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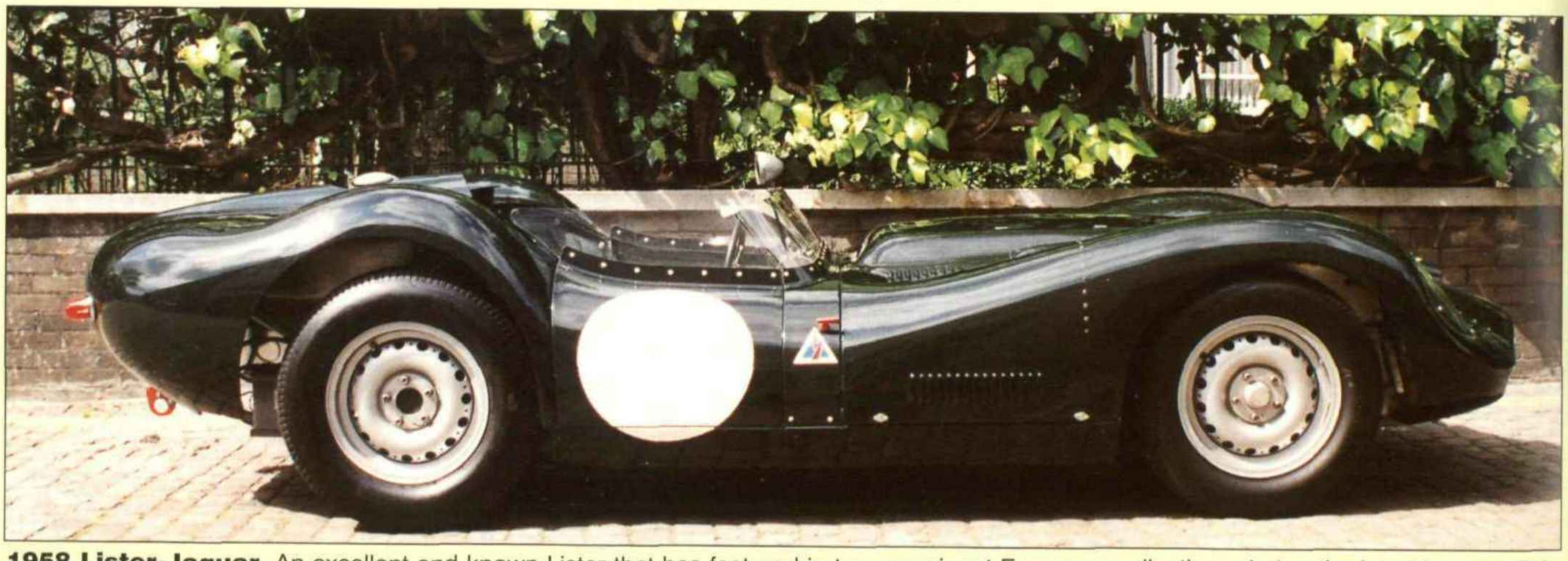
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1929 Bentley 4½ Litre Supercharged, The famous Russ Turner, UU44
1930 Bentley 4½ Litre Supercharged Short Chassis, 'Birkin' Team Car Spec.
1930 Bentley Speed Six Le Mans Tourer
1934 Bentley 3½ Litre DHC by Park Ward
1935 Bentley 3½ Litre Cutaway door Tourer by Vanden Plas
1954 Bentley R-Type Continental Fastback by Mulliner
1955 Bentley S1 Continental DHC by Park Ward, (power steering)
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1935 Bugatti Type 57 Stelvio Drop Head Coupe
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1964 Ferrari 250 LM
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1927 Rolls-Royce Phantom I Dual Cowl Boatail Tourer
1935 Roll-Royce 20/25 Sedanca by Gurney Nutting
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1926 Sunbeam 3 Litre Twin Cam Tourer

*Please contact Coys Sales Department for further information on cars for sale.*

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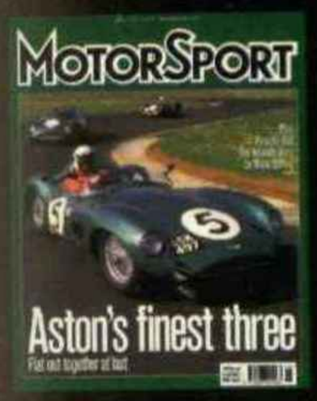
Vol LXXIII No 6

JUNE 1997

# CONTENTS

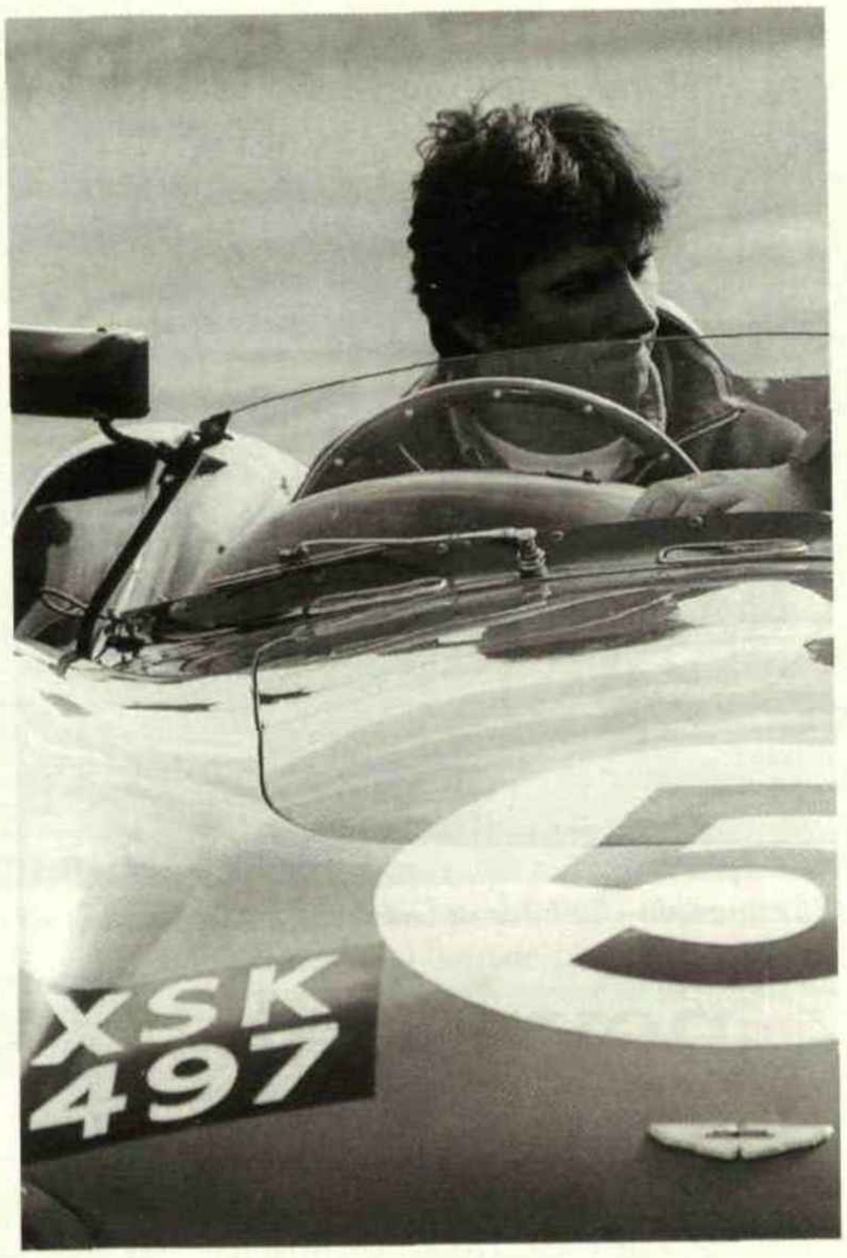
SEVENTY-THIRD YEAR OF PUBLICATION

*Motor Sport incorporating Speed and The Brooklands Gazette*




Cover: Aston Martin DBR1 meets the DB4GT Zagato and DB3S at Silverstone, 16 April 1997. Photographed by Richard Newton


| | | |
|---|---|---|
| Matters of Moment | | 4 |
| Tour de France/VSCC Silverstone | | 10 |
| Nigel Roebuck: Legends | | 12 |
| Motoring Sportsmen: Frank Sytner | | 15 |
| Letters from Readers | | 17 |
| From our archives: | | 23 |
| Monaco Historic Grand Prix/*Christopher Tate* | | 26 |
| Aston's greatest racers/*Andrew Frankel* | | 32 |
| George Eyston/*Bill Boddy* | | 44 |
| Lap of the Gods/*Shaun Campbell* | | 48 |
| Porsche 959 vs 911 Turbo/*Roger Bell* | | 50 |
| Tony Gaze/*Eoin Young* | | 58 |
| Works Bentley racer/*Andrew Frankel* | | 62 |
| Pierre Levegh's Le Mans 23 hours/*Gordon Cruickshank* | | 70 |
| The Hesketh story/*Shaun Campbell* | | 76 |
| Elfin CanAm/*Peter Robinson* | | 84 |
| Michele Mouton/*Liz Turner* | | 90 |
| Good eggs, Rotten apples: Ferrari 348 | | 98 |
| My Greatest Race: Tony Crook | | 102 |
| Bill Boddy | | 106 |
| Parting Shot | | 108 |
| Classified advertisements | | 114 |

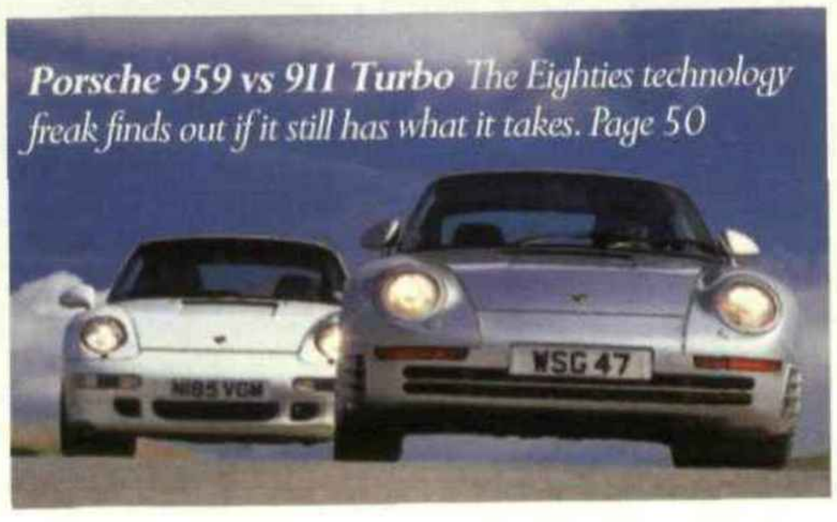

***Aston's finest*** *Putting Aston Martin's greatest racers on the track together was always going to attract the attention of onlookers. We decided to let this one have a go. Page 32*



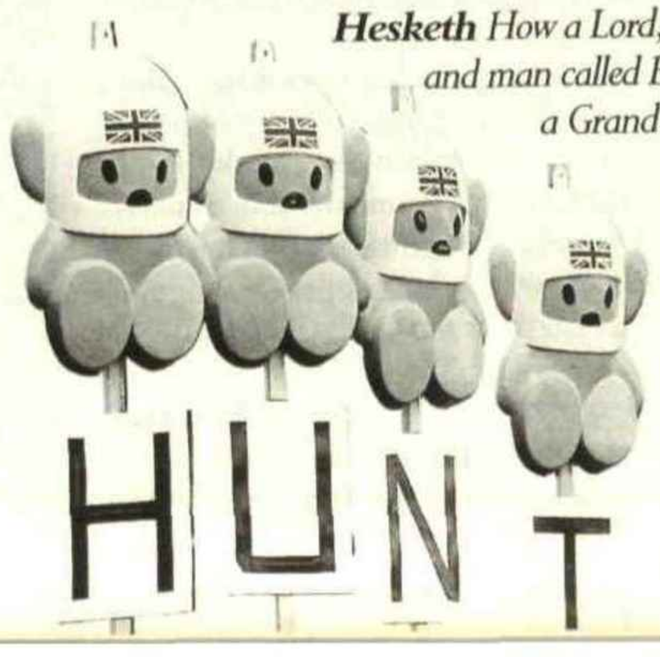
***Capt George Eyston*** *Bill Boddy assesses the track record of our most prolific record breaker. Page 44*




***Works Bentley*** *On the road in the original 1927 Le Mans team car. Page 62*




***Porsche 959 vs 911 Turbo*** *The Eighties technology freak finds out if it still has what it takes. Page 50*




***Hesketh*** *How a Lord, a Superstar and man called Bubbles built a Grand Prix winner. Page 76*

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Motor Sport
is published by Haymarket Motoring Publications Ltd, a wholly owned subsidiary of Haymarket Magazines Ltd
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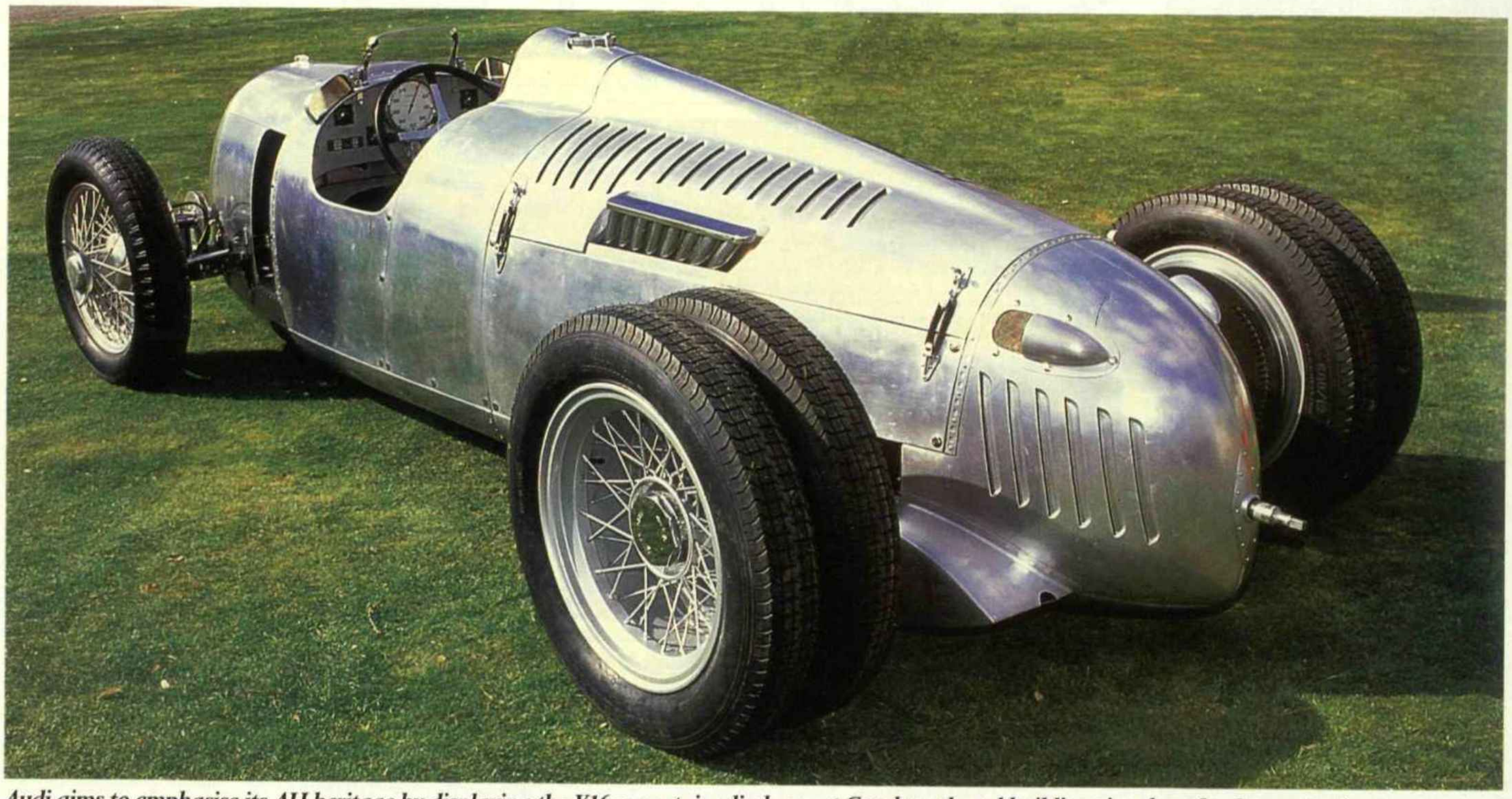
SUBSCRIPTION RATES – 12 ISSUES
UK £26.40; Europe £33; Airmail: Middle East, Canada, Africa, India £49; Rest of the world £54. Postage is free. Payment may be made by VISA, Mastercard or Amex to: Motor Sport subscriptions, PO Box 219, Woking, Surrey, GU21 1ZW. Tel: 01483 733805, Fax: 01483 766573
USA (airfreight) per annun $59.40. Second class postage paid at Berkeley Heights, NJ, and additional mailing offices. USPS 698570 POSTMASTER: Send address corrections to EWA, 205 Highway 22 East, Green Brook, NJ 08812; Tel 908 424 7811; Fax 908 424 7814

BACK ISSUES
From £3.00 plus p&p – subject to availability – from Haymarket Reprints, PO Box 200 Abingdon, Oxon OX14 3FG Telephone: (01235) 534323

DISTRIBUTION
UK Frontline Ltd., Park House, 117 Park Road, Peterborough, Cambridgeshire PE1 2TR. Telephone: (01733) 555161

Colour Origination by: Colour Systems Limited. Printed by St Ives plc
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Jeff Bloxham



*Audi aims to emphasise its AU heritage by displaying the V16 mountain-climb car at Goodwood, and building six others for demonstrations*

# Audi to build six 'new' Auto Unions

AUDI HAS COMMISSIONED BRITISH SPECIALISTS Crosthwaite and Gardner to build up to six exact replicas of the 1939 ex-HP Müller Auto Union V16 mountain-climbing car which will star at the Goodwood Festival of Speed in June. The move has been made in a bid to capitalise on the marque's illustrious sporting history and to emphasise that Auto Union still survives today as a subsiduary company within Audi.

The first of the brand new cars, which inevitably requires fresh – and extremely complex – engine and gearbox castings, is scheduled for completion later this year. Because Audi was one of the four companies that merged to form Auto Union in 1932– the others being Horch, Wanderer and DKW, – the company is keen to emphasise that these 'clones' are, in fact, nothing less than genuine Auto Unions.

Audi's decision to approach a British specialist firm rather than a German one to carry out this ambitious project was taken in the light of Crosthwaite and Gardner's considerable experience and skills in rebuilding other Auto Unions.

Although there are no plans at present to race either the Müller car or its new offspring, it is likely that they will be exhibited and demonstrated throughout the world. The 1938 Auto Union also owned by Audi made appearances at the Detroit and Chicago Motor shows earlier this year though it is nothing like as revered as the Müller car as it lacks the correct bodywork.

The Müller car, which hasn't been used in competition since the 1939 GrössGlockner climb, was last displayed to the British public as a static exhibit at the European Grand Prix, Donington, four years ago.

Interestingly, all of these cars are to be maintained in raceworthy order, which begs a question. The world's entire future collection of Auto Unions, combined with Daimler-Benz's collection of 1930s Mercedes GP machinery, creates the opportunity for a Silver Arrows 'showdown' at a historic sporting venue. There has to be a distinct possibility of such an occasion. But will it ever happen?

However, it is no coincidence that Audi is building a new museum close to its Ingolstadt headquarters. This will replace the small museum that houses part of the company's historic collection of cars and NSU and DKW motorcycles. The Müller car, incidentally, has spent its recent life on display at a museum in Riga, Latvia but the possibility of examining a collection of brand new Auto Unions at Ingolstadt in detail – whether they are raced or not – is definitely not to be missed.

**Laurence Meredith**

## CLASSICS SET TO RETURN TO CRYSTAL PALACE ON MAY 25

South London's Crystal Palace circuit will once more reverberate to the sound of tuned engines on Bank Holiday Sunday and Monday, May 25/26.

Some 25 years after the last motor race – won by Gerry Marshall in the Hexagon Lister-Jaguar – Sevenoaks & District MC has organised a timed sprint run on a 660m course which starts on the pre-1953 Inner Loop and uses part of the old Terrace Straight, North Tower Crescent and The Glade. Organisers are keen to attract classic cars and motorcycles which raced at 'the Palace', either to compete or for display. A cavalcade will be run for non-competitors.

Contact Chris Dennis on 0181 467 9933.





*The sight of Moss driving a Maserati 250F in Basildon is not to be missed*

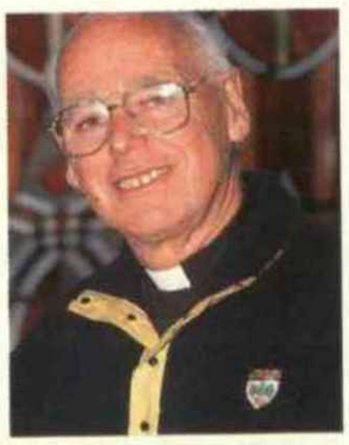
# Moss, Amon and Hopkirk head star turnout for Basildon Retro '97

FORTY YEARS AFTER HE BECAME THE first British driver to win a World Championship Grand Prix in a British car, Stirling Moss will be one of many stars taking part in Basildon's extraordinary Retro '97 motorsport spectacular on Saturday, July 5. He will be almost certainly at the wheel of a Maserati 250F.

Chris Amon (hopefully in a Formula One Ferrari) and Monte Carlo Rally winner Paddy Hopkirk are among a host of personalities planning to be in attendance.

Organised for the Parish of St Martin by Basildon's Canon Lionel Webber, Chaplain to the Queen and to the British Racing Drivers Club, the event will raise funds for a unique and innovative glass and steel bell-tower to signify the aspirations of the community as it enters the Millennium.

The Essex town already has its place in motorsport history, for a Hillclimb run at Two Church Hill in Laindon (now part of Basildon New Town) in 1922 attracted an entry of more than 1000 cars, driven by such greats as Woolf Barnato and Raymond Mays.



*Canon Lionel Webber*

The Retro will take place on 3.4 miles of closed public roads between 2 and 3.30pm.

Many sports racers will be in the cavalcade, including a number of Cambridge-built Lister-Jaguars brought to the event by the marque's founder. Brian Lister. They will appear in celebration of the career of its greatest exponent, the remarkable Archie Scott Brown.

A RARE 1971 ABARTH Osella Group 6 car is coming out in Britain's HSCC's RJB Mining sportscar championship. Colin Pool, who owns three of the 10 PA1 models, will run chassis 08 with a 2.0-litre Cosworth BDG engine at first, but he hopes eventually to revert to original Abarth four and straight six units which he also holds.




# editorial



Andrew Frankel
EDITOR

I DON'T KNOW ABOUT YOU BUT IT SEEMS entirely daft to me that the organisers of the historic race meetings that are popping up over Europe seem unable plan their events in such a way that their dates don't clash.

I understand the season is only so long and that established meetings have less flexibility than the newcomers but, were I in charge of such an event, making sure my spectators weren't elsewhere at the time would figure near the top of my priority list. And it's not just the crowds who find their diaries double-booked and loyalties split.

By the time you read this, Stirling Moss will not, in fact, have taken part in the Mille Miglia because he was in Monaco for the Historic GP at the time while, at the other end of the country, many potential spectators were camped out at Le Mans to watch pre-qualifying for the 24-hour race.

And where will you be on the weekend of July 5/6? In Reims for its 'one-off' 12-hours reunion or Basildon for Retro '97, Canon Lionel Webber's Moss and Amon-toting 'one-off' historic hillclimb? Europe is a small place these days and people will happily travel large distances for their fix of historic racing but it's not so small that either spectators or competitors seem likely to manage being in different places at the same time.

The only crumb of comfort I can offer is that the 1993 Goodwood Festival of Speed was a 'one off' too.

* * * *

IT WAS THE AFOREMENTIONED CANON WEBBER, CHAPLAIN TO THE BRDC, who reminded me that this year would have marked the 70th birthday of Archie Scott-Brown, were it not for one grim day at Spa back in 1958. If you have not read his biography, *Archie and the Listers* by Robert Edwards, you have missed one of the greatest treats in motoring literature.

* * * *

I HAVE NEVER BEEN SO GLAD TO BE STUCK IN A TRAFFIC JAM IN ALL MY LIFE. Sauntered up to Silverstone for the VSCC's 'Spring Start' meeting expecting to drive straight in and found queues back to the main road. Apparently the crowd was more than twice as large as last year's, with those making the journey being rewarded by good weather, marvellous racing cars and some fine driving. The VSCC's next Silverstone meeting is its 'Racing Green' event on Saturday, June 5. Among the Astons, Jaguars and Lotuses of all eras, there will be an explosion of vintage Bentleys to commemorate the anniversary of the fabled 1927 Le Mans win.

* * * *

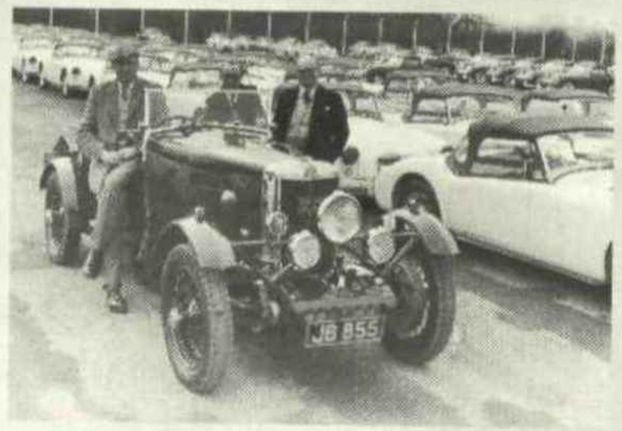
THERE ARE TWO STORIES IN THIS ISSUE WHICH TELL tales of extraordinary human achievement. One is Pierre Levegh's attempt to win Le Mans single-handed, the other the brief, brilliant history of the Hesketh Formula One team. I tried hard to imagine how something similar might happen today but gave up before long. Sad, isn't it?

# Goodwood Festival of Speed

**June 20 1997**







## Sale of Important Sports, Competition and Touring Cars, Fine Automobilia & Motoring Art

The Goodwood Festival of Speed has become renowned for presenting the finest array of historic, sports and competition machinery seen in Europe.

Leading entries for the Brooks Festival of Speed auction sale include examples of the world's greatest sporting marques.

**The ex-Graham Hill 1960 2½-Litre BRM P48 Formula 1 Single-Seater Chassis No. '482'.**
The first prototype rear-engined Formula 1 BRM actually to be raced, '482' made its debut at Goodwood on Easter Monday, 1960 driven by Graham Hill. BRM '482' is now offered here beautifully restored to running order.

**1930 4½-Litre Supercharged Bentley Tourer by Vanden Plas.**
Originally the Showroom Demonstrator, this sensational 'Blower' Bentley starred on the Bentley stand at the 1929 Olympia Show and remains one of the greatest examples of the model immortalised by 'The Bentley Boys'.

**The ex-Chris Barker 1930 MG 18/100 Mark III 'Tigress' Tourer 'JB 855'.**
Only five Tigresses were built and just two are known to survive. Barker acquired this significant MG in 1935. It will form the cornerstone of the Collection to be sold at Goodwood by order of the executors of the estate. This will be the first time that a Tigress has been offered at auction.

### Further entries are invited.

For further information or advice regarding buying or selling at Brooks, valuations, or any aspect of entering a car, motorcycle or related material for auction please call Malcolm Barber, James Knight, Michael Worthington-Williams (motor cars and motorcycles), Peter Card or Ann-Marie Talbot (automobilia) on 0171 228 8000 or fax 0171 585 0830 or Stewart Skilbeck on 01757 638894.

**Other entries include:**

| | |
|---|---|
| 1929 | Morris Isis Saloon, from the estate of the late Chris Barker |
| 1932-38 | Issigonis Lightweight Racing Special |
| 1936 | Velocette MSS and Racing Sidecar Combination |
| 1939 | Atalanta V12 Drophead Coupe |
| 1939 | Crossley 20.9h.p. Golden Saloon, from the estate of the late Chris Barker |
| 1948-51 | Connaught L2 Sports Racing Two-Seater |
| 1960 | Mercedes-Benz 190SL Convertible, formerly the property of Ringo Starr |
| 1960-61 | BRM P48 Formula 1 Grand Prix Single-Seater |
| 1960 | Turtle Drilling Special Indianapolis Roadster |
| 1966 | AC Cobra '289' Mk.III Roadster |
| 1978 | Ferrari 512 Berlinetta Boxer, one private owner and 11,000 miles from new |
| 1971 | Brabham-Repco BT36X-1 Single-Seater |
| 1995 | 1932-Type Bugatti T55 Replica Super Sport Roadster, Bugatti Owners Club Chassis no. BC 92 |

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# British hillclimb champions celebrate Golden Jubilee

THE MAJORITY OF THE 19 SURVIVING champions and their cars will be present when the Midland Automobile Club hosts the 50th anniversary celebrations for the RAC British Hillclimb Championship at Shelsley Walsh, near Worcester, on June 7/8.

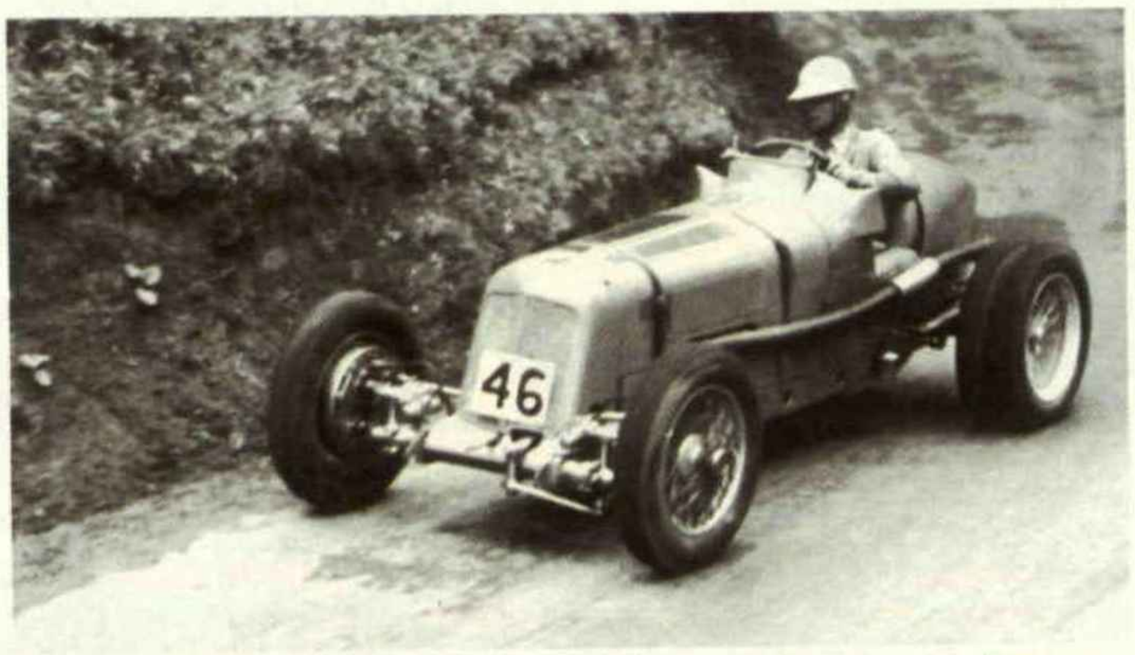
Shelsley, which remains virtually unchanged since its first event in 1905, was the backdrop for the second round of the inaugural series on June 21, 1947. The long-defunct Bo'ness venue, near Linlithgow in Scotland, staged the first.

The first two championships were won by the late Raymond Mays in ERA R4D, which also featured in the late Ken Wharton's fourth successive overall victory in 1954. Strenuous efforts are being made to get this most famous car to the event.

Sometime Grand Prix driver Tony Marsh, who claimed title hat-tricks in 1955-'57 (in a Cooper-JAP) and 1965-'67 with his own Marsh-Buicks, is running the second of these in its four-wheel-drive '67 trim, as well as his contemporary Roman-DFL.

David Boshier-Jones will, it is hoped, be reunited with his 1958-'60-winning Cooper-JAP (in restoration with Spencer Elton), while 1961 winner David Good and double champions Sir Nicholas Williamson and Michael MacDowel aim to attend.

Martin Bolsover, Chris Cramer, Alister Douglas-Osborn, David Franklin, David Grace, four-time and current champion Roy Lane, Ray Rowan and Charles Wardle have accepted invitations, and many of the winning cars are making rare appearances. Be there for a little piece of history.



*Mays hustles ERA R4D up Shelsley on his way to championship honours*



Jeff Bloxham

## INDY SPECIAL IN LATE BID FOR GOODWOOD

MCLAREN CARS SALES DIRECTOR DAVID CLARKE intends to run his 1949 Norm Olson Special Indy car at Goodwood's Festival of Speed. The plan was hatched after Clarke solved the gearbox problems of the three-time Indianapolis 500 starter, replacing the two-speed 'box with a modern Super T10 unit. The 4.3-litre, 330bhp Offenhauser-engined car is essentially a copy of a Maserati 8CTF chassis. Clarke, who races a Lister-Chevrolet, says the four-cylinder Offy "doesn't vibrate at all, and pulls like a 12".

THE MANX MOTOR RACING CLUB IS inviting owners of sports and GT cars built between the 1930s and the mid-1960s to compete in the seventh running of its unique Manx Classic event from September 18-21.

The flavour and breadth of the Isle of Man's motorsport history is encapsulated in the three-legged event, which features a pursuit sprint on the tricky Willaston circuit in Douglas, a hillclimb and races on the airfield track at Jurby.

Details of the programme, and concessionary accommodation and travel packages for competitors and enthusiasts, from the MMRC at 01624 670150 (phone) and 670149 (fax).

# Astons and Jags take on US muscle

MUSCULAR ASTON MARTINS AND Jaguar E-types of the pre-1970 era are taking on Ford Mustangs, Chevrolet Corvettes and Camaros in the Anglo-American Challenge, an attractive and well-supported new racing series from the Aston Martin Owners Club.

The promotion gives US-built machines somewhere to play after the demise of the HARA and ACRA initiatives, and allows owners of non-FIA eligible British sportscars to compete, although FIA-spec cars are equally welcome.

Front-runners are likely to include Mike Adams and Ian Montgomery (Jaguar Es), Ralph Avis (Shelby Mustang GT350), Howard Culley (Corvette) and Tim Boles (Camaro), while TVR racer Roger Arveschoug joins the fray in an Aston DBS V8.

Future rounds are: May 26, Brands Hatch; Jun 8, Silverstone; Jun 29, Mallory Park; Jul 27, Snetterton; Aug 25, Castle Combe; Sep 7, Snetterton; Sep 20, Oulton Park; and Oct 12, Donington Park. Regulations from AMOC on 01353 777353.

## miscellany

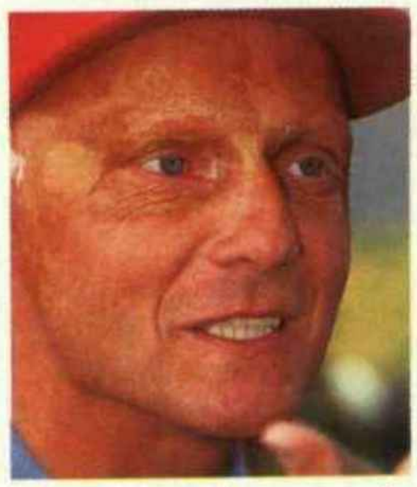
THE BOURNE CIVIC SOCIETY plans to establish a permanent Raymond Mays Exhibition in the Lincolnshire town where Mays founded both ERA and BRM. A club for motor racing enthusiasts meets at the Angel Hotel, Bourne, on the third Wednesday of each month, and is well supported by former BRM employees.

* * * *

ROBERT BENOIST, the French pre-war Grand Prix ace and 1937 Le Mans winner, will be remembered with the presentation of a special trophy at Luxembourg's Grand Prix d'Europe Historic spectacular on Whit Monday, May 19.

* * * *

THREE-TIME FORMULA ONE World Champion Niki Lauda



underwent a kidney transplant operation in Austria last month. The 48-year-old received the organ from his brother, Florian.

* * * *

HELSINKI-BASED AMERICAN 'Quick Vic' Myette has bought the ex-Team VDS McLaren M8F. Peter Hannen raced it successfully last season, when Myette was running his M6B.

* * * *

MIKE WRIGLEY IS TO RACE AN ex-Martin Brundle Tyrrell 012 in the FIA Thoroughbred Grand Prix series. The chassis, which Brundle crashed heavily in qualifying for the 1983 Monaco GP, is being prepared by Liaz Jakhara of Zul Racing.

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## events of note

**MAY**

**23/25 NORWICH UNION RAC CLASSIC (GB)**
Entries are now closed but a fine day of spectating is still on offer.
☎ 01753 681736

**24/25 SPA-FRANCORCHAMPS (B)**
Trophée des Ardennes. Big annual Historic meeting features the CanAm monsters of the International Supersports Cup, and the European Sports Prototype Championship.
☎ (00 33) 145 11 11 11

**26 CRYSTAL PALACE (GB)**
Sprint on a small segment of the grand old south London racing track, which hosted its last race meeting in 1972.
☎ 0181 467 9933

**26 DONINGTON PARK (GB)**
VSCC race meeting.
☎ 01635 44411

**28-1 NÜRBURGRING (D)**
The 1000km race and 70th anniversary of the king of circuits.
☎ (00 49) 201 25711

**30/1 DONINGTON PARK (GB)**
European Historic Festival
☎ 01332 810048

**JUNE**

**7 SILVERSTONE (GB)**
VSCC Hawthorn Trophies Race Meeting. Recapture a bygone era in a wonderful day out.
☎ 01635 44411

**8 SILVERSTONE (GB)**
AMOC St John Horsfall Trophy Race Meeting. Essential date for the Aston Martin aficionado.
☎ 01353 777353

**7/8 SHELSLEY WALSH (GB)**
Former champions and their cars celebrate the 50th anniversary of the RAC British Hillclimb Championship on the famous Worcestershire course.
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# Ferrari fever hits Coys Festival

THE COYS INTERNATIONAL HISTORIC Festival at Silverstone in July will mark the 50th anniversary of Ferrari when an amazing 44 of the Italian marque's finest cars race each other in a single event.

On each day of the festival, from July 25-27, organisers will run a race exclusively for Ferrari GT cars. As many as 130 of the 500 Maranello classics at Silverstone are expected to hit the track over the weekend.

The response from car owners has delighted Ferrari Owners' Club secretary Peter Everingham.

"Our members have responded to our request for cars for this display with tremendous enthusiasm," he said. "The festival is a wonderful event, and it's particularly fitting to be celebrating the history of the Prancing Horse marque at the circuit where Ferrari scored its first ever World Championship Grand Prix victory."



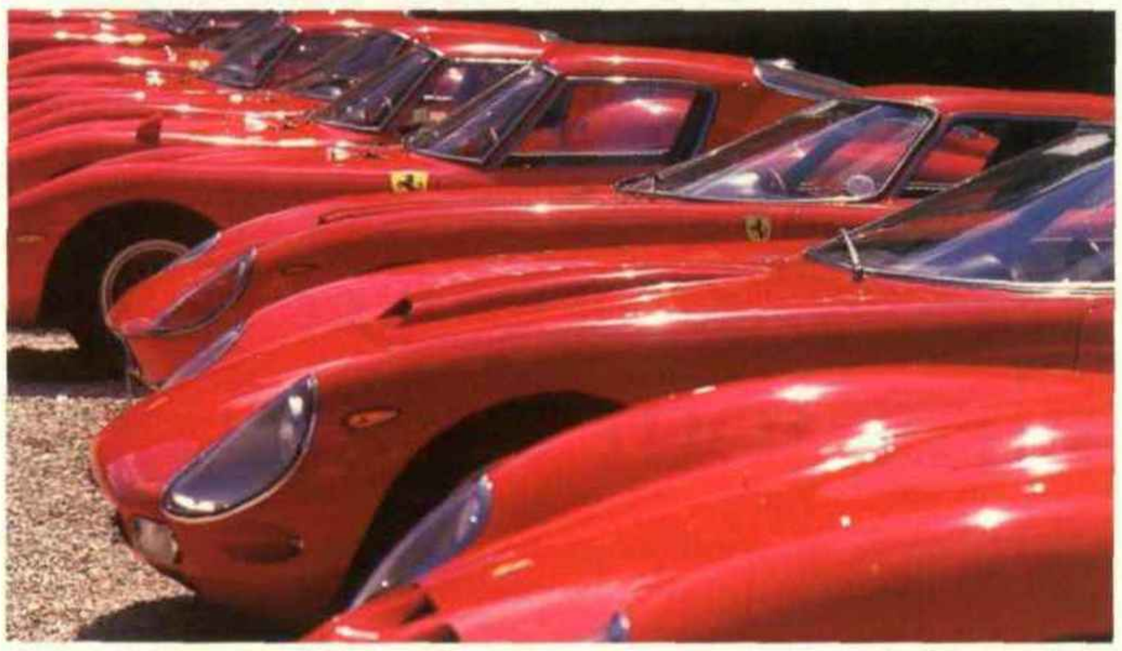
*And the next lot: one Ferrari, quick in the wet*

Racers at Coys will use Silverstone's 'historic' track, which substitutes the tight left-hander at Vale for a flowing entry to Club corner and also uses the old, fast Abbey sweep rather than the new Grand Prix track's slow left-right complex. The faster track is kinder on brakes and also reduces oil surge.

Among those taking part will be former Ferrari works drivers Froilan Gonzalez, Phil Hill, Jody Scheckter and John Surtees.

Away from the track at the festival, one of Ferrari's more unusual projects – the world speed record hydroplane – will be up for auction. The only boat to be built by Ferrari, it took the world speed record for its class over water in 1953 when pilot Archille Castoldi powered his way to 150.197mph. Propelled by Ferrari's 4.5-litre 375 V12 engine, the boat used twin superchargers and methanol fuel to produce in excess of 600bhp.

Fully restored, the boat is expected to achieve as much as £750,000 when the Coys hammer drops.



*Some 500 Ferraris will be at the Coys event; as many as 130 will be racing*

# Lola Formula One folds, leaving £6.3 million debts

THE LOLA FORMULA ONE TEAM WENT INTO LIQUIDATION last month with £6.3 million debts. Its parent company, Lola Cars, is owed £3 million.

Creditors of the abortive F1 team, which competed in just one event in 1997, met on April 28 to discuss reallocation of its remaining assets but liquidator Bartfield and Company says no solution was available to keep the team alive.

Lola Cars, one of Britain's most successful racing car manufacturers, pulled the plug on its team's entry into the 1997 Formula One World Championship following a disagreement with title sponsor Mastercard. The team's cars failed to qualify for the Australian Grand Prix, with drivers Vincenzo Sospiri and Ricardo Rosset lapping 11 seconds from Jacques Villeneuve's pole time.

Lola Cars was founded by Eric Broadley in 1958 and has had several attempts to enter the Grand Prix scene. In 1968 a Lola-designed chassis powered Honda driver John Surtees to victory in Italy, but later attempts with customer teams were less successful.




*Mastercard pulled out after the Lolas failed to qualify for the Australian GP*




Andy Christodulo

*Pescarolo sweeps down from the Montlhéry banking to lift a wheel of the 289 Cobra through the chicane. By the finish, he and Rives were victorious*

# Pescarolo wins Tour de France retro

A RECORD ENTRY OF 220 CARS FROM 21 countries took part in the Tour Auto, but it was the Shelby Cobra of Henri Pescarolo and Jean Rives which came out on top.

Their Cobra faced stiff competition from more 30 different marques, including Ferrari, Jaguar, Aston Martin, Ford, Lotus, Mercedes and Porsche.

Ferrari is always strongly represented and this year there were more than 40 competing. Models ranged from the predictable 250s to the more unusual 212 Europa Cabriolet with a crew from Ecuador. Also running was a 330 LMB, one of three built.



*Derek Hill not content with lifting one wheel*

Porsche was also prominent, with 904, 906 and 910 prototypes as well as 911s and 356s, and several lesser-known marques were present in the shape of Panhard, Matra and Osca.

From the start at the Trocadero in Paris, the cars blasted through the rush hour traffic to Montlhéry for the first track test. The circuit combines conventional corners with a section of steep banking where drivers can get as high as they dare before swooping down for the chicane at the bottom.

One driver described this as "playing Spitfires", fun to do and great for the spectators but not actually the fastest line. This is helpfully marked by a yellow line near the bottom.

Wang/Pearson's 250LM set the early pace, beating the rest around the track by 11 seconds. Just five seconds separated the next four places, with a gaggle of Britons chasing the Porsche 910 of Verchere/Crubile in second.

Peter Sugden, who usually enters the regularity in his 250GTO, was in the GT class for the first time this year, partnered by Jim Evans. "I managed to get on the third row of the grid, which surprised me," he said, "so I thought I would try for a spectacular getaway." Unfortunately, instead of smoking the tyres away from the line as planned, it was the clutch that provided the spectacular start witnessed only by the driver. The car filled with fumes and was passed by the rest of the grid.



*Thibon's XK120 at Chateau de Chambord*

Once competitors had completed the preliminary racing, they enjoyed a substantial barbecue lunch to sustain them on the long trek ahead. Routed along fantastically quick D-roads in rolling countryside, the teams blasted along in bright sunlight to the first of the special stages at Chenevelles.

Derek Hill set the fastest time on the twists and turns. It was the first time that his father, Phil Hill, World Champion in 1961, had let anybody drive him "It scared me to death," he said, no doubt reflecting that the brakes had been playing up all day. "We used up the brakes at Montlhéry and since then we have not been able to lock a wheel."

At Le Vigeant, south of Poitiers, Pescarolo/Rives made their presence felt, taking second. The Britons held seven of the top 10 places, but they weren't going to have it their own way.

At SS Le Pont du Dongon, competitors were treated to roads obviously much frequented by cows. The resultant racing was entertaining.

With tactics, some of the oldest are the best but they can also lead to

problems. After the Seckel/Berens team left the line with very little fuel in their Healey 3000 to save weight, they soon hit fuel surge problems when accelerating on the straights.

Going south through Perigord, the rally came to the Bordeaux region, where pedigree red Italian racing cars mixed with vineyards that produced pedigree red wines.

In a 356 roadster, Adam Richardson was finding his first Tour fascinating: "I usually race on circuits but this is so different." He and co-driver Reiner Talkamp were the class leaders up to SS Langon when, just 20 seconds into the special stage, the carburettor linkage broke. "It was only firing on two cylinders and the oil pressure went to zero but I thought 'it's still going' so I kept driving." They stayed ahead to win their class despite this mishap.

The Tour offers participants the very best of France but it isn't always appreciated by exhausted contestants at the end of a long day. When asked if he was going to the rally dinner that night in Bordeaux one American declined, saying that he couldn't be bothered. When it was pointed out that it was at the famous Chateau Margaux, he replied: "Not famous enough for me." So he continued his search for a simple meal in the city.

Though the tour is known for drawing in the world's great GT cars, more humble machinery is also welcome. A Renault 12 Gordini, looking for all the world like a Parisian taxi of yesteryear, rubbed shoulders with its more illustrious entrants with no hint of embarrassment and placed 20th.

At the finish in Biarritz, Pescarolo and Rives took the prize ahead of Martyn Konig and David Dugdale in a 911 Carrera. Last year's winner, David McErlain, was third in his GT40. Jean-Claude Thiriet and Yves Heffray won the regularity in a TR3 ahead of Laurent and Stephanie Queffele in their Matra MB8.

So why do these people put themselves and their rare cars through such punishment? One competitor got out of his car at the end of the day and stretched his limbs. "Too much pleasure," he said, but his smile was huge.

**Andy Christodolo**



*Porsche 906 of Eissner-Eissenstein/Zwölfer fends off nimble challengers*



*What a corker: Richard Taylor's Ferrari 250 GT Lusso through Bordeaux*



Alan Cox

*Itala Trophy: Walker, first overall, drifts outside Trophy winner Smith*

# Alfa P3 lifts Patrick Lindsay Trophy in VSCC's thrilling Silverstone meet

GLORIOUS SHIRTSLEEVE WEATHER BLESSED THE OPENING MEETING OF the VSCC's racing season, the traditional GP Itala Trophy meeting at Silverstone, and after last year's experiment to restrict the title race to original cars, this year's event for the Itala and Lanchester Trophies once again admitted vintage specials and hybrids. Stanley Mann's 8-litre Bentley, Mark Walker's Cirrus-engined Parker-GN and Duncan Smith's Bugatti 35B swapped the lead before the Bentley dropped back, letting Robin Baker's Hispano-Delage into third. With fading brakes, Walker just held off the Bugatti at the flag, with Smith claiming the Itala Trophy.

The lead duel between Philip Walker (Lotus 16) and Ludovic Lindsay (Maserati 250F) was the highlight of the Peter Collins Memorial race for post-war racing cars. Although Lindsay held the lead for only the opening lap, the pair were never separated by more than a few lengths, 0.3 seconds splitting them at the finish. Burkhard von Schenk (250F) held a lonely third place.



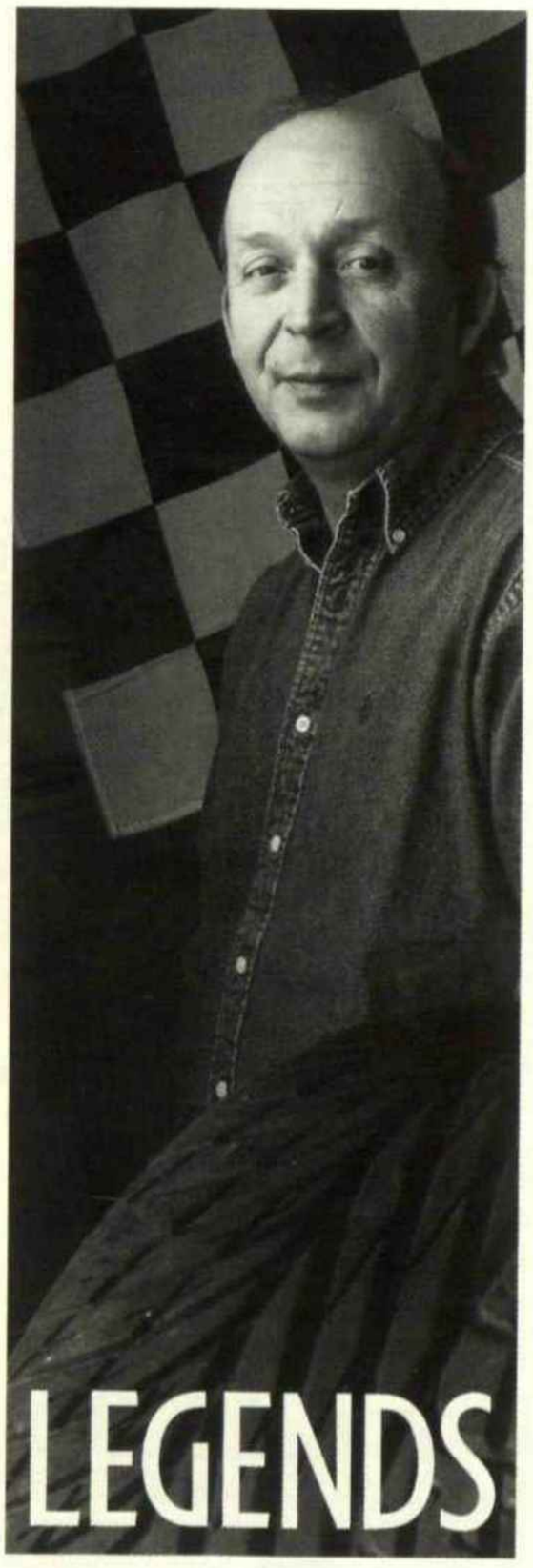

*Venables-Llewelyn drove to untroubled win*

Ludovic Lindsay's quest for the Christie's Patrick Lindsay Memorial Trophy, named in honour of his late father, was thwarted by oil pressure problems with his ERA R5B in testing. In his absence, Sir John Venables-Llewelyn dusted off Rodney Felton's Alfa P3 once more and raced to an untroubled win but runner-up spot was always in doubt as John Ure (ERA AJM1) was pressured for the entire 12 laps by Duncan Ricketts (ERA R1B) and although Ricketts just posted the faster lap, he never managed to take the place.

Stirling Moss made a rare foray into VSCC racing, shaking down Valentine Lindsay's Birdcage Maserati prior to Monaco's Historic meeting, opting to start from the back of the 1950s Sports Car race and keeping to a modest rev limit. Up front, Frank Sytner looked to have another win with the Bamford D-type Jaguar, closely heading Robert Brooks (Lotus 15) and James Shead (Kurtis 500S), only to find that he and the Kurtis had been adjudged to have jumped the start, giving Brooks the victory from Sytner.

In spite of flames on the underside of the engine bay of his Riley Blue Streak Special, Julian Bronson made it a hat-trick of wins in the Fox & Nicholl Trophy, outpacing the Alvises of Barry Cannell and Albert Sparrowhawk.

**Alan Cox**




THE FIRST THING TO SAY ABOUT THE 1972 Monaco Grand Prix is that it came close to being called off. Not because the weather was abominable, although it was, but because of a row between the race organisers and the teams. And if the dispute had remained unresolved, one of history's fabled drives would have been lost.

To begin at the beginning. Traditionally, the number of starters had been restricted to 16, a number thought ample for a track as sinewy as Monte Carlo. In 1971 it was upped to 18, and for '72 the organisers said they would allow 20 cars on the grid.

Enter the Formula One Constructors Association, FOCA – or F1CA, as it then was (the abbreviation later amended, 'fica' having unfortunate connotations in certain Latin countries). At this time the association was new, formed by team owners after years of being taken for a financial ride by organisers. For 1972, it insisted, the fastest 25 cars must start in *all* GPs.

Initially, the organisers acceded to the demand, but the teams arrived in the Principality to find they had gone back on their word: it would be 20, and no more. Unless or until 25 starters were permitted, the team owners said, their cars would not be going out.

The autocratic organisers – at that time still largely unfamiliar with the words 'Bernie' and 'Ecclestone' – took this insubordination ill, and sent in the police to impound the cars, then housed them in an underground car park which constituted the paddock. Not surprisingly, the mechanics were unimpressed, and there ensued what may be termed 'angry scenes'.

Temporary deadlock ensued, but eventually the matter was resolved by the French delegate of the CSI (then the sporting arm of the FIA), who insisted that the Monegasques stick by their original promise of 25 starters.

By this time much of Thursday's opening practice session had been lost, so the drivers had barely an hour on the circuit – which had undergone alterations. Although the significant changes, involving the loop around the swimming pool and so on, were still a year away, the area approaching Tabac was revised, because of a resiting of the pits.

There had long been fears of a major accident in the pits, which were at the trackside, completely unprotected. The organisers undertook to move them, but a month before the race they attempted to slide out of their commitment, relenting only when the team owners threatened not to turn up. All told, the ambience at Monaco was frosty in 1972.

For that year alone, the pits were moved to the harbourside, on what had been part of the circuit. To enter pit lane the drivers went through what had previously been the chicane, while the track now followed what had been the escape road, then went through another chicane further down, immediately before Tabac. Rejoining from the pits was therefore nightmarish, for you came out into the middle of the chicane, and it needed a man with his wits about him to decide if it was safe for you to do so. Fortunately, Vic Elford was appointed to the task.

In those days, there was also a session on Friday morning, run before breakfast, and this was to settle the grid, for the weather was dry. Emerson Fittipaldi's Lotus 72 took pole position, from the Ferraris of Jacky Ickx and Clay Regazzoni, the BRMs of Jean-Pierre Beltoise and Peter Gethin, and the Matra of Chris Amon.

Amon was not feeling great that weekend, taking antibiotics after recent minor surgery; and out of sorts, too, was Jackie Stewart, who qualified only eighth in his Tyrrell. "Usually I loved Monte Carlo," JYS said, "but that year I was short of energy, and just not really with it." Following the race, he would have a check-up, which revealed a bleeding duodenal ulcer, and caused him to miss the next Grand Prix, in Belgium.

It rained on Saturday, and in these conditions, Ickx – always sublime in the wet – was fastest, and Beltoise, four seconds slower, gave no indication of what was to come. Conditions on Sunday were even worse. Rain was one thing; more unexpected was the frigid wind lashing in from the ocean.

Before the start there was a fine piece of Monegasque theatre, which could have had unfortunate consequences. It was decided that the drivers should be allowed an extra 'acclimatisation' session, and the pity was that no one thought to mention this to the palace, for when the Rainiers arrived for their pre-race lap of honour, their car joined the circuit at Portiers, and found itself competing for track space with a selection of Formula 1 cars, one of which was the Surtees of SMB Hailwood. I wish, I really wish, I could tell you what Mike had to say on the subject later...

At 3.29 they moved off from the dummy grid, opposite the new pits, to the grid proper, still in its original location. There a '10 second' board was displayed – presumably to confuse the drivers, for the flag was then immediately dropped.

Beltoise and Regazzoni may have been on the second row, but both got past Fittipaldi and Ickx before Ste Devote, and up the hill to Casino Square the red and white Marlboro BRM was in the lead. J-PB was off and running: "It was vital to get in front at the start," he said, "because only the leader could see anything."

After three laps, Beltoise had five seconds over Regazzoni, who was holding up Fittipaldi and Ickx, but on lap five Clay went down the escape road at the chicane, and Emerson, who could see little but the Ferrari's red rear light, followed. Now Ickx was into second, and all anticipated that he would swiftly move in on Beltoise.



***Beltoise showed real mastery of the wet in the Monaco Grand Prix, 1972***



*Jean-Pierre Beltoise won just one GP from 86 starts. However, his Monte Carlo victory was worthy of a champion*

The gap, though, barely changed. Initially, Ickx pared a second or two from it, but then Beltoise began to go away again. And where one might have expected the Ferrari driver – normally far more assertive than Beltoise – to close up, getting through backmarkers, on this day he lost ground.

Drenched through, teeth chattering, I kept a shaky lap chart, routinely checking on the BRM's lead, and assuming that Ickx was saving his attack for the late stages; back then, there was no question of halting the race early – indeed there was not even the 'two-hour' rule, at which point races are now automatically ended. No, it was 80 laps, and it would take as long as it took.

There were many notable performances that afternoon – indeed, you could make that claim for anyone who finished, for there is no more unforgiving circuit, and conditions were as bad as I have ever seen. Astonishingly, 18 of the 25 starters were still there at the end, six of the retirements coming through accidents, among them Regazzoni's Ferrari.

Upon alighting from his damaged car, Gianclaudio, not in the best of humour, sought to return to the pits on foot, and when discouraged from this plan by the *flics*, took a swing at one of them, which led to his arrest!

Finally, after almost two and a half hours, at an average of just 63.85mph, Beltoise took the flag, 38 seconds ahead of Ickx, the only driver not to be lapped by the BRM. Fittipaldi was third, followed by a twice-lapped Stewart, the underrated Brian Redman (subbing for Peter Revson at McLaren), and Amon, who finished sixth despite, astonishingly, making four pit stops for attention to a misting visor.

That one day in his seven-year F1 career, journeyman Beltoise produced a drive of majesty, one comparable with any of the great wet weather victories. There was a half-spin at Portiers, but otherwise he kept it all together, and what made his performance the more remarkable was that Jean-Pierre emphatically did not go gentle into the race. Throughout he passed left and right, over the kerbs, on the pavement, spearing through the dead reckoning as if guided by radar. It was a knife-edge drive, and if he never produced anything like it again, still he had known a Grand Prix driver's day of days. M



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1953 250 MM Pinin Farina Berlinetta #0326 MM

1954 500 Mondial Scaglietti Spyder #0468 MD

1955 121 LM Scaglietti Spyder #0546 LM

1957 250 Testa Rossa (Prototype) #0666 TR

# Picture. Perfect.

*Painting: Alfredo de la Maria*



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# Frank Sytner

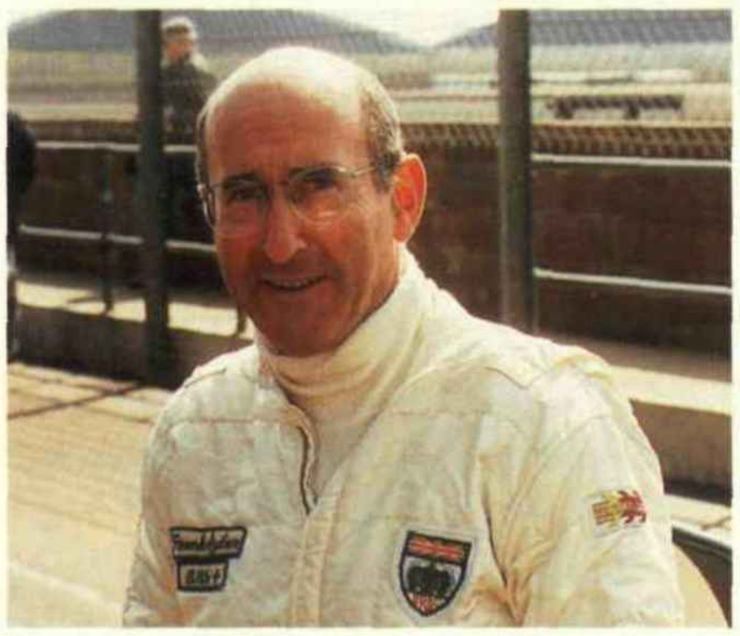
***EARLY EXPOSURE TO THE RACE TRACK SPAWNED A LIFELONG PASSION FOR RACING AND A SUCCESSFUL CAREER***

IT WAS ONE OF THOSE MOMENTS WHICH SEIZED THE young Frank Sytner and committed him permanently to the motor racing fraternity. His older brother took him in 1954 to the first race at Aintree, where the spectator entrance lay through a tunnel beneath the stands. Frank had never seen a racing car, but as they emerged from the tunnel Ken Wharton's BRM V16 bellowed past in a wall of noise, followed by Reg Parnell in the Thinwall Special. He has, he says, never recovered from the excitement of that moment; nor has the medical career his doctor father envisaged for him. Cars and racing have been his paramount love ever since, with business and pleasure closely interleaved.

Sytner compares his thriving car dealership group with a race-team, where everyone down to vehicle-cleaners loves cars, and it is a fact that it grew from motor racing. Having abandoned further study first to follow and then join in the sport, he had to pay for it, and the car business seemed an obvious source of funds. That Aintree epiphany was made possible by the success of The Cavern, a little jazz club his brother started in Liverpool in 1957, which allowed him to indulge his car interests. When he sold out (pre-Beatles), the brothers began to buy and sell cars, but the emphasis was clear: Frank's first road car, at 17, was a Gp2 racing Mini, ex-Christabel Carlisle. After a few races, he went halves with Frank Williams in an Austin A40 for the 1962 saloon racing season, and hasn't stopped since.

This compulsion to race was not out of any conviction he could be a world champion: "I thought at first I didn't have the bottle; it was later on that I realised I did, and wished I'd gone for it earlier. But I am always delighted just to be out there on the track, challenging the full-time professional guys." And not uncommonly beating them.

In those early days, he raced whenever a car deal brought enough cash to fund the next event, but soon realised how restrictive this was. Temporarily retiring in the mid-sixties, he and his brother spent the next few years building up the business to a point where he could afford to plan a season, not to mention take a crew to help. "I'd been doing it all solo, driving for miles, unloading, racing, then loading up and driving home to start work on Monday." Having launched the current business in 1969, he restarted racing in 1970, following the Formula Ford route with an ex-Scheckter Merlyn; then into Clubmans with a Mallock. Amongst the Midlands enthusiasts he mixed with were Willie Green and Anthony Bamford, who gave Sytner the chance to drive some of the JCB historic machines.



Alan Cox

***Sytner: "I still get the same buzz I did years ago"***

He soon bought his own classic, an Aston Martin DB3S, but there were few suitable races for it until he and journalist Tony Dron hatched a fifties series for the many such sportscars which had nowhere to run. This began a new avenue which expanded when Willie Green retired from his all-conquering role in historic racing and Sytner took over the JCB drives. Nowadays he is most likely to be seen hurling the D-type or GTO Ferrari round Silverstone in a gigantic tussle with Gary Pearson or Robert Brooks.

By 1975, his racing had become intense, running two Mallocks in Clubmans and Formula Libre as well as the JCB Birdcage Maserati and Lightweight E: "It was fever pitch. I must have done 50 races, sometimes at two different meetings in a day, sprinting between them in a Porsche Carrera." In the next few years he also raced in FF2000 and Sports 2000, winning a variety of titles he can scarcely list ("That's just history. I don't keep records"), though it did include Silverstone Driver of the Year.



***FS and the JCB D-type Jaguar see regular service together in historic series***

But if the personal trophies don't seem tremendously important to Sytner, the British Saloon Car Championship is. Beginning with the BMW County series, he decided he wanted this title, which offered both good racing and excellent promotion for his BMW-centred company. His team of GpA 635s finished runners-up in 1985, but it was the M3, run with Prodrive, which finally brought him the prize in 1988, as well as the 2-litre title in 1990. He ran a privateer M3 in 1991, but then decided, having achieved his goal, to retire from modern racing to expand the Sytner group to its current £200 million turnover.

Ironically, the long-established Sytner-BMW association came about by default. In 1969 the Sytner brothers had taken on an Alfa Romeo dealership, only to have it poached from them a year later. BMW then approached them, and they signed up, at a time when the Bavarian product was dearer and more specialised than the Italian one. The group now also handles Mercedes, Ferrari, Audi, VW and Land-Rover, and is sole importer of Alpina-BMWs.

In contrast with his modesty over matters racing, he is unreservedly proud of the realisation of his business strategy since abandoning modern race series. And just as "racing improves the breed", he feels the competitive urge on track has sharpened his business drive, too. He is also outspoken about the "financial engineers" who run many dealership groups, contrasting these with his staff of enthusiasts.

For this year Sytner looks forward keenly to the Louis Vuitton historic series, where the rapid JCB D-type will meet some tough rivals, but he has no more championship goals. "You can't be luckier than I've been. I've experienced all types of racing and achieved what I wanted, and now I can enjoy one branch without being upset if I don't win." We were talking immediately after the VSCC Silverstone opener, when a jump-start penalty saw the laurel-wreath removed from his D-type, and he was quite philosophical. "Well, that's racing."

Though the DB3S has gone, he still has a Frazer Nash Le Mans Replica, and relishes the chance to drive anything new and fast. "My morning priority is 'what am I driving today?'" He is on the board of the BRDC, and as devoted to racing as ever, planning to run Bamford's Testa Rossa at Monaco and the GTO at Coys. It is, he says, never a chore. "When I wake up on a race day I still get the same buzz I did when about to set off to Oulton Park to meet Frank Williams with the A40 all those years ago." **GC**



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# LETTERS FROM READERS

**Write to...** MOTOR SPORT, 60 Waldegrave Road, Teddington, Middx TW11 8LG, England

THE COLOUR OF MONEY

SIR,

I am pleased that David Cole (*Letters*, April) enjoyed my feature on the Tasman Series, but I am sorry that he misinterpreted my reference to the changes to the face of Grand Prix racing which followed the repainting of the works Lotuses.

Neither the Rothmans Cooper nor the South African F1 cars were sufficiently influential to make any impact on international Grand Prix racing. Team Lotus, on the other hand, was and became the first top-level Formula One Grand Prix team to race throughout the year in the colours of a commercial sponsor. Whether or not that sponsor was a tobacco company is irrelevant to the change brought to the appearance of top-level international racing by Team Lotus abandoning its national racing colours.

The necessary space limitations of a magazine article do not allow authors to reproduce all the details they might like. The Australian Grand Prix was not part of the Tasman Series after 1969, so the reasons for its transfer to a permanent late-year date were not mentioned.

Finally, may I add my congratulations to the many you will no doubt have received following the launch of the new-look MOTOR SPORT.

*I AM, YOURS, ETC*

*DAVID MCKINNEY, LONDON*

* * * *

IDENTITY CRISIS

SIR,

Above Nick Harley's letter (*Letters*, May) concerning the Super Squalo, you publish a picture of car number 48 at Monaco in 1955, attributing it to Paul Frère.

Frère took over the Super Squalo at half-distance and is shown in his book *On the Starting Grid*, driving in overalls. On the other hand, Taruffi (who drove the Super Squalo for the first half at Monaco) is pictured in *his* book *The Technique of Motor Racing* driving a (different) Ferrari in a shirt and sleeveless jersey.

I think the picture shows Taruffi. What do you think?

Perhaps we can ask Paul when he and the Super Squalo appear at Silverstone in July at the Coys International Festival.

*I AM, YOURS, ETC*

*SHERIDAN THYNNE, READING, BERKS*

* * * *

IT WAS TARUFFI, NOT ME

SIR,

Congratulations to Nick Harley, who remembered that I drove a Ferrari Super Squalo in the Monte Carlo GP of 1955. Until a few weeks ago, even the organising club did not know! The reason is that my name does not figure in the official results, as I drove in only the second part of the race, relieving Piero Taruffi around half distance after the car spent about 15 minutes in the pit to sort out a gear selection problem. As we finished last, I am not sorry.

By the way, in the photo you published, it is Taruffi, not me driving the car.

The problem with the Super Squalo in Monaco was not oversteer but massive understeer, the last thing you would want on that circuit. It was so bad that after having completed a number of practice laps, I stopped at the pit and ventured to ask if I could not try the car with the front anti-roll bar disconnected. Thereupon, the engineer responsible for track operations, Mino Amorotti, stared at me, as if I had come straight from Mars and, obviously shocked, said: "Listen, the anti-roll bar is part of the design, we can't touch it!" I don't think the Englebert tyres had anything to do with it.




***Hulme, Swedish GP, 1973: M23's first win. Was M23 better than Lotus 72?***

Later in the year, the car was improved and was very good on the fast curves of the Spa circuit, where, in practice, I was given a chance to choose between it and a 625 that was less stable. In that race, the Mercedes of Fangio and Moss took the first two places with Farina and me third and fourth.

I was delighted to finish just behind the team leader in my second race for Ferrari. However, when Farina came back to the pits after the slowing-down lap, he was furious that his car was utterly unable to match the speed of the Mercedes. He threw his helmet into the pit and yelled: "This is the last time I drive that b..... car."

He stuck to it and it was the last time he was seen in a World Championship Grand Prix.

*I AM, YOURS, ETC*

*PAUL FRÈRE, MONACO*

* * * *

TRACK RECORD RIVALS

SIR,

I very much enjoyed Alan Henry's article on that most enduring of racing cars (*Lotus 72: The Most Successful GP Car Ever*, May) but would take issue with the claim embodied in the headline.

Yes, 20 wins is a formidable aggregate, but a more remarkable achievement in my mind is the 16-win total of the McLaren M23. Not only was the M23's lifespan appreciably shorter than that of the Lotus, but its career also coincided with a period of Ferrari supremacy, the result of a flat 12 engine far more powerful than anything the 72 faced in its heyday.

The M23's Grand Prix wins, for the record:

1973: Sweden (Anderstorp, Denny Hulme), Britain (Silverstone, Peter Revson), Canada (Mosport Park, Revson)

1974: Argentine (Buenos Aires, Hulme), Brazil (Interlagos, Emerson Fittipaldi), Belgium (Nivelles, Fittipaldi), Canada (Mosport Park, Fittipaldi)

1975: Argentine (Buenos Aires, Fittipaldi), Spain (Montjuich Park, Jochen Mass), Britain (Silverstone, Fittipaldi)

1976: Spain (Jarama, James Hunt), France (Paul Ricard, Hunt), Germany (Nürburgring, Hunt), Netherlands (Zandvoort, Hunt), Canada (Mosport Park, Hunt), United States East (Watkins Glen, Hunt).

*I AM, YOURS, ETC*

*MATT BISHOP, LONDON*

* * * *

ECONOMICAL WITH THE TRUTH

SIR,

I read your editorial (May) with horror. How can a publication devoted to the sport decide that a section that it disapproves of will not be mentioned? My subscription to your publication was so that I could read a mature analysis of what is supposed to be the pinnacle of motor racing.

My hypothesis is that as you are now part of a group of motoring magazines, your management deemed it too expensive to send reporters to Australia and South America, because you might have to pay the same reporter twice for reporting the same event. No doubt when Formula One returns to Europe, you will suddenly discover that it will be possible to comment after all.

I hope I will not have to read a national newspaper which deletes all mentions of laws because it disapproves of Parliament.

*I AM, YOURS, ETC*

*T MCK SHORTT, LONDON*

* * * *

FUTURE HISTORY

Sir,

You took a brave decision to revamp a journalistic institution and, for us older readers, it was not as bad as had been feared. In fact, it combines continuity and change in a subtle amalgamy and will soon become as familiar and friendly as was the MOTOR SPORT of old. A very impressive start indeed.

You have made one serious error, though. By not including current Grand Prix, major sports car and rally results, and even brief reports and analysis in the magazine, you are not likely to attract new readers who come to the fold through their initial interest in the top echelons of our sport.

We older readers might thoroughly enjoy the ➤

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# LETTERS FROM READERS

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articles about the Lotus 72 or Carlos Reutmann, but that is because we were alive at the time and read about them in MOTOR SPORT as they happened. In 15 years' time, we might not find articles on how Damon Hill won the 1999 World Championship in an Arrows so interesting, if we have not read about it in our favourite contemporary magazine.

Finally, shame to all those readers who, after just one new issue, wrote to you with threats of ending subscriptions and so forth. Let them go, they do not deserve MOTOR SPORT in any format it has taken, past of present. The new magazine, modern colloquialisms apart, has even more of interest.

*I AM, YOURS, ETC*
*GEOFFREY WILLIAMS, SOUTHAMPTON*

* * * *

## DEBASED CURRENCY

SIR,

I was an avid reader of MOTOR SPORT from the mid '60s up to the late '80s. I stopped taking it then as I felt that the quality of content had deteriorated.

I was, therefore, pleased to see the April edition and felt that, once more, I would become a regular reader. I liked the new format, the quality of the articles and, not least, the line-up of some of my favourite motoring journalists.

To that end I was about to purchase a subscription when I was incensed to see last week that you were giving a free copy with *Autocar*. I feel that this 'debases the currency' and is a snub to those of us who purchased a copy at the new (higher) price.

*I AM, YOURS, ETC*
*CHRISTOPHER MARTIN, NEWBURY*

*(I understand how you feel. However we felt it important that MOTOR SPORT become reacquainted with as many of its former readers as possible. In order to minimise upset, we only gave away the magazine once it had been on general sale for three weeks* **AF***)*

* * * *

## DOCTOR'S ORDERS

SIR,

As you infer in your editorial, an editor's life is not one heady, garlanded gallop around the glade of the Muses...

However, reading *The Good, the Mad, and the Ugly* (April) I was reminded of Dr Johnson's advice on purple prose: "Strike it out sir, strike it out!"

There has to be a new way of describing outrageous motor cars without producing odd giggling fits in readers. Road-legal Ferraris are not, after all, about serious motoring.

*I AM, YOURS, ETC*
*DAVID SMITH, HERTS*

* * * *

## WHERE ARE THEY NOW?

SIR,

I have to admit I do not buy MOTOR SPORT regularly, but the sight of Ronnie Peterson oversteering the Lotus 72 on your cover persuaded me that I needed a 'fix' of how motor racing used to be.

In *Matters of Moment*, you asked as to the whereabouts of Chris Amon's ill-starred attempt as a constructor, but are you sure your description won't lead searchers from the truth? No one could describe the AMON AS 101 as "an innovative aerodynamic package". "A full-width wing mounted above the nose" sounds more like the March 701, or the later Theodore TY01.

The device designed by Gordon Fowell and part-financed by John Dalton was not an attractive one. The car was advertised in *Autosport* within the past 12 months, with its later 'chisel' nose with twin aerofoils. The original, full-width bluff nose stood for years outside the Long Barn Motor Museum, near Heathfield.

On the 'where are they now' theme:

Is the De Tomaso 308 still on top of the factory toilet in Italy? Where are the Brabham BT 34 'Lobster Claw', the Token RJ 02 (later Safir), the Goral Techno (also driven by Amon), the Connew PC1, the Maki and Kojima (back in Japan?), the Kauhsen and the Rebaque?

*I AM, YOURS, ETC*
*STEVE HOLTER, EASTBOURNE*

* * * *

## I BEG TO DIFF-ER

SIR,

I thought that *A Shadow on the Mountains* (May) was a splendid write-up, but one error must not be allowed to be perpetuated in MOTOR SPORT. "Lock one side of the diff, the other will go twice as fast."

Not so! The magic diff will take care of that. The ratio will remain the same. You can't believe it? Jack up the drive wheels and try it.

*I AM, YOURS, ETC*
*BOB BRADLEY, OXFORD*

* * * *

## COSWORTH FERMENT

SIR,

I must take issue with your description of the Escort Cosworth as a rotten apple (April). Yes, there is bad turbo lag and poor steering feel but I feel you have overlooked the point of the car.

What must be remembered is the *raison d'être* of the Escort; that is, to produce a car capable of winning world championship rallies. To do this, a minimum of 2500 road versions had to be sold. Launched at the worst possible time with regard to the insurance market and the Cosworth reputation, it followed the Sapphire Cosworth which was only successful because it was the fastest tax-efficient four-door car. The demand for used Escorts compared to Sierras proves the Escort is the more desirable car.

For everyday use, reasonable servicing, British climate, practicality and head turning, the Escort Cossie makes the ideal performance car. Rotten apples may not taste nice but they make great cider.

*I AM, YOURS, ETC*
*DAVE THORNTON, LONDON*

## WORDS OF PRAISE

SIR,

I am delighted that Nigel Roebuck is now contributing to the new MOTOR SPORT.

It is impossible to replace Jenks, but Nigel has many of his attributes – a passionate love of motorsport and an encyclopaedic knowledge of Formula One. He is analytical, he speaks his mind, is sometimes controversial and always easy to read.

*I AM, YOURS, ETC*
*ERIC THOMPSON, GUILDFORD*

* * * *

## AKELA AFFAIRS

SIR,

I very much enjoyed *Counting the Akelas* (March) and here are one or two points I would like to make. The cylinder heads were held by four studs, not eight. On the ioe Vitesse and KIM engines they were equally spaced around the barrels; on Akelas they were more widely spaced front to back. Forked rods with roller bearings were used on Akelas, bronze bushes on ioe. Basil Davenport used single rods on Spider – I think they were Norton – and this meant a wider crankcase as the cylinders had to be offset. The dummy radiator shell top was cast, the side and bottom rails were sheet alloy.

Some years ago I took Lawrence Cushman up the Test Hill at one of the Brooklands Reunions, and afterwards he lent me his notebook. I copied all the GN information before returning it. KIM has a triple diffuser updraught Zenith carb, but all Akelas had horizontal Solex 40mm M types. At Boulogne, 28.8.23, Mr Godfrey's Akela (engine no3093) broke its cambox bevels and Capt Nash's Mowgli (engine no309) broke the fuel-pipe nipple. Pickett's engine was 3092. All ran on 50/50 petrol/benzine and Dunlop Block-Tread tyres seccotined in beads. No security bolts, no trouble.

*I AM, YOURS, ETC*
*E A STAFFORD EAST, CHESHAM BOIS, BUCKS*

*(I was misled over the number of studs securing Akela heads by a contemporary press report. We look forward to seeing Mr Stafford East's Akela-GN out again this season* **WB***)*

* * * *

## CRICKLEWOOD BENTLEYS

SIR,

I am writing a book detailing the individual histories of all the six-cylinder Cricklewood Bentleys. If you own one of these wonderful cars and are a member of Bentley Drivers Club you will have already heard from me. If, however, you are not a member but either own one or know anyone who does, I would be most grateful if you could write to me at the address below with any details of the car for inclusion in the book:

*I AM, YOURS, ETC*
*MERVYN FRANKEL, LA HANNIERE FARM,*
*ROZEL, ST MARTIN, JERSEY, CHANNEL ISLANDS*




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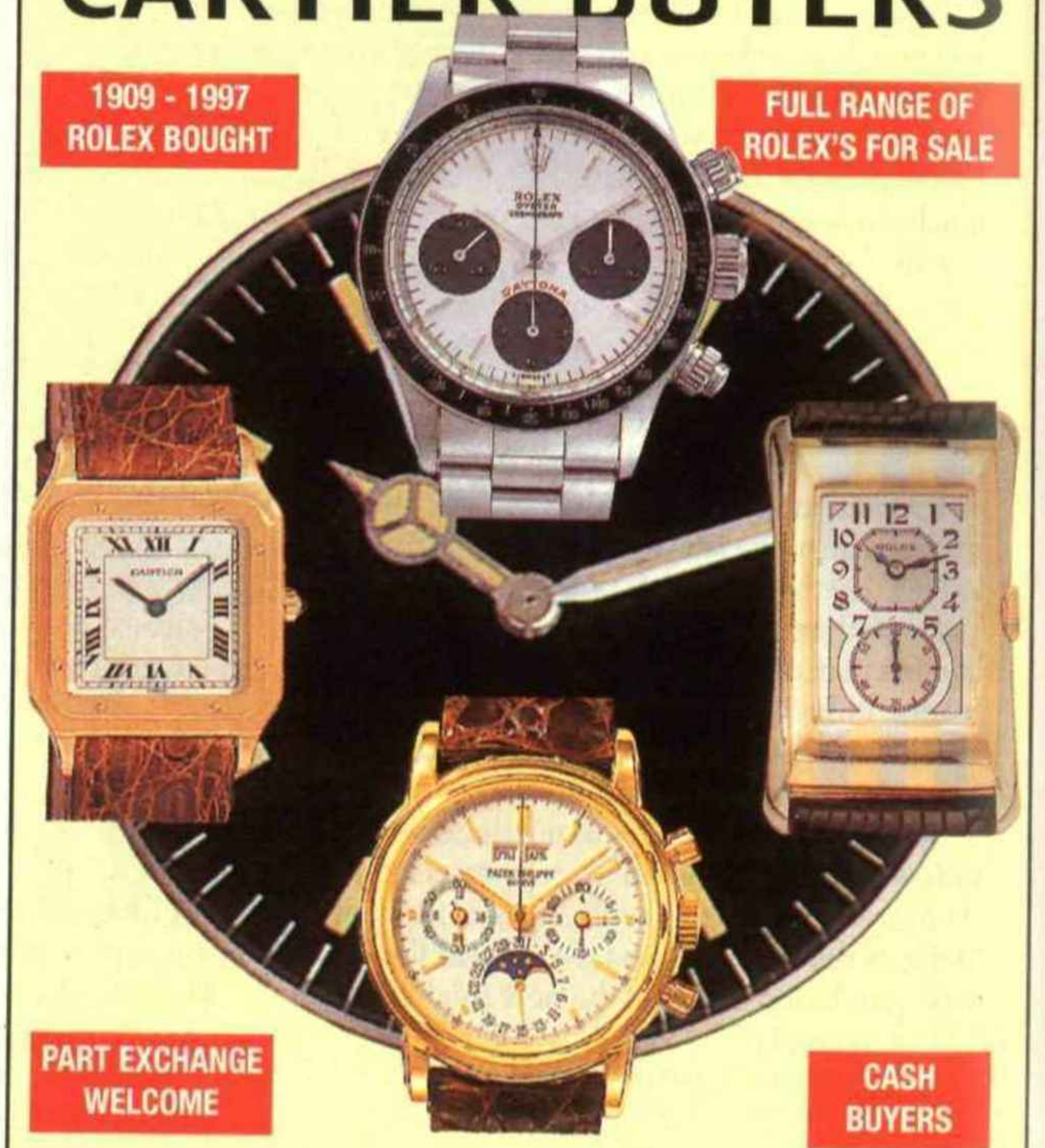
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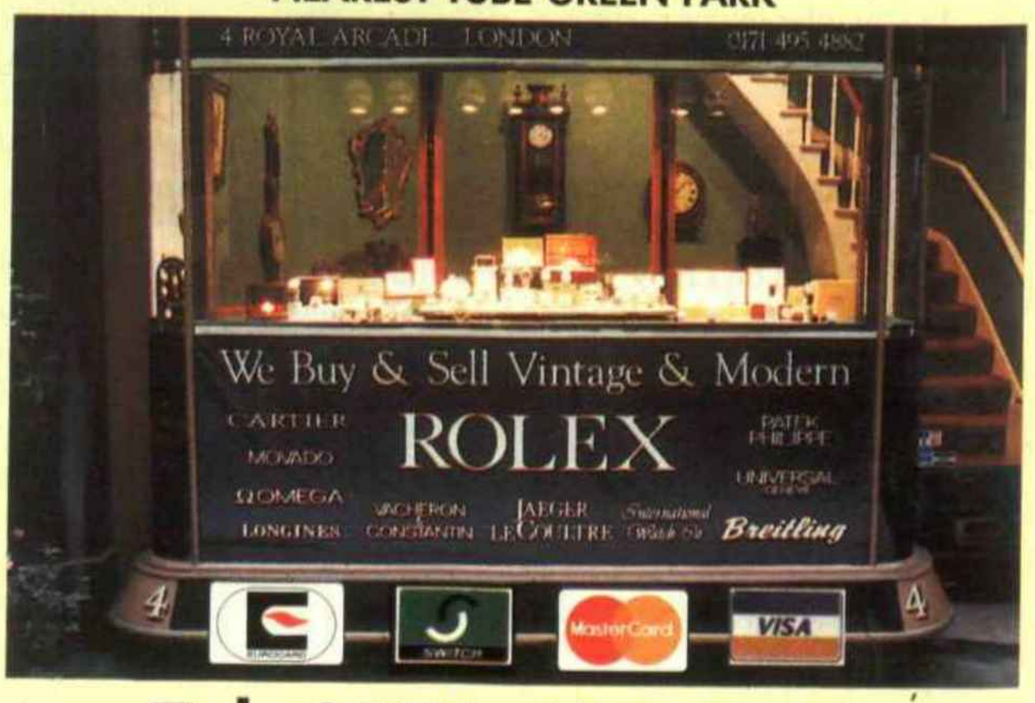
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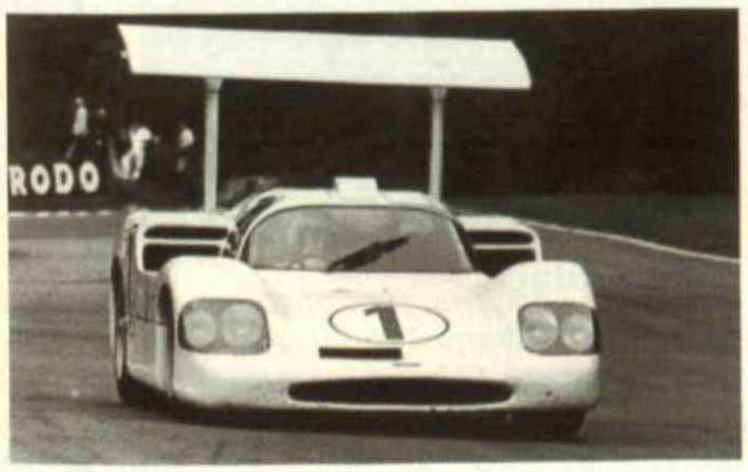
MOTOR SPORT

# NEXT MONTH



# GOODWOOD FESTIVAL OF SPEED PREVIEW

## The cars, the people, and the two-minute 'blare'



CHAPARRAL
Phil Hill recalls these superb racers as they prepare for Goodwood



BMW M1
BMW's ill-fated supercar hits the road again as we remember ProCar



LOTUS 49
John Miles drives Lotus's most important and successful GP car

Plus: PESCAROLO'S GUIDE TO LE MANS, BILL BODDY, AND NIGEL ROEBUCK

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**1949 Maserati 4 CLT/48 monoposto**
n°: 1606 *Louis Chiron*

**1936 Maserati 6 CM**
n°: 1542 *Franco Cortese*



**1952 Ferrari 225 S Barchetta Touring**
n°: 0166 ED *Eugenio Castellotti*

**1948 Talbot T26 C monoplace**
n°: 110007 *Louis Chiron*

**1948 Delahaye Monoplace 4, 5 L**
n°: 001 *Eugène Chaboud*

**1950 Gordini monoplace type 15**
n°: 22GC *Maurice Trintignant*

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Vol XXIV No 10 October 1948

# Racing at Goodwood

## Return of the "Real Thing" at J.C.C.'s New Track. Parnell wins the Goodwood Trophy. Gerard Sets Lap Record. "Daily Graphic" backs Meeting

THE ADVENT OF GOODWOOD TRACK OPENS UP A NEW era in British motor-racing, and next year many happy meetings should be possible at this very pleasant place. The course seems compact, but, nevertheless, measures approximately 2.4 miles to the lap, compared to the 2.267 miles of the Brooklands' Campbell circuit and the 2 miles of the Crystal Palace circuit, for instance. As the circuit is laid on the site of a disused aerodrome the ground is level, precluding a view of the far parts of the course. At present no grandstands, paddock shelters or even scoreboards are available, but the organisers were quite frank about this, and hope to provide these things next year. The Paddock was grass-grown, but with an anti-skid "carpet" along its centre, sports cars being parked on one side and racing cars on the opposite side. Officials operated with a seemingly casual efficiency during the Friday and a happily informal atmosphere prevailed. In view of the great help which the popular Press can be toward selling motor-racing to the masses, the J.C.C. deserves further warm congratulations for enlisting the support of the *Daily Graphic*, who presented the prizes and trophies, thereby enabling the British Motor Racing Fund to remain intact. They, in turn, thank the Hon. Denis Verry, a director of Kemsley Press.

Apart from the Goodwood Trophy, the big race of the day carried a 50-guinea first prize and all other races 20-guinea first prizes, the total amounting to over £500 – not, however, to be compared with the prize money put up to Brooklands' first meeting in 1907, which totalled nearly £5,000! Goodwood entry fees were three guineas for the big race and two guineas for the other. Incidentally, bookmakers were present – and probably bewildered.

The Goodwood race-groupings were very cleverly worked out, but the large unsupercharged cars were not catered for, while Formula II cars had to run with the blown eleven-hundreds. Whereas at Brooklands cars were lined up across the track and flagged away on handicap, at Goodwood all started together from a grid-formation line-up, as the road wouldn't accommodate twelve cars abreast. In a race of only just over seven miles cars in the front row were at some advantage, especially on this course of many corners, and it is debatable whether grid-positioning on practice lap-times would have been preferable to deciding the matter by ballot. Some people would have liked a Le Mans (drivers out of the cars) start for the sports-car races, but it seems possible the organisers discarded the idea in case some late starter, drawing away, should impede those completing the first lap – remembering that only about 2.5 minutes' hesitation would produce this danger. What we would like to see is sports cars made to lap really slowly behind a pilot car before being started, Indianapolis fashion – as a means of discouraging those entering racing cars endowed with road-equipment, for such cars hate slow going on "hot" plugs !

"Bunny" Dyer was a highly efficient chief marshal at this brave experiment. A Jowett "Javelin" acted as a smart and sprightly official car (its cornering good to observe), and a venerable Austin Six ambulance was standing by.

The programme was in many ways reminiscent of the Brooklands' race cards, which added to the nostalgia.



***LEADER OF THE HEALEYS – Pycroft's 2½-litre Jaguar coupe winning the very first race – three laps from scratch – at the new Goodwood circuit***

The public enclosures offer an excellent view but are rather close to the road in places. Presumably the R.A.C. is satisfied, but safety banks might well be built in the fullness of time. At present the enclosures are fenced-off with wire fences, so easy for small boys to penetrate, but doubtless a paling-fence will replace the wire by next season. We have long agreed with the policy of keeping unwanted persons off the course, but at Goodwood, where cornering could not be observed from the Press enclosure, it was rather unfortunate that only photographers were issued with track passes, especially as wide grass verges existed where reporters could safely be accommodated well away from decidedly interesting corners. As to the course, it is sporting, located in beautiful country, the surface looks durable and it can be lapped really fast – at 88.4 m.p.h. compared to 77.79 m.p.h. for the Brooklands' Campbell circuit. In short, Goodwood is the best thing that has happened to British motor racing since the war. Warmest appreciations to the J.C.C. and the Duke of Richmond and Gordon, who has sanctioned the course.

**RACE 8 : Goodwood Trophy Race (5 laps) - Invitation - Up to 1.5 litres**

This was one of the best struggles seen in this country since the war. Parnell's new Maserati was a centre of pre-race attraction, attended by Mrs. Petre and Charles Martin on the grid. Last minute air-pump trouble caused a sensation and sent "Wilky" hurrying for tools, but all was well. They lined up, a brave splash of colour on the grey road, with Harrison's E.R.A. and Baring's Maserati in front, Hampshire's E.R.A. beside Hamilton's Maserati behind, then Gerard and Parnell, then Salvadori's four-cylinder Maserati and Ansell's E.R.A., with Walker alone at the back. As they left the start in a magnificently bunched turmoil Parnell nosed through, Geoffrey Ansell right beside him. Soon the red low-chassis Maserati was out ahead, but Hamilton was a close second. The crowd – estimated at 25,000 – was on its toes by lap three, for Gerard was right behind Parnell and gaining on him into the corners, so that at Lowrey's Corner they were all side by side. But try as he might, Gerard just couldn't do it, being a mere 0.4 sec. behind as they roared over the line – an immensely exciting race. Hampshire came strongly into third place.

Parnell was presented with the Goodwood Trophy by the Hon. Denis Berry; he and Parnell had a drink from the cup, and, not to be outdone, the Duke of Richmond and Gordon did likewise. All three then made delightfully informal speeches, "God Save the King" was played, and the first Goodwood motor-race meeting came to a highly successful conclusion. This programme of short races offers excellent value to all concerned. Please, Mr. Morgan, let us have a repeat just as early as possible in 1949. It is significant that this keenly-contested racing on a new circuit cost, in casualties, only a cut thumb, whereas in "Battle of Britain" Air Displays on the same day fifteen people lost their lives and thirteen were injured. One hesitates to make this unfortunate comparison, but just visualise the fuss that would have arisen had a car gone into the crowd at Goodwood. The *Sunday Graphic* gave a centre-page illustrated report by Mrs. Petre, in which she described the meeting as the J.C.C.'s first post-war meeting (forgetting Jersey, etc.) and Lowrey, delightfully, as a veteran-driver. Goodwood was a great success – we want more! **WB**


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24

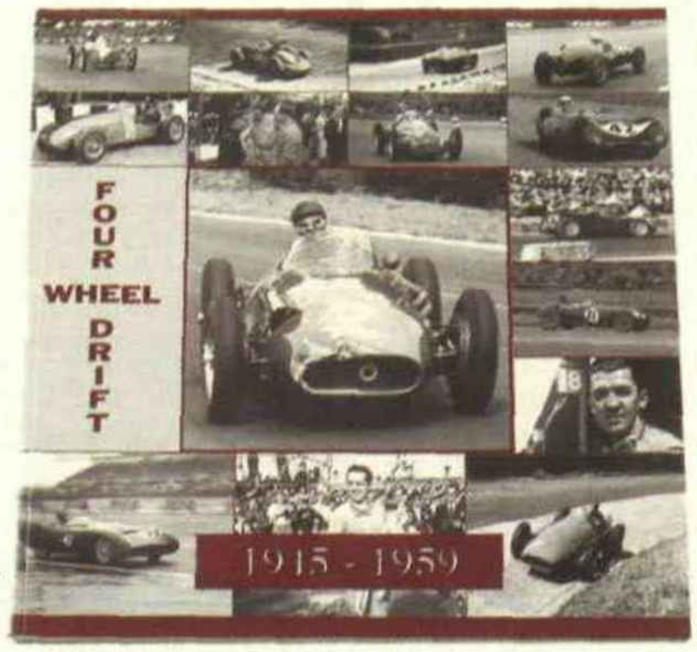


*Mike Hawthorn, in Ivor Bueb's Lotus XI, leads Colin Chapman at Goodwood in 1956*

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GRAND PRIX DE MONACO HISTORIQUE

# Monaco welcomes back real racing

***THE HISTORIC GRAND PRIX RACING AT MONACO WAS SPECTACULAR, AND FOR ALL OF THE RIGHT REASONS. CHRISTOPHER TATE REPORTS ON A MEMORABLE WEEKEND***

'MOTION IS TRANQUILLITY' IS ONE OF Stirling Moss's favourite maxims about life – and about motor racing. Certainly, Moss, his fellow competitors and tens of thousands of spectators enjoyed plenty of both motion and tranquillity, over a weekend of contrasting fortunes for Moss and the other 209 drivers who braved the rigours of the Principality in their irreplaceable machinery.

It was a weekend of indelible images and noises: the Saturday night Scottish Ball, for instance, when Moss dined and reminisced with the now 82-year-old Maurice Trintignant, both revelling in the past glories of their combined five victories at Monaco. Juxtaposed with this were less rosy views. Moss's former entrant Rob Walker was frank: "To be honest, all this stirs no memories for me whatsoever – it all looks completely wrong on this circuit layout now."

But unhappy purists or no, even the businessmen-drivers of the modern Grand Prix era felt moved to come out and look. The likes of Gerhard Berger, Johnny Herbert, David Coulthard, Mika Hakkinen, rally great Ari Vatanen and even Bernie Ecclestone himself strolled across the avenues to wonder at the antics of the historic racers. (Those FOCA passless fans no longer able to see Grand Prix drivers up close might have enjoyed one sight: keen Monegasque officials gave Mr E a very hard time about walking around the grid without proper accreditation.) However, Ecclestone conceded that it was all "a great show. Reminds me of the good old days".

Drivers and spectators alike enjoyed watching the usual Monaco selection of the internationally tanned and rich, as well as those members of the Lucky Gene Club, whose accidents of birth, inheritance or beauty regularly allow them such Monaco pleasures as the £7.50 glass of white wine.

The Monaco Historic concept was always going to be a gamble: fields of largely amateur racers; grids full of wonderful, but oily, machinery in various stages of race-preparedness; narrow track and solid Armco; the unpredictable weather of early May; and the somewhat eccentric management style of the AC de Monaco. There had been many a gloomy forecast of track mayhem, badly damaged cars – even damaged drivers. Yet the whole weekend of the Grand Prix de Monaco Historique succeeded beyond the most fevered dreams of Valentine Lindsay, Peter Hannen and Max Poggi, the trio responsible for the event's creation. Held as part of the 700th anniversary celebrations of the ruling Grimaldi family, the weekend was full of great racing cars, surprising incidents, a happy camaraderie, tall stories – and seven closely fought races.

Back in 1982, Valentine's father, the late Hon Patrick Lindsay, had managed to persuade the FIA that a Historic Cars GP support race would entertain the May crowds. The experiment was repeated in 1983, but changing commercial ties in Formula One brought that to an end. Recently, the idea of reviving a purely Historic event became intertwined with 'Monaco 700'. Sadly, 'their event' was not a weekend of uninterrupted joy for the Lindsays. Valentine's two brothers were both in the wars early on, James clattering the Armco in second practice in his well-known Alfa Monza and taking no further part. Then Ludovic more seriously shunted the Monteverdi-owned 1950 Ferrari 375 in practice for the pre-1952 GP race, needing hospital treatment for wrist and rib injuries. (But he was still dancing at midnight.) "A classic case of centre throttle trouble," said Ludovic. "Somebody moved over on




photography by Andy Christodolo

***Under yellows, Ferraris bunch up behind Sally Mason Styrron's 166MM***




***Sytner (27) takes a traditional Monaco victor's salute, with Hannen second***



*Racing as it used to be: three Bugattis driven by Feierabend (10), Rosman (11) and Steele (12) swarm around the Amilcar C6 of Grant at Loews hairpin*

me leaving Loews, and I went for the brake pedal where it is on my 250F."

Further disappointment came for Valentine when Moss, having qualified a near-miraculous 10th for the pre-1960 GP race aboard the 2-litre 1957 Cooper that Valentine had co-entered, had the cylinder head go and was forced to non-start. To cap it all for the organising trio, Peter Hannen thought he had damaged his 750 Monza's steering on the warm-up lap for the morning's all-Ferrari race, and had to start from the pit lane. Hannen began setting matters straight for all the Monaco masterminds by giving a strong display in pursuit of Frank Sytner and Emanuele Pirro, of which more later.

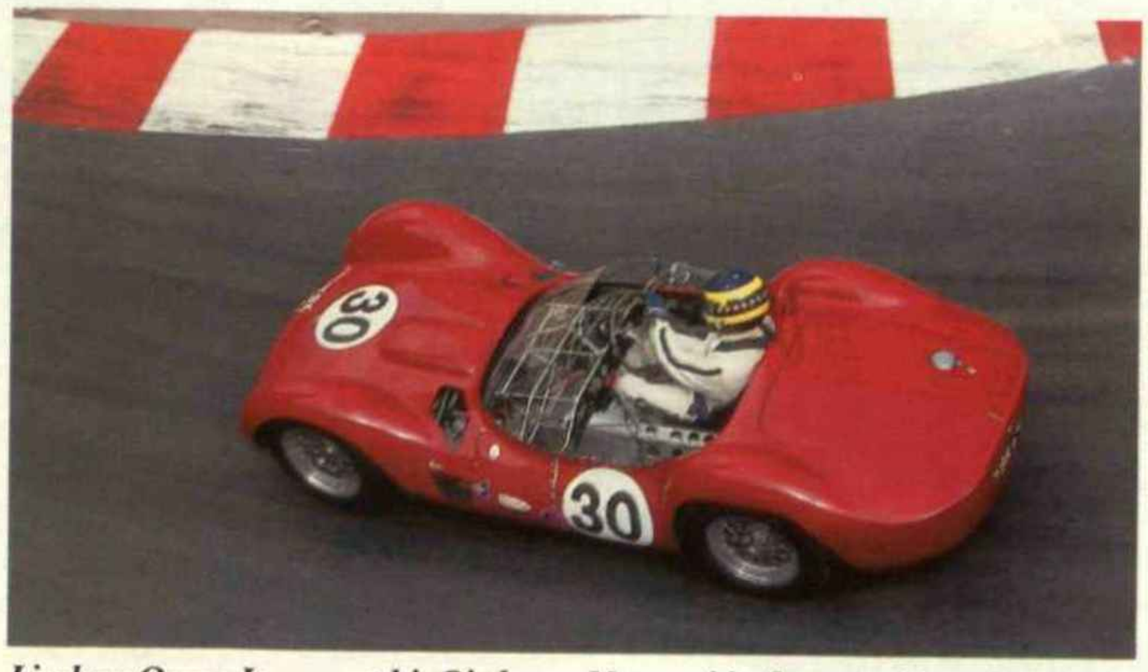
The paddock on Saturday morning had hummed with the feel of an old class reunion, as the whole world of Historic racing gathered for the most exciting and prestigious event of recent years. Many drivers had come 'fresh' from the end of the Tour de France, from the Corse Retro or even having retired early from the Mille Miglia. All were apprehensive about the Monaco circuit. ➳



*Martin Stretton was victorious in the pre-1952 GP race in a Maserati 4CM*



*Nigel Corner's 250F lets rip on the way to third in the pre-1960 GP event*



*Lindsay Owen-Jones put his Birdcage Maserati in front and kept it there...*



*...despite a hard-charging Frank Sytner in the John Coombs-owned D-type*



*Floch and the Lotus 49 proved the class of the field in the pre-1968 GP race*

Willie Green, in the gorgeous 1948 Alfa 159 Alfetta claimed "I'm only going to potter around". Don Orosco's Scarab, the ex-Reventlow car which made its GP debut here in 1960, had come direct from testing at Sears Point. Bruce McCaw, noted US collector and owner of the PacWest Indycar team, was due to drive his two BRMs, and was enjoying what he called a "weekend off from racing".

By nearly every car in the neatly aligned and tented paddock on the Quai Antoine, a familiar face was to be found. Bruce Halford, Roy Salvadori, Henry Taylor and John Coombs were gathered in expansive conversation, Halford pointing out that it was he who won that first Lindsay-organised retro race in 1982 driving his Lotus 16 Climax.

Prince Rainier, having unveiled a very fine bronze of the great Louis Chiron – situated on the outside of the swimming pool turn – joined his son, Prince Albert, for a tour of inspection of the paddock. Peter Agg, looking almost equally distinguished, recalled past Monaco visits as a Grand Prix team owner when Tim Schenken drove Agg's Trojan in the early '70s.

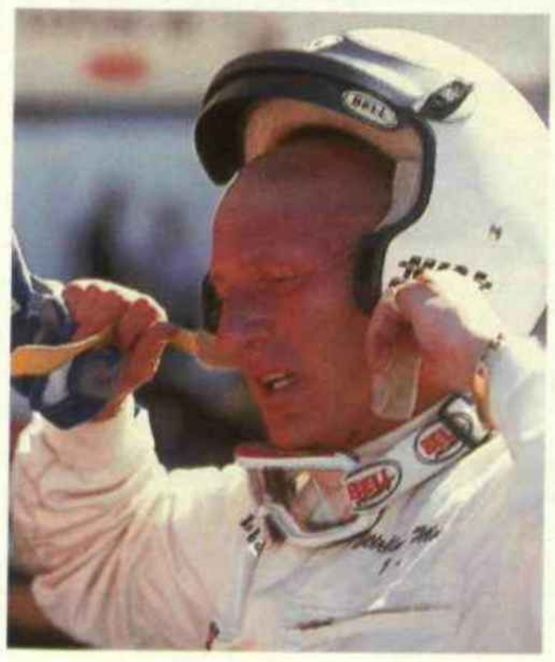
Apart from inevitable exploratory spins, and those Lindsay brothers incidents, the practice sessions passed safely, even though the list of mechanically troubled non-starters for the morrow did grow as the afternoon wore on. Jeffrey Pattinson found the ERA a handful before it blew its motor. Martin Stretton discounted those alarmists spreading gloom about driver-skill differences, despite gaps of 30 seconds a lap in the pre-1960 GP event, and more than a minute on the pre-1968 GP timesheets. Stretton believes that Historic driving standards are much maligned: "There are a lot of very quick people out there; many more who are very competent; and the rest know how to use their mirrors. That's all you can ask for".

The circuit impressed everyone. Jeremy Agace, a Monaco resident, appeared stunned by the way the track appeared to reshape those streets he uses every day – "It's awesome!" Nigel Corner in the family 250F – Fangio's 1957 Monaco winner – was astonished by the gradients: "I'd no idea it was so steep – have you seen these hills?" As Nick Mason said: "The quicker you go, the narrower it gets. Here you have to be really committed to pass anyone, and I'm not sure I'm ready to be that committed!" Even Lindsay Owen-Jones, freshly returned to a full Historic programme after his arduous two years' sabbatical as a McLaren GT driver, was quite overcome: "Just 20 minutes of practice was enough for me. Can you imagine Fangio, aged 45, in a 250F for three hours?" Green summed it up for many: "My car feels completely unsuitable; the track is almost too dangerous; I'm too old – and yet we all love it!"

Race day itself was cloudier than forecast, and the prospect of rain added a new tremble to many late-rising, party-weary legs. Ironically, following his earlier remarks, it was only during Stretton's victory in the pre-1952 GP race that there were too many unforced errors and close encounters with the Armco. Jost Wildbolz had an unpleasant accident, thrown from the ERA, and Merrick, von Schenk, Duret, and Schmit-Koep all left Monaco with cars in various states of expensive disrepair.

Perhaps surprisingly, any award for the 'best behaved' race should have gone to the Formula Juniors, traditionally a race of complete mayhem in its heyday. Duncan Dayton put in an excellent drive in the 1963 Cooper T67, just scraping home in front of Tony Thomson in his Lotus 27.

In the all-Ferrari race, Hannen's chase from the pit lane right up to the



*Moss: 'Motion is tranquillity...'*

tail of the dice between Sytner's 250 Testa Rossa and a very impressive ex-F1 driver Emanuele Pirro in a PanAmericana-liveried 375MM, was finally thwarted by a very wide Sytner, but drew one of the day's loudest cheers. The pre-1934 two-seater 10-lapper was rightly described by Terry Cohn, a notable seventh in his Alfa Monza, as "a goulash of Bugattis", with some wild driving and a four-car Ste Devote Molsheim elimination dance, but finally provided a win for Jean Louis Duret in his Type 35B.

Rod Jolley took the pre-1960 GP honours in his Cooper T51, from John



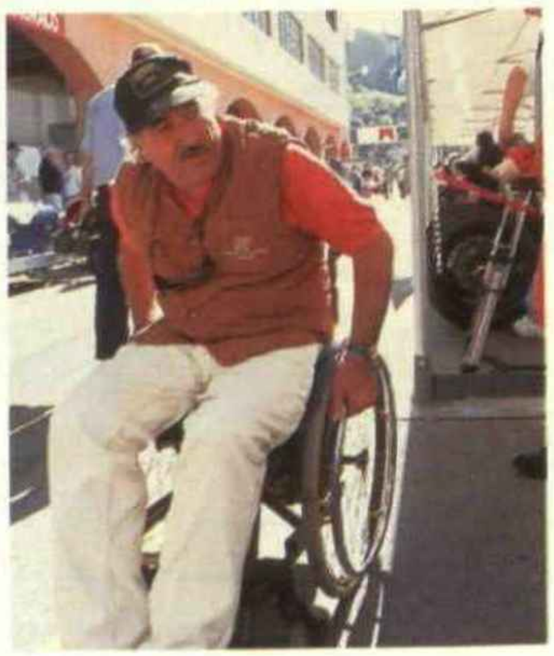

***Dayton (Cooper T67) leaves his braking late in a dice with Ronchi (Brabham BT6) and Jocher (BT6, number 27). Formula Juniors were well behaved***

Harper, after Richard Attwood (also Cooper-mounted) had proved he has lost none of his old Monaco flair. Corner, Beasley, Owen-Jones and Ludovic Lindsay gave the cosmopolitan crowd real entertainment, rushing out of Casino Square in magnificent power slides, while the Scarab got away from Orosco at Ste Devote.

In the pre-1960 sportscar race, Owen-Jones emerged a deserving and emotional winner. He controlled the race throughout in the Birdcage Maserati, holding off Sytner in the yellow ex-Ecurie Nationale Belge D-type, watched by owner John Coombs. That race also saw Stretton spend several laps wondering whether it was socially acceptable to pass Moss's Birdcage for third, but when he did the crowd seemed to forgive him, and cheered both he and Moss home anyway.

The penultimate race was the pre-1952 GP clash, with the evocative sight and sound of Green's Alfa hounding Stretton and Hannen home. Matt Grist heroically wrestled the brutish 8C Alfa to fifth while, alas, poor Merrick smacked the barriers at Ste Devote in the lovely 166 Ferrari. In the pre-1968 GP event, Spaniard Joaquin Folch's Gold Leaf Lotus 49 was untroubled by a mixed field of mostly much earlier cars, led by the ex-Hulme 1967 Brabham-Repco of Abraham Kogan. Another really rare car in this event, Franco Meiners' 1967 ex-Scarfiotti Ferrari 312, could sadly manage only one lap.

Was the Grand Prix Historique a success? Was there enough of both 'motion and tranquillity' to satisfy the most ardent enthusiast? Did the owners and drivers think it was worthwhile? Were the women prettier and better dressed than at any other race meeting? Will it ever happen again? Yes; yes; yes; yes, and 'on verra', as they shrug 'maybe' in Monaco. M



***Regazzoni: one of so many stars***

**RESULTS**

**Formula Junior**
**1** Duncan Dayton (USA), Cooper in 21m11.41s, average speed 59.25mph
**2** Tony Thomson (GB), Lotus **3** Stephen Jocher (D), Brabham
**4** Douglas Hockett (USA), Cooper **Fastest lap** Thomson

**Ferraris, Sports and GT drum brakes only**
**1** Frank Sytner (GB), 250 TR in 22m21.69s, average speed 56.15mph
**2** Peter Hannen (GB), 750 Monza **3** Jose Albuquerque (P), 750 Monza
**4** Emanuele Pirro (I), 375 MM **Fastest lap** Hannen

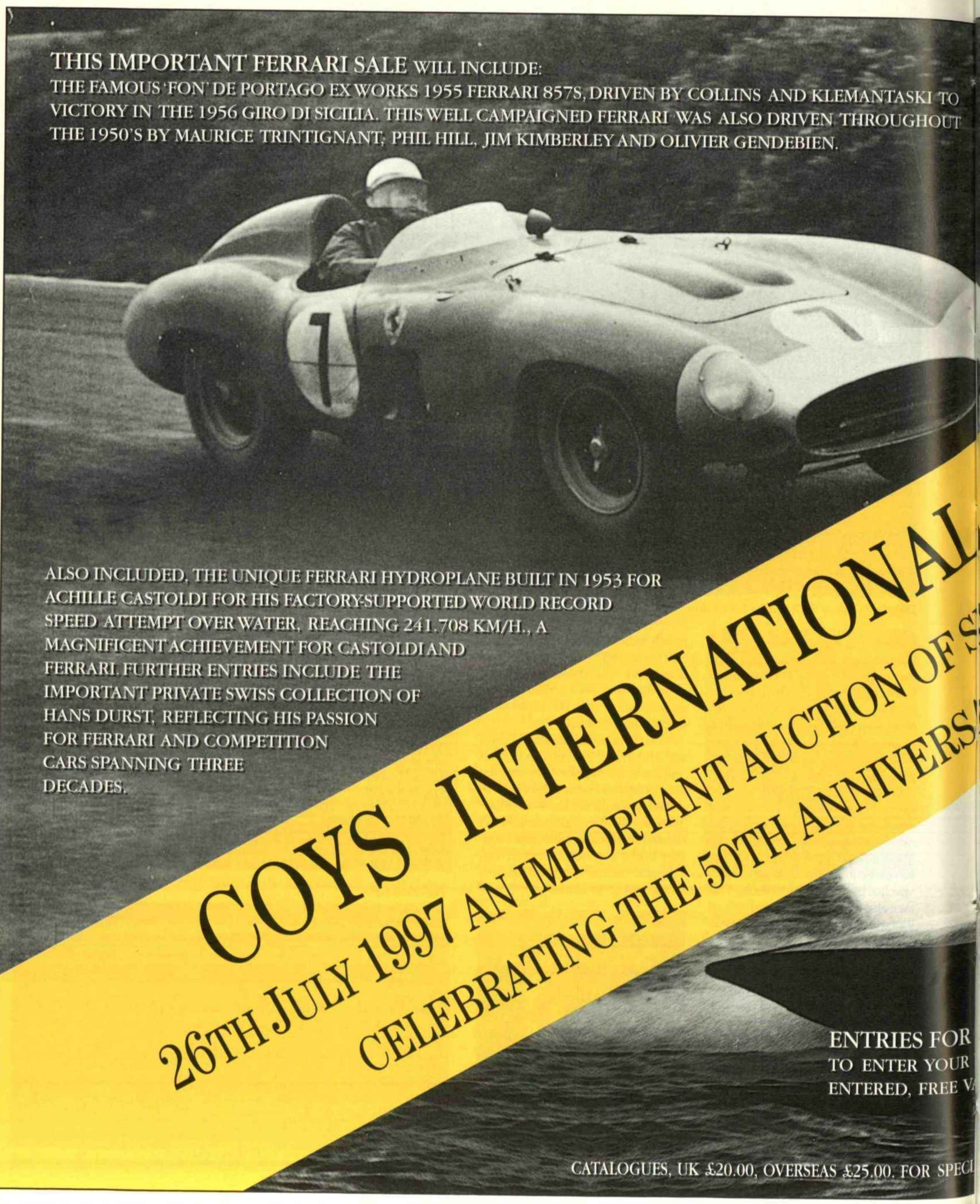
**Pre-1934 two-seaters**
**1** Jean Louis Diret (F), Bugatti 35B in 24m23.99s, average speed 51.45mph
**2** Fritz Grashei (D), Alfa Romeo 8C **3** Klaus Werner (D), Alfa 8C
**4** Richard Wills (GB), Bugatti 35 **Fastest lap** Werner

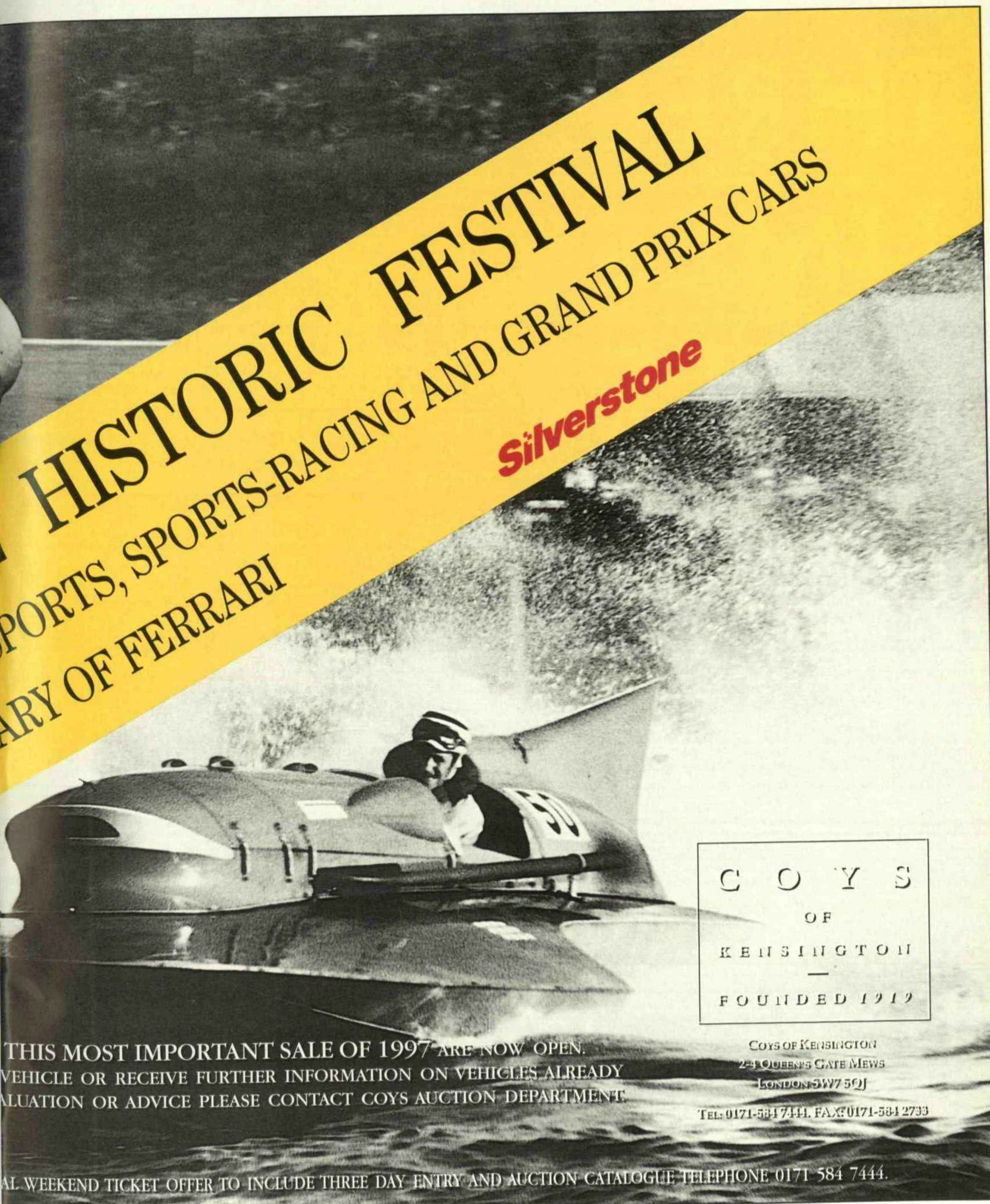
**Pre-1960 GP**
**1** Rod Jolley (GB), Cooper T51 in 20m06.56s, average speed 62.44mph
**2** John Harper (GB), Cooper T51 **3** Nigel Corner (GB), Maserati 250F
**4** John Beasley (GB), Cooper T45 **Fastest lap** Richard Attwood

**Pre-1960 Sports Cars**
**1** Lindsay Owen-Jones (GB), Maserati T64 in 20m45.31s, average speed 60.49mph
**2** Frank Sytner (GB), Jaguar D-type **3** Martin Stretton (GB), Maserati 300S
**4** Stirling Moss (GB), Maserati T61 **Fastest lap** Owen-Jones

**Pre-1952 GP**
**1** Martin Stretton (GB), Maserati 4CM in 21m11.12s, average speed 59.26mph
**2** Peter Hannen (GB), Maserati 6CM **3** Willie Green (GB), Alfa Romeo 159
**4** John Ure (GB), ERA. **Fastest lap** Stretton

**Pre-1968 GP**
**1** Joaquin Folch (E), Lotus 49 in 19m34.72s, average speed 64.13mph
**2** Abraham Kogan (BR), Brabham Repco **3** Allan Miles (GB), Cooper T53
**4** Robs Lamplough (GB), Lotus 33 **Fastest lap** Folch

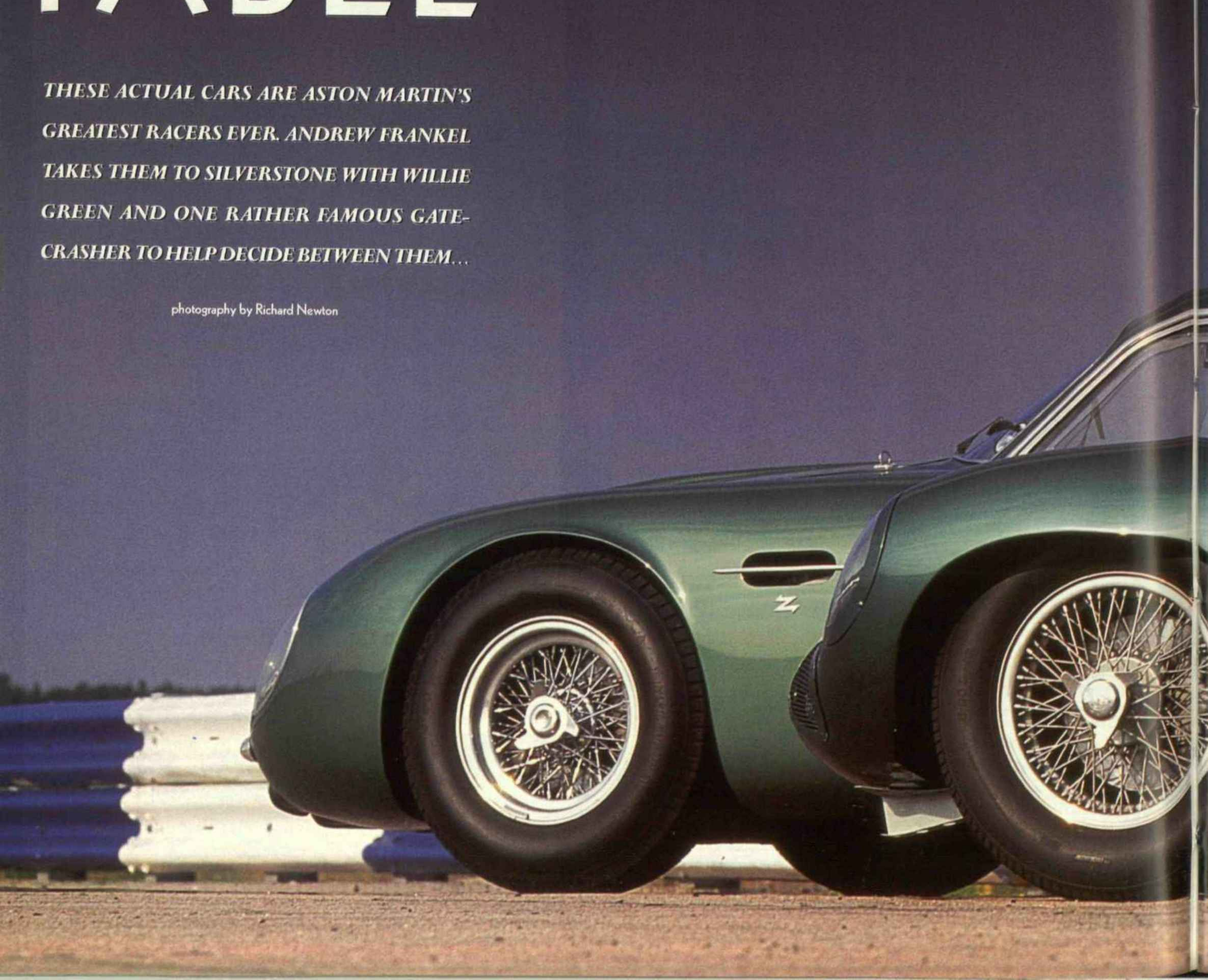

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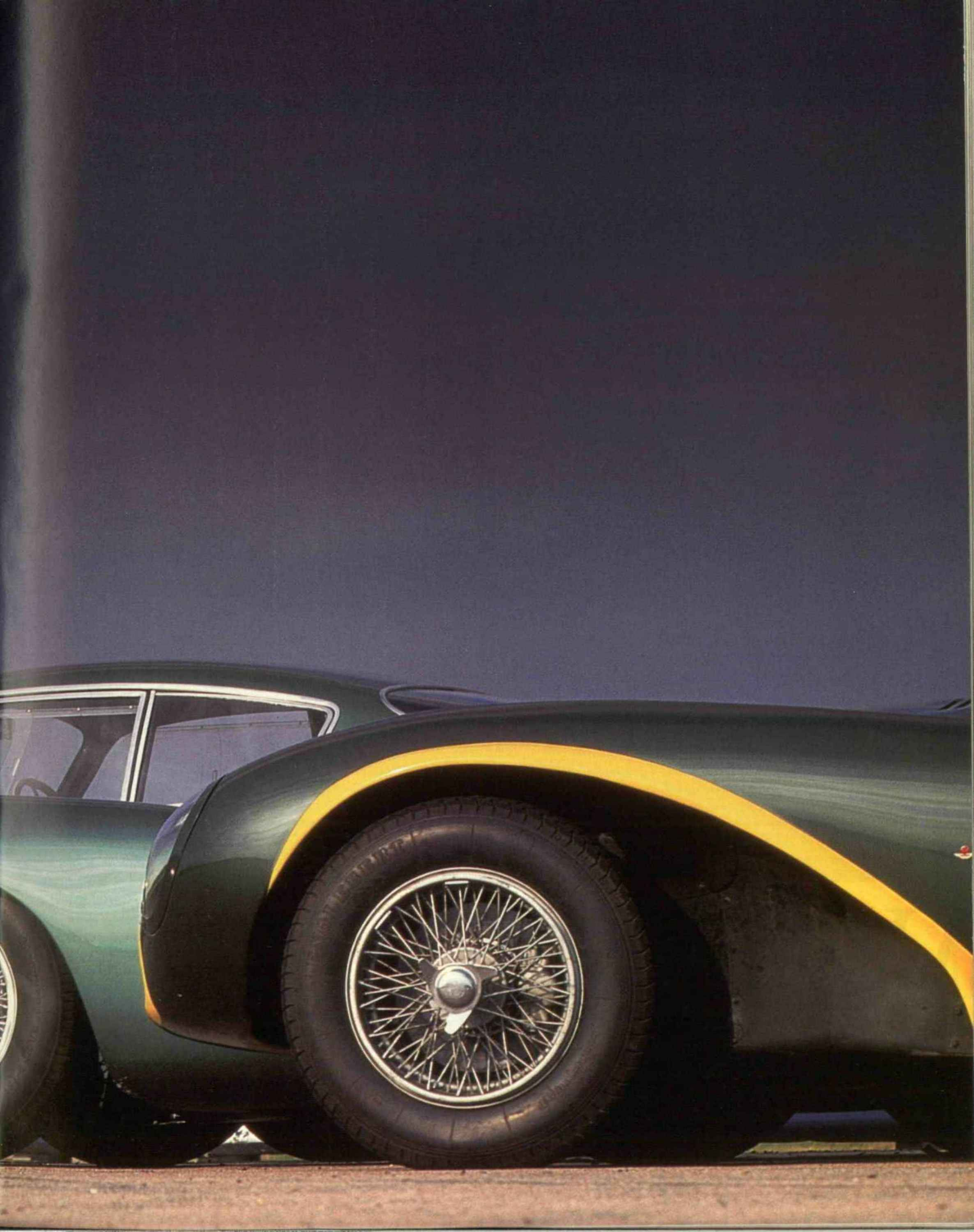

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# THREE TIMES FABLE

***THESE ACTUAL CARS ARE ASTON MARTIN'S GREATEST RACERS EVER. ANDREW FRANKEL TAKES THEM TO SILVERSTONE WITH WILLIE GREEN AND ONE RATHER FAMOUS GATE-CRASHER TO HELP DECIDE BETWEEN THEM...***

photography by Richard Newton








We coasted up the pit lane, the Aston Martin DBR1 and I, engine now silent. Helmet in the passenger seat, I listened to the utter silence in my ears that followed 10 laps of unsilenced mayhem as surely as night follows day. This very car won six of the DBR1's eight world championship victories including, of course, the 1959 Le Mans 24-hours.

I parked it next to the DB3S, registration 62 EMU. It saw the Le Mans podium too, the year before the DBR1, with a fine and fighting second place despite its then five-year-old design. The visual comparison between Aston Martin's two finest sports-racing cars is utterly compelling. Yet now, no-one crowds around either of them. Everyone is standing beside the DB4GT Zagato: Jim Clark's immortal 2 VEV.

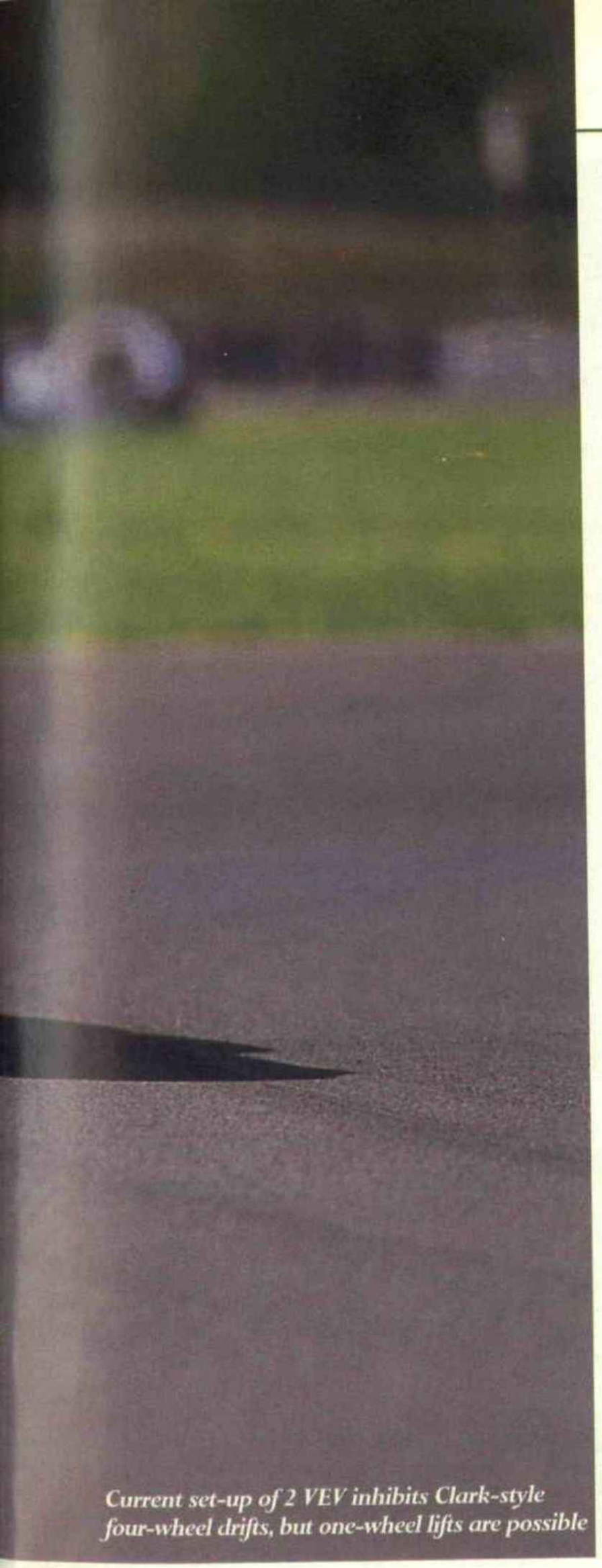
"Can I have a go?" came a voice from the throng. On occasions such as this, it is not uncommon for an on-looker to ask if a photograph can be taken with them sitting in the car but the request not simply to climb aboard but to drive away too, around Silverstone, called for more nerve than I'd imagined one man could possess. This I continued to think, right up to the moment I identified the voice and then recognised the face from which it was coming.

It was Damon Hill.

I struggled to decide whether this request said more about Hill or about these, the three greatest Astons of all. His father had not driven any of them and Damon was at Silverstone to test his rapidly improving Arrows-Yamaha. Yet he had taken time out of his presumably not slack schedule to seek us out on the Stowe circuit and ask if it was all right for him to do a few laps in the Astons.

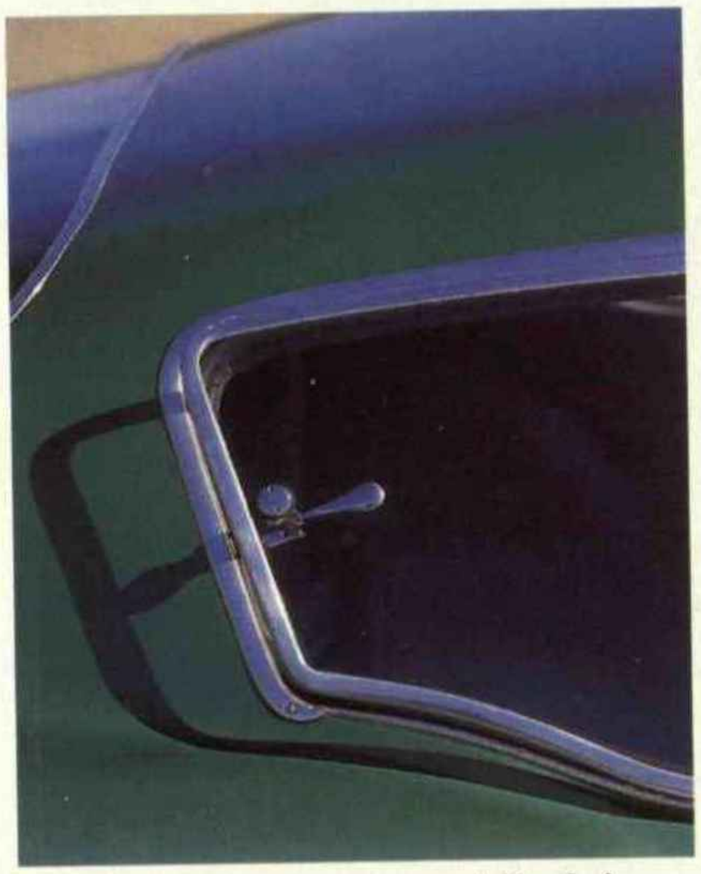
We concluded that it probably was. He drove the Zagato as you'd expect, swiftly but without drama, returning to the pits genuinely surprised at the speed of this 1961 GT car. Then he slotted himself into the DBR1.

Later, in the now sadly characterless Green Man pub, we wondered how long it had been since a current Formula One World Champion could have been seen sliding a powerful sports-racer, or



*Current set-up of 2 VEV inhibits Clark-style four-wheel drifts, but one-wheel lifts are possible*

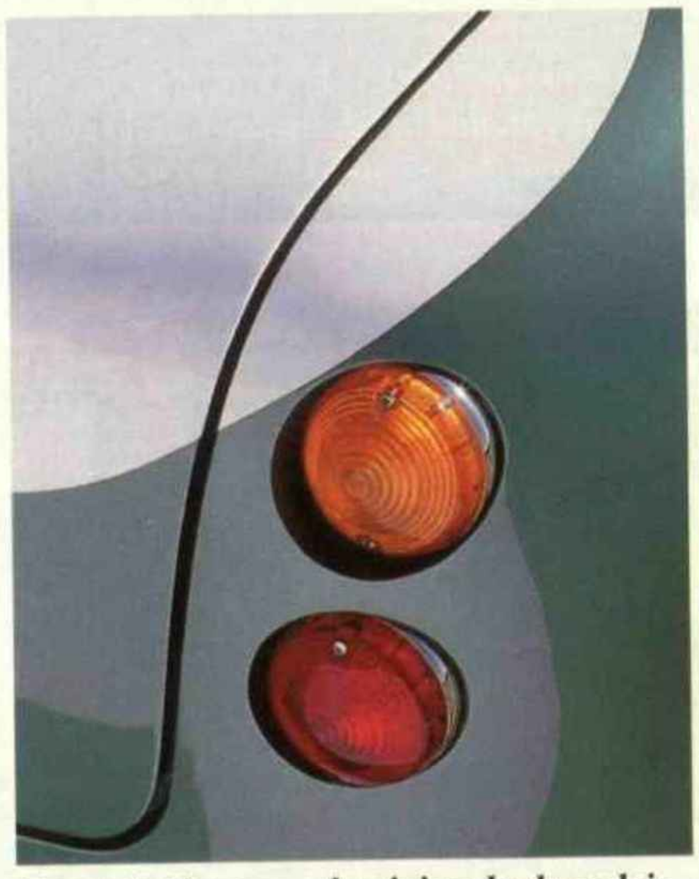
## ASTON MARTIN DB4 GT ZAGATO



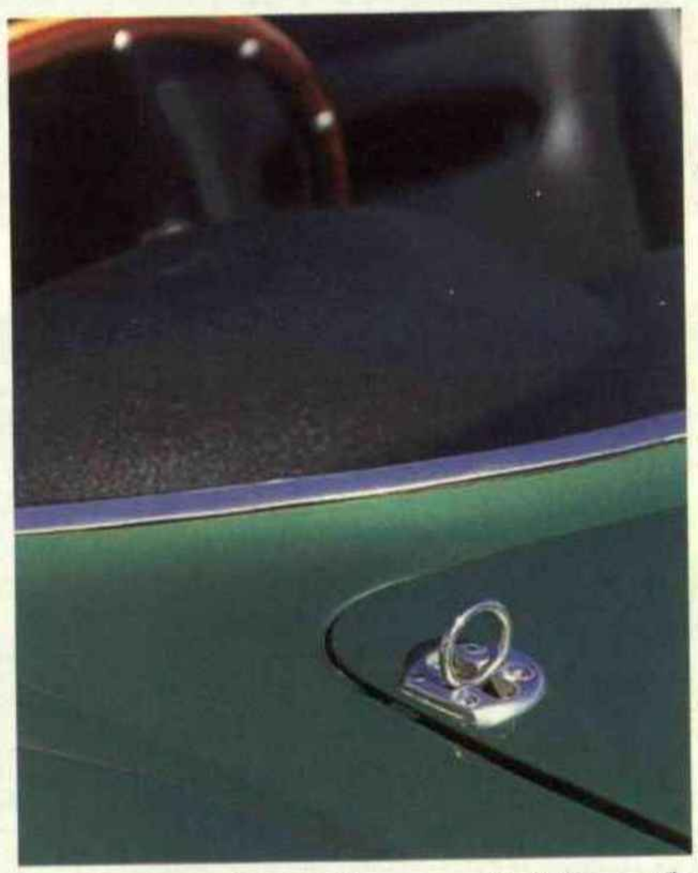
*A taut, muscular stance, especially obvious on the rear flanks, is blended with elegance*



*Race car or GT? The superbly presented and trimmed cabin shows the racer's roots*



*Zagato's 18-gauge aluminium bodywork is so thin that it dents as soon as you touch it*



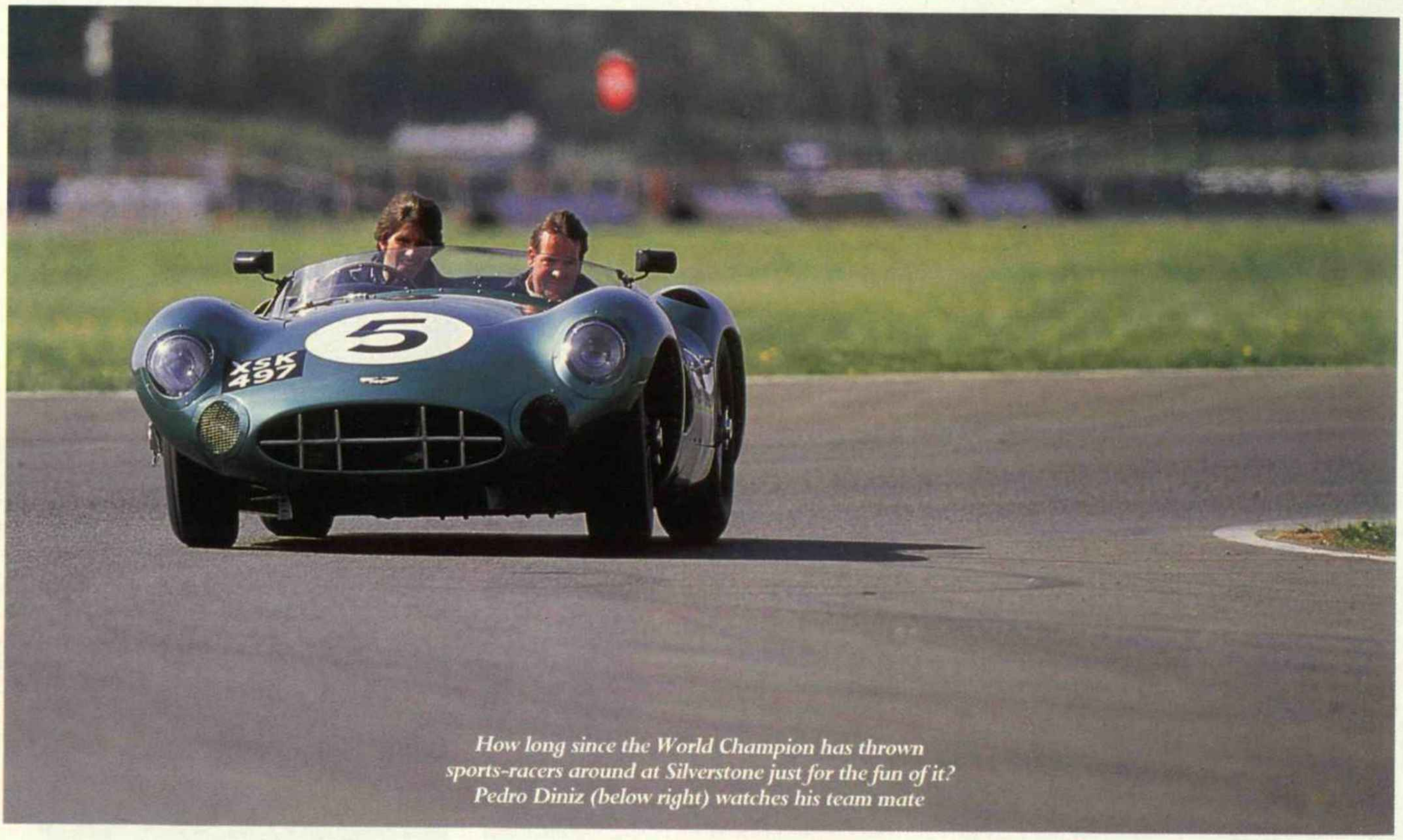
*Racing essentials are incorporated discreetly so the car's innate purity remains in tact*



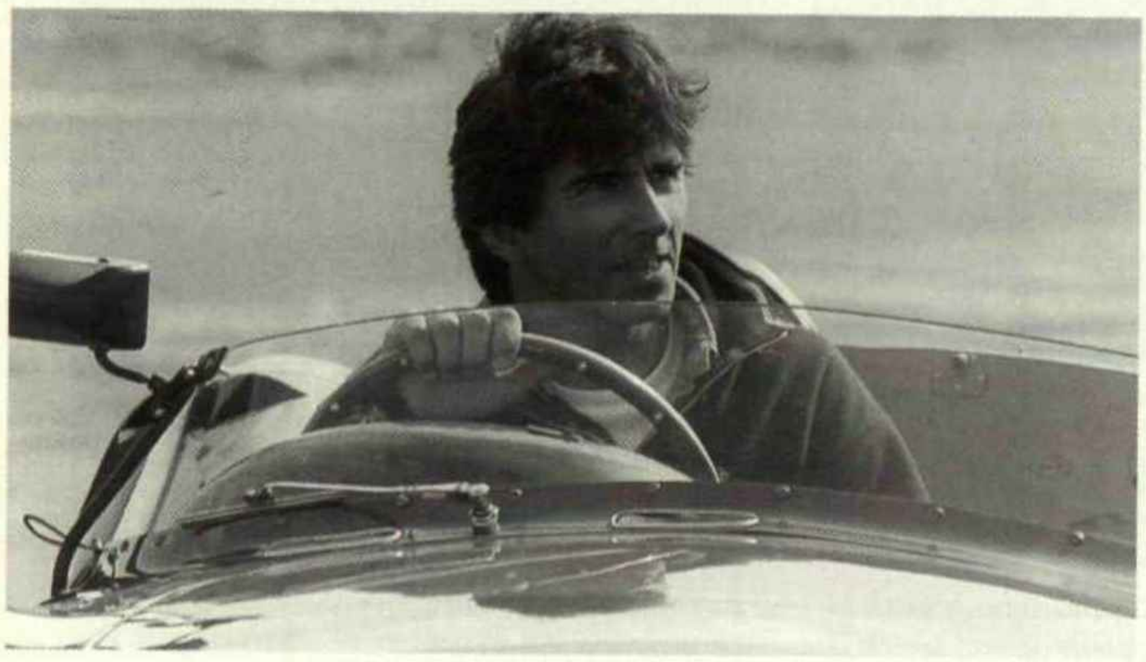
*Of all the DB4GT Zagato's charms, this is the greatest. Seamless torque issues forth addictively from the 3.7-litre twin-cam straight six, and the shove between 2000rpm and 6000rpm is relentless. As Damon Hill put it: "It's bloody quick, isn't it?"*

anything save their own race car for that matter, around Silverstone, just for the hell of it. We concluded that it must have been years. All I can tell you is the sight was more wonderful than any words resident in my head can describe. Damon seemed pleased too, returning the DBR1, eyebrows raised and observing with a breathless grin: "It's bloody quick, isn't it?" Coming from someone merely minutes removed from a Formula One car, this was indeed rare praise.

But then such cars deserve it. Individual slices of Britain's motor racing heritage rarely come thicker than these, and as all three were hurled around Silverstone and spat sideways out of the corners, straight-six motors howling up to their ➳




*How long since the World Champion has thrown sports-racers around at Silverstone just for the fun of it? Pedro Diniz (below right) watches his team mate*






Roger Stowers

redlines, each of us was aware that this was indeed a special moment.

Much of the reason for this was the man doing most of the driving. Willie Green has been Britain's pre-eminent classic car racer for a generation and, while officially retired, has been coaxed into driving the fearsome Alfa Romeo 158 Alfetta at Monaco (see page 26). Willie is not simply an extraordinary driver able to blend almost artistic delicacy behind the wheel with total commitment, he also knows what he likes. Which, in the case of cars, is a large amount of power running through skinny rear tyres.

The Zagato was always going to be first out on to the track. Photographs of Jim Clark slithering around Goodwood in this car have lived in my head for as long as I have had memory and, now that it was mine for a while, I lacked the power to delay our meeting any longer. Besides, with its beautifully presented and trimmed cabin, map holders and ashtray, it seemed an entirely easier way to introduce myself to racing Astons than to attempt either of the starkly brutal open racers.

I wonder whether you will be pleased or disappointed to know that 2 VEV is a remarkably easy car to drive. Anyone with a brain and a driving licence could climb aboard, twist the key, select a gear and rumble off into the sunset. I was surprised. The clutch is heavy and a little sharp, but so laden with torque is its gorgeous 3.7-litre, twin-cam, 12-plug engine that getting going is never a problem.

The driving experience is dominated by that engine. Despite tin-foil-thin 18-gauge aluminium bodywork that dents as you touch it, the Zagato never feels like a particularly lithe, light car, yet with that motor pouring on the power in one solid shove from 2000 to 6000rpm, it still feels mighty quick. So broad is this band that, in fact, its four widely spaced gear ratios cope admirably, the lever swapping between them with that particular breed of well-oiled precision that is uniquely and unmistakeably Aston Martin.

It is, however, not the car I'd imagined. What I thought would prove a pure racer with only a visual doffing of the cap to the niceties of road cars

## RACE HISTORIES

**Aston Martin DB3S/6, Registration 62 EMU**

| | | | |
|---|---|---|---|
| **1954** | | | |
| Silverstone ... | Salvadori ... ... ... | | 7th |
| Le Mans ... | Collins/Bira ... ... | | crashed |
| *(Saloon version destroyed. Identity transferred to new, open car for 1955)* | | | |
| **1955** | | | |
| Silverstone ... | Parnell ... ... ... | | 1st |
| Le Mans ... | Collins/Frère ... ... | | 2nd *(1st in 3-litre class)* |
| Aintree ... ... | Collins ... ... ... | | 1st |
| Goodwood 9 hrs | Collins/Brooks ... ... | | 3rd |
| TT Dundrod ... | Parnell/Salvadori ... | | retired |
| **1956** | | | |
| Sebring ... ... | Moss/Collins ... ... | | retired |
| Silverstone ... | Collins ... ... ... | | crashed |
| Rouen ... ... | Moss ... ... ... | | 2nd |
| Oulton Park ... | Salvadori ... ... ... | | 4th |
| *(Car destroyed in testing accident. Identity transferred to new car)* | | | |
| **1958** | | | |
| Le Mans ... | Whitehead/Whitehead | | 2nd |

**Aston Martin DBR1/2, Registration XSK 497**

| | | | |
|---|---|---|---|
| **1957** | | | |
| Spa ... ... | Brooks ... ... ... | | 1st |
| Nürburgring ... | Brooks/Cunningham-Reid | | 1st |
| Spa (GP race)... | Brooks ... ... ... | | 1st |
| Silverstone ... | Brooks ... ... ... | | 4th |
| **1958** | | | |
| Sebring ... ... | Moss/Brooks ... ... | | retired |
| Nürburgring ... | Brooks/Lewis-Evans ... | | crashed |
| Le Mans ... | Brooks/Trintignant ... | | retired |
| Goodwood TT | Moss/Brooks ... ... | | 1st |
| **1959** | | | |
| Silverstone ... | Moss ... ... ... | | 2nd |
| Le Mans ... | Salvadori/Shelby ... | | 1st |
| Goodwood TT | Shelby/Fairman/Moss | | 1st |

**Aston Martin DB4 GT 0183/R, Registration 2 VEV**

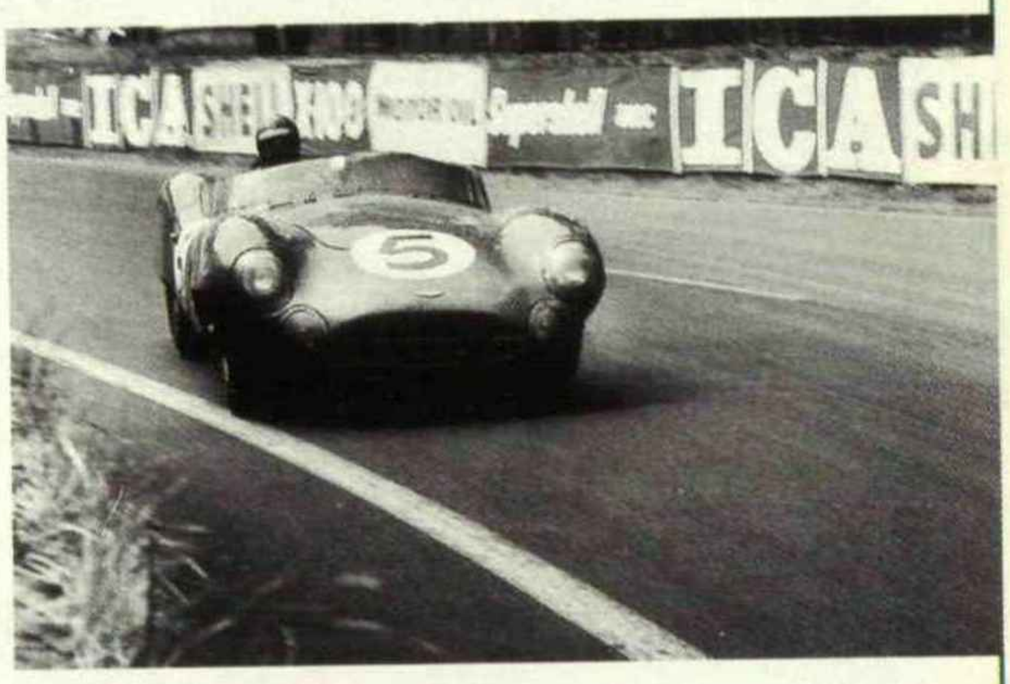
| | | | |
|---|---|---|---|
| **1961** | | | |
| Le Mans ... | Davidson/Stillwell ... | | retired |
| Aintree ... ... | Davidson ... ... ... | | 1st |
| Goodwood TT | Clark ... ... ... | | 4th |
| Montlhéry ... | Maggs/Whitmore ... | | 9th |
| **1962** | | | |
| Spa ... ... | Bianchi ... ... ... | | crashed |
| *(Car destroyed. Identity transferred to new car)* | | | |
| **1963** | | | |
| Goodwood ... | Clark ... ... ... | | crashed |
| Montlhéry ... | Clark/Whitmore ... | | retired |






*Bira and Collins (above) crashed in the closed version of 62 EMU at Le Mans in 1954. Four years later, Peter and Graham Whitehead took 62 EMU, now an open DB3S, to a fighting second place at Le Mans (left)*

*The finest moment for DBR1 registration XSK 497 was its win at Le Mans in 1959 (right) in the hands of Roy Salvadori and Carroll Shelby. The DBR1 claimed eight world championship victories for Aston Martin: six of them were won by XSK 497. Even by the standards of today's supercars, the DBR1 remains a wonderfully fast car in a straight line*







*Jim Clark could make 2 VEV dance. This four-wheel drift through Madgwick, on his way to fourth place in the 1961 Goodwood TT, is probably the best-known image of the great man working at one with the car. A year later, this car was destroyed and a new one took on 2 VEV's identity*



*Willie Green: Britain's pre-eminent classic racer*

turns out to be a truly sophisticated GT car that would prove as at home barrelling down to the South of France on a sunny day as negotiating the tight turns of the Stowe circuit.

Willie concurs: "The Zagato really is a bit of a compromise as a racing car, being, as it was, a road car which was converted for use on the track. The factory, in fact, was very successful but there were problems. The chassis was never as good as that of a Ferrari 250GTO. The engines were probably a bit more powerful and they certainly had more torque.

"Even so, it's helped by its Dunlop racing tyres for track work. This car's been set up with a considerable amount of suspension offset that it would not have had when new and it has rather more grip at the back, making it push into understeer. I'd like to try it with the same size tyres on at each end, too. I remember those shots of it when it was racing in perfect four-wheel drifts. You couldn't do that in this car as it is."

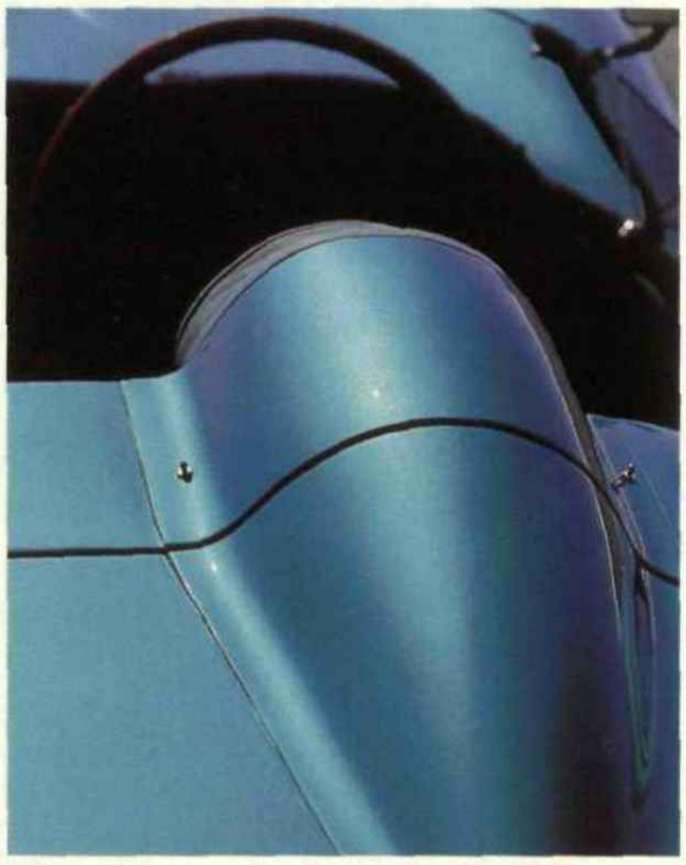
And so it is. Hurtle up to a corner in the Zagato, note its fine brakes and, as you turn the wheel, you can feel the nose fighting shy of the apex. It can be driven around easily enough with a quick lift followed by a bootful of throttle, a technique which will bring the nose straight back into line, lift a front wheel and kick the tail out. Yet rather than being a natural state, it is one which is to be striven for.

It seems scarcely credible that the Zagato and ➤

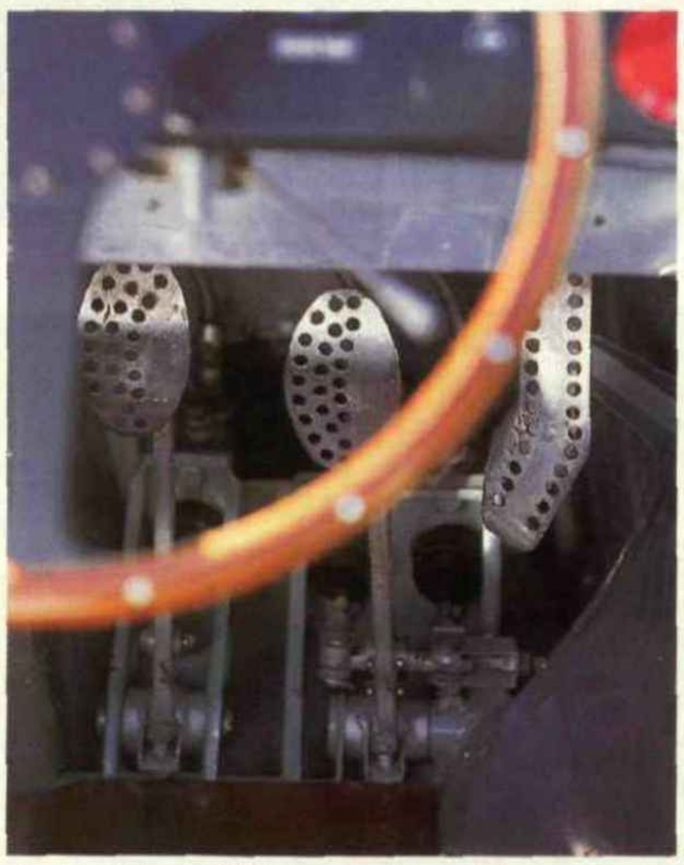
## ASTON MARTIN DBR1



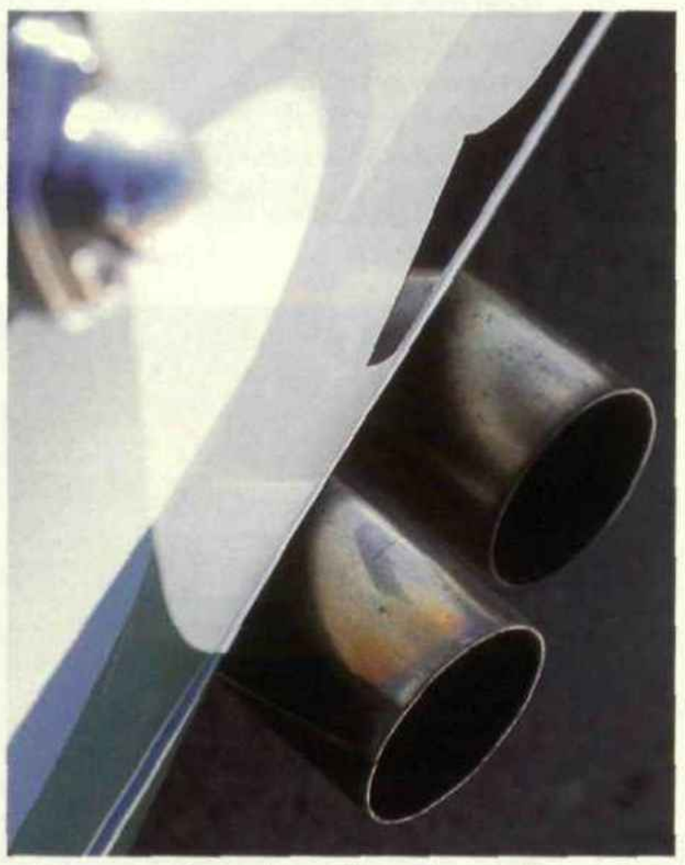
*A wonderful place to be, especially when the large, central rev-counter is reading 6700rpm*



*There is a functional beauty about the DBR1's styling; purposeful yet attractive*



*Push either middle or right pedal and the effect is pronounced. Well positioned, too*



*The sound from the exhaust pipes is stirring and evokes of those fine victories in the '50s*



*Marvellous 3-litre straight-six motor has been constantly developed and now produces about 300bhp. Inspiration came from DB3S unit but internals are radically changed at both ends. Like all pukka racing Aston Martins of this era, it carries the marque's trademark 12-plug cylinder head*

DB3S competed at Le Mans 24-hour races separated by a mere three years. The explanation is that while the sportscar was right at the end of its natural life, the GT was just setting out. Conceptually, there is the thick end of a decade between them. As a car to pore over, 62 EMU is the most fascinating of the lot. Though the DBR1 is authentic, it is also an actively campaigned racer, immaculately prepared and maintained in perfect condition; the Zagato has retired from racing now and sparkles, fresh from a total rebuild after an appalling road accident in 1993.

The DB3S is not like this. You will see the 62 EMU registration plate on one of the two DB3S coupés that crashed at Le Mans in 1954 and also the open 3S that came second the following year. However, it now seems that not only were these two entirely different cars but also neither is the car you see before you now, the sportscar having been destroyed in a testing accident at the end of 1956 which killed the promising newcomer Mark Lund.

This, however, takes nothing away from the 62 EMU you see here: it is unarguably the car that drove to second place at Le Mans in 1958. From its wonderfully worn interior to its factory-standard engine, the DB3S has a special aura of originality about it and you know that, as you slip behind the wheel and adjust yourself around the tight driving position, the tactile sensations you are now receiving are no different from those experienced by the Whitehead brothers during their epic drive.

How tiny it feels! Latterly we have associated the marque with such large cars but the DB3S feels smaller than a Healey. You feel exposed, vulnerable and wonder what racing for nearly 24 hours in the rain, as this car did at Le Mans, must have felt like. It is beyond imagination. Today, however, the sun shines. Flick on the ignition, press the starter, pull out the twin coil switches and prod the accelerator. With a bang, the 3-litre straight six goes to work. This engine, like that in the DBR1, grew from the twin-cam motor Bentley designed for Lagonda during the war, albeit changed beyond almost all recognition. In current form, the DBR1 is probably kicking out all of 300bhp, the 3S more likely about 230bhp. It is enough.

There is a temptation to underestimate the DB3S, especially if its more successful, quicker and more visually dramatic kid brother is in the same paddock. There is no justification for patronising it so. The DB3S is a jewel, and a startlingly quick one at that. Moreover, for a racer, it is a delightfully easy car to drive: the 'box has synchromesh to complement its lever's lovely and precise action while the engine, another Aston study in torque, pours it on from 2500rpm to the 5500rpm we are using as a limit today.

Willie is in his element, driving it ever so slightly sideways. Everywhere. "This is one of my all-time favourites. I remember John Dalton had one in Derbyshire. I was 13 and he was a hero. It's beautiful, comfortable and very light to drive. The gear-lever is well placed and the change is wonderful, with very close ratios. And that engine! It's very ➤

'Older cars
with 300bhp will
always oversteer.
Thank God'




*DB3S turns in neatly and stays neutral, though the attitude is a delight to adjust on the throttle*

responsive, with an extremely light flywheel making it rev very rapidly when blipped. It's a potential problem if you miss a change and I wonder if that's the reason they broke rather than any inherent weakness in the design. The handling is very stable, with a lot of castor helping stability on the straights."

Unlike the Zagato, it turns in to corners beautifully, rolling a little but staying neutral until instructed otherwise by the throttle. It feels a little soft but will drift and slide in total security until the tank runs dry. And it sounds wonderful. With the sole exception of the brakes, which need bleeding, it's a car to spoil your senses rotten.

But if it seems hard to picture the three short years that separate DB3S from the Zagato, it is harder still to accept that, in 1957 and 1958, it was in the same races as the DBR1. This is a car to be approached with considerable respect and not a little trepidation. It sounds savage and, as Damon and Willie hurtle around the track, it is visually quicker than either stablemate.

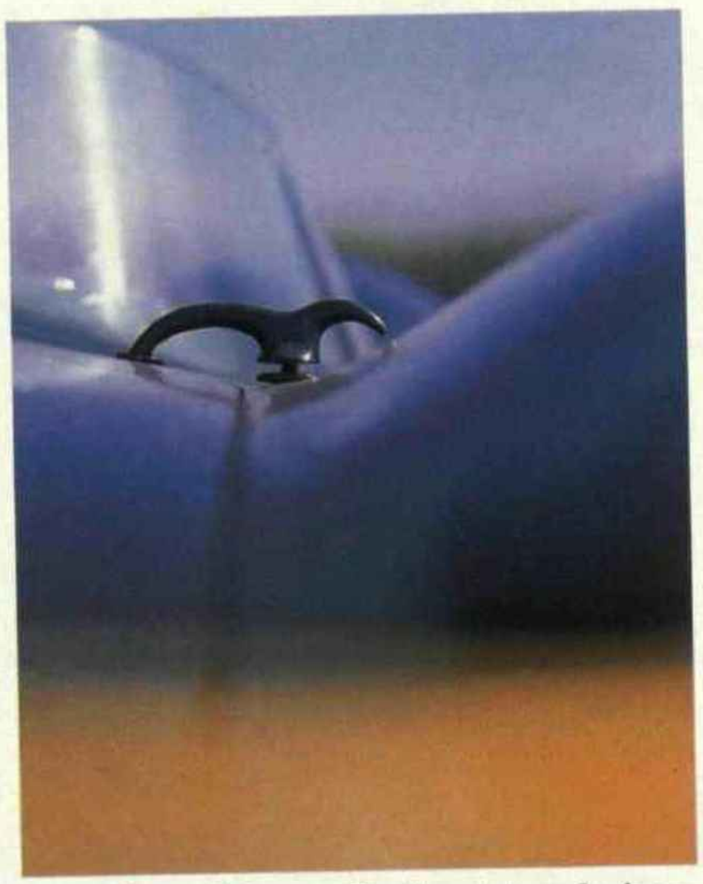
Willie returns, grinning: "It's an out and out racing car. The transaxle gearbox was always a pig but this one now works really well. The overall concept is in a different league to the others and makes it a properly balanced car. The brakes are excellent and, above all, the car is responsive: you can flick it into a corner and then back the other way and you can float it through long, fast corners in a perfect, throttle-controlled drift. People talk about oversteer. Old cars with 300bhp will always oversteer. Thank God."

Its performance today remains breathtaking. It takes me rather longer to find my way around the uncompromising five-speed dog 'box, but soon the huge central rev-counter is flicking up to 6700rpm in gear after gear. You may wonder if, say, a Ferrari F355 might keep up with it in a straight line. It would, in fact, stand no chance whatsoever.

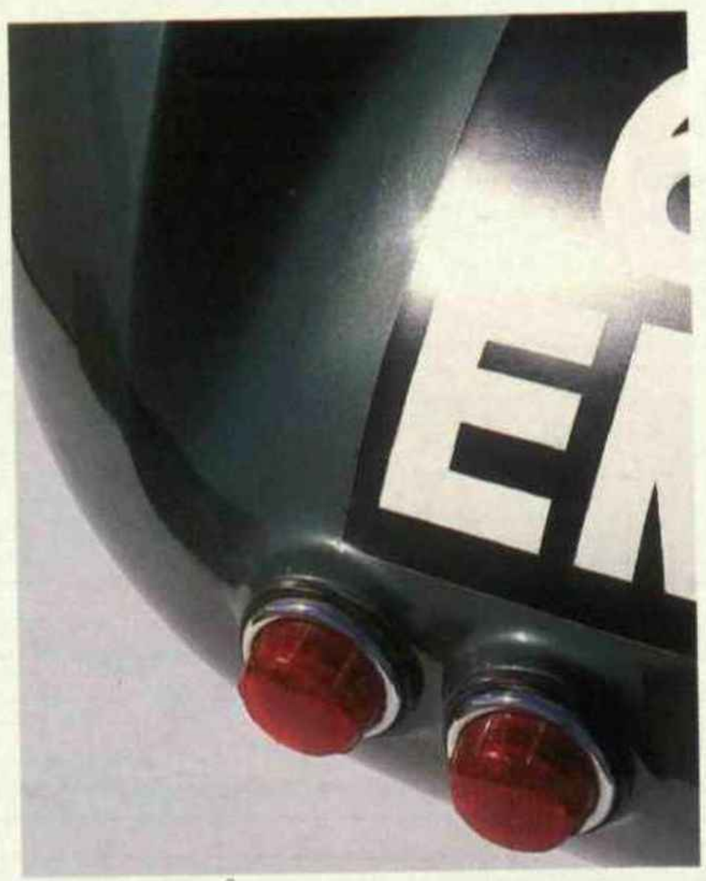
For me, though, its performance brings its limitations, particularly here. It is a car that slides at will and, it would seem, in total security but I would be lying if I said I do not feel at least slightly cowed by



*The DB3S cockpit leaves the driver feeling exposed in what is a small car*



*The lines of the curving bonnet and wings are interrupted only by the bonnet catch*



*Diminutive rear lights sit below that famous number plate*



*Today, the wire wheels are shod with modern Englebert tyres*

hurling around such a valuable and important chapter in this country's motor racing history. It is my first drive in a Le Mans winner and the experience is, frankly, humbling. It is not a car, like the DB3S, that you can simply climb aboard and steer sideways on the first lap. It is a car that's fond of self-determination and it takes time to log on to its ways; more time, to be honest, than we have. Which means that even though I can at least drive it with confidence and without fear, by the time we have to stop, I know I am still in the steep part of the learning curve.

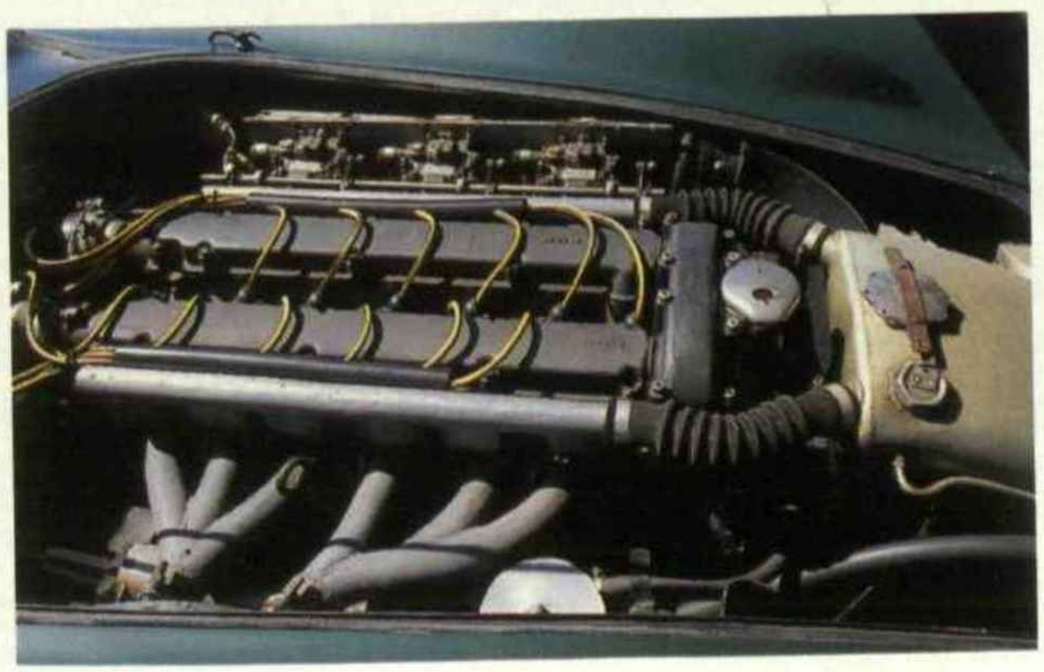
You drive home slowly after a day like this, modern road car doing what it does best: transporting. Willie's words, as we had plunged into a pint after it was all over, rang loud in my head. "The Zagato is the one I'd drive on the road, the DBR1 is the quickest and the one I'd choose to race, while the DB3S is the one to which I have the greatest emotional tie and I remember from my childhood with most fondness."

I think I'd go along with that. Of the three, only the DBR1 had come close to what I'd expected. The civility of the Zagato took me entirely by surprise; it charmed without frightening, proved swift but, ultimately, would be more at home blasting across continents than around a tight racetrack such as this.

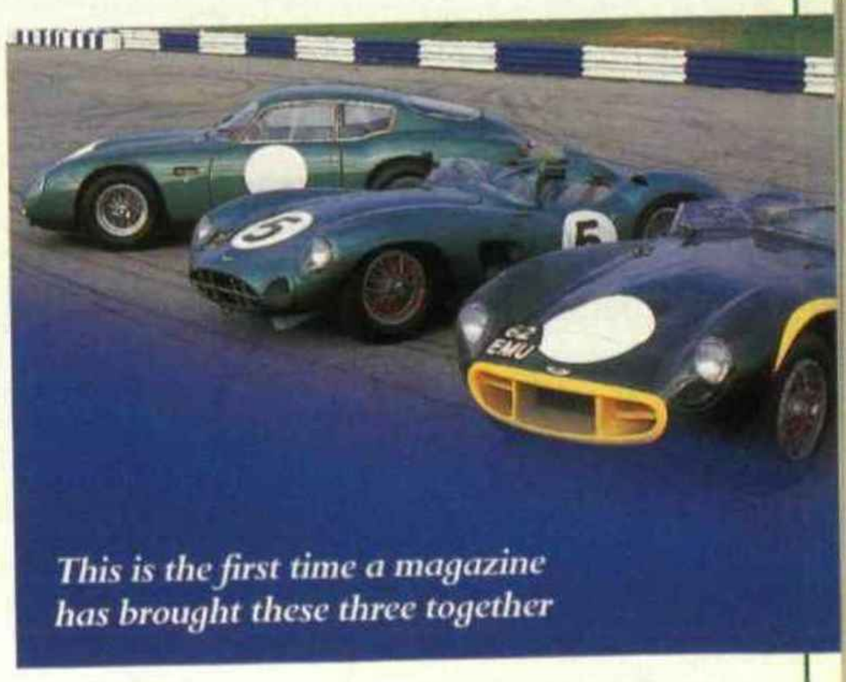
Like the Zagato, the DBR1 had been driven to the circuit by a man braver than I. It was all I had hoped; brutish yet elegant, manically quick yet eminently controllable, a thoroughbred racing car from one of the greatest stables of all.

And yet, sitting here, days later, it is the little DB3S to which my mind continues to return. It was a car which not only reeked most of its personal history but also one which suited rather better my driving abilities, sadly modest by the standards of Messrs Green and Hill. On the way to Silverstone that day, I had worried about the DB3S and how I might write about it. I feared its charms would be rendered invisible by the speed and glamour of other two. How wrong I was. As I headed back down the M40 to London I knew already that, if life were different and the lottery worth playing, the DB3S would be the one I would have.

*Thanks to the owners of the Aston Martins and to Silverstone Circuits Ltd, Northants (01327 857271) for the use of the track.*



***DB3S engine was derived from Lagonda unit designed by WO Bentley during the war. Crankshaft ran in just four main bearings and engine was easy to break if abused. Treated well, it was reliable as its three second places at Le Mans prove beyond doubt. Standard unit boasts about 230bhp***



*This is the first time a magazine has brought these three together*

# Obsession

from Laboratoires Volkswagen

Passat. For a man and a woman. And the kids, if they've got any. The look of it. The feel of it. The fully galvanised body with eleven year warranty* of it. Volkswagen's designers gave the Passat seven years of undivided attention. So, when BBC Top Gear Magazine said it was 'probably the finest family car in the world', they were deeply offended. 'Probably' indeed. You can get more information about Volkswagen's object of desire by phoning 0800 333 666. Or by spending from £14,500.†

The new Passat

*Details on request at any dealer. †On the road price. Model shown is a 1.6 SE with optional alloy wheels (£975) and metallic paint (£230).

*The Motor Racing of*

# Capt. G.E.T. Eyston, O.B.E., M.C.

***HE IS REMEMBERED AS THE MAN WHO PUSHED BACK THE BOUNDARIES OF SPEED, BUT BEHIND THE RECORD-BREAKER WAS A RACER OF GREAT DISTINCTION. BILL BODDY RECALLS A VERSATILE AND RESPECTED DRIVER***

BACK IN 1974 I HAD THE PLEASURE OF INTERVIEWING Capt GET Eyston for MOTOR SPORT. He was the best known and most successful of all the record-breakers, to the extent of three times taking the World Land Speed Record, to 375.3mph in 1938, with his 73-litre, 4500hp, three-axle, eight-wheeled 'Thunderbolt', at Utah. I respected George Eyston not only as a courageous and capable establisher of records with cars of all kinds but also as a qualified engineer, company director and a good all-round sportsman. He was also a family man and one of the most gentlemanly of pre-war racing drivers.

So it was something of a privilege when I drove down to Winchester, looking forward to meeting this great and respected personality. The interview lasted all morning, and I stayed for lunch. Eyston presumably liked my approach because, as I was leaving, he said "We have talked of my record-breaking, you must come again and talk about the motor racing I did." Unfortunately he died before I could do this, so this piece is about the racing side of George's life, to show that he was by no means just a 'track-lapper'.

George Edward Thomas Eyston was a rather remarkable man. The Eystons went back hundreds of years, the family seat being at East Hendred in Berkshire, though Eyston was born at the manor house at Bampton, in Oxfordshire. Moving to Weybridge, Eyston saw Brooklands being built, but his first contact with motors was in an early chain-drive Daimler, a White steam car and the Beeston-Humbers. He also owned motorbikes, such as a 1909 Triumph and a Rudge which he raced at Brooklands, under an assumed name as he was only 16. After the war he competed twice in the Spa motorcycle GP on AJS machines. He was educated at Stoneyhurst but spent holidays fishing, hunting and sailing in Ireland and the Outer Hebrides. While serving an engineering apprenticeship in Southampton, he was also a pioneer wireless exponent.

Eyston enlisted in the Public Schools and Universities Battalion as a private, but after receiving a commission was posted to France early in 1915, where he became ADC to General Wellesley. Wounded in May 1917, Eyston was mentioned twice in Dispatches and received the Military Cross. In January 1919 he resumed his studies at Trinity College, Cambridge, gaining distinctions in engineering.

After joining the marine department of J Stone & Co he formed his own firm to produce and market his Powerplus superchargers. He took his pilot's licence in 1917 and in later years used a D H ➤

***Multi-talented, Eyston was one of the most gentlemanly of pre-war drivers***





Hornet Moth for visits to Montlhéry etc. He was also a skilled open-sea yachtsman. He married in 1925 and had two daughters, and at the age of 70 he took his seaplane licence in a DH Moth with floats. He had been elected a Vice-President of the BRDC and became a Director of such companies as Wakefield Castrol, and Thornycroft.

Going in his GN to watch the 1921 French Grand Prix at Le Mans had directed his interests to motor-racing. In order to pursue his new-found hobby, the bespectacled Eyston called at the little Aston-Martin works in West Kensington in 1923 and bought two ex-Kensington Moir cars, the twin-cam GP Aston-Martin and the engineless streamlined track car. GET did remarkably well with these Aston-Martins in his first season at Brooklands, winning three races and taking three thirds, before taking the Grand Prix Aston-Martin to Calais for Boulogne Week, where he finished third in the Grand Prix, behind Segrave's Talbot and Morgan's AM. Using the twin-cam engine in this track car, he came fourth in the 1923 JCC 200 Mile Race, sharing fastest lap with Joyce's AC, at 99.61mph. Not a bad opening!

During 1924 he exchanged cars for racing on the open waters of the boat-race course on the Thames, with the Grand Prix Aston Martin engine in his boat. In 1925 Eyston returned to the Track for the 200 Mile Race but his Aston-Martin had transmission trouble. In 1926 GET was more active on the Track, taking a second place with the side-valve Aston-Martin, then winning at 85.27mph from his brother Basil's o h v Aston-Martin. (Basil Eyston raced there a number of times, but was involved in an accident at Phoenix Park in 1929, resulting in a fatality over which he was exonerated: but this may have put him off further participation).

George had bought a 1.5-litre GP Bugatti, painted in blue and white horizontal stripes, which scored a second place on its first appearance. For the British Grand Prix at Brooklands a roller-bearing s v Anzani engine had been put into the Aston-Martin fitted with one of Eyston's vane-type Powerplus superchargers; it was too slow to achieve anything. Undaunted, GET ran his Bugatti in the 1926 200-Mile Race, only to have it eliminated on the first lap after Hawkes had run into it. However, before that it had been taken over to Boulogne, where it was first in the 1.5-litre race.

By 1927 Eyston had commenced what was to become a life of record-attacks, but at Brooklands he also raced, with the Halford Specials and d'Erlanger's Bugatti, before winning the Gold Vase handicap in his Type 37A Bugatti, from Kaye Don's Sunbeam. That Autumn he won again in his Bugatti, nearly caught by Duller's 4½ Bentley. Then, on scratch, lapping at over 116mph, he won again. In the 1927 200 Mile Race the Bugatti broke an exhaust valve after leading for ten laps, but at a Charity Meeting in November Eyston won the '100 Short' race. He had also been to Boulogne again, finishing behind the Campbell and 'Sabipa' Bugattis, and had won on the sands at La Baule. In the British GP at Brooklands Eyston had shared a works Type 35A Bugatti with Sammy Davis but the supercharger seized up. George, knowing about such things, yelled to Davis to jump hard on the starting-handle, and the car did continue, but was flagged off. He also had a go at the big-time, driving the Halford Special, the only British car in the French Grand Prix at Montlhéry which he knew so well, but it was too slow against the Delage team and was flagged off 12 laps short of the full distance. During 1927 he also had a shot at sand-racing, making FTD at Skegness in a 2.3 Bugatti (ss kilo: 72.2mph) and in his old s v AM, now fully streamlined, won a 50-mile Brooklands race at a creditable 86.17mph.



*In one of the unsuccessful R-type MGs in the 1935 Isle of Man Mannin Beg*



*A spell on the Thames in 1924 saw Eyston using GP Aston-Martin power*

The successes continued in 1928, the T39 Bugatti second to Campbell's Delage in the JCC's Junior Grand Prix at the Track, and in the 200 Mile Race Basil shared it with his more famous brother, the pair netting second place, although no match for the Delage. Then, taking out the straight-eight OM that Autumn, GET won by half-a-mile and beat a re-handicap by winning again. He had also gone in for sportscars, sharing an Aston Martin with its designer Bertelli at Le Mans, which lasted until Bertelli was forced into a ditch and bent the back-axle. It was clear that Eyston was a first-class driver as well as a record-man, which he endorsed when he shared an Alfa Romeo with the ex-Russian Guardsman Boris Ivanowski in the 24-hour sports car race at Spa in 1929, as part of the works team, coming in second behind the great Benoist. He then made another visit to Le Mans, sharing one of the 5.3-litre DV32 Stutzes with Gordon Watney, but this challenge to Bentley supremacy ended at midnight, Eyston lying third, when the fuel tank split and caught fire.

Here we may digress to recall that Eyston had gone to Ireland, which he knew so well, for the first Ulster TT in 1928, as a member of the official Lea-Francis team which enjoyed outright victory by Kaye Don in one of the s/c Hyper 2-seaters. GET provided good back-up by finishing sixth overall and third in class, the only other L-F to finish. He was there again in 1929 with the official team of s/c 1500 Alfa Romeos, coming home fifth, the best of the Alfas after Campari's second place behind the winning Mercedes-Benz. In 1931 he returned, now driving a blown 2.1-litre sports Maserati, with which he was fourth in his class. The following year he drove a works Riley 9, being second to Whitcroft's Riley which won the TT outright. He drove for Riley again in 1932, now in the 1.5-litre Six, but had trouble and was flagged-off. Closely associated with MG by 1934, George had a Magnette in Ulster that year but he retired with engine trouble; however, Dodson won for the MG team of which Eyston was entrant and organiser. He had also been to Dublin in 1930 to finish second for Alfa Romeo in the Saorstat race, where his Bugatti had caught fire in 1929.

By 1930 Eyston had a 2.3 GP Bugatti and at the Easter Brooklands races he won the Gold Vase handicap, from the big Delage I and II, gaining his 120mph badge (122.07mph). Sharing a 1750 Alfa Romeo with Ramponi he finished seventh in the BARC Six-Hour race, was eighth with Ivanowski in the 'Double-12 ', and was leading in the BRDC '500' in the Sunbeam 'Cub' until a spring broke. To end his racing season he shared Stewart's streamlined 1750 Alfa Romeo, lapping quickest in a Mountain race in which he was third and repeating this placing in an Outer-Circuit Lightning Handicap.

This is proof that he was as good on road circuits as on the tracks, confirmed in 1931 when he again became a Grand Prix driver, sharing Sir Henry Birkin's 2.4-litre Maserati in the French classic, at Montlhéry. They were, most commendably, fourth behind the Continental aces after some ten hours in torrid heat – which may explain why Eyston was partially devoid of trousers when he climbed out at a pit-stop. GET was able, in between his many record bids, to appear again at Phoenix Park, where his Maserati ran out of fuel while lying third. This left little time for racing at Weybridge, but he shared

Quadrant




Quadrant

***For the 1933 Ulster TT, Eyston drove a 1½-litre Riley, here passing Macdonald's wine merchants. A nervous Mr Macdonald watches from an upper window***

a 2½-litre sports Maserati with Campari in the 1931 'Double-Twelve', lapping at over 'the ton' until its back axle broke. He was awarded a BRDC Gold Star at the end of the season.

So to 1932, the year of that dramatic BRDC British Empire Trophy race in which Eyston in the 8-litre Panhard duelled for 100 miles with Cobb's 10.5-litre Delage, to lose by a fifth of a second. This race and the protests after it have been described in MOTOR SPORT and in my *Brooklands Giants* book. George told me that the Panhard's steering was set for straight sprint courses; I just wonder if this made Eyston ease off for a moment as he became tired through holding it on the bankings, so letting Cobb by? He tried desperately to re-pass, even to forcing the big car early off the Byfleet banking in the hope of passing the Delage on the inside at the Fork, to no avail. At Whitsun, at the opposite extreme, Eyston demonstrated the MG 'Magic Midget' with which he had set the Class-H mile record to 118.38mph on Pendine sands. At the meeting he raised the 750 c lap-record to 112.93mph. Some demonstration!

In the 1932 BRDC '500' the bad luck that had so often dogged GET when he was leading this tough race returned, the MG 'Midget' with a 7000rpm Powerplus-blown engine breaking a piston when Bert Denley was doing his able stint.

Spending much time in France, Eyston entered for the French GP at Montlhéry (again) and managed a splendid third place in a Monza Alfa Romeo, a lap behind Campari's Maserati and Etancelin's similar Alfa. But undoubtedly his greatest road-race performance was leading home, with Count Lurani as co-driver, the MG Magnette team, as fully described in April's MOTOR SPORT, all three MGs beating the 1100cc Maseratis.

In the 1933 International Trophy race the 'Magic Midget' inconsiderately shed a rear wheel, and in the '500', which he had so often led, it was ahead of Dixon's Riley, going splendidly, when after two hours it stopped, the sparks apparently missing; George walked over to the Aero Club and ordered lunch! He had better luck in the 1934 International Trophy, winning in the MG Magnette 'Humbug', with the road-racing body, in spite of stalling the engine when baulked at a corner, GET jumping out for a motorcycle-like push-and-jump-in restart. After he had been flagged the victor, he was asked why, and remarked "Well, I have been racing for about 100 years; it's time I won something" But bad luck struck again in that year's BRDC '500', when Wal Handley, GETs's co-driver, crashed the MG after lapping very fast in the rain.

***Eyston (left) took second behind CR Whitcroft in the 1932 TT***



At the age of 52, Eyston was now devoting more time to his other speed pursuits, but he also organised the 'All-girls' PA MG team at Le Mans in 1935; they could not have had a nicer 'sugar-daddy' to guide them to finish in formation as intended. Before that he had been leader of the team of new R-type all-independently sprung MG Midgets in the IoM Mannin Beg. Having failed in the International Trophy they now did so again. Handley's went first, then Eyston stopped, running all the way to his pit and back from the other side of the course to get spares, but to no avail, and finally Norman Black dropped out.

Eyston was awarded the OBE and the Segrave Trophy, and he was a Knight of the Sovereign Order of Malta. He also gained a 130mph Brooklands badge in 1932 with the Panhard.

This does not pretend to be a complete account. But I hope that it indicates that he who thrice broke the LSR, took the World's hour-record four times, to 153.53mph, the 12 hours three times, to 163.39mph, the 24-hours twice, to 149.19mph, the 48-hours record to 136.34 and the fastest pre-war diesel-car record to 158.67mph, was also not a bad racing driver. M

LAP OF THE GODS

# RAIN

***PEOPLE REMEMBER GREAT RACES, BUT SELDOM GREAT LAPS. IN THE FIRST OF A NEW SERIES, SHAUN CAMPBELL LOOKS AT AYRTON SENNA'S BRILLIANCE IN THE WET AT DONINGTON IN 1993***

IF YOU WERE GIVEN A POUND FOR EVERY TIME YOU thought to yourself, or someone said to you, "There's no overtaking in Formula One any more", you'd be a rich man by now, wouldn't you? Except that if you'd been at Donington on 11 April 1993, you'd have been forced to eat those words and donate all the pounds you'd accumulated to a charity of your choice.

On that day, and in rather less than one lap, one man proved that it *was* possible to overtake, even in the era of electronic 'gizmos', such as traction control and 'drive by wire', since banned from Grand Prix racing. On that day, and on that lap in particular, Ayrton Senna made a nonsense of the criticism that F1 placed too much emphasis on the machinery and not enough on the man.

Senna started the European Grand Prix at Donington Park – the first *Grande Epreuve* the circuit had hosted since Tazio Nuvolari had driven an Auto Union to victory there in 1938 – from fourth place on the grid. Ahead of him were the two Williams-Renaults of Alain Prost and Damon Hill, and the Benetton-Ford of Michael Schumacher. This was Senna's sixth season with McLaren, but the first without one of Honda's glorious engines behind him. In 1988 he had won the world title with the last of Honda's V6 turbos; in 1990 he'd done it with Honda's V10 and the year after with the new V12. Now, since the Japanese firm's withdrawal from Grand Prix racing, the McLaren team had been forced into the temporary expedient of buying Ford's HB V8 – and to a specification inferior to that enjoyed by Benetton. It was a state of affairs that led the experts to predict a lean time ahead for the McLaren team.

What the first minute of the 1993 Grand Prix would demonstrate, though, was that McLaren was far more dependent on the man behind the wheel than the engine driving the wheels. On this occasion, power meant little and the other factors – grip from tyres, downforce from aerodynamics – appeared to mean even less. This was about driving, about the feel for a car's balance and point of no return, and, perhaps most of all, about sheer nerve.

If Senna didn't have the best engine or, indeed, the best chassis in the field, he didn't lack for nerve. And on this day he had a wild card to play. It was wet. In the wet Senna seemed to have come from another planet, he was an alien of extra-sensory perception beamed down to make a mockery of racing drivers from Earth. His extraordinary feel for a car in slippery conditions had been apparent from his early days in Formula Ford 1600, and had played a part in several of his Grand Prix wins, but at Donington that day we




*Redgate: Prost and his Williams team-mate Hill lead the pack away from the start while Senna, nestling back in fifth, has it all to do*




*Craner curves: By taking a seemingly impossible line, Senna has charged up to third, tucking in front of an astonished Wendlinger and Schumacher*

# M A N



*Home straight: Senna has dealt with Hill and Prost in quick succession and sees a clear track ahead, all before the end of the first lap*



*Goddard: Patrese in a Benetton powered by Ford's HB V8 finds himself lapped by someone using the same engine but with an inferior specification…*




*Podium: Senna celebrates his victory with Tom Wheatcroft, circuit owner and the man behind the first Donington Grand Prix since 1938*

saw it in its most undiluted and spectacular form.

He didn't make the greatest of starts. Schumacher, one place ahead on the staggered grid, moved smartly over to the left hand side of the track to find the best line around Redgate and to block the red-and-white McLaren. As the cars streamed out of the long right-hander, throwing up huge plumes of spray in their trail, Senna found himself in fifth, with the Williams pair of Prost and Hill up front, followed by the Sauber-Ilmor of Karl Wendlinger, who had got away well and dived inside Schumacher and Senna at Redgate to snatch third.

Senna came out of Redgate on a tight line, drawing up alongside Schumacher as they blasted down the slope and towards the Craner Curves. It didn't look like a shrewd move. The McLaren was well off the racing line and on the wrong side of the track for the approaching bend. And yet, incredibly, Senna didn't lift off and tuck into the stream; he simply put his foot on the gas, out-accelerated Schumacher and just drove around the outside of Wendlinger. Where mere mortals are concerned, 99 times out of 100 a move like this ends somewhere in the gravel trap, but this one didn't. As the leaders stood on their brakes for Old Hairpin, Senna was already in third place and you could almost see the eyeballs popping under the visors of Schumacher and Wendlinger.

There was just time to remember the way Jacky Ickx had driven an old Lotus 72 around the outside of Niki Lauda's Ferrari in the wet at Brands Hatch Paddock Bend in the 1974 Race of Champions, before Senna made his next move. Through Starkey's Bridge and McLean's corner the McLaren was right up under the gearbox of Hill's Williams, almost obscured by the spray. As they approached Coppice, a long, daunting, double-apex right-hander, the red and white car popped out and powered past. There was nothing frantic or edgy about this manoeuvre; it was simply a case of one car travelling much quicker than another.

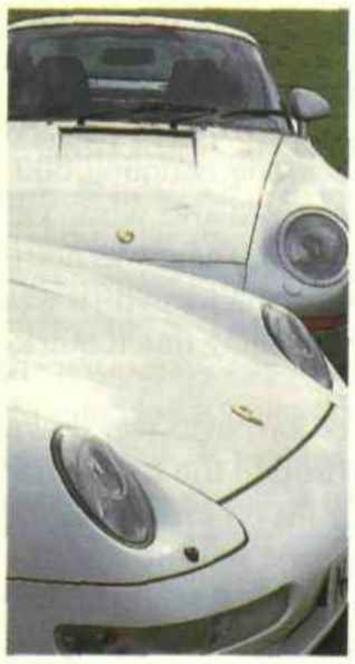
The rain-soaked procession cut its way down Starkey's Straight and through the Esses with Senna gaining hand over fist on Prost. Into the fearsomely tight Melbourne hairpin and the McLaren plunged for the inside line and braked later – much, much later – than the Williams. You had the feeling that Prost had spent the whole straight looking in his mirrors and that he didn't like what he saw. The Frenchman's turn-in to the hairpin was tentative where Senna's was all commitment, and when they exited the corner it was somehow no surprise to see the McLaren in the lead.

There it stayed – apart from a few pit-stop interrupted laps – until the end. Senna's victory that day owed much to his ability to assess the rapidly changing weather conditions, and to lap as quickly on slicks as his rivals did on wet rubber during the intermittent showers. But in truth, that race was won on the first lap, when he made a monkey of the conditions, an inferior car, his rivals, and the well-peddled notion that it's practically impossible to overtake in modern day Grand Prix racing. M

# The generation gain

photography by Andrew Yeadon

***WITH THE ADVANTAGE OF 10 YEARS' GROWTH AND EVOLUTION, DOES PORSCHE'S CURRENT 911 TURBO NOW ECLIPSE ITS SUPERCAR PARENT, THE BENCHMARK 959? ROGER BELL ARRANGED A FAMILY REUNION TO FIND OUT***



TEN YEARS AGO, IT WAS BEING HAILED AS A TOWERING vision of the future, as the greatest of the great. In espousing German technology at its breathtaking best, Porsche's 959 did more than nudge the supercar benchmark: it massively advanced it. Apart from being sensationally quick and accomplished, this 197mph systems testbed was also comfortable, civilised, even tolerably practical – qualities that distanced it from the ferocious Ferrari F40 and ill-fated Jaguar XJ220, if not the later McLaren F1. Despite its competition heritage, you could thread the 959 through modest gaps, slot it into multi-storey car parks, trundle it down bumpy tracks, even convey kids and chattels. You could use it, in fact, as an everyday car. That few owners did says more about the 959's role as blue-chip investment than heroic driving machine.

In 1987, no production sibling could approach the speed and ability of Porsche's awesome *wundercar*. In the decade since, though, the 911 Turbo has evolved from a rear-drive rocket of nervous disposition into a four-wheel-drive paragon that makes most other thoroughbred supercars look absurdly overpriced. To quote from the blurb, the current flagship embodies greater performance, technology, innovation and safety than any previous production Porsche.

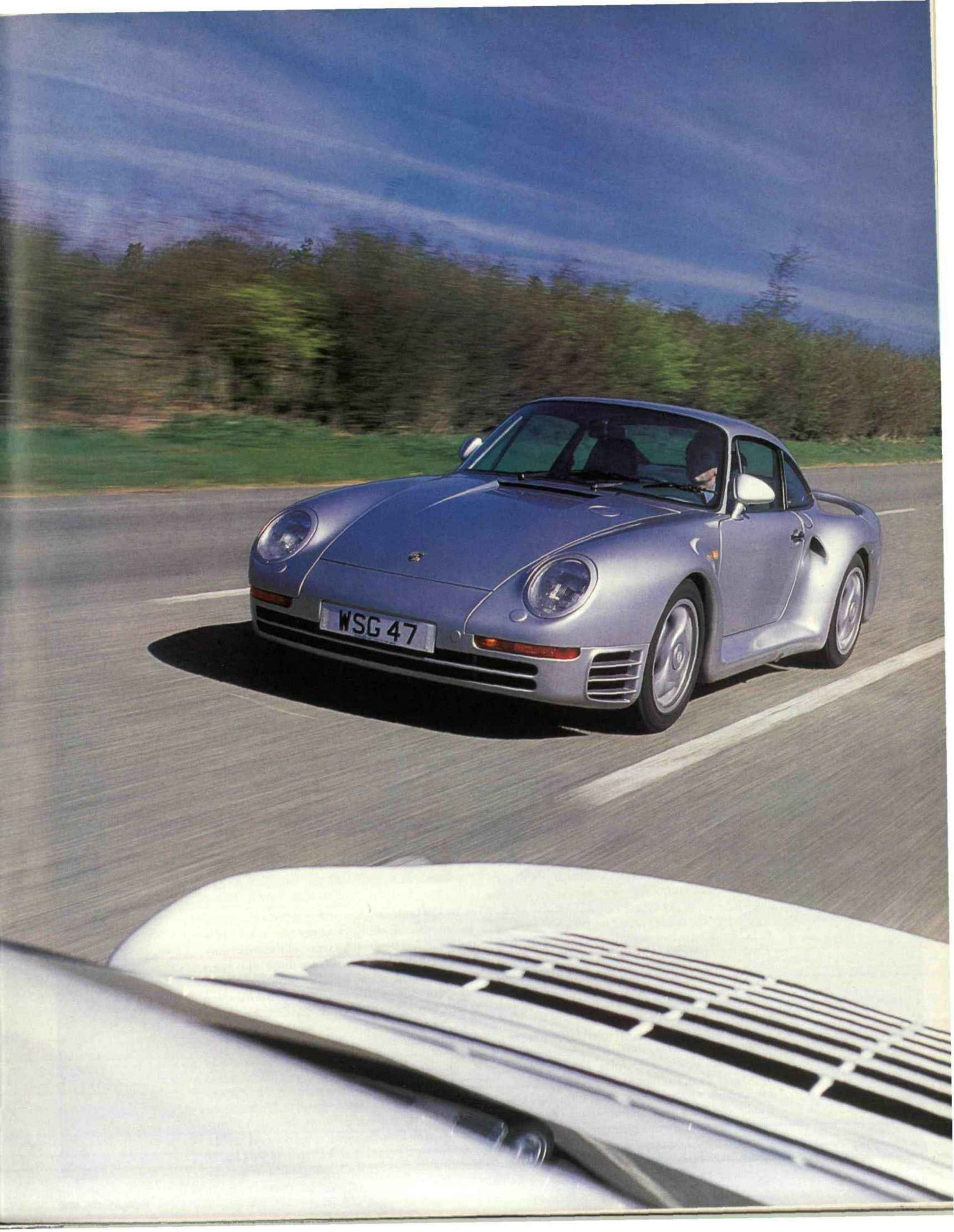
So, is the 959's number up? Has the Carrera Turbo, yours for a paltry £98,000, finally eclipsed its legendary progenitor? It was in search of some answers that we arranged this head-to-head between Porsche GB's white 911 Turbo and Charles Ivey's silver 959, nearly 10 years its senior. That both cars had just 9000 miles on the clock added spice to the contest. Only one of them could emerge as the ultimate expression of the most enduring and respected sports car ever made. Or so we thought.

Any original 959 owner who resisted the temptation to cash in on the crazy classic/supercar boom of the late eighties has my respect. Porsche specialist Charles Ivey is one such owner. He's seen the value of his car rise from DM420,000, £145,000 – Porsche's heavily subsidised price to 200 privileged buyers – to something approaching £1million before falling back to its current value of around £200,000. That's roughly twice what you'd need for a new 911 Turbo which – and here's one important difference between the two cars – is much easier and cheaper to maintain.

Ten years on, the squat, voluptuous 959 still looks like a 911 on testosterone. Like some over-muscled bodybuilder, it's a caricature of the real thing, made all the more menacing by gaping air ducts and cockpit superstructure that's too narrow for the swollen tub that bears it. Bloated wheelarches, linked at the back by an elegant wing (giving zero lift at speed), accommodate lovely starfish alloys carrying ample rubber. Mind you, the 911 Turbo's hollow-spoked wheels are even bigger and lighter, its tyres shallower and wider, all the better to grip with. Aesthetically clean, balanced and cohesive though it is, the latest (and last) iteration of the 911 is not such a monstrous eyeful as the bulging, belligerent 959.

Conceptually, the two cars have much in common: rear-mounted flat-six engine, twin-turbo ➳

***The passage of time has done little to dull the menacing look of the 1987 959. Having the appearance of a 911 on testosterone, it fulfills every performance criteria promised by its aggressive lines. Evolution has honed the 911 turbo into a four-wheel-drive paragon that can claim supercar status***


WSG 47

induction, six-speed manual gearbox, variable torque-split four-wheel drive. End of story? Hardly. The 959's 2.85-litre quad-cam, derived from Porsche's Le Mans racers, has four valves per cylinder, water-cooled heads – and 450bhp. Like all other production 911s, the air-cooled 3.6 of the Carrera Turbo has single overhead camshafts and only 12 valves. Although power is down, at 408bhp, torque is up. What's more, it peaks at much lower revs than the 959's.

It shows. There are two distinct levels of performance in the 959: brisk and scary. The difference between the two, aurally and dynamically, is dramatic. Even with the tacho needle swinging freely, there's no sensational thrust from the first of the two sequential turbos at much below 5000rpm. When the second one cuts in, doubling the boost pressure, the wail of the engine hardens into a spine-tingling bellow, and hard shove becomes brutal kick. To any unsuspecting passenger, it's an unnerving eruption of violence, like a lighted rocket beyond recall.




***The restrained, elegant lines of the final incarnation of the 911 still define the car's character and yet are easier on the eye than those of its supercar cousin***

The 911 Turbo's massive muscle is much more accessible. Although of the same family, its engine is softer, quieter, lazier – more gentle giant than ferocious beast. It doesn't kick quite so hard as the thrilling 959 at its peak, but it kicks earlier, more progressively, without the vibro-tingle you feel through the throttle and gearlever in the 959. While the 959 languishes off boost – as it will if you're not alert – the 911 Turbo, with one small, quick-reacting KKK blower per cylinder bank, is off and away.

The 959's peaky, lag-prone engine needs revving to keep the turbos on song for the next gear. The 911 Turbo's doesn't. Vicious acceleration is never more than a prod of the throttle away in anything lower than top. Although the 959 has six gears, only five are marked on the gearknob. As a ploy to get round noise regulations in first, Porsche labelled the lowest ratio G (for *Gelände*, off road) as if it were not normally used. Second was marked first, third second and so on. Lever throw is short, the action snicky, satisfying. Whereas the 911 Turbo's gearlever moves with cushioned ease – double-cone synchromesh has made shifting 40 per cent lighter – the 959's snaps home. The impression that you're in a thinly veiled competition car is heightened by a sharp, over-centre clutch. Hydraulic assist makes the 911's lighter and more forgiving, especially in traffic.

Not for the first time in a 959, I was aware of disquieting clicks and clonks from the transmission on sharp bends and manoeuvres. Something to do with the limited-slip diffs. Nothing so uncouth mars the refinement of the 911 Turbo, which has a much simpler 4x4 system.

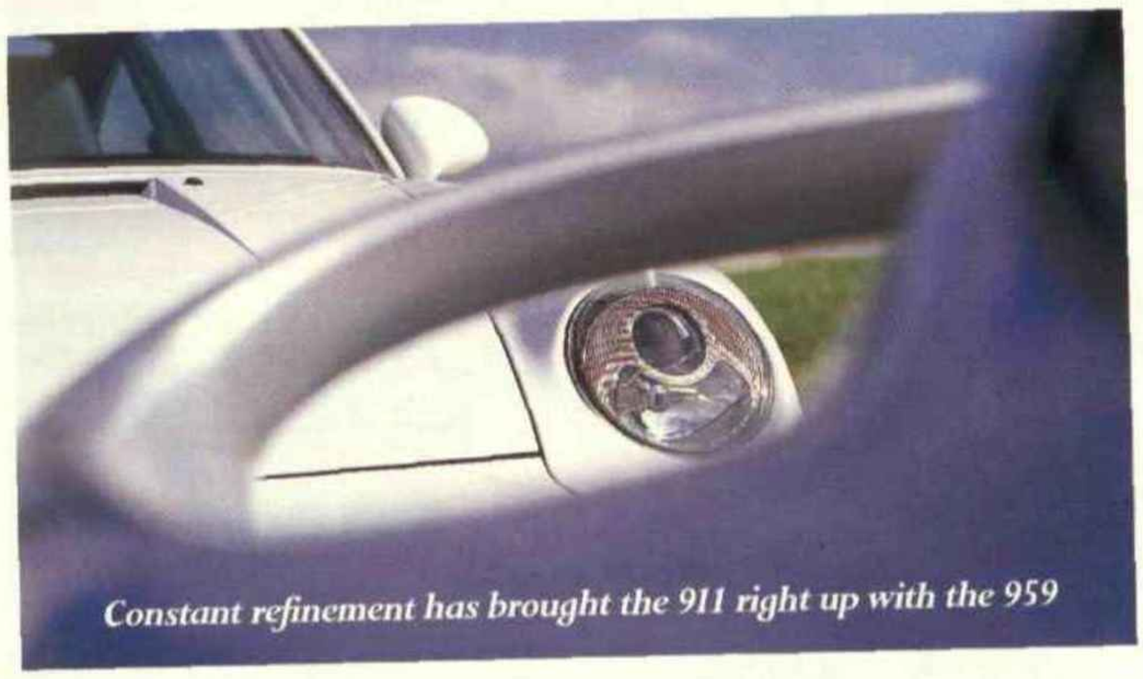
Proven the hard way, in Porsche's all-conquering Paris-Dakar raiders, the 959's complex transmission – put simply, a 'black box' controls the output of torque-splitting multi-plate clutches – is a lot more versatile, if not without quirks. You can, for instance, set with a column lever the torque split most appropriate for the prevailing conditions. Technical overkill? So it would seem for road use, given that Porsche downgraded the 959's system for the 1988 Carrera 4, and later replaced it altogether in 1995 – after an 18-month gap without a 4x4 911 – with a much simpler, lighter and cheaper arrangement based on the ubiquitous viscous coupling.

VC technology serves the 911 Turbo more than adequately. Wheelspin is nigh on impossible to generate in the dry, and you can power through bends safe in the knowledge that awesome grip, traction control (operational up to 44mph) and linear clout will prevent the sort of unruly antics that made the original Turbo tricky to tame. You have to be hustling hard – harder than is normally possible in the public domain – even to get a hint of the mild, stabilising understeer that Porsche has dialled into the chassis of both cars. Cornering powers are simply sensational, the sense of security enormous, safety underpinned by the reluctance of the sticky rubber to relinquish grip. There are those who assert that in curbing oversteer, even throttle-induced cornering attitude, Porsche neutered the handling of the 959 and the 911 Turbo, rendering both too tame and uninvolving seriously to entertain. Do not believe them.

***Despite the 959's uncompromising character, seats are supremely comfortable and interior is plush and richly upholstered in two-tone leather***

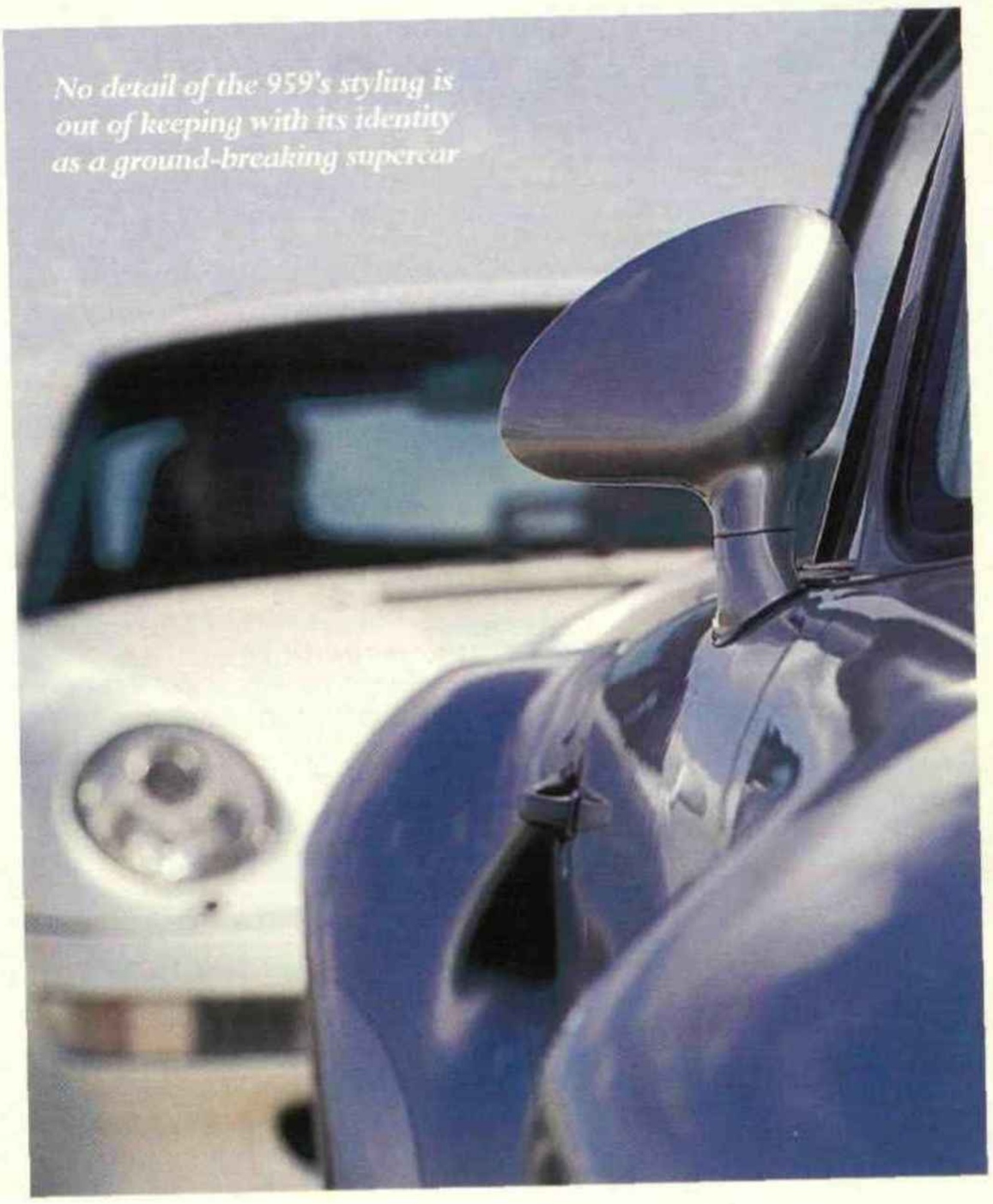


Given the sensational limits of both cars, it would be difficult to establish a pecking order for handling and roadholding without track testing, but I'll wager it's a close run thing. For a start, the 911 has more rubber to grip with. Superior multi-link rear suspension, too. Even though it weighs more, the 911 Turbo seemed to me (though I'm not sure to Charles Ivey) the sharper car. If anything, it turned into ➳

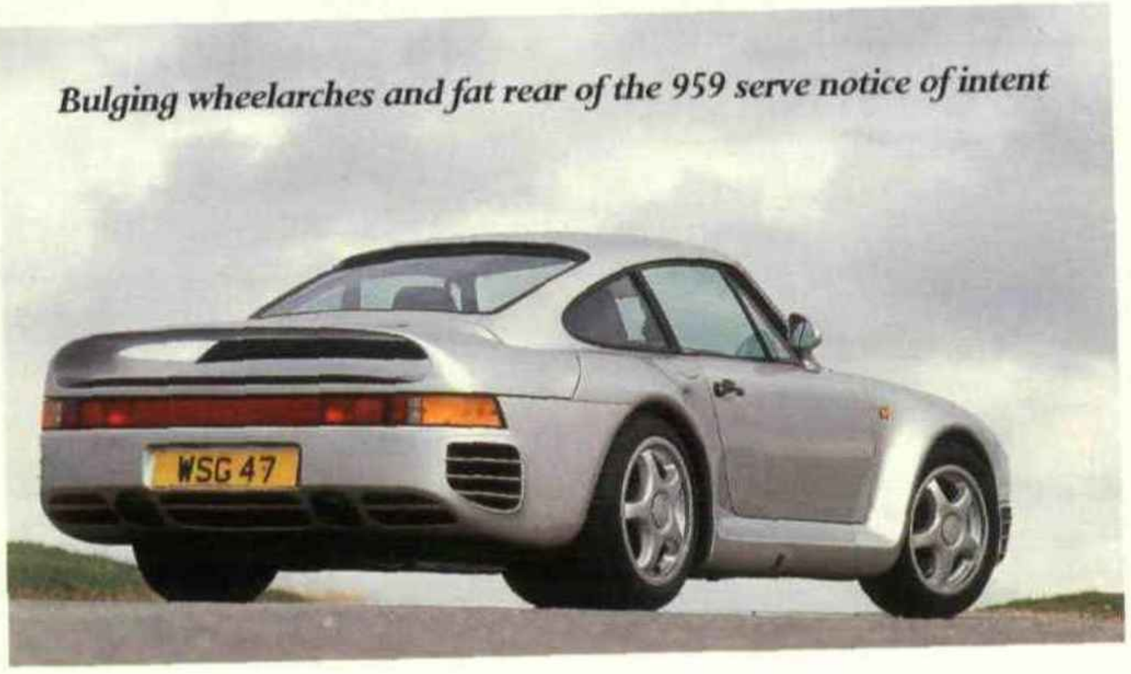


*Constant refinement has brought the 911 right up with the 959*

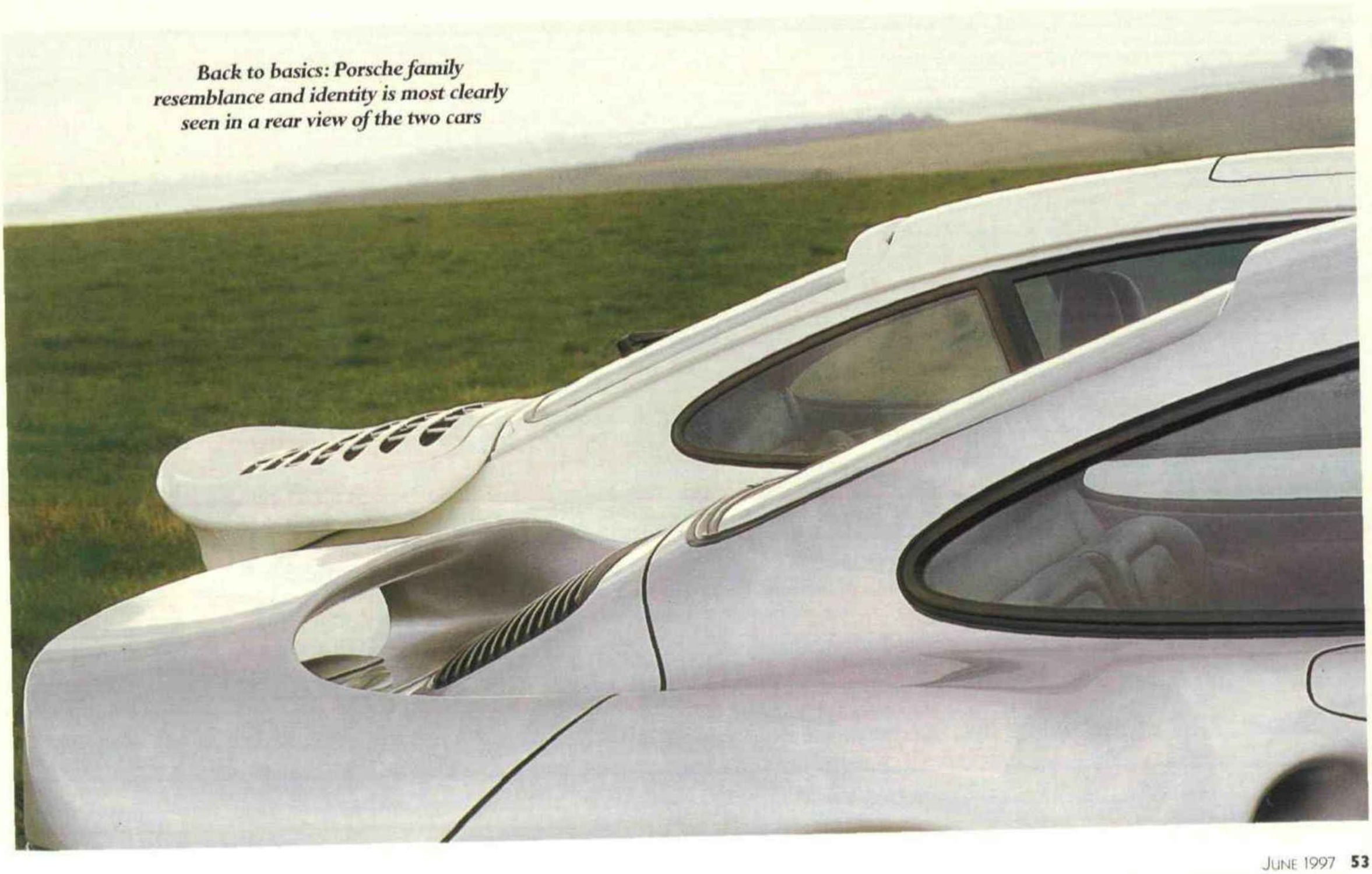
*No detail of the 959's styling is out of keeping with its identity as a ground-breaking supercar*



*Bulging wheelarches and fat rear of the 959 serve notice of intent*




*Back to basics: Porsche family resemblance and identity is most clearly seen in a rear view of the two cars*



*With both turbos blowing, the 959 erupts into a level of performance that is sure to startle unsuspecting passengers and drivers alike*

*911 turbo delivers its power more smoothly and progressively than the 959, but is no less effective and arguably easier to control*

corners with even greater resolution and alacrity than the 959.

Despite the presence of power assistance, both cars have wonderfully tactile and communicative steering. What 911 has not? You don't fight the kick-back over pocked and undulating surfaces so much as relax your grip and let the car sort out the bumps in its own inimitable way. Call this uninvolving? Not from where I sit, especially on bumpy secondaries which can induce in both cars a dancing ride and a deviant line as the firm, short-travel suspension, better suited to smooth roads, meets its match.

To hit the mighty ABS-backed brakes hard in either car is to experience monstrously powerful, head-snapping retardation. Again, it's the manner



***With four valves per cylinder, 2.85-litre flat-six quad-cam in the 959 musters all of 450bhp, giving the car a markedly different character to the 408bhp 911 turbo***

of the doing, not the performance, that separates the two. The 959's pressure-sensitive brake pedal hardly dips at all, making fancy heel-and-toe footwork virtually impossible for my size 10s; more's the pity. The 911 Turbo's brakes are softer, more conventional, better set for blip-and-brake changes – though no less easy to modulate smoothly.

Because of its additional controls (to adjust the dampers, ride height and torque split), never mind its extra instruments (no other 911 has a water temperature gauge), the 959 has the busier, more workmanlike dash. A smarter, plusher cabin, too. That of Charles Ivey's lovely *Komfort* (few customer 959s were the starker Sports), richly upholstered in two-tone leather, made the black-trimmed 911 Turbo look funereally drab. Can't think why I criticised the last 959 I drove for its poor seats, unless they were different from the embracing high-backs of Mr Ivey's car. So snugly are you ensconced behind the wheel, the nuggety ride of both cars passes largely unnoticed on smooth tarmac.

Audi's Ferdinand Piech – a member of the Porsche dynasty – is reported to have said that each 959 cost £468,000 to make. Priced at less than a third of its true value, then, the most collectable Porsche of them all really was a bargain, even before rocketing in value on the crest of a boom. The 911 Turbo will never be so cherished, revered or valuable. As a hedge against inflation, it doesn't even reach the starting blocks. And yet, at under £100,000, it cocks a snook at rival exotica, 959 included, in pretty well every department except that final, manic assault on the senses.

## SPECIFICATIONS

| | 911 Turbo | 959 |
|---|---|---|
| **ENGINE** | | |
| **Type** | Air-cooled flat-six sohc, 12 valves | Air and water-cooled flat six dohc, 24 valves |
| **Capacity** | 3600cc | 2850cc |
| **Bore/stroke** | 100 x 76mm | 95 x 67mm |
| **Turbos** | 2, concurrent | 2, sequential |
| **Compression ratio** | 8.0:1 | 8.3:1 |
| **Max power** | 408bhp at 5750rpm | 450bhp at 6500rpm |
| **Max torque** | 398lb ft at 4500rpm | 370lb ft at 5500rpm |
| **Specific output** | 113bhp/litre | 158bhp/litre |
| **Power to weight** | 275bhp/tonne | 315bhp/tonne |
| **Transmission** | six-speed, manual | six-speed, manual |
| **CHASSIS** | | |
| **Steering** | Power-assisted rack and pinion | Power-assisted rack and pinion |
| **Brakes** | Ventilated discs, standard ABS | Ventilated discs, standard ABS |
| **Front suspension** | Struts, coil springs and control arms, anti-roll bar | Unequal length wishbones, coils, anti-roll bar, dual dampers |
| **Rear suspension** | Double control arms, coil springs, anti-roll bar | Unequal length wishbones, coils, anti-roll bar, dual dampers |
| **Wheels** | 18-inch alloys, hollow spokes | 17-inch alloys |
| **Tyres f/r** | 225/40 ZR 18, 285/30 ZR 18 | 235/45 ZR 17, 255/40 ZR 17 |
| **DIMENSIONS** | | |
| **Length** | 167.1in | 167.7in |
| **Width** | 70.7in | 72.4in |
| **Height** | 50.6in | 50.4in |
| **Wheelbase** | 89.4in | 90.6in |
| **Track (f/r)** | 55.6/59.2in | 59.2/61.3in |
| **Kerb weight** | 3322lb | 3197lb |
| **PERFORMANCE** | | |
| **0-60mph** | 3.7sec | 3.9sec |
| **Top Speed** | 180+mph | 197mph |
| **KEY ENGINEERING POINTS** | | |
| | Two small turbos are used to minimize lag making this the easiest ever blown 911 to drive as well as, in real terms, one of the very quickest. Mad 911GT has 430bhp, rear-wheel drive and stripped-out interior to provide even greater acceleration at the expense of almost all the usual manners taken for granted in the standard car. Designed to homologate cars for Le Mans | Engine shares flat-six formation and rear location with Turbo unit but little else. It's a much more specialised device, coming from the most successful sports racing car of all time, the 956/962. This means water cooled heads and four valves per cylinder. Turbo boost comes from one small and one large blower, bringing the power in with a bang |
| **IN ONE SENTENCE** | | |
| | In terms of ground-eating ability for the money, probably the best value supercar of all | Outstanding even today for its performance but Turbo is nearly as quick and much easier |

After 10 years, the 959 is still the faster, more exciting car. Neither Charles Ivey nor I had any doubt about that. To have driven a 959 in anger is to have marked your card for life. The bellow of the engine, the explosive acceleration, the crushing g-forces... the car's dynamic abilities are so sharply focused, so sublime and indelibly penetrating, they tend to overshadow its flaws. For all that, the 911 Turbo offers a broader spread of virtues, and far fewer niggles. That it's perhaps 15mph slower all out than the 959 is of no consequence. What matters is that it's as fast – perhaps even faster – in real-life motoring because its enormous power and grip are so easily exploited. If that makes the 911 Turbo – the quieter, easier, smoother, tamer, less demanding car of the pair – a cut-price 959, so be it. Who's arguing? M





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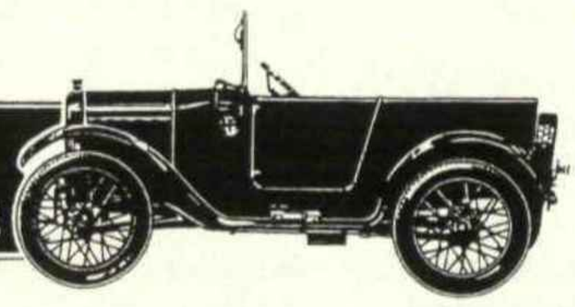
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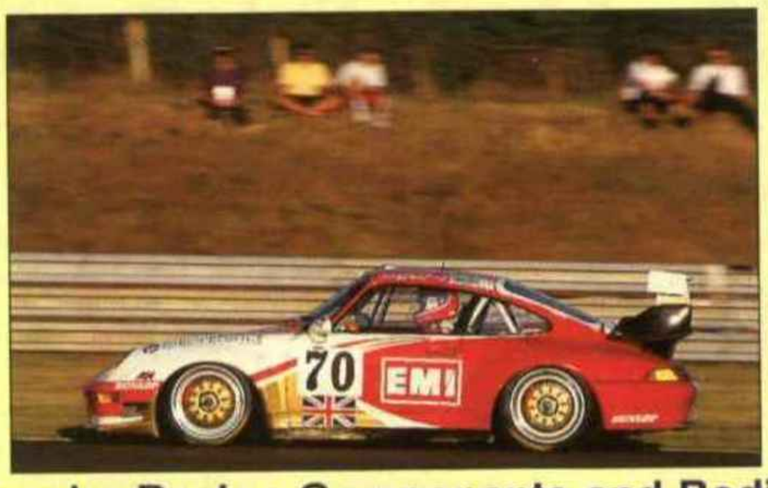
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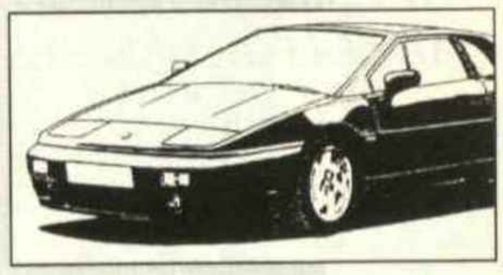



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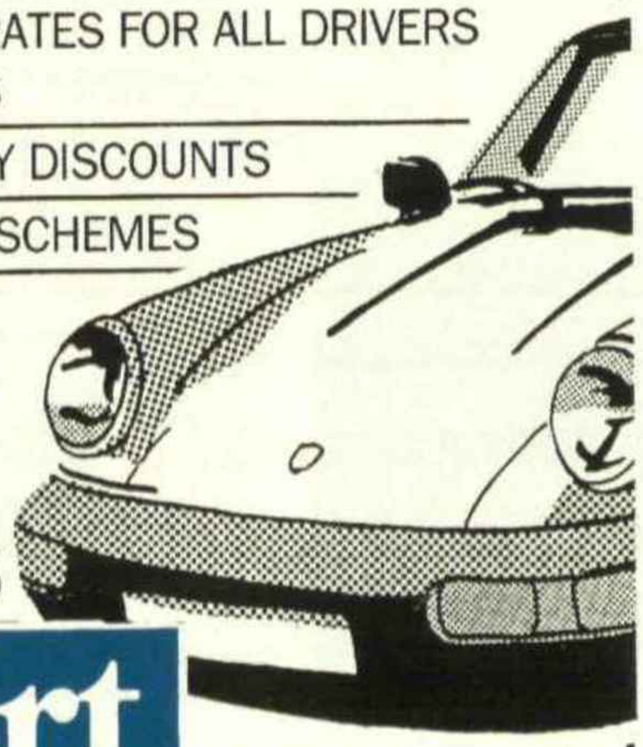
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*HE IS REMEMBERED AS THE BRAINS BEHIND THE IDEA THAT CREATED GOODWOOD BUT TONY GAZE WAS ALSO A FORMIDABLE FIGHTER PILOT AND A SUCCESSFUL RACING DRIVER. HE TELLS EOIN YOUNG HIS STORY*

# PLANES, BRAINS & AUTOMOBILES

TONY GAZE WAS AT THE AUSTRALIAN GRAND Prix this year, tall and distinguished and unrecognised in the paddock of the modern professional business that he knew as a sport 50 years before.

It was as Squadron Leader FAO Gaze (with three DFCs) that he had made the original suggestion that a motor racing circuit could be made from the perimeter roads of the airfield where his Spitfires had been based: Westhampnett in Sussex, a wartime airfield formed in the grounds of the Duke of Richmond and Gordon who, as Freddie Richmond, had raced at Brooklands. The circuit was duly constructed and became known as Goodwood.

Gaze had raced Altas in Australia in the late 1940s and came to Britain in 1951 to try a 2-litre model in F2 for experience, and in 1952 an HWM in F1 when the formula changed. As an Australian who spent most of his racing days in Britain, he is regarded as a colonial by the British and as a Brit by the Aussies. The truth is that he is a very British Australian.

The British influence came early on when, as a 19-year-old, Gaze went to Cambridge University to study Natural Science in 1939, also trying his hand at motor racing. He had met Peter Whitehead in Australia when Whitehead was combining his wool business with pleasure-racing his ERA. "It wasn't until after the war that we became great friends and set up our own racing team," Gaze recalls.

Gaze raced only once at Brooklands: "It was a club meeting, a one-hour belt round the track. I thought it would be like club meetings anywhere else in the world and that everyone would be like me. I had an English-bodied Hudson which I thought would be the thing for a club meeting but when I arrived, there was Fane, Whitehead, Reggie Tongue, Hugh Hunter with the 2.9 Alfa and all the others. I thought 'What the hell am I doing here?' "

When war loomed Gaze joined the RAF. The way he tells the story now it was as though the war was an exciting extension of his second year at Cambridge. He started as a Pilot Officer and by 1941 was flying "Spits, twos and fives with Douglas Bader's wing (and later pressurised sixes) from Westhampnett." His war years were not without their own drama as he was shot down over France suffering facial wounds, but escaped through Gibraltar to become the first Australian to shoot down a German jet (in a Spitfire XIV) and the first Aussie to see action in a British jet.

Gaze recounts tales of his career in planes and cars with a lazy expansiveness, almost suggesting "didn't everybody do this, then?" in a *Boys' Own* paper fashion.

The war over, Gaze turned his attentions back to cars, and in 1947 he returned to Australia with a supercharged Alta single-seater, an Alta sportscar and an aerodynamic HRG sportscar. "I was entering three cars in everything, hopping out of one into another. That sometimes meant hiring a truck, but it was worth it."

This was motor racing on a lavish scale 50 years ago in Australia and Gaze was setting his sights on a season in Europe with an Alta. He completed the 1951 season in F2 surprised to find he was racing against works teams from Ferrari, Maserati, Gordini, HWM, etc. with their F1 team drivers. He stayed on to drive the HWM when F2 became F1 in 1952.



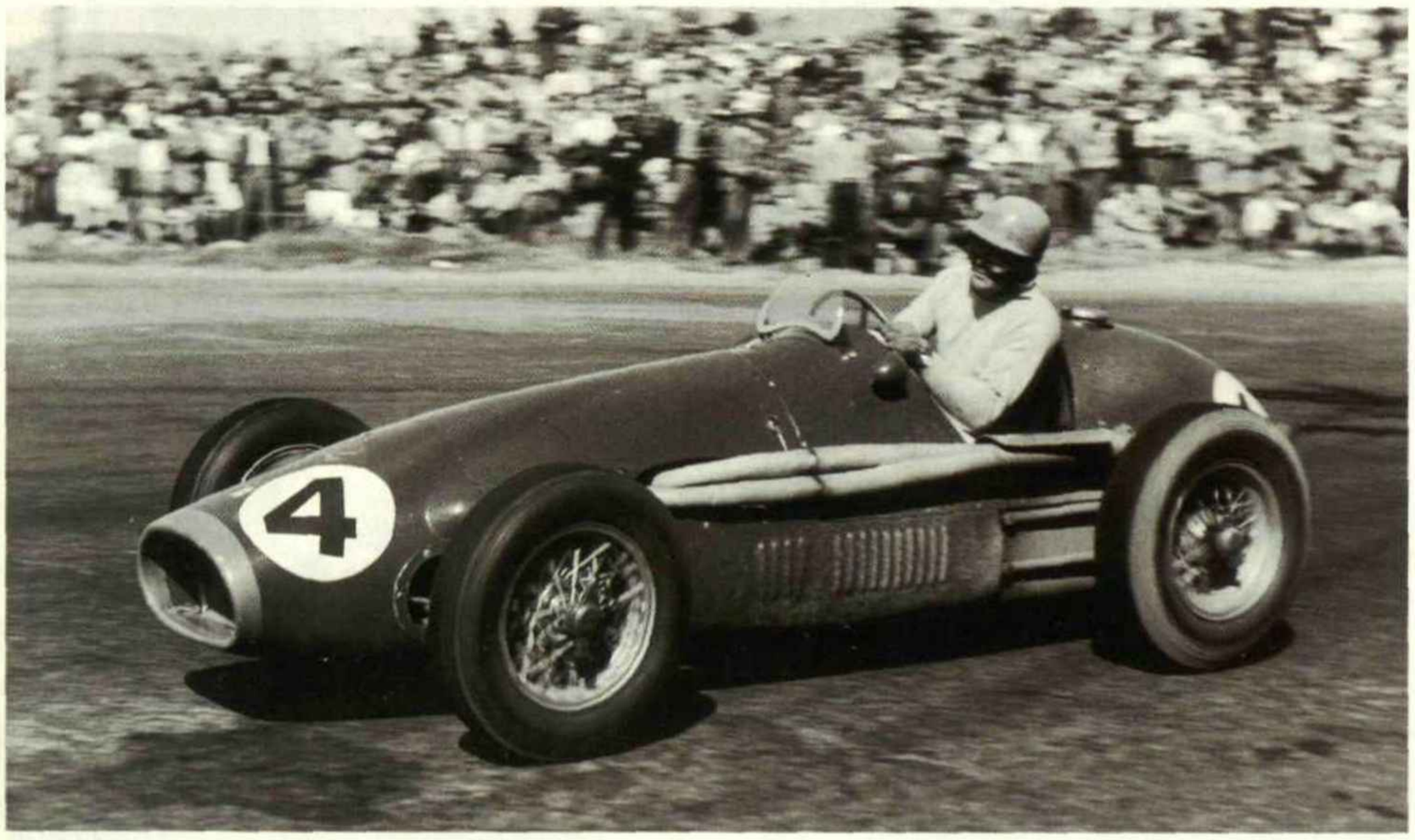
***Right: Gaze oversees the preparation of his ex-works Tipo 625 Ferrari before the 1955 New Zealand GP. The chassis was that with which Ascari had had such success in 1952/53. Below: Gaze drove his HWM up to fifth place in the 1952 German GP before a broken axle brought his race to an end***

"In that first season in F1 my best finish was at Spa in the GP of Europe when I was up to about ninth but on the last lap I was hit in the face by a bird on the Masta Straight and had to creep to the finish because I couldn't see. The only other time I got close to points was in the German GP at the Nürburgring. I was up to fifth and I thought I was going to be the first Australian driver to get a championship point – and then I flew off the road into the trees. I got back on and did exactly the same thing at the next corner. I looked over my shoulder, saw the back wheel leaning over and realised the De Dion had broken."

In 1953 Gaze partnered Lex Davison and Stan Jones in an all-Australian team driving a Holden 48/215 in the Monte Carlo Rally. The race had drama of its own for Gaze and his cronies: "We had a good run. Before the final test I think we were in sixth place and then we had an argument. Stan wanted me to drive the final test because he felt I was better on ice than Lex, but Lex said he had put all the money into it and he was determined to drive that final stage. That did it. Stan sulked. He was navigating and I was braced in the back with the stopwatches. I suppose Stan might have been feeling car sick but he wouldn't read out the markers and we finally came in 64th out of 100 finishers. It was probably a good thing because if we had done well they would have torn the car apart. On the way back we stopped off at Monza and our best lap *average* with three up and all our luggage was 5mph faster than a standard Holden's maximum speed!"

GM Australia were so delighted that they gave Stan and Lex a Holden each as a bonus but Gaze never received so much as a thank-you note. Undeterred, he took an HWM-Alta to New Zealand and Australia in 1954 finishing third in the first GP at Ardmore and second in the Lady Wigram Trophy at Christchurch. At Ardmore, ➤





the special fuel for his car and Whitehead's Ferrari didn't arrive so they were severely rationed and Gaze started the GP knowing he had only enough fuel for a few laps. Initiative and bare-faced cheek turned the day around for him: "I saw Peter's car had expired and my crew were syphoning his fuel out for me. Despite that, about five laps from the flag I coasted in completely dry. But there were the lads with another churn of fuel! In it went and I managed third place on the same lap as the winner!" Gaze later learnt that the mechanics had leant over into the BRM pit and stolen the churn when they realised Ken Wharton was safely in second with the V16 BRM.

Soon after, Gaze decided to buy a DB3 Aston Martin sports car and drive it in the smaller European events. A less successful scheme this, as the Aston ended up against a tree in Portugal and was burned out. He completed the season with an HWM.

In 1955 there was a plan for a Kangaroo stable formed by the Monte Carlo squabblers, Gaze, Davison and Jones but the final team line-up with DB3S Astons was Les Cosh, Tom Sulman with Gaze and David McKay sharing a car. "The Astons weren't very quick," explains Gaze "but they finished races and the Ferraris and Maseratis quite often didn't. But then came the disaster at Le Mans and our continental sportscar races were cancelled."

Rather than turn away dispirited, Gaze looked to his next move. He and Peter Whitehead had discussed forming a team for the 1955 series in New Zealand and having seen the impact made by the V16 BRM they decided the way to get big starting money would be to buy Tipo 159 Alfa Romeos: "We thought the race promoters would pay *anything* for those. Alfa were very good about it but they said they could only sell us one car and they weren't sure about spares because all their race engines had gone into racing boats. They were asking normal sort of racing car prices in those days; around £5000. We had to turn the Alfa down because we wanted two identical cars.

"Pete had good relations with Enzo Ferrari and we wondered about a pair of 4.5-litre Indianapolis V12s but Enzo talked us out of that, pointing out that there were 24 plugs to change on every warm-up and you had to take the front wheel off to get at some of them. He reckoned a 3-litre engine in a 2.5 F1 chassis would be nearly as fast and much more reliable. We asked if he would give us current cars if we promised not to run them in Europe against the works cars. He agreed and offered to convert them back to F1 for the 1955 season and then fit 3-litre engines for the 1956 New Zealand races.

"He didn't do it. He probably realised that there was only so much starting money to go round in F1 and every extra Ferrari on the grid meant less money for him."



***Above: The ex-Ascari Ferrari in Gaze's hands on the street circuit at Dunedin in southern New Zealand, 1955. Right: Gaze (right) shares the spoils of war in '55 with his racing partner and friend Peter Whitehead. Shortly before the two had decided to form a team for the 1955 New Zealand series***

Seeing that avenue of enquiry reaching a dead-end, the pair eventually bought a pair of ex-works Tipo 625 F1 cars fitted with GP engines stretched to three litres. Gaze wasn't aware of it at the time but his Ferrari was the chassis that Ascari had driven to win more GPs than any other car in 1952 and 1953.

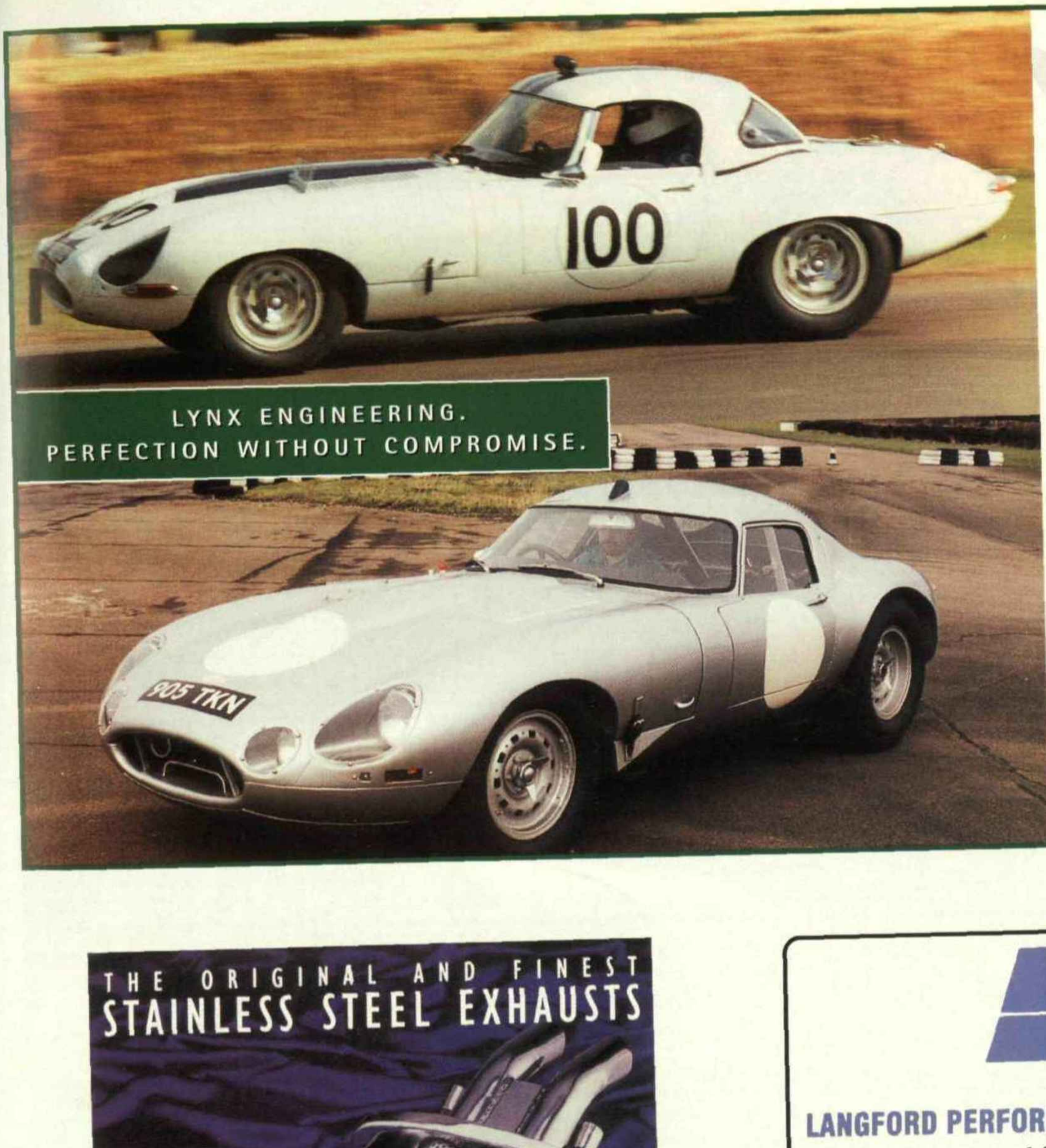
They had chosen wisely. "Pete and I finished second and third in the New Zealand GP at Ardmore behind Bira's 250F Maserati," Gaze remembers. "When our engines were stripped after that race everything was absolutely mirror finish. They were real racing engines. Then we sent them back to Ferrari after that first season to be officially renovated and they came back with a lot of bits that were OK as extra spares but when we stripped the engines down in 1956 we discovered that they were just 3-litre Monza sports car engines. The cranks and rods were only polished in the important places – it wasn't complete mirror finish like the original engines."

Their engines for 1956 were uprated to run on methanol and the team-mates had agreed that they would race each other to win the GP but would share the wins after that, always supposing they were in a position to do so. In fact, Stirling Moss won the race in his 250F with Gaze second and Whitehead third. Compensation came when Moss left the series to race in South America, leaving Whitehead and Gaze to share the wins in New Zealand. Gaze took his Ferrari and an HWM sports car on to Australia for the first races at Albert Park.

"Lex Davison had previously bought my HWM single-seater and he bought my Ferrari for the Grand Prix while I drove my HWM to win the sports car race , then sold him that car too. Lex won four Australian GPs, three in cars he had bought from me."

With the Ferrari sold, Tony's wife Kay (widow of accomplished Thirties racer Johnny Wakefield) persuaded him to retire and Prince Bira talked him into taking up gliding. He applied similar enthusiasm to that sport as he had to motor racing and became a member of the Australian team for the World Championships at Cologne. "So," he concludes "I suppose I've represented Australia in flying, racing and gliding."

Tony and Kay had bought a farm at Nagambie in the country outside Melbourne but Kay died before they had a chance to settle there. Lex and Diana Davison had been firm family friends with the Gazes beyond their deals over racing cars, but tragedy was to strike both families. Lex was killed in a Brabham during practice for a Tasman race at Sandown Park in 1965 and in 1977 Tony and Di married. They now enjoy their rallying with vintage Alfa Romeos and, of course, they are regulars at Albert Park, respected members of the Aussie racing establishment. M




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YF 2503



*WO's first Bentley is probably the prettiest of the lot, elegant and perfectly proportioned*

# WORKS EXPERIENCE

***FAR FROM BEING JUST ANOTHER VINTAGE BENTLEY, THIS WORKS 3-LITRE IS THE ONLY INTACT SURVIVOR OF THE INFAMOUS 1927 LE MANS WHITE HOUSE CRASH. ANDREW FRANKEL JUMPS IN AND STEPS BACK***



photography by Tim Wren

THE EVIDENCE IS ALL OVER THE CAR: THE OIL FILLER outside the bonnet, the monstrous rear fuel tank, the twin rear shock absorbers, the short bench where you'd expect a rear seat, the brake adjustment control in the cockpit, the handle for pumping up fuel pressure, the drilled accelerator pedal... these are not features you'll find on a normal 3-litre Bentley. Together these features shout two distinct and thrilling words at you: 'Team car.'

It should be said that Bentleys with a passing resemblance to the original factory racers are more common than any other these days. Some see this cosy rearrangement of historical fact as a means of honouring the greatest achievements of the man himself, others simply as a way best to enjoy their precious charges. A few do it because a Le Mans replica Bentley is always going to appreciate more swiftly than a dull looking Park Ward saloon.

Whatever the motive, there is no escaping two simple facts. First, real team cars were incredibly rare even when racing and, thanks to the rigours of the track and subsequent cruel erosion of time, few exist today. Second, despite this, the car you are looking at is, without any doubt at all, one of them.

Do not, either, escape with the notion that this car is one of so many old racers that has merely evolved from the original and has been crashed, modified and rebuilt so many times that not a single rivet from the glory days exists. Almost all you can see of this car is that which lined up for the start of the 1927 Le Mans 24-hour race, one George Duller, an amateur jockey, in the driving seat.

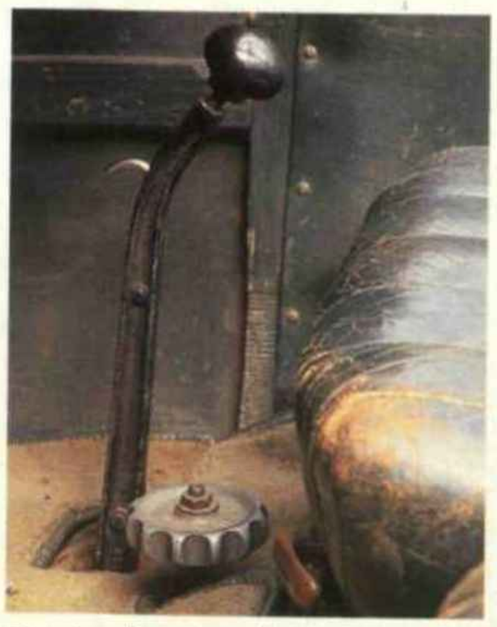
Underneath much has changed, the chassis being replaced by the factory in 1928 while the gearbox and front axle were renewed in 1932. The engine too is not that which took the start that day but, instead, one from an earlier 3-litre. Everything else, however, from the entire body (save a section right at the back) and that 25-gallon tank to the dashboard and most of the gauges it carries, is original.

And what a race it was to be! Bentley had come to *La Sarthe* in 1924 and, with John Duff and Frank Clement, won the race. But '25 and '26 had been disastrous for the Cricklewood marque so it was with a team of a new 3-litre, an experimental 4½-litre model and one semi-works 3-litre, that Bentley rumbled into the legendary French town one sunny afternoon.

Sure enough, the new car stormed off into the distance, driven by Clement and Leslie Callingham, ably pursued by the two 3-litres, the privateer driven by *The Autocar*'s sports editor, SCH Davis, ➤



*Interior is magnificently shabby. Dash and dials are original*



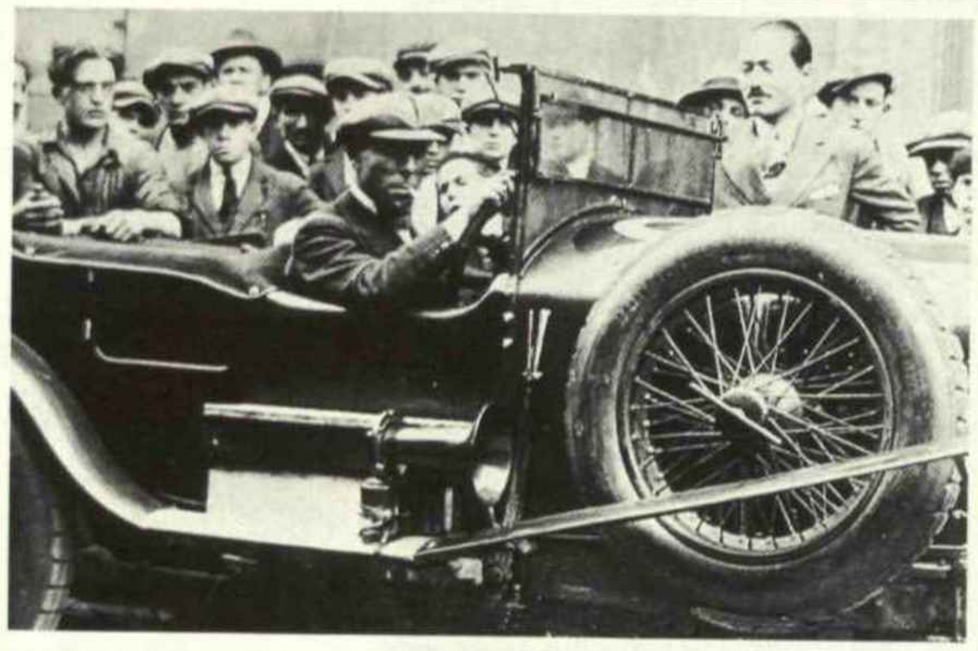
*Racing brake adjuster remains*



*The original external oil filler*



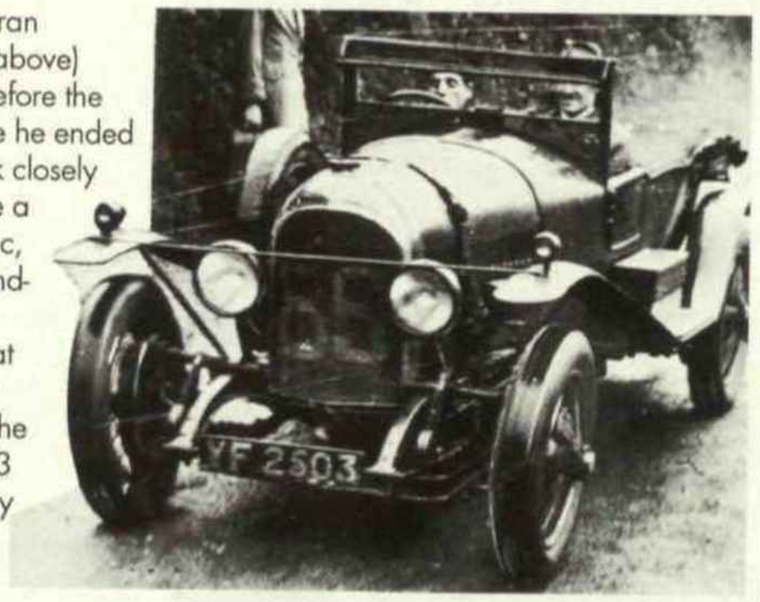

*25-gallon Le Mans tank is authentic and wonderfully battered*

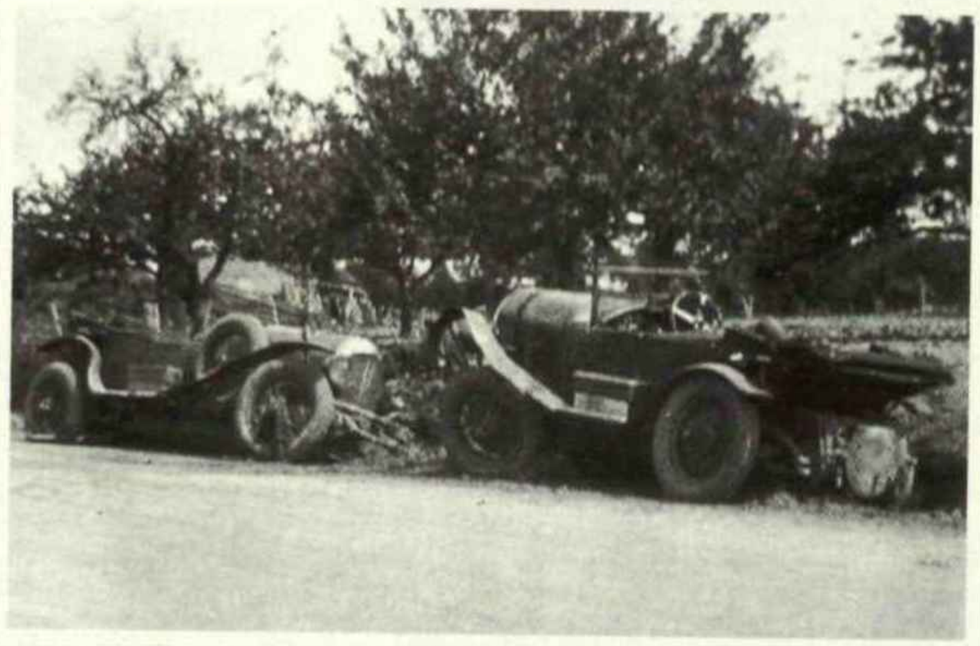


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## YF2503: A CRASH COURSE

Brooklands veteran George Duller (above) looking nervy before the off. This is where he ended up (below). Look closely and you can see a Bentley mechanic, charged with fending off souvenir hunters, asleep at the wheel. Davis and Benjy took the repaired YF2503 (right) up Shelsley Walsh in lieu of the winner.



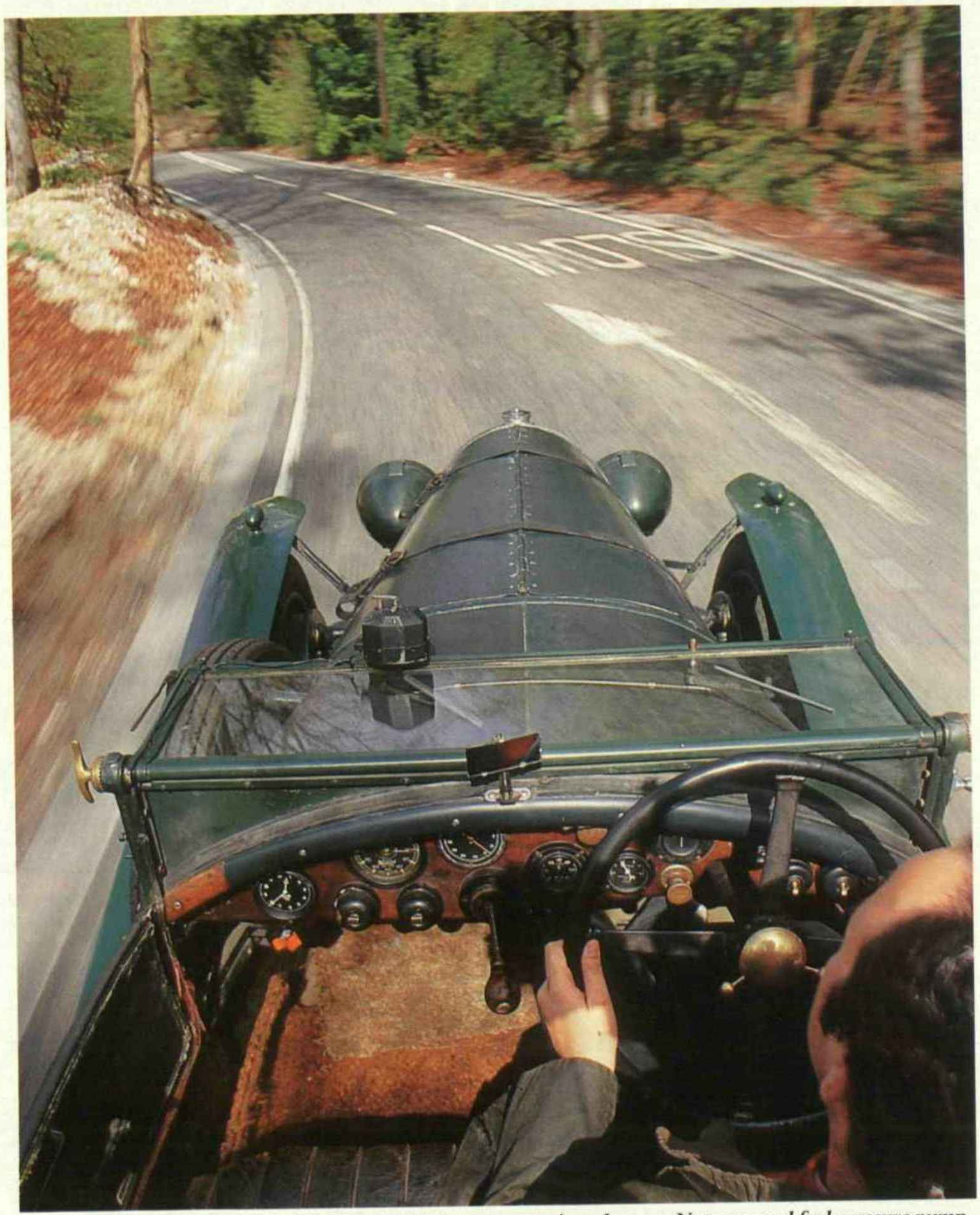



sharing with the car's owner and eminent bacteriologist Dr Dudley Benjafield with the other 3-litre car piloted by Baron d'Erlanger and Duller.

All went according to plan right up to the moment when Tabourin, driving a Theophile Schneider crashed heavily at the White House corner. First on the scene was Callingham, driving the 4½. Desperately he tried to swerve past the wreck but succeeded only in putting the Bentley in the ditch. Duller, in second place, was the next Bentley through and had the same idea, knowing not that a Bentley already occupied the gap into which he aimed. The 3-litre hit Callingham's car so hard it forced it out of the ditch, while Duller hurtled into a field, walking away unscratched. Davis was third around the corner. Something, however, had told him all was not right. As he approached the corner, he could see debris and lifted early. Though he was unable to avoid crashing, this move not only saved his car but also Bentley's pride. He briefly joined Duller in the search for Callingham's body in the wrecked 4½ before being greeted by the man himself who had been thrown clear and, unharmed, had run down the road to warn others.

Davis extricated himself from the wreckage and limped back to the pits, where the badly bent bodywork was lashed up, and was sent back into the race complete with a severely twisted chassis. All night with just a single headlight and all the following day, Davis and Benjafield drove that Bentley as if it were a five-lap sprint, chasing the leading Aries and its now presumed unassailable lead. They hunted it down, lap by lap until Britain's victory was assured. Just before the end, Benjafield brought the battered and bloodied Bentley into the pits and charged Davis with delivering the final statement. By the time anyone else won Le Mans again, in 1931, Bentley Motors had ceased to exist.

What, then, is remarkable about Duller's 3-litre is not its racing history, its highlights being merely to crash at Le Mans, fail to finish the 1928 Essex Car Club six hour race at Brooklands at the hands of 'Bummer' Scott and to deputise for the Le Mans winner in a Davis/Benjafield demonstration run at Shelsley Walsh; it is the fact that it still exists, largely unchanged, today. The winner, the famed 'Old Number Seven' was broken up and while bits of it are presumed to exist in various other Bentleys, its



*Windscreen laid flat, huge wheel in hands, this is pure motoring pleasure. Note manual fuel pressure pump*

own identity has been lost for ever. The 4½ went on to become perhaps the most famous of all the team cars, winning Le Mans with Woolf Barnato and Bernard Rubin the following year, coming second in 1929 and evolving into the Marker-Jackson Special which took the last ever 130mph badge at Brooklands in 1939. Today, 'Old Mother Gun' is still actively campaigned by Stanley Mann and Vaughan Davis but whether very much of it actually slid down that ditch seventy years ago is doubtful.

The survivor, then, is the sole witness to one of the most famous events in the history of this most famous race. All the drivers are dead and it seems incongruous to see such history sitting in a pub car-park. But this is where we are to meet.

Very rarely these days do you ever find any pre-war car, let alone a Bentley, in such good condition. Its bodywork is ripped and faded, the fuel tank bashed and dented. The eye-holes in the leather straps securing the bonnet are now long gouges and the coachbuilders plaque is chipped. Money can't buy the way this car looks. It looks fresh from the battle; stained, worn and ready for anything.

And so it proves. The driving position must have been fine for someone designed to ride horses like Duller but, for me, it's restrictively tight and not helped by the conventional pedal arrangement. With the central accelerator fitted to all four-cylinder Bentleys, your right leg avoids becoming tangled with the gear-lever . This car is not like that though, looking at the wear patterns on the pedals, it is clear that it has only recently been tampered with.

It makes the process of changing gear trickier still. Bentley 'boxes are often called all manner of names but, in the main, such criticism is unfair. For sure, the later units fitted to the rare 8-litre and 4-litre cars were unforgiving, but the rest, once you have worked out where the ratios lie, are fine if treated with the correct blend of sympathy and commitment. The racing gearboxes are easier still, their tight ratios allowing much less time for error between changes. The villain is the cone clutch. This great idea in theory has a habit of sticking in practice and is capable of making even the most professionally executed change seem bungling especially if, as in this case, there's no clutch brake.

Starting the old warrior is simplicity itself. Set the hand-throttle, retard the ignition, flick on the ➤

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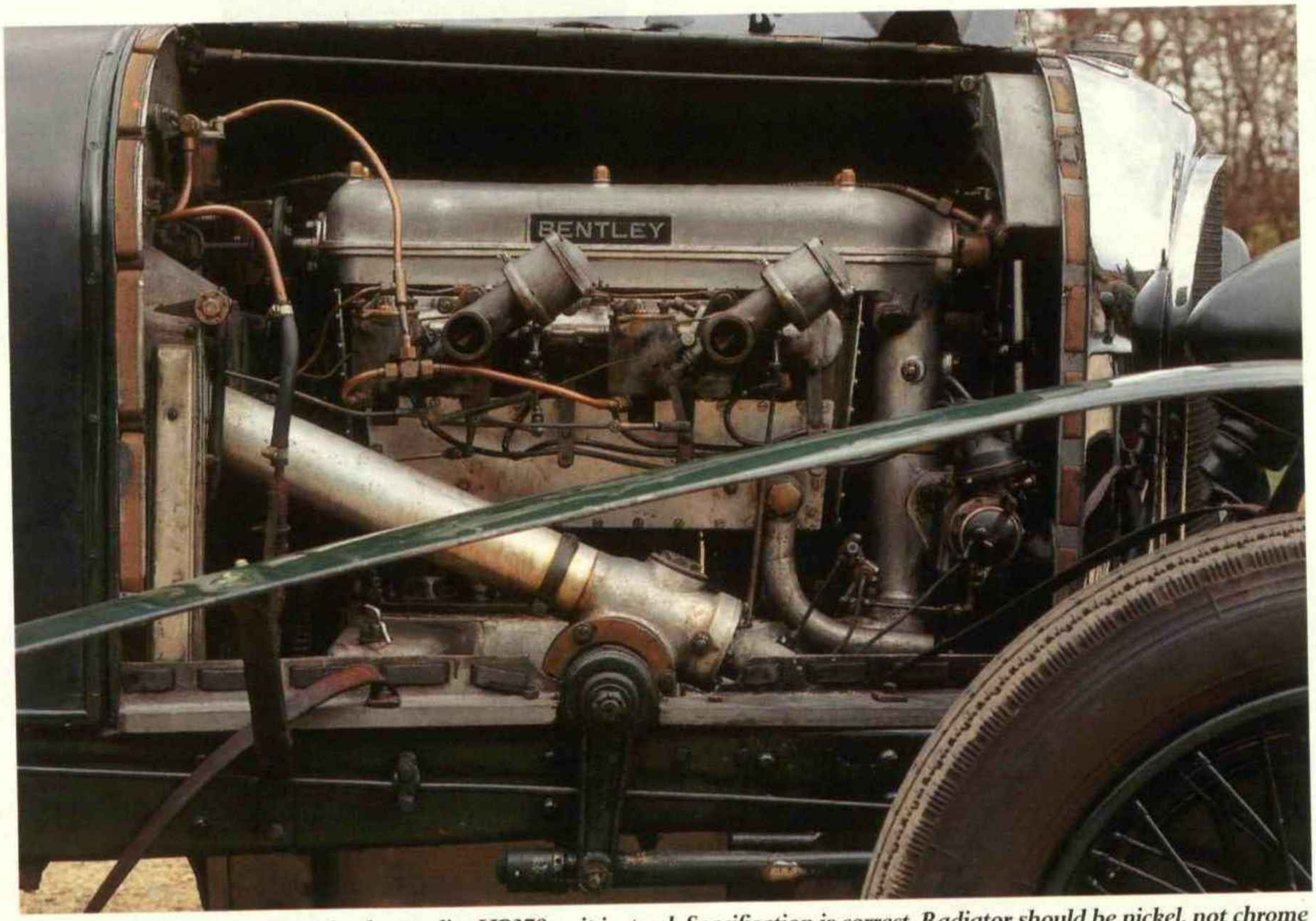
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***Sadly not original AX1675 engine but earlier HP379 unit instead. Specification is correct. Radiator should be nickel, not chrome***

magnetos and press the button. The long-stroke, single cam, 16-valve, twin-spark four cylinder engine fires immediately and idles at an unwavering 500rpm. It's sound is deep and rich and, when you blip the throttle, you can hear the air being sucking into the twin 'sloper' SU carburettors.

We'd originally planned to return to the White House with the Bentley but the scene of the crime, it transpires, no longer exists. So we simply took it from the confines of London and spent the day driving. Free from any such tedious contraint as a destination, we simply roamed around, seeking out the good roads where, once more, this great car could roar the glories of its past.

And not once were we overtaken. Even so, it's a car which needs thought to be driven swiftly, sensitively and safely. The old notion with vintage Bentleys that you only have to reach top gear and the torque will do the rest does not apply to the 3-litres. You need to use the gears and make the ratios work to your advantage. First to second is long, second to third super-short and third to fourth longest of all. You also have to watch the revs. Duller would probably have changed at around 3500rpm but, on the road, there's neither call for nor advantage to be gained from such treatment. Using 2800rpm is enough to call up 80mph on the clock which is about as much as your face will stand if you're stupid enough to choose to travel with the windscreen laid flat across the bonnet.

There are two surprises. First, the handling is a delight, better by far than the bulk of the heavier Bentleys that followed. It's light and nimble in a way that you simply don't expect from any car that first saw light in Cricklewood, turning into corners with none of the nose-heaviness I'd expected. The steering is terrific, linear in its response in a way so different to the only other 3-litre I've driven that I wondered whether it had acquired the rather better system from the 4½-litre model at some stage. Doubtless, however, one of the main reasons for the chassis' response is the fact that it is running on tall, 21in wheels fitted with skinny 5.00in road tyres. So many these days are found running around on 19 x 6.00in racing rubber and it is a pleasure to see and drive a car such as this in its original specification. It may not be the grippiest thing on the road but that, in fact, only adds to the pleasure.

The other surprise is the brakes which, sadly, are barely adequate. You need to maintain gaping distances if they are to be relied upon, and to know where the handbrake is to help shed speed when those who do not understand the space such cars need leap out in front of the old car they erroneously believe will otherwise hold them up. Bentley knew of their limitations and for the 4½-litre model, beefier and more effective drums had been fitted.

All too soon, my day with Bentley's team 3-litre is over. By the time you read this it will have been sold at auction by Brooks and will be in the hands of its ninth owner who, I hope, will put the pedals back where they belong.

This is such an important car, so rich and vital a strand of Britain's motoring history that there must always be a temptation to lock it away to preserve its originality for all time. I hope its new custodian resists it. Vintage Bentleys are neither art nor exhibit and this one, of them all, was built to be driven hard and fast. I'd like to wish whomsoever had their hand still the air when the gavel came down a lifetime's fast motoring in this most important and precious car.

*Our sincere thanks to Brooks Auctioneers (0171 228 8000) for its help in making this feature possible*



***3-litre is brisk up to 70mph. Bluff shape keeps maximum to about 90mph***

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# PIERRE LEVEGH'S 23 HOURS *of* LE MANS

***PIERRE LEVEGH HAD A DREAM: TO WIN LE MANS IN A FRENCH CAR. IN 1952, HE TOOK THE LEAD IN HIS TALBOT AT 2AM: 12 HOURS LATER, HE WAS STILL AT THE WHEEL, HAVING DRIVEN SOLO SINCE THE START. BY GORDON CRUICKSHANK***

IT'S BEEN MANY YEARS SINCE A GRAND PRIX WAS AN endurance event, but it's not long since rallying's old guard complained that compulsory night-stops mollycoddled the crews. In the great days of the Liège-Sophia-Liège Rally, they drove for perhaps four days with no pauses at all. Nowadays, safety rules forbid lorry drivers and airline pilots to exceed certain limits, and those rules extend to that best-known of endurance events, the 24 Hours of Le Mans. Today, no contestant may drive for more than four hours in six, and 14 hours total out of the event.

In the 1950s there was no such rule. Stints at the wheel were based on fuel capacity, and the overall number of hours driven depended on the driver's endurance. Theoretically, one man, if he were of superhuman stamina, could drive the entire 24hr race himself; it was even conceivable that he might achieve a solo victory. It has never happened, and now it never will; but 45 years ago, for one tense morning and one electrifying afternoon, it looked as though it would.

Pierre Levegh's drive to near-glory began with a dream, and collapsed in ignominy after 23 exhausted hours. One man, driving alone for more than 2000 miles, at racing speeds, negotiating the also-rans and the limpers-home, unable to relax for fear a rested and refreshed rival should jump him – why would a man put himself through that? *Force majeure*, or unreasoning obsession?



***Pierre Levegh: villain or hero?***

This tall, middle-aged Frenchman had a perfectly serviceable co-driver standing by: René Marchand was not a great name, but then neither was Levegh. The pair had finished fourth at Le Mans in 1951 in a Talbot, so were a sound team in a car coming to the end of its competitive life. But the plain facts scarcely reflect how important this race was to Levegh. Though he had driven in it only twice before, he had attended every running of Les Vingt-Quatre Heures since its inception in 1923; he desperately wanted a French car to win, and he dearly wanted to drive that car.

Born in Paris in 1905 with the name Pierre Bouillin, the young lad was no doubt inspired by his uncle, Alfred Velghe, a racing driver of note in the pioneer years. Alfred rearranged his surname into the more French-sounding 'Levegh', which Pierre later adopted for his racing career. Going straight into the motor trade in the aftermath of the First World War, he soon started his own successful garage operation. Every year he went to the Sarthe, watching what had begun as a touring reliability event become faster and harder and increasingly prestigious. But that prestige often went abroad, to Britain and Italy, not to France. In between this June pilgrimage, he began to race in sportscar events, and then drove a Talbot in the 1938 Antwerp GP, having bought an agency for the marque.

By 1938, there was a resurgence among France's sportscar manufacturers. A Bugatti T57 tank had won Le Mans the year before, and the complicated and overlapping gene-pool of Delage, Delahaye and Talbot-Lago meant that the rapid and streamlined 2900B Alfa Romeo entered for Sommer in the 24hrs had several real rivals from the home country. And sharing one of the semi-works Talbots was Pierre Levegh, his youthful dream about to materialise.

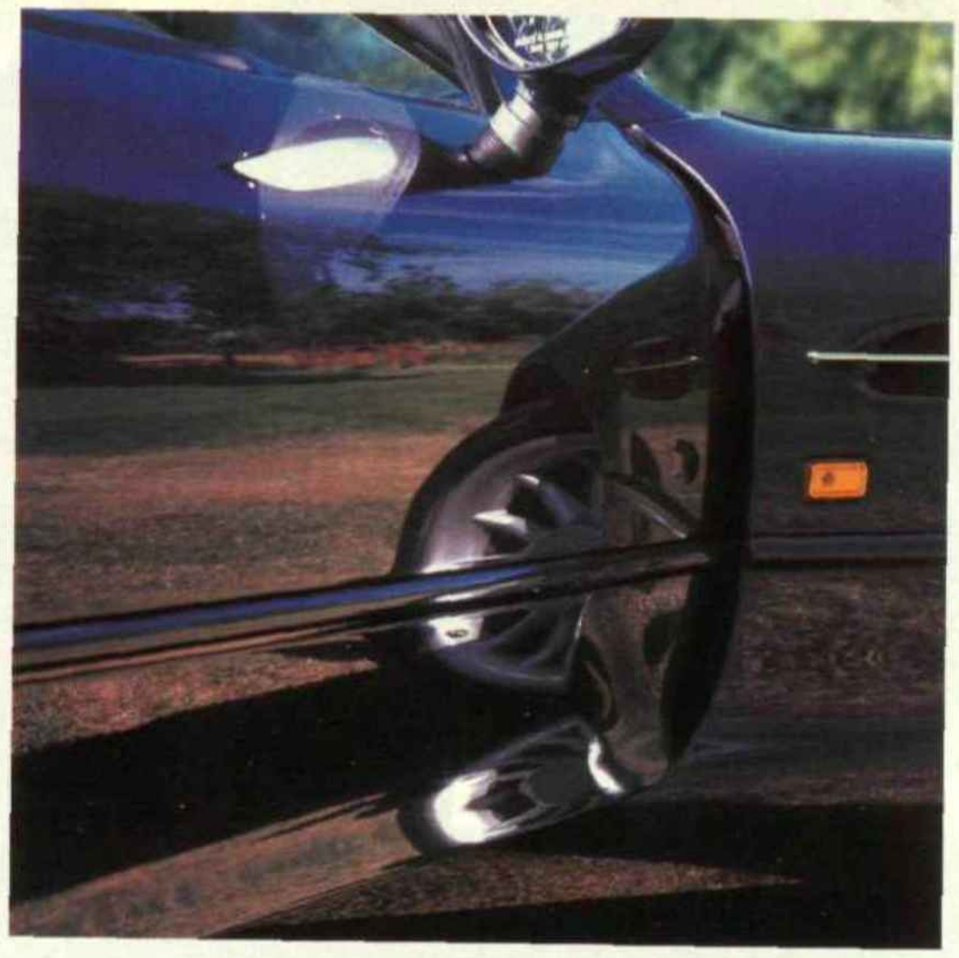
Mechanical disasters steadily knocked out the V12 Delahayes, then the works Talbot T150C. By halfway Trevoux and Levegh were third, then a surprising second behind the flying Alfa. Cruelly, because the Alfa too later failed, their cylinder-head gasket blew. It was a French win in the end, but for a Delahaye 135.

Talbot did not offer Levegh a drive in 1939, and it was another 10 years before the endurance classic ran again. Levegh raced single-seaters post-war, but, still burning with the need to contest the 24hrs, had to watch from *les tribunes* as a single works 4½-litre Talbot retired from the 1949 race, then finished second the following year behind a Talbot-Lago T26GS. Surely this well-proven design could still be a contender with works backing for 1951? And despite his increasing age, Levegh was selected to share a factory entry with René Marchand. This time he finally achieved the first part of his goal: when 4pm on Sunday came, the car was still running, with the pair classified fourth.

But it wasn't good enough. Levegh knew intimately the Talbot's big six-cylinder pushrod engine with its twin high camshafts, and was sure he ➤➤

*Levegh leads Helfrich/Niedermayer and Kling/Klenk; the SLs finished one-two once the Talbot retired*










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could improve the performance. And though the factory had forbidden him to try his tweaks on their car, there was another answer: order his own Talbot. The new chassis arrived towards the end of 1951, a two-seater with central drive, unlike the successful GP cars with their offset driveshaft. He lightened the con-rods, raising the red line to 5200rpm, and fitted three twin Weber 45DCO carbs instead of the works Solexes, plus complete duplicate wiring. The all-enveloping aluminium body concealed a spare tyre in the wing, with air ducts to the rear drums, and a larger fuel tank. After an exploratory race at Monaco, he booked Marchand as co-driver, plus two mechanics, and set out for Le Mans.

His rivals looked formidable: Jaguar's C-type had won the 1951 race, and rumour said the new Mercedes 300SL would be fast and tough. With its slanted injection engine, space-frame chassis and gull-wing doors, it might have come from outer space, and the opposition was depressed. Everyone remembered how completely the Germans had dominated Grands Prix before the war, and Alfred Neubauer's Le Mans team was clearly very well prepared. "God is in the details," said a famous architect once, and the Mercedes details seemed perfect. Each race car had a coloured band around the grille to identify it, plus marker lights fore-and-aft in the same colour for the night, and each car was upholstered red, blue or green to match. DSJ's comment was typically acerbic: "The German team over-shadowed the whole meeting, not by any reason of superiority of machines or drivers, but by the subtle spreading of a vast inferiority complex among the other teams."




***Levegh refused to hand over to Marchand despite ardent protests in his pit***

A German victory seemed to be settled even during practice. Not that the silver cars had even posted the fastest lap. That honour went to Ascari's new Ferrari saloon, but it was one of a spread of Ferraris of five different capacities, which did not seem to indicate great confidence in the staying power of any single one. Jaguar was in a collective panic, the hurriedly redesigned low-line C-types already looking doomed to fatal overheating, which transferred British hopes to the pretty Aston Martin DB3s, fast, but at 2½ litres, surely not fast enough. Briggs Cunningham's trio might elbow their way to the front by sheer V8 muscle, and Amédée Gordini was exulting at the pace of his new 2.3-litre entry. But few would lay their wages on the highly tuned and enlarged Formula 2 engine lasting the distance.

Levegh naturally chose to start the race, ignoring his age to sprint across the bitumen when four o'clock fell and fire up the Talbot. He had no illusions about setting stunning lap times; he knew that the front-runners were likely to overstretch themselves, and before long it began to happen. All the Jaguars were out within four hours, and the fast Ferraris began to suffer a series of clutch problems, letting the Gordini of Manzon and Behra through to the lead. Neubauer was happy to let Kling and Klenk settle in second, waiting for the Gordini's expected expiry, but it was the Mercedes which developed trouble first. During the evening the dynamo stopped charging, and soon the silver coupé headed for the dead car park. But behind it, Levegh had been pushing on, exchanging sixth for fourth, then third, and with the Mercedes retirement he was lying second, the two remaining 300SLs keeping station just behind

As darkness obscured the crowds and kept each competitor staring into the yellow pools of his lights, most drivers had swapped with their co-driver; but not Levegh. If and when the Gordini broke, he would finally, after so many years' dreaming, find himself leading the world's most famous race.

It was 2am before the Gordini slowed and headed for the pits – not with engine problems, but minus its front brakes. Behra and Manzon wanted to continue on rear brakes only, but Amédée Gordini refused to take the risk. Suddenly Pierre Levegh's determination seemed worthwhile, as he saw No8 lifted to the top of the leader board. Those spectators packed into the stands, the fields and the car parks who were not asleep watched the quartet of lights spearing into the fog which cloaked the track and muffled the relentless throb of the big six, and wondered when the two Mercedes would pounce.

But as the light grew the Talbot still led, its four-lap cushion enough to refuel and change tyres without losing its place. While the campers restored themselves with breakfast, Levegh's sporting fitness buoyed him up; yet again he ignored the pleas of his team and his worried wife during a fuel-stop, leaving Marchand standing in the pits, frustrated and nervous. He was not alone, though; Briggs Cunningham had also gone this far without relief, lying seventh, and it was only after midday that Spear climbed into the dirt-covered Cunningham for his first stint.

At about 11am a haggard Levegh again pulled up in front of the Talbot pit to refuel. Again Marchand and Mme Levegh argued with the glazed driver. He would still be a winner if Marchand took over; the glory would still fall to France, and to Talbot; if he continued he was going to lose concentration, perhaps fall asleep, bringing certain disaster... Onlookers wondered whether it was admirable grit or the exhausted loss of reason which now drove Levegh, but when the blue car roared back on to the track, Marchand was again left behind in his still-pristine overalls.

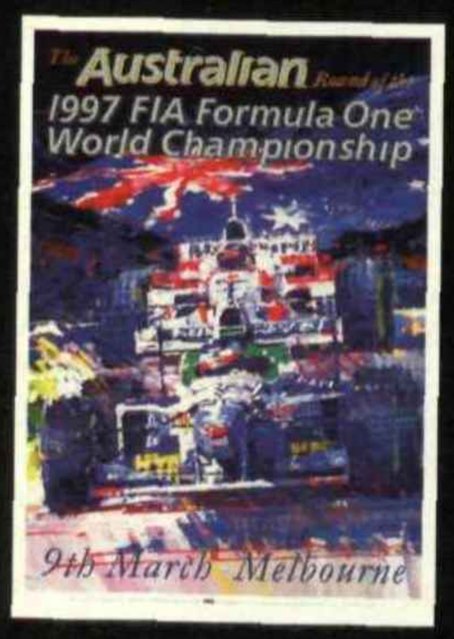
Suddenly the atmosphere quickened: the Helfrich/Niedermayer Mercedes was slowing and heading for the pit lane. Perhaps the silver steamroller was not invincible after all. But it was only a buckled wheel; soon the Mercedes was again in formation with its sibling, shadowing the Talbot which carried the hopes of the French crowd. Were they unable to catch him, or just waiting to press him as his exhaustion deepened?

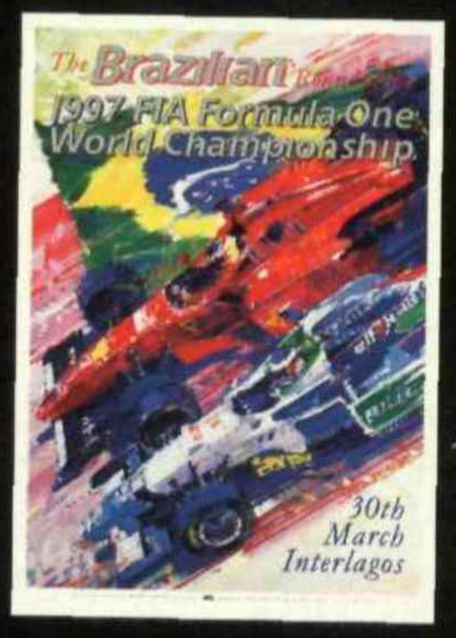
One more stop; a last tank of fuel, and a last chance to persuade an obsessed man of his folly – or to cheer on a superhuman effort which would make history. By now Levegh was barely aware; the heat from the dry-sump tank baked his legs; he had been sick, and seemed hypnotised by the hundreds of times he had taken each corner. Talbot boss Tony Lago pleaded for him to reduce his pace. Marchand tried to pull him from the cockpit, but was pushed away. Victory was so close – only the duration of a modern Grand Prix still to endure... but the germ of disaster had already been sown. Late in the twenty-second hour, Lang's Mercedes purred past the pits and the packed tribunes, with Niedermeyer behind – and no Talbot. An audible groan went up, as much for the man as the lost French victory. Even with four laps in hand, he was finished; the Talbot's crank had broken.

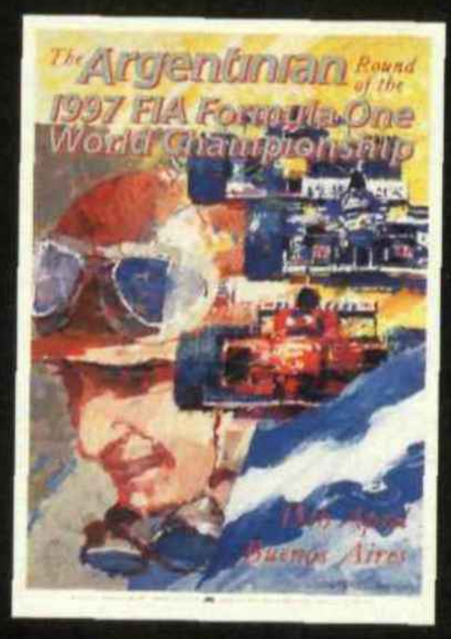
Some reports said it was Levegh's mistake, that he had over-revved the engine momentarily, briefly grabbing second instead of fourth as he accelerated on to the Mulsanne straight. But the Talbot had a pre-selector gearbox, with '2' and '4' lying in opposite directions from '3' on the shift quadrant, not side-by-side as on a gate shift; much harder to confuse.

Afterwards, Levegh remained tight-lipped over the story, and it was only after his violent death at the circuit he loved, in a Mercedes 300SLR three years on, that an explanation came in *The Autocar*. Early in the race, Levegh's acute senses detected a vibration from the bottom end. Knowing that he had the delicacy to keep it running, but doubting Marchand had, his only choice to keep the engine alive, and keep the news from Neubauer, was to go on solo. So the epic run was as much a miracle of mechanical sympathy as human endurance.

But no one knew that as the blue machine rolled to a halt on Mulsanne. In a moment a hero had turned to a villain for the crowd; he should have stopped, they could have won and beaten the Germans. Instead, Neubauer's team ran home in formation, as if they'd known the script beforehand, and a shattered Levegh was carried in for medical care. His feat was as nothing. Had he won a 20-hour race alone, he would have been a legend; having lost a 24-hour one, he was a failure. Perhaps returning to the Sarthe in works Talbots in 1953 (14th) and 1954 (crashed) was equally brave; but his passion for the race was undimmed, something Alfred Neubauer recognised when he chose Levegh to partner John Fitch in the tragic 1955 Le Mans, which finally incised the name of Pierre Levegh into racing history. M

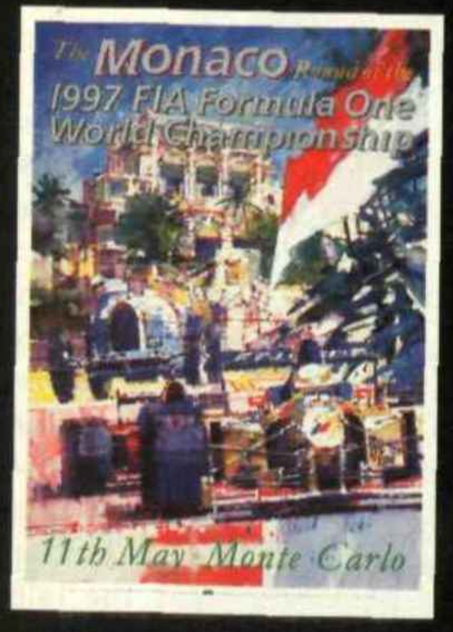










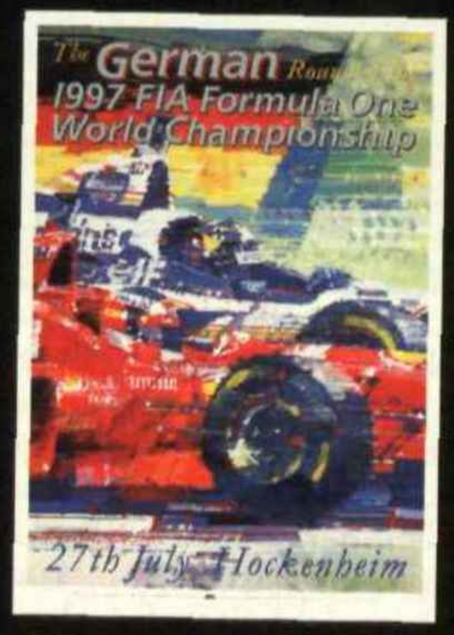


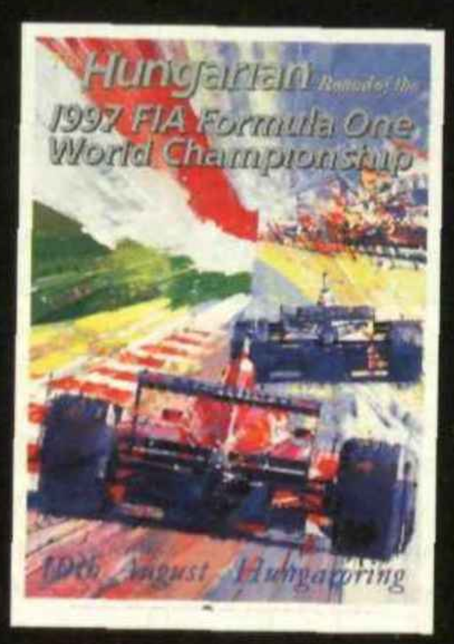


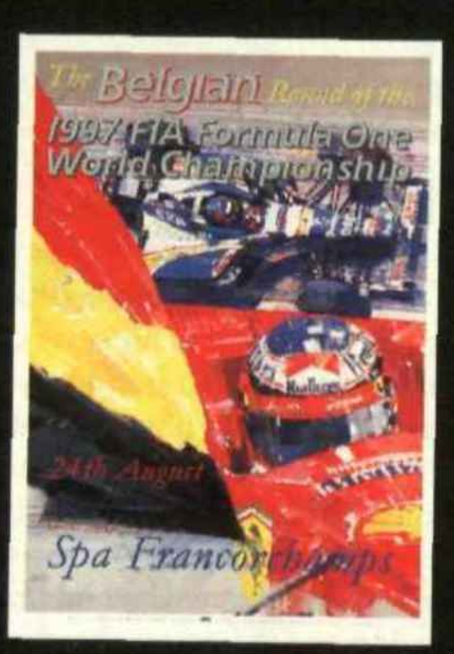






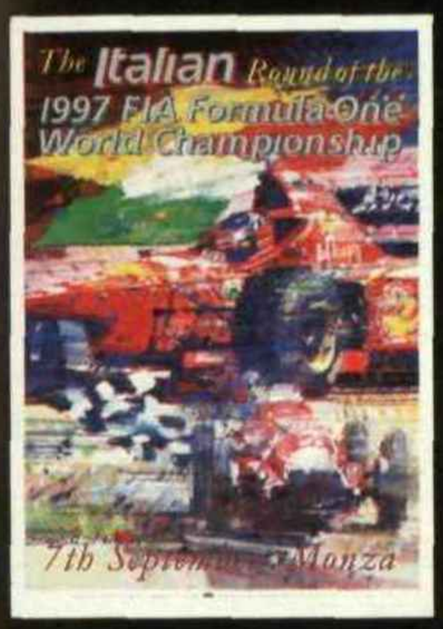



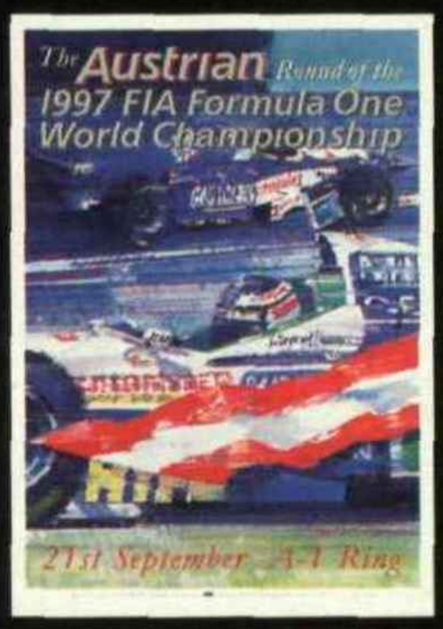




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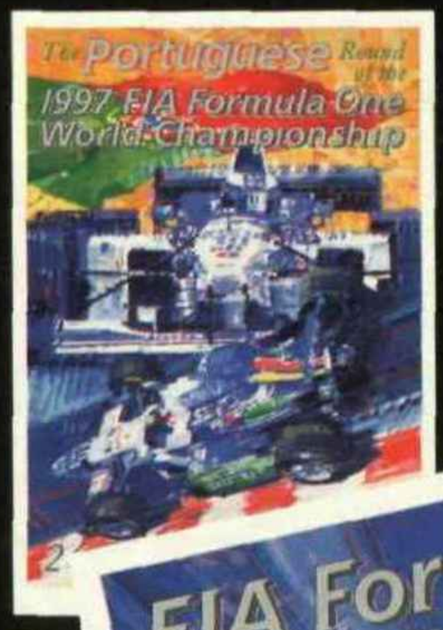


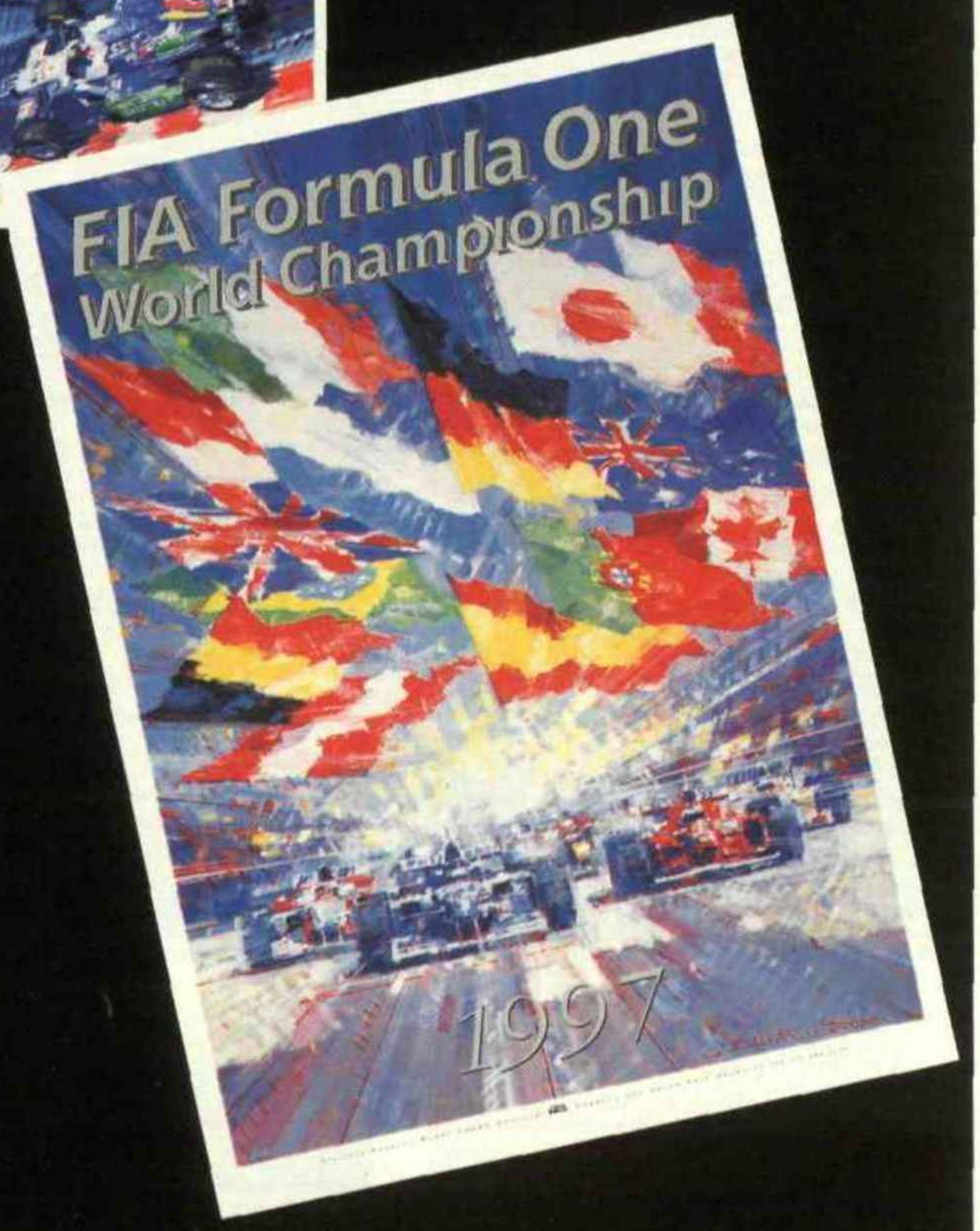










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# THE

***WHEN A LORD, A SUPERSTAR AND A MAN NAMED BUBBLES STARTED AN F1 TEAM, NO ONE TOOK THEM SERIOUSLY. UNTIL THEY WON. SHAUN CAMPBELL LOOKS AT THE SHORT, GLORIOUS LIFE OF HESKETH***

IT LOOKED LIKE AN EXTRAVAGANT JOKE, an extended April Fool's stunt played by a bunch of ex-public schoolboys with more money than sense. It ended, as everyone had predicted, in tears. But neither the initial appearance nor the manner of its final departure give the truth to the tale of the Hesketh Grand Prix team.

There was a schizophrenic quality to the Hesketh Formula One team, which was never more apparent than at its Grand Prix debut at Monaco in 1973. In Monte Carlo's harbour, the team's principal, a portly peer of the realm not long out of his teens, had a 192-foot yacht in which to entertain the wealthy guests he was ferrying from Nice airport in his Bell Jet Ranger helicopter. For transport around the Riviera streets there was a Rolls-Royce Corniche, a Porsche Carrera and a huge Suzuki motorbike. But in the pits he had only a second-rate customer F1 machine, overseen by a former car salesman and bit-part TV actor, that was to be driven by a Grand Prix debutant whose reputation as a party-goer was only exceeded by his notoriety as a crasher of racing cars. When the driver in question was seen – and heard – making frequent trips to the facilities to throw up his breakfast through sheer nerves as the minutes ticked by towards the start of the race, it's not hard to understand why the rest of the F1 fraternity had trouble taking the Hesketh team seriously.

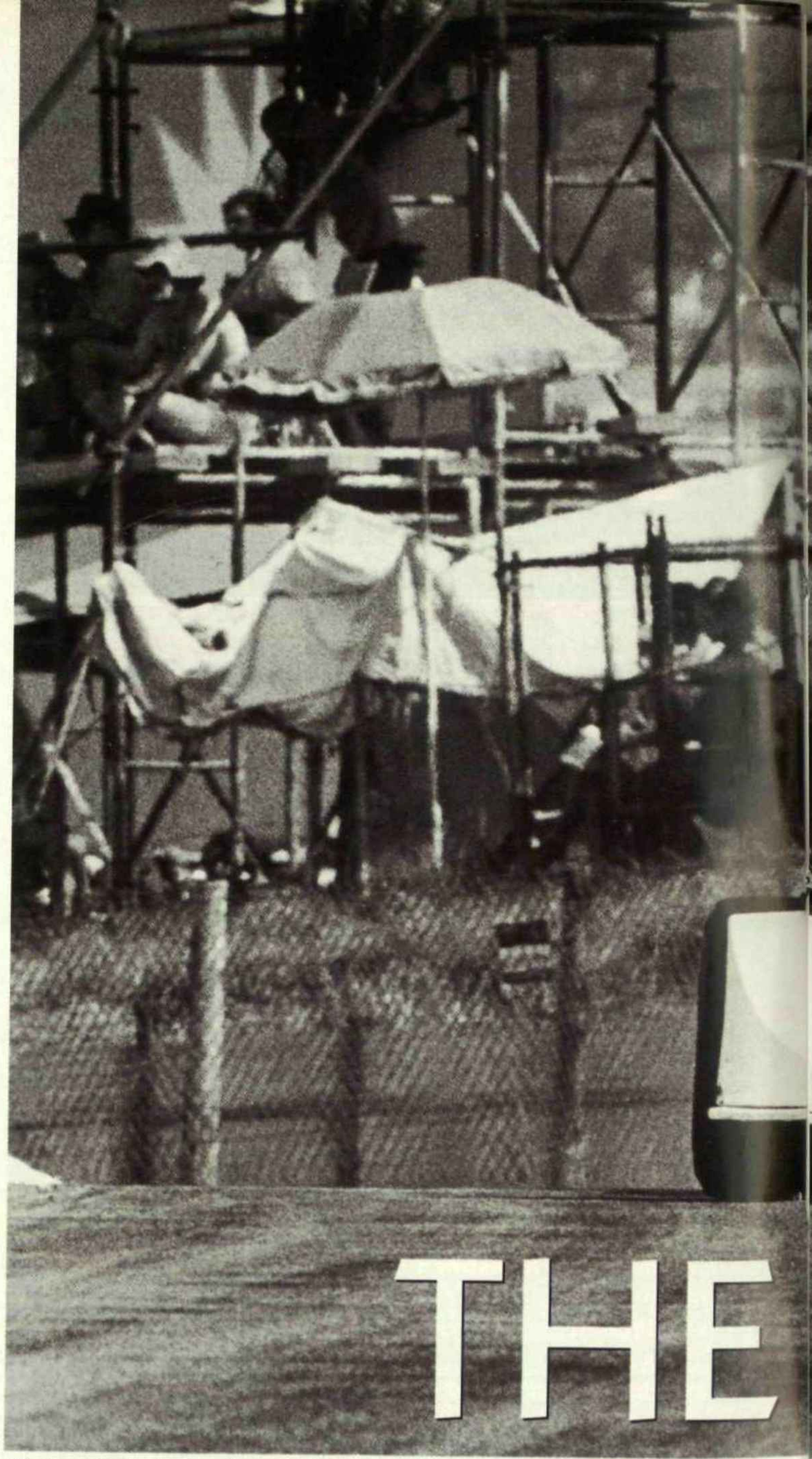
By the end of the race though, it was clear that there was more to this team than was apparent on the surface. The car had qualified 18th on a grid of 25 starters and had been running in sixth place, on target for a point-scoring finish, when the Cosworth DFV dropped a valve with only five laps to go. Considering the circumstances, it was an impressive debut, though nobody watching could have expected what was to come within the next few months.

By the time of that Monaco Grand Prix the Hesketh team had existed for little more than a year. Early in 1972 the 22-year-old Alexander Hesketh, newly come into his considerable inheritance, had started backing a F3 Dastle Mk 9 for his long-time friend, Anthony Horsley. Better known as 'Bubbles', a nickname derived from 'Bluebell', after he had bought a racing car from a woman racing driver called Bluebell Gibbs, Horsley had been in and around the sport for several years. If he was no great shakes as a driver he was, to say the least, a resourceful character, who had earned his living in a wide variety of ways, including acting in TV commercials.

It was at Chimay in Belgium that Hesketh and Bubbles first approached James Hunt. Then 25 years of age, Hunt had spent four seasons in F3 without conspicuous success and was best known for an incident caught on live TV when, after a collision in a race at Crystal Palace, he had thumped the driver he considered responsible. At this stage, Hunt's career looked to be going nowhere. A few weeks before



*Hesketh talks serious tactics with team manager Anthony 'Bubbles' Horsley*



*The first Hesketh chassis made its Grand Prix debut at Kyalami in 1974*



*Hunt made his F1 debut in this Surtees at Brands in 1973 – he finished third*



# UNLIKELY LADS

he had been sacked by the works March F3 team, and he was at Chimay driving a borrowed year-old car.

"I was introduced to James in the gents loo," remembers Lord Hesketh, now a thoroughly respectable figure and a whip for the Conservative party in the House of Lords. "Chimay was a pretty ghastly place and the loo was actually a WWI tent. I remember that the proprietor of the track used to drive around at great speed in an E-type without a windscreen. Anyway, we were looking for a second driver and Bubbles suggested James. However, the first time I saw James drive he crashed into the wall at Silverstone practically under my feet."

A few weeks later, at the British Grand Prix meeting at Brands Hatch, the Hesketh Dastle team came to a premature end. Bubbles crashed one car in practice and Hunt smashed up the other in the race in the most comprehensive style imaginable. The story could have ended there and then, but Hunt at least had no intention of giving up. Still smarting from his dismissal from the March F3 team he persuaded (blackmail is too strong a word) March director Max Mosley to lend him a year-old March 712 F2 chassis, while 'the good Lord', as Hunt usually referred to Hesketh, stumped up the money for a Ford BDA engine. Bubbles meanwhile, decided to quit driving and manage the team instead.

They had failed in F3, but those end-of-season F2 races were rather more encouraging. Twice Hunt finished in the European F2 Championship points and at Oulton Park he scrapped with the brand new works Marches of Ronnie Peterson and Niki Lauda, finally finishing third. The team had by then already acquired something of its later reputation for eccentricity. On one occasion Mosley had seen them gathered in a circle in the circuit paddock, praying to the 'Great Chicken in the Sky' to find them a new engine, their original BDA having expired. Mosley lent them a spare, after which the team always referred to the future President of the FIA as 'The Great Chicken of Bicester.' "We always called him that," says Hesketh today. "And we used to cluck whenever we saw him, which enraged him."

After what Hesketh now describes as a top-level conference in a Fulham Road restaurant, the decision was made for a full-scale assault on the ➤

1973 European F2 Championship. "We bought a Surtees TS15, but it was the wrong car and the wrong engine. The first race was at Mallory Park and Jean-Pierre Jarier, who had the works March with the new BMW engine, simply disappeared into the distance. James was fastest of the Ford-engined cars but it was obvious that we weren't going to be doing much winning."

The Hesketh solution to this problem was unconventional. Can't win in F2? Then go up to F1. At the Race of Champions the team borrowed a Surtees TS9B F1 car and Hunt, taking to the extra power with considerable ease, drove it to third place. Hesketh was sufficiently encouraged to sanction the move into F1. Another visit to the Great Chicken of Bicester resulted in the team taking delivery of a new March 731 with Cosworth DFV power and an entry was made for the Monaco Grand Prix.

More important than the car was the team's recruitment of a young engineer from March, Dr Harvey Postlethwaite. "Bubbles said there was no point in buying an F1 car unless we had somebody to improve it," said Hesketh. "So we plied him with fine white Burgundy until he agreed."

The foundations were now in



*Designer Postlethwaite – 'the Doc'*

place, but it was the trappings that caught the eye at Monaco. F1 was considerably less well-heeled then than it is today, and the sight of this new team in its matching kit, nicknames printed on their backs, sipping champagne served by liveried butlers and barely-clad young women, convinced most observers that his was anything but a serious effort. In a sense they were right, because if the Hesketh team took its racing seriously it was under the guise of pretending that all life was a joke. Underneath the gloss though, was a fierce commitment, a determination to prove that it was possible to shake up the po-faced Grand Prix fraternity and to have a bit of fun at the same time. As for the nicknames, Lord Hesketh was known as 'Le Patron', Horsley was, of course, 'Bubbles', Postlethwaite was 'the Doc', and Hunt was 'Superstar'.

The next appearance was at Paul Ricard for the French GP. It was here that the first of the Doc's tweaks was unveiled – a towering airbox over the engine. It worked loose and flew from the car mid-race, but Hunt soldiered on to finish sixth and give the team its first World Championship point.

The real breakthrough came two



***The luxury yachts didn't last long***

weeks later at Silverstone. It was the team's 'home' race, just down the road from the Hesketh family estate of Easton Neston, near Towcester. In practice Hunt was sensational, lapping two seconds quicker than the works Marches and qualifying 11th on a grid of 28 starters. The race had to be stopped at the end of the first lap when Jody Scheckter launched a multi-car pile-up after spinning wildly at Woodcote. Hunt closed his eyes and drove through the carnage, but the detached rear wing of Scheckter's McLaren sliced off the Hesketh March's airbox passing within inches of Hunt's head. Only 19 cars survived for the restart and after a poor getaway, Hunt, now with a conventional March airbox, more than lived up to his practice form. At one stage he had worked his way up to third place and he finished fourth in a desperately close race, just 3.4sec behind the winner, Peter Revson.

"He said afterwards, and I'm sure he was right, that if he'd had the new airbox he would have won that race," says Hesketh. "It was giving us something like another 400rpm."

More chassis and aerodynamic modifications followed and the results continued to impress, but then Superstar relived the bad old days of Hunt the Shunt when he crashed the March in practice at Monza. There were signs, too, of Hunt's volatile temperament when he clashed furiously with Horsley who refused his driver's demand for a new March chassis to be flown to Italy for the race. But it was proof – if proof were still needed – of Hunt's commitment.

The season finished on a high though, when Hunt took second place in the US Grand Prix at Watkins Glen, hounding Ronnie Peterson's Lotus 72 all the way and finishing only 0.7sec behind. The team had entered only eight of the season's races, but Hunt finished eighth in the World Championship with 14 points, the only March driver to score.

*Le Patron* had big plans for 1974 and it was indicative of the progress the team had made that this time no one was laughing. Hesketh would build its own car, designed of course by the Doc, and there was even talk of a new V12 engine to power it. In fact, the V12 never materialised, and the new car was finished too late for the season's opening races in South America, so the ageing March 731 was again pressed into service.

In Argentina, Hunt planted the



***Third place in the United States equalled Hunt's best GP result of 1974***

March into the scenery, while in Brazil the team's performance was rather overshadowed by its antics off the track. Returning to the hotel late at night, accompanied by a dusky lovely, Hesketh and Hunt were told by the doorman that their companion was not welcome. "How dare you insult this lady," said the good Lord blithely. "She's my sister." The following day Hesketh noticed that the Union Flag on the circuit had been hoisted upside down. Demanding this insult to the national flag be rectified at once, he stood underneath with the rest of the team standing to attention while the flag was re-hoisted in its proper state.

It was at the Race of Champions, exactly a year after the team's first F1 appearance, that the new Hesketh 308 made its race debut. Like the old March it was painted white with red and blue stripes. Hesketh was a patriot, but he thought British Racing Green too sober a colour. There was nothing sober about the way Hunt stood it on its ear to claim pole position though, to the delight of the British racing fans who had taken the team to their hearts. But any chance of a win disappeared with the rain of race day. The car's Firestone tyres were hopeless in the wet against the Goodyear rubber, and Hunt dropped steadily down the field before retiring with handling problems.

Next up was the South African GP at Kyalami, a race that would set the pattern for the rest of Hesketh's season – flashes of speed interspersed with heartbreaking mechanical failures. The team soon learned that running its own car was a considerably more complicated affair than running someone else's, and that while Superstar was undoubtedly extremely quick, he was still prone to making stupid mistakes. The net result at the end of the year was 15 points, only one more than achieved in 1973, after third places in Sweden, Austria and the United States, and a fourth in Canada. But there was also one day of glory, which will live long in the memory of everyone who saw it.

It was early in the season, at Silverstone, for the non-championship Daily Express Trophy. Hunt invariably performed well on fast tracks and in practice he was simply in a class of his own, taking pole position by the incredible margin of 1.7sec. When the flag dropped though, the Hesketh's clutch slipped badly and the gear lever knob came away in his hand. Hunt scrabbled away slowly, banging the stub of the lever through the gears, his normal state of hyper-tension at ➤



*The spoils of war… Hunt's first podium came in the Dutch Grand Prix in 1973 behind the wheel of a March 731*

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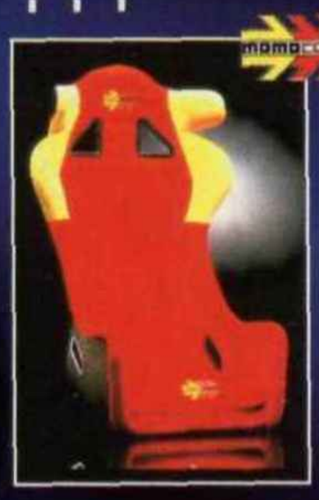




































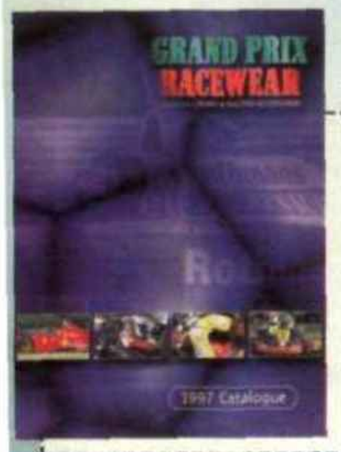









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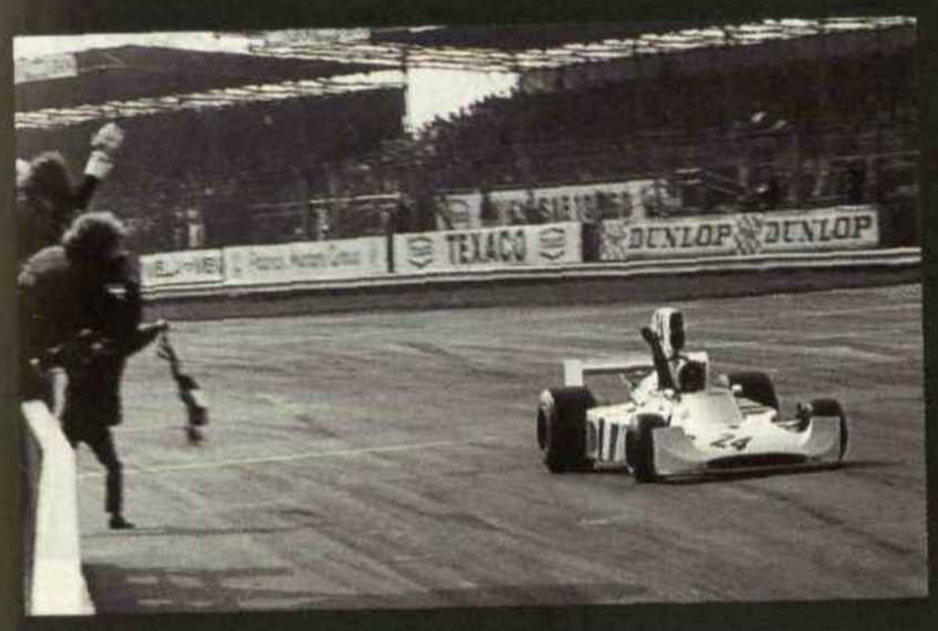
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*Victory in the Daily Express Trophy in 1974 was Hunt's first Formula 1 win. After taking the chequered flag, James promptly broke into a rendition of The Dambusters theme and was accompanied by the rest of the ecstatic Hesketh team*

the start of the race this time brought to fever pitch. He was 14th at the end of the first lap. By half-distance in this 40-lap 117-mile race he had worked his way up to second and only Peterson's Lotus stood in the way of Hesketh's first ever race win.

On lap 28 it stood there no longer. Hunt had pulled off one of the most audacious overtaking moves ever seen at Silverstone, putting two wheels on the grass at the inside of Woodcote as he hammered the Hesketh past the Lotus at some 160mph. There was no catching Superstar after that, and this time there were no mistakes, despite the lack of clutch and the damaged gear lever, which would leave his right hand bruised and raw. Hunt pulled into the pits after taking the chequered flag, flung off his helmet and broke into a full-throated rendition of *The Dambusters*, which the rest of the team deliriously joined in.

It all became more serious in 1975. Although *Le Patron* had given the go-ahead to the development of a new car, he was beginning to understand one of the sport's oldest maxims. If you want to make a small fortune from motor racing, it's best to start with a big one. There was even talk of what had hitherto been unthinkable – that to continue in F1, Hesketh would have to find a sponsor. The economy drive was nowhere more pronounced than at Monaco where the team slept in a hired motor home, driven by Lord Hesketh himself. Of the yacht, helicopter and Rolls-Royce there was no sign. Now the results were needed not just to cock a snook at the F1 establishment, but to pay the team's wages. A second car was often entered, for a paying driver, of which the most frequent was Alan Jones.

The new car wouldn't be seen until the tail-end of the season, but the modified 308B, now with side radiators and a full-width wing running in front of the bluff nose, proved a competitive proposition. Indeed, Hunt finished second in the season-opener in Argentina though he should have won it, a mistake under pressure handing victory to Emerson Fittipaldi's McLaren. It was a similar tale in the Spanish and British GPs, both of which he led before crashing.

At Zandvoort though, there were no mistakes. It was wet at the start, but noting a glimmer of blue sky in the grey above, Bubbles and Hunt decided to leave the car on dry settings, though like everybody else on the grid they started on wet tyres. As the sky cleared, Hunt dived out of fourth place and into the pits to change to slicks. He was the first to do so and the move was decisive. When Clay Regazzoni in the second Ferrari stopped on lap 14, Hesketh moved into the lead.

Almost immediately Hunt had his mirrors full of Lauda's Ferrari. There were 60 laps remaining and the Austrian tried everything he knew to shake Hunt into a mistake, while in the Hesketh pits they were praying once more to the Great Chicken in the Sky and keeping everything crossed. And this time their prayers were answered; their luck and Hunt's nerve held. The Hesketh took the chequered flag by a winning margin of just 1.06sec.




*Unmoved by British Racing Green, Hesketh opted for red, white and blue*




*Team Hesketh's first and only championship win came at Zandvoort in '75*

Hunt racked up 33 points that year to finish fourth in the World Championship, and the team took the same place in the Constructors' title. But the money had run out.

Britain was in the throes of a severe financial recession which had hit Hesketh's other business interests hard. The search for a sponsor continued, but one sensed that *Le Patron* couldn't really bring himself to give up his cherished independent underdog status. It was also more than possible that there were few companies who wanted to be associated with the wilder aspects of the team's behaviour. Hunt, in particular, had shown time and again that he didn't give a stuff about what people thought of his propensity for turning up at formal functions in jeans and T-shirt, or partying late into the night.

At midnight on 14 November 1975 the deadline for finding a sponsor with £300,000 to invest had passed and Lord Hesketh wound up the team.

Hunt, now firmly established as one of the world's quickest drivers, joined the McLaren team. Twelve months later, he would be World Champion. Postlethwaite went to Wolf, to start work on the car that would take Jody Scheckter to within a whisker of the 1977 world title. Bubbles kept the Hesketh name alive in Grand Prix racing for a couple more sponsor-funded seasons, but there were no results worthy of mention.

It had been brief, but glorious. Looking back today Lord Hesketh sighs and murmurs that it's hard to believe it was nearly a quarter of a century ago. But there are no regrets. "I'm glad we did it – if only for James. I always felt that he was underestimated as a driver and I'm glad we were able to put him on his way." M

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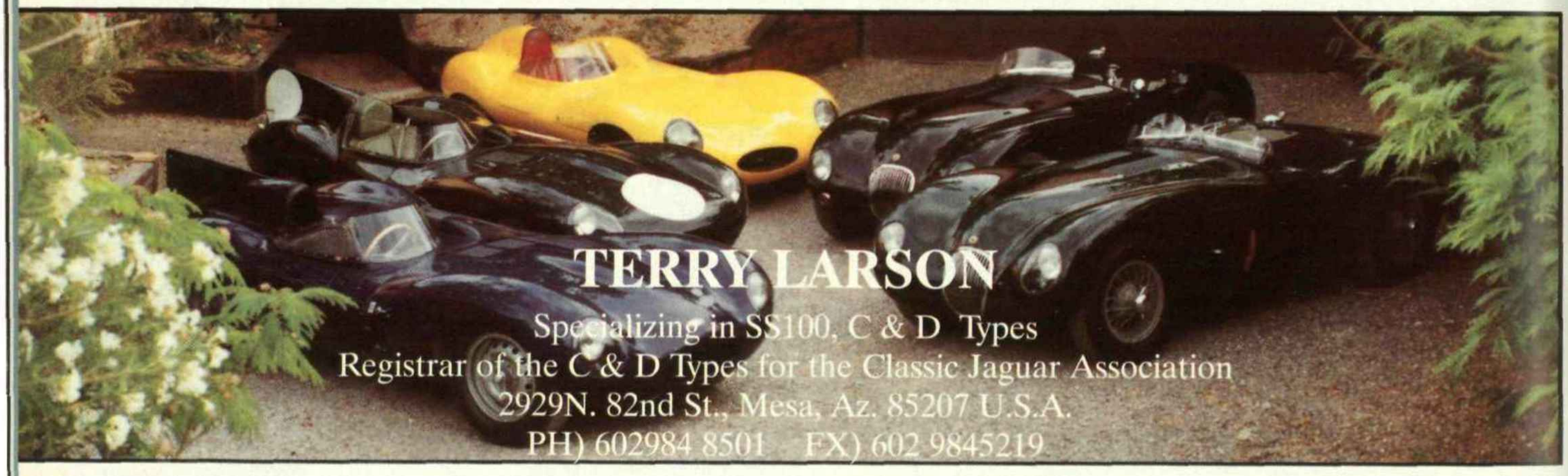


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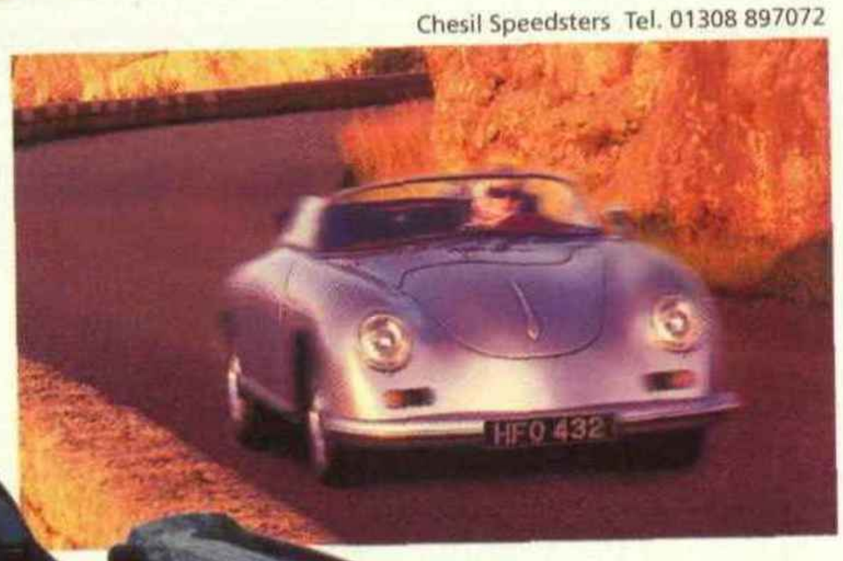



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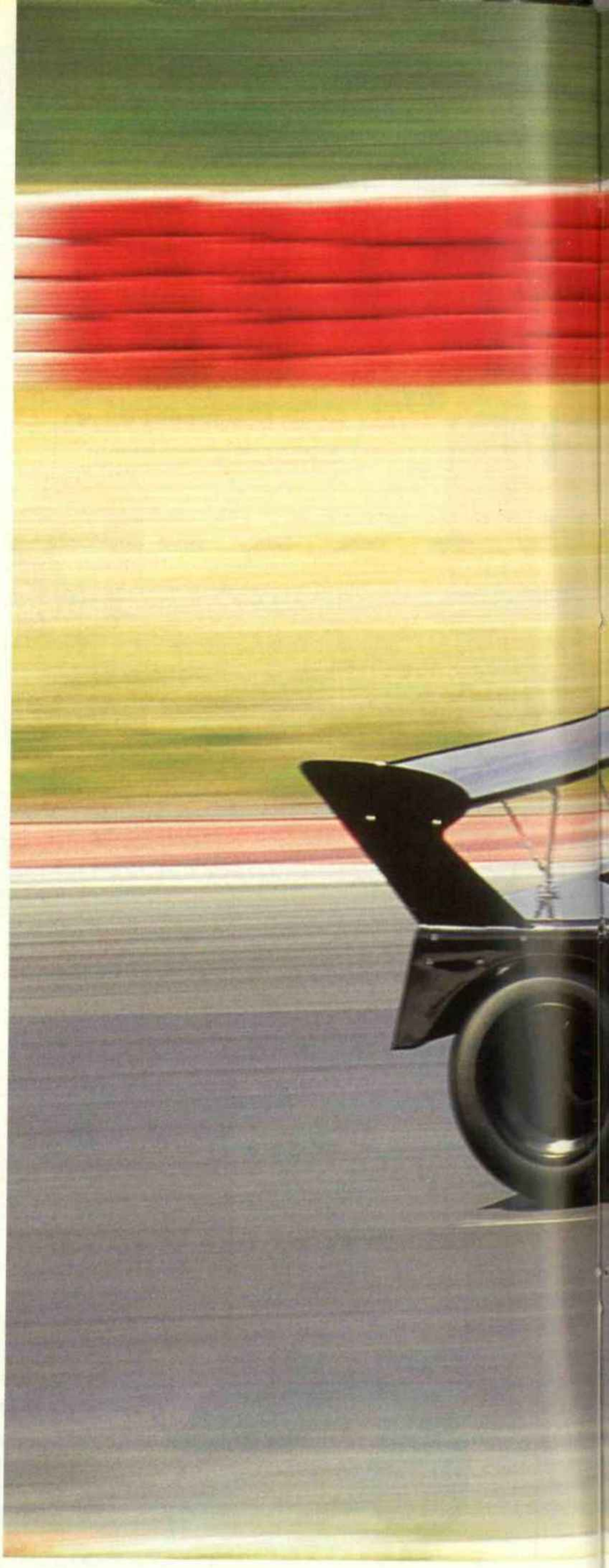
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I DON'T DARE LET ON. TO DO SO COULD COST ME THE chance of a long-awaited drive. But with my knees hard up against the lower edge of the dash, how the hell am I going to pilot the Elfin in anger if I can't brake, can't accelerate? *Merde.*

Just how tall is Neil Allen anyway? He must be way shorter than my 1.92 metres, otherwise there's no way he could have played hero at Warwick Farm, NSW, when he won the 1970 Hordern Trophy in this very car, first time out of the box.

Sitting here, squeezed into the one and only ME5 sports racer, all I'm sure of is that when Gary Cooper and Ron Lambert designed the Elfin for Allen back in 1969, they weren't to know that 26 years later another, lankier, Australian would hope to drive their car, now owned by Harm Lagaay, the head of Porsche design, on the Nürburgring Grand Prix circuit in Germany. Elfin's tiny Edwardston, South Australia, factory never felt so far away.

This is madness. Mentally, I'm panicking. Hiding in a helmet, at least my anxiety is out of sight.

Calm down. Be rational. Harm's almost as tall, must be, after all I'm wearing his driving suit, even his racing shoes, and they fit okay. There must be a way. I shove back into the racing bucket, realise there's still space between bum and seat and snuggle down hard. My hips are too wide to be comfortable, but I've found an inch or two of room. Now at least I can swivel my feet among the pedals. Even if the seat-belt harness is proving a pig.

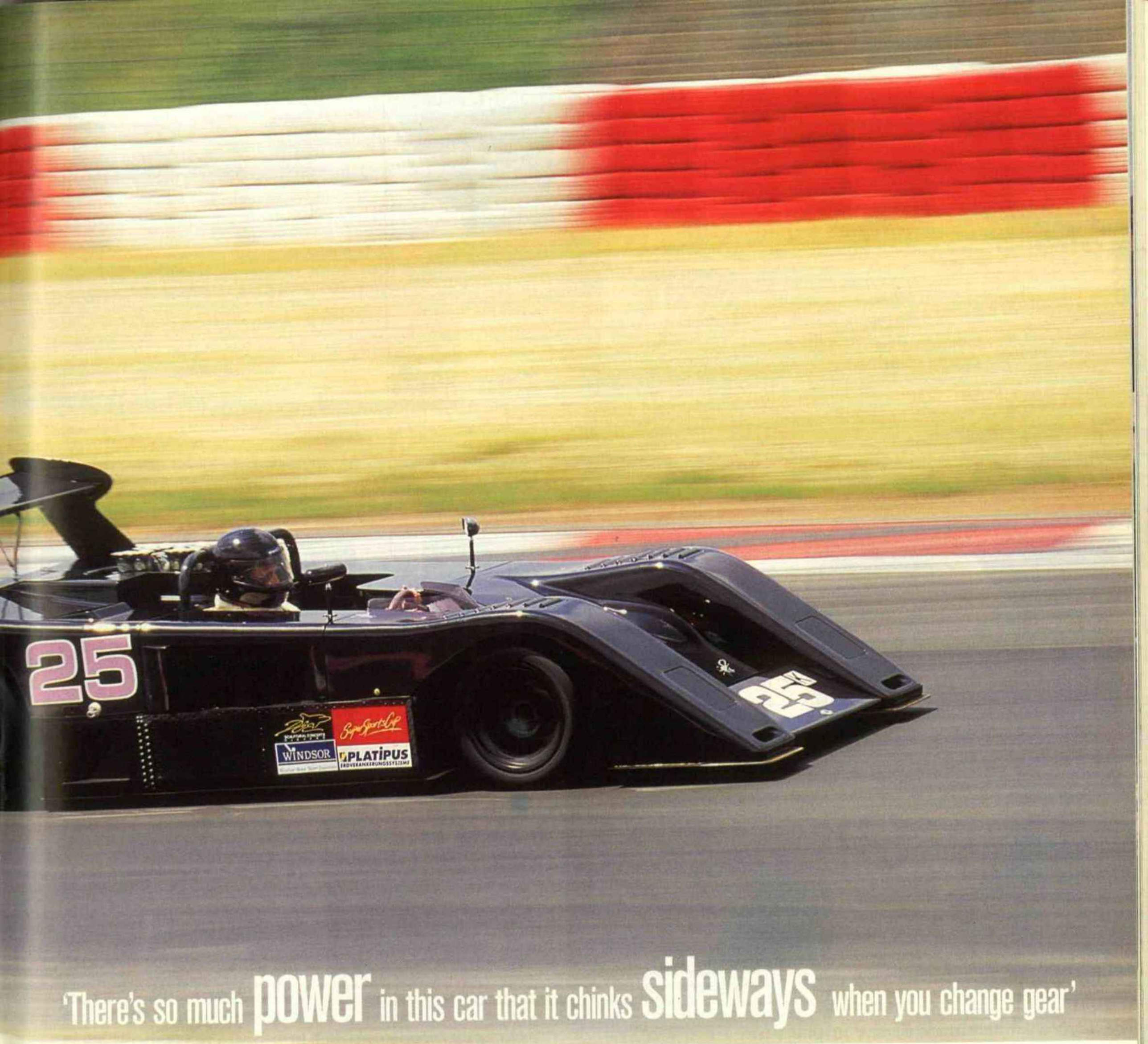



***Having sucessfully negotiated the compact dimensions of the Elfin's cockpit, Robinson gets to grips with the car's controls, Lagaay talking him through the deceptively tricky starting procedure. Driver sits close to the tarmac, his view dominated by the twin wheel guards that form the car's shovel-shaped nose***

Harm leans down into the cockpit to shout instructions. Again. The starting procedure is simple enough. Full throttle until the engine fires, then ease off, holding the revs at the 3500rpm idle. Sounds easy enough.

The starter is plugged in behind the driver, the motor spins, the Chevy V8 barks instantly. But the accelerator is near rigid; it won't release smoothly, so keeping a consistent pressure against the spring proves impossible. The revs lurch down to below 2500rpm. It stalls.

We repeat the process. If there's a rhythm to the throttle action I can't find it. I know a small block, 5-litre Chevy V8 tuned to pump out 590bhp is never going to idle quite like a Toyota Lexus, but this is ridiculous.




'There's so much **power** in this car that it chirks **sideways** when you change gear'

It stalls. Again.

"Why can't you get it to work?" Harm asks, almost plaintively.

Then it comes together. By constantly blipping the throttle I manage to settle the engine into a semi-harmonious throb, a twitching roar from 3000 to 4000rpm. First gear in a Hewland DG300 gearbox is across the incredibly narrow gate to the far left and down. The tiny alloy lever slots in precisely.

Of course, a Can-Am racing sports car, weighing just 660kg (1455lb), isn't designed to ease gently into the traffic. But the clutch bites home quickly, the Elfin stumbles momentarily, then jerks out of the Ferrari pit that's our home for the day's testing (and was Michael Schumacher's base during the 1996 European Grand Prix), and erupts down the pitlane. Better to reduce the chances of stalling and leave the ME5 in first, before I'm out on the track.

Why is that man waving me off the track? I hesitate. It's a mistake, he waves again. I know, he knows, I've seen his signal. He turns out to be the same official who earlier refused us permission to do car-to-car photography between practice sessions. Of course, I should have ignored him and booted the Elfin away, like everybody else.

Instead, it stalls. And without a starter, I'm stuck. Harm appears with the life-support system, after I've clambered out. Climbing in requires dexterity and technique. The Elfin's so low you feel as if you are sitting on the tarmac. My view of the track is defined by the incredibly low shovel nose, that almost scrapes the blacktop as it carves out the air between the two flat and amazingly symmetrical guards. The cockpit is tiny, instruments limited to revs, and pressure and temperature gauges, and the diminutive wheel an easy reach. You're not conscious of anything behind you, even the huge black wing. For somebody three inches shorter, the driving position would be very comfortable. Out on the track it seems small, compact and yet from some angles it looks as wide as it is long.

We're soon mobile, and this time not to be denied. The V8 rumbles defiantly. Above 3000rpm it runs effortlessly with that slightly ragged, utterly distinctive throb that's typical of a highly-tuned bent eight. It's not a sound Europeans instinctively understand, but in Australia and America it transcends all manner of automotive rankings. ➤










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Get straight to the **Point**

remember the McLaren F1 doing the same thing. Harm says the engine is safe to 8000rpm, though I'm content to use 7000rpm as the red line. There's enough pure grunt at any speed to make even the McLaren seem comparatively tame. When my helmet begins to lift in fifth down the straight, I reckon it's time to pack it in. I brake as late as I dare, but I'm using road car terms of reference and inevitably the Elfin slows too early and I have time to accelerate before the apex. It's a common mistake by drivers who have grown accustomed to road cars.

It seems to understeer on turning in to corners, but it's early days in the development of the ME5 as an historic racing car and Lagaay says this can be dialled out. The steering is direct and well weighted once the Elfin is moving, but it loads up quickly and would be tiring to drive hard over any real distance. The lock is a joke.

Up to a point, the Elfin is easy to drive, as long as you take care to get away without stalling; beyond that point it needs skill and practice.

I've been told to watch the water temperature gauge. From the days when Peter Malloy worked the spanners for Neil Allen, the ME5 has had heating problems. In 1970, nobody really understood aerodynamics and how to use the air flow to cool a racing car efficiently. Now, even after the ME5's been stripped down and beautifully restored, the engine rebuilt by Lee Muir (the brilliant American who was Denny Hulme's mechanic in the glory days of Can-Am racing) it still suffers from the same inherent flaw.

So, how come Harm Lagaay, a 50-year-old Dutchman living in Germany and working for Porsche, has spent three years and hundreds of thousands of dollars buying, rebuilding and now racing an unknown (in Europe) Australian sports car?

The first thing to appreciate is that here is one senior car company executive who actually spends his leisure time working on, and racing, old cars. The Elfin is number six. Lagaay first worked as a technical journalist, moved to Porsche Design in 1970, before running Ford's advanced studio in Cologne from 1977 to 1986, when he went to BMW as head of the Technik studio responsible for the Z1. He returned to Porsche with Ulrich Bez in early 1989 to take over as head of design. Today, though, the bloke who's been so generous with his priceless car is Harm Lagaay, historic racer.

So what is Can-Am? The Canadian-American Challenge Cup series, to use its full title, offered a huge purse, bank-rolled by Johnson's Wax, to lure the world's best drivers into a racing series for some of the mightiest sports cars the world has ever seen. From 1966, when John Surtees won the first title, until the money ran out in 1972, the Can-Am sports cars became ever faster and more powerful. Bruce McLaren and Denny Hulme won so often in the orange McLaren M6A and M8 that it eventually became known as the Bruce and Denny Show. Even Ferrari built a special racer for the series, but it was Porsche who topped them all with a turbocharged 917, the flat 12 machine with about 1100bhp, then the most powerful racing car of all time.

Today, Can-Am cars are not only very collectible, but also expensive. An original, if basket-case, McLaren with a racing history could set you back £125,000. And not even the director of design at Porsche has that kind of money. Lagaay persisted with his Chevron B8, but dreamt of a Can-Am car.

In early 1993, Lagaay visited Chuck Haines, an American Can-Am specialist, and told him what he was looking for. Within weeks, Haines had rung to tell him of a sports racing car advertised in, of all places, Australia. This was the unique ex-Neil Allen ME5, then owned by Bob Minogue, the 11th person to register his name in the logbook.

"What's an Elfin?" asked Harm. He was soon to find out, and has answered the same question countless times in Europe. In early 1969, Neil Allen asked Elfin to build him a rival for Frank Matich's highly successful SR-4 for the 1970 Australian Sports Car Championship. Although it was never truly successful it was the only car ever to beat Matich's four-cam Repco-powered V8 in a straight fight.

**'When my helmet begins to lift in fifth down the straight, I reckon it's time to pack it in'**



*ME5 is restoration project number six for owner Harm Lagaay (above)*

Essentially, the ME5 was a two-seater F5000 – the V8 open-wheeler formula that replaced the Tasman Cup cars at the end of the 1960s in Australia – with sportscar bodywork. Originally it was going to be of space-frame construction but, based on information about the Can-Am cars, Cooper decided on a monocoque with tubular front and rear ends. The Bartz-prepared 5-litre Chevrolet V8 produced 460bhp at 7500rpm on Lucas fuel injection and was a fully stressed member of the structure. And appearances don't lie: by the standards of the time, the ME5 was tiny.

By April 1993, sight unseen, Lagaay had agreed a sum (unknown, but I reckon to be about £40,000) with Minogue. Impatient to see his new toy, Lagaay had it flown to Stuttgart. The restoration started in late 1993 and in February 1994 the local launch of the new 911 gave Lagaay an excuse to visit Australia. He loves the place and has just been back there for the Boxster's debut.

"I met all the Elfin people and learned something about the history of the marque," says Harm. "I became aware of my responsibility.

"I wanted something rare, a car which shows that its makers had a vision and were prepared to do something different. Now I've finished the Elfin I tend to lose interest in the project. It's been the same with all my cars. You know, the restoration and rebuilding is probably more important to me that the actual racing. When I've finished I want to sell it and find something new. Now I'm thinking about a Shadow Mk 1, the Can-Am car with the tiny 10-inch wheels. It was totally unsuccessful, but I think I know how to solve its problems."

In July last year, the ME5 was flown to America for a gathering of Can-Am cars. With its 5-litre V8, the Elfin was the smallest and least powerful of all the cars at the meeting. Yet it climbed to ninth in a race featuring more than 50 Can-Am cars, before the engine blew. That old over-heating problem. Lagaay says he has a solution, but worries that it would mean deviating from its historic specification. It's a problem many owners of old racing cars face.

But what of the Elfin company? Where do its roots lie? The name may not be a household one in Europe, but between Gary Cooper's first alloy-bodied Streamliner in 1959 and his ground-effect MR-9 F5000 in 1979, Elfin sportscars won 15 Australian national championships. Two of these went to the designer-driver himself.

Elfin Cars, in Adelaide, South Australia was Australia's most prolific racing car constructor, producing open-wheel racing cars and sportscars. Cooper took over his father's truck body business in the late '50s and decided he wanted to build road-legal sports cars. He created everything from Formula Juniors to Formula 5000s, together with a variety of Lotus Super Seven-like Elfin Clubman sports cars. In all some 250 Elfins were produced.

Australian drivers such as Frank Matich, Larry Perkins, Max Stewart, John McCormack, Bob Jane and Greg Cusack all raced Elfins during the firm's golden era in the '60s and early '70s. Cooper never had any formal training and his cars were noted more for the common-sense in their designs and the quality of their finish than the innovation of the technicals. Among those who worked for Cooper was Tony Alcock, the Englishman who died alongside Graham Hill and Tony Brise in the 1975 aircraft crash and who worked for Elfin in the early T60s.

Gary Cooper died in 1982, from a burst aorta, aged only 46, and the company he founded quickly went into a decline from which it never recovered. It finally closed down in December 1989. M

y Whizz © D.C. Thomson & Co., Ltd., 1996.






Polo 16v

# WONDER WOMAN

***THE FIRST WOMAN TO WIN A WORLD CHAMPIONSHIP RALLY, AUDI'S MICHELE MOUTON CAUGHT THE PUBLIC'S IMAGINATION. LIZ TURNER TALKS TO HER***

LIVING LEGENDS WERE THICK ON THE ground at last year's Goodwood Festival of Speed and the paddock was full of cars powerful enough to shatter the eardrums of anyone who got too close. The fastest cars to tear up the narrow, twisting hill were Jonathan Palmer's F1 Williams FW07B and Mark Surer's F2 March BMW, but the third fastest car of the whole weekend was an Audi – an ex-works rally Quattro driven by Michele Mouton.

The devil with the face of an angel, the gentle savage, the woman with more tabloid nicknames than a British snooker player, gave the eager Festival crowd a glimpse of a golden age of rallying in the early 1980s.

In 1981 Audi Sport burst into the unsuspecting two-wheel-drive world with new technology, a new team and a beautiful, talented female driver. At Sanremo that year Michele became the first woman to win a World Championship rally and, with that, became a superstar. Crowds pushed forward to touch her and her co-driver Fabrizia Pons even on the start line.

These days she lives back in the town where she was born, Grasse in southern France, with her partner Frederik Jonsson and 10-year-old daughter Jessie. "Goodwood was fantastic," she says. "Not just driving; seeing all the cars and the other drivers. I'm looking forward to it this year."

With Frederik, she is already using her tremendous energy to organise ➤




*Mouton: always hungry for victory*

*Portugal, 1983: by this time, the successful Mouton/Pons pairing had become a familiar sight in the Audi Quattro*

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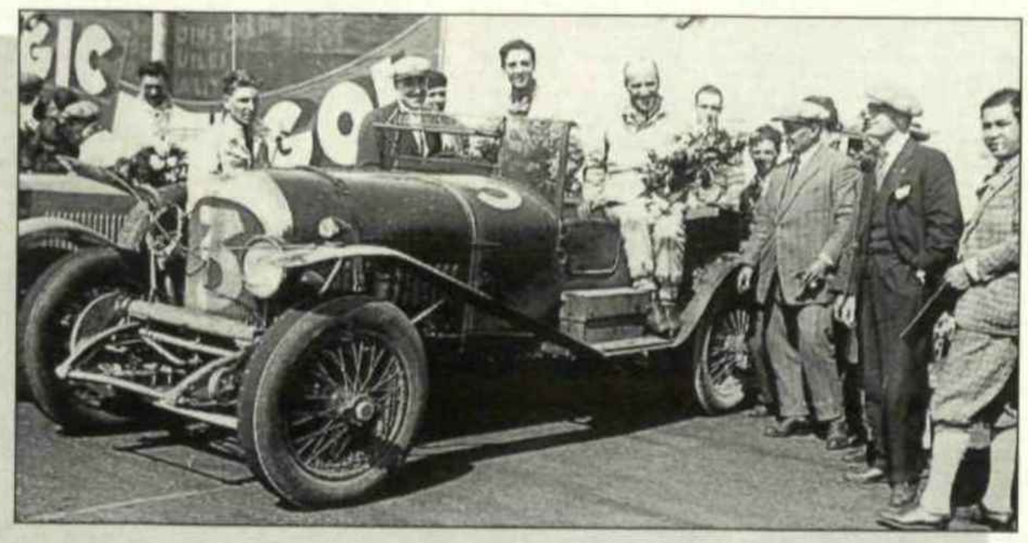
## 1997 Track Programme

| | | | | | |
|---|---|---|---|---|---|
| 7th June | 'Racing Green' Silverstone Meeting* | nr. Towcester, Northants | 2nd/3rd August | Prescott Hill Climb | nr. Cheltenham, Gloucs |
| 28th June | Oulton Park Race Meeting* | nr. Tarporley, Cheshire | 31st August | Cadwell Park Race Meeting* | nr. Louth, Lincs |
| 5th July | Shelsley Walsh Hill Climb | nr. Worcester | 27th/28th Sept | Loton Park Hill Climb | nr. Shrewsbury |
| 20th July | Mallory Park Race Meeting* | nr. Leicester | *Indicates Round of Dunlop Series | | |

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# WONDER WOMAN




Hugh Bishop

***The Ivory Coast Rally was cruel to Mouton. In 1982, on the verge of the world title, she left Africa with nothing after losing the lead with gearbox failure***

the 10th annual Race of Champions, a knock-out series of sprints for the world's top drivers, to be held in Gran Canaria in December. "It will be special this year," she promises. "Every year we want it to be better."

This could be a mantra for her entire life, always to work, improve and be the best. It didn't have to be in rallying.

"I was never interested in rallying. I could drive at 14, I taught myself, but to me driving meant independence and freedom. But my character is always competitive. I went skiing and wanted to be best; I played tennis, and I wanted to be best."

At 22 she was asked to co-drive by a friend in some amateur rallies. "My father loved cars, he wasn't involved in motorsport, but he watched us do a stage on rather worn tyres. Afterwards he said if I was going to continue, it would be in a good car and with me sitting on the right side – meaning the left, of course – for you in England it really would be the right side." She laughs. "I thought why not? That doesn't look so difficult. He said he would buy me a car and pay my expenses for one year and by the end of the year, if I was any good I should have a result. That inspired me, I thought, I'll show you I am good."

The car was a Renault Alpine A110. It was 1973 and the next year Michele drove off with a trophy from the French Ladies' Rally Championship. Her first big win was at the RACE Rally of Spain in a rented Porsche 911, and she won the prestigious Tour de France in 1978 at the wheel of a Fiat Abarth 131.

She continues: "In 1980, Audi 'phoned me. They said they had a new car. This was my chance – I didn't even know it was 4WD. They took a real risk as they had a world-famous driver (Hannu Mikkola) and an unknown French woman."

It was a risk well taken. In 1981 at Sanremo the Porsches, Lancia Martinis and Opels were blown into the dust. Ari Vatanen was fighting for a win to take the Drivers' World Championship in his Rothmans Escort, and a tense battle developed with Mouton, but in his desperation Vatanen overcooked it on the last stage and hit a rock. Michele kept her cool, and she and Fabrizia Pons became the first women to sit on top of their rally car spraying champagne.

She says: "After a while you realise that if you can win once, you can win twice and you're fighting all the time."




***Audi received the lift it had been after when Mouton won at Sanremo in '81***

Suddenly it was Quattro-mania. Enormous crowds swarmed to the sport. They huddled round the cars and pushed to get close to the drivers Mikkola, Blomqvist and Mouton.

Mouton recalls: "I remember this guy reached through the window to touch me as we were counting down to go. It disturbed me a bit, but in rallying people are part of the game."

It's easy to forget, looking back at the record of the all-powerful Audis that they were not perfect machines carving through the opposition. Rallying is a punishing sport at the best of times, but in 1981 four-wheel-drive was a new concept, the team was new and the cars suffered the inevitable teething troubles. Driveshafts frequently broke, and on several occasions Mouton had to complete critical stages in two-wheel drive. On the Corsican Rally her seat simply parted company with its mountings.

She always drove with determination and a hunger for victory. "When you are doing something like that, you don't think. I wanted to win. Sometimes at the end of a stage you realise that you could have hit that tree, or that corner could have been your last, but it's always before or after."

As 1982 progressed Audi looked ➠



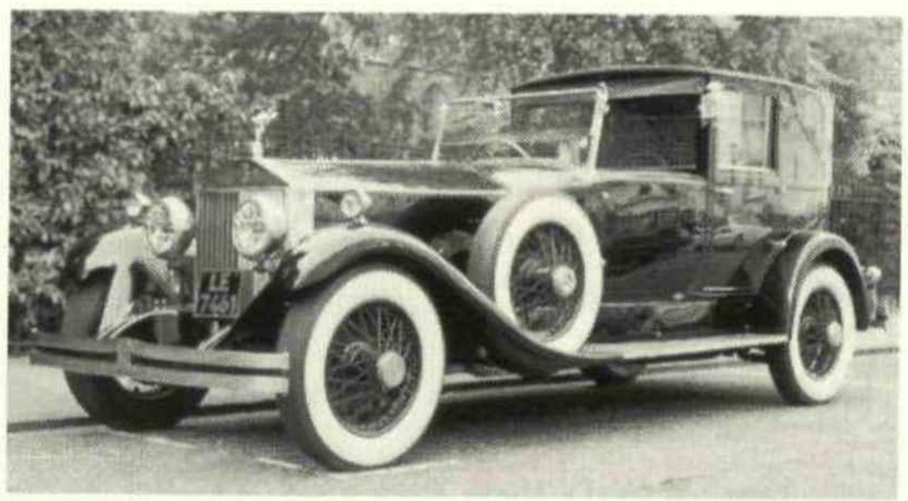
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*RAC 1984: Mouton continued to compete for Audi around the world through the early Eighties until it was time to start a family and turn race organiser*

certain to snatch the manufacturers' championship and Mouton was closing on Drivers' Championship leader Walter Rohrl, driving for Opel.

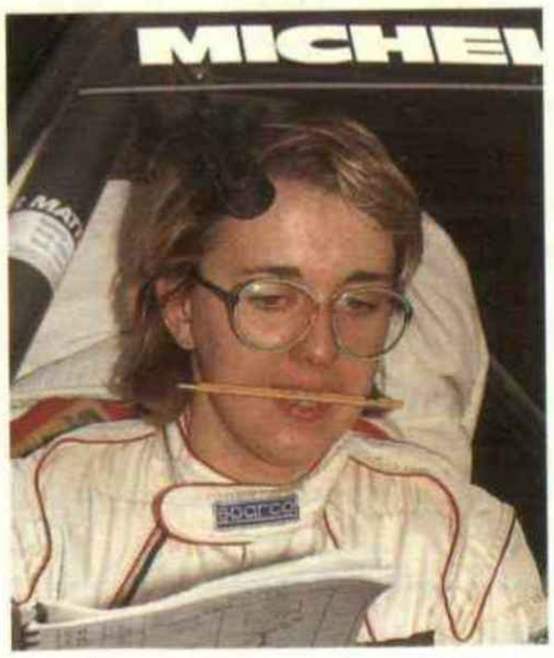
The duel was decided on the Ivory Coast Rally, a gruelling event which took rallying back to its roots of simply getting from A to B. At one point Mouton lead Rohrl by more than an hour, but she says: "I could hear a noise in the gearbox and to be safe we decided it should be changed."

This should have taken 17 minutes, and after 25 minutes the new 'box was in, but she had no gears. "They lost all my time," she declares, the hurt still in her voice. The next morning the car wouldn't start and had to be pushed out of *parc fermé* to the mechanics. Assistance to get it out cost a further 10 penalty minutes. She began the day 20 minutes behind, driving into thick fog. Far worse, an hour before she was due to start, Michele heard that her beloved father had died. "My mother said 'You have to do it for him'." He meant everything to me. I didn't care about winning the Championship, I wanted to win for my father.' But it was not to be.

"I attacked it a bit too much, it was foggy and I made a mistake on the corner and rolled the car."

Rohrl took the laurels and the 1982 Championship. The next year Michele's car was plagued by mechanical problems and engine fires. Of the most serious Mikkola was heard to suggest she drive the car into a nearby lake to extinguish the flames.

Much has been made in the press about personal animosity between Mouton and Rohrl, who later joined the Audi team after he made a remark in 1982 that a trained monkey could win rallies in an Audi Quattro, and his perhaps tactless comment that he hadn't even been driving fast to win the Ivory Coast Rally.



*Co-driver Pons played a crucial role*

Mouton dismisses the rivalry story as a juicy nugget made up by the press: "When he said it wasn't difficult to drive the Quattro, he didn't say it for me, he was never trying to attack anyone – he is a nice person. I have great respect for him because he is a great driver, and he will be at the Race of Champions this year."

What of her co-driver?: "Fabrizia and I were great friends. She was so professional, someone you could rely on. She played a big, big part in this."

In 1984 and 1985 Michele tackled the infamous Pike's Peak Hillclimb in Colorado. In 1985, driving an Audi Sport Quattro, she not only won, but smashed Bobby Unser's record. She remembers this as her most terrifying drive. She says: "They call it the Race in the Clouds because that's all you can see. It's very high, very flat and very fast. On one corner I thought it was my last, I thought I was off, but I caught it and went on to win."

The death of her friend Henri Toivonen in the Lancia Delta S4 confirmed what she had been thinking for a while. It was time to stop, live life and have a family: "It is hard to stop. When you are doing well there are many opportunities, but I'd always told myself 'don't forget to stop'".

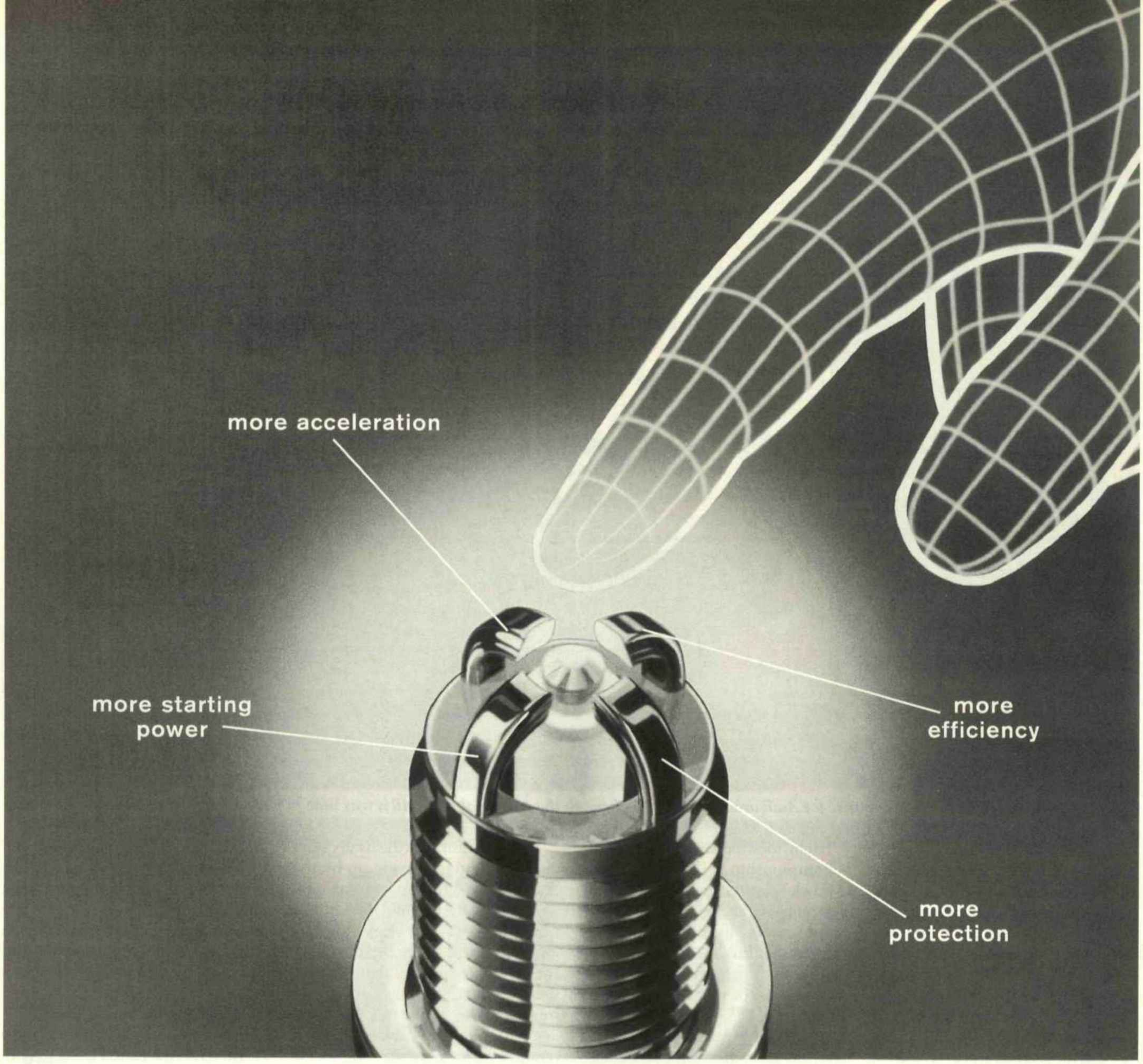
Jessie is now 10 and can already drive. Michele says: "She has my character, it's just a matter of finding a direction, though she prefers music and dancing to cars. You must recognise the potential of your children and my father did. He knew I had a fighting character, he knew me very well.

"Some people drive because they want to be famous, some just because they love it, and some want to prove something to themselves. I never cared what anyone else thought. I wanted to prove to myself that I could do it."

*Fabrizia Pons is back co-driving again, and has just won the Monte Carlo Rally.* M

## MICHELE'S MOMENTS

**Born June 23 1951**
**1973** Begins rallying in Renault A110
**1974** French Ladies' Rally Champion
**1977** Wins RACE Rally of Spain driving a Porsche 911
**1978** Wins the Tour de France in a Fiat Abarth 131
**1980** Invited to join Audi works team
**1981** Wins Sanremo Rally
**1982** Wins Acropolis, Portugal, Brazil
**1986** Wins Pike's Peak Hillclimb
**1988** Organises the first Race of Champions at Montlhéry Circuit
**1996** Third fastest up Goodwood hillclimb in Sutton's ex-works Quattro




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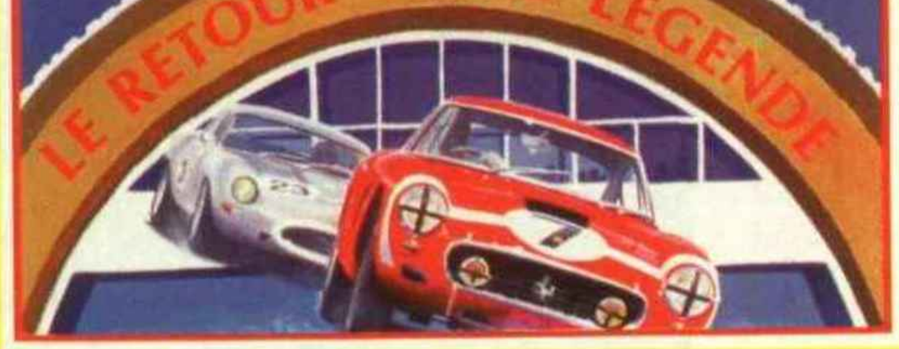


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# GOOD EGGS, ROTTEN APPLES

I REMEMBER THE FIRST LETTER I EVER WROTE TO A car magazine. The Ferrari 308GTBi had just been announced and there, bled across more pages than I can remember was a comparison with a Lotus Esprit Turbo. I fell upon the script, keen to savour every moment of yet another rout by the rampaging horses of Maranello only to find myself reading words which, with a ghastly compulsion, led me to the now obvious and inevitable conclusion: The Ferrari lost the test.

I wrote a short, concise and wholly devastating critique of the piece to the editor, showing exactly where his misguided lieutenant had missed the point, failed to understand the breed and made a complete mockery of the magazine. Stirred by the courage of youth, the mere facts that I had never so much as sat in either car nor did I have a driving licence did not slow my pen for a second as the incontravertable evidence of such wilful wrong-doing flowed across the page.

They didn't publish the letter. They knew then what I know now: Ferrari, just occasionally, gets it wrong.

To be honest, Ferrari always has had its fall-guys. Some, like the first 330GT and Testarossa deserved their poor-relation reputation while others, like the Bertone-bodied 308GT4 and later Mondials did not. There has, however, been one Ferrari which has escaped, one donkey in the world's greatest stable of priceless stallions. It is the Ferrari 348.

It was a Canadian colleague who first spotted it. Like most from that continent, he's a man impressively unimpressed with the form book. I don't think he'd driven a Ferrari before and he certainly had no time at all for the notion that a badge alone can make a bad car good. We spent two days with a 348GTS and took a Porsche 911 and Honda NSX along to keep it honest. How he hated that Ferrari! Where he'd been expecting some defining experience, he found a car which was unrewarding to drive slowly and tricky in the extreme to drive hard. For him it was a promise as empty as it was undeniably beautiful.

I didn't hate the 348 myself; but even that would have been better than the disappointment I felt. It was a car I could have no relationship with because I simply did not trust it; so, while everyone else romped their way over the hills and far away in the Honda and Porsche, I drove the Ferrari rather more slowly, at which velocity it was, sadly, a little dull by comparison. And I'd rather a Ferrari were wholly appalling than slightly dull.

The car's problems were obvious. It was a complacent car, borne from that era where Ferrari seemed happy to rest on its reputation. While its rivals (and never be told a Ferrari has none) strove to ever greater heights of dynamism, the 348 suggested that, so long as all was right in the looks and engine departments, then the badge would do the rest, including support a royal price.

Ferrari, of course, was right. The queues formed for the 348 and, when the storm of recession came, Ferrari was able to ride it out in rather better condition than any of its erstwhile opponents.

This is not really the point. The simple truth with the 348 and the reason for its failure as a driving machine, if not a commercial proposition, is that its gearbox and, in particular, its chassis, in no way matched the lofty standards suggested by its ever excellent engine. So while the 348 was quick enough on paper to claim credibility, the figures were not matched by the on-the-road experience.

You can see why the decision to mount the 348's gearbox transversely made sense. The ultra-successful 312T-series of Formula One racers had shown Ferrari that a transverse gearbox on a longitudinal engine did wonders for your packaging and weight distribution. The snag with the 348 was that it also brought perhaps the worst gearchange quality of any road-going Ferrari. When new, the lack of a sixth speed was not lamented as such a practice was not common at the time; the same could not be said for the spindly steel lever's baulky, disobedient progress around the gate.

The 348's real problem, however, lay within its chassis. With the exception of an F40 on a dry road, all road-going eight-cylinder Ferraris that predated the 348 needed particular care if they were to be driven quickly, but none was quite so keen to snap back at an unwise driver as a 348. I remember taking one to a steering pad with my then colleagues from *Autocar* and trying to make it behave. We discovered that if you kicked the tail just a few inches out of line, it could be sorted out with swift and accurate use of steering and throttle. Let it stray further though, and nothing could be done to prevent the car from spinning.



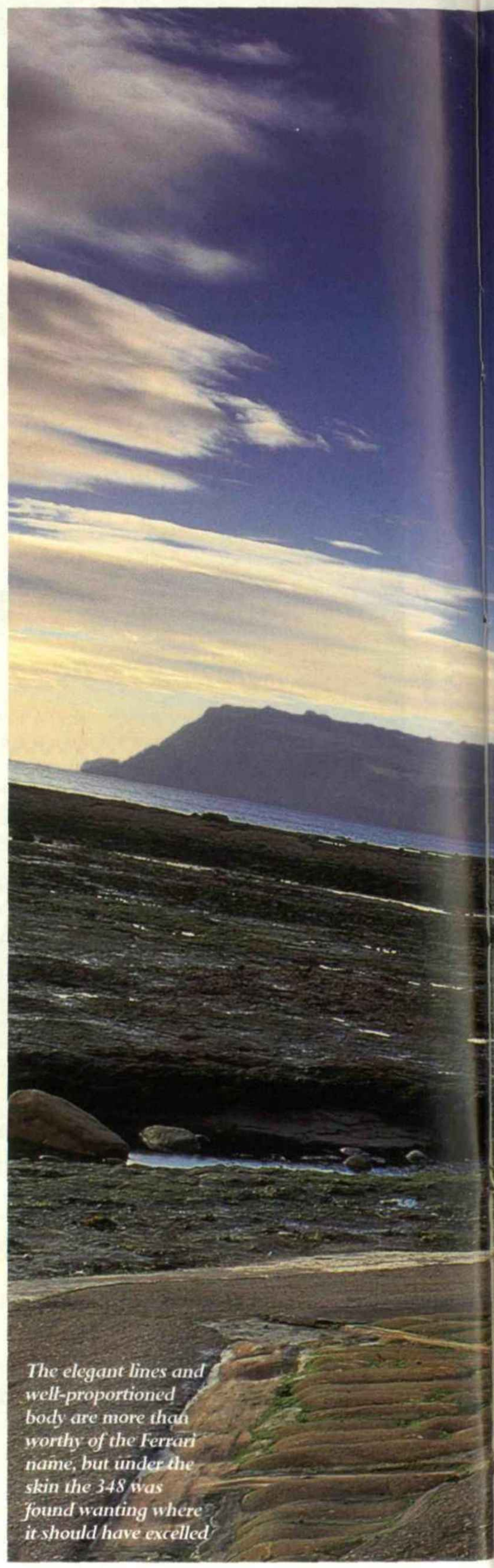
***Unforgiving chassis keen to bite when provoked***

Thankfully, the car had so much adhesion in the dry that stumbling inadvertently across the limit on the public road was unlikely, but those who trod too hard in the wet, were unlucky or just plain stupid could count on little mercy from their charge.

Yet the most damning evidence of all against the 348 was the car that replaced it. The margin of superiority of the F355 over the 348 could not be explained by age alone. With the F355, Ferrari just tried harder and, in the process, created one of the five finest road cars in its history, one as capable of destroying Porsches as the 348 had proven inadequate. There is not a single area where the F355 did not triumph over its unworthy parent.

In the end, the 348 got away with it. It lasted just long enough not to be perceived as an obvious failure and not so long that it did the reputation of Ferrari any material harm. I wonder to this day, however, what kind of reception it would have received had it boasted anything less than a prancing horse on its nose.

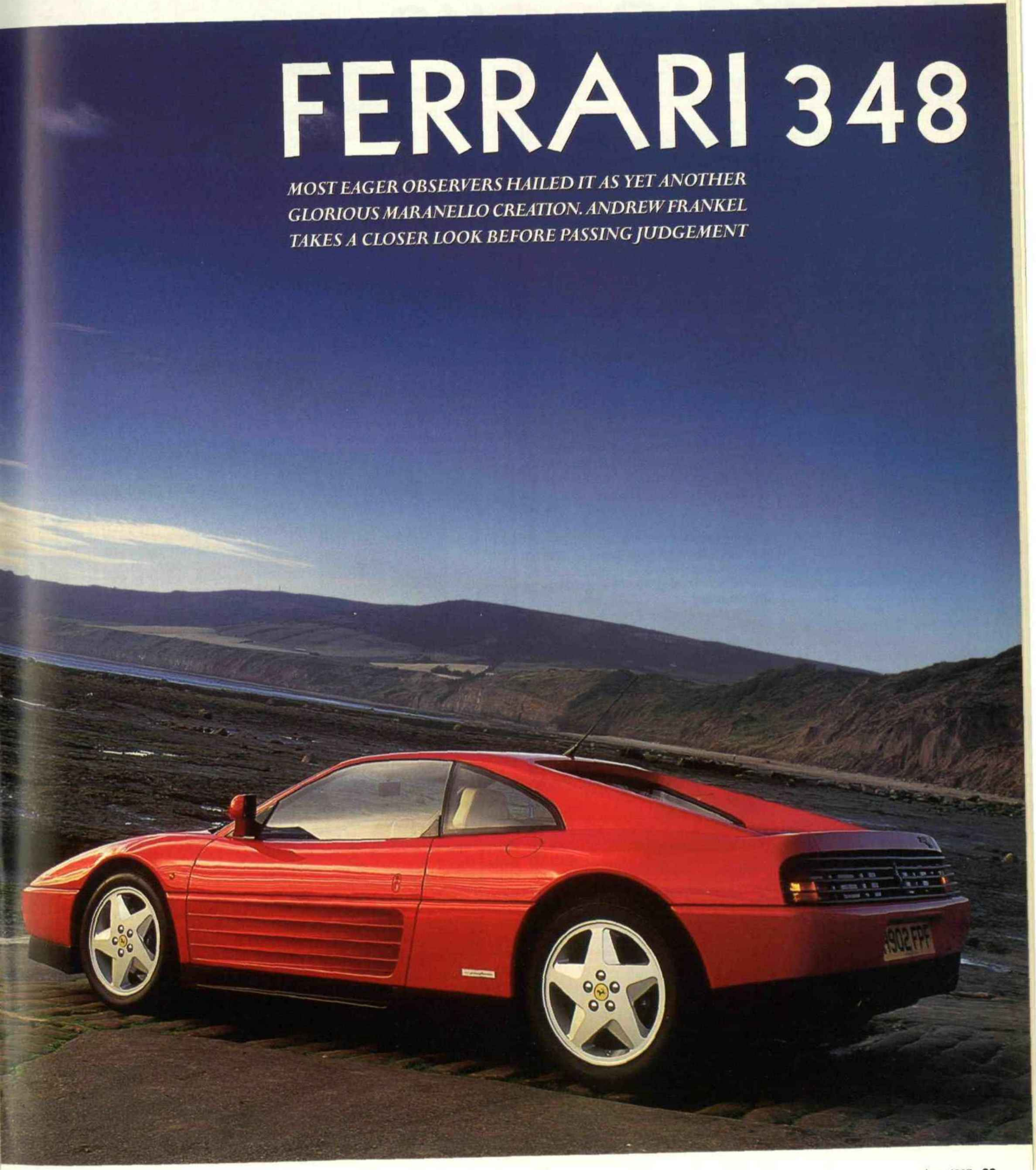
**VERDICT:** Rotten apple. M



*The elegant lines and well-proportioned body are more than worthy of the Ferrari name, but under the skin the 348 was found wanting where it should have excelled*

# FERRARI 348

*MOST EAGER OBSERVERS HAILED IT AS YET ANOTHER GLORIOUS MARANELLO CREATION. ANDREW FRANKEL TAKES A CLOSER LOOK BEFORE PASSING JUDGEMENT*



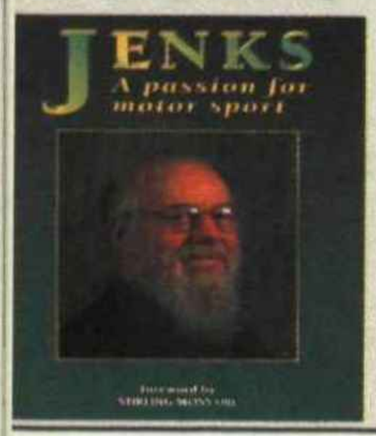
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# Tony Crook

***LONG-TIME PROPRIETOR OF BRISTOL CARS TONY CROOK RECALLS A LAP-CHART ERROR WHICH PUT HIS FRAZER-NASH A PLACE DOWN WITH A HANDFUL OF LAPS TO GO***

1952 Monaco Sportscar Grand Prix

THE RACE I ENJOYED MORE THAN ANY OTHER IN MY career, and in which I drove as fast as I could for the longest period, was held 45 years ago, almost to the day, in Monte Carlo.

In that year, 1952, the Monaco Grand Prix for open-wheeler racing cars had been replaced by two sportscar races, one for machines under 2.0 litres on the Saturday, and over 2.0 litres on the Sunday. I was entered for the Saturday race, the Prix de Monte Carlo, in a works Frazer-Nash Le Mans Replica, alongside Moss in a similar car. There was a third Le Mans Rep, driven by David Clarke, but Stirling's car and mine were lightweight versions, which we reckoned were that little bit quicker.

My car had performed really well at Silverstone the previous weekend, so I was really annoyed when it suddenly struck an oil pressure problem. I'd done the early practice session on Thursday, but had to miss the two Friday sessions while we fixed the problem. The delay meant I had to start from the third row of the grid, whereas Mossy and Clarke were further up.

Our toughest opposition came from Bordoni in an Osca and Manzon in a Gordini (the latter combination was very fast, but had to start well back in the field) and there was a good complement of other decent cars and good drivers. The weather, I remember, was warm and breezy, though only a few days earlier along the Cote d'Azur they'd had storms so severe that some houses had actually been swept down the hillsides and into the sea.

*The Autocar*'s columnist liked the weather, too. "Geraniums were growing like weeds," he noted, "in a range of colours made more vivid by the gleaming white of newly-arrived faces from England." He was right, too, when he described our event as "a tremendous race from the start". Off the start, Bordoni sprinted away in his Osca, with Moss and Clarke in their 'Nashes not far behind. I was fifth or sixth, I don't remember which, but by lap four I'd been passed by Manzon's Gordini, moving up from behind. It was pretty apparent that this was the fastest car in the race. On lap 15 he passed Moss into second and started gaining on Bordoni.

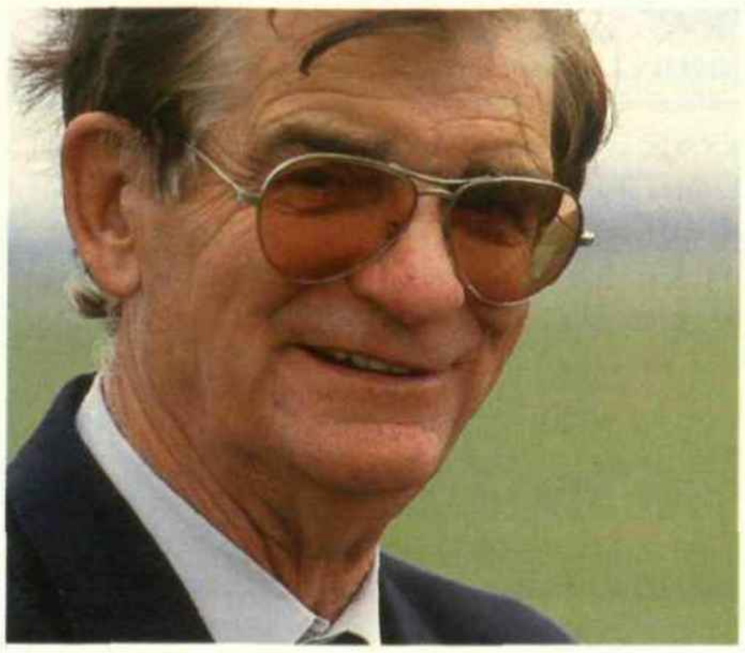
By the time we were about 45 minutes and about 20 laps into the 65-lap race, I was enjoying myself hugely. Then Moss, third to the Osca and Gordini, started having a problem with one of his rear wheels, which had loosened on its splines. He made the first of a number of pitstops that put him out of contention. That moved me up to fourth. Soon afterwards I passed David Clarke into third, and was able to pull away.

With about 25 laps to go there was a confusing incident involving several cars. I can't remember the details, but in the melée Valanzano's Lancia Aurelia lunged ahead. I saw him do it, but didn't worry because I thought I'd already lapped him. It took my pit crew a few more laps to realise that I'd lost my third place. By the time we'd woken up, Valanzano had a handy lead.

I wasn't having it, of course, so I set out to catch



*Tony Crook in his Le Mans Replica Frazer-Nash opens out the gap after finally passing Valanzano's Lancia Aurelia B20GT coupé*



***Tony Crook: "a tremendous race from the start"***

Rodolfo Mailander Ludvigsen Library

the Lancia, braking later and later, and throwing the car sideways all over the place. It was all great fun, of course, because Monte Carlo in 1952 was just as challenging as it is now, what with a corner every six seconds, and well over 1000 gearchanges in a race. Passing other drivers was just as difficult, too.

I caught Valanzano with about 10 laps to go, but he managed to make his Lancia twice as wide as its measurement. The people in my pit were jumping up and down, because they reckoned he was blatantly blocking me. At one point I thought about grabbing one of the spare spark plugs I carried in the car's cockpit, and throwing it at the fellow, just to let him know I wanted to pass.

**'At each corner it seemed he would either pass or take to the grandstands'**

*The Autocar*'s reporter must have had a really good view of the racing. "On each succeeding lap," he wrote, "Crook left his braking later, and at each corner it seemed he would either pass or take to the grandstands." With two laps to go I did make it past at the foot of the hill leading down from the Casino Square. By the time we crossed the line I had opened a couple of seconds' lead, which showed how badly I'd been held up.

Everyone said it was a thrilling race, and a well-deserved win for Gordini. It was wonderful fun for me, as a driver, but for our team it wasn't so good. Stirling had been very unlucky, and my own lack of practice time on the Friday had also cost me places at the start. I've always thought that with a bit more luck, Mossy and I could have finished one-two.

After the race Amédée Gordini came up and offered his congratulations on my driving, and asked me if I'd care to race his cars when they came to Britain. There was a good commercial link to it, because my firm in the UK was selling Simca cars at the time. But I was very closely wedded to Bristol and Frazer-Nash, and had to refuse. Still, it was nice to have had the offer. M

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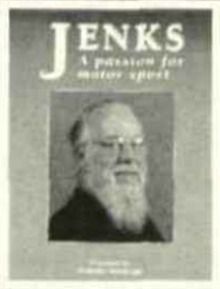


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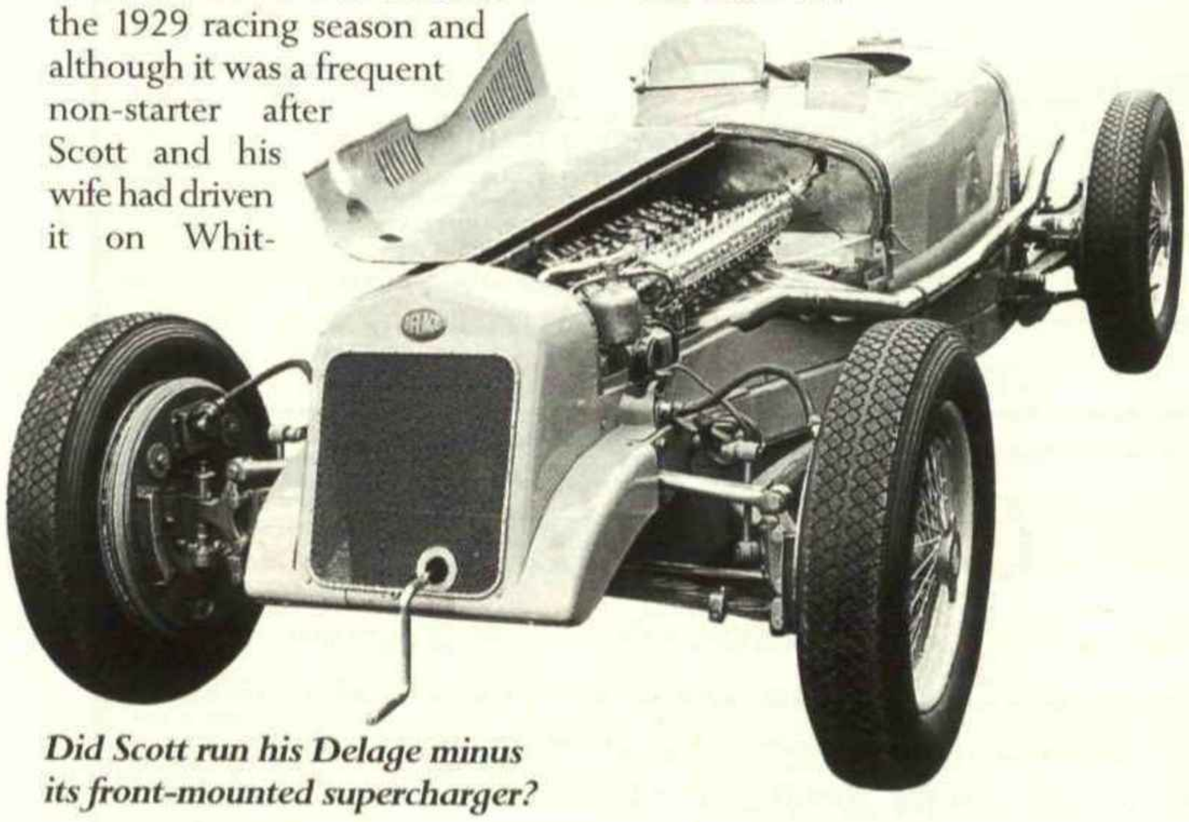



# A fragment of racing history

WHILE REFRESHING THE MEMORY FOR April's article about the first BRDC 500-Mile Race, I noticed that in the programme WB Scott's 1.5-litre Delage, one of the famous works Grand Prix cars he was to share with John Cobb, was listed as not being supercharged. At first I thought this might be a misprint but as all the other cars which were known to have supercharged engines had a big 'S' against their names, this seemed unlikely. Yet it was difficult to visualise one of these complicated but effective cars designed by M Lory (winners of the 1927 Manufacturers' Championship) being run un-blown. So I asked Alan Burnand, whose Delage of this type is having its proper straight-eight engine reinstalled to replace the ERA engine used while this complex rebuild was taking place. (Incidentally, the ex-Seaman car which was destroyed in the fire at Rob Walker's garage and rebuilt, is having a new body fitted, and perhaps it will not be too long before we see this and Burnard's car side by side). Burnand knew nothing about Scott running his Delage sans blower but gave me some very pertinent information.

All the spares for these cars have passed through his hands, and he remembered that one of the beautifully made inlet manifolds had the small orifice for the blow-off valve enlarged to the size of the flange on the Cozette supercharger. This enlarged hole also had a flange, as a photograph confirms. So if it came from the engine in 'Bummer' Scott's Delage it does look as if he drove it in the 1929 '500' in unblown form, although as Alan says, "Without the puff of a blower it must have been very tame indeed". I have checked to see if Scott used his car in this form before or after the '500' that closed the 1929 racing season and although it was a frequent non-starter after Scott and his wife had driven it on Whit-Monday 1929 it was then in s/c form, as it was when run at Easter 1930.

I can find no reference to the removal of the supercharger for the '500' from which the Delage retired (becoming overheated after 370 miles) but the modified manifold does point to this having occurred. When Scott ran it in the 1930 '500', again with Cobb, and the front axle broke up, the engine *was* supercharged. Another piece of motor-racing history, as this seems to be the only time these famous cars ran unblown.



***Did Scott run his Delage minus its front-mounted supercharger?***

# That Mystery 'Chitty'

PUT A QUERY IN MOTOR SPORT AND you often get a reply. Maurice Jennings of SAS Motor Sport in Billingham, Cleveland, has written to pass on the recollections of Mr Andy Skipp concerning the mystery 'Chitty' (not a Count Zborowski Chitty) at the Efficiency Garage - coincidentally Mr Jennings did his apprenticeship at a garage on the same site. Mr Skipp, now in his eighties, remembers the car coming into the garage when he was working there some 64 years ago. He is sure it was the car we illustrated, as he remembers the radiator cowl, which they called the air-scoop. It came off when the garage foreman was having a ride (not surprising if one studies the fastenings in the pictures) and flew overhead, nearly taking someone's head off.

Mr Skipp says the car was chain-driven, with spare sprockets kept in the boot, and he remembers that rumour suggested the engine was a Berliet. The suggestion that it had come from a Zeppelin shot down over Lincolnshire reflects a false one circulating about the real Chitty I. He thinks the engine may have been a V8, and recalls that it "had more copper and brass about it than a domestic heating system".

When the car was driven away, it was, he thinks, either going to the Leicester depot or to a breaker's. The short film of this giant car was made to publicise the garage and may still exist somewhere in Leicester.

## IN MEMORIAM

In memory of Denis Jenkinson it is the intention that at the Goodwood Festival of Speed on Friday the engines of all the racing cars present will be run up for two minutes — DSJ would approve, because he loved the sound of racing cars and once told me the sound of a full grid of F1 cars could be compared with the opening bars of a great orchestra getting into its stride.

This form of respect for a significant figure in motor-racing has been adopted on previous occasions; for instance, after Antonio Ascari had died following a crash during the 1925 French Grand Prix. The other P2 Alfa Romeos were in the pits when the sad news arrived; their engines were started by the mechanics, revved-up, then cut into respectful silence.

# Vintage light cars in Wales



*Hickling and crew urge the 1917 Dodge through Llwynbarried*

ONE OF THE BEST VSCC Light Car and Edwardian Section events is its Welsh Weekend, devoted to driving tests, the Section prize-giving dinner, and the Sunday trial.

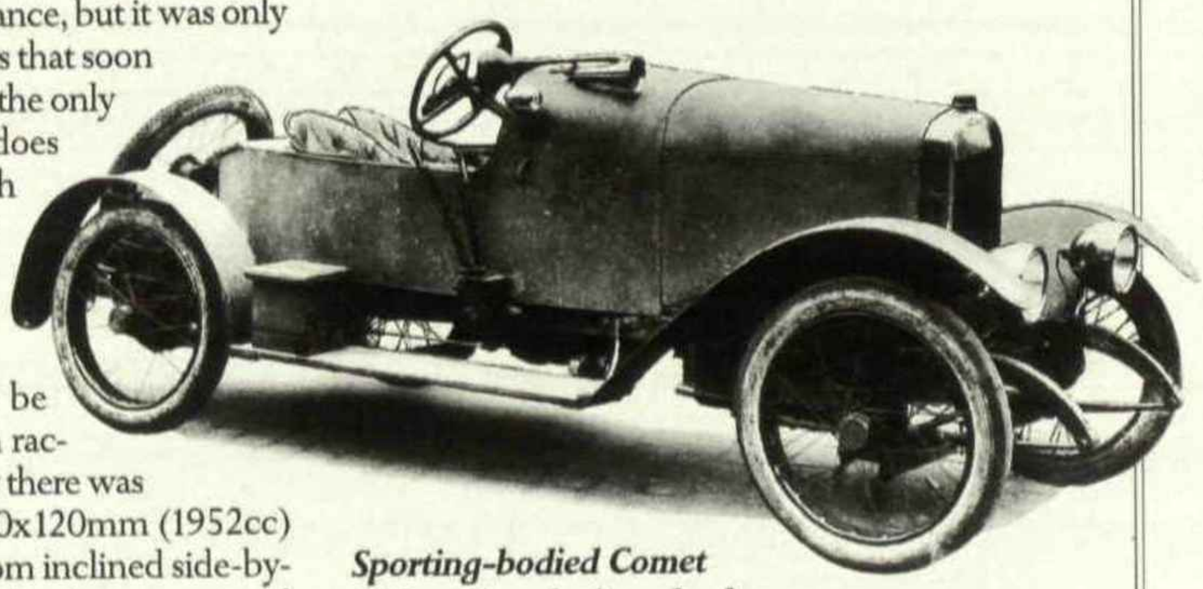
The Edwardians composed the fearsome Knox, exuding a whiff of Sunset Boulevard, Roscoe's 69R Overland, Ron Knight's Darracq tourer, and the little Singer. Contrastingly, there were six GNs, Mike Bullett's push-rod ohv tourer badly off-form, the ioe contingent led by Edward Riddle who improvised a silencer repair in mid-trial, the very healthy-sounding Légères of Teague and Treaves, Jenny John driving the latter very well, plus Blake's and McEwen's Vitesses – the best turn-out in years. Arthur Gibson's arrival in his non-competing racing Akela arriving after most of the cars had departed was an event.

The Trojans equalled the Gwynne 8s with three; another two-stroke was the New Carden, and Humbers were popular, with George Stanton's 1924 8/18 on b e tyres deliberately kept in 'every-day' condition. Bullett's GN suprised by failing at '4' whereas Wills' short-chassis Jowett romped up fast. At Llwynbarried a long-chassis Jowett failed through lack of power, and Sue Hirst's 1930 Morris Minor clutch refused the re-start. It was satisfying that different drivers 'cleaned' each section, the winner of the Llwynbarried Trophy being Trevor John with his 1922 GN Légère.

# Did you see the Comet?

NOT LONG AGO PEOPLE NORMALLY GLUED TO TV screens rushed out to look at a comet which last appeared in 1600BC apparently, which I cannot vouch for personally. But this did make me wonder if, had I gone out hoping to see a Comet car in the 1920s, I would have as much luck as the 1997 astronomers ? From its name you might think this was a car of sparkling performance, but it was only another of the forlorn light cars that soon became 'lost causes', although the only good photograph I have seen does show a quite racy body with abbreviated pointed tail, wire wheels with the spare vertical behind the tail, bucket seats and outside gearchange.

The Comet was said to be designed by an engineer with racing experience. Yet technically there was nothing exciting about the 60x120mm (1952cc) four-cylinder engine, apart from inclined side-by-side valves and a deep ribbed exhaust-warmed manifold with Claudel-Hobson carburettor. Otherwise it was conventional, with thermo-syphon cooling, magneto ignition, fabric-lined cone clutch and three-speed gearbox with expanding transmission brake, pedal-actuated. Although the engine had but two crank bearings, there was full pressure lubrication from a spur-gear pump and it was said to boast racing cam-profiles. The small-bore long-stroke engine gave a reasonable capacity for a modest £11 annual tax. Wheelbase (8ft), track (4ft 4in), tyre size (710x90) and half-elliptic springing gave few clues to its origins. The Preston Autocar Manufacturing Co of Holborn, who presumably imported the Comet, thought that a four-speed gearbox, dynamo and electric lighting and starting set were essentials, with steel artillery wheels standard, though in early 1921 £600 seemed excessive when the sporting Calthorpe cost £435 and the 60mph Westwood sports two-seater £550, for example. If only the prototype was built you would indeed have waited a long time to see this earth-bound Comet.



***Sporting-bodied Comet with optional wire-wheels***

# miscellany

A READER IS ANXIOUS TO KNOW WHETHER AN Austin 7 Ulster owned by his brother was ever raced at Brooklands by Frank Hallam, the Bimingham motor dealer, before he took to driving Alvis cars, from 1927 onwards. Sadly, Reg Nos of competing cars were not always declared on entry forms , and those of the BARC appear to have been scrapped after each season. (I have those only for 1938/39; if all had survived, what a gold-mine of racing technicalities from 1907 onwards would have been available.) But if anyone knows about this A7, please tell us.

* * * *

I HEAR THAT AT THE VSCC SILVERSTONE Meeting Bronson's Riley, of the big blower and noise to match, won a race while it was on fire. Exciting episode, brave driver. There is nothing new under the sun: I am reminded that this happened to Stirling Moss's father Alfred in his Fronty Ford at Brooklands in 1925. The snag was that the Paddock grandstand caught alight at the same time, a problem for the fire-fighters, especially as they did not then have the 3-litre Bentley fire-truck, reputed to be able to reach any part of the Track in 1½ minutes.

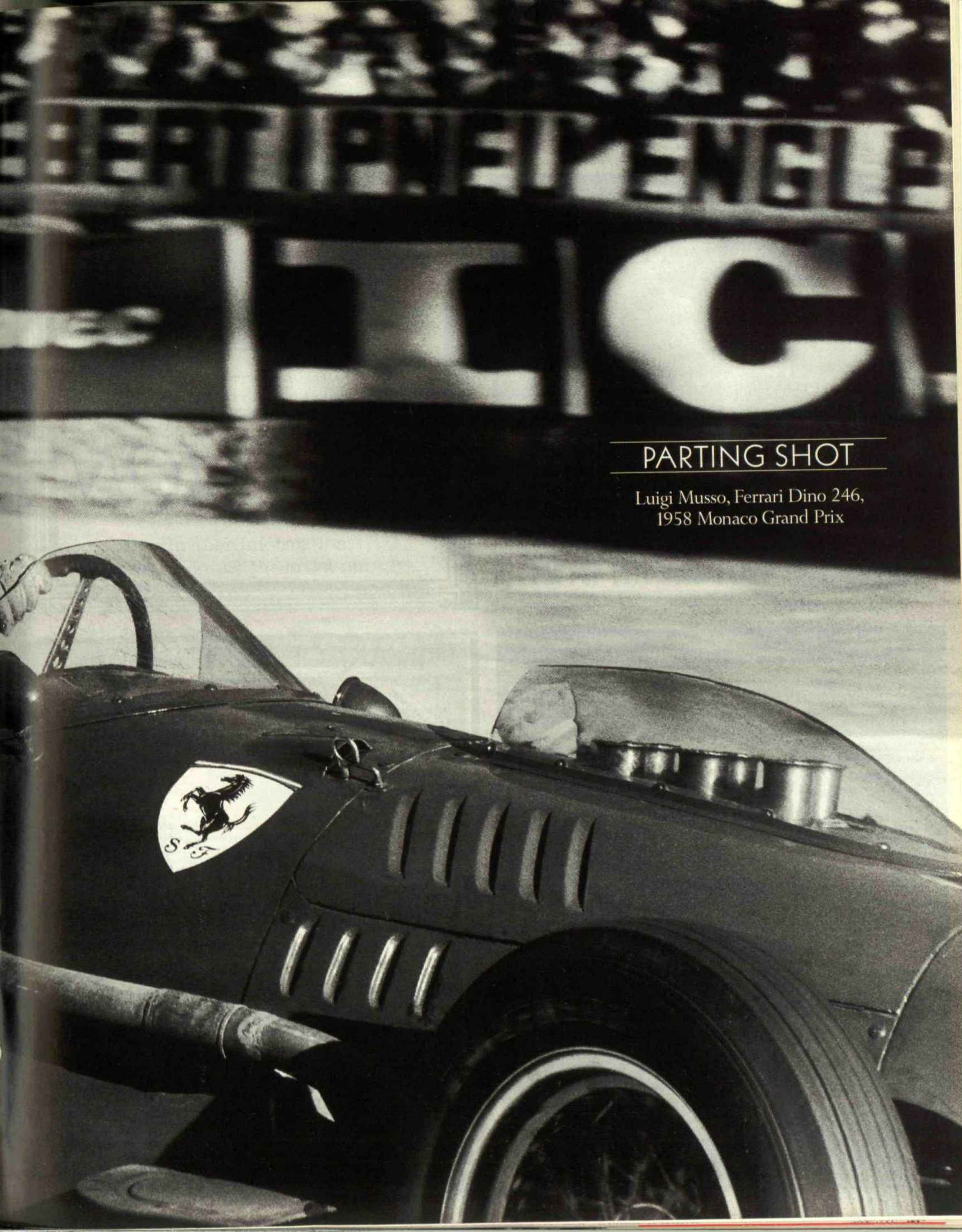
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THIS YEAR'S GOODWOOD FESTIVAL will include racing cars which were part of the Brooklands scene; Nic Howell is taking his ex-Kensington Moir Straker Squire, now back in its zig-zag black-and-white "dazzle" finish, with exhaust pipe under the car.

* * * *

WE HEAR THAT THE 1903 SIX-CYLINDER 8.7-litre racing Spyker, a pioneer 4WD car, is at last receiving the restoration it deserves, in the Dutch National Automobile Museum, which will replace the circular radiator lacking for many years. This car made a sensational exhibit at the 1903 Paris Salon, having been intended for that year's Gordon Bennett and the notorious Paris-Madrid race, non-starting in both. Its only racing engagements appear to have been the Blackpool speed trials, and a Birmingham hillclimb. It caught fire in transit to Spyker's London depot in 1910. After some restoration in the 1920s, it went from one Dutch collection to another . It is good to know that this historic six-cylinder car, which preceded the six-cylinder Napiers and had four-wheel-drive and braking on all its wheels, has now been cared for properly in its native country.


OIL
SHELL




## PARTING SHOT

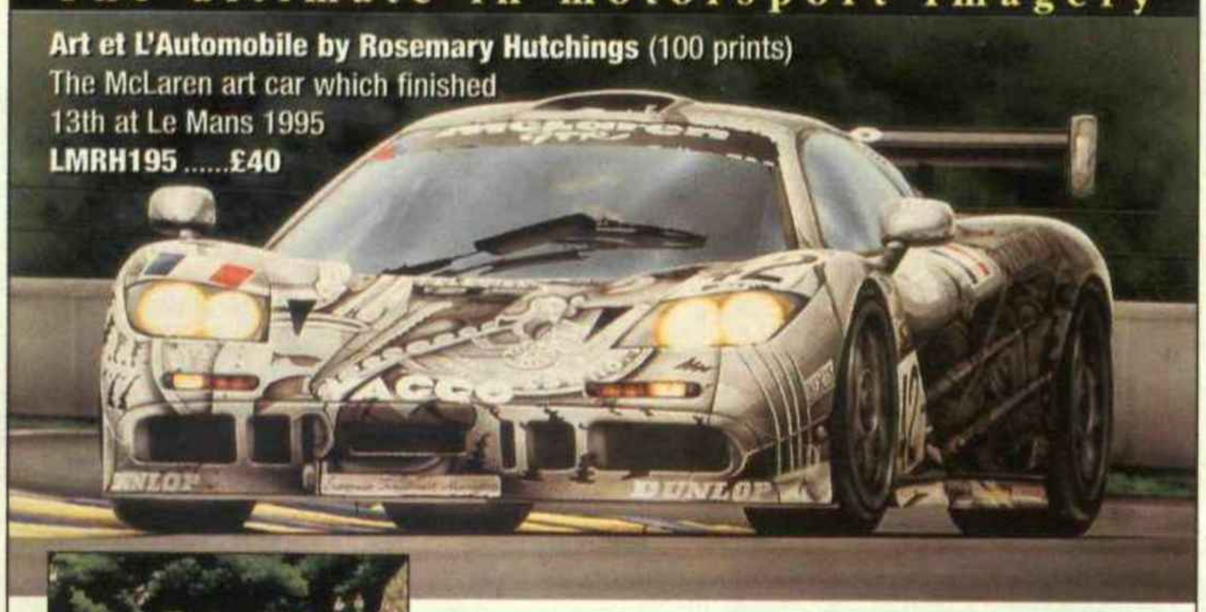
Luigi Musso, Ferrari Dino 246,
1958 Monaco Grand Prix

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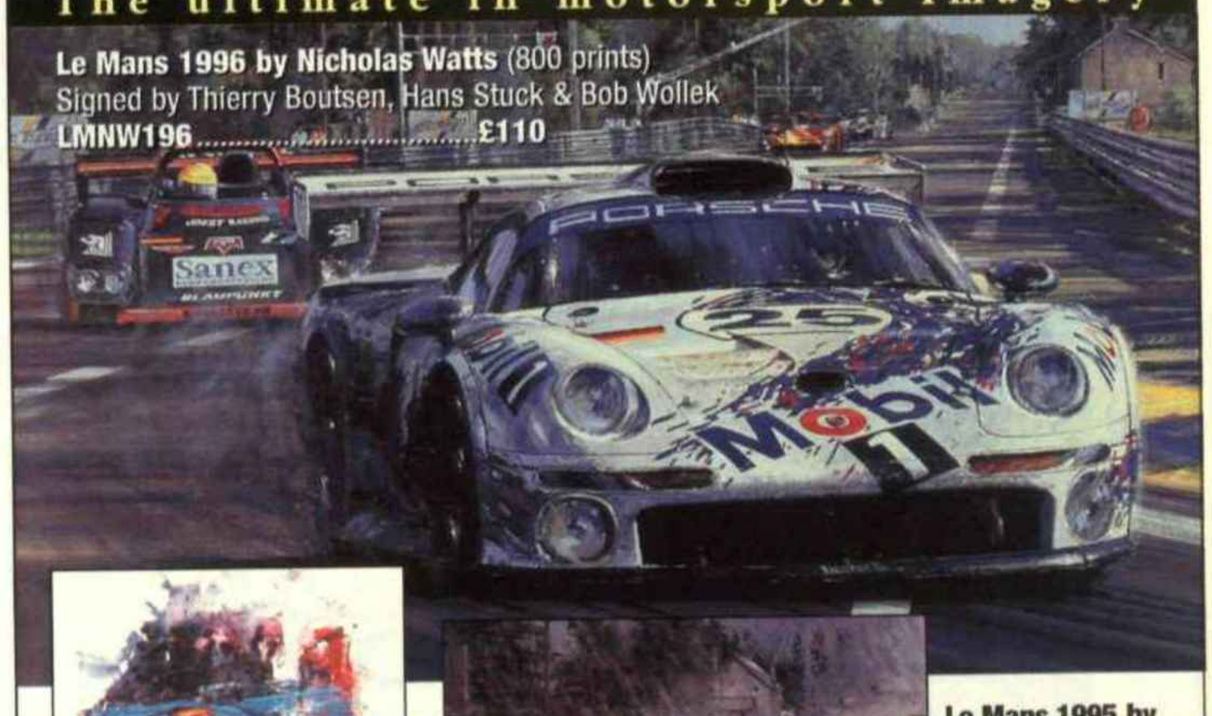
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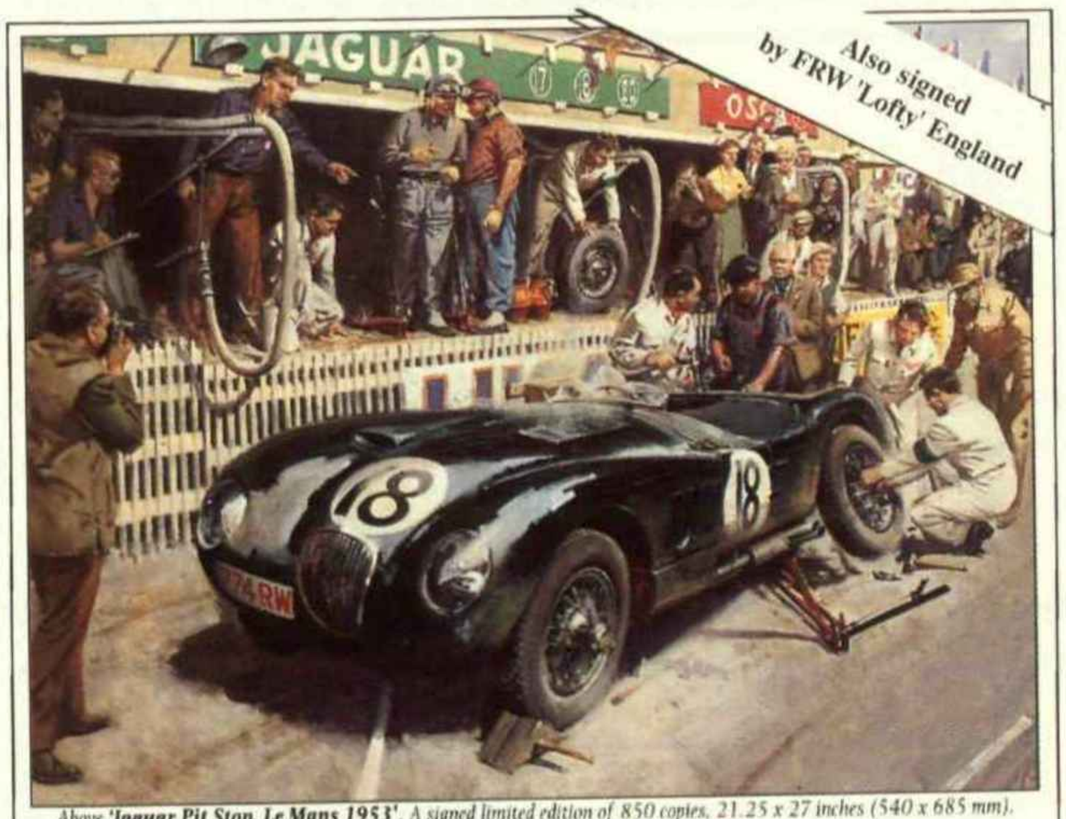
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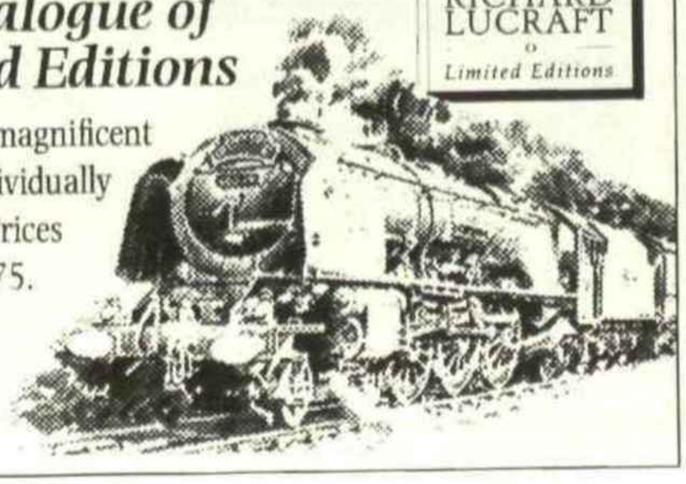

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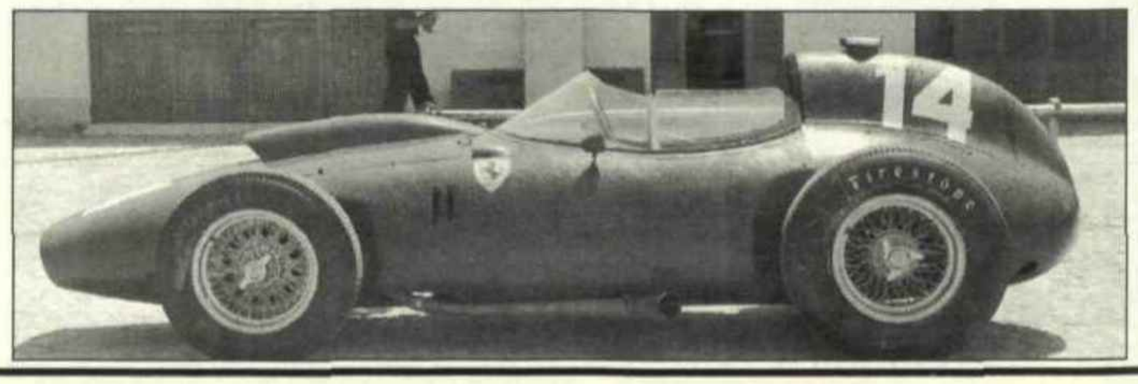
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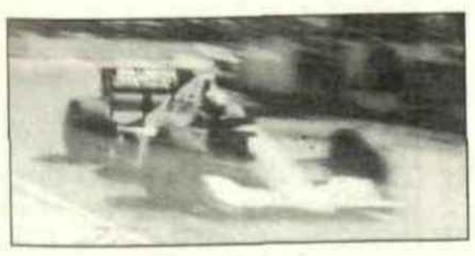
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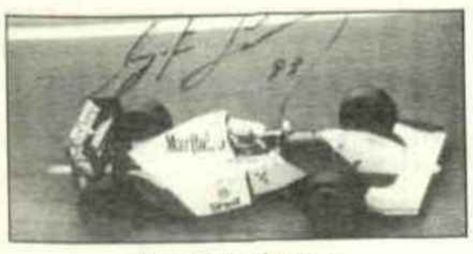

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**1965 Austin Cooper S.** 1293cc. Competition head, valves, rockers, VP3 cam, HIF 44SU carb, K&N, LCB, Spax/Koni shocks, tilt nose, Corbeau Carreras, Yokohamas, yellow/black, w/checker-board roof, LHD, $10,000. *Craig Dixon,* 14 McLeod Terr., New City, NY 10956. Fax: 212 415 7954. Tel: 914 634 8083 USA.

## B

**1949 Bentley Mk6.** Bodywork by *Freestone & Webb, engine runs,* needs paint and trim, £4,500 ono. Steve Jones. Tel: 01745 *570593* (Clwyd).

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## F

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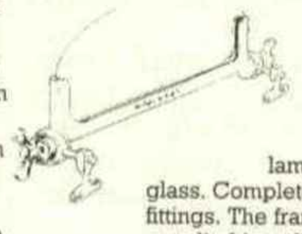
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**Jaguar XK140 FHC O/D.** 1955. Maroon. Original UK reg. and logbook. MOT to December. Few owners. Body-off restoration and rechromed 1992. Pirelli's, s/s exhaust, recent £3,500 mechanical expenditure. An excellent example of this rare, fast appreciating model, which drives superbly. Only for sale due to lack of storage, £17,750. Tel: 01536 515570.

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**Jaguar XK150 Coupe.** 1960, black with red leather, lovely condition, MOT & taxed, £15,950. Tel: 0973 358392 or 01527 597555.

**Jaguar XK150 DHC.** 1960, 3.8, BRG, int suede green, CWW, LHD, serial no. S838851DN, restored, concours, asking £38,000. (English speaking). Tel: 0033 320 790080. Fax: 0033 320 790081. North of France.

**Jaguar XK150 DHC,** RHD, s/s exhaust, o/drive, chassis up rebuild, finished in primer, good project, £11,500 ono. Tel: 01677 470657.

**Jaguar XK150 S Roadster,** 1958, RHD, white with red interior, wire wheels, new MOT, complete rebuild, 300 miles in last 6 years. Tel: 01225 482690.

**Jaguar MkII 3.4.** 1963, MOD, BRG, biscuit leather, 49,000 miles, CWW, MOTs 1978-98, £9,000 restoration, reg. 405 STG, £10,000. Tel/fax: 01244 660724. Private sale.

**Jaguar E-Type 4.2 Si Roadster.** 1965, fully restored to showroom condition, original RHD with matching numbers, white, £33,500. Tel: 0171 727 9459.

**Jaguar XK150 S Roadster.** 1958, RHD. White with red interior, wire wheels, new MOT, complete rebuild, 300 miles in last 6 years. Tel: 01225 482690.

**Jaguar E-Type Roadster.** 1965. White/tan interior and top, 37,000 miles, all original, stored in heated garage 20 years, $30,000. Jaguar XJS V12, 1989, only 5,000 miles, never driven in rain, stored in heated garage, Westminster blue, grey interior, $26,000. Tel: 717-299-2376 (eves/weekends) or 717-733-0353 (days) or fax: 717-738-4356 PA. USA.

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**Lancia Delta Integrale.** 1992. Mohair livery, limited edition model, only 2 in UK, radio/CD, ABS, air cond, alarm and immobiliser, 240 bhp, FSH, 1 owner, 36,000 miles, £20,000. Tel: 0161 773374.

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**Lancia Monte Carlo Spider S2.** 1981. 52,000 miles, new MOT, original deep gold, beautiful car in superb condition, must sell hence £4,550 ono. Tel: 01480 353541 or mobile: 0976 805182.

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**Lotus Seven S2,** 1964 collection, price 250,000ff. Tel: 0033 139 158145.

**Lotus Elan +2.** 1968, last owner 20 years, full rebuild with photos, 3,000 miles ago, some spares, wheels, seat etc. Very good condition throughout, £6,200 ono. Tel: 01455 637339 or 01455 637220.

**Lotus Elan +2 S/130.** 1972, red, black interior, MOT/tax, loads of history, vgc, very reluctant sale, £6,500 ono. Tel: 0181 523 9918.
**Lotus Elan S3 Coupe.** 1967, red, sunroof, restoration complete, £8,950. Tel: Marlow 01628 482626.
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## M

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**MGB GT V8.** 1973, factory car, very clean. Damask red, 100,000 miles. Tubular manifolds, new exhaust, batteries. Various spares, £5,500 ono. Tel: 0181 874 5074.
**MGB Roadster.** 1963, beautiful restored condition, Tartan red, wire wheels, tonneau, £6,500. Tel: 01787 210513, Essex.
**MGB Roadster MkI,** white, red leather seats, full body and mechanical rebuild, 5,000 miles, stainless exhaust, fast road engine, excellent condition, £9,750. Tel: 01344 774498.
**MGB V8 Roadster.** 1978, red, Rover SDI, 5 speed, Offerhauser, Holly, roll bar, LE wheels, good condition, £5,750. Tel: 01225 866542 (Bath).
**MGC 1969 LHD,** white, with black leather interior, immaculate condition, £12,950. Tel: 0181 203 1592 or 0831 637010 mobile.
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**Morgan 4/4,** 4 seater, 1976, BRG, black leather, approx 43,000 miles, taxed MOT, s/s exhaust, luggage carrier, new tyres, £8,950. Tel: 01582 767078.
**Morgan Plus 4.** 1959, four seater, red/black, history from new, MOT, good condition, family run, many new parts, £9,950. Tel: 01243 774366 West Sussex.
**Morgan Plus 4.** 1993 July, Connaught green with magnolia interior, all possible extras, 7,000 miles, RHD with English plates, but living in Lausanne, Switzerland. Must sell before new model arrives May, to avoid 'nose out of joint' syndrome. £20,000 or equivalent in major currencies. Tel: Simon Davis on 0041 21 8023415 or fax: 82023414.
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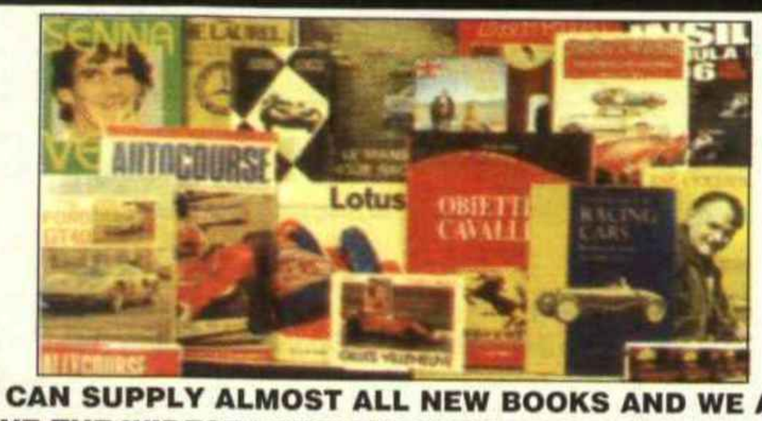
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**Morgan 4/4 4 str.** Mexico engine, good condition, years MOT and tax, 1972 (almost tax exempt!), £7,950. Ring 0181 360 0858 for details.

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## P

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## R

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## S

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## T

**1936 Talbot 110/105 Fabric Bodied Tourer.** B1 dropped chassis, good mechanical condition, body professionally rebuilt and trimmed. Fast with potential for further development, £29,000 ono. Chris Brett. Tel: 012329 663809 (Hants).

**Trident Ventura V6 3 Litre.** 1971, reg no. JLH 691K, one owner since 1984, restored to very high standard, stainless steel exhaust and petrol tank, rebuilt engine, rewired etc. Requires finishing (paint and carpets), over £5,000 spent so far. Accept £5,500, no offers. Tel: 01202 244143, work 01202 812159.

**Triumph Stag.** 1972, manual overdrive, h/s tops, s/s exhaust, alloys, rebuilt original engine, bodywork winter 95, owned 10 years, lots of history, luminition, alarm, £6,500. Tel: Glous. 01452 812159. No time wasters, canvassers.

**Triumph Stag,** S reg, brown, manual o/d, hard/soft tops, s/s exhaust, present owner 16 years, vgc, £6,900. Tel: 0181 995 0517.

**Triumph Stag Auto.** 1971. Damson, nut and bolt rebuild completed 1994, comprehensive photographic record, parts receipts for £6,000, 3,000 miles since completion, immaculate condition, reluctant sale, £9,200. Tel: 01296 720059.

**Triumph TR7.** 1981 (W), 5 speed, white, 39,100 miles, full history, restored to showroom condition, with BL panels resprayed, inspection welcome, £3,595 ono. Tel: 0171 724 1870 (West London). Private sale.

**Triumph GT6 Series 3.** 1972, Pimento red/black interior, overdrive, 69,000 miles, excellent condition throughout, full history, new MOT, just serviced, £3,400. Tel: 0181 340 4949 eves/weekends.

**1955 Triumph TR2 RHD.** Pristine show quality restoration on outstanding original car. Red/tan, wires, o/d, $25,000. Tel: 313 675 3575. Fax: 313 675 9667. MI. USA. Private sale.

**TR7 V8 in early works colours.** Totally rebuilt in 1990, new shell, looms, lights, safety devices, roll cage, central dash, fusing, quick rack, Kevlar seats, fully aeroquipped. Kenlow, intercom, plumbed extinguishes, 4HA LSD axle complete set or sucks, wets, road etc. From 7 inch to 10 inch and many, many spares. Alan James 4 wheel trailer, £7,450 ono. Tel: Mike or Ian on 01280 81212. Fax: 01280 812032.

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**TVR Griffith.** 1965, BRG, full black leather, over £30,000 spent on refurbishment, 350bhp. £POA. Tel: 0181 201 0410 eves/weekends.

## V

**Volvo P1800S.** 1966, 75,000 miles, man o/d, cream, black interior, full rebuild, excellent condition, t&t, £6,500 ono. Tel: 0124 3811654 W/Sussex.

## W

**Willys Jeep,** older restoration, US army colours, new hood and screens etc, vgc, £6,000. Tel: 01666 503135.

## HISTORIC

**Eurobrun F1 Cosworth.** 1989. Complete in excellent running condition with lots of spares at £40,000. Techno F2 1971 ex works, complete and original with spares at £23,000. Fax: Italy 0039 309918819.

**Lotus Cortina MkII.** 1970, unfinished project, £2,000 ono. Details 0121 742 1373 after 6pm.

**Escort RS2000 Mk1.** 1974. Post historic touring car. All steel 2.0 Grp1 engine, SC bullet box, SALS LSD, 4 pots with bias, q/rack, Ledas, plumbed in etc. Fully sorted and ready to race. Absolutely mint, £4,750 ono. Full details of history and spec call Mark Apps on 01227 751408 or 0468 963980.

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**1973 Datsun 240Z Works Rally Replica.** Just completed full restoration by marque specialist with all new components and unused since. Comprehensive spec includes b/valves, 230bhp engine, triple Mikunis, LSD, competition suspension, vented discs etc. All the correct parts, ready for RAC. Post historic competition, as new condition, MOT + taxed, including spares package, £12,950. The Z Farm, 01765 620239 (N Yorks).

**Lola Mk5 F. Junior,** 1962, FIA papers, £25,000. Fax: Belgium ../32/2/675.11.54.

**Pilbeam MP57,** ex-Priaulx car, 2.8 litre Hart engine on full management, FG400 gearbox, ratios and spares - regular qualifier, may split, £25,000 ono. Tel: 0121 440 3173 day, 0121 705 6275 eve.

**Nissan GTP #90-06.** Chassis #06 has the distinction of being the last and most fully integrated sophisticated GTP car in history. Built and completed on July 10, 1992. chassis 06 ws the lightest and fastest Nissan GTP ever built. Reducing the weight by over 200 lbs, included simplified systems, magnesium and titanium throughout including a titanium differential housing, engine flywheel etc. Spectra cloth carbon bodywork, lightweight suspension and driveline components. titeflex hose and hardline and wiggins connectors, etc. It was also the only Nissan GTP ever to be fitted with traction control. Driven by Geoff Brabham and Chip Robinson, 2nd place Manufacturers Championship 91 & 92. Quoted as 'the most advanced GTP car ever built'. Fully restored mechanically and cosmetically. For more info call Bruce Canepa or Robert Orcutt at Canepa Design (408) 423-5704, fax: (408) 423-2239.

**Lancia LC2, Group C Ferrari 3.0 Twin Turbo,** 850 hp, built by Lancia factory with support from sister company, Ferrari LANCIA MARTINI factory team car. Chassis #002 was purchased directly from Lancia-Fiat. Auto SPA in 1988 and has just completed a ground-up restoration at our facility. Extensive race history including Pole position LeMans '84, 6th and 8th place finishes '84 and '85 LeMans (led ½ of race, was clocked at 246 mph), 3 first place finishes in World Endurance Championship, numerous 2nd and 3rds, 9 Poles. Call for further information. Interesting trades considered. Bruce Canepa or Robert Orcutt at Canepa Design, Santa Cruz, CA (408) 423-5704, fax: (408) 423-2239.

**Porsche 962C Group C Prototype.** Porsche 'Purpose-Built' World Endurance Racing car, aluminium Monocoque construction. Carbon fibre and Kevlar-body and ground effects panels. Brembo 4-piston brakes with cross drilled/vented rotors, SSR 3-piece racing wheels - 19x16" rear, 17x13" front. Porsche racing 5 speed transaxle. Engine 3.2 litre flat 6, four valves per cylinder, twin intercooled KKK turbos with electronic waste gates. Misc: weight 850kg, horsepower 800+, top speed 240 mph. This particular Porsche 962 won the Japanese Sportscar Championship in 1988 and finished First Overall five times, chassis #962171 has just completed a full ground-up restoration at Canepa Design in Santa Cruz CA. Interesting trades considered. For details call Bruce Canepa or Robert Orcutt at Canepa Design (408) 423-5704, fax (408) 423-2239.

**AAR Eagle Offy Indy Car,** original, driven to fifth place at Indy in 1972 by Sam Posey. Fresh Offy engine, close to being race ready, $49,900. Tel: 206 285-3031, or fax: 206 285-5473 WA. USA.

**1980 BMW M1 Group 5 Race Car,** chassis no. 4301269. Originally Marlboro #20 pro car (driven by Hans Stuck). Car raced in Europe in 1980. Car purchased by BMW NA in late 1980 and converted to Group 5 specs. for campaigning in the United States. Ran at Daytona and Watkins Glen driven by David Hobbs and John Morton. This car was the last 'factory-framed' race car built by BMW Motorsport and used extensively to develop new technologies (believed to be the first Kevlar bodied BMW race car). Completely refurbished with 650hp engine and track ready. Own a piece of BMW history. Spares available. $500,000.00 Dollars US. Tel: 910 570 1415. Fax: 910 271 2696.

## EVENTS

**Rivers Fletcher Talk & Film Show.** Wednesday 4th June 1997, The Angel Hotel, Bourne, Lincs. 8pm - Tickets £8 each. Wednesday 18th June 1997, Inn on the Lake, Godalming, Surrey. 8pm - Tickets £8 each. Historic and Vintage, pre-war and post-war films - with great personalities, famous drivers and their cars. Rivers takes you 'behind the scenes' from 1929. With motor racing, sprints and hill climbs and more! An entertaining evening for the true enthusiast and all the family. Some things never go out of fashion. Tickets are limited - so please apply early with an SAE to Elizabeth Wigg, Melbourne Place, Plaistow, Billingshurst, Sussex RH14 0PT. Tel/fax: 01403 871272. Please make cheques payable to: E.A. Wigg. Admission by ticket only.

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**Ferrari Market Letter.** The original. The publication began in January 1976. Timely. Published 26 times a year. Comprehensive. Hundreds of Ferraris offered each issue. Authoritative. Published and edited by Gerald L. Roush, quoted by Automobilia, Autoweek, Road and Track, On Track, Money Fortune, World, USA Today, The New York Times, etc. One year US subscription rates, free back issue sample copy. Roush Publications Inc., PO Box 870709, Stone Mountain, GA. 30087-0018, USA. Tel: 001 770 381 1993. Fax: 001 770 381 0518.

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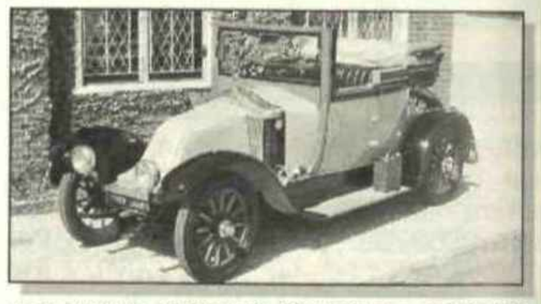
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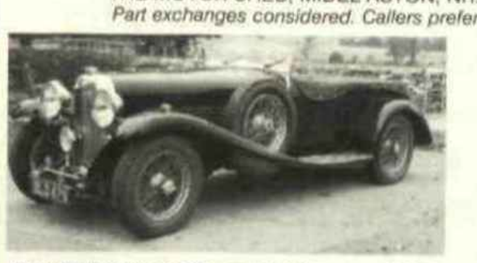
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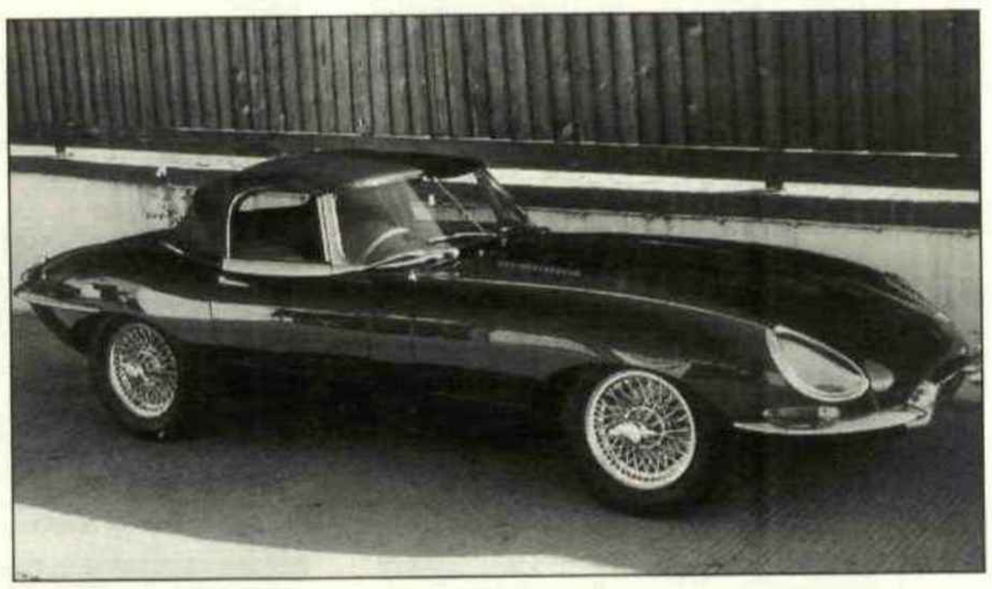
**MG TF 1250cc.** Red, red trim, this is a superb car. To appreciate you must view, original RHDD and Reg No. Lots of history.....**£16,500**

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**SS 1 DROPHEAD 20HP** – Black/Red hide and carpets, correct matching numbers, totally original, etc and same family ownership for the past 30 plus years. This is one of The Rarest cars created by the SS factory, and a "blue chip" asset for any collection.

**JAGUAR XK 120 ROADSTER LHD** – Silver/Red hide and carpets, full spats, matching numbers etc. Chassis-off restoration in the late 80's, low mileage since, still superb structurally, panel fit, interior etc., with minor blemishes to the paintwork. Excellent basis for Concours preparation, or enjoy it, as it is now!

**JAGUAR XK 140 DROPHEAD** – Imperial Maroon/Cream hide, piped Maroon, 16" chromed wires, spotlamps, matching numbers, etc. Total chassis-off restoration completed in late 1994, since when the car has covered only 300 dry miles. A very elegant car in this colour combination, and superb to drive.

**JAGUAR XK 140 ROADSTER MC** – Dark Blue/Grey hide, Dark Blue carpets, 16" chromed wires, front disc brake conversion, unleaded cylinder head, overdrive, matching numbers etc. Total chassis-off restoration 3 years ago and still superb. Previously sold by ourselves and now available again. Excellent car.

**JAGUAR XK 150 'S' ROADSTER 3.4 LITRE LHD, MANUAL WITH OVERDRIVE** – Jaguar Dark Blue/Grey hide, Blue carpets, all matching numbers, Heritage Sheet, genuine 26k miles, prior to total chassis-off restoration, 72 spoke chrome wires etc. The whole car is stunning and usable.

**JAGUAR XK 150 'S' ROADSTER 3.4 LITRE LHD, MANUAL WITH OVERDRIVE** – Carmen Red/Beige hide and carpets, matching numbers, 16" chromed wire wheels, chassis-off restoration some 3 years ago and only 2,500 miles since. The car is stunning to look at, and exciting to drive! You could of course buy a modern jelly mould. . . yawn!

**JAGUAR XK 150 'S' FIXED HEAD COUPE 3.8 LITRE** – Dark Blue/Beige hide, etc. This is a very rare car indeed – one of only 150 total production, and a genuine RHD example. All matching numbers, correct specification, etc. We are currently re-painting the car from a bare shell, retrimming, etc., and the car will finished to our usual,exceptionally high standards. A very practical car for daily use, and a very rare car. Do not miss this opportunity; talk to us soon.

**JAGUAR 'E' TYPE S1 ROADSTER 4.2 LITRE** – Opalescent Maroon/Beige hide and carpets, chromed wire wheels, original RHD car, totally correct specification etc. Full nut & bolt restoration just completed and 50 miles since. A stunning colour combination. Superb example of the marque.

**JAGUAR 'E' TYPE S1 ROADSTER 4.2 LITRE** – Dark British Racing Green/Black hide & carpets, competition chromed wire wheels, Avon 205 tyres, Koni adjustable dampers, matching numbers, etc. Total nut and bolt restoration by J.D.Classics two years ago and less than 5k miles since. Still very usable and in stunning condition throughout.

**JAGUAR 'E' TYPE S1 FIXED HEAD COUPE, 4.2 LITRE** – Opalescent Dark Green/Black hide and carpets, chromed wire wheels, all matching numbers etc. This is a unique car which has covered only 10,700 miles from new. The car is incredibly original, it even has the old factory chalk marks under the bonnet and on the bulkhead. The mileage is warranted. A true collectors piece!

**JAGUAR 'E' TYPE S2 FIXED HEAD COUPE 4.2 LITRE** – Red/Black hide and carpets, chromed wire wheels, matching numbers and correct specification, etc. An excellent, original, and usable car. Practical and good fun.

**JAGUAR 'E' TYPE S3 ROADSTER – COMMEMORATIVE MODEL** – Black/Beige hide and carpets, chromed pressed wheels, manual gearbox – (1 of only 16 manual cars), 36k miles from new and documented. Virtually only one owner all its life. A totally original and "as new" car throughout. Extremely rare.

**JAGUAR MARK I SE SALOON 3.4 LITRE, MANUAL WITH OVERDRIVE** – Cotswold Blue/Blue-Grey hide and Blue carpets, all matching numbers, LSD, correct colour specification, etc, factory close-ratio gearbox, competition chromed wires, fully rebuilt and detailed engine, lightened and balanced, 'D' Type cams, etc. Two year restoration by J.D. Classics, with no expense spared. Probably the best Mark I available, anywhere!

**JAGUAR MARK II 3.8 SALOON, MANUAL WITH OVERDRIVE, 1959 CHASSIS NO.20** – Sherwood Green/Tan hide and carpets, early chromed wires, 33k miles from new, all matching numbers and specification confirmed by the Jaguar Factory Archives. With many early features, similar to the Mark I, it is we believe the earliest RHD 3.8 Litre MkII available, and a true collector's car. Serious enquiries welcome.

**JAGUAR MARK II 3.8 SALOON, MANUAL WITH OVERDRIVE** – Cotswold Blue/Dark Blue hide and carpets, all correct matching numbers and specification, competition chromed wires, 205 Avons, many period features etc. The car is original, unabused, and has covered only 56k miles from new. Supplied from the factory with the fullest specification, including 9:1 compression, power steering, 'Reuter' reclining seats, etc, in 1961. This is not a restored car, but is original, and 'Concours' throughout. It is very rare indeed, and ideal for the discerning enthusiast who prefers an unrestored example of the marque.

**THE J.D.SPORT JAGUAR MARK II 3.8 SALOON** – Hand-built by J.D.Classics for modern motoring, and a little old-fashioned excitement ! Opalescent Dark Green/Beige hide and carpets, J.D.Classics sports front seats, complete leather interior, including door panels, parcel shelf etc., Inertia reel belts front and rear, unique walnut centre dash, CD player etc. High specification, completely rebuilt Sports engine, including lightened and balanced, unleaded fuel head, electronic ignition, fast road camshafts, etc. 2" stainless steel manifolds and exhaust system, catalytic converter, rack and pinion power steering, sports suspension, uprated braking system, competition wire wheels, VR tyres, choice of gearbox, etc. All to an impeccable finish throughout.

In a world of CAD look-alike luxury vehicles, are you excited? Our cars will express your taste, and individuality. "The J.D.Sport" is exclusive, and may be built to your own requirements. Get excited!

**JAGUAR MARK II 3.8 SALOON, MANUAL WITH OVERDRIVE** – Gunmetal Silver/Red hide and carpets, original 1967 car with matching numbers, improved and uprated with competition chromed wires, 205 tyres, sports spats, uprated brakes, power rack and pinion steering, CD player, reclining seats, inertia reel belts, etc. Approximately £50k spent, done 500 miles – a chance to own a very usable car with minimal depreciation.

**JAGUAR MARK II 3.8 SALOON, MANUAL WITH OVERDRIVE** – Opalescent Dark Blue/Beige hide and carpets, top original specification, including chromed wire wheels, "Reuter" reclining seats, power steering, heated rear window, etc., and all matching numbers. Total "Concours" restoration over 3 year period and a proven winner. The car is superb in every detail and should satisfy the most discerning enthusiast.

**JAGUAR MARK II 3.8 SALOON, MANUAL WITH OVERDRIVE** – Opalescent Dark Green/Beige hide and Green carpets, competition chromed wire wheels, 205 tyres, sports spats, rack & pinion power steering, CD player, etc. With its upgraded specification, this car is ideal for daily use and will give a lot of driving pleasure.

**JAGUAR MARK II 3.4 SALOON, MANUAL WITH OVERDRIVE** – Opalescent Dark Green/Green hide, chromed wire wheels, rack and pinion power steering, J.D. Sport suspension, J.D. Sport exhaust system, electronic ignition, etc. This is a very well sorted and restored car, which has been built for daily use. A car to be driven and enjoyed.

**JAGUAR MARK II 3.4 SALOON MANUAL WITH OVERDRIVE** – Cotswold Blue/Red interior, chromed wire wheels, matching numbers, 1967 car. One of the last wide bumper cars made, a very good original car, ideal daily transport, excellent value.

**JAGUAR MARK II 3.4 SALOON, MANUAL WITH OVERDRIVE** – Opalescent Dark Blue/Grey hide and carpets, chromed wire wheels, all synchromesh gearbox, J.D. Sport suspension, rack and pinion power steering, fully lightened and balanced, big valve, unleaded fuel engine, electronic ignition, new wood, leather etc, etc. The subject of a total, J.D. Classics restoration, and nearing completion now. Superb in every way, and usable on a daily basis.

**JAGUAR MARK II 3.4 SALOON, MANUAL WITH OVERDRIVE** – Opalescent Silver/Red hide and carpets, chromed wire wheels, all matching numbers, only 45k miles and 3 owners from new, with full history. A totally correct, proven J.D.C. "Concours" winner, and a superb car to drive. This car is one of the best original MKII's we have had - simply, a pleasure!

**JAGUAR 'S' TYPE SALOON 3.8 LITRE MANUAL WITH OVERDRIVE** – Opalescent Dark Green/Beige hide, chrome wire wheels etc. Currently being hand-built by ourselves to the following specification: J.D. Sport fast road engine, fully lightened and balanced, unleaded fuel, big valve, electronic ignition. 2" stainless steel exhaust manifold and exhaust system, rack and pinion power steering, sports suspension, uprated brakes, completely re-trimmed, inertia reel seat belts, CD player etc. Be the first to own a unique J.D. Classics 'S' Type. Available July 1997.

**JAGUAR 'S' TYPE SALOON 3.8 LITRE MANUAL WITH OVERDRIVE** – Opalescent Silver/Dark Blue hide and carpets. 3 owners from new, last owner 18 years. Full history. Superb original car. All matching numbers, original specification from new. Including power steering, heated rear screen etc. Very rare in this condition.

**JAGUAR 'S' TYPE SALOON 3.4 LITRE AUTOMATIC** – Opalescent Silver Blue/Dark Blue hide and carpets, chromed wire wheels, all correct matching numbers, power steering, original tool kit, etc, and the car has only covered a genuine 18k miles from new. A unique opportunity to acquire one of the most original 'S' types we have seen. Chauffeur maintained and superb throughout.

**JAGUAR XJ6 SERIES I 4.2 SALOON, AUTOMATIC, SHORT WHEEL BASE** – Dark Blue/French Blue hide and carpets, pressed wheels, all matching numbers etc. Totally correct, early production car, which is now rare, and very collectable. We are currently restoring this vehicle, which will make excellent reliable transport for a discerning buyer. Not easy to find; great potential.

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## * Denotes left hand drive (LHD)

*** Alfa Romeo Giulia Spider Competition Specification,** 1963, Rosso Corsa, cream leather, freshly rebuilt ..... **£13,995**

**Alfa Romeo 1750 Duetto Spider,** 1969, Rosso Corsa, rare right hand drive "Boat - tail" ..... **£12,995**

**Alfa Romeo 2000 Spider,** 1976, Alfa Green, black trim, right hand drive, covered headlights ..... **£7,995**

**Allard J2X Rep,** Racing Green, tan leather, 500 miles only, 320 BHP road rocket, beautifully built ..... **£22,995**

**Aston Martin DB5 Vantage choice of two,** 1964, Dubonnet Rosso, cream hide, 1965, Calfornian Sage, black hide, both original factory Vantage ..... **£32,500**

**Aston Martin DB5 Convertible,** 1964, Caribbean Blue, grey leather, formerly the property Ted Dexter ..... **£69,995**

**Aston Martin DB6,** 1967, Platinum Silver, black leather, 5 speed power steering, air conditioning, chrome wire wheels, recent top end overhaul, superb ..... **£32,500**

**Aston Martin V8 Manual,** 1973, Imperial Burgundy, 1 owner, 16,000 miles only ..... **£29,995**

**Aston Martin V8 Oscar India** 1978, Storm Red, Vantage driving lights/deep frontspoiler

*** Aston Martin V8 Vantage,** 1986, Royal Blue, 29,000 kilometres. X-pack engine, automatic, one of only 3 ..... **£47,500**

**Austin Healey 3000 Mark 1,** 1958, Colorado Red, original right hand drive . **£17,995**

**Bentley S1 Continental 2 door Coupe by Park Ward,** 1957, Regal Red ..... **£45,000**

**Bentley S2 Continental Drophead by Park Ward,** 1961, Regal Red, Magnolia piped red, super example ..... **£45,000**

**BMW 3.0 CSL** lightweight, 1972, Sky metallic, superb low mileage rare RHD with Alpina alloy wheels ..... **£POA**

**Ferrari 330 GT 2+2,** 1964, Midnight Blue, grey hide, 57,000 miles, rare RHD V12 with good history ..... **£29,995**

***Ferrari 275 GTB/4 Cam,** 1967, Rosso Corsa, black leather, 39,000 miles only, 1 owner

**Ferrari 400,** 1978, Gloss Black, cream leather, air conditioning, rare factory sunroof, value ..... **£13,995**

**Ferrari 412,** 1987, Gloss Black, magnolia leather, low mileage, beautiful condition ..... **£27,995**

*** Ferrari 328 GTB,** Blue Chiaro, crema leather, FFSH, only 12,000 miles, superlative Ferrari value ..... **£32,995**

*** Ferrari 355 Spider,** 1995, Rosso Corsa, black leather, twin air bags, uprated stereo, 10,700 kms ..... **£75,000**

*** Ferrari 355 Berlinetta,** 1995, Rosso Corsa, Crema leather, Momo steering wheel, 10,800 kms ..... **£65,000**

**Fiat 500 Lux,** 1972, Black, uprated engine and gearbox, fast becoming cult accessories ..... **£2,450**

*** Jaguar XK140 Drophead,** 1957, Carmine Red, black leather, rare 2+2 model, drives very well ..... **£POA**

**Jaguar E-Type Series 2 Roadster,** 1970, Primrose Yellow, black leather, drives magnificently ..... **£19,995**

*** Jaguar E-Type V12** 2+2, 1971, British Racing Green, manual, air conditioned, LHD ..... **£22,000**

**Jaguar Sovereign V12,** 1988, Pure Silver, navy leather, 30,000 miles, 1 92 year old owner

**Jensen Interceptor Series IV Convertible,** 1990, Royal Blue, magnolia £117,000 list price, 19,000 miles ..... **£45,000**

**Light Car Company Rocket,** 1995 M, Racing Blue, Gordon Murray designed, 426 BHP per tonne, serious dymanics ..... **£29,995**

**Lotus Excel,** 1987, Signal Red, air conditioning, new MoT, superb handling, great value 2+2 ..... **£5,995**

*** MG TF Roadster** 1954, Masons Black, beige leather, wire wheels, attractive open sports ..... **£16,995**

*** Maserati Ghibli 4.7 litre manual,** 1970, **13,000 miles from new,** Plantinum Silver ..... **£39,995**

*** Maserati Indy 4.7 litre manual,** 1976, Metallic Rosa, tan leather, superbly restored, beautifully retrimmed, rare, fast V8 engined 2+2, just imported from an Austrian Collection ..... **£19,995**

**Maserati Khamsin,** 1978, Argento Silver, navy leather, air conditioned, one of only 7 automatic cars built, superb original example that drives magnificently, 20,000 miles, V8 with 2+2 seating ..... **£25,000**

**Maserati Kyalami 4.9,** 1982, Royal Blue, natural leather, rare manual, V8 4 seater, one of the last ..... **£12,995**

*** Maserati Ghibli,** 1985, Dark Aqua Blue, cream interior, twin turbo, rare model, sensation

**Mercedes 190SL,** 1960, Signal red, full black leather, rare right hand drive, hard and soft tops ..... **£POA**

**Mercedes 230SL Sports,** 1966, Burgundy, full connolly leather interior **£19,995**

**Mercedes 250SE Convertible,** 1966, Powder Blue, Tan interior, Dark Blue mohair hood ..... **£22,000**

**Mercedes 280SL Sports,** 1971, German Racing Silver, automatic with power steering, superb ..... **£22,995**

*** Mercedes 280SE 4.5 litre,** 1972, Alpine White, black leather, air conditioning ..... **£7,995**

*** Mercedes 450SL Sports,** 1979, Aventuea Green, beige velour, climate control, very low mileage ..... **£12,995**

**Mercedes 300SL,** 1987, Signal Red, black interior, 54,000 miles, 2 owners, full MB history, superb ..... **£19,995**

**Mercedes 500SL,** 1988 'F', Smoke Silver, full leather, rear seat, cruise, attractive specification ..... **£22,995**

*** Porsche 914 Targa,** 1972, Blood Orange, low mileage, UK supplied, many magazine features ..... **£6,995**

*** Porsche 356 Super 90 Roadster** by 'Iterien Freres', 1961, black leather, the best of all the ..... **£38,000**

*** Porsche 911S Short wheel base,** 1967, Gloss Black, red interior, excellent original ..... **£11,995**

**Porsche 911 2.4T Targa,** 1973, Pale Yellow, black Recaro seats, correct Fuchs alloys, 5 speed ..... **£12,995**

**Porsche 911E Targa,** 1973, Roman Purple, rare original right hand drive car ..... **£ Offers please!**

**Renault 5 Turbo 2,** 1985, Black, black leather, right hand drive, cost £45,100 in 1986, 800 miles only

**Triumph TR250,** 1968, British Racing Green, great car, £9,995, **TR6,** Red, recent £7,500 overhaul ..... **£9,995**

**VW Beetle Karmann Cabriolet,** 1971, Guards Red, RHD, conversion, drives well, good value ..... **£5,995**

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**BMW 320i Convertible,** 1990, Metallic Black, sports seats, electric pack, low mileage, stereo, FSH ..... **£10,995**

**Jaguar XJS V12 Convertible,** 1988F, Diamond Blue, grey leather ..... **£13,995**

**Lancia Integrale Evolution,** 1992K, Metallic black, full black leather, rare sunroof ..... **£14,995**

*** Mercedes 300CE 24 valve Cabriolet,** 1992K, Silver, black lather, aircon, power hood, superb ..... **£27,995**

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| 1993 COBRA Mk IV Shortnose | Black, lightweight | 2,000m |
| 1989 COBRA MK IV | Red | 4,000m |
| 1965 COBRA MkIII 427 | RHD, black | 10,000m |
| **FERRARI** | | |
| 1967 275 GTB4 | Red | 20,000m |
| 1991 F40 CAT RIDE HEIGHT | Red | 1,000m |
| 1993 348TS | Red | 11,000m |
| 1992 348tb | Red | 21,000m |
| 1989 328 GTS LHD | Red | 32,000m |
| 1988 328 GTS | Red | 5,000m |
| 1986 328 GTS | Red | 52,000m |
| 1972 DAYTONA 365 GTB/4 | Giallo Fly | 32,000m |
| 1972 365 GTC4 | Red | 38,000m |
| 1984 BOXER 512 BBI | Blue | 21,000m |
| 1984 512 BB | Konig Red | 5,000m |
| 1977 BOXER 512 BB | Red | 22,000m |
| 1974 BOXER 365 GTB4 | Red | 16,000m |
| 1992 512TR | Black | 21,000m |
| 1990 TESTAROSSA | Red | 10,000m |
| 1989 412 AUTO | Black | 32,000m |
| 1992 MONDIAL CABRIOLET 3.4 | Red | 14,000m |
| 1991 MONDIAL CABRIOLET 3.4 | Red | 23,000m |
| 1987 MONDIAL COUPE | Metallic Grey | 53,000m |
| 1985 308 GTS OV | Red | 32,000m |
| 1979 308 GTB | Red | 25,000m |
| 1979 308 GTB | Red | 48,000m |
| 1972 DINO 246 GT | Red | 41,000m |
| 1966 330 GT 2+2 MkII | RHD, blue | 37,000m |
| One of only 29 manufactured | | |
| **JAGUAR** | | |
| 1973 E-TYPE V12 ROADSTER | Primros, 2 owners | 52,000m |
| 1963 E-TYPE 3.8 ROADSTER | Red, Concours | 3,000m |
| 1968 E-TYPE 4.2 ROADSTER | White | 59,000m |
| 1970 E-TYPE 4.2 FHC | Red | 54,000m |
| 1965 E-TYPE 4.2 FHC COMP | Carmen Red | 58,000m |
| 1965 E-TYPE 4.2 FHC | 1 owner, Ivory | 30,000m |
| 1961 E-TYPE 3.8 ROADSTER | Red, Concours | 1,000 m |
| 1951 XK120 ROADSTER | Black, Concours | |
| **LAMBORGHINI** | | |
| 1994 DIABLO | Yellow | 5,000m |
| 1990 COUNTACH ANNIVERSARY | Met Red | 14,000m |
| **PORSCHE** | | |
| 1997 SERIES TURBO 4 | Polar Silver | 2,000m |
| 1991 911 TURBO 2 | Red | 40,000m |
| 1987 911 TURBO COUPE | White | 44,000m |
| 1997 911 CARRERA 4S COUPE | Midnight | 2,000m |
| 1995 911 CARRERA COUPE | Speed Yellow | 19,000m |
| 1994 911 CARRERA CABRIOLET | Aventura Green | 12,000m |
| 1994 911 CARRERA COUPE | Polar Silver | 20,000m |
| 1993 911 CARRERA 4 TARGA | White | 11,000m |
| 1992 911 CARRERA 2 TARGA | Red | 42,000m |
| 1990 911 CARRERA 4 CABRIOLET | Blue | 49,000m |
| 1990 911 CARRERA 2 CABRIOLET | Red | 51,000m |
| 1990 911 CARRERA 4 CABRIOLET | Taitle | 51,000m |
| 1990 911 CARRERA 2 COUPE | Grey | 63,000m |
| 1990 911 CARRERA 4 COUPE | White | 67,000m |
| 1990 911 CARRERA COUPE | Black | 48,000m |
| 1989 911 CARRERA SE COUPE | White | 47,000m |
| 1989 911 CARRERA SE COUPE | White | 41,000m |
| 1989 911 CARRERA SSE TARGA | Red | 41,000m |
| 1989 911 CARRERA SE COUPE | Red | 61,000m |
| 1987 911 CARRERA SE CABRIOLET | Black | 60,000m |
| 1987 911 CARRERA SSE COUPE | White | 65,000m |
| 1986 911 CARRERA SSE CABRIOLET | Silver | 58,000m |
| 1987 911 CARRERA SE TARGA | Blue | 80,000m |
| 1993 928 GTS | Green | 29,000m |
| 1988 928 S4 AUTO | Black | 32,000m |
| 1987 944 TURBO | Red | 60,000m |
| **OTHER MARQUES** | | |
| 1960 MGA 1600 | Blue, Concours | |
| 1936 BENTLEY 4½ PILLARLESS COUPE | Gurney Nutting, Navy, sunroof, very original, full history | 90,000m |
| 1994 VW GOLF VR6 | Blue | 22,000m |
| 1969 ASTON MARTIN DB6 MKII VANTAGE SPEC | Caribbean Blue | Full history |
| 1995 AUDI ESTATE RS2 | Polo Silver | 24,000m |

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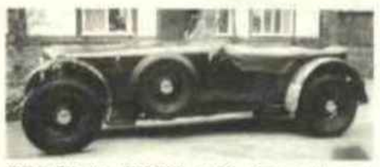
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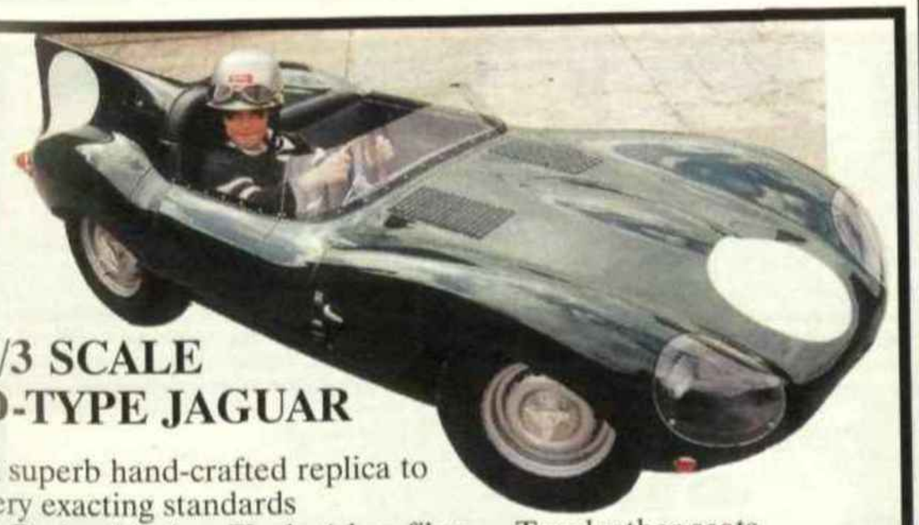


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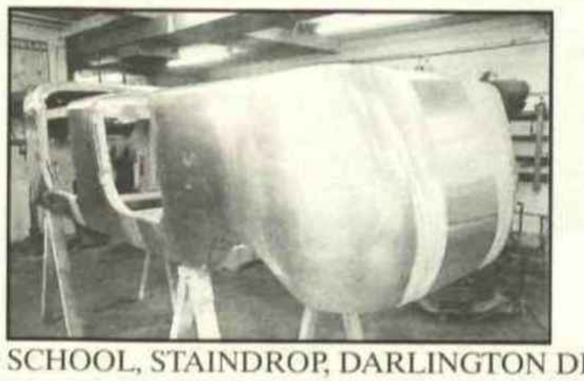
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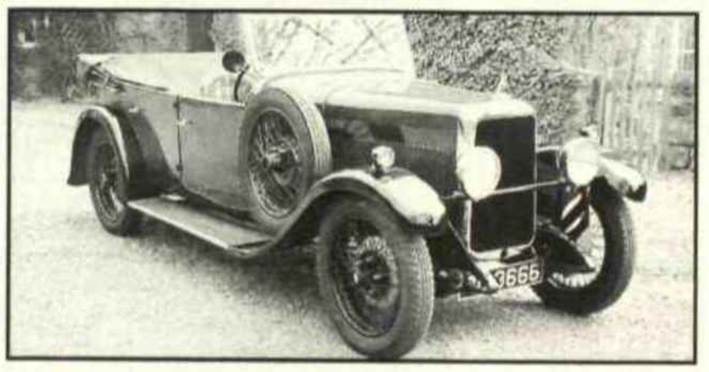
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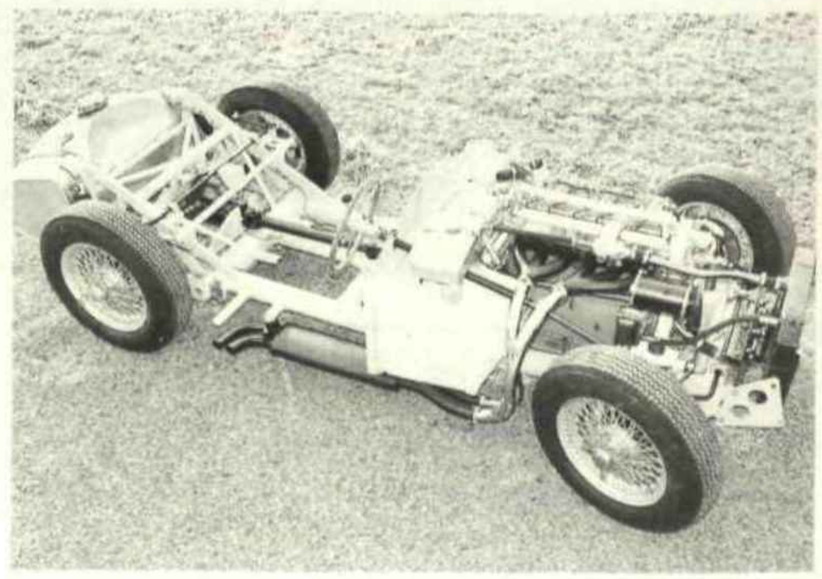
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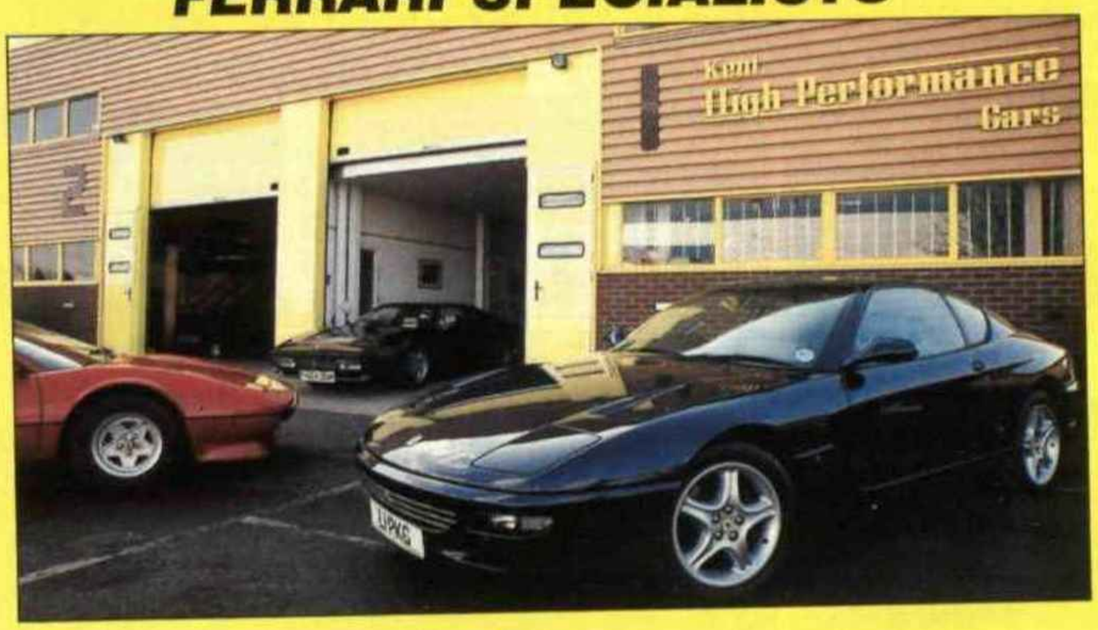
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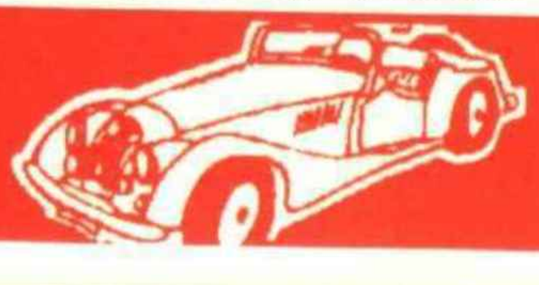
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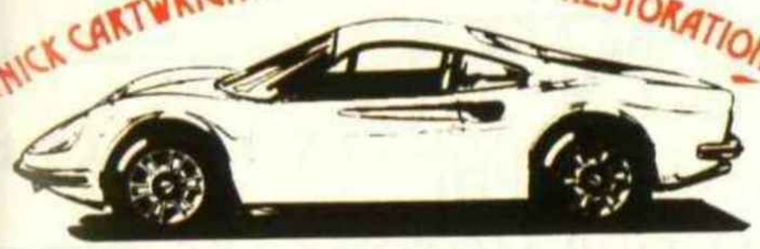
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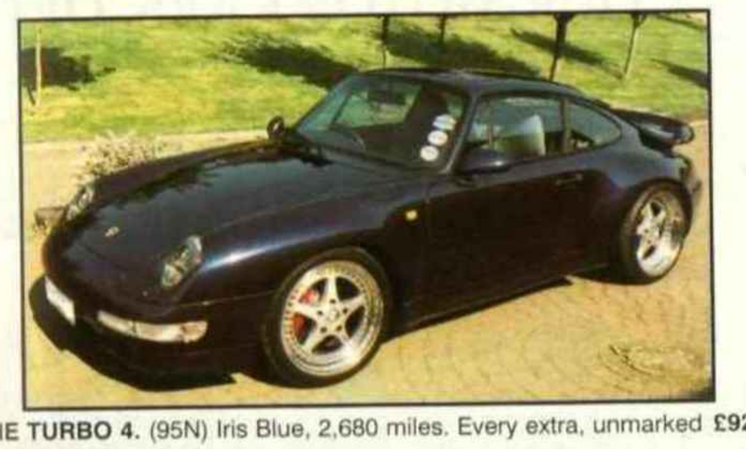
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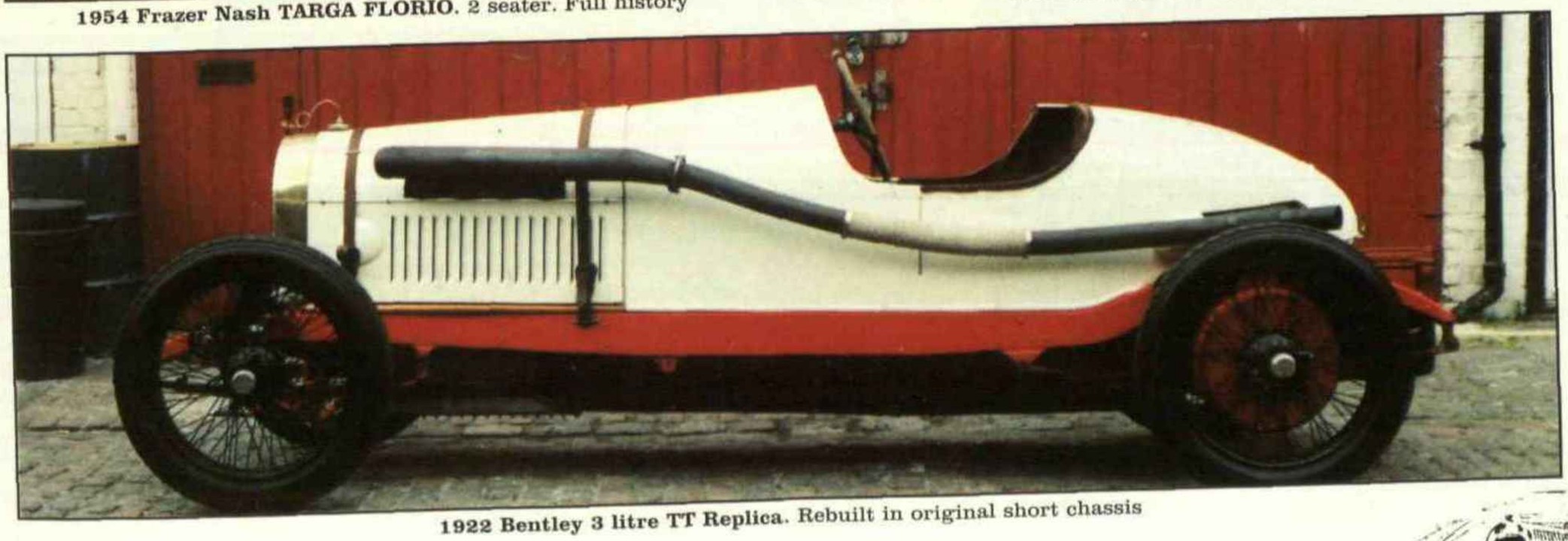
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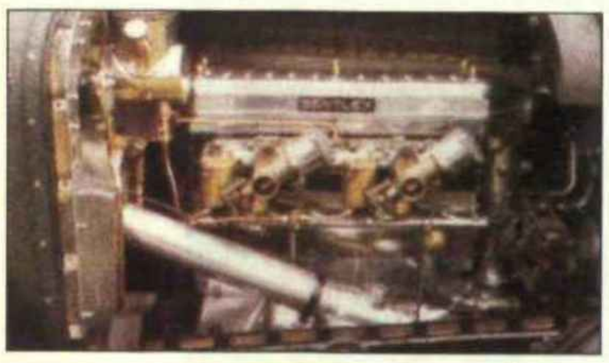
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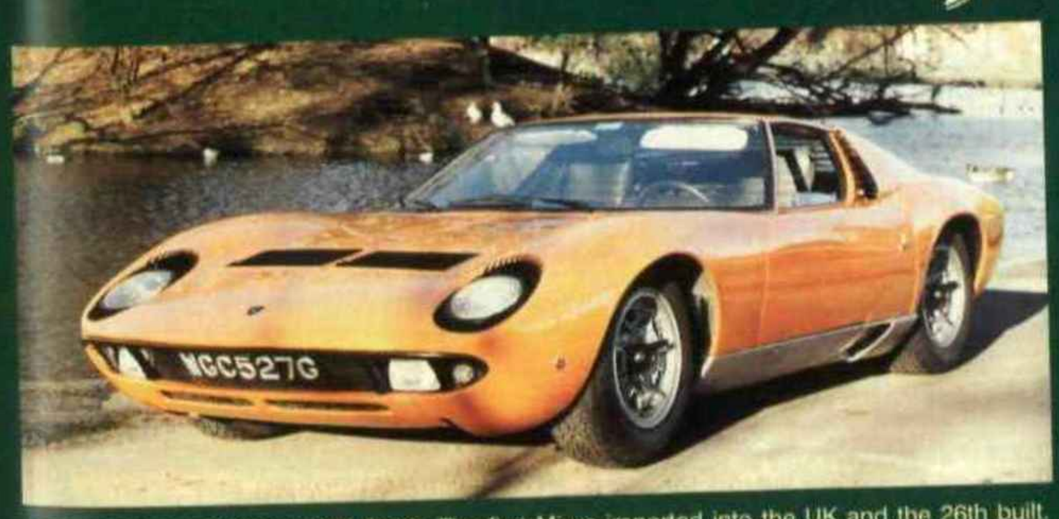
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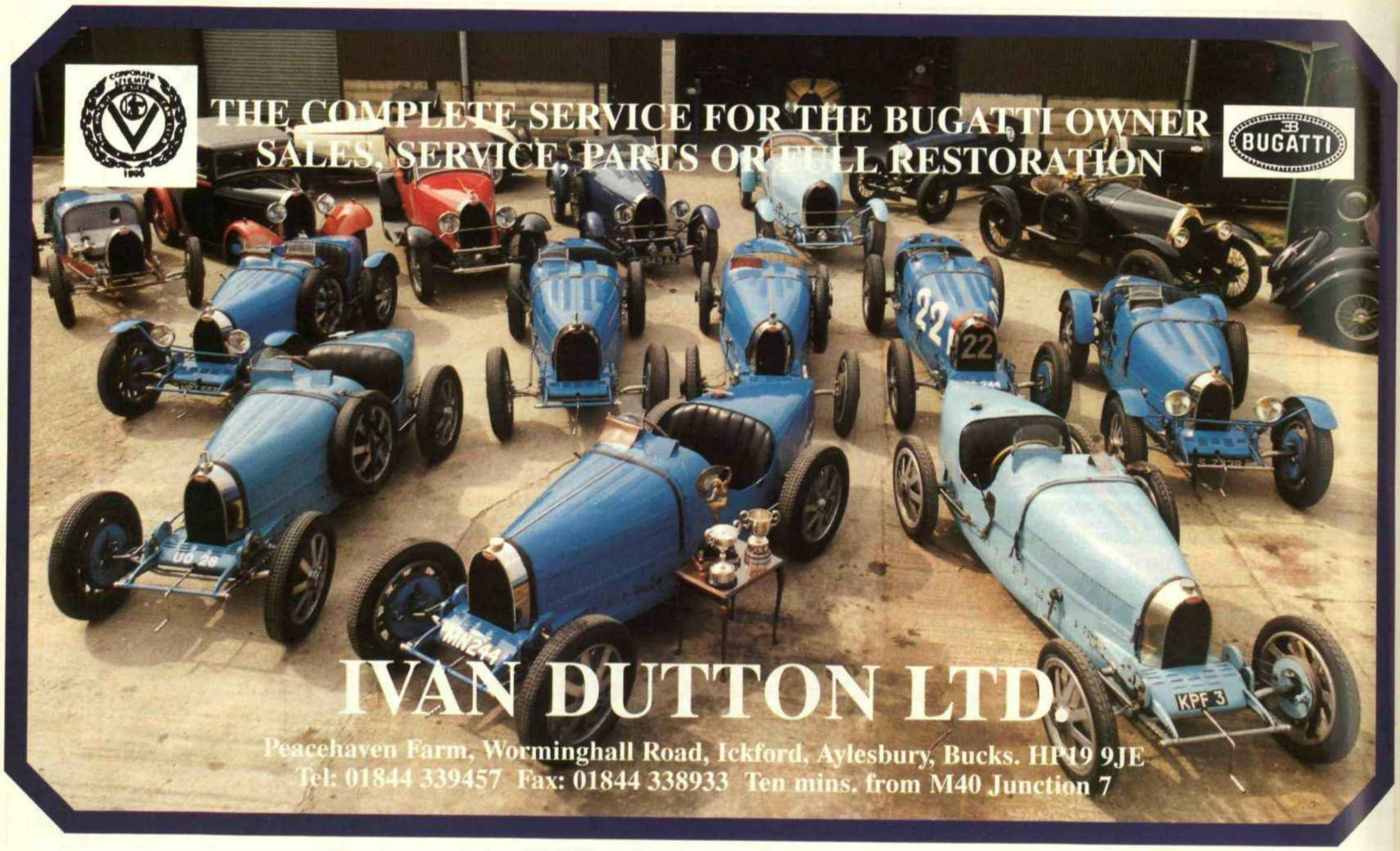
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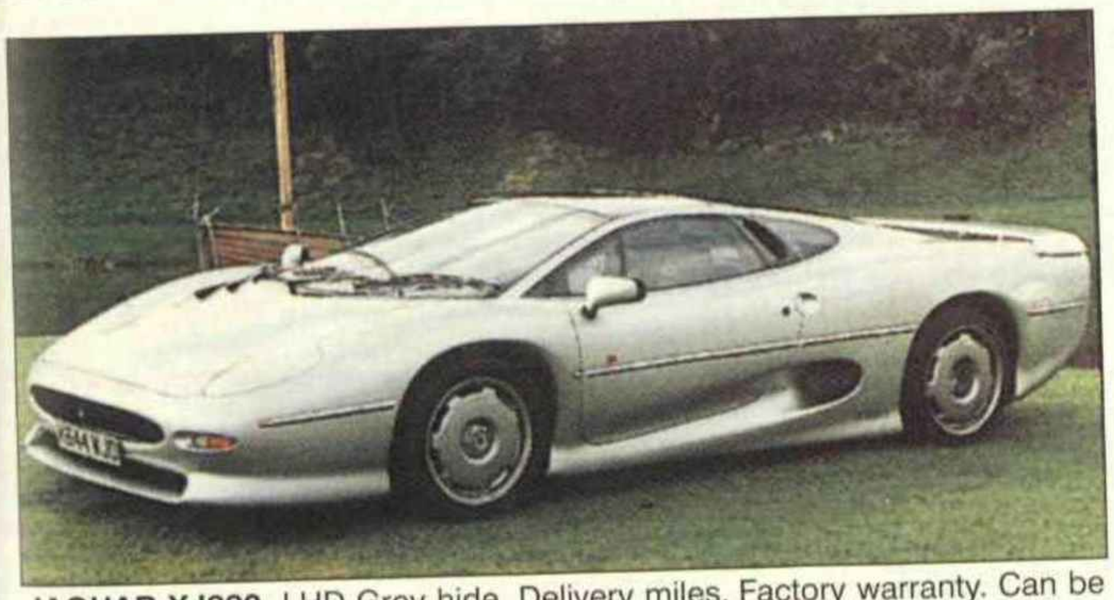
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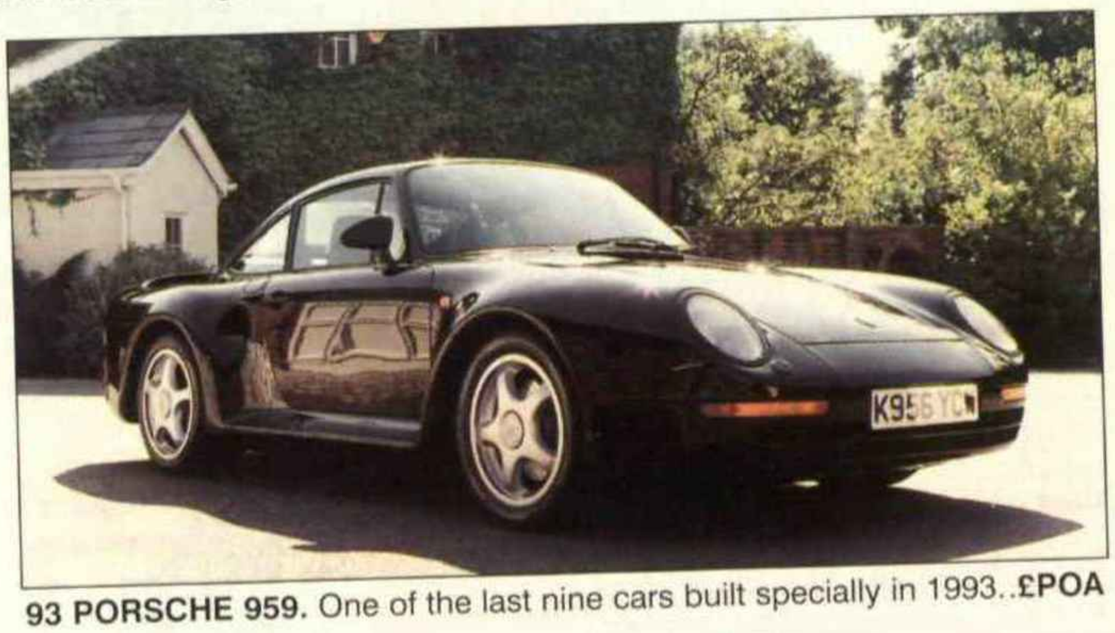
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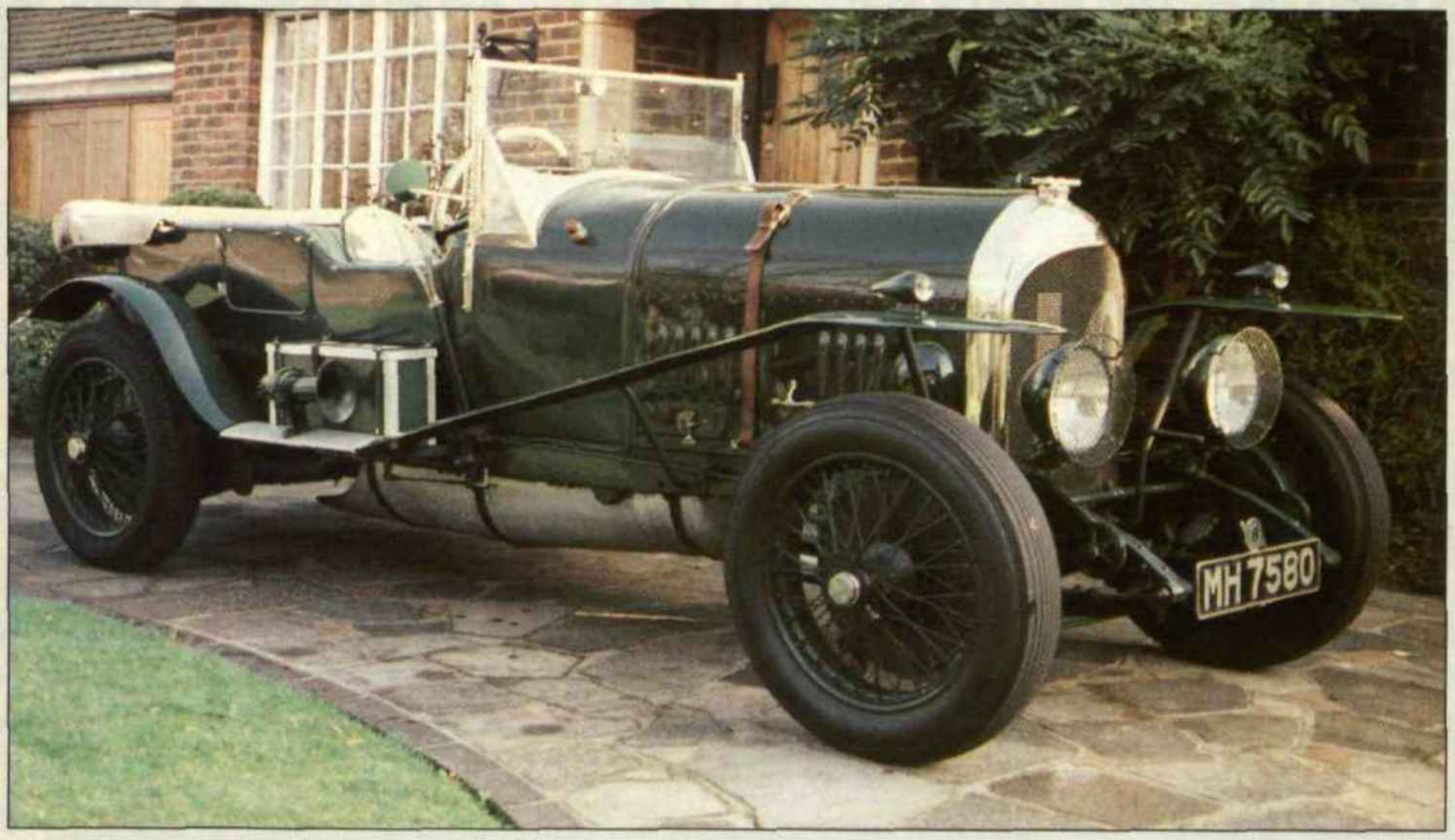
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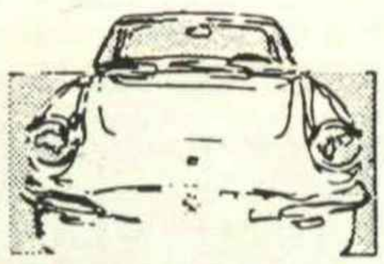
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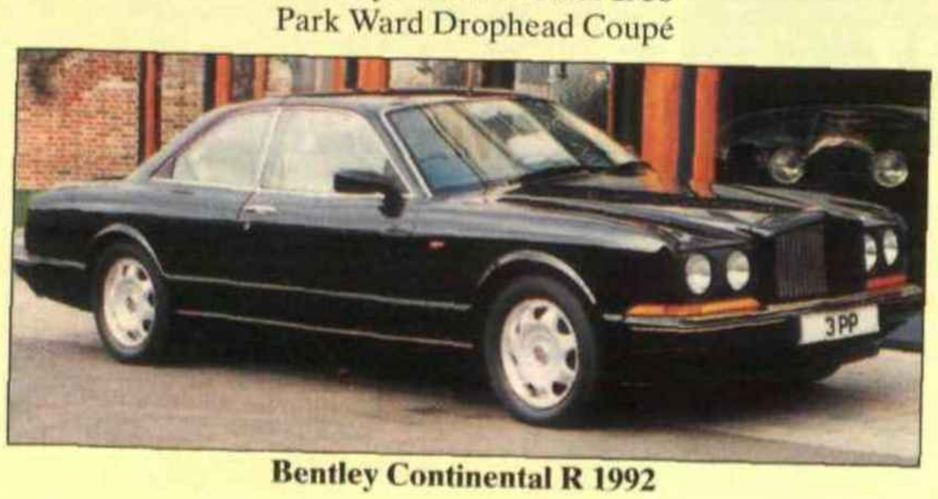
**Rolls-Royce Silver Ghost 1912**
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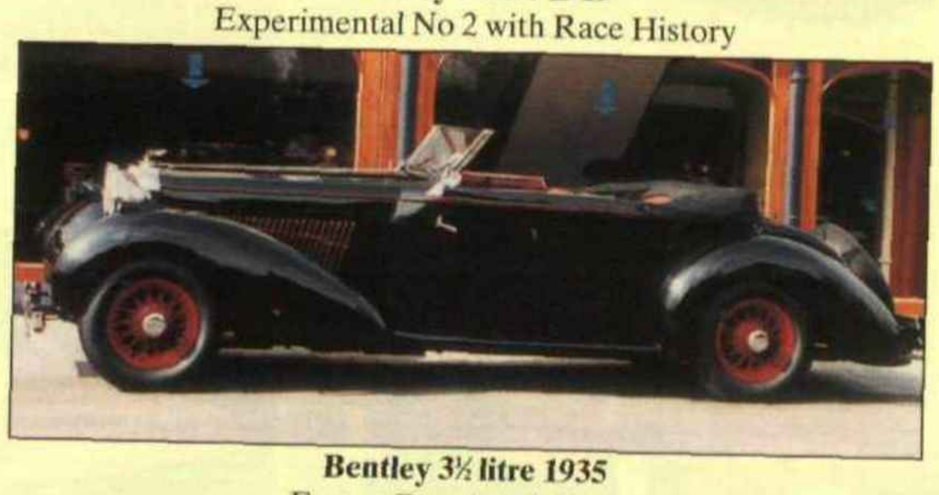
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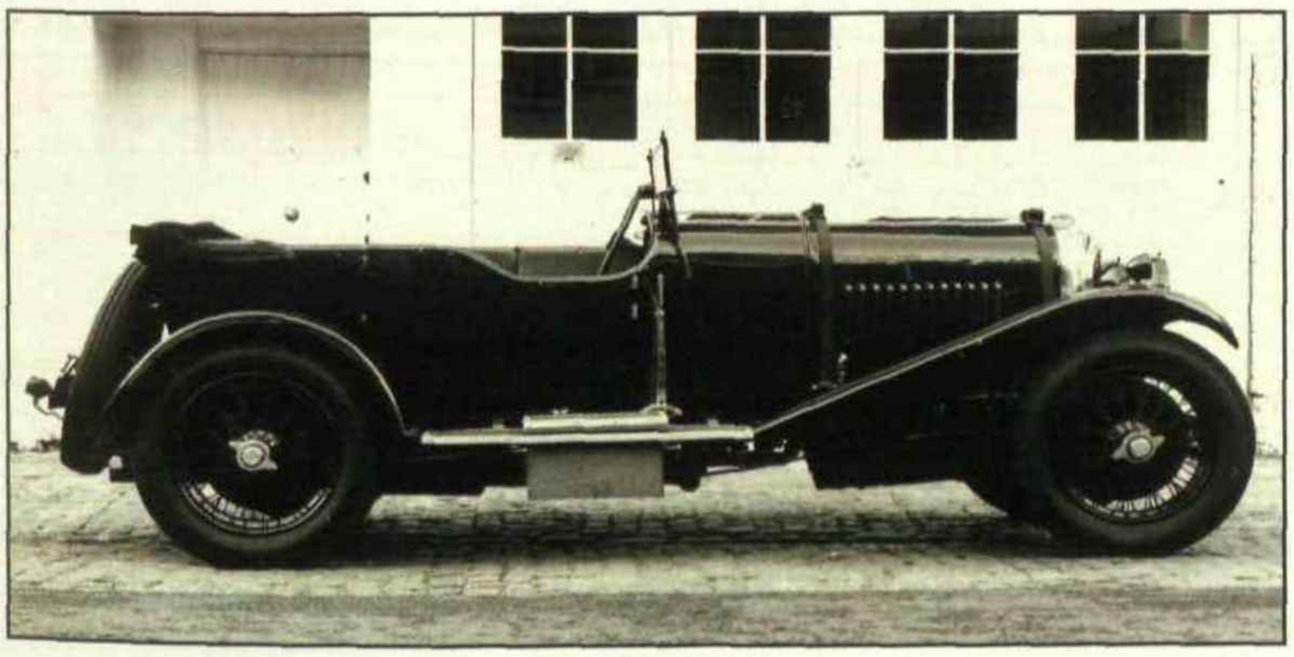
**1926 Bentley 6½ Litre**

*This sporting 6½ Litre open four seater is fitted with the most striking coachwork by H. M. Bentley and is finished in dark midknigh blue with grey leather to the interior. The car was built to the order of Colonel Rabagliatti with many special features such as the Carl Zeiss lighting equipment, outside gear lever, SSK style wings, competition instruments and low rakish screen. A comprehensive history file detailing the restoration accompanies the car.*



**1952 Fiat 8V**

*This dramatically style 8V was named the "Supersonic" by coachbuilder Ghia and has recently undergone a 4,000 hour restoration by specialist restorer Cognalato in Italy. The car won its class at last summers Louis Vuitton concours at Bagatelle in Paris and is elegible for events such as the Mille Miglia. It is finished in maroon with tan leather to the interior*



**1927 Bentley 4½ Litre**

*This car is one of only nine original short chassis 4½ Litres constructed and is the second car produced still fitted with its original Vanden Plas open four seater tourer coachwork. Finished in British Racing Green with red leather to the interior the car is in good original order throughout. Fitted with Zeiss headlamps, a fold flat wind screen and bonnet straps, the car is very sporting in appearance*

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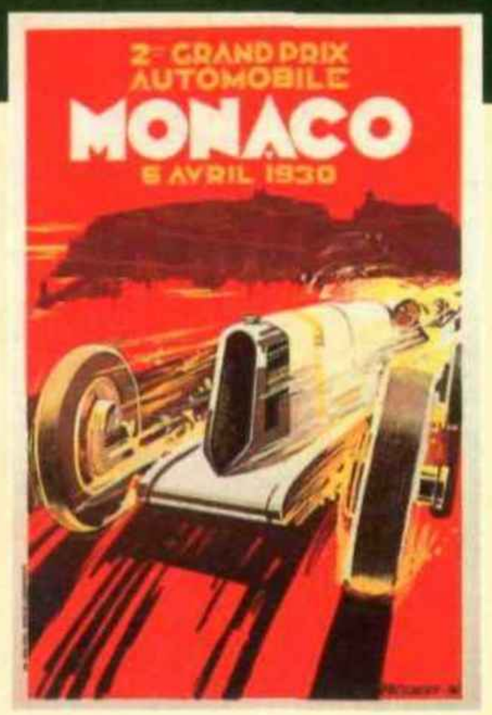
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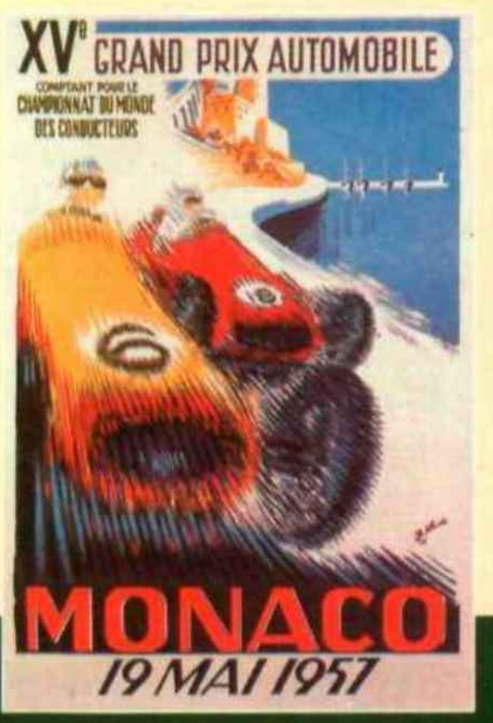











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