small venue were unable to cope with the demands of modern F1. 30 cars were initially entered, but this had to be reduced to 22 with disgruntled smaller teams being forced to miss the race.

Niki Lauda claimed pole in '74 with Ronnie Peterson alongside, they battled for many laps before Peterson overtook and headed off for the win. Clay Regazzoni was just able to hang on to third place in his Ferrari, even though Jody Schekter in a Tyrrell fought to the bitter end, with just 2 tenths separating them at the finish. Regazzoni made amends the following year by winning the non-championship Swiss GP.

A 500 metre loop and hairpin was added by 1977 as the F1 championship returned, which added further drama with set-up becoming far more complicated. In 1979 Dijon was the venue for the first GP win for a turbo charged F1 car. Jean-Pierre Jabouille won in the Renault, known as the 'Yellow Teapot'. Turbo charged engines were adopted by most teams over the coming years and what followed was one of the most thrilling eras in the history of Grand Prix racing.

Undoubtedly, one of the most exciting on track battles of all time ensued between Rene Arnoux in the Renault and Giles Villeneuves' Ferrari. The pair banged wheels, ran each other off the track and pushed their chariots to the absolute limit in the dying moments of the race. After switching places many times within the last lap, Villeneuve came out on top by just 2 tenths of a second!

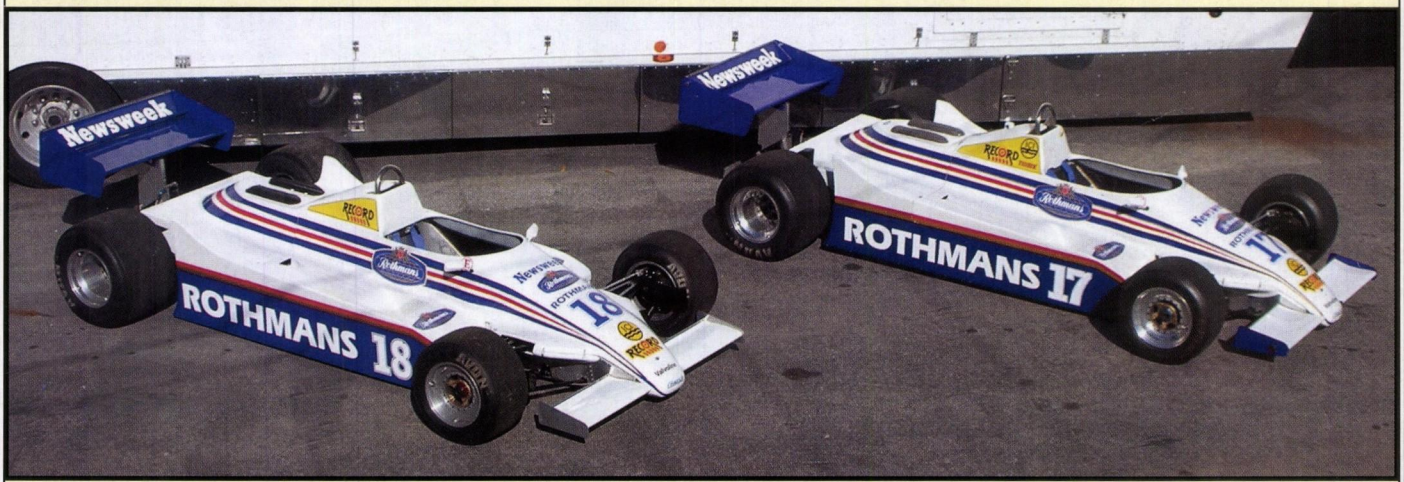
Prost, Roseberg and Lauda have also taken the top step of the podium at Dijon, further enforcing the circuit's rightful place in history as one of the greats.

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I have lost count over the last ten years how many foundries, forging companies, small machine shops and parts suppliers have gone out of business and probably an even greater number of painters, trimmers, line borers and pattern makers who have retired early. As a result our in-house capabilities have grown as we have had to take on these roles which where previously out-sourced and as main dealer labour rates approach £100 per hour ours remains at £35.

The other side of the vintage car world is characterised by the increasingly surreal conversations I have had with regard to the value, or not, of the cars I have spent my life working with. For Bugattis this has been quite a year, with so many important cars coming up for sale I have done a lot of talking about values. There was the Williams Type 35B at Goodwood, a car which over the last twenty years has been "The" GP car, held up as the best in the world. Given that some very good but none-the-less flawed Bugattis have made close to £1m that car should be worth - well that is just it - What should it be worth? What premium can the best really hope to enjoy.

The Kenneth Bear Type 59 looked a positive bargain when you consider how historic it was. Ah, but apparently auction room chatter was "did you see the photographs of it after fire?" I'm glad I wasn't there. In fact the only Bugatti that has sold well this year was a Type 43A at Pebble Beach, which given that we were responsible for its restoration; I could feel somewhat smug about. That was however a car where the notional value of history was not as big a factor as the wonderful original condition and careful conservation, which were obvious to anybody that looked at it!

Right now we have just finished Type 35B. It has been an ongoing restoration for a few years, but now it is going to be for sale. The value? Well that depends on how you value matching numbers, Grand Prix wins in period and the people that have driven it, but there is no question it is one of the best Type 35Bs in the world. I am sure there are lots of people out there who will have a view on the value of such a car, but at some point an auction house or car dealer will have a quite nice percentage for convincing a buyer certain people were right and others wrong.

The car is fabulous and has a real gravitas. I quite often stand after work and look at it and one of the things that really sets it off are the Blockley Triple Studs, these were the last piece of the puzzle for making the cars look as they do in the photographs of the late 20s. Not only do they look right, they are cheaper than the equivalent Dunlop 5 studs. How do I know? Because people actually ask me how much they cost before we fit them to the car. Economics again, but as the over-used paraphrase of Oscar Wilde states "...economists, they know the price of everything and the value of nothing".

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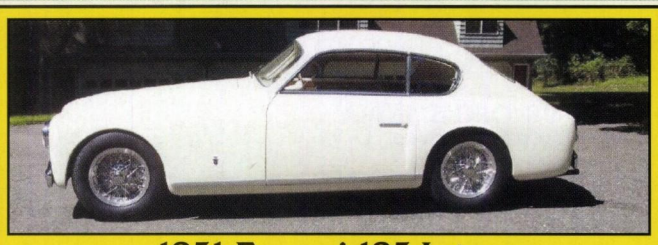
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The Picadilly showroom car, fitted with a roll-cage etc., from new. Freshly built Peter Knight 380 bhp (dyno sheet) engine just installed; 3.77:1 diff., side exit exhausts, lots of other mods and extras, full weather equipment (in black mohair). 7,500 miles from new and in superlative condition (not even a stone chip) together with enormous performance!



1986 AC COBRA 460 Mk IV - L.H.DRIVE - 'LE MONSTRE'!
Take one 'Standard' Mk IV, remove 'cooking' 225 bhp 5 Litre unit and fit Ford Motorsport 460 (7.6 litres) 680 bhp engine and 6 speed g/box! Then add side exhausts, roll-cage, 15" Hallibrands, 1965 style interior and much more besides. Mindblowing performance, but totally useable in rush-hour traffic. Newly serviced (Alan Smith - Thunder Road) and M.O.T'd. Utterly awesome!



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1951 Ferrari 195 Inter

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1951 FERRARI 195 INTER White/Tan. Complete cosmetic & mechanical restoration to show standards. 3-carb. X-Gigi Villoresi. Outstanding!

1967 FERRARI 330 GT MICHELOTTI COUPE Burgundy/Crema. 5-speed, air, power windows. Show quality restoration on one-of-a-kind Grand Touring Ferrari. Second in Class at Pebble Beach.

1967 FERRARI 275 GTB/4 Red/Black Borranis. In excellent cosmetic & mechanical condition throughout. Needs nothing! Call for details.

1996 FERRARI F355 SPYDER Red/Tan 9,500 miles. 15,000 mile service completed. Perfect cosmetic and mechanical condition.

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1966 ABARTH 1300 PERISCOPIO Red/Black. Complete restoration done in Italy. FIA papers, 1300 cc twin plug, twin cam motor, and 5-speed transaxle. Ran at Monza, 1966.

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1970 PORSCHE 911S COUPE Silver/Black 70,000 miles. Complete ground-vup cosmetic restoration. Upper engine rebuild. Matching numbers. Certificate of Authenticity from Porsche. Fantastic!

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Racing 105E Ford Anglia. Campaigned regularly in HSCC Events, very competitive car. 1500cc all steel bottom end Dry sumped, sorted head on 45 Webers, S/C C/R gearbox, plate LSD, AP 4 pot vented brakes, Minilite wheels CR G5 Dunlop M section. All in VGC. Spare and rust free shell, lots of spares, £12.5k

Ford Anglia 105E, fitted with 1500cc engine. Full roll cage. All parts supplied to convert to disc brakes. Revolution wheels. This car has never been welded. Ermin white, blue roof. Would make an excellent historic rally car. £1950

Frogeye Sprite with Speedwell mods. Complete but in need of restoration. Would make a very interesting FIA car £4k.

BSA A10 650cc and **BSA Starfire** £2500 the pair.

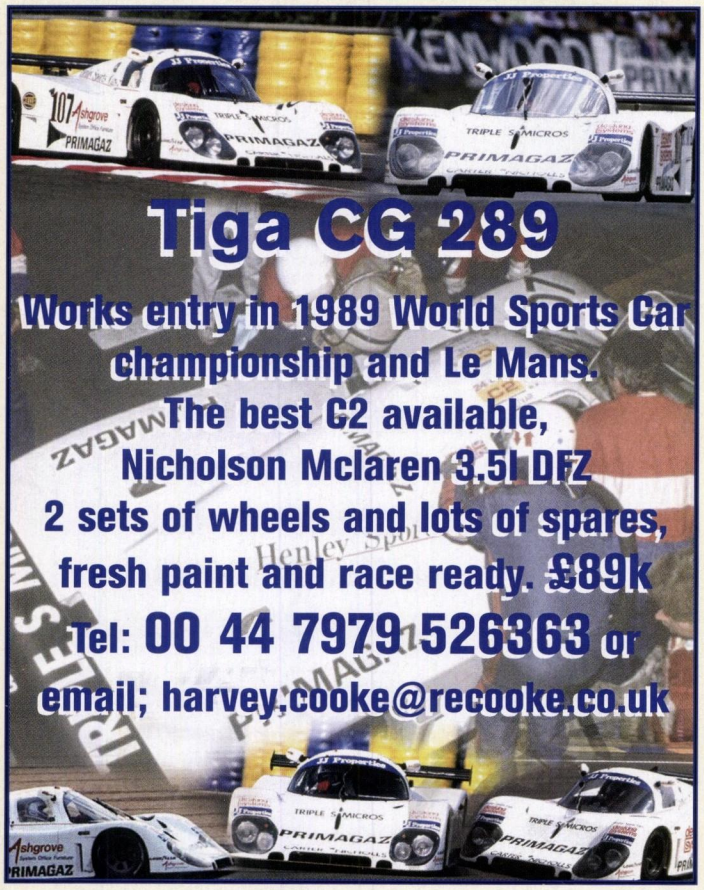
Large quantities of Jaguar MK11 spares and restoration projects for sale.

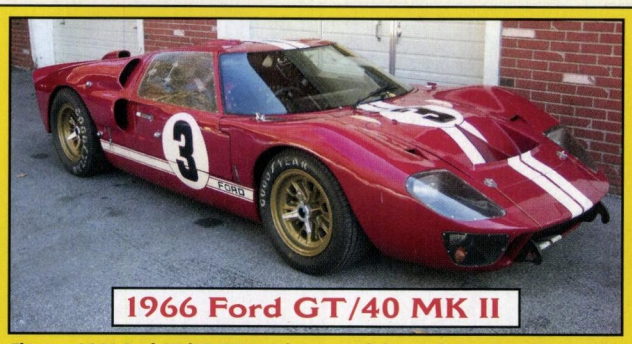
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1955 FERRARI 750 MONZA

Totally original Masten Gregory / Mike Sparken Le Mans entry 1955 Factory prepared with extensive modification including 5 speed box, big G.P. brakes, extra tanks, body mods, etc. Costing almost as much as the whole car new! Successful period racing history, some contemporary success. Four Mille Miglia retros completed.Three races since engine rebuild. Expensive but good. Principals only tel: 07768 774430. Email: walduckt_s@hotmail.com





1966 Ford GT/40 MK II

This is a 1966 Ford GT/40 MK II, 7-liter, one of thirteen built. The MK II GT/40 provided the first win for Ford Motor Company at LeMans in 1966. Three MK II 7-liter GT/40 Fords crossed the finish line simultaneously at the end of 24 hours. This car was present at LeMans in 1966. This is one of the original thirteen cars and remains in unrestored, but excellent running and driving condition, with original body work and paint. It is one of three of the original thirteen that is known as an "Alan Mann Lightweight" as it was built with an aluminum clad (not steel) monocoque. The car also comes with its original Certificate of Origin from Ford Motor Company and has a well known provenance including being featured by Ford in their Autolite Spark Plug advertising of the period. It yet retains its original tachometer correction detail tag installed by Ford on all the LeMans 1966 MK II's. Will consider significant Ferrari and Maserati Sport and Racing car trades.

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£24,000

Tel 01303 266900 for details



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JAGUAR 3.8 XK 150S 1960



JAGUAR 3.8 XK150S 1960 (with O/Drive). This is possibly the only 150 XK S spec F/H with the latest FIA papers and is prepared with meticulous attention to detail with no expense being spared. The engine was stripped, freshened and rebuilt this winter and the car is ready to race in the XK Series/Gentleman Drivers/ Top Hat etc. It is seriously quick! 2 x sets of wheels, several diff ratios available. Private plate to be retained. Offers around £65,000

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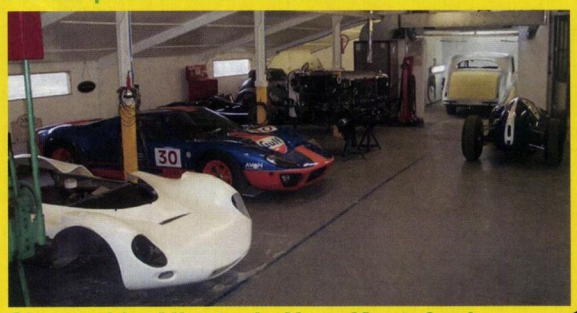
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Fiat 8V Zagato (chassis 65) 1953 RHD

- From the 114 Ottovu constructed, this is the only one produced in RHD.
- Very successful and well documented period race history (1st overall in Monza at the Coppa Inter Europa in 1955, 1955 Targa Florio, 1955 Coppa d'Oro delle Dolomiti, 1955 Trieste-Opicina, etc...)
- Belonged for many years to the Zagato family
- Regular participant at historic Mille Miglia with Andrea Zagato as pilot. Also entered in 2006 MM edition.
- In superb mechanical and beautiful cosmetic condition.
- Matching numbers and excellent original Zagato alu body.

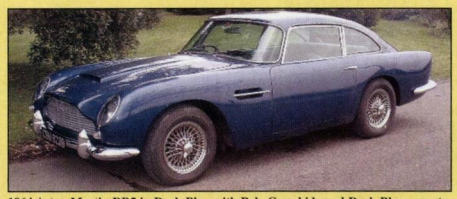
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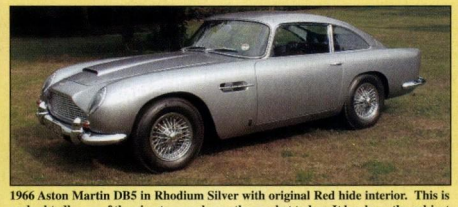
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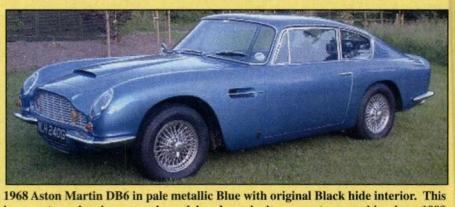
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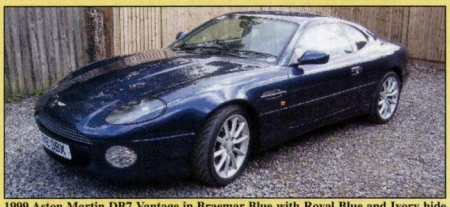
1964 Aston Martin DB5 in Dark Blue with Pale Grey hide and Dark Blue carpets. This is a beautiful example of this rare and highly desirable model. This car was the subject of an in-depth restoration in the 90's and has had little use since. It therefore remains in excellent condition throughout. £89,95



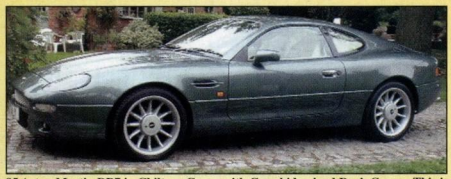
1966 Aston Martin DB5 in Rhodium Silver with original Red hide interior. This is undoubtedly one of the nicest examples on the market today. It has been the subject of a total chassis-up restoration by renowned Aston Martin specialists, Rex Woodgate & Co. No expense has been spared and the result is a car which is in "as new" condition and is faultless to drive. £145,000



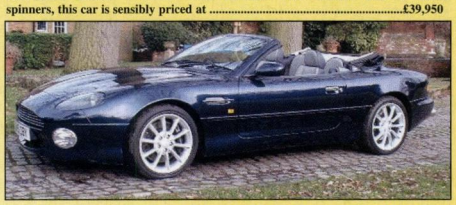
1968 Aston Martin DB6 in pale metallic Blue with original Black hide interior. This is an extremely nice example and has been in its present ownership since 1998 during which time it has had £15,000 spent on the maintenance and improvements. The chassis has been completely rust proofed and undersealed and an unleaded conversion added. Fitted with chrome wire wheels and 3 eared spinners, this car is sensibly priced at £39,950



1999 Aston Martin DB7 Vantage in Braemar Blue with Royal Blue and Ivory hide interior. This is a stunning example with automatic transmission and has only covered 16,000 miles with total Aston Martin service history. (similar to photo) £44,950



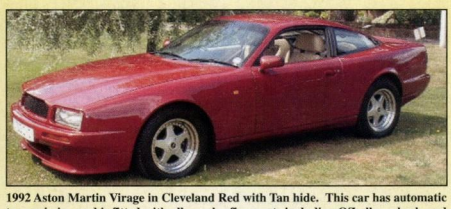
95 Aston Martin DB7 in Chiltern Green with Grey hide piped Dark Green. This is a beautiful two owner car having covered only 48,000 miles with considerable Aston Martin service history. Manual transmission, 18" alloy wheels and all other usual refinements. Very sensibly priced at .....£29,950 (similar to photo)



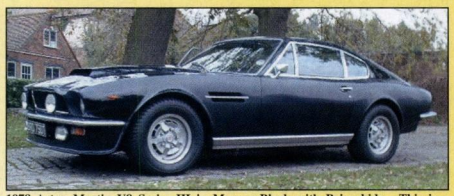
2001 Aston Martin DB7 Vantage Volante in Mendip Blue with Grey hide. Fitted with automatic transmission, Tiptronic, sports exhaust. Full service history, one owner, excellent condition. £51,950



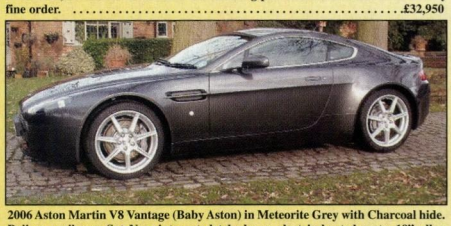
1980 Aston Martin V8 Oscar India in Chichester Blue with Beige hide. For the last four years this car has been the property of an enthusiastic AMOC member and has been fastidiously kept. There are recent servicing accounts with the car totalling around £4,000 and a considerable file detailing previous works. The car is in very fine order. £32,950



1992 Aston Martin Virage in Cleveland Red with Tan hide. This car has automatic transmission and is fitted with all usual refinements including OZ alloy wheels and sports suspension. There is full service history with HWM and it is perfect throughout. £26,950



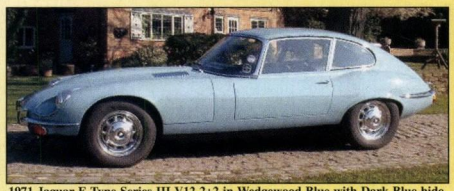
1978 Aston Martin V8 Series III in Masons Black with Beige hide. This is a beautiful example with low mileage (42,000 miles) and comes with a most comprehensive service history file. Please enquire for more details. £29,950



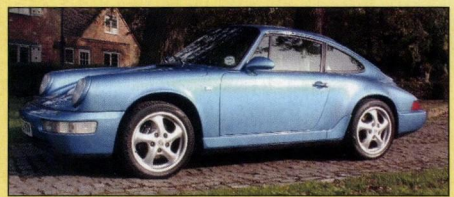
2006 Aston Martin V8 Vantage (Baby Aston) in Meteorite Grey with Charcoal hide. Delivery mileage, Sat Nav, integrated telephone, electric heated seats, 19" alloy wheels. Offers invited over List.



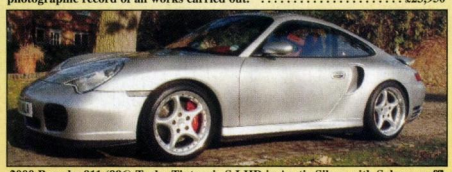
1964 Lotus Cortina Mk I Pre Airflow Model in White. Prepared to FIA race specification by Motorsport International at Snetterton. The car is equipped with a brand new engine and currently produces 170bhp. Other new or fully refurbished parts include Weber carburettors, exhaust, exhaust manifold, 40 litre aluminium tank, FIA roll cage, close ratio gearbox and fire extinguisher. The car has been prepared to a very high standard and comes with a complete file and photographic record of all works carried out. £23,950



1971 Jaguar E Type Series III V12 2+2 in Wedgewood Blue with Dark Blue hide. Fitted with manual transmission and chrome disc wheels, this car is in excellent condition throughout and has been stored for the last seven years. £16,950



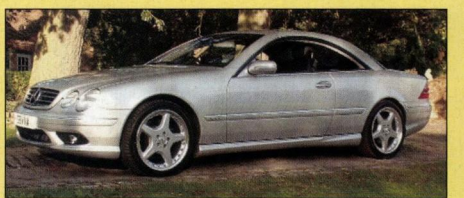
1991 Porsche 911 Carrera 4 in Tahoe Blue with Linen hide. This is a totally unmarked example in beautiful condition throughout. Fitted with new alloy wheels, 86,000 miles from new with full Porsche service history. Sensibly priced at £18,950



2000 Porsche 911 (996) Turbo Tiptronic S LHD in Arctic Silver with Salmon ruffled leather. Extras include parking distance control, cruise control, electric heated seats, Porsche crested headrests, dark Maple wood, Porsche communication management system, Roock two piece 18" aluminium wheels, Tracker and Sat Nav for England, France and Benelux countries. 33,000 miles, this car has had only one owner and is in perfect condition. £46,950



2000 Porsche 911 Carrera 4 Cabriolet in Ocean Blue with Grey hide. Fitted with Blue hood, hard and soft tops, Tiptronic, 18" multi cross bolted alloy wheels, four wheel drive, electric seats, Sat Nav, air conditioning and CD player. Full Porsche service history. Lovely condition, drives beautifully, 27,000 miles. £37,950



2003 Mercedes Benz CL 500 in metallic Silver with Black hide. Fitted with automatic transmission, ABS, adjustable steering column/wheel, alloy wheels, climate control, cruise control, electric mirrors/windows/sunroof, immobiliser, Navigation system, park distance control, PAS, radio/cd multi-changer. 57,000 miles (similar to photo) £32,950



1964 Maserati Mistral (LHD) in Maserati Racing Red with Red hide interior. Coachwork by Frua the car is in very nice condition throughout and has been in the same ownership since 1967. It has an all aluminium body and is fitted with a 6 cylinder engine with twin overhead cams and a 12 plug head. 5 speed gearbox and Borrani wire wheels. £19,950



1965 Rolls Royce Silver Cloud III in Sky Blue Metallic with contrasting Indigo Blue hide and Grey West of England cloth headlining. Fitted with full length Webasto sunroof, this car has been the subject of considerable refurbishment and is now in fine condition throughout. £39,950

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1955 **FORD PREFECT** *from The Gerry Marshall Collection*
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1975 **JENSEN INTERCEPTOR III**
1981 **LOTUS 87B FORMULA 1 RACING SINGLE SEATER**
1970 **LOTUS ELAN S4 CONVERTIBLE**
1971 **MATRA MS120-B RACING SINGLE SEATER**
1967 **McLAREN M1 C SPORTS PROTOTYPE SPYDER**
1971 **McLAREN M6 B GT**
1935 **MG R-TYPE RACING SINGLE SEATER**
1924 **MORRIS COWLEY BULLNOSE VAN**
1931 **MORRIS MINOR FABRIC SALOON**
1994 **PORSCHE 928 GTS**
1981 **ROLLS-ROYCE SILVER SPIRIT**
1968 **ROVER 2000 TC - Uprated to rally specification**
1986 **TIGA GROUP C2 PROTOTYPE**
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