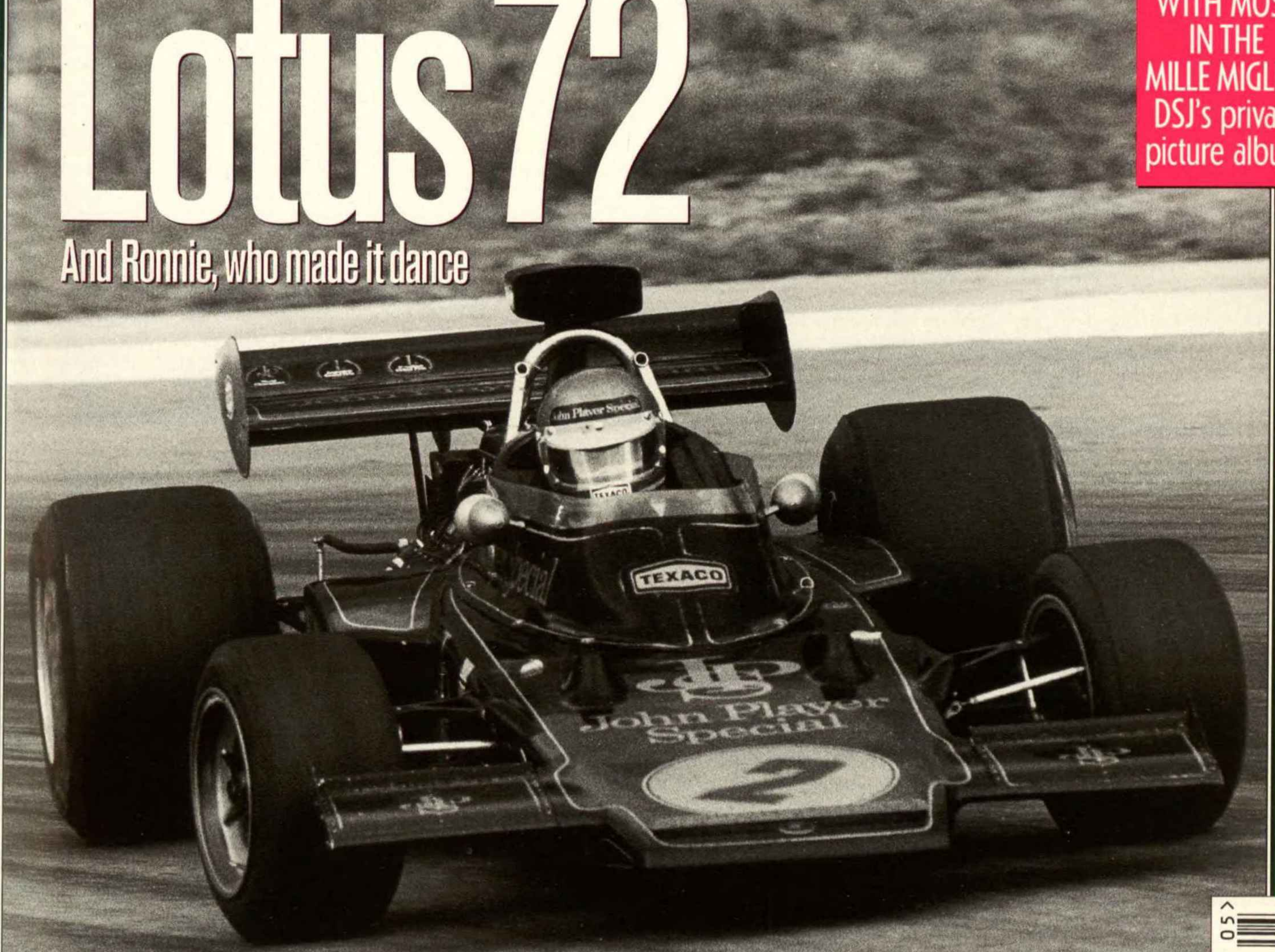
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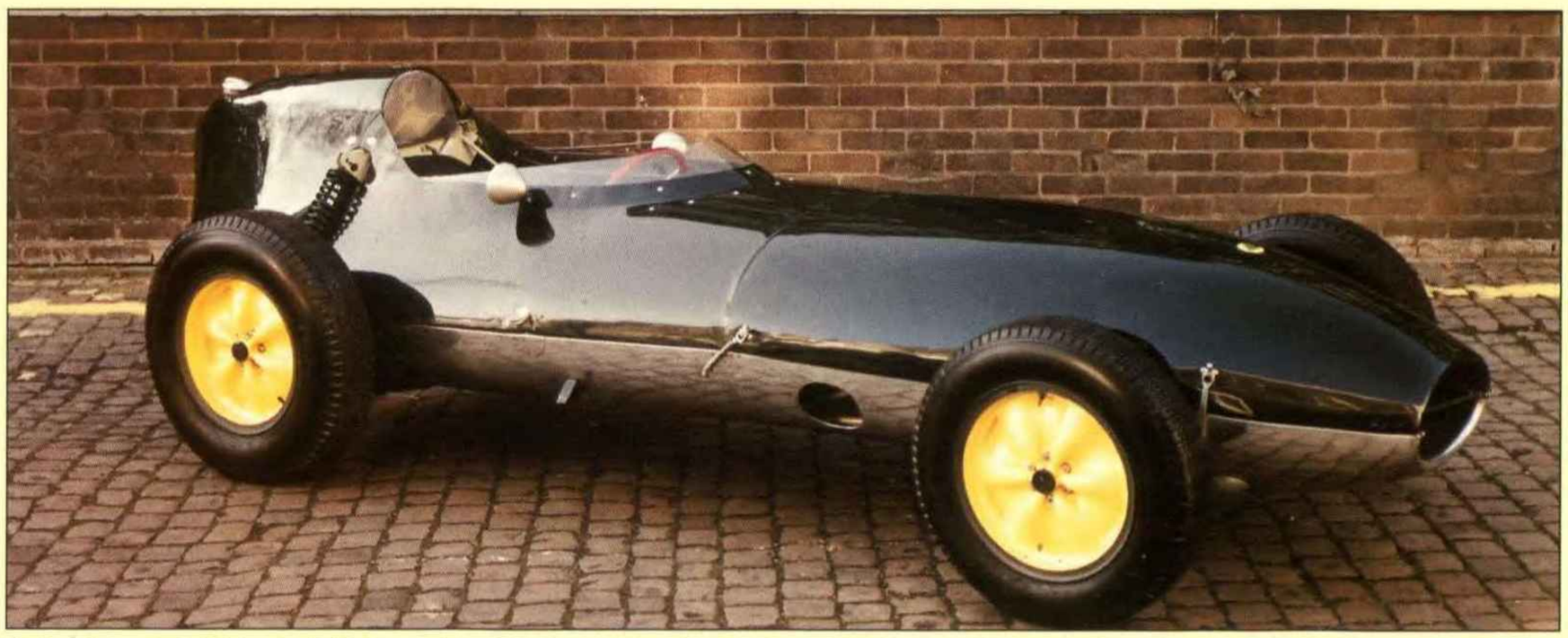
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In recent years the car has been part of a substantial Japanese collection. It was the feature article in "Classic Cars" magazine — April 1995 and is well documented in "Ferrari 250LM" by Marcel Massini. The car is offered in excellent condition throughout, with a substantial history file including new FIA papers. It is also British road registered.



1958 Lotus 16 Grand Prix. This remarkable car is in fantastic original condition, having been last raced in 1960 and untouched ever since. The car was first raced by Innes Ireland and later by Keith Finney. One of the most competitive front engined Grand Prix cars available for use in historic motor sport.

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1952 Allard J2
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1935 Bentley 3½ Litre Cutaway door Tourer by Vanden Plas
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1954 Bentley R-Type Continental Fastback by Mulliner
1955 Bentley S1 Continental DHC by Park Ward, (power steering)
1935 Bugatti Type 57 Ventoux
1935 Bugatti Type 57 Stelvio Drop Head Coupe
1958 Cooper T43
1932 Delage D6 Faux Cabriolet
1922 Duesenberg Model A, Ex Harrah Collection
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1964 Ferrari 250 LM
1966 Ferrari 275 GTB 2 Cam Long Nose, 6 card, RHD
1968 Ferrari 330 GTC, LHD
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MAY 1997

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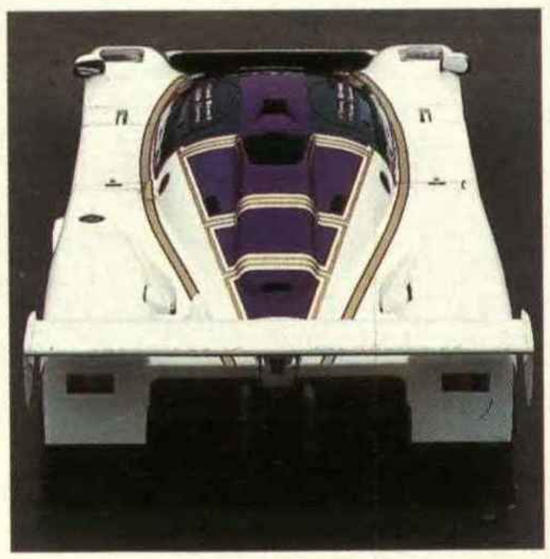
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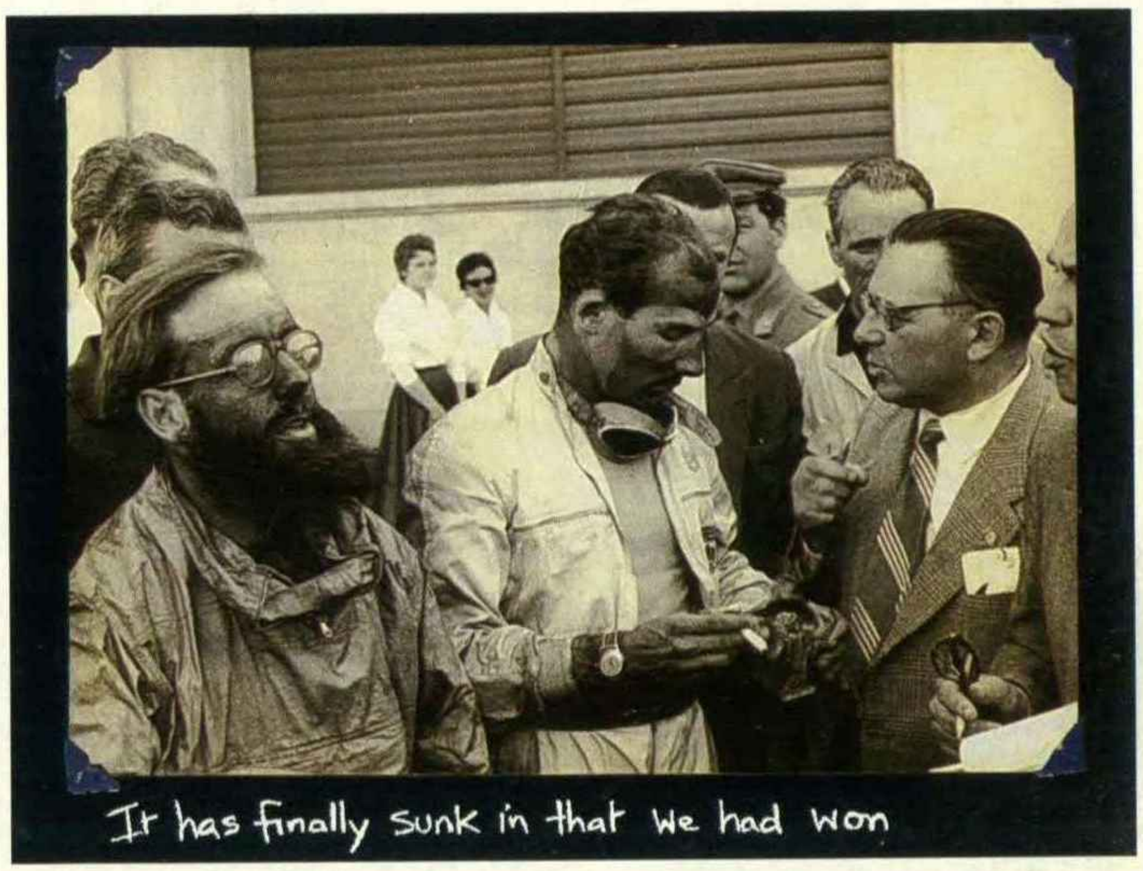
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XJR6 unleashed: *this is the car that started Jaguar's string of Group C victories. 11 years on, we take it back to Silverstone and let it loose. Page 66*

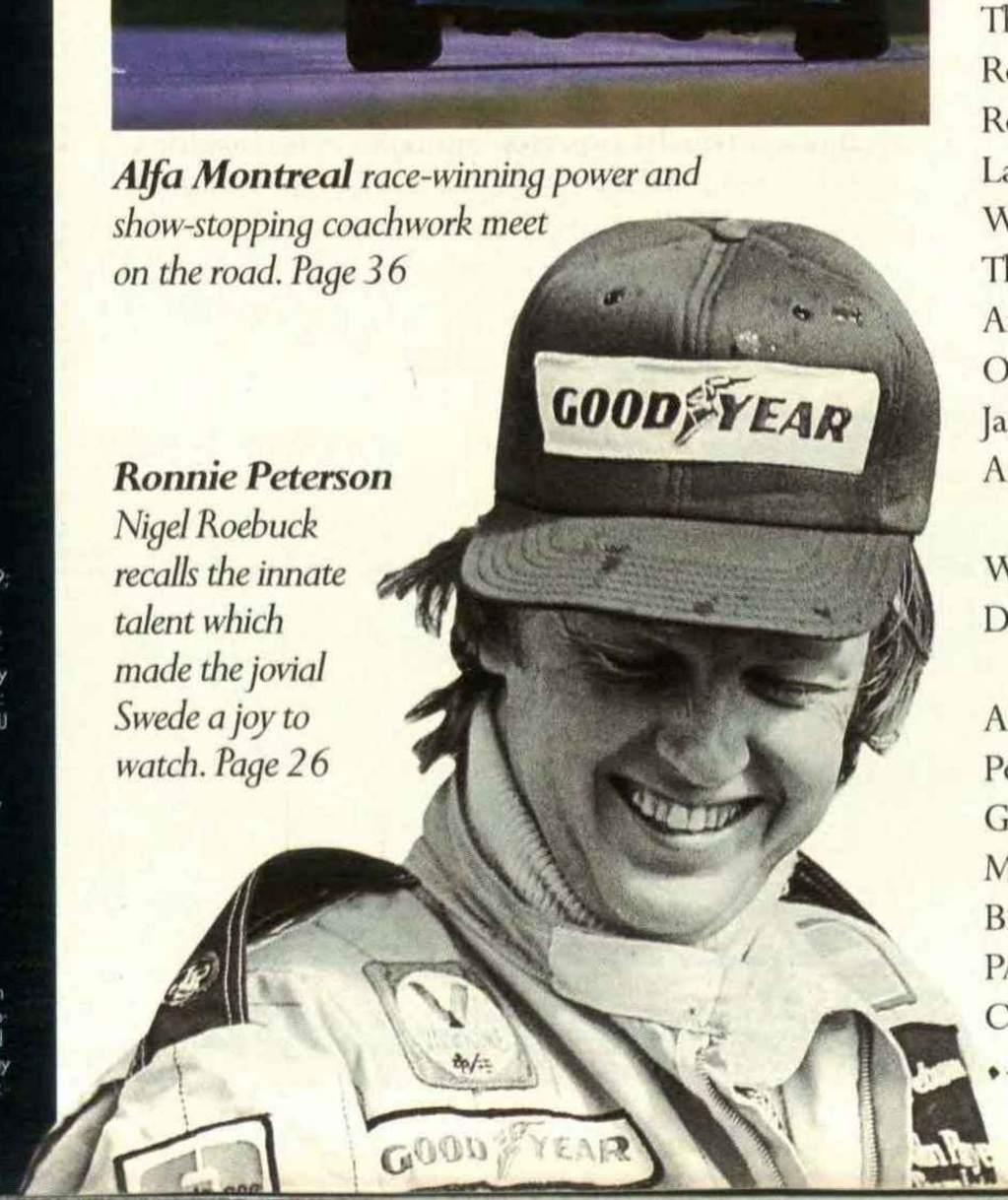




WITH MOSS IN THE MILLE MIGLIA, *reproduced for the first time with annotated pictures from Jenks' own photo-album. Page 76*



Alfa Montreal *race-winning power and show-stopping coachwork meet on the road. Page 36*



Ronnie Peterson *Nigel Roebuck recalls the innate talent which made the jovial Swede a joy to watch. Page 26*

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BROOKS

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 display of historic, sports and competition machinery seen in Europe.

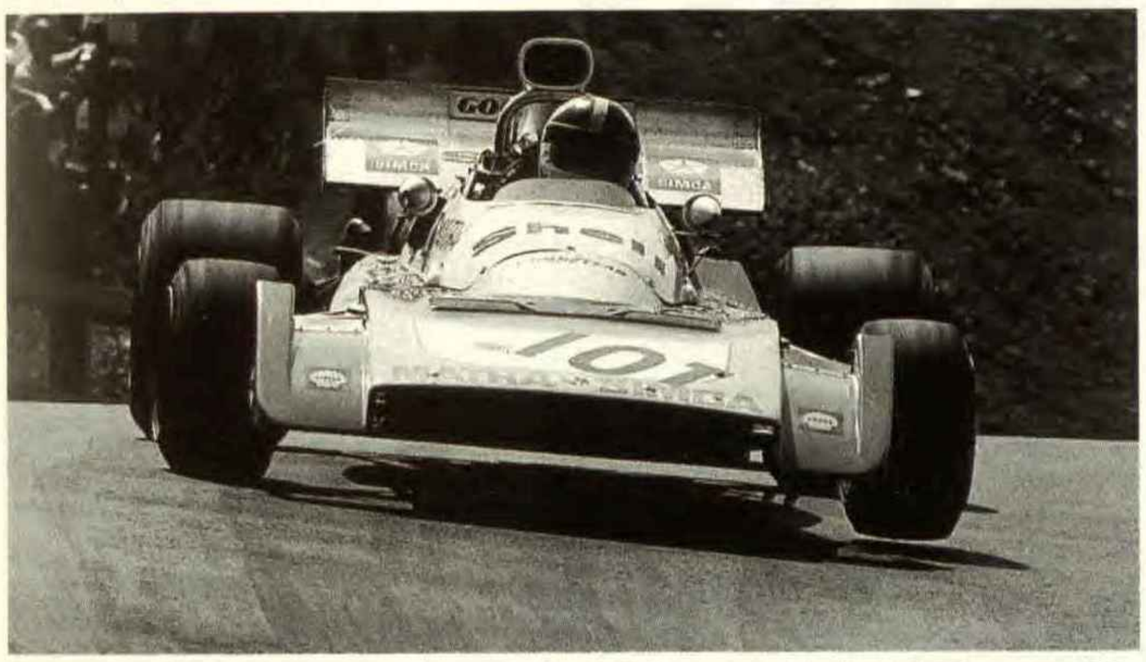
In keeping with this reputation, leading entries for Brooks Festival of Speed auction sale include examples of Britain's greatest sporting marques.

1930 4 ½-Litre Supercharged Bentley Tourer by Vanden Plas
Originally the Showroom Demonstrator, this sensational 'Blower' Bentley was the first to be fitted with the Vanden Plas fabric four-seater tourer body and starred on the Bentley stand at the 1929 Olympia Show. In the hands of its original owner for some 60 years and with only one subsequent owner, this remains one of the greatest original 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 Tigress's were built and just two are known to survive - both of which were owned by the late Chris Barker. Barker acquired 'JB 355' in 1935. This significant MG will form the cornerstone of the Chris Barker 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 and confidential 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.

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Amon pushing Matra hard around the Nürburgring during '71 German GP

Amon set to compete at Goodwood Festival in ex-works Tasman Ferrari

CHRIS AMON, WHO WAS ROBBED OF Grand Prix victories – and the World Championship many believed his talents deserved – in the 1960s and 70s, makes his Goodwood Festival of Speed debut in June.

It is hoped that at Goodwood Amon will drive the works Ferrari 612P in which he finished sixth in the 1969 CanAm series. It is now owned by American Robert Dusek.

Now 53, Amon's most recent race-car drive was in New Zealand earlier this year where he demonstrated one of the McLaren M14s raced in 1970 by his late compatriot Denny Hulme.

Amon was brilliantly versatile. He raced proprietary Lola, Lotus, Cooper, Brabham, Ferrari, March, Matra, Tecno, Tyrrell, BRM and Ensign cars in a 96-race Formula One career that lasted from 1963-1976.

The 1969 Tasman champion also raced mighty Sportscars and Saloons with distinction, winning the Le Mans 24 Hours in 1966.

Frustrated at what he viewed as unfinished business, Amon even constructed his own eponymous Formula One car, which he tested at Goodwood in 1974. The ill-handling device qualified for but one race – in Spain – and was abandoned before the end of the year.

Powered by a Cosworth DFV engine, the chassis, which featured an innovative aerodynamic package with a full-width wing mounted above its nose, was spotted languising in a garage in Croydon, Surrey, in the late 1970s. Can anyone tell us where it might be now?

THE FAMOUS NAPIER-RAILTON IN WHICH JOHN Cobb set the ultimate lap record of 143.451mph for the banked outer circuit at Brooklands in October 1935 is set to return for the venue's 90th Anniversary celebrations this year, and is also going to run at the Goodwood Festival of Speed in June.

Now owned by Swiss enthusiast Lukas Hüni, the 27-litre W-12 aero-engined car is again based in Britain. It cut a dramatic dash at the Goodwood event's launch last month. Raced by the Hon Patrick Lindsay and Bob Roberts into the early 1980s, it passed through German hands before Hüni bought it last year.



NICOLA FOULSTON, CHIEF EXECUTIVE OF Brands Hatch Leisure (which runs Oulton Park, Snetterton and Cadwell Park as well as Brands Hatch) was among the finalists for the Veuve Clicquot Business Woman of the Year. Her company is the biggest organiser and promoter of motorsport in Europe.



20 Ferraris to star at classic show

A FERRARI 512BB LM AND CHRIS Rea's 156 'Sharknose' replica will be among 20 rare Ferraris in a display commemorating the marque's 50th anniversary at the Classic & Sports Car Show at the NEC, Birmingham, over the May 3-5 weekend.

Other Ferraris include a 250SWB, 250 Lusso, 365GTB/4, F40 and F50. Terry O'Neil of the Ferrari Owners Club said: 'If it's a 250 from the '60s or a modern F40, everyone has a favourite Ferrari. Come and see them all."

Bentleys will feature in a tribute to Bentley Boy Sir Henry "Tim" Birkin. It will feature Birkin's first Blower, as well as other Bentleys of the era.

Almost 100 one-make clubs – including Porsche, MG and BMW – will be at this, the most popular classic car show in the UK. Admission is £9.50, £8 for senior citizens and free for under 14s. Advance tickets can be booked by phoning 0121 767 4400.

miscellany

BETTE HILL, MOTHER OF Formula One World Champion Damon, and widow of 1962 and 1968 title holder Graham, has opened the new Pilbeam Racing Designs factory at Bourne. The Lincolnshire town is steeped in racing history. It was the birthplace of ERA pre-war, and BRM afterwards. Raymond Mays was the link between these marques, and the chain continues, for Mike Pilbeam designed BRM F1 cars in the 1970s before starting his own company 20 years ago. Pilbeams have won 16 British Hillclimb Championships since 1977 but Mays won the first two national hill titles, with ERA R4D in 1947 and 1948.

* * * *

MOTORSPORT RETURNS to Crystal Palace on Monday, May 26, in the form of a sprint organised by the Sevenoaks & District Motor Club in association with the BRSCC. Some of the original circuit, which closed in September 1972, will be used, and cars with Crystal Palace history are being encouraged to turn out.

* * * *

THE ULTIMATE JAGUAR E-TYPE RACER, THE 450bhp Group 44 V12 roadster which took Bob Tullius to victory in the 1975 Sports Car Club of America's National Championship Run-Offs, is competing at Goodwood. Now part of the Jaguar Daimler Heritage Trust collection, the Quaker State Oil-backed machine has been prepared for the event by top marque specialiast Don Law.

* * * *

A TWO-MINUTE 'NOISE', featuring the chorus of all the engines in the paddock, will celebrate the life of Denis Jenkinson at Goodwood's Festival of Speed on 'Jenks Day,' Friday, June 20. We think he would have approved.

Result



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Our F2 World Rally Championship win is the inspiration behind another world class contender – the 2.0 16v Ibiza Cupra Sport. Featuring unique 16" alloy wheels, ABS, EDS traction control, power steering, alarm and immobiliser as standard, the SEAT Cupra Sport takes on-the-road performance to new levels. Watch out for Harri Rovenpera and Barbara Armstrong as they enjoy themselves in their Ibiza 16v Cupra Sports in the British Rally Championship. For more information on the Ibiza Cupra Sport call FREE on **0500 22 22 22.**

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events of note

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19/20 WELSH RALLY RETRO (GB)
Safety Devices Historic Challenge, round 2. Road rally, with night leg. Spectate at tests in Royal Welsh Showground, Builth Wells.
☎ 01874 730216

23-26 TOUR DE FRANCE AUTO (F)
Eclectic mix of race and rally disciplines, at venues such as Montlhéry, Albi and Nogaro circuits and the Côtes de Garonne. Takes huge entry of classic racers from Paris to Biarritz.
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25-28 2nd CORSE RETRO (F)
Recreation of Tour de Corse Rally earned plaudits in its inaugural year.
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MAY

1-4 MILLE MIGLIA RETROSPECTIVE (I)
Fabulous cars running for from Brescia to Rome and back. Breathtaking sights in Brescia's Piazza Vittorio on Thursday when cars are scrutineered. Best spectating (if there's no fog) is on the Futa pass north of Florence.
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2-4 MONACO GP HISTORIQUE (MC)
Historic race meeting for Pre-'68 cars on classic Grand Prix circuit. Overtaking is expected.
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3-5 CLASSIC & SPORTS CAR SHOW (GB)
Almost 100 marque clubs presenting an outstanding array of classics with special Ferrari and Bentley displays at NEC, Birmingham.
☎ 0171 402 2555

3/4 EAST ANGLIAN CLASSIC RALLY (GB)
Safety Devices Historic Challenge, round 3
☎ 01245 353909

4 CURBOROUGH (GB)
VSCC Speed Trials on specialist sprint course at Fradley, Staffs.
☎ 01635 44411

4/5 SILVERSTONE (GB)
HSCC Race Meeting: opening rounds of FIA Thoroughbred Grand Prix Car, International Supersports Cup and European Group 4 Championships.
☎ 01327 857271

4/5 BRANDS HATCH (GB)
British Historic Saloon Car Championship, round 1. Superb racing among authentic tin-tops. Aston Martins feature heavily in support.
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10/11 MONACO GRAND PRIX (MC)
The atmosphere still makes Monaco special.
☎ (00 377) 93 15 26 00

10/11 WISCOMBE PARK (GB)
500 Owners Association (Sat) and VSCC (Sun) Hillclimbs always bring great cars and drivers, tail-out at Sawbench and Martini hairpins.
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18 MID-WALES STAGES (GB)
Safety Devices Historic Challenge, round 4. Starts in Newtown. Nine stages, morning and afternoon legs.
☎ 01686 670216

18/19 GRAND PRIX d'EUROPE (LUX)
Street event celebrating Luxembourg's racing heritage on the streets of Kirchberg.
Fax: (00 352) 29 89 30

Supersports circus to visit Zandvoort and Daytona

THE WORLD'S MOST SPECTACULAR HISTORIC sports-car championship, the International Supersports Cup is visiting the Daytona Speedway and Holland's Zandvoort circuit for the first time this year.

'Charlie Agg's Flying Circus,' which thrilled spectators on its maiden 'US Raid' to Elkhart Lake's Road America circuit for last year's 30th Anniversary CanAm reunion, expects record entries for Daytona, which will be the last race of its 11th season.

More than 80 drivers from eight countries are trying to join the series which, as well as being competitive on-track, boasts a camaraderie and social element unrivalled in contemporary racing.

Monstrous Chevy-powered McLaren, March and Lola Can-Am cars will rule the roost at most circuits, but the agility of the 2-litre Chevrons and Lolas should keep them busy at the twistier venues. Four of the ten races are in Britain – a round at Brands Hatch is planned, with firm fixtures at Donington and a welcome return to Silverstone. The series would not be complete without the classic Spa, Nürburgring and Brno.

This year's calendar is: May 4/5, Silverstone; May 24/25, Spa-Francorchamps; May 31/Jun 1, Donington Park; Jun 21/22, Nurburgring; Jul 6/7, Brands Hatch; Aug 2/3, Zandvoort; Aug 9/10, Nürburgring; Sep 13/14, Brno; Sep 27/28, Assen and October 4/5, Daytona.

THE HISTORIC BRITISH SALOON CAR Championship season starts at Brands Hatch on May 4.

The championship is for pre-1967 Group 2 and Group 5 cars complying with FIA Appendix J regulations.

The cars must comply with authentic specifications, which keeps the machines looking right, and running costs in check.

Grids include everything from tiny Hillman Imps and Fiat Abarths to Ford Galaxies and Mustangs, via Anglias, Alfas, BMWs and the ubiquitous Mini Cooper S and Ford Lotus Cortinas.

Further information is available from Roger Hurt on 01202 768934.



Gonzalez to relive Ferrari's first GP win at Coy's

ARGENTINIAN JOSE FROILAN GONZALEZ, WHO SCORED Ferrari's first Grand Prix victory, at Silverstone in 1951, is returning to the scene for the marque's 50th anniversary celebrations at Coys International Historic Festival on July 25-27.

Gonzalez, 73, will join Ferrari World Champions Phil Hill, John Surtees and Jody Scheckter in the British Racing Driver's Club's showpiece.

The Pampas Bull's defeat of compatriot Fangio's Alfa Romeo 159, in a 4½-litre unblown V12 Ferrari 375, broke Alfa's dominance and set the course for Ferrari's future glories.

Forced to race in the shadow of Fangio, Gonzalez won just one other World Championship Grand Prix, also at Silverstone, in 1954, where he stole a rare victory from the Mercedes team.

Gonzalez always had special regard for Silverstone, but his last British Grand Prix ended at the start when his Vanwall broke a driveshaft. He was also a superb sportscar driver, and, sharing a Ferrari with Maurice Trintignant, won the 1954 Le Mans 24 Hours.



1951 British GP: Ferrari 375 and Gonzales make history

NIGEL ROEBUCK



IN A BOOK SHOP THE OTHER DAY, I noticed by chance a volume on the life and, for want of a better word, works of Mark Thatcher (no, please, stay tuned, I have a good reason for bringing this up). Any mention of the son of the former PM always puts me in mind of Carlos Reutemann and the 1981 Caesars Palace Grand Prix. Sad for Carlos, I know, but it can't helped.

After that race, Thatcher was at his most self-important, which was very self-important indeed. Earlier in the week I had encountered him one evening in a liquor store, surrounded by the security people for whom I hoped you and I were not paying, and now here he was again, NBC microphone in hand, elbowing ordinary humans out of the way as he sought to get to Alan Jones, who had won.

At that point in his life, Thatcher was dabbling with motor racing, and if he invariably came across as a man of quite breathtaking charmlessness, this was no deterrent to certain grandees of the paddock, who fawned over him without shame. Anyway, here was Thatcher, TV crew in tow, fronting up to Jones. "Were tyres very important in the race today?" he gravely intoned, and Alan, God bless him, didn't let us down. "Oh, absolutely," he replied, deadpan. "They kept the wheels from touching the ground..."

It was a sublime end to a perfect day for Jones. Although he later went back on his decision, this was supposedly his last Grand Prix, and everyone dreams of going out a winner. The cherry on the cake was that Reutemann, his Williams team mate, had lost the World Championship to Brabham's Nelson Piquet.

If Alan had little time for Nelson, he had none at all for Carlos. And that afternoon Vegas, where winning is all, preened over one Williams driver, and spat the other away. While Jones took the plaudits, Reutemann quietly packed his gear and slipped away.

Carlos had been electrifying in practice, giving free range to that flair and deftness always apparent when the right mood was on him, and setting a time in the opening session which no one was to equal. He exuded confidence and good humour, and evident, too, was that exaggerated languor indicative of Reutemann at his most dangerous.

He had a one-point lead over Piquet, and thus, to take the title, needed only to finish ahead of him. The exhausting nature of the circuit and the torpid conditions, too, should have worked to his advantage, for his stamina was exceptional, and Nelson, if truth be told, was perilously unfit. "I think Carlos is going to be World Champion," Gilles Villeneuve commented, "because he's so much stronger than Piquet."

On lap 17, though, the Brabham got ahead of the Williams, and there it stayed. "He made it easy for me," a bemused Piquet said afterwards. "Braked early, left the door open..."

Later Reutemann mumbled about understeer and gearchange problems, but in truth he drove as if in a trance. Whatever may have been awry with the Williams, how could a man on pole position, touching the hem of the title, have been down to fifth after the first lap, to seventh by the third? It was as close to Greek tragedy as I have seen in motor racing.

Ultimately Piquet finished fifth, scoring the two points he needed, and Reutemann eighth, but even in the last couple of minutes the championship could have gone Carlos's way, for Nelson was so exhausted he could not have completed another lap.

If Reutemann had no one but himself to blame, still I felt sympathy for a driver I had always admired, a man I had always liked. But that evening I encountered for the first time the brutal mentality we now take almost for granted. Why, one of the younger drivers asked, hadn't Reutemann simply put Piquet in the wall?

I argued that Carlos would never contemplate anything of the kind, that this was someone who had integrity. "Who'll remember that?" the brat scoffed. "Piquet had to get past him – all he had to do was put him off, and he was World Champion! No one could have proved anything."

When next I saw Reutemann, I mentioned it to him, and he, too, was shocked. To win a title like that, he said, wouldn't have been *winning* anything. No-one would have known, the other driver had said. "*I* would have known," said Carlos.

Through most of that 1981 season, he had driven wonderfully, and I thought him well worthy of the World Championship. By the time of the British GP, he had 17 points over anyone else, yet it was at Silverstone that I began to detect the return of the flawed confidence that was always Carlos's major shortcoming. "Six races left," he mused. "A long way to go..." But everything, I pointed out, was going well for him. "Hmmm, I know. Too well, in fact, and that worries me. To be honest, I feel a little bit alone."

The Williams motorhome was not a place of calm that summer. It was rare to find Jones and Reutemann in there together, and if you did, chances were they were sitting far apart. This



Controversially leading home team leader Alan Jones in 1981 Brazilian GP



Achieving take-off on his way to victory in 1975 German GP for Brabham



Sometimes magnificent, often moody, Carlos Reutemann had as much pure talent as anyone on the grid, but there were times when it was hard to see

had its roots in a rainy day in Rio at the beginning of the season. Carlos had joined Williams as the number two, but in Brazil he had led all the way, Alan awaiting an invitation to pass which never came. Afterwards Jones was livid, and, given the terms of Reutemann's contract, he had good cause. "Jones had reason to be upset," Carlos agreed. "I saw the pit signal three laps from the end, and I knew the terms of the contract. But I always started every race with the intention of winning it – and now I was being asked to give it away. 'If I do that,' I thought to myself, 'I stop the car here and now, and leave immediately for my farm in Argentina. Finish'."

You could see his point, but you could see Alan's, too. And if you liked both men, as I did, your predicament was very real when you braved the icy portals of the motorhome. "In terms of equipment we gave Carlos exactly the same as Alan," Frank Williams says now. "But Carlos needed more psychological support than most drivers, and I'll admit that we didn't appreciate that sufficiently."

After Silverstone, Reutemann's season began to unravel. At Monza, he qualified over a second faster than Jones, but in the race it rained, and he trailed in well adrift of his team mate. In Montreal, also wet, he was nowhere, and thus we came to Vegas.

Such a complex and enigmatic man, Carlos. On his day, he was as good in a racing car as anyone I have ever seen, but too often he squandered his gift, fell prey to the mind games he played with himself. Perhaps his happiest season was with Ferrari in 1978, when Villeneuve was his team-mate. "I like Gilles, and I envy him so much," he once said to me, "because he really belongs here, in a Formula One paddock."

Two years ago, before practice for the Argentine GP, Reutemann, now 53, took to the track once more, in a Ferrari 412T. It was a demonstration, nothing more, but his best lap was actually the 11th fastest of the day. "Amazing, isn't it?" murmured John Watson. "Same style, same timing, same flair. It's all there still."

"Give him a bit of time and he'd qualify in the top 10, no problem," said Bernie Ecclestone, "It's the old thing: if you can do it, you never lose it. And he really *could* do it."

So he undoubtedly could. When the mood took him. M

Zippo

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Anthony Hussey

LANCIA AFICIONADO, HISTORIC RALLIES CONTENDER, AND PROVIDER OF COMFORT TO ALL THE FASTEST CARS

FOR A MAN WHOSE WORK AND HOBBIES REVOLVE around cars, Anthony Hussey did not grow up with any youthful desperation to be Fangio. The family product, Connolly Leather, has been standard fitting since the first models of Bentley, Rolls-Royce, Jaguar, Aston, Ferrari and Morgan (who are still ordering the same colours). Yet Hussey's first driving pleasures came in the unlikely surroundings of Korea, during National Service, when he realised that keeping a four-ton truck straight on a rock-strewn hill-road, or slithering a Jeep on ice through a minefield, was pretty exciting. This might be why he competes in historic rallying rather than on a dull and predictable race-track.

Once back in the UK, he found his sister had become secretary to Maurice Smith, Editor of *Autocar*, and cars began to feature rather a lot. Smith lent him his DB2/4 Aston Martin, and Hussey did his first 'ton', like so many others, on the Kingston Bypass. He soon met people like 'Steady' Barker and Peter Garnier, and went to the races in the company of photographer Michael Scott and Michael Turner, the artist. "I used to stand right behind Scott at the track edge, while the drivers used him as an aiming point. Clark would beckon him forward or back a few feet each lap, then nod and get on with it. He'd be in a full drift when he got to us. When Scott wanted to move, he would wave to Clark to let him know he was going."

Did he ever want to race? "Oh, my (Connolly) uncles tried to keep all of us too poor to race - we just went to watch." Nevertheless, he became fast friends with Stirling Moss after leather-cladding a bathroom in Moss's famous Mayfair house, and still is. Today he goes only to vintage races - "I might go to a Grand Prix, but only if someone dropped me in the paddock by helicopter".

It was Scott (who now runs the 96 Club) who introduced Hussey to Lancias. "He said, what you need is an Aurelia B24 Spyder; I know where there's one for £375. I didn't know what it was, but I bought it." That was in 1966, and he still has it.

Competition caught up with him when he saw the first Coronation Rally over Eppynt in 1986, one of the first historic events, and thought "I really want to do that". He entered the next two Coronations, two Monte Carlo Challenges, several Circuits of Ireland and three Pirelli Classic Marathons, in the Spyder, his Aurelia B20 coupé or an Aprilia, and loved them all. "I never care where I finish, I just want to drive for miles and miles on wonderful roads in a beautiful car



Anthony Hussey with faithful Lancia Spyder

in the company of people who think the same way. After the spectacular Yugoslavian leg of the '89 Marathon, I actually went off and had a little cry, I was so happy - and exhausted."

Connolly's new venture, into luggage and accessories and a glamorous West End shop, has kept him off the stages for a while, but earlier this year he tackled LEJOG, the testing end-to-end challenge. It was going fine until the Spyder collided with a lorry; but Hussey relates even this sad outcome with his endless jollity: "A real PR coup. First I get towed to the start, then I catapult a famous car journalist (Phil Llewelyn) through the windscreen!" (The Lancia is healing fast, at Omicron Engineering.)

He relishes the pressure of these long-distance rallies. "Saturation therapy. If work is stressful, a normal holiday is no good - I lie on the beach and think about the business. But on a rally, you worry about that noise in the back, the oil, the schedule. Makes work problems seem smaller when you get back."

His competition mounts are always Lancias: "The coupé's a good old nail, and with the transaxle Aurelias are brilliantly balanced for snow. One Monte was packed snow from Edinburgh - wonderful!" This is one of his favourite words. But the Connolly office car-park offers other excitements, like two Ferraris, an F40 and a 328GTB, a Metro 6R4, a very fast Jaguar he'd rather not publicise, and his favourite, the Nissan Skyline GTR. This, in case you've forgotten, is the tarmac-tearing homologation race special with computer-steered back end. "Just brilliant. Hewn from cast-iron. It's chipped to 375bhp, but it's still peaceful to drive. And you can leave it anywhere - no-one knows what it is. I just don't know what to follow it with." These cars are only extended at 96 Club track days, where the digital efficiency of the GTR overwhelms the GTB - but, says Hussey, "I know which one has the soul". And the F40? "Such a turn-on, but you can't stretch it on the road. For that you need a '60s Alfa or Lancia; you can have fun at 60mph instead of 130."

Lately Hussey has been a regular judge at such elevated *concours d'elegance* as the Louis Vuitton and Villa d'Este meets, also awarding a 'best interior' prize. "Sometimes I wonder why I'm there, because I believe cars are for driving; but these events do bring out some incredibly rare and beautiful coachwork, especially Villa d'Este which lures some lovely Lancias along from collectors who won't leave Italy." And, he adds, it also brings him into contact with the world's top car designers, a useful thing when the Connolly company now has plants in Melbourne, Greece and Detroit.

But for all the sparkling glamour of these affairs, what Hussey is currently longing for is the chance to get wet, cold and tired on the forthcoming Liege-Sophia-Istanbul rally, "even if it does mean coming back through Bosnia". If he enters, he wouldn't expect to win, whichever car he might take: "I'm not fast, I'm a mid-field wallower, but I've got stamina." And, one might add, seemingly unstoppable enthusiasm. **GC**



Wet, cold, tired,and happy: Hussey's Aurelia B20 on the Circuit of Ireland

LETTERS FROM READERS

FOR...

SIR,

What a transformation! The best literary motor racing read I have yet experienced, with cracking articles (Spa 1960 was just exceptional) by cracking writers (Doug Nye, Nigel Roebuck, Alan Henry and David Tremayne on top form).

The £2.75 cover price is perfectly justifiable for what is an exceptional addition to the motor sport magazine fraternity. I say addition because the old MOTOR SPORT had so lost the plot it wasn't taking part. The decision not concentrate on the current scene is a master stroke since this so well covered by *Autosport*, *Motoring News* and *F1 Racing*. There are so many of us baby boomers weaned on grids of Clark, Hill, Hulme, Stewart, Brabham and Surtees that there just has be a market for a magazine for us. I wish you all the best. Now, about the 1976 BOAC 500...

I AM, YOURS, ETC,

KEITH WARDEN, EDINBURGH

* * * *

SIR,

As an appreciative reader from my wartime RAF days onward, I did not think that the magazine could be improved and worried that someone might try. How wrong I was.

I AM, YOURS, ETC,

W JOHN NETHERWOOD, NEW MILL, HUDDERSFIELD

* * * *

SIR,

It is rare that anything sufficiently momentous has occasioned me to write to a magazine. But the April landmark issue of MOTOR SPORT is, well, momentous. Congratulations on the contents, the layout, the paper – and to the editor.

I AM, YOURS, ETC,

DAVID MORRISON, PARABOLICA MOTORSPORTS, LONDON

* * * *

SIR,

The new MOTOR SPORT is all that it should be. Over the last few years it lost its way but now I've taken out a subscription again after 15 years.

I AM, YOURS, ETC,

PAUL BUTLER, CODSALL, SOUTH STAFFS

* * * *

SIR,

Having bought every edition of MOTOR SPORT since it was edited by Richard Twelvetrees *(1925-1926 – ed)*, I feel I can bring a longer view than most when reviewing your first re-launched number. Top marks for effort and intention; if you can keep up this standard in the long haul all may yet be well.

I would appeal for you to return to the high literary standards set by WB, DSJ, *Baladeur* et al who, as well as being experts in their fields, are/were high-calibre wordsmiths.

You will earn brownie-points if you issue an edict that any writer using the words 'mill', 'lump' and 'tub' – beloved of the motoring writer yobocracy – will be consigned to Hades in a Ferrari F355GTS (8C, Speed Six or whatever) and locked in a motorway tailback to eternity.

I AM, YOURS, ETC,

STANLEY JOHNSTON, BURTON BRADSTOCK, DORSET

* * * *

SIR,

The relaunched MOTOR SPORT is only about 50 years overdue, but better late than never. For the first time in its life the magazine has had some real imagination poured into both layout and contents and the result is superb.

I must correct a couple of inaccuracies which appear in your story on the Goodwood Festival: Mercedes-Benz is hyphenated, but Auto Union is not. And there was no such person as Hans von Stuck. Early in his career, Hans Stuck often did the then fashionable thing in Germany and added his mother's maiden name to his, styling himself Hans Stuck von Villiez. The British motoring press got this wrong and referred to him as Hans von Stuck.

I AM, YOURS, ETC,

CHRIS NIXON, EAST TWICKENHAM, SURREY

* * * *

SIR,

Your April issue confirmed my view that MOTOR SPORT is the best magazine. I could be biased: I have read every issue since joining Brabham in June '63. MOTOR SPORT remains the epitome of quality writing, with subjects that take me back to those happy (but hard) days when motor racing was a sport and people were friends.

Thanks to all concerned for a quality publication which will be enhanced if you can spare a page or two for the real thing – Indy car racing.

I AM, YOURS, ETC,

NICK GOOZEE, MANAGING DIRECTOR, PENSKE CARS

* * * *

...AND AGAINST

SIR,

The "landmark" issue of MOTOR SPORT is not what it should be. After 41 years of readership my reaction is to cancel my order.

I AM, YOURS, ETC,

R F OLIVER, SOUTH CROYDON, SURREY

* * * *

SIR,

Condolences on the passing of my great love of 46 years, MOTOR SPORT, RIP. She was with me man and boy since 1951. Now, alas, she has gone to join the glossies and I am left grieving.

I AM, YOURS, ETC,

WARWICK HANLEY, CROOKWELL, NSW, AUSTRALIA

* * * *

SIR,

Not a mention of the Australian GP, sportscars, BTCC or rallying. Being blunt, if MOTOR SPORT continues in this style, after a family total of more than 40 years, I will not renew my subscription.

I grew up with this bloody magazine, I'm 43, and that was not an easy sentence to write.

I AM, YOURS, ETC,

GEORGE J KING, MULGRAVE, VICTORIA, AUSTRALIA

* * * *

SIR,

Judging by the April issue of MOTOR SPORT, the title has become a misnomer. It should be re-named Ancient Motor Sport, or Motor Sport Archaeology. Unless you change your ways pronto you will be losing a long-established customer.

I AM, YOURS, ETC,

IAN J G BERRY, ENFIELD, MIDDLESEX

* * * *

SIR,

I have no interest in a publication devoted almost exclusively to historic and vintage motor racing. Fortunately, there is now a much wider choice of magazine for enthusiasts than was the case when I began subscribing to MOTOR SPORT many years ago. You have indeed messed it up.

I AM, YOURS, ETC,

PROFESSOR M P ESCUDIER, WILLASTON, CHESHIRE

* * * *

SIR,

None but the churlish would quarrel with the excellent photographic and journalistic content of the new MOTOR SPORT but which unthinking reprobate decided to change its size? The abominable new size now sticks an inch from shelves carefully designed to bear it. How can a cohesive volume for 1997 be bound?

I AM, YOURS, ETC,

DAVID CULSHAW, WIGAN, LANCASHIRE,

* * * *

Sir,

The page numbering of your April issue begins with page one. To maintain the continuity of volume LXXIII, the first page should have been 301, with the Contents page being 303. That is going to muck up the index for 1997, isn't it? What are you going to do to ensure that loyal readers can continue to bind each year's editions with indices?

I AM, YOURS, ETC,

MICHAEL CRAWFORD, BIRKENHEAD, MERSEYSIDE

(We anticipated this point and that's why, from last month, we have printed conventional folio numbers for each issue on the outer edges of our pages with the volume's corresponding numbers on the inner edges. This way, those who bind the magazine will be able to refer to their volumes as easily as ever while others will be able to find their way around the magzine with greater ease **AF***)*

* * * *

BROUGHT TO BOOK

SIR,

Anyone who sticks his head over the parapet far enough to write a grand prix-based novel can expect to get shot at by the press. Fair enough.

While no MOTOR SPORT reader would expect Bill Boddy to read those best-selling authors Jilly Cooper and Edwina Currie, he compares my book *Flat Out* with theirs – unfavourably.

I'm obliged to stand Bill Boddy's fire like a man. but he looses off both barrels: one at me and the other at Eoin Young, whose sole offence was to praise my novel in his *Autocar* column.

This is hardly fair and smacks of intolerance of the other fellow's point of view. May I remind him of Voltaire's immortal dictum, "I disapprove of what you say, but I will defend to the death your right to say it"?

I AM, YOURS, ETC,
COLIN DRYDEN, BARBICAN, LONDON

(How can I have compared books I have not read? I have not seen Flat Out, *and Mr Dryden exonerates me from enjoying those of Cooper and Currie. I did not criticise Eoin, merely expressed surprise that the only quote he gave was that about the naked lady. If he thought the book worth praise he was right to say so; personally, being a prude, I do not think that sex and swear words need be used in motor-racing novels. I have not forgotten Voltaire, but surely his dictum was directed at freedom of political speech, not sleaze in modern writing?* **WB**)

* * * *

BRUSSELS SPOUTS

SIR,

It should be realised that the EU's dictum under which pre-'86 cars could be banned has nothing to do with safety or emissions. It is to do with car makers and their associates lobbying the commissioners.

Getting rid of pre-'86 cars has huge advantages for the motor industry, and none for anyone else. Spare-part inventories can be ditched, dealers will no longer be plagued by motorists trying to keep their cars on the road and new cars can be made even more profitably because they will have a short, finite life. Abolition of old cars will ensure increased sales of new models. At least in theory.

The real issue here is that we could be about to lose the freedom to use the old cars we love because they may be swept into the catch-all tar-trap created by EU mindlessness. Unrelenting pressure must be applied to those who would govern us, both elected and passengering on the Brussels gravy train for unaccountable Eurocrats and failed politicians.

We seem able to mobilise ourselves for rallies and good times, so we should do the same now there is a real threat. Maybe all the old-car magazines could show a united front and lead the charge.

I AM, YOURS, ETC,
IAN FRASER, GARBOLDISHAM, NORFOLK

BRM CORRECTION

SIR,

I enjoyed the new MOTOR SPORT, and thank you for the article on my racing and restoration work. However, you have credited my team with rebuilding Tom Wheatcroft's V16 BRM. In fact, since Tom bought his V16, our friends at Hall & Fowler in Bourne have ably looked after it, whereas we look after the MkI car from the National Motor Museum.

I AM, YOURS ETC,
TONY MERRICK, TWYFORD, BERKS.

* * * *



Paul Frère's Ferrari debut in '55 Monaco GP driving Super Squalo 555/1

SUPER SQUALO SUCCESSES

SIR,

Congratulations. MOTOR SPORT, like a thoroughbred racer, has survived a major development program without losing the essential ingredients. Generations of us readers should be heaving a big sigh of relief that the familiar mixtures of enthusiasm and informed journalism have been maintained.

With regard to your article on Tony Merrick *(Motoring Sportsmen, April)*, I see you refer to the "unloved and unsuccessful" Ferrari Super Squalo. I don't believe the facts bear out this assumption.

Four Super Squalos were built featuring a new chassis and a redesigned four-cylinder 2496cc engine developing 270bhp. The main competition came from Mercedes-Benz, which with Fangio and Moss dominated the season, the German team virtually eliminating the chance of mechanical failure by building 15 chassis.

It was probably the Super Squalo's first major outing at Monaco which started the bad handling reputation. The cars suffered severe oversteer which may have been due to the Englebert tyres.

In Belgium things were very different with Farina coming third behind the Mercedes beating seven Maseratis, three Lancia D50s and two Vanwalls. In Holland Castellotti came fifth and at Monza, with five-speed gearboxes and better aerodynamics, Castellotti came third, just 45sec behind Fangio who won. All in all, not a bad effort for a car whose European racing career spanned six months.

At the Monaco historic meeting in May, Tony Merrick will be driving Super Squalo 555/1, the very car in which, 42 years ago, Paul Frère had his first drive for Ferrari on the same circuit.

What a splendid sight it will be to see this great car lapping Monaco once again, and hopefully Paul Frère will be on hand to give Tony a few pointers.

I AM, YOURS, ETC
NICK HARLEY, KENSINGTON, LONDON

* * * *

BERTONE BLUNDER

SIR,

One would have thought that on his last appointment with your readers *(Obituary, April)* Giuseppe Bertone's name might have been spelled correctly. "Guiseppe" is not Italian. In any case, why not call him Nuccio, as he was known by everybody?

I AM, YOURS, ETC,
FABIO GALVANO, CAMBERLEY, SURREY

* * * *

PRANCING HORSE OR OLD NAG?

SIR,

Doug Nye *(The F-philes, April)* says "Ferrari is without doubt the most significant marque in the entire history of motor racing". Perhaps he is too young to appreciate the 100-year-old history of motor racing.

Ferrari, as a maker, has only competed post-World War II and has never introduced anything that has been a landmark. The honour belongs to Mercedes and Benz, Bugatti, Alfa-Romeo, Peugeot and, post-war, Cooper. Others have also made notable contributions. I admire Ferrari's enthusiasm and the visual beauty of many of his cars but not much else.

I AM, YOURS, ETC,
GUY GRIFFITHS, HOVE, SUSSEX

* * * *

J C RICHMOND

SIR,

Did you know of the death recently of JC Richmond? He had his own racing team – Ecurie Richmond – in the '50s which raced 500cc F3 cars against the likes of Moss and one B C Ecclestone. The funeral and thanksgiving service took place at St Swithun's Church, East Retford, on March 21.

I AM, YOURS, ETC,
MARTIN BARKER, RETFORD, NOTTS

* * * *

MINI WEIGHT LOSS

SIR,

I don't recall the quote Mr Hinchliffe attributes to me *(Letters, March)*, about getting weight out of Minis. It wasn't against the rules to ask crews not to carry coins or cameras, for instance. I tried to suggest diets, but some battles you couldn't win in those days.

I AM, YOURS ETC,
STUART TURNER, HEYTHROP, CHIPPING NORTON.



1965 Bentley SIII Coupé by H.J. Mulliner, Park Ward. Auctioned on 7th April.

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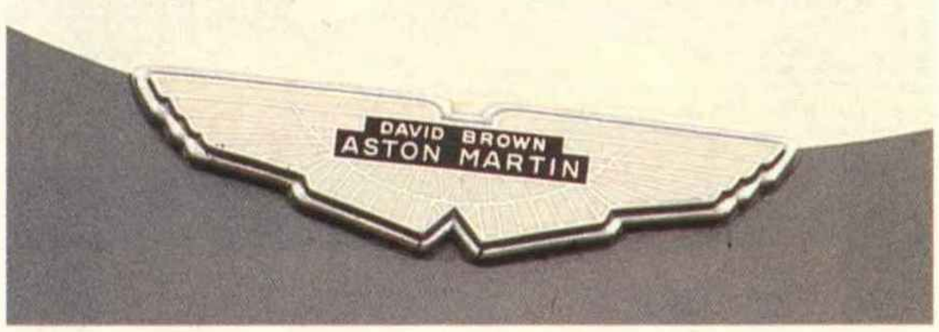
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Vol XLII No 1 January 1966

Readers' views on the 70mph speed limit

(These are but a microscopic selection of the letters, 'phone calls and telegrams with which we have been beseiged. —**Ed***)*

* * * *

The Government, in imposing the speed limit, have in mind the USA where limits are said to have lessened road casualties. This is not necessarily relevant to conditions here, where roads are now, without general speed limits, safer than the USA's roads are with them.

If the Government thinks it must make some spectacular gesture, why does it not, (1) prohibit parking on main roads, (2) indicate on roads whether main road traffic has priority over side traffic. These steps would make a far more effective contribution to road safety than any speed limit.

It is to be hoped that the Government will realise the futility of imposing additional strains on a police force already undermanned, to enforce a speed limit that is irrelevant to the considerations that have prompted it, and which can only accentuate the practice of ignoring limits when they are irrelevant to road conditions. It passes comprehension that the authorities have not realised that the average law-abiding Englishman ignores prohibitions in circumstances when he knows they are unnecessary, particularly when they are unenforceable.

J.N.H Pursaill, Leek

* * * *

1896 AND ALL THAT

(To be sung to the tune of the Communist anthem)

Tom Fraser's flag is deepest red,
On Motorways he walks ahead.
If we exceed three score and ten we'll likely end up in the pen.

Though Motorways were made to speed,
The flow of traffic, not impede,
Tom Fraser says "No ruddy fear,
I'll keep the red flag flying HERE!

B.C.S Ayrton, Marske-by-the-Sea

* * * *

THE BLOODY LIMIT

This Bloody land's a Bloody cuss,
Might as well go by Bloody 'bus.
No-one cares for Bloody us,
Poor Bloody Drivers!

Bloody Fraser's Bloody done it,
Given us a Bloody limit.
Makes you want to Bloody spit.
Poor Bloody Drivers!



We're coming to get you...New Coopers all round

Hulton Getty

Bloody Police State here at last;
Mustn't drive too Bloody fast.
That's the Bloody judgement passed.
Poor Bloody Drivers!

Might as well sell the Bloody car.
Go and prop up the Bloody bar;
Shan't be going too Bloody far.
Poor Bloody Drivers!

Seventy Bloody miles an hour,
What waste of Bloody power;
Makes me feel Bloody sour.
Poor Bloody Drivers!
(With apologies to the author of 'The Bloody Orkneys.'

J.B.', Crowborough '

(As the operative word of this despairing poem is heard almost every night on TV programmes these days, I have no compunction about publishing it, as once I might have done! —**Ed***)*

* * * *

The latest in a long line of restrictions placed upon the motorist will no doubt be accepted with the apathy for which the general public are notorious.

I must express the opinion of myself and my associates that the 70mph pill is a monumental placebo calculated to deter at least a percentage of the rightful agitation for highway improvements.

If such a restriction were the answer to road accidents, then it would be acceptable, but it must be obvious that, in any disease, a cure can only be effected if a correct diagnosis is made.

In four months' time we shall be able to assess the effectiveness of the prescription, when I am certain we shall find that the sugar-coating has worn off and, as so many times in the past, we shall have been left with yet another distasteful result of a political publicity stunt.

A.J. Parsons, Crewkerne

* * * *

OUTBURST AT A.A.

Quote—"We do not object to an experimental maximum speed limit." Who said this? R.o.S.P.A?, the Pedestrians' Association? No! —a Director of the A.A! Just how wet can you get and still get paid for it? Editorials in the Dailies showed a far more acute sense of the motorists' interests and the country's needs. Perhaps my earlier outbursts on the ineffectiveness of our motoring organisations was not so outrageous after all. Maybe Messrs. Jolley, Beech and Wildman should parade outside Parliament with placards. Maybe we all should. Someone ought to do something!

H.S. Wildman, Gidea Park

* * * *

IN MEMORIAM

To speed, or not to speed — that is the question.
Whether 'tis nobler in the mind to suffer
The bad law of outrageous government,
Or to take arms against damn-fool restriction.
And, by opposing, end it. To cruise, to drive
No more: For by this rule enforced soon
Ere Christmas comes, our days of motoring
Are gone. And desolation fills the soul:
And every sports-car worthy of the name
Doth seize its bearings, never use top cog.
Or even third — for seventy's not fast —
To drive, as one should drive — aye there's the rub;
For this crawl-speed, which Noddy-boys agree
Is all too fast, brings death to b.h.p., developed
By Aston, Lotus and GT saloon.
Frustration, that foul killer, sallies forth.
Near every corner, every brow of hill,
On every motorway, in every lane,
Frustration, cause of many accidents,
Will seep into the mind, will goad the foot,
And cause the sane to lose his sanity.
Evil law! What then must the true Motorist do?
The chap who drives for driving's sake, and not
To go in fastest time from A to B
In tin box with lamentable top speed
That's no-where near the reading on his dial.
Should we employ once more a man with flag
To warn of the maniacal approach
Of furious lethal motorist? Seventy's NOT FAST,
'Tis barely cruising speed in proper cars
We drive and love to drive as best we know.
Cry havoc! Show disapproval and disgust
At foul legislation. Watch your mirror well.
And never get caught or cautioned. And don't brake!
And prove the scheme to be unworkable
Dear motorists — there's but one other way,
Await the next Emancipation Day.
(For best effect recite Olivier-fashion.)

B.F., Leicester

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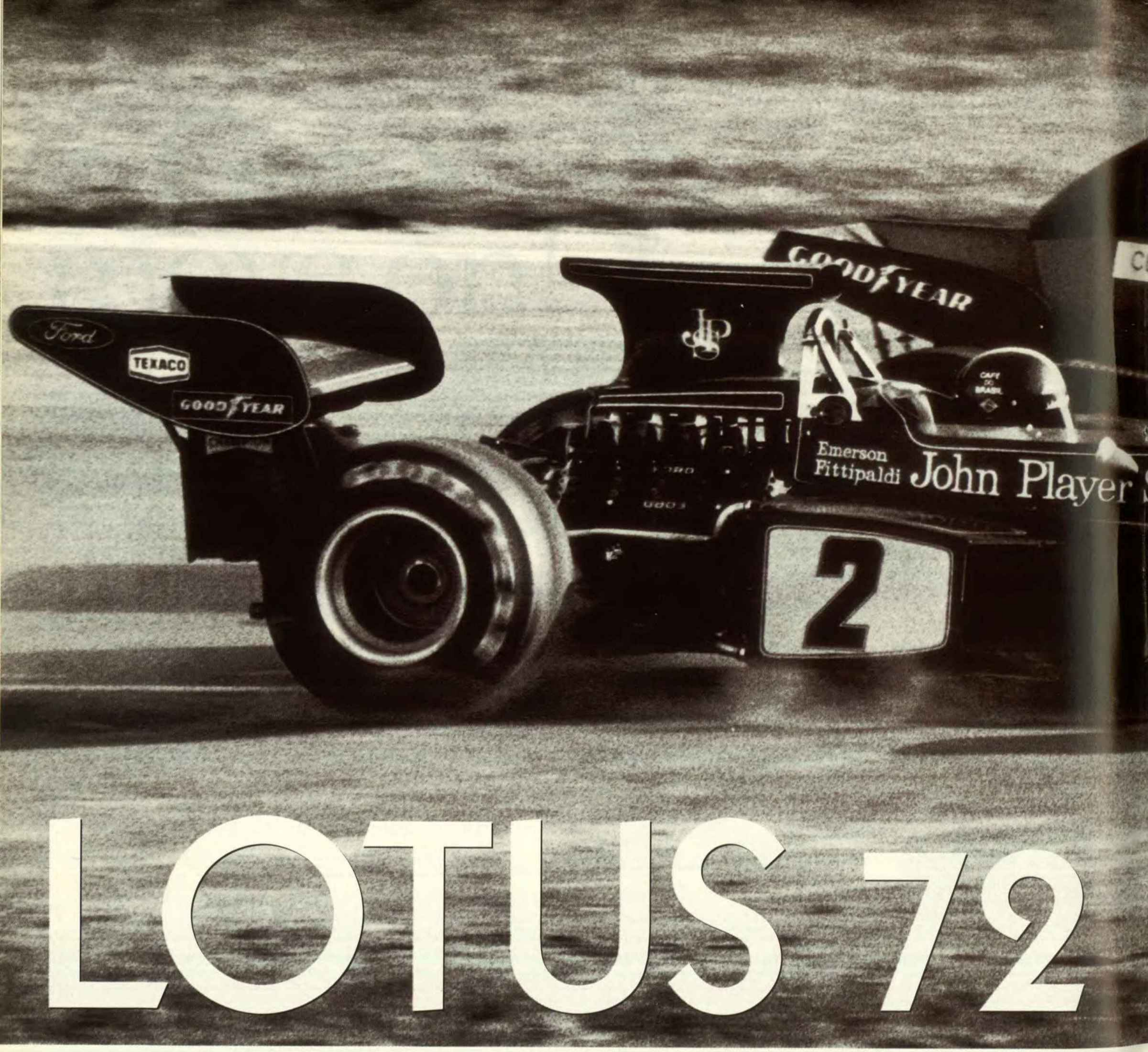
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Jimmy Clark, manhandling a Lotus Cortina as only he could, around Cascades corner at Oulton Park in 1964


TEAM LOTUS
45



LOTUS 72

The most successful GP car ever?

THE LOTUS 72 SERVED FOR SIX YEARS IN THE TOP FLIGHT, WINNING 20 GRANDS PRIX AND THREE CONSTRUCTORS' TITLES FOR THE TEAM. ALAN HENRY REMEMBERS A TRULY REMARKABLE F1 CAR

ON 19 APRIL, 1970, A PAIR OF LOTUS 72S made their F1 debuts in the Spanish Grand Prix at Jarama. Striking and purposeful in the distinctive red, white and gold livery of Gold Leaf Team Lotus, and distinguished by their sleek chisel noses and hip-mounted water radiators, they were driven by Jochen Rindt and John Miles.

On 5th October, 1975, Ronnie Peterson and Brian Henton finished fifth and 12th respectively in the US Grand Prix at Watkins Glen on the 72's last competition outing. These straightforward facts surely endorse this remarkable car's claim to be the most enduring F1 car of all time, for although one must acknowledge that Maserati's wonderful 250F raced across the seven years of the 2.5-litre F1 from 1954 to 1960, for the last three seasons of its life it was competing in the hands of privateers.

By contrast, the 72 was Lotus's front-line F1 challenger in its first race and its last. That said, it was not meant to serve that long. It started out with Rindt regarding it as a death trap – an



Contrast of styles: Fittipaldi's sleek Lotus slips past Cevert's Tyrrell

unfortunately propitious judgement, as things turned out – developed into the most formidable machine of its generation and then suffered a gradual decline into a depressing old age.

Lotus boss Colin Chapman originally laid plans for the 72 after the 1969 Lotus 63 had been sadly numbered among that season's failed crop of 4wd F1 challengers. The classic Lotus 49 had been doing yeoman service since its debut at Zandvoort in mid-1967, but now Chapman took another giant step forward.

Developed in conjunction with Firestone, the Lotus 72 was designed to have low unsprung weight and pitch-free ride characteristics which would allow it to get the best out of the softest rubber compound available. To ensure optimum performance as its fuel load was consumed, Chapman and chief designer Maurice Phillippe used torsion bar rising rate suspension. The wedge profile guaranteed aerodynamic efficiency and cool air channelled from the side-mounted radiators prevented the drivers' feet from becoming roasted.

The 72 initially suffered problems with its inboard front brakes. Practising at Jarama, Rindt suffered a failure which left braking on only three wheels, pitching him into an abrupt spin. He walked back to tell Chapman he wasn't, "ever going to get into that bloody car again".

Rob Walker later recalled asking Graham Hill what would happen now? Hill, an experienced Lotus campaigner, then driving Walker's private Lotus 49C, said: "Colin will put his arm round Rindt's shoulder, lead him away for a friendly chat – and Jochen will get back into the car." And that was precisely what happened.

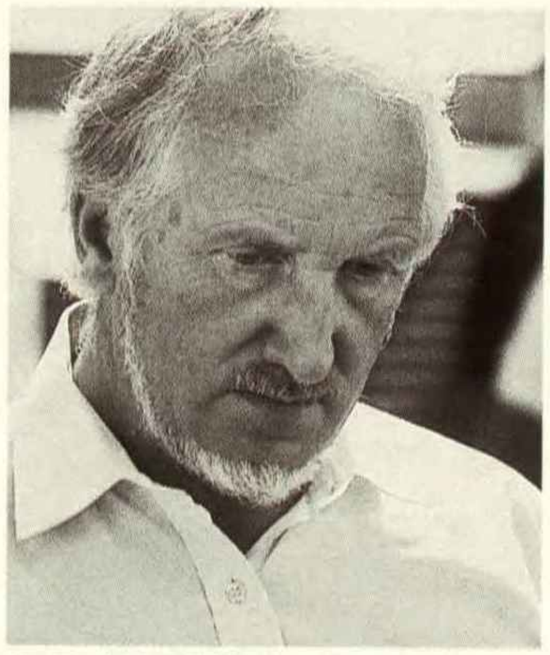
Rindt reverted to the Lotus 49C and scored a stupendous last-corner win at Monaco. He used the old car again at Spa before a reworked 72 broke cover at Zandvoort. A suspension re-design had, in Rindt's view, given the car a "better feel" – its anti-squat characteristics had been reduced – and he trampled the opposition underfoot to score his second win of the season. Sadly, that same race was scarred by the death of Piers Courage when he crashed Frank Williams' De Tomaso. Photographs of the winner's rostrum show Rindt in deep depression, scarcely acknowledging victory, for he and his wife Nina were close friends of Piers and Sally Courage. ➤

Many regarded this tragedy as the beginning of the end of Rindt's enthusiasm for F1. At Clermont-Ferrand for the 1970 French GP, Rindt was still regarding the 72 with a justifiable degree of paranoia. Chapman fumed to MOTOR SPORT's Denis Jenkinson: "What am I going to do with this bloke? He has lightning reflexes, is bloody quick, but keeps telling me how to design my cars."

Jackie Stewart was possibly Rindt's closest friend in the sport. "Colin's approach was a little too slapdash for me, and that's why I never drove for him," he admitted. "By the time of his death I think Jochen was certainly talking in terms of retirement. He told me, 'I can't get on with this car – it's going to break'. But he just had to drive it because it was so fast."

Herbie Blash, Rindt's mechanic and now racing manager for Yamaha's F1 programme, also recalls that Jochen was increasingly preoccupied over Chapman's obsession with saving weight and bulk at any cost. Rindt even wrote to Chapman telling him he was concerned about the fragility of his cars, echoing a similar correspondence with Innes Ireland less than 10 years before.

Yet Rindt would win in France, at Brands Hatch and Hockenheim. He retired from the inaugural Austrian GP at the Österrreichring, yet went to Monza for the Italian GP seemingly poised to clinch the championship.



72 design chief, Maurice Phillipe



The failure of 1974's Lotus 76 (right) meant a longer tour of duty for 72

Rindt's alarming prophesy for the Lotus 72 became self-fulfilling. On Saturday, 5 September, 1970, he drove out for practice. At Chapman's insistence, he was running the car without nose wings or aerofoils in an attempt to match the straight-line speed of the powerful Ferrari 312B1 flat-12s. John Miles was told to do the same, but reported to Chapman that the car felt "horrifyingly unstable" in this configuration. Braking hard, Rindt had just overtaken Denny Hulmewhen his car began weaving under braking and speared left into the inadequately secured guard rail. Rindt suffered neck injuries when he 'submarined' into the cockpit. It would take another seven years of investigations before it was decided that a front brake-shaft failure had caused his loss of control, although the unsecured barrier was cited as the cause of his death.

Rindt's championship points lead was by this stage almost unassailable. Ferrari team leader Jacky Ickx would have to win all three of the remaining races to take the title. He managed to win two, but when Emerson Fittipaldi took the Lotus 72 to victory at Watkins Glen – only his fourth Grand Prix outing – Jochen became the sport's only posthumous title holder.

In 1971, Team Lotus marked time. Fittipaldi was obviously a man of the future, but the after-effects of a mid-season road accident left him below par for much of the season. Not until 1972, when the 72 first wore the steely black and gold John Player Special livery, was the Brazilian able to exploit the 72's terrific potential. Emerson stormed to victory in the Spanish,



The Lotus 72 transformed Jochen Rindt from a fast and spectacular driver to an unbeatable one. But though it brought him success, he was never at ease with the car



Lotus 72s often found their way into private hands. This is Rob Walker's entry, driven by Graham Hill in the 1970 Mexican GP

Belgian, British, Austrian and Italian GPs to become the sport's youngest ever World Champion, aged only 25.

In 1973, Chapman created a 'super-team' by signing up the dynamic Ronnie Peterson as Fittipaldi's partner. The team switched from Firestone to Goodyear tyres, but the 72s were still the class of the field in the opening races of the year.

Lotus 72 Grand Prix wins

Date	Race	Driver
21.6.70	Dutch GP *(Zandvoort)*	Jochen Rindt
5.7.70	French GP *(Clermont-Ferrand)*	Jochen Rindt
18.7.70	British GP *(Brands Hatch)*	Jochen Rindt
2.8.70	German GP *(Hockenheim)*	Jochen Rindt
4.10.70	United States GP *(Watkins Glen)*	Emerson Fittipaldi
1.5.72	Spanish GP *(Jarama)*	Emerson Fittipaldi
4.6.72	Belgian GP *(Nivelles)*	Emerson Fittipaldi
15.7.72	British GP *(Brands Hatch)*	Emerson Fittipaldi
13.8.72	Austrian GP *(Osterreichring)*	Emerson Fittipaldi
10.9.72	Italian GP *(Monza)*	Emerson Fittipaldi
28.1.73	Argentine GP *(Buenos Aires)*	Emerson Fittipaldi
11.2.73	Brazilian GP *(Interlagos)*	Emerson Fittipaldi
29.4.73	Spanish GP *(Montjuich Park)*	Emerson Fittipaldi
1.7.73	French GP *(Paul Ricard)*	Ronnie Peterson
19.8.73	Austrian GP *(Osterreichring)*	Ronnie Peterson
9,9.73	Italian GP *(Monza)*	Ronnie Peterson
7.10.73	United States GP *(Watkins Glen)*	Ronnie Peterson
26.5.74	Monaco GP *(Monte Carlo)*	Ronnie Peterson
7.7.74	French GP *(Dijon-Prenois)*	Ronnie Peterson
8.9.74	Italian GP *(Monza)*	Ronnie Peterson

Lotus 72 drivers

No fewer than 16 men raced Lotus 72s in Grand Prix races.
They were: Dave Charlton, Jim Crawford, Paddy Driver, Emerson Fittipaldi, Brian Henton, Graham Hill, Jacky Ickx, Eddie Keizan, John Miles, Ronnie Peterson, Jochen Rindt, Ian Scheckter, Guy Tunmer, Dave Walker, John Watson, Reine Wisell

At the start of the '73 season, DSJ speculated as to what might happen when Peterson got his hands on a Lotus 72. Perhaps, he mused, he might learn to drive smoothly and tidily, a lesson the car had, in the last few months of his life, taught Rindt. Those who watched Ronnie – grappling with an intermittently sticking throttle – yowling through Woodcote on his way to second place in the '73 British GP at Silverstone might have thought otherwise. But Ronnie won four Grands Prix that season in brilliantly disciplined fashion. With Emerson bagging three, it was good enough to retain the Constructors' title for Lotus, but dividing the wins helped Stewart to the drivers' crown.

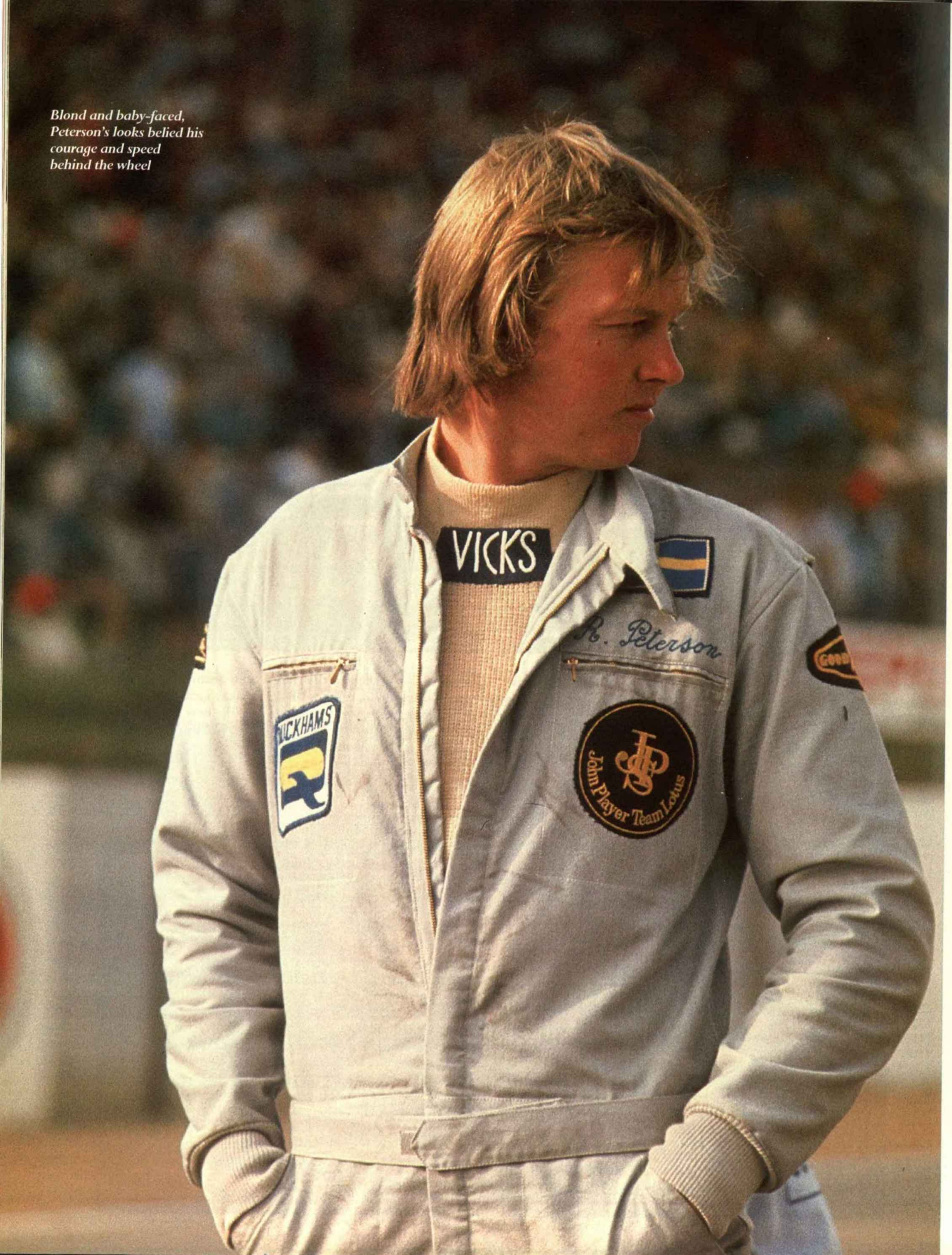
Fittipaldi, piqued that his position at Lotus had been undermined by Peterson's arrival, switched to McLaren in 1974 where he duly won his second drivers' title. Meanwhile, Chapman's lads had a dreadful time with the new 76 which incorporated provision for left-foot braking, an accessory which neither Ronnie nor Chapman now briefed his designer Ralph Bellamy to start work on a replacement chassis, the Lotus 76, which the chief decreed should be a Lotus 72, "but 100 pounds lighter".

new team-mate Jacky Ickx could make much sense of.

The new car also rather defeated the point by winding up heavier than the 72, breaking with a alarming frequency and eating its tyres. Small wonder that Peterson suggested rolling out the old 72 which he used to win the Monaco, French and Italian GPs, although by the end of the year the cars were suffering from near-terminal understeer on the latest generation of Goodyear rubber.

Ferrari, Brabham and McLaren took the lion's share of Goodyear's development effort in 1975, leaving the Lotus 72s struggling to keep pace. Experiments with wheelbase and suspension configurations reflected a team in disarray, but good old Ronnie barnstormed his way through from 14th to run as high as fourth in the closing stages of the car's final race at Watkins Glen.

Only when the Swede locked up a brake two laps from home did James Hunt's Hesketh 308C nip ahead of the gallant old Lotus which, fighting a desperate rearguard action to the very end, at least drove into the history books with all its guns blazing, thanks to Peterson's irrepressible genius behind the wheel. M



Blond and baby-faced, Peterson's looks belied his courage and speed behind the wheel

RONNIE PETERSON WAS NOT JUST FAST BUT SPECTACULAR WITH IT – A RACER WHOSE SUBLIME CAR CONTROL OVERCAME HIS WEAKNESSES AS A TEST DRIVER, AS NIGEL ROEBUCK REMEMBERS

MAD RONALD

"MAD RONALD," MIKE HAILWOOD USED TO call him. Twenty and 30 years ago, Grand Prix racing may have been infinitely more perilous than now, but it lacked the hard edge of today, and friendships between the drivers were the norm. In Hailwood's humour there was affection for Ronnie Peterson, a gentle fellow adored by the paddock, a charger worshipped by the fans.

Ronnie was never a textbook racing driver, in the Stewart sense of the word, but rather one who could make a car dance to his tune, a man of consummate reflex and instinct. Rene Dreyfus once said of Tazio Nuvolari that understeer and oversteer were an irrelevance in his case; whatever the car's inclinations, it would do what its driver required. The same could be said of Ronnie Peterson.

In all truth, it was just as well, for Ronnie was a lamentable test driver. "He was amazing in that respect," Colin Chapman said. "You could change a car quite fundamentally – and he'd still turn in the same sort of times! So you'd ask him how it felt different from before, and he'd say, 'Ummmm, slides a bit more...' Where? At the front, the back, both ends? And he'd say he wasn't really sure. Made me tear my hair out. Then, of course, he'd go and put the thing on pole position, so you couldn't really get too mad with him..."

Peterson was at his best, Chapman maintained, when partnered with a supreme test driver, and it was fortunate that, in two spells with Lotus, his team mates were Emerson Fittipaldi and Mario Andretti.

"He'd mess around in practice, while Emerson worked on his set-up, then copy his settings and nick pole position from him! Used to madden Emerson, that, and you couldn't blame him."

So abundant was Peterson's talent that he could drive around any problem his car might have, and had the confidence to commit to a flat-out corner in the certainty that he could sort it all out. "I don't think Ronnie ever had the mental application that a complete racing driver needs," said Jackie Stewart, "but I admired his ability tremendously. Any number of times, particularly in 1973, I'd follow him into a corner and think, 'Oh-oh, Ronnie, this time you've overdone it, you're gone!' But he always seemed to get it back somehow. It never surprised me that the spectators loved him – he was exciting to watch from where I was, too!"

The spectators indeed loved him. Like Jochen Rindt, he was a driver who made you seek out a particular corner for the privilege of watching him through it. In all these years of watching Grand Prix drivers at their work, I have never seen anything better than Peterson's Lotus 72 through Silverstone's original Woodcote Corner.

Ronnie would have been wasted in the high downforce era, because delicacy, while still required to some extent, is largely hidden by the sheer ability of the cars. That black Lotus through Woodcote was all catch-lose-catch, the tail always trying to come around, the driver always ready for it.

Balance, that was the thing. Peterson always reckoned that he was not a natural sportsman, but when he holidayed at Andretti's Pennsylvania estate, Mario saw another side of him. "We had all kinds of toys there, and I really put it him through it. He was on the bikes and the buggies, and he was so competitive in everything he did. He'd never been on slalom skis before, for example. It takes time to get used to those things, but Ronnie made it first time he tried it. That impressed me."



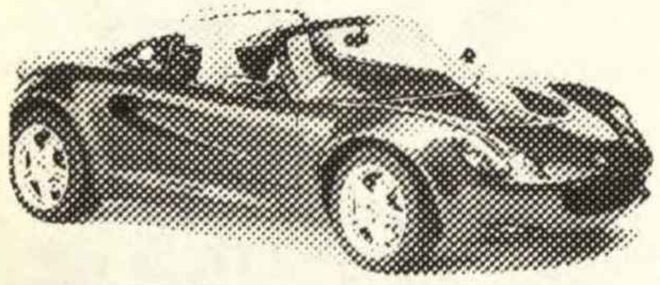
Getting the March 711 all crossed-up at Monaco en route to second place

Statistically, Peterson's career is not especially impressive, with 10 victories from his 123 Grands Prix. But statistics alone cannot tell of a man's significance in his sport. In only four of his nine years in Formula One did he win races, and the truth is that much of his career was squandered on poor cars. For example, he raced 47 times for March in two spells – from 1970-72 and then again in 1976 – and those races yielded but a single victory. On the other hand, it's worth pointing out that his victory at Monza in 1976 in the March 761 was the works team's ➳

'Then he'd go and put the thing on pole, so you couldn't really get too mad with him'

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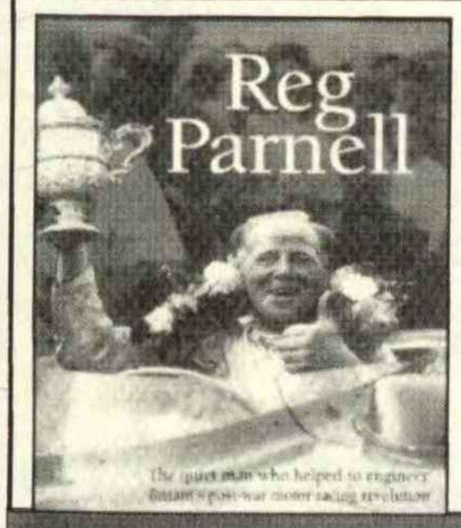
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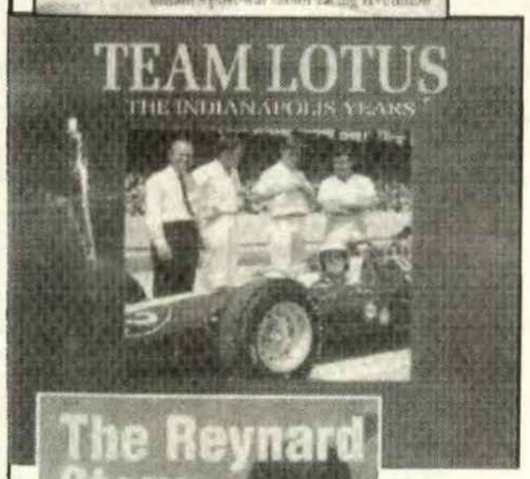
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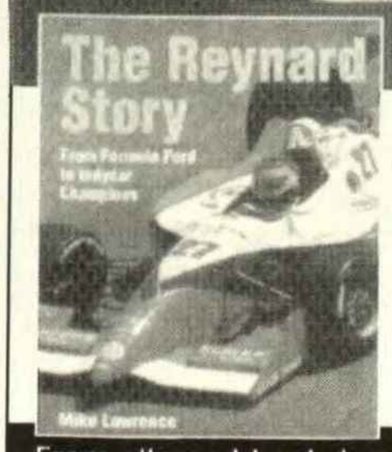
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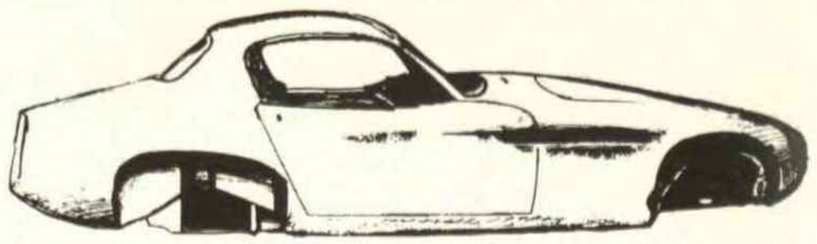
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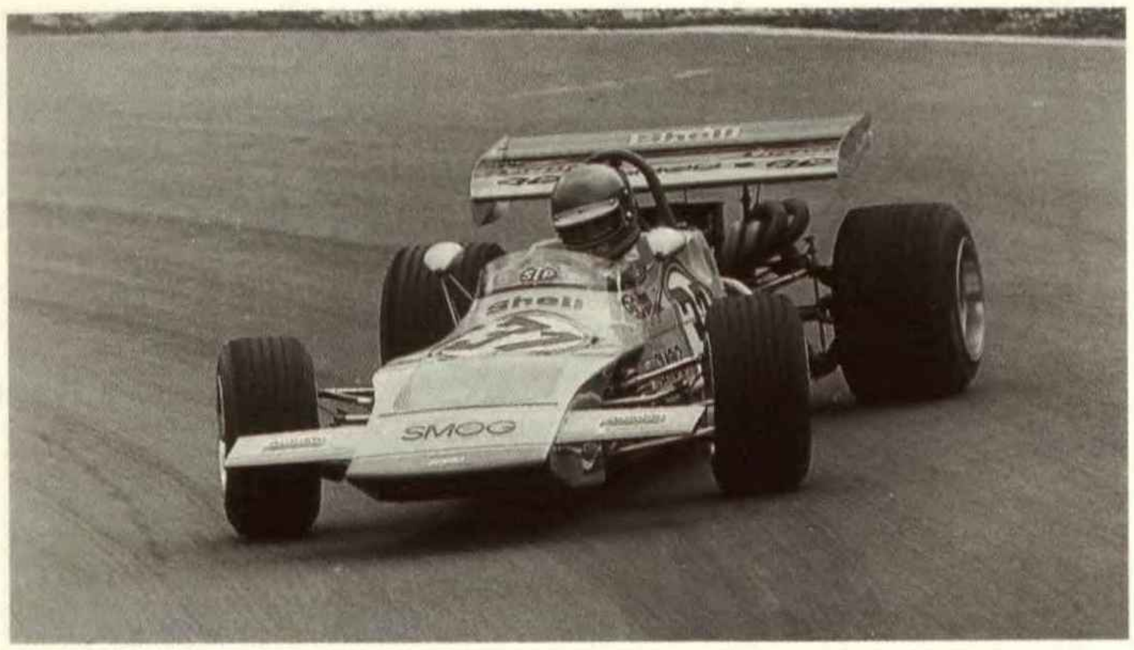
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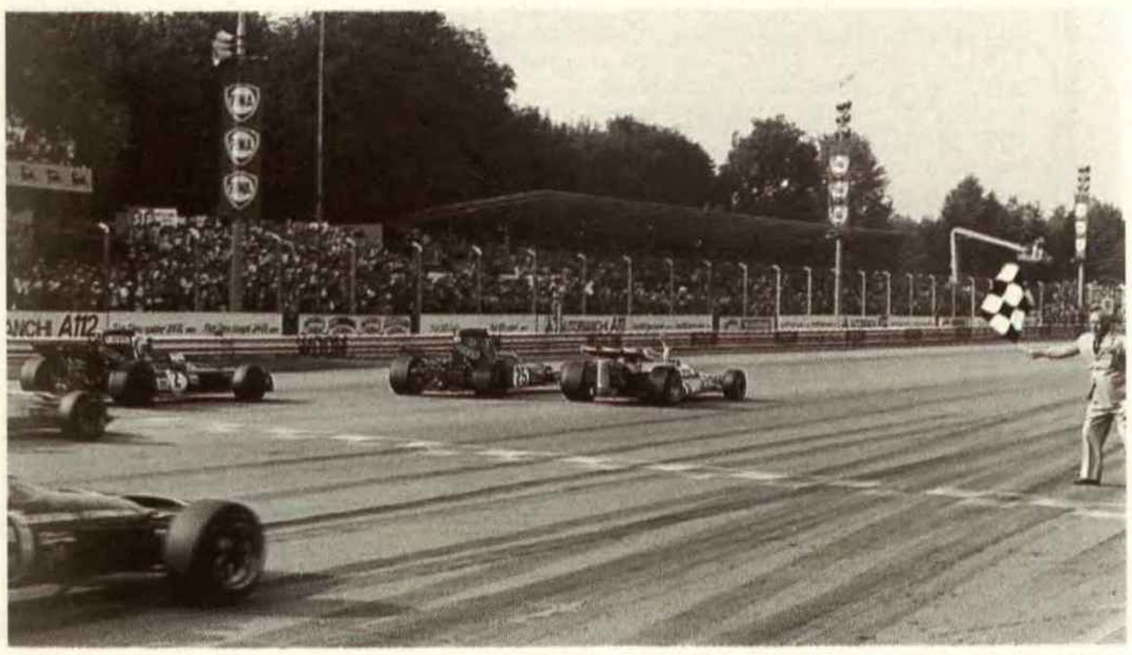
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The 1971 European F2 champion demonstrates his style at Crystal Palace



Sportscar success with the all-conquering Ferrari 312P during 1972



Beaten to the flag – by 0.01sec – by Peter Gethin's BRM at Monza in 1971



Peterson's weakness as a test driver was highlighted by awful March 721X

only 'full' Grand Prix victory, Vittorio Brambilla only being granted half points after his rain-shortened win in Austria in 1975.

By the end of 1977, there were many who believed Ronnie's great days done. With Lotus he had excelled in 1973 and '74, leaving few in any doubt of his status as the fastest there was, but new cars from Chapman failed to deliver, and early in 1976 Peterson returned to March, then spent a lacklustre season in Ken Tyrrell's six-wheelers. He just didn't have it any more, people said; he was pudgy and unfit, not the charger of old.

Ronnie admitted that the spark was temporarily gone. "I got very depressed, and it affected me. It was another season wasted, and one I'd expected to be good." Thus, he began talking to Chapman once more. "I looked at what Mario had achieved with the Lotus 77. That car was dreadful when I left, but he and Colin made a winner of it. Then I saw the 78 – usually lapping me! – and knew I had to get back there somehow. It was no time to be proud."

So, cap in hand, he went back to his old boss, and in the cap were sizeable cheques from a couple of sponsors. It may seem an absurdity today that a great driver should need to buy a ride, but Peterson knew how Chapman's mind worked; knew, too, that his own stock was low.

Andretti did not initially welcome the idea, reasoning that he had dragged Lotus back from the mire, and was now being asked to share the harvest of his work. "Tell me where it's written we need two stars in this team," Mario growled. "When Peterson and Fittipaldi ran at Lotus together in '73, they won a bunch of races – and neither won the championship. I don't want that to happen again. I've signed as number one, but I feel bad that Ronnie has to accept number two, because that's not what he is."



Partnership with Mario Andretti in 1979 was successful – and amicable

By and by, though, it ceased to be a problem. In their few months working together, their friendship became as firm as any I have known between drivers, and Mario admitted he had reckoned without Ronnie's absolute honesty: "Something, let's face it, you don't encounter often in this business..."

What the pair of them had in 1978 was the Lotus 79, the first true 'ground effect' car, and one consummately superior to its opposition. From early in the season, it became apparent that the World Champion would be either Andretti or Peterson, but the odds were squarely in Mario's favour, because Ronnie's contract required him not to beat his team mate. "A lot of people were very sniffy about that," recalled Chapman. "But Ronnie wasn't one of them. He knew damn well that Mario had earned the championship. Ronnie was a very great driver, but he owed a lot to Mario, and he knew it. It was Mario who made the Lotus 79 the car it was, and Ronnie benefited from that. He was a very honourable man."

So he was. In the first half of the season Andretti, more at one with the new car, usually won on merit, but by the time of the British Grand ➤

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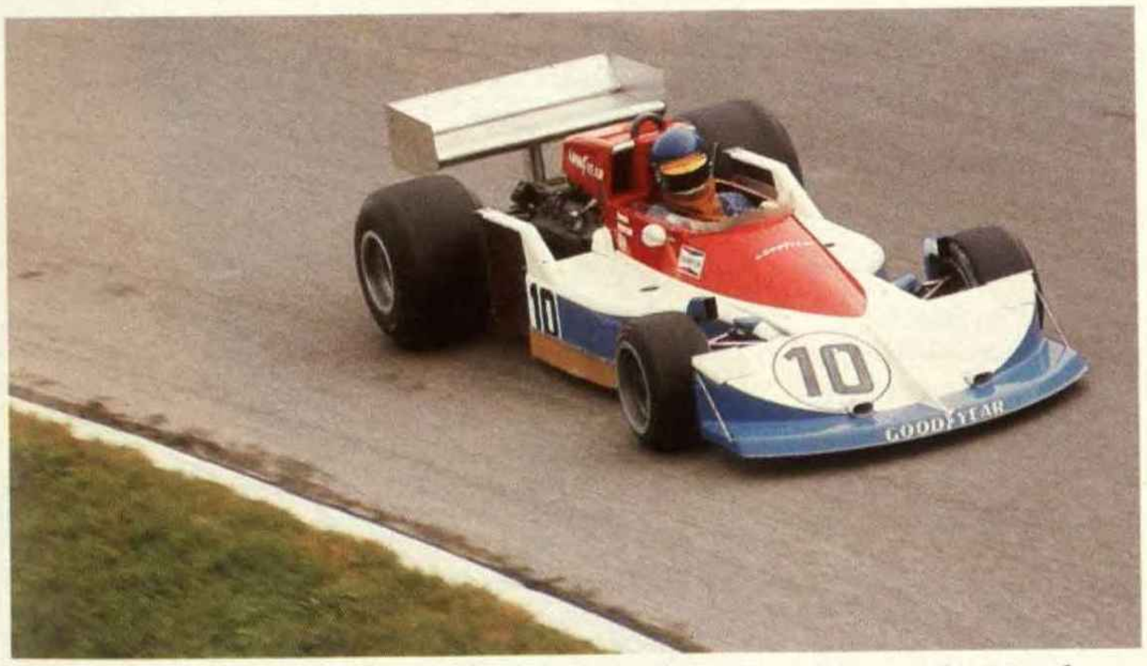
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Yumping Lotus 72 at Montjuich Park street circuit in 1972 Spanish GP



Six-wheeled Tyrrell flopped in 1977 and Peterson's career plummeted



Highlight of a poor 1976 season was surprise win at Monza for March



Untouchable in the wet in the 1978 Austrian GP in Lotus 79 – his last win

Prix Peterson's freakish speed was asserting itself. There he took pole position, on race tyres, while Andretti worked through nine sets of qualifiers in his attempts to match him.

Mario made no bones about it at all: "He was quicker than me that day. I think Ronnie's style was better suited to race tyres, because he liked to manhandle a car, and he destroyed qualifiers very quickly. On race tyres, he could just stay out there, wait for a clear lap, and then he would feel free. He'd just flat boot the damn thing, and really get it on. That was Ronnie."

While Andretti racked up the points, Peterson, too, was in with a shout. At Kyalami he won after a thrilling battle with Patrick Depailler's Tyrrell in the closing laps, and in the rains of Zeltweg he was untouchable, his drive reminding some of a dominant wet weather display in a Formula Two race at Tulln-Langenlebarn in 1971, when one of the March mechanics hung out a board that said: 'Ronnie. Rain'...

By now Peterson's rehabilitation was complete. At Zandvoort, in late August, his plans for the following year were settled. "I'm going to McLaren," he told me. "It's not announced yet, but Mario knows. Now people are saying I should forget our agreement, and just go for it, but I had open eyes when I signed the contract. And I also gave my word."

"I had no worries about Ronnie, even when I knew he would be leaving the team," Andretti said "Even after all those years of racing, he still had this sort of innocence about him. His word meant something." That afternoon they registered their fourth one-two of the season, and now Monza, where Peterson had won three times, awaited.

Seconds after the start of the Italian Grand Prix Peterson was involved in a multiple accident, and suffered dreadful leg injuries, but there was no suggestion that his life was in danger. The man at risk seemed to be Vittorio Brambilla, another involved in the carnage.

In the Lotus motorhome that evening, Andretti, still in his overalls, slumped in a corner, weary and hollow-eyed. He had clinched the title, yet hardly felt inclined to celebrate. Everyone was half-heartedly drinking champagne, but the conversation, sober and intermittent, was all about Ronnie.

Mario lit one of his rare cigarettes, and peered around the curtains at the paddock, now inky black. "Professor Watkins says his vital signs are good, and that's what matters. It's going to take time for his legs to mend, but the Professor sees no reason he shouldn't drive again. Let's raise a glass to him..."

Conscious and rational after the accident, Peterson had been taken to the Niguardia Hospital, in Milan. During the night, following an operation to reset his legs, blood clots developed in his lungs, and in the early morning he died. Andretti arrived shortly afterwards, and was given the news.

"Unhappily, motor racing is also this," Mario muttered, and then he left. No one ever more simply, more movingly, summed up the checks and balances of our sport. M



Colin Chapman trying to make some sense of Peterson's feedback...

THE RACE OF THE CENTURY?

HAWTHORN'S FIRST GP WIN SET THE SUPERLATIVES FLOWING. NO WONDER, SAYS SHAUN CAMPBELL, IT WAS ONE OF THE GREAT DRIVES

FOR THE TENS OF THOUSANDS OF SPECTATORS WHO lined the public roads around the French town of Reims on 5 July, 1953, there was nothing to suggest that they were about to witness what one contemporary account would headline 'the race of the century'. On the contrary, the French Grand Prix looked an entirely predictable affair. Alberto Ascari, on pole in his Ferrari 500, would surely run away with the race, as he had in the previous three rounds of the '53 World Championship, and every round he entered the year before... Ascari was on a winning streak the like of which Grand Prix racing has not seen before or since. Nine wins on the trot.

Even the most ardent French fans conceded there was no chance of an upset by the little Gordini team. It was at Reims the year before that Jean Behra had driven a Gordini to a surprise win over the Ferraris. But that had been a non-championship event, and today the Gordinis were plagued with problems and off the pace. The blue cars would start at the back of the grid, behind even the green Coopers, HWMs and Connaughts of the British teams.



Fangio looks far from happy with second place...



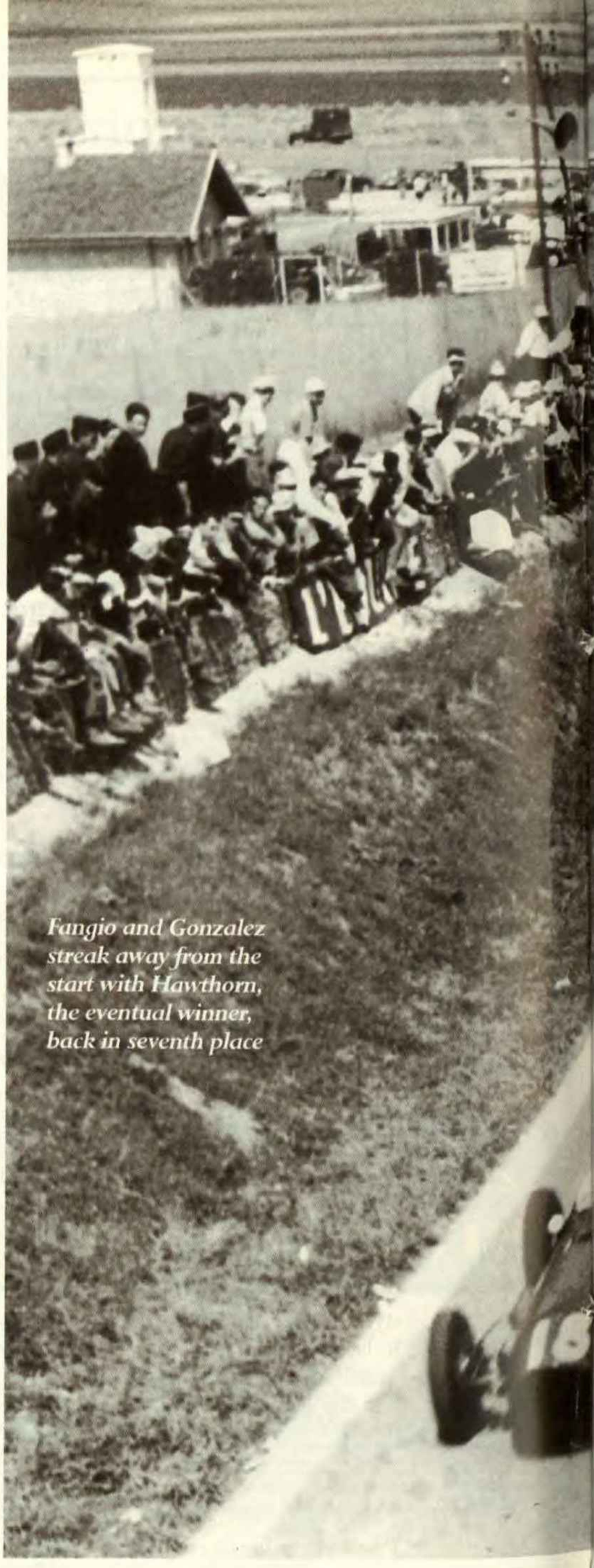
...while winner Hawthorn can't quite believe it

The British contingent in the crowd were more cheerful. Many had been there all night to watch the 12-hour sportscar race, and cheered on the winning Jaguar C-type of Moss and Whitehead. Though there was no chance of a British car challenging for victory in the Grand Prix – the quickest qualifier was Bira's Connaught, 12sec behind Ascari - at least they had a driver to cheer. Mike Hawthorn, 'the Farnham Flyer', just 24, was driving a works Ferrari, one of five which, with five Maseratis, filled the first 10 places on the grid in a flood of Italian red.

Ascari's race tactics – if such they can be called – were simple. Get into the lead and stay there. Never happier than when in the front, his rare mistakes generally came when he had to scrap for places. It was knowing this, coupled with the fact that his Maserati A6SSG was marginal on fuel for the 311-mile race, that perhaps prompted Argentine Froilan Gonzalez to start on half tanks. Throughout practice the Ferraris had proved marginally better than the Maseratis, both in braking into Reims' two hairpins and accelerating out of them, though the A6SSG had the edge down the long straights. Now, in the race, Gonzalez' lighter load cancelled out the Ferrari advantage. Elbows protruding from the cockpit, head ducked down out of the airstream, Gonzalez rocketed his Maserati through from the second row to take an immediate lead.

With no worries about conserving his fuel or rear tyres he was able to brake deep into the Muizon and Thillois hairpins and smoke the rubber out of them. He had broken clear of slipstreaming attempts by the end of the first lap. Now it was just a question of whether he could open up a big enough lead to see him through a stop for fuel and rear tyres.

Behind Gonzalez, a gaggle of seven cars were jostling wheel to wheel - Ascari, Hawthorn, Luigi Villoresi and Giuseppe Farina in Ferraris, Felice Bonetto, Onofre Marimon and Juan Manuel Fangio in Maseratis. Fangio was at the back of the group, typically biding his time and saving his car, moving up the leader board slowly as the seven car slipstreaming string began to break up. The 50-year-old veteran Bonetto, overdid it at Thillois, and dropped back. Marimon was also finding the pace too fast.



Fangio and Gonzalez streak away from the start with Hawthorn, the eventual winner, back in seventh place

Fangio made his move just before half distance, turning up the wick to pass Farina, Villoresi, Ascari and Hawthorn and move smoothly into second place. Gonzalez was more than half a minute in the lead, but on lap 29 he screamed down the pit lane. The Maserati pit crew kept him stationary for 28sec, a quick time for the day, but not quick enough. The burly Argentine rejoined just behind the leading five. He was up to fourth within a couple of laps as Villoresi came unstuck at Thillois and Farina started to lose ground, but, at the front, a remarkable thing had happened. Ascari had failed to hang on to Fangio's slipstream and lost contact. The only Ferrari left on the pace was that driven by Hawthorn.

It didn't look like a fair fight. Fangio was a vet-

eran, one of the greats, already a World Champion; Hawthorn was a new boy, a junior at Ferrari, driving only his fourth Grand Prix for the team. But Hawthorn was no respector of reputations and the race was there to be won.

For the next 30 laps they raced rarely more than feet apart, swapping positions into the sharp turns contrived from highway junctions and down the arrow-straight roads of Reims. They passed the start-finish line on the pit straight dead abreast, according to some reports, on 10 occasions. But few accounts of this race concur on the details. Gregor Grant's account in Autosport gives some indication why. "Hard-headed journalists, veterans of dozens of *Grandes Epreuves* threw nonchalance to the winds and became madly excited onlookers. One gentleman even went so far as to tear up his notes, stand on his hat and finally fall over his desk."

If the excitement had reached that level in the press room, it's hard to imagine what it must have felt like from the cockpits of the two leading cars. As the race approached its end, their struggle grew in intensity. Before, they had been grinning at each other as they drew abreast, acknowledging each other's moves with a wave. Hawthorn said later that they had been so close he could clearly see the rev counter in Fangio's cockpit. But now it was getting serious, with the slightest mistake likely to cost victory. They had to watch behind them, too – the incredible Gonzalez had fought his way past Ascari and was almost within striking distance.

Hawthorn had the Ferrari's nose inches ahead as they started that final lap, and by then he was aware that Fangio had a problem. The clutch on the Maserati was shot and he was struggling to hook first gear out of the hairpins. As they screamed down towards Thillois for the last time, the Englishman declined to get involved into a 'last of the late brakers' battle, concentrating instead on a smooth entrance and a clean getaway. He was past and away, right foot buried, ducking low into the cockpit as he strained to get every last ounce of speed out of the Ferrari. He flashed past three seconds later. After two and three-quarter hours of racing, the first four finishers were separated by 4.6sec.

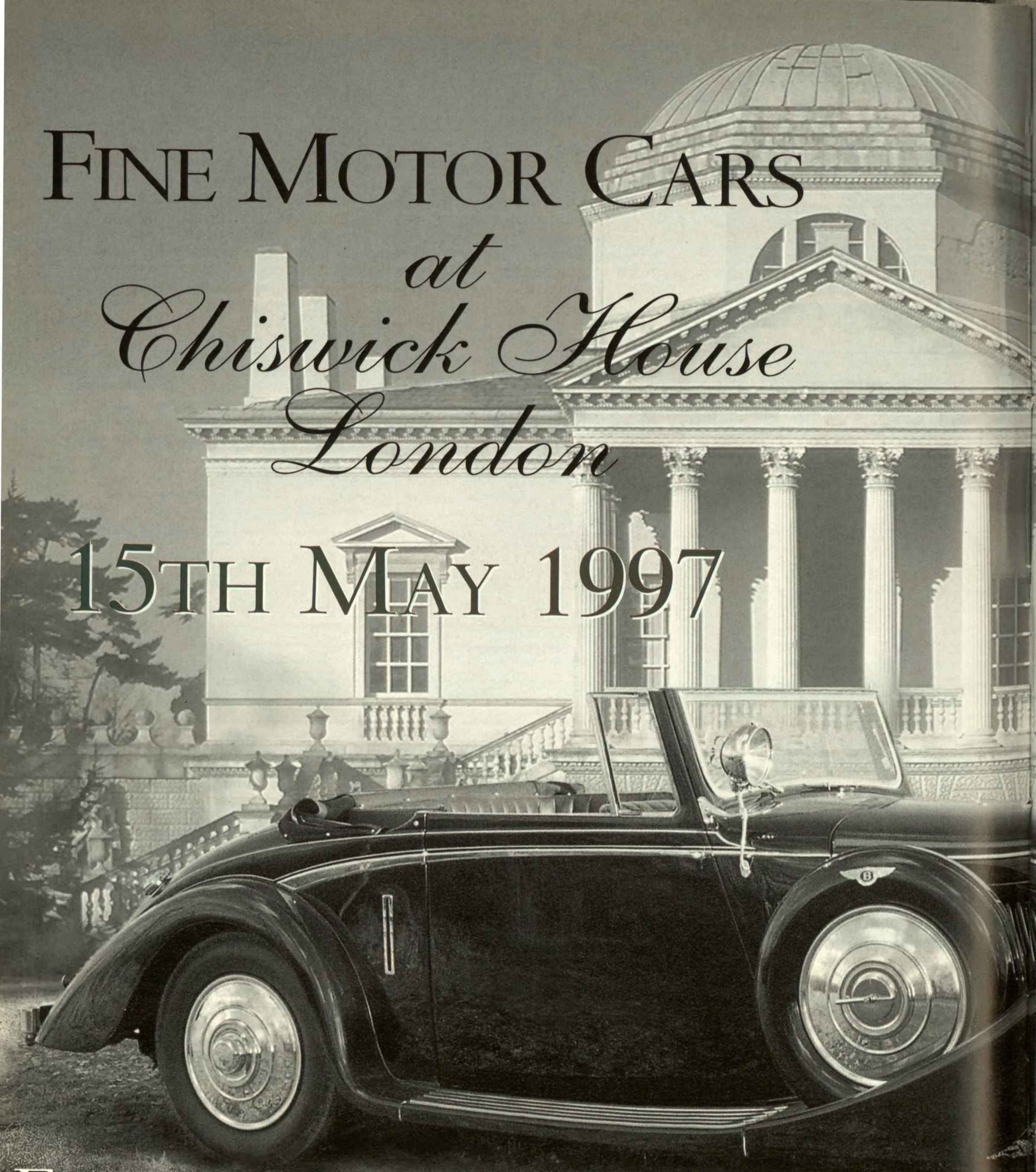
"Race of the Century" might have been a somewhat hyperbolic title for the 1953 French Grand Prix. But you can see what they mean. M

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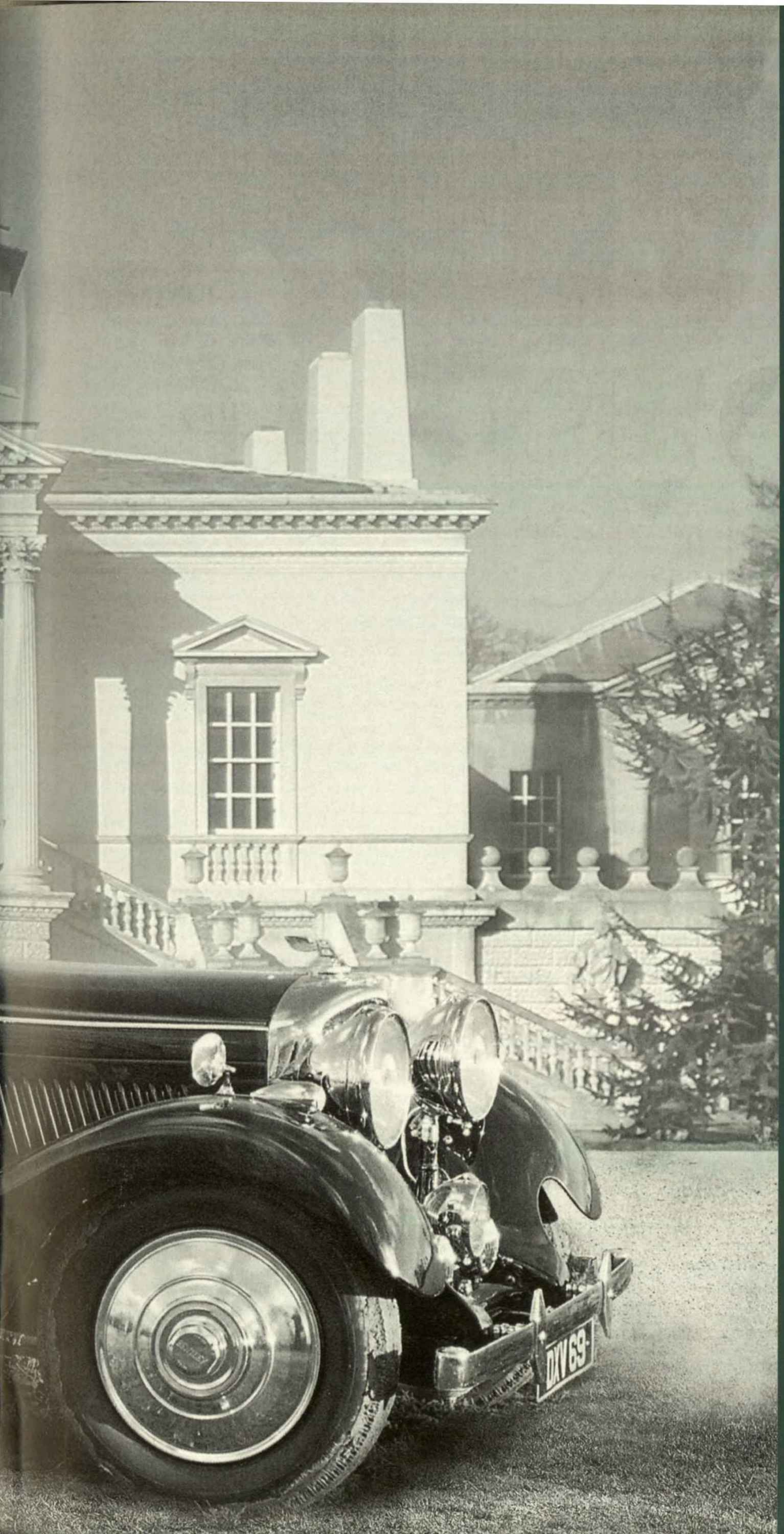
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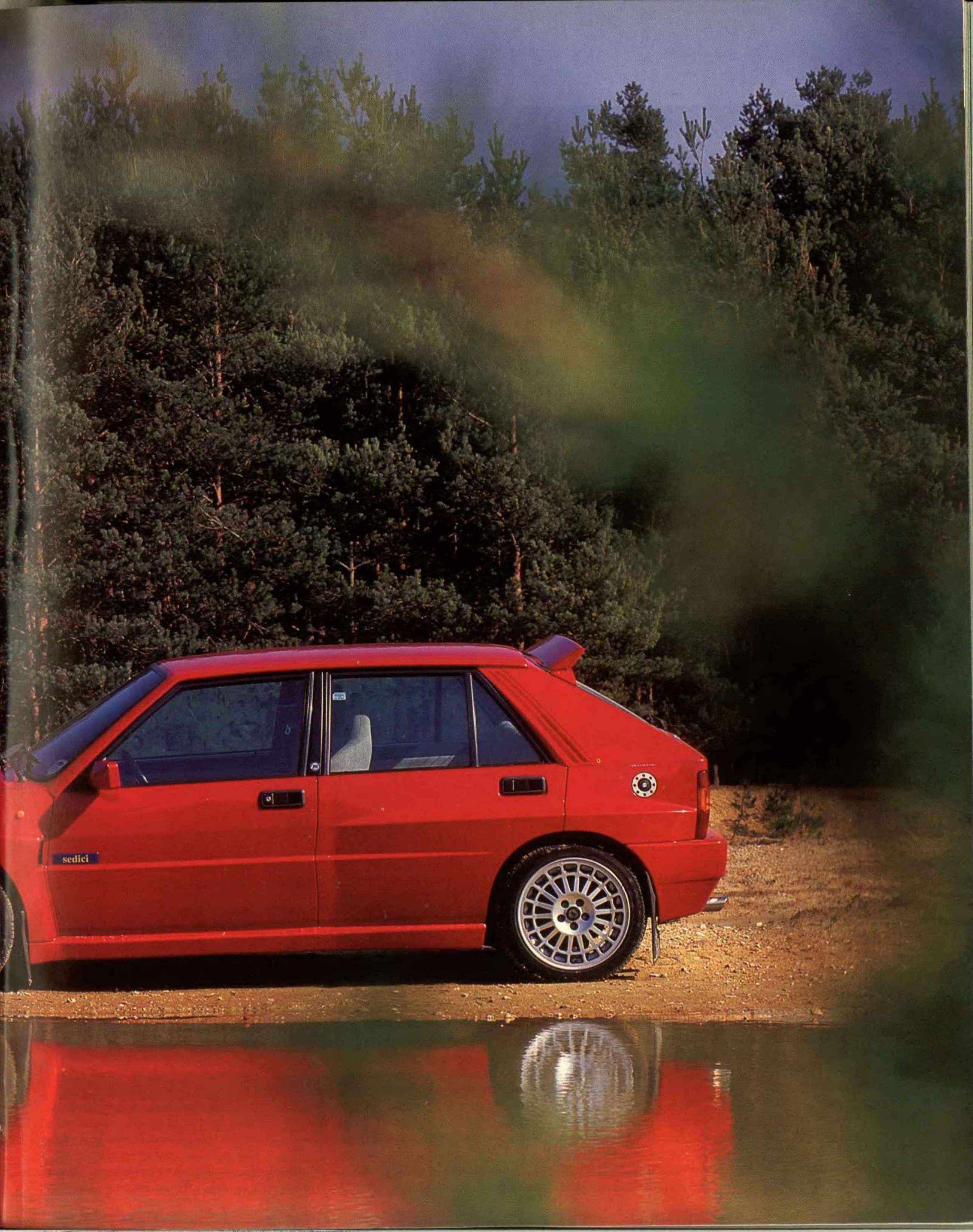
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VISCOUS COUPLING

LANCIA'S INTEGRALE, LONG-REIGNING KING OF THE RALLY DEVELOPED ROAD CAR, FACES ITS STIFFEST CHALLENGER YET – THE SUBARU IMPREZA TURBO 2000. ANDREW FRANKEL REPORTS

photography by Stan Papior


sedici



Integrale carries a great deal more weight than the Impreza, but you wouldn't guess it from the way it handles. Steering is pin-sharp and accurate

THE PEOPLE AT PRODRIVE, THE Banbury-based organisation that prepares and runs Subaru's World Rally cars, really wanted to win the Portuguese rally. In itself, there is nothing unusual about this; Prodrive, of them all, was not there just to make up the numbers. But Portugal was different; if either of its Subaru Imprezas had been first across the line, Subaru would have equalled the Lancia Integrale's record of six straight championship wins and, with it, established a credible claim to being one of the two most successful rally cars of all time. In the event, it never came to this as, in a rally of unusual mechanical destruction, neither Impreza would even see the finishing line, much less be first to cross it.

Yet even now, in the midst of Subaru's domination, it seems hard at first to square a marque of such traditionally humble and functional aspirations with the rallying greats such as Saab, Audi and, above all, Lancia. We should not be so patronising. Subaru has not been content, like Skoda, to leave its giant-killing to the special stage. It is after the legendary status of the Integrale on the public road too.

The Subaru Impreza Turbo 2000 seems an unlikely device to replace the Integrale in the affections of those who, throughout its years at the top of the world rally rankings, fell in love with the little Lancia and bought it despite the limitations of its left-hand drive only layout.

Place an Integrale – any will do, but the last, Evolution 3 model, is the best – next to an Impreza and the Subaru looks more than faintly ridiculous. It seems so tall as to be on tip-toes, its humdrum tin box styling curiously at odds with its dramatic bonnet scoops and louvres. Pretty it is not. The inside hardly helps. Certainly the steering wheel is on the correct side of the car, which is something, but this does nothing to offset the murky cabin with its dark grey expanses, plain switchgear and dull instruments. Here you will find nothing, save an unconvincing hole in each of the front seatbacks to acccomodate a race harness, to suggest that this is anything more than one more anonymous, four-door, family slogger.

The Integrale could not be more different. There is not another car in the world whose essential shape would benefit so much from the



Subaru has the legs on the Lancia on the straight and smooth stuff, but though it handles well it lags behind when the corners come thick and fast

pumped up addenda that surround the Lancia. Spats, slats, scoops and wings cloud the lines Giugiaro penned for the Delta almost to the point of complete obscurity, but where you might expect the results of such bastardisation to be a caricature, it is, in fact a marvel. Low and squat on its special Bilstein struts, this Integrale exudes purpose like few road cars at any price. Stop anywhere for even a short period of time and passers by will stop. And they will stare.

The inside, frankly, is a mess but still a wonderfully enigmatic mess. Where the Subaru makes do with minimal instrumentation, the Lancia provides dials for oil pressure, oil temperature, volts and turbo-boost pressure, doubling the number of gauges in the Subaru. Here too you'll find such dubious delights as electric window switches by the handbrake, three column stalks, and a clock where the roof meets the windscreen.

Yet the things that matter, as is so often the case with cars of such Italian eccentricity, are right. There's more legroom here than boasted by the Subaru, and easier heel and toe downchanges afforded by the perfectly placed pedals. The steering wheel, sadly and misguidedly smaller than those of earlier Integrales, still feels lovely to hold and look at, in a way the airbagged circular blob Subaru provides fails entirely to emulate. Climb aboard the Integrale, strap yourself in and you feel immediately ready for action. Do the same in the Subaru and you're as likely to feel inclined to head for the nearest Sainsburys.

Creating this homespun impression is the Impreza's best trick. Anyone could be fooled into thinking it a mildly warmed saloon, born to fight it out with tepid Vectras and Mondeos. And it is only when you have run it to the red-line in the early gears, looked in the mirror and seen just how far behind the Integrale lags that you realise that the Impreza, this Impreza at least, was born for rather greater things than it might at first suggest.

Make no mistake, a Subaru Impreza Turbo 2000 is formidably fast, proving an urge that's not only stronger than that of this fastest of road-going Integrales but one which arrives earlier and lasts longer, too. Side by side you'd never think the Subaru would be quicker but, in the event, it's not even a contest.

There are two factors at play ▸

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Instruments galore and more legroom, but left-hand drive only for Lancia



Impreza cabin is clean and functional, but less than awe inspiring

here. Both cars deploy 2-litre, turbocharged, twin-cam 16-valve engines, the Lancia's noted most for its beautifully smooth manners thanks to its counter-rotating balancer shafts, the Subaru's for the rasping exhaust note resulting from its flat-four configuration. Of the two, it is the Integrale which is more powerful, providing 215bhp compared to the 208bhp of the Impreza; so you'll not find the source of the Subaru's extra urge here.

It's all in the kerb weight. Bald statistics show the Integrale bludgeoning the scales at a fraction less than 3000lb, while the Subaru, seemingly the bigger car, is fully 500lb lighter. Which means the more powerful Lancia has 159bhp for every tonne of weight while the Impreza provides 186bhp per tonne.

Which is not to say the Subaru has it all its own way. The Integrale engine, the final development of the twin-cam engine once found in the Fiat 132, is a fine motor, providing smoother delivery of its torque than the Impreza whose power can come in with a bit of bang if you are not careful with throttle. It also has fractionally the better gearchange though its innately tall and wide ratios suit the turbo engine less well than the broadly shorter-geared Subaru.

So far then, the Impreza has mounted a challenge against the supremacy of the Integrale as unlikely on the road as it has been on the special stage. Corners, however, present a rather different challenge.

The Lancia Integrale has always been famed for its attitude to corners and with good reason. This Evolution model, with its still wider track and stubby 205/45 ZR 16 tyres, propels the legend to rarely seen heights. What is remarkable is the way that it seems to shrug off its weight the moment a corner appears in its path.

Any race or rally driver will tell you that a heavy car is a cumbersome car, that weight, mathematically, militates against a car's ability to change direction and such weight slung out ahead of the front axle is the worst enemy of agility. The Integrale defies this logic. What is extraordinary is how easy it is to drive at supercar speeds with scarcely any effort. Hurtle up to a third gear corner, stab hard at the meatily reassuring brake pedal before turning in and the Lancia will simply flick on to your new course and stay there. The delay you expect from all such nose-heavy hatches as they swing into a corner seems scarcely to exist.

More than this, it will cling to dry bitumen to a point which seems scarcely believable for anything this side of a well-developed, mid-engined supercar and, in the wet, leave all two-wheel drive opposition for dead. Perhaps more importantly, the legendary Integrale steering remains as sharp as ever and its responses, once you finally find room to prod safely beyond the limit, are as predictable as you'd wish: it simply pushes its nose wide until you ease off the throttle, then snaps cleanly back into line.

The Impreza is truly humbled in the face of perhaps the most blinding blend of agility and stability yet to set foot on the public road. Drive it hard, use every morsel of its straight-line advantage and, true enough, the Subaru will stay with the Lancia on all bar the most twisting roads and, by conventional standards, you'd have to say it handled well.

The standards here, however, are anything but conventional. Like the Integrale, the Impreza uses straightforward, strut-type suspension at each corner but it carries softer springing and a steering rack which, while using the same 2.8-turns across an undeniably tighter lock, feels decidedly less controlled than the super-precise Lancia steering.

As a result, the Impreza feels altogether more vague; a blunt instrument compared to Lancia's scalpel. Its smaller brakes may have less weight to control but, despite their undoubted powers of retardation, they never give quite the same air of breezy confidence boasted by the Integrale's fatter, wider discs.

Most of the time, it corners like a conventional hot hatch, albeit it one with fabulous traction. It heels into corners where the Integrale flicks, and feels restless in really fast curves where its rival seems impregnably clamped to the road, committed to following and relaying every change in the surface. Its 205/55 VR 15 tyres provide notably less grip than those of the Integrale and, once they start to slip, its reactions, while easy to contain, are never as clean as the Lancia's.

It does, however, have a trick up its sleeve. Find the space, far away from the public road, to really hurl it ➠



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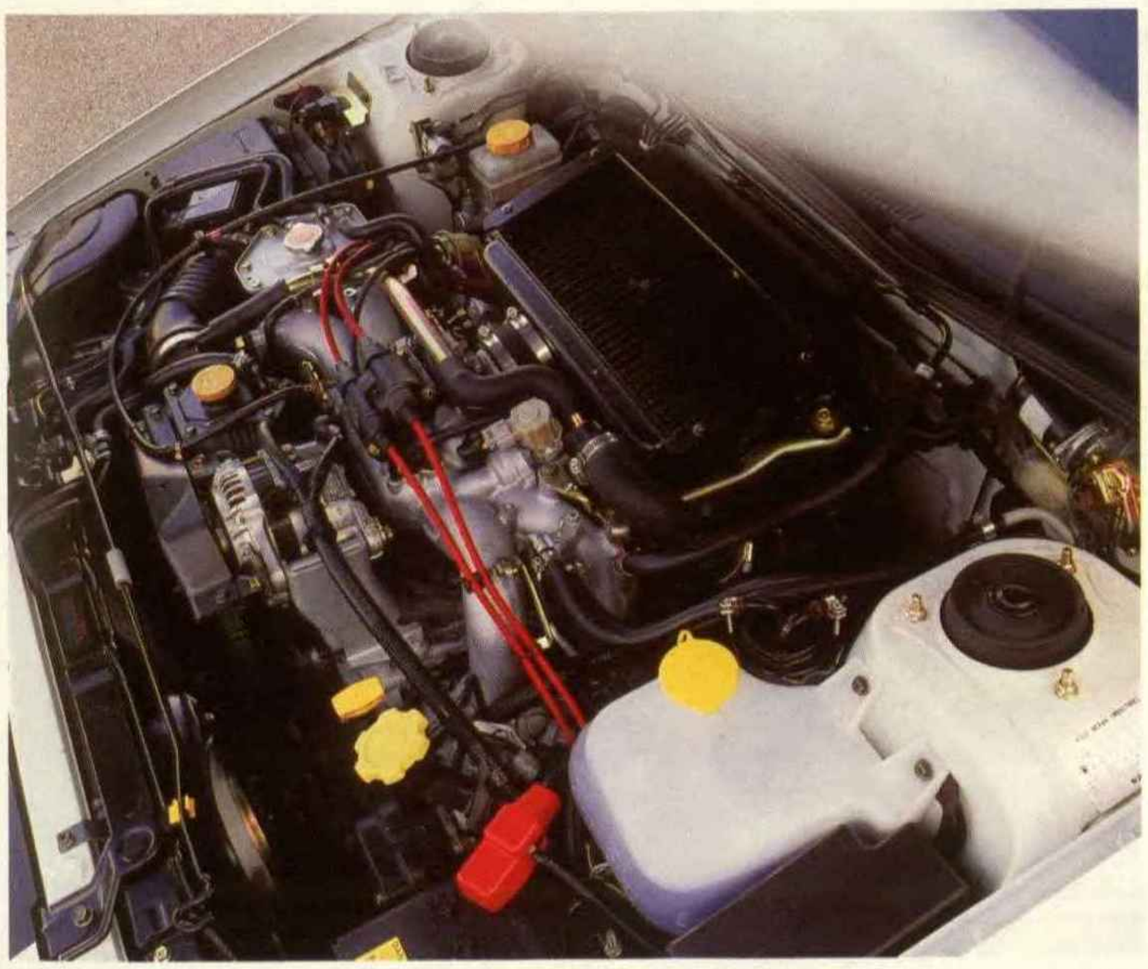
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VISCOUS COUPLING



Classic Fiat twin-cam with 16 valves and turbo produces 215bhp



Subaru's 2-litre turbo develops 208bhp, but aluminium block saves weight

SPECIFICATIONS

	Lancia Integrale Evolution	Subaru Impreza Turbo
ENGINE		
Type	Four cyls in line	Four cyls, horizontally opposed
	dohc, 4 valves per cylinder	dohc, 4 valves per cylinder
Construction	Iron block, alloy head	All aluminium
Bore/stroke	84 x 90mm, 1995cc	92 x 75mm, 1994cc
Fuel injection	Multi-point	Multi-point
Compression ratio	8.0:1	8.0:1
Max power	215bhp at 5750rpm	208bhp at 6000rpm
Max torque	220lb ft at 3500rpm	201lb ft at 4800rpm
Specific output	108bhp/litre	104bhp/litre
Power to weight	159bhp/tonne	186bhp/tonne
Transmission	Five-speed, manual	Five-speed, manual
Mph per 1000rpm	1st/6.2; 2nd/10.0; 3rd/14.2	1st/4.8; 2nd/8.6; 3rd/12.2
	4th/18.8; 5th/22.7	4th/17.2; 5th/22.5
CHASSIS		
Steering	Power assisted rack and pinion	Power assisted rack and pinion
Lock to lock	2.8	2.8
Brakes	271mm discs (front)	228mm discs (front)
	242mm discs (rear)	230mm discs (rear)
Front suspension	Struts, lower wishbones	Struts, lower link
	coils, anti-roll bar	coils, anti-roll bar
Rear suspension	Struts, transverse links	Struts, trailing arms
	coils, anti-roll bar	coils, anti-roll bar
Wheels	cast alloy, 7.5 x 16in	7 x 15in, cast alloy
Tyres	205/45 ZR 16	205/55 VR 15
DIMENSIONS		
Length	153.5in	170.1in
Width	69.7in	66.5in
Height	53.7in	55.1in
Wheelbase	97.6in	99.2in
Track (f/r)	55.0/55.0in	57.5in/57.1in
Kerb weight	2974lb	2463lb
PERFORMANCE		
0-60mph	6.0sec	5.8sec
Top Speed	134mph	137mph
KEY ENGINEERING POINTS	Old Fiat engine kept on the pace with the aid of counter-rotating balancer shafts and a Garrett T3 turbocharger. The front to rear power split is governed by a torque-sensing (Torsen) centre differential. The first 4WD Deltas had 165bhp engines, rising to 185bhp for the first Integrale and 200bhp for the 16-valve version.	Now the legendary Alfa flat-four motor has been ditched, Subaru is alone in using this configuration today if you excuse the Mexican-built VW Beetle. Quad-cam motor is all aluminium helping towards-towards its lighter kerb-weight. Also departs from Lancia practice by using a viscous coupling for its centre differential, allowing an infinitely variable front to rear torque split
IN ONE SENTENCE	Every bit as good as it looks, in real terms one of the quickest road cars you can buy	Rather better than it looks; quicker than an Integrale but not so great to drive

around and suddenly it will start to behave like a not-so distant cousin of a rally car. On a loose surface, it drifts beautifully through quick curves and, if you time correctly the moment you unsettle the tail, it will slide into graceful oversteer into a hairpin and keep the back out of line all the way around, even when you come back hard onto the power.

Sadly, life on the open road is rarely punctuated by loose gravel surfaces and, too often in our day with the two, I was left longing to trade all the Impreza's extra urge for so much as a slice of the Lancia's reactions.

Even so, by the end of the day, it was the Impreza which had improved most upon my expectations. What I had approached imagining to be not much more than a conventional but crude hot saloon, I left with new respect. Quite apart from its undoubted dynamic abilities, it is also a credible family car with a big boot and a reasonable amount of space inside. More importantly, I discovered a car which was genuinely enjoyable to drive hard for reasons other than the punch it packed between the corners.

An Integrale, however, it is not. While the Subaru feels like the ultimate performance derivative of a range of altogether more homespun machinery, which it is, the Lancia, despite relating to the Delta range in exactly the same way as the Subaru does to the Impreza range, does not; it feels like a purpose-built performance machine, one whose only purpose, it would seem, is to provide some kind of ultimate on-road thrill for the practically minded.

This perhaps explains one of the reasons why, three years from now, this Impreza, which costs £19,110 now, should resell for about £11,500 while this Integrale, which would have cost £23,249 three years ago, is now for sale for £21,750.

On the Portuguese Rally the Subaru Impreza challenged the legend of the Lancia Integrale and on the highways of Britain it has now done the same. The outcome in both cases was the same; the Subaru came close, closer perhaps than any would have betted but, in the end, it was the Lancia which emerged, still clutching its claim to be the finest road and rally car of our times.

Thanks to Richard Thorne Classic Cars, Reading (0118 983 1200), for the loan of the Lancia Integrale.



A riddle wrapped in a mystery *inside an enigma*

HE WAS ONE OF BRITAIN'S GREATEST PREWAR RACING DRIVERS BUT LITTLE WAS KNOWN ABOUT THE MAN WHO CALLED HIMSELF 'WILLIAMS'. SHAUN CAMPBELL REPORTS



Chauffeur, dog breeder, special agent... and racing driver. Williams at Monaco in 1929

Geoffrey Goddard Collection

IN APRIL 1929 THE STREETS OF MONTE Carlo resounded for the first time to the sound and sight of Grand Prix motor racing. The Riviera resort for the very rich instantly became one of Grand Prix racing's most celebrated venues, a circuit where legends were made – from Nuvolari and Carraciola to Prost and Senna.

But the winner of that first Monaco Grand Prix, two-thirds of a century ago, remains a figure shrouded in mystery and myth. To describe him as an unknown who 'lucked' into a win because the race was held on the same day as the rather more important Mille Miglia is to do less than justice to the truth. But the truth – at least as it concerns 'Williams' – is not particularly easy to come by. Even his contemporaries considered him an enigma.

William Charles Frederick Grover was born on 16 January 1903 in Montrouge near Paris. His father was a well-to-do Englishman (some say a Scot) who bred horses from a farm in Berkshire and who was a close friend of the Russian prince Troubetsky, then consul in London. When Troubetsky was made consul in Paris, his friend moved to France with him, later marrying a French woman and settling down in France's capital. William grew up as a French speaker.

The family – and this is an indication of their influence and contacts rather than their wealth – lived out World War I in the comparative peace of Monaco. Little is known about their life at this time, but when peace was restored at the end of 1918, young Willy – as he was generally known – had become fascinated by all things mechanical and was already driving cars and riding mototcycles, despite being well under age.

A RIDDLE WRAPPED IN A MYSTERY INSIDE AN ENIGMA

Precisely what he was up to in the years immediately after the Great War is still a subject for much research. It seems that he started racing a Douglas motorcycle under the pseudonym 'Williams', and that he also acted as a chauffeur for the Paris-based Irish artist, Sir William Orpen. Apparently he often ferried Orpen to clandestine meetings with his mistress, Yvonne Aubicq, the woman whom Grover would later marry.

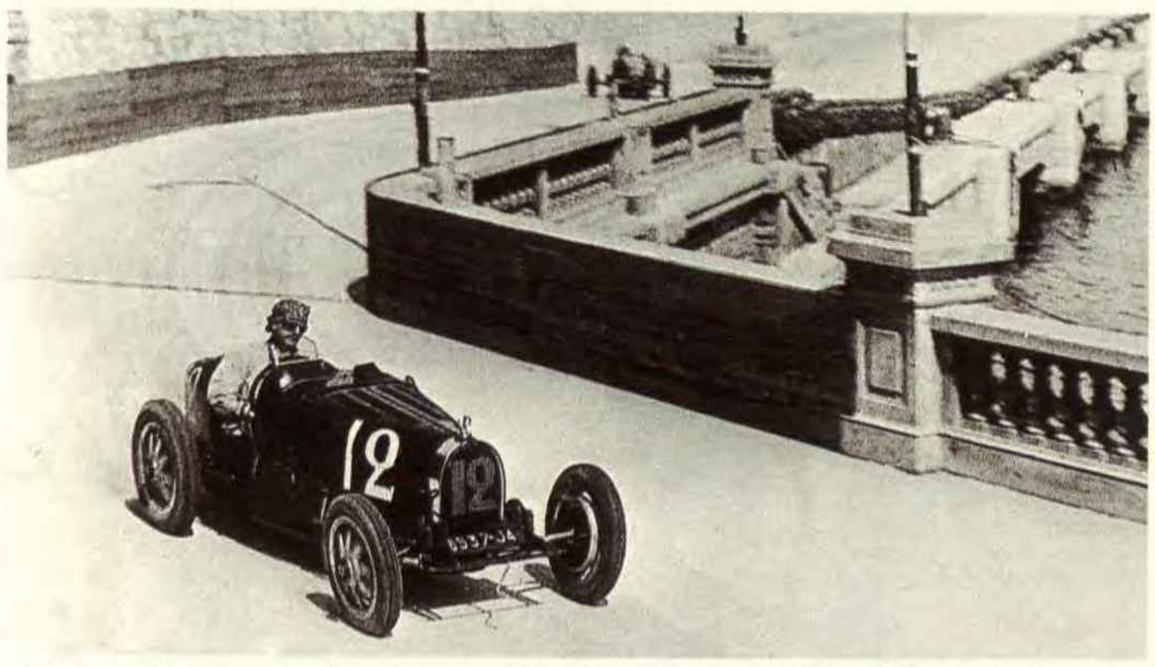
If it's by no means clear how Willy Grover – or 'Williams' as he continued to style himself when racing – earned his crust, certain rumours can be discounted. There is, for example, no evidence that he was a getaway driver for the Fenians (forerunners of the IRA) as some reports have suggested. What is clear though, is that he remained well connected, somehow managing to acquire himself a racing Bugatti in 1925.

It was in the following year that he first came to the attention of the motor racing press, driving a Hispano-Suiza in the Monte Carlo rally, and finishing third in his Bugatti T35 behind the Talbots of Sir Henry Segrave and Jules Moriceau in the GP de Provence at Miramas. The British motoring press took little account of him, considering him French rather than British in spite of his name and being in any case far more concerned with machinery than men. Yet in 1927 he made his one – and apparently only – appearance in England when he was nominated as the reserve driver for Count Caberto Conelli's Bugatti in the RAC Grand Prix at Brooklands. Conelli ran out of fuel and pushed the car back to the pits, whereupon Williams took over the driving, had a mighty moment when trying to pass Malcolm Campbell, and thereafter continued at a more sober pace. The car failed to finish the race – 'flagged off' as they said in those days – though some reports of the race classify it as sixth. The winner was Robert Benoist, who would become a close friend of Willy and with whom his later life would be inextricably entwined.

In 1928 he became a more regular competitor and a more successful one. His biggest win of the year was in the French GP at St Gaudens, but that year the race was a shadow of its former self, being held for sportscars on a handicap basis. Williams' Bugatti T35 was apparently the only works entry in the field. More impressive – and proof that this Anglo-Frenchman could drive a bit – was his performance in the Italian GP at Monza,



The British press practically ignored him, considering him a Frenchman



Williams on his way to victory in his green Bugatti in the first Monaco GP

where he raced wheel-to-wheel with Achille Varzi's Alfa P2 and the Bugattis of Tazio Nuvolari and Louis Chiron until his engine blew.

By 1929 he was a regular competitor on the Continental scene and scored the biggest victory of his career by winning the inaugural Monaco GP. Although the conflicting Mille Miglia removed some of the strongest potential opponents, it was by no means an easy race, Williams fighting tooth and nail with the 7.1-litre Mercedes SSK of Rudi Caracciola before taking the flag. His Bugatti was painted green, yet another indication of his British ancestry, but the contemporary accounts in MOTOR SPORT and *Autocar* pay no more than lip service to his nationality. He also won the French GP, for the second year running, this time held at Le Mans and again attracting less than a top-class field, and he competed in the Ulster TT, his second and final racing appearance in the British Isles.

There were no results in 1930 to match those of the previous year, though he drove splendidly in the French GP at Pau, leading and setting fastest lap before the car broke down, handing victory to Philippe Étancelin's Bugatti from Tim Birkin's Bentley. The most significant win of his career came in 1931, when he shared a Bugatti T51 with Conelli to victory in the Belgian GP at Spa-Francorchamps. The Grand Prix formula for that year called for races of 10 hours in duration and for most of those 10 hours Williams and Conelli were locked in battle with the Alfa Romeo 8C Monza of Nuvolari and Baconin Borzacchini, which ultimately finished on the same lap. It was the first *Grande Epreuve* victory for a Briton since Henry Segrave had won the 1924 French GP for Sunbeam, but you would never have known it from reading the contemporary reports in the British specialist press, which preferred to dwell on Birkin and Brian Lewis's drive to fourth place in an Alfa.

From there on the racing career of Williams started to fizzle out. He won at La Baule – the Brittany seaside resort that was by then his home town – in 1931, 1932 and 1933; he finished seventh at Monaco in 1932 and 1933, sixth in the French GP in 1931 and the Belgian GP in 1932. But by 1933 the Bugattis were less competitive in Grand Prix racing, and at the end of the season Williams retired, apparently to breed Aberdeen terriers. There was a brief comeback in 1936, when he drove a Bugatti T59 to ninth place at Monaco, and he also finished sixth in the French GP, sharing a T57G with Pierre Veyron. But the short racing career of this tall, ramrod-straight Anglo-Frenchman was now over.

What happened after is even more murky. When World War ll broke out he enlisted in the British Army in Paris and became a driver serving with the Royal Army Service Corps, ferrying around a General of the British Expeditionary Force. The General had good reason to be grateful for the local knowledge and driving skill of his recruit when, after the fall of France, they were cut off from Dunkirk and had to make their way back to England via Brittany just ahead of the Werhmacht and Luftwaffe.

By 1941 he had been commissioned as a captain, under the name Grover-Williams, and recruited into the French section of the Special Operations Executive (SOE), the secret service charged, in the words of Winston Churchill, with "setting Europe ablaze". He was parachuted back into France on 30 May 1942, with the task of setting up a new SOE network in Paris, the former networks having been broken by the Gestapo. By all accounts he was a successful agent, despite links with London being few and tenuous. In the absence of new agents arriving from England, Williams was forced to rely on acquaintances from his motor racing days, who were also active in the Resistance, notably Benoist.

In July 1943 Williams' network was infiltrated and he was taken by the Gestapo at Benoist's home. Benoist managed to avoid capture, only to be snatched in July 1944 and executed shortly after. Williams was interrogated by the Gestapo and then taken to the Sachsenhausen concentration camp near Berlin. In March 1945, just a few weeks before the end of the war, he was executed.

Like all the best true stories, the life of Williams exceeds anything the fiction writers could contrive. A great deal remains to be uncovered about his life, both as a racing driver and a special agent, but work is in hand to find out more. Indeed, a film of his life is being considered by a French company. This recognition of an extraordinary life may be coming a little late, but it would be good to find Britain more aware of one its most successful prewar racing drivers, a name to be reckoned alongside Segrave, Birkin and Seaman. Even if it wasn't his real name... M

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UP AGAINST WORKS RALLYCARS, THREE BRITS CHOSE A ROLLS-ROYCE. GORDON CRUICKSHANK RECALLS THE 1970 WORLD CUP RALLY TO MEXICO



Competition successes involving Rolls-Royce motor-cars are reasonably sparse. They do include a Grand Prix win (the 1913 Spanish Touring Car GP), and there were the famous Alpine achievements after WWI. I have even seen a Silver Shadow contesting a saloon car race in Germany. But as a rally car, a Rolls makes a good limousine. It also makes for terrific publicity.

The death two months ago aged 76 of 'Bill' Bengry (he was really Alfred, but inherited Bill from his grandfather) meant a lot to anyone in British rallying. RAC National Champion in 1960 and 1961; inaugural winner of the *Motoring News* rally championship, stalwart road rally contestant in his VW Beetle, and works Rover driver, Bengry's name figured in rally circles from 1951 right up to 1988 and the early days of the historic rally movement, when he contested the 1988 Pirelli Classic Marathon across Europe. Anyone who competed in the great days of road rallying will have started at least one overnight event under the glaring lights of his Leominster Car Auctions business, and he passed his endless enthusiasm to his son Theo, also a *Motoring News* champion.

But Bengry's most remembered feat combines heroism and daftness in a thoroughly British way. He prepared and drove a Rolls-Royce Silver Shadow in the longest, toughest rally ever.

The *Daily Express* World Cup Rally between London and Mexico was designed as an adventure to boost (and benefit from) football's 1970 World Cup. Covering16,000 miles in 16 days, across 25 countries, it aimed to connect Wembley, the home of English football, with its Mexican counterpart, Aztec Stadium, Mexico City. At 10am on April 18, 1970, after Bobby Moore had cut a square of Wembley turf to be transported to Mexico, England Manager Sir Alf Ramsey waved a Union Jack to start 96 cars on the longest rally ever, to the cheering of a crowd of both football and rally fans. To cement the link, England football star Jimmy Greaves was handling the navigation for veteran rallyman Tony Fall. Up till then rallying was a specialist pursuit, only occasionally meriting notice beyond its own fans, but the London-Sydney rally of two years before had exposed the sport to a new scale of audience. That was why the big players such as Ford and British Leyland were banking on the likes of Paddy Hopkirk, Timo Makinen, Roger Clark, Rauno Altonen, and Andrew Cowan, winner of the London-Sydney, in lavishly modified saloon cars. This was, in theory, a competition for privateers, so even the professional crews were backed and entered by names not usually associated with the sport, but there was no shortage of expert input.

However, the nature of this one-off event was meant to appeal to the one-off contestant. All the big papers had entries, as had several magazines including *Woman* and *Autocar*; there was a BBC *Grandstand* team, several forces crews, works Moskvitch cars from the USSR, and backers as unlikely as Berry Magicoal, Annabel's club, and Power Gardening (Slough). As this was an endurance event above all, car choice ranged widely from the battleship Triumph 2.5 and the rapid Ford Escorts to a Trident Venturer and a GP beach buggy. Amongst this catholic assortment, a Rolls-Royce Silver Shadow begins to seem less bizarre; after all, comfort is one of the great aids to endurance.

Ray Richards was the wealthy boss of the Autobar vending company; he'd done all sorts of different things and wanted a challenge. Knowing that the Rolls-Royce was "the best car in the world", he thought he'd buy one and do the rally. But, according to David Skeffington, the third crew member and Bengry's long-time co-driver, he thought it would be a touring event; that "someone would drop a flag in London and you would find your own way there – a tour with a few gin-and-tonics on the way. When he approached the organisers with this idea, they suggested they should put him in touch with someone who knew a bit about rallying". Bengry and Skeffington had the right experience with big heavy cars as a works Rover crew, while Bengry was the last person to be awarded a Gold ➠

main photograph by Hugh Bishop


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A SHADOW ON THE MOUNTAINS

Cup on the gruelling Liège Rally by finishing in 1962, '63 and '64, and had contested the 1962 Safari. More important, he had been on the London-to-Sydney marathon, breaking his GT Cortina's rear axle on the final leg. The duo eagerly agreed to prepare and run the Shadow.

The first snag was that Rolls-Royce did not want to know. Competition aspirations had long been absent from Crewe's agenda, and a Silver Shadow was unlikely to show up particularly well on a rough-roads rally against specially built works rally cars. Richards had bought his car from Meades of Maidstone, and when Rolls-Royce found out, according to Skeffington, they more or less told Meades that if they equipped the car with any non-standard parts, they'd lose their dealership. Nevertheless Meads did help within this restriction, fitting the more substantial 'colonial' suspension and reducing the compression ratio to cope with poor fuel.

Bengry and Skeffington then began the next phase, removing the emissions equipment from the US-specification car as well as the self-levelling suspension units and the air-conditioning. Then they committed the crime most likely to aggravate Crewe: they cut vents in the bonnet and led new exhaust pipes up the windscreen pillars and over the roof. It was hideously ugly, but how better to preserve the bulky double exhaust of a thumping big V8 from the battering of rocky roads? If nothing else, it guaranteed Richards more press coverage than almost anything else in the rally.

That coverage began with *The Sunday Telegraph*, who wrote up the project the week before the rally started. On the Monday, David Skeffington got a call from one of the directors of Rolls-Royce. "We understand you're entering the London-Mexico rally." Skeffington concurred, thinking the worst. "Right," came the brisk response, "if you can get the car up to us, we'll check it out and do anything that needs doing."

No doubt smiling quietly, Bengry and Skeffington drove to Crewe, where Rolls-Royce engineers retuned it to take account of removing the de-tox kit, as well as sorting several other details. The Shadow crew returned home quietly pleased; but on the Friday there was another call from Rolls-Royce headquarters. "We feel we should alter the torque converter – it may not be too reliable on something like this." When Skeffington pointed out that they were due to start from Wembley the next day, there was only a brief pause. Then: "If you get it to our London showrooms today, we'll do the job overnight." And they did – a job which should have taken three or four days.

Not bad for a firm which officially wanted no connection with the affair. Nor was it Crewe's only silent contribution. People remember the Bengry Shadow going to Mexico, but there was another



Bengry (right) and Skeffington after carrying out the modifications



At Wembley amongst World Cup crowds, before Alf Ramsey drops the flag

Rolls-Royce entered too, by a father and his two sons from Kent, which was delayed in Austria when the starter motor burned out. Skeffington recalls what followed: "There were three chaps in an old Silver Cloud – I think they thought it would be a gentle ride as well. It had been reported in the papers that a Rolls-Royce starter-motor had failed, and when we got back to the control at Monza, after the trip down to Sophia and back up through Yugoslavia, there was a little man with a parcel in his hand. 'I've got your starter-motor' he says. Rolls-Royce had taken the trouble to fly a man down with the part in his baggage." He was directed towards the Cloud, which survived until after Rio.

That Monza control offered the first rest and sit-down meal in four days and 2800 miles. Cratered gravel roads along Serbian mountainsides to Sophia had been a foretaste of South American conditions, and while Mikkola in the lighter Escort, taking the gamble of two instead of three men on board, was leading the solider Triumphs, he in turn was trailing two of the DS Citroens, whose hydropneumatic suspension seemed to be easily swallowing the punishment.

The next drama for the Silver Shadow, and the wellspring of an enduring legend, came in Portugal. From Italy the route took in Monte Carlo territory before crossing the Pyrenees and striking off across the Iberian peninsula. While still 70 or 80 miles away from the Lisbon control, the Rolls came to a clanking halt. A rear wheel-bearing had disintegrated and the Hardy-Spicer joint had come out, letting the half-shaft flail uselessly and depriving the machine of all drive. After a brief discussion, Skeffington flagged down a passing Renault and headed off for the Portuguese capital, "going like a lunatic – much faster than we had been in the event." In Lisbon he found a Rolls-Royce agent ("or at least a very pompous Englishman whose job was to sell Rolls-Royces"), who replied, "I shouldn't think we've got something like that". The despondent co-driver's frustration was lightened when the garage owner arrived and took charge. After some rapid phone calls, he beckoned to Skeffington to climb into a Mercedes waiting outside.

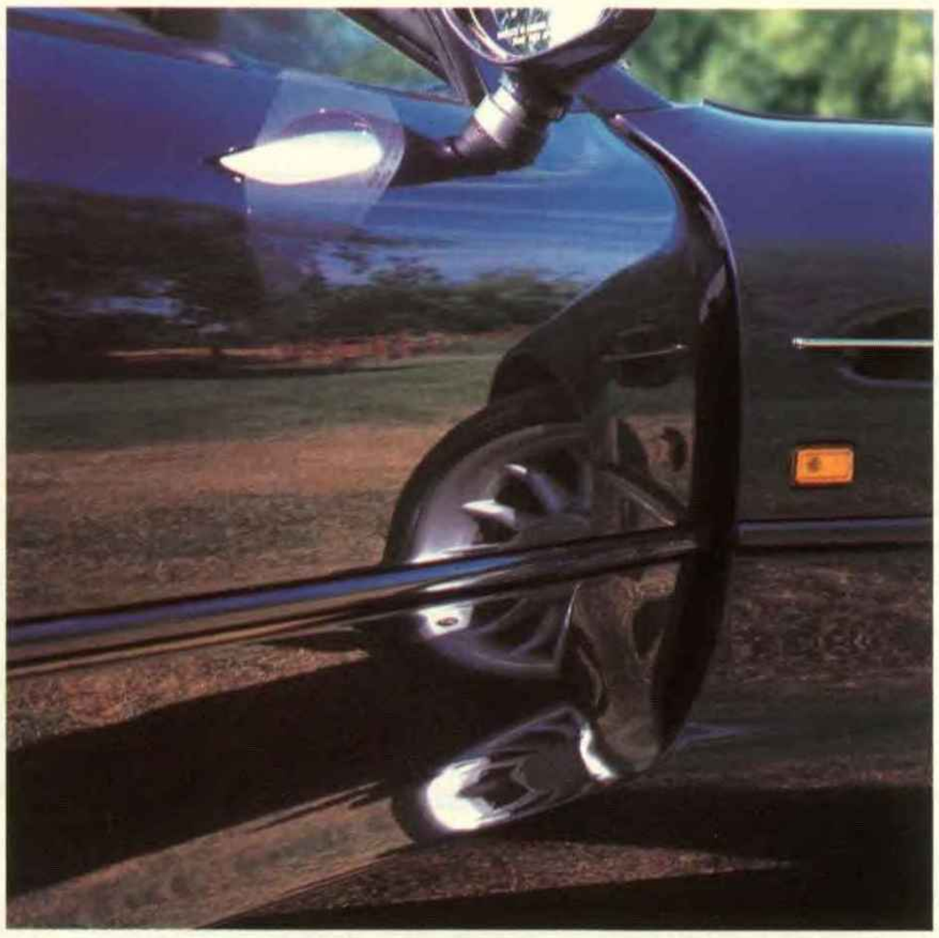
"We set off to another part of Lisbon where we found a brand-new Silver Shadow, with a chauffeur standing alongside. The garage owner swapped the Mercedes for the Rolls, rushed back to the shop, and took off the hub and shaft. He asked if I could guarantee they would get a replacement, and I said yes. So we went off in another Merc with a mechanic. We'd only got about 40 miles, and lo and behold, there's Bill. I thought, how the bloody hell can he have got here, with no drive?"

Now if there's one element of Bengry's make-up which associates constantly bring up, it is his ability to invent a solution to a broken motor car, not because he was worried about winning but because getting moving again was the challenge which inspired him. Skeffington again: "He was such a wonderful character; he thought to himself, 'If I block one side of the diff, all the drive will go to the other'. So he found a bit of wood in the ditch and forced it into the joint to stop it going round, making the other wheel go round twice as fast. He got almost 40 miles before he met a traffic jam, and he broke the piece of wood trying to restart up the hill. He was even more frustrated. But he was the type of man who would do anything which would keep you going, quite apart from being able to tune a car and prepare it beautifully."

With this flash of ingenuity, and the luck and generosity which produced a Silver Shadow to cannibalise, the Rolls-Royce trio were able to line their car up with 70 others at Lisbon docks ready for the 10-day boat trip to Rio de Janiero.

Rio to Mexico City might not look so far on a map, but the World Cup Rally took no short-cuts. The route led south to Uruguay and Argentina before crossing the continent to head northwards along the Andes, and on these tough, wild stages the leaderboard changed abruptly. First Roger Clark, fastest of the Escorts, hit a lorry; then René Trautmann, leading the rally, rolled his Citroën out of the event. Mikkola and Gunnar Palm took a lead for Ford which they would maintain to the finish. But Ray Richards' flying limousine had ➤➤









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developed a serious problem. David Skeffington outlines their worries: "We knew there was something else wrong with the back end, that the sub-assembly holding the diff was all cracked. We got down to Rio and changed that, but after about a day we stopped again – this time the assembly that holds the whole rear suspension had broken. We were then officially out of the event, because we couldn't keep up. We put it into a garage in Canela in southern Brazil and looked underneath, and it was in four pieces. Well, Bill set to to weld it, and he lined it all up using a length of string. Comical when you think about it; we would tack it, check it, pull it right, weld again, check it..."

Given that this subframe located all the rear suspension pivot points, it was a remarkable thing to tackle in a dusty back-street garage. But Bengry's sharp eye and skilled hands soon had the wheels pointing in the correct direction, and the frustrated crew decided that while they might be out, they didn't have to go home. "We cut across the top of Argentina and re-joined the route in Bolivia, in front of the rally. Everyone was saying, 'Oh, you're the leader!' because we were actually the first car in by 24 hours. We motored on, fairly quickly, acting as a sort of sweeper, and got into Mexico with Bill's repaired sub-assembly which lasted perfectly."



The writing is on the wall for the ultimate destination of this Shadow...



Pre-rally testing in Wales: roof-mounted exhausts were wise precaution

The phrase 'sweeper' falls a little short of describing Bengry's activities, which became more like a rolling service station as they traversed Peru, Bolivia and Panama. When the Rolls came across anyone with a problem, he would hop out, and like as not solve it. It was, says Skeffington, "one of his downfalls – if anyone was in trouble he would always stop to check they were alright. I used to cuss him sometimes: 'Bill – we haven't got time!'. But he would always want to check. At the start of an event people would be saying, 'Bill, come and have a look at this,' and he'd have his head under their bonnet instead of being in our car."

Amongst those he rescued on the last legs of the Mexico event were the three-man crew of a Morris 1800, stranded high in the Andes with a flapping rear suspension arm due to a broken bolt. Bengry tapped out the broken part with a tommy-bar, and then, deciding that the bar itself would make a fine substitute, welded it in place. It held for 400km over a competitive high-speed *prime* section.

Richards' silver-grey luxury saloon thus made it to Aztec Stadium, where winners Mikkola and Palm received the plaudits of the crowd, the press, and Ford, who efficiently borrowed the 'Mexico' tag for a sporting Escort variant. Built for luxury, the Shadow's single strongest element was probably Bengry himself, and he has been quoted as calling it his least favourite rallycar; but Skeffington recalls it fondly. "You really could motor it and it sat on the road very well. But we had entirely the wrong tyres – we used Dunlop 'Town and Country', which chunked badly. The tread was falling off because we were doing 100mph and they were rated for 50. We got very low on tyres, though we didn't run out. There were supposed to be fresh tyres delivered up in the Andes, but hearing we were out, they didn't send them."

Tyres weren't the only worry. "We were completely out of brakes most of the time. We just pushed it into '3' or '2' and we got through, but it was pretty hairy with two tons of motor car going down steep mountain passes. We had put harder pards in, but the brake fluid kept boiling. It would run all right for 100 miles and then go off again. The sad thing was that when we got back, Rolls-Royce said, 'Oh, we know about the problem, we could have cured that'." Nor were they surprised by the problem with the diff sub-assembly. "Oh yes, we've had lots of trouble with that. If we'd had more time we could have sorted that too."

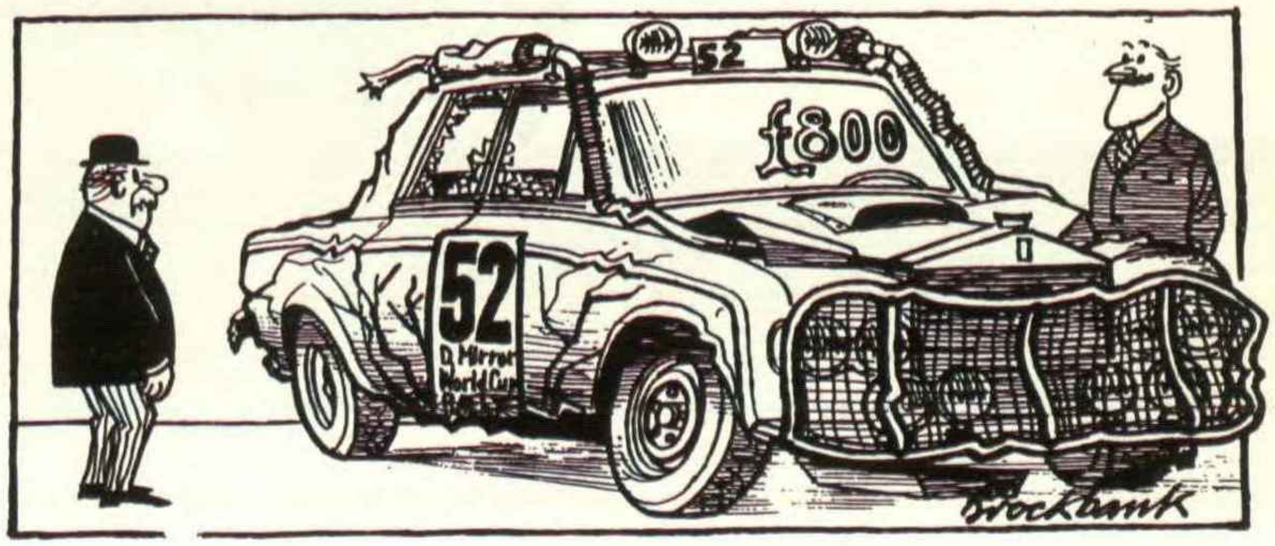
So just how did Bengry and Skeffington feel when first presented with the Silver Shadow proposal? "We both thought it had potential, with enough work. Of course it wasn't a rally car, but the power was there, which would help it go to 17,000ft. The sad thing is that if Rolls-Royce had helped earlier we could have finished well. But the hub problem didn't surprise Bill. He looked at it beforehand and said 'there's no grease nipple'." Crewe's policy was that the hubs merely needed repacking at 50-60,000 miles, but then they weren't bargaining for endurance rallying. And to be fair, smiles Skeffington, "the car wasn't quite new – it had done about 3000 miles".

And if the rear suspension hadn't broken? "If we hadn't made that short-cut we would have been in trouble anyway. The head-gasket blew towards the end, and the front suspension was starting to crack, though I think that was after the rear suspension went and you couldn't steer it, so we may have hit a few things."

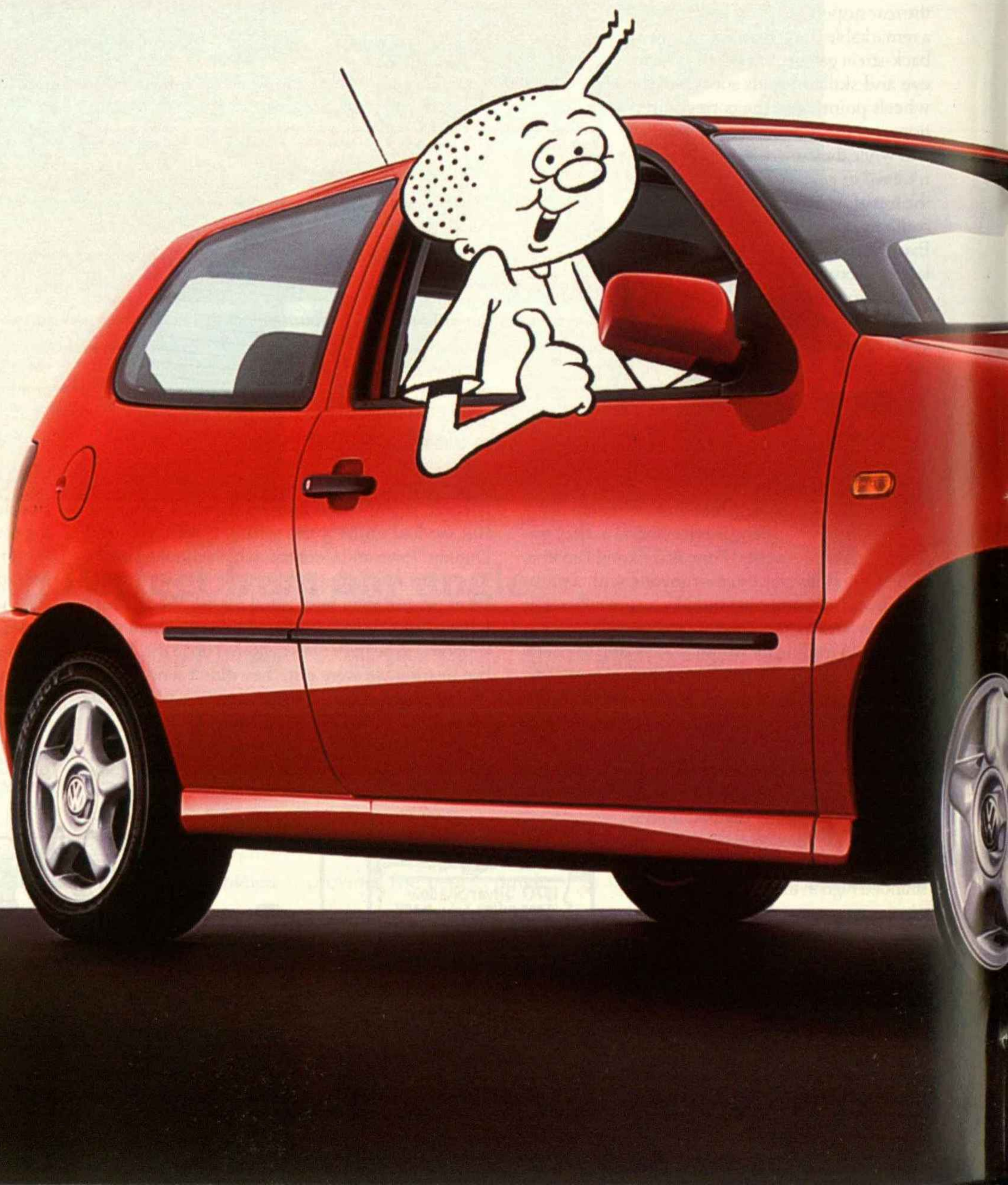
The World Cup Rally was, says Skeffington, "The last big event Bill did, and he often talked about it." But Bengry latterly brought out his trusty VW for the early historic rallies, and came out of retirement for one more long-distance hike, that Pirelli Marathon. He was then 67, and took 88-year old Ralph Stokes as navigator in his Cortina. I was competing too, and my memories of him mainly feature Bill head down under someone else's bonnet with the anxious crew standing by. His long-time rally partner David Skeffington has no reservations: "He was a great man. I never felt scared with him, and he actually drove better on the rough. There's no-one like him today." M

MAJOR UPSETT





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





Polo 16v

Jet junkie

FOR '60S SPEED KING ART ARFONS, THE LURE OF THE BONNEVILLE FLATS WILL NEVER WANE. DAVID TREMAYNE ON THE 'JUNKYARD GENIUS OF THE JET-SET'

WHEN CRAIG BREEDLOVE AND ANDY GREEN WAGE their supersonic duel later this year, a 71-year-old speed king will, at least in spirit, be riding with them, reliving his own glory days of the '60s.

Arthur Eugene Arfons became hooked on drag racing in 1954 and his Green Monster cars became part of the sport's folklore. The son of a chicken-feed farmer from Akron, Ohio, Art was a muscular, charismatic six-footer with movie star white teeth set in a broad tanned face whose flat planes and high cheekbones bore testimony to Greek and Cherokee Indian ancestry. The world came to know this 'junkyard genius of the jet-set' when he shattered the land speed record in October 1964.

While rival Breedlove's Spirit of America cost $250,000 – well beyond Art's means – the Green Monster owed everything to a genius for improvisation. Arfons welded the spaceframe chassis with sidekick Ed Snyder and sat it on a '37 Lincoln axle up front, a Ford truck axle at the rear, steering via a pre-war Packard system. For $32 he built a forming machine and hand-built the body for only $1000. For $3 he rigged up a shotgun to fire the braking parachutes. Excluding the forged aluminium wheels and rubber tyres contributed by Firestone, the Monster cost Arfons a mere $10,000.

For years rumour said he acquired the engine – a damaged General Electric J79 from the F-104 fighter – for $5000, but Arfons recently put that right. "I picked it up in Miami for $625 with FOD damage on the label. When I got it home I called GE and asked for a manual but they wouldn't let me have one. Next day a colonel from the military stopped by and said: 'That's a classified engine, you're not allowed to have it.' I said: 'Well, here's my piece of paper. I bought it because you guys threw it away.'

"A friend worked at Wright Patton and he got me the tool I needed to fix it. I can make most of the stuff I need, but this was real special. He would sign it out and drop it by the fence to me. I'd then use it during the day and have to get it back to him so he could sign it back at the end of his shift.

"I took that engine to pieces and found that the blades were all damaged, so I just removed every third one. Never did balance the thing. I just put it back together that way and it ran fine. It had all the power I needed. It shoulda' had an air start but I couldn't run to that. I just hitched up a Buick with

David Tremayne

Richard Noble



Above: there was nothing very subtle or sophisticated about the Green Monster of the 1960s, but it was undeniably effective. Arfons built the car for around $10,000, which included the cost of a damaged F-104 jet fighter engine. Left: the tiny 1989/90 Monster eschewed the power-is-all philosophy of the earlier machines

a driveshaft to the front of the engine and spun it over real well. Then I let the fuel in and hit the hot streak and away it went.

"The first time we tied it down and ran it, we dried up a small creek out back of the 'shop in Pickle Road, and it was blowing boulders away! One time, a guy came after me with a 45! Another time a neighbour said, 'Every time you fire up that god-dam thing it loosens the tiles in my roof.' I said 'What do you want me to do about it?' People round here been trying to get me out for a while, but I was here long before any of them. I got a ruling says I was here long before they zoned the place!"

At Bonneville on October 2, 1964, Tom Green piloted the jet-powered Wingfoot Express, owned by Art's step-brother Walt, past Donald ➳

JET JUNKIE

Campbell's wheel-driven Bluebird and Breedlove's jet Spirit to establish a record 413.20mph. Three days later, Art donned his trademark black leather jacket and Navy-surplus trousers and obliterated that with an easy 434.02. For many years the two brothers had been estranged after falling out for reasons neither has ever disclosed. Even today, they still don't talk. That week in Bonneville certainly can't have helped.

Over the ensuing months Arfons and Breedlove played a chilling game of high-speed Russian Roulette. Later in 1964 Breedlove achieved 468.72 and then 526.28 before Art replied with 536.71, but in 1965 Breedlove hit back with 555.48 before Art reasserted himself with 575.55. It was Breedlove though, who had the final answer for the season at an incredible 600.60mph.

Neither had any illusions about the dangers of their calling. "One time at Bonneville, Firestone was making a movie about me. They wanted me to walk over to the wreckage of Glenn Leasher's car from 1962 and sort of look at it. I said: 'Okay, I'll do it tonight.' They said: 'No, you'll do it now. Maybe you won't be coming back tonight.' "

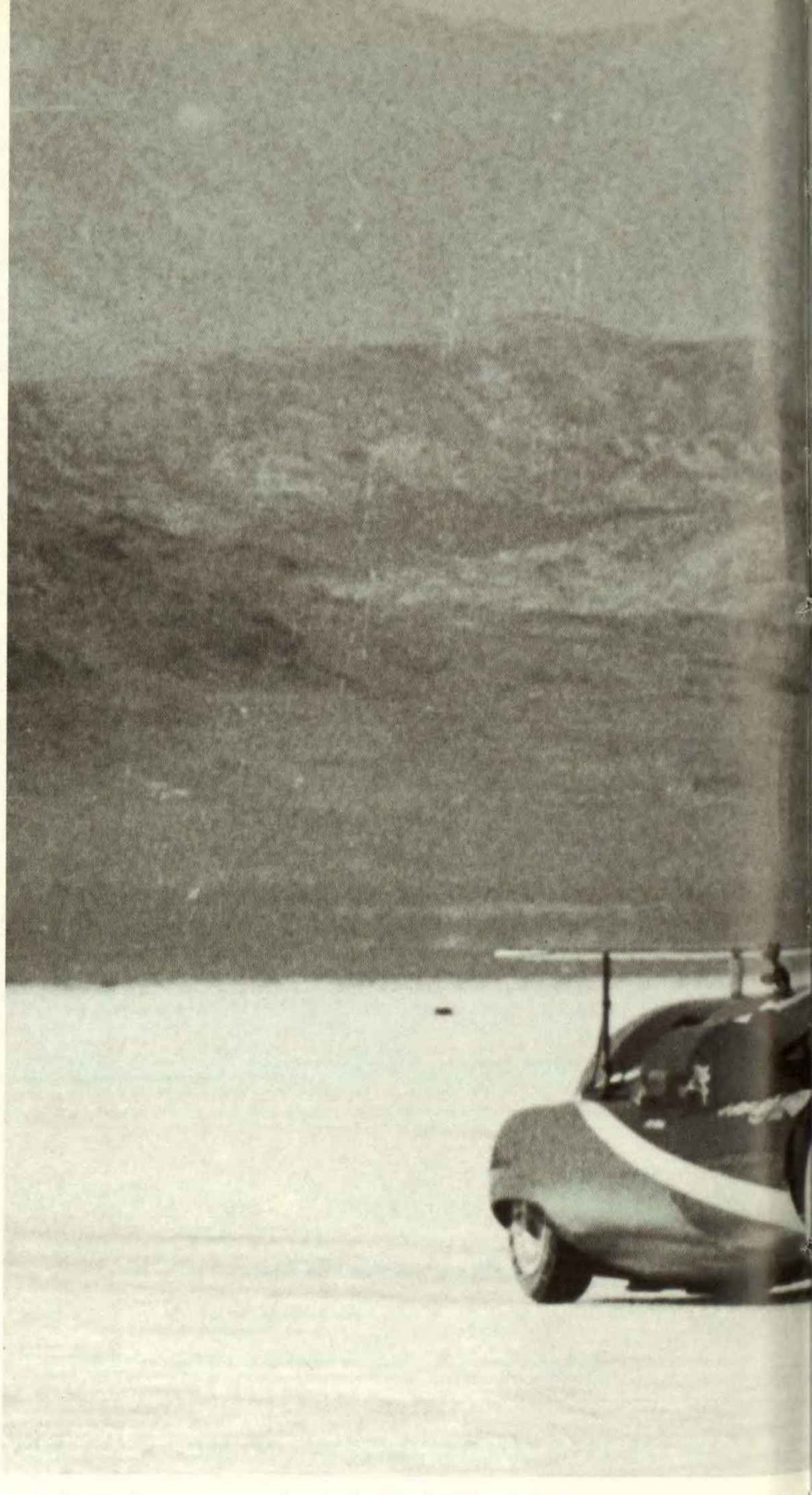
On November 17, 1966, Arfons very nearly did not come back when his attempt to beat Breedlove's 600mph mark went horribly wrong. The night before the run, movie helicopter pilot Bob Hosking had a nightmare in which the Monster crashed and threw up a wheel through his chopper's blades. Next dawn Arfons sped down the long black line, hitting 585.366mph through the mile and 589.597 through the kilo, accelerating hard as he cleared them. While peaking at 610, incredibly, the premonition came true. Suddenly the right front wheel bearing seized, pitching the car into a sickening series of rolls that scattered it over four-and-a-half miles of salt. As the Monster exploded, a wheel really did rip off and fly as high as the helicopter. Mercifully, it missed the blades.

Unbelievably, Arfons was still alive when fearful rescuers reached the shattered hulk, the Monster repaying all his loving hours of construction work. "I think I'm all right," he told them. "Call June and tell her I'm okay. She didn't want me to go fast."

Like Campbell before him, he joked in the ambulance: "Don't drive this thing too fast, we don't want to have an accident." Salt packed under the lids made his eyes "sting like the Devil" and his face was raw, but that old leather jacket had saved the rest of him and he simply walked away from the world's fastest land accident. To avoid scaring his wife June he took cotton pads off his eyes on the plane home to Akron. By the time he arrived he was already envisaging a supersonic version of Green Monster...

When the rebuilt car later crashed at a drag meeting killing its passenger, a Texan reporter, Arfons switched to tractor-pulling until the lure of Bonneville again proved too much. "I never sleep the night before I drive," he confessed to AP's Oscar Fraley, before making a frank disclosure of his true feelings: "You think about everything that might happen. But I worry most about the other man inside me and what he'll do when he gets in the car. I know then that fear and caution leave him.

"It's the other me, climbing into that car; they tell me I'm white as a ghost. But then the motor





Popperfoto

The ever-resourceful Arfons rigged up a $3 shotgun to fire the Green Monster's braking parachutes. The ever-innovative Right: 1962-vintage 'Cyclops' Green Monster was rather crudely adapted for an attempt on the water speed record in 1967. Water got in the engine and Arfon decided to stick to dry land afterwards

starts: it's a Jekyll and Hyde thing. The power becomes music to me and I'm in another world. Only after that does the fear crawl in again, like fog.

"When I'm at Bonneville I can't wait to get away. But once I'm away, I can't wait to get back." In 1989 he did go back, with a tiny 5000lb car – Green Monster No 27 – that ran on solid aluminium wheels and reversed his power-is-all philosophy of the '60s. Age 63, he rolled it at low speed and, when he returned in 1990, he told current fast man Richard Noble: "I just can't steer the damn thing." It seemed he was retiring for good this time but, as late as 1995, when visiting Noble in England, he admitted: "Maybe I'll go back for one last shot. They said I was retiring before, but I never said that."

He shot a nervous look at June as he said this.



'The power becomes music to me and I'm in another world. Only after that does the fear crawl in again'

Clearly they are a close couple, after 47 years together, and he turned down the chance the next day to see Cobb's Railton in Birmingham so she could go shopping in London. Even today, she has never seen him race on the salt. "After I saw what happened to Leasher, I never let the family come when I raced. But maybe I'll go just one more time..."

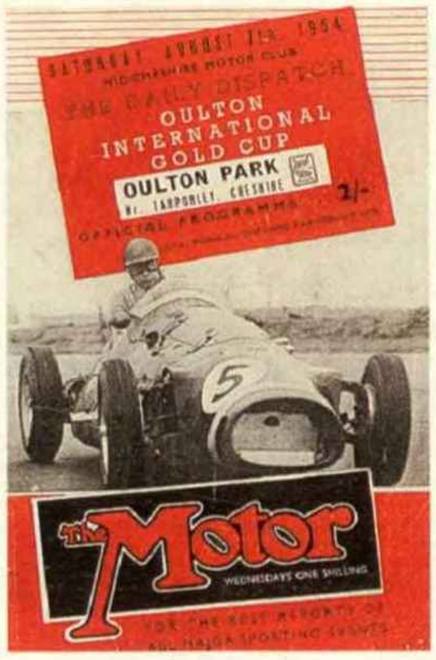
The tone was wistful, one of the record breaking world's true greats torn not just between family, the passing of time and restless ambition, but between two very different women. June figured it was time her husband started acting his age and concentrated on sightseeing. But still that old siren calls. "Bonneville," Art Arfons said thoughtfully, "is like a woman you keep quarrelling with but can't stay away from." M

OULTON PARK HAS HAD A CHEQUERED HISTORY SINCE IT WAS BUILT BY ENTHUSIASTS IN 1953. FOR BILL BODDY, IT HOLDS MANY MEMORIES

◆◆◆◆◆◆

ALTHOUGH BY THE 1950S BRITAIN WAS ENDOWED with a number of very good motor racing circuits to compensate for the criminal loss of Brooklands, – for example, Silverstone, Donington Park, Goodwood, and the tight little Crystal Palace course – the keen members of the Mid-Cheshire Car Club decided in 1953 to create one of their own at Oulton Park, near Tarporley in Cheshire.

It became a very well known and liked venue, and the scene of fixtures contested by the top drivers, as well as being well suited to all manner of vintage and historic cars. This year it will host the RAC British Touring Car Championship on May 26 and the British F3 Championship on June 22, and the VSCC will hold its usual meeting there on June 28.



Oulton Park's origins as a race circuit go back to early 1953, when members of the Mid-Cheshire CC asked for volunteers to help clear the site and mark out the proposed course. MOTOR SPORT helped by publishing this appeal and work went ahead progressively so that, by August 8, the new track had been created, the lap distance then a sinuous 1.504 miles.

Oulton Park was the property of Sir Philip Gray-Egerton, Bt, and the Cheshire Car Circuit Ltd was formed to control events there. The course lay in delightful parkland and, as Chester was the closest large town, good attendances were expected. The Mid-Cheshire club knew it was inexperienced in running race meetings, so the British Automobile Racing Club started things going. I remember these early days because the Cheshire Car Circuit chairman Maurice Falkner invited me to sample the circuit in February 1954. By this time an extra loop was in hand to increase the lap distance to 2.23 miles and cut out the tricky corner called Range Turn, which was rather too close to that picturesque lake which is a landmark feature of Oulton Park.

The invitation was opportune because I had at last been able to prise a road-test Frazer Nash out of AFN Ltd. It was the 1951 prototype Targa Florio Turismo (AMC 2), with the 100hp Bristol engine, a car that had been the works hack, Aldington's demonstration car and then one of the press road-test fleet – if AFN ever had such a thing!

It was quite the right sort of motor car for the job and I had a good time meeting Mr Falkner (a noted Aston Martin driver who had competed with Reggie Tongue at Le Mans in 1934, with Tom Clarke in 1953 and in two Mille Miglias, etc) and driving around the circuit in the 'Nash, using all the road at Lodge Corner. The course went from the Paddock straight to the right-hand bend into the Cascades, then to Range Corner beside the lake and uphill through a fast left-hander to Druids, and then to the longest straight which led to Lodge Corner, a right-hand curve bringing drivers back to the Paddock straight.

As an aside, this was an enjoyable outing for me, but not for our photographer who, for domestic reasons, liked to get home as soon as possible after an assignment. On this occasion, having picked him up at my place in Hampshire, we drove to Derby to sample the V8 Harker Special, spending the night at a hotel in Chester. The next morning we went on to Hoylake to spy out an ancient Darracq and after lunch in Tarporley, presented ourselves at Oulton Park where a group of Mid-Cheshire CC personalities awaited us.

The photographer was hoping for a fast return home to London. But Mr Falkner kindly invited us to tea at his house, to which we followed him in his Armstrong Siddeley Sapphire. Here, his manservant asked us to remove our shoes, proffering slippers, which trapped us from an early departure into the foggy evening. It was thus necessary to spend another night in an hotel, The Crown at Stone.

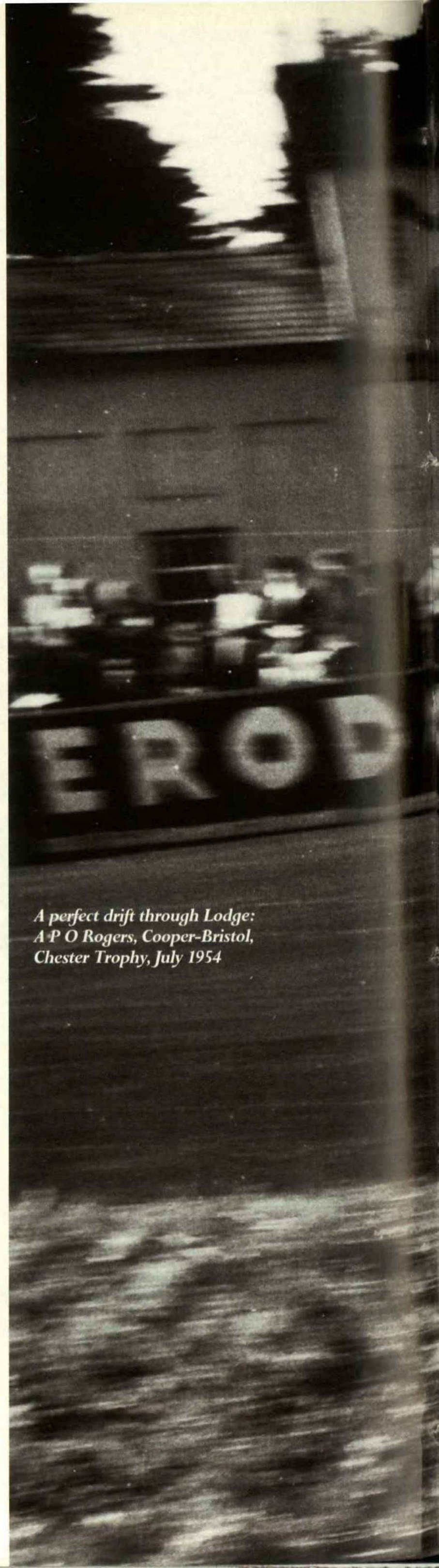
On Monday morning the cameraman had hoped to get home around lunch-time, but, as we were going through Wolverhampton, I decided to call at the Kieft factory to catch up on what they were doing. Eventually the Frazer Nash was pointed homewards after I had sent a wire to say I would be there for dinner.

Alas, after averaging 56mph over wet roads, I called at The Phoenix at Hartley Witney, where an enthusiastic motoring crowd, Jenks included, insisted they try the ➤

OULTON PARK – THE FIRST 10 YEARS : SOME RACE WINNERS

1954 Gold Cup	... ...	S MOSS *(Maserati)* ...	83.48mph
1955 Gold Cup	... ...	S MOSS *(Maserati)* ...	85.94mph
1956 Gold Cup	... ...	R SALVADORI *(Connaught)*	83.84mph
1957 Gold Cup	... ...	J BRABHAM *(Cooper)* ...	84.96mph
1958 Gold Cup	... ...	R SALVADORI *(Lotus)* ...	84.99mph
1959 Gold Cup	... ...	S MOSS *(Cooper)* ...	96.29mph
1960 Gold Cup	... ...	S MOSS *(Lotus)* ...	93.65mph
1960 Oulton Park Trophy		I IRELAND *(Lotus)* ...	91.11mph
1960 Redex Trophy	...	J CLARK *(Lotus-Ford)* ...	86.85mph
1961 Gold Cup	... ...	S MOSS *(Ferguson)* ...	88.83mph
1961 Oulton Park Trophy		G HILL *(Jaguar)* ...	83.22mph
1961 Redex Trophy	...	A MAGGS *(Cooper BMC)*	75.58mph
1961 Daily Mirror Trophy		A MARSH *(Lotus-Ford)*	85.64mph
1962 Gold Cup	... ...	J CLARK *(Lotus)* ...	97.70mph
1962 Oulton Park Trophy		M PARKES *(Jaguar)* ...	85.36mph
1963 Gold Cup	... ...	J CLARK *(Lotus)* ...	98.34mph
1963 Oulton Park Trophy		J CLARK *(Lotus)* ...	92.17mph

NB: speed comparisons should not be made, as formulae, circuits and distances differ



A perfect drift through Lodge: A P O Rogers, Cooper-Bristol, Chester Trophy, July 1954

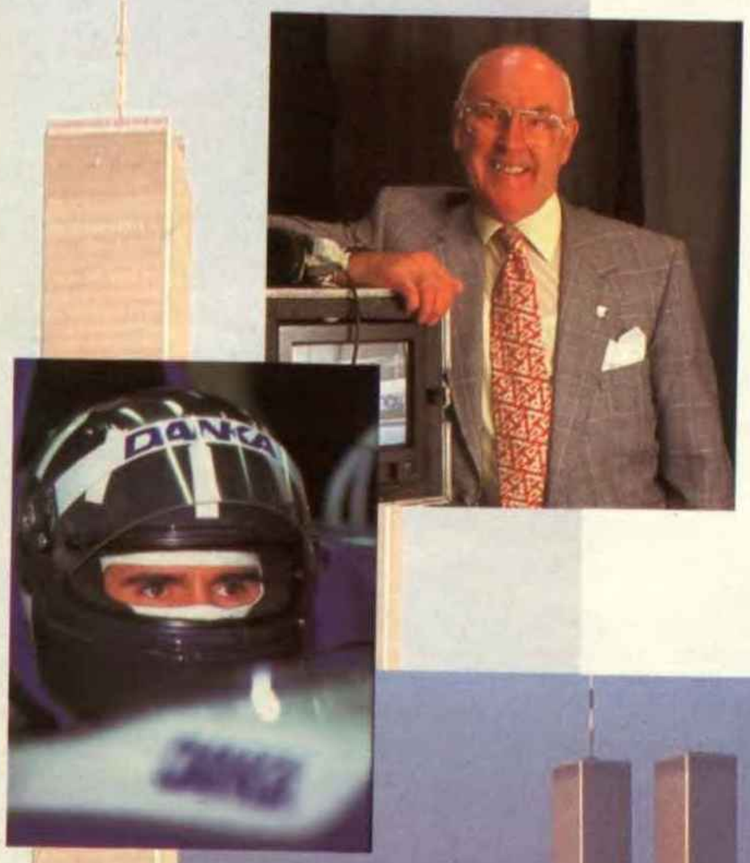
Park life

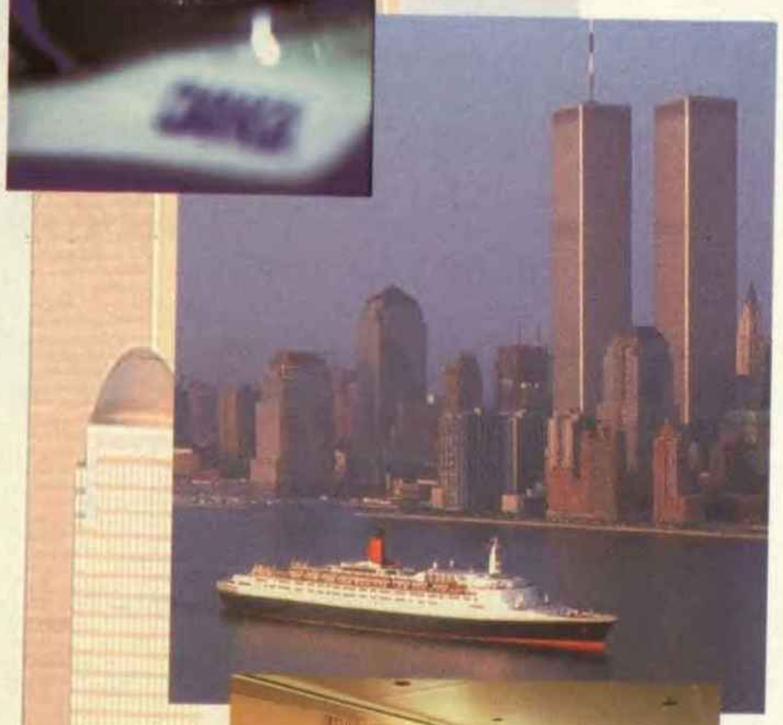
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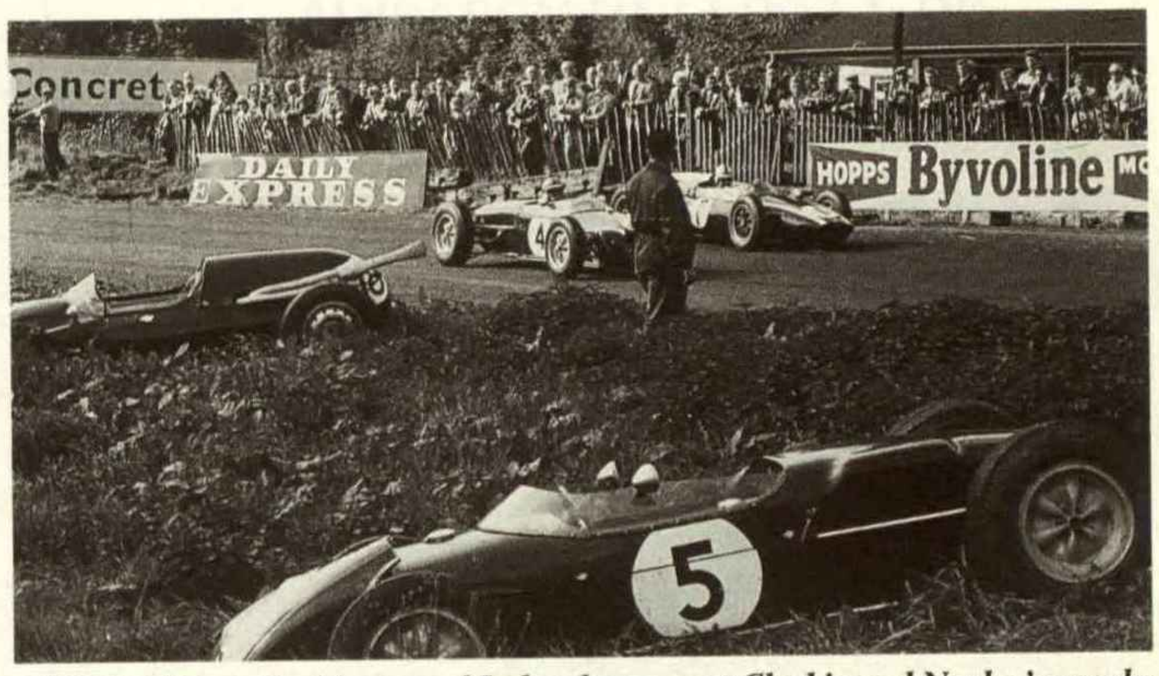
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Tony Brooks in a W125 follows Peter Collins in a W163 during a '58 demo



1960 Gold Cup: Brabham and Ireland race past Clark's and Naylor's wrecks



Empire Trophy '55: Ken Wharton's Aston DB3S nips past Sparken's Ferrari



1966: Denny Hulme leads the field in the dramatic Lola T70 Spider

'Nash 'up the road'. Much later I did rejoin the photographer with his car.

On another occasion, the chap came with me in a Ford Prefect to a 1953 750 MC trial. We intended to return by lunch-time but I was told I could compete, and it was tea-time when the trial ended. Back in Fleet, the man swallowed a scalding cup of tea and dashed to his car, a well-worn Type 34 FN-BMW. A jolly evening indoors merged into night when someone heard a faint clicking sound coming from the garden. It emanated from the chap's car which had a flat battery; he had been cranking it for hours. A push and he was away, to whatever domestic non-bliss might await him. Iwasn't surprised to hear that the poor chap had emigrated to Australia...

To revert to Oulton Park, it quickly became a major circuit and the accompanying list (page 60) of some of its earlier races shows the high calibre of cars and drivers it attracted. It was proposed to charge 4/- to 6/- (20-30p) entrance fee and spectators on foot were provided with six exits.

It was a lot less easy to leave in cars. I recall the delays as they emerged from parks on either side of the Paddock road and had then to negotiate a narrow Bailey Bridge over the track, although exits using the course helped to alleviate congestion after a well attended meeting.

I used to enjoy my drives to Oulton Park, on the A44 and A488 to Knighton, then over the hilly back-route via Clun with its packhorse bridge, to Shrewsbury, over Welsh Bridge and along beside the river, to take the interesting B5476 through Wem and Press and join the busy A41 to the outskirts of Whitchurch. Here it was right at the roundabout (where Jenks *would* insist that I should have gone straight on!) and over the fast road to Tarporley where some of the drivers stayed. Care here to find a right turn out of this little town, for the last fast bit to another right turn and the wooded roads to the track entrance.

The place had a splendidly spacious aspect, the Paddock a big grass field (where, on a VSCC day, Kenneth Neve's picnic, which rivalled Pomeroy's, would usually be taking place beside his Phantom Rolls-Royce which had towed the 1914 TT Humber). Another large field constituted the dispatch bay, cars leaving for the start and the clockwise lappery by the wooden pits, returning after a race by a gate at the end of the pits.

You could walk round the entire circuit and eat in a civilised restaurant, and often there were sandwiches for the press... The less said about the press box the better, however. It had a wall on the right without a window, which made the first corner from the start invisible, you could scarcely see the cars taking Old Hall and the pit roof obscured most of the starting grid. I write of the circuit in its earlier days, of course.

It was developed very quickly, the lap distance increased to 2.761 miles only a year after its opening, by August 7, 1954.

With such a 'driver's course' and good management, it is not surprising that, within the first four seasons, those of the calibre of Stirling Moss, Mike Hawthorn, Tony Brooks, Jim Clark, Jack Brabham, Graham Hill, Bruce McLaren, John Surtees, Innes Ireland, Reg Parnell, Roy Salvadori and other greats were competing there. Or that the Vintage Sports Car Club annually held its Richard Seaman Memorial Trophies Vintage and Historic meetings there from 1956, and where it was possible to see those improbable aero-engined giants, the 18.8-litre 350hp Sunbeam, the 21.7-litre Fiat Mephistopheles and the 24-litre Napier Railton driven remarkably well and courageously by, respectively, Lord Montagu of Beaulieu, Peter Gresham and the Hon Patrick Lindsay.

A leading annual fixture was the International Gold Cup race, stretching eventually over 202 miles, and run under various formulae, including the 2½-litre and 1½-litre F1 and sports car rulings. Also, the BRDC used Oulton Park for its British Empire Trophy race from 1954 to 1959. It is impossible to recall all these, but I remember the 1954 *Daily* ➤



Map courtesy of Martin Hadwen

In 1954 the course was increased to 2.23 miles with a southward loop, and then again eastwards around the lower lake

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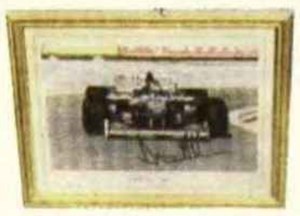
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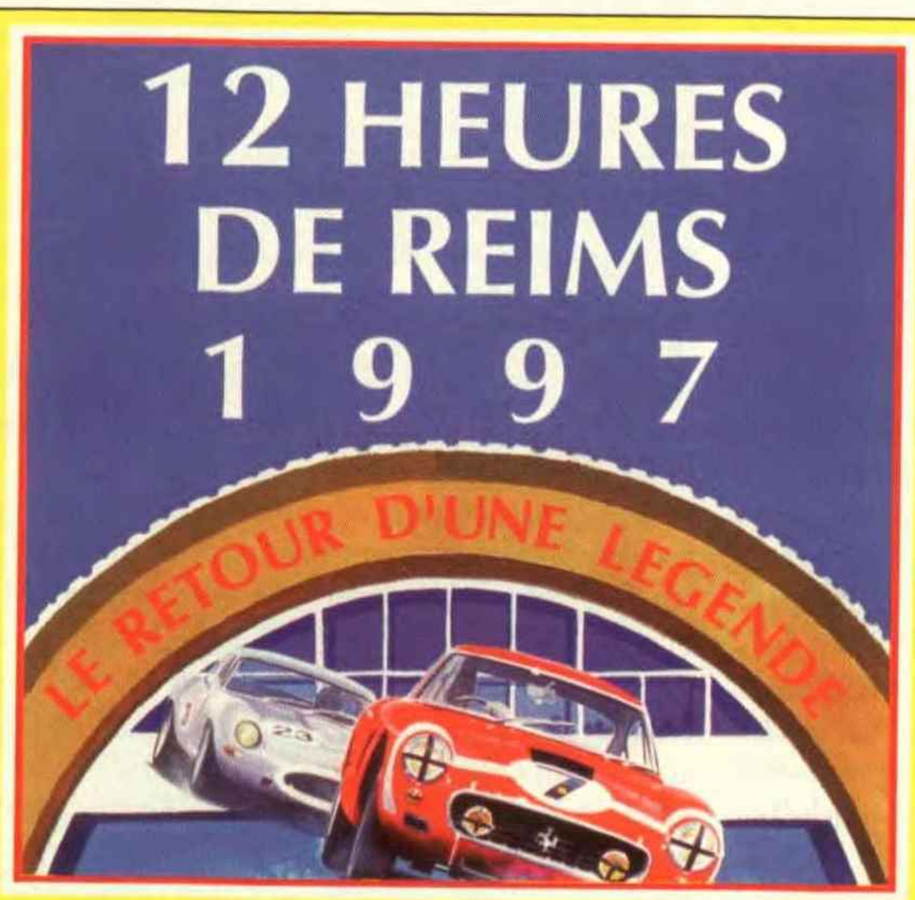
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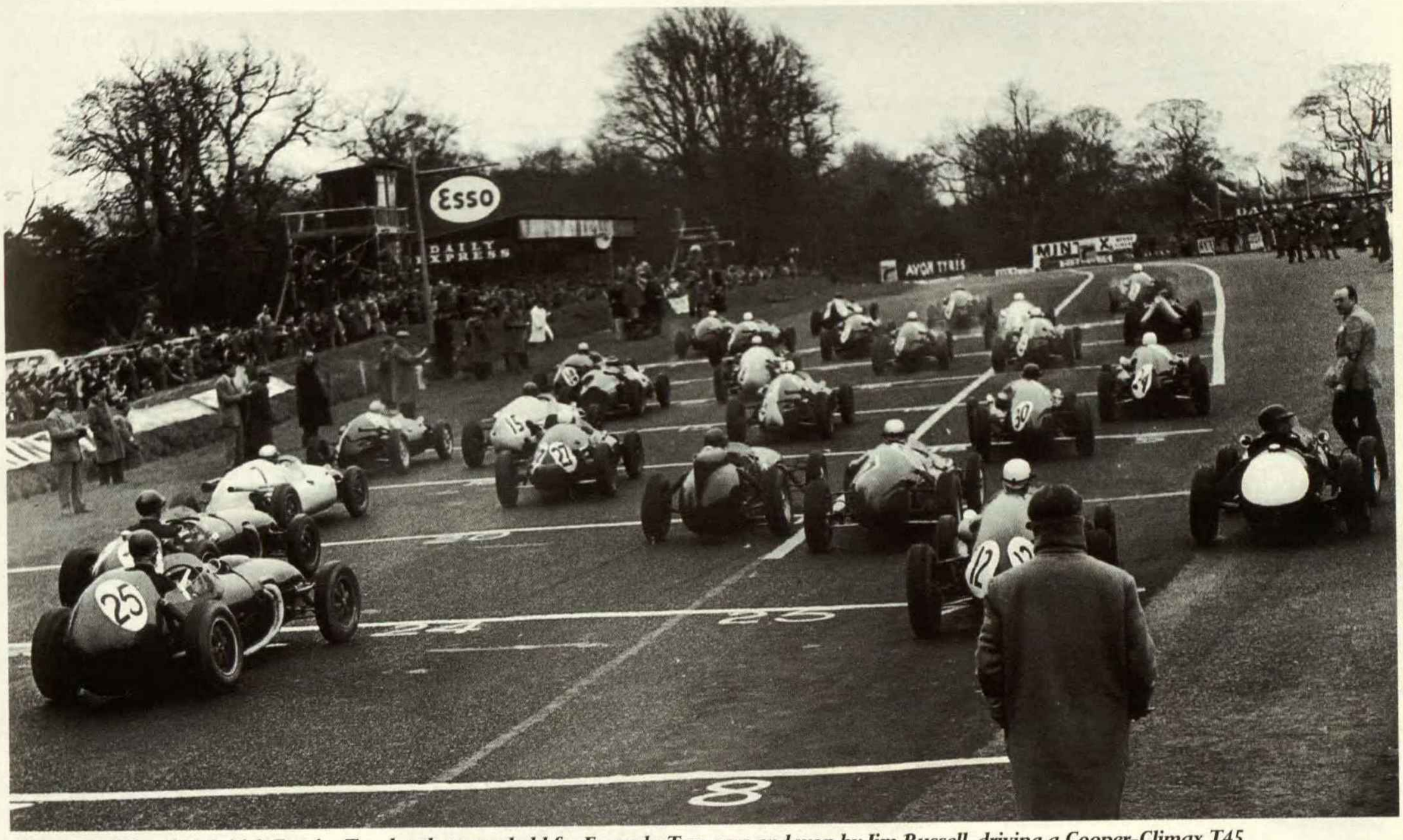
2401	C-type Jaguar 1951 LM winner
2402	D-type Jaguar 1955 LM winner
2403	D-type Jaguar 1957 LM winner
2404	Ferrari 375 Plus 1954 LM winner
2405	C-type Jaguar 1953 LM winner
2406	D-type Jaguar 1956 LM winner

Coming soon

2410	C-type Jaguar LM 1953 Belgian team
2411	C-type Jaguar LM 1954 Belgian team
2412	C-type Jaguar 1952 Seneca Cup winner - Fitch
2413	D-type Jaguar 1955 LM Briggs Cunningham (no. 9)
2414	Mercedes 300 SLR 1955 LM
2415	Mercedes 300 SLR 1955 MM (Moss - Jenks)

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The start of the 1959 British Empire Trophy, that year held for Formula Two cars and won by Jim Russell, driving a Cooper-Climax T45

How oulton park still thrives today



Oulton Park still hosts prestigious BTCC events...



...and front-line single-seater races...



...as well as VSCC historic meetings

Dispatch International Trophy Meeting when Stirling Moss, with the ex-Villoresi Maserati, won both the 100-mile Formula One and the 55-mile F2 races from Reg Parnell's Ferrari and Bob Gerard's Cooper-Bristol, setting the lap-record for the 2¾-mile course with the new 'Karussel' loop around the lake at an average speed of 85.4mph. To round this off, Moss also won the opening 25-mile F3 race from Jim Russell's Cooper "by miles", with Francis Beart's Cooper-Norton.

Another meeting I recall was the 1955 Gold Cup when Jenks and I were relieved to see in the Paddock the Lancia-Ferrari transporters; we were not convinced that these V8 pannier-tank cars would arrive because it would be their first appearance here. But arrive they did, with Mike Hawthorn and Eugenio Castellotti to drive them. With Stirling Moss and Luigi Musso in works Maseratis, two Vanwalls, two Connaughts and a four-cylinder BRM for Peter Collins, Oulton had really and truly arrived. Four red cars on the front row of the F1 grid!

The race was again sponsored by the *Daily Dispatch* – who says Fleet Street ignored motor racing? Moss was master, as usual, winning at 85.94mph this 54-lap F1 race from Hawthorn and Desmond Titterington's Vanwall, as well as lifting the lap record to 87.81mph. The onlookers also saw a so-called production saloon car race which Naylor's Porsche Super walked away with, leaving behind Tony Brooks in a DKW, a dice for the production sports cars in which a Morgan Plus-4 beat two AC Aces, and a Formula Three event which was won by Boshier-Jones' Cooper, from Colin Davis, son of the great Sammy Davis, in the Beart Cooper.

I remember concluding my report of this fine meeting by saying: "We came away from Oulton Park very impressed with the excellence of the circuit and the arrangements."

The above memories refer to Oulton Park in its early years, of course, not as it is today, when it continues to be a top British circuit.

Incidentally, fate got its revenge on me for the times I made our photographer late home when I later went to interview Mr Falkner. He suggested I should come to dinner, so I set off from Wales after tea, for Cheshire. Found the house, lurking at the end of a truly impressively long drive. Ring door-bell. Man-servant opens the door, and looks puzzled. "Is Mr Falkner expecting you sir?" Heart misses a beat as I consult my diary. Date OK. Am invited in and put in library with a caged and talkative minah bird for company. Being shy, I did not respond.

Time passes. Man comes in: "Mr F is very forgetful sir. He had a most important meeting last month and I laid out his evening clothes but he never came back."

Thus warned, and with the fog thickening, after an hour or more I got up to go. At that moment a key was heard in the door and man-servant's voice: "Mr Boddy is in the library, sir. He arrived some time ago. Dinner is not up to much now, sir." I stayed, got a most interesting interview and left in dense fog for the drive home... Oulton Park does indeed hold many memories. M

photography by Andrew Yeadon

THE XJR-6 WAS THE CAR THAT BROUGHT JAGUAR BACK INTO THE ENDURANCE SPORTSCAR WINNING CIRCLE, AFTER AN ABSENCE OF 30 YEARS. MARK HALES GETS BEHIND THE WHEEL

FIRST AMONG



SEQUELS

The Jaguar XJR-6 was the car that in 1986 defeated the long-established might of Porsche to give Jaguar its first International Sportscar racing victory since the 1957 Le Mans 24-hour race. And this blunt, squat machine is the very car that won the Kouros 1000km race at Silverstone 11 years ago, driven by Derek Warwick and Eddie Cheever. Although its successors would win the World Sports Prototype Championship three times for the TWR Jaguar team, racking up two wins at Le Mans in the process, this was the car that first placed Jaguar back in the winning groove. But how... What secret ingredient gave it the edge over Porsche, endurance racing's masters?

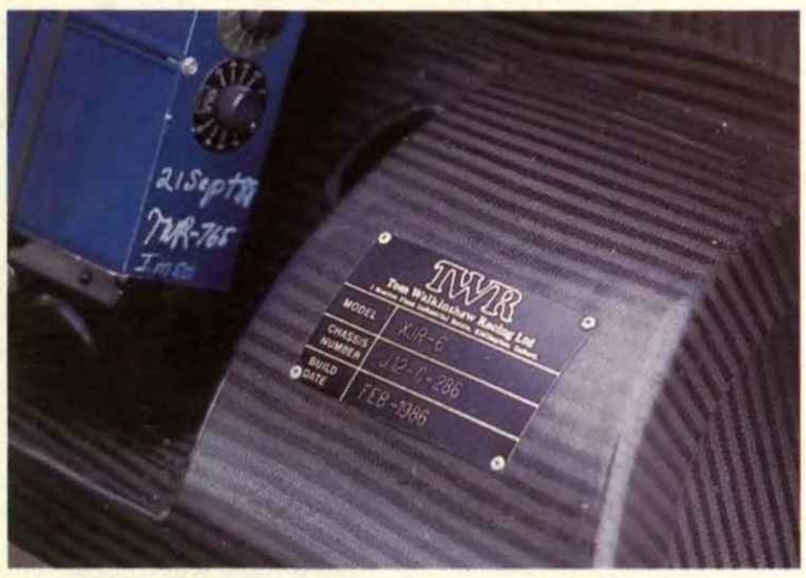
The XJR-6's all-enclosing bodywork with its distinctive rear spats give it the appearance of some space age suction craft. The droopy body has a multitude of wings, ducts and slots which guide air where it is needed to cool, to push down and to let the car slip along with less hindrance. But, no more or less than you'd find on the Porsche. It wasn't as if TWR and Jaguar had hit upon a new aerodynamic advance – like Colin Chapman did for his Lotus 78 and 79 Grand Prix cars – to give them the winning margin over Porsche.

The answer is not likely to be found in the engine department either, though it certainly has the power. The 6.0-litre V12 was developed from Jaguar's production 5.3-litre unit, with its internals revised and replaced to boost power output from 275 to more than 600bhp. Bigger, more powerful versions would follow, reaching their apogee with the 700bhp-plus 7.4 litre that powered Jaguar's 1991 Le Mans challengers, but even the 6.0 litre of the XJR-6 was the biggest engine of the 1986 season. It needed to be, because its production car origins were revealed in the fact that it was still a stock block with one cam per bank, and there were no turbos to boost the induction, unlike the smaller but more refined powerplants of the 956 and 962 Porsches.

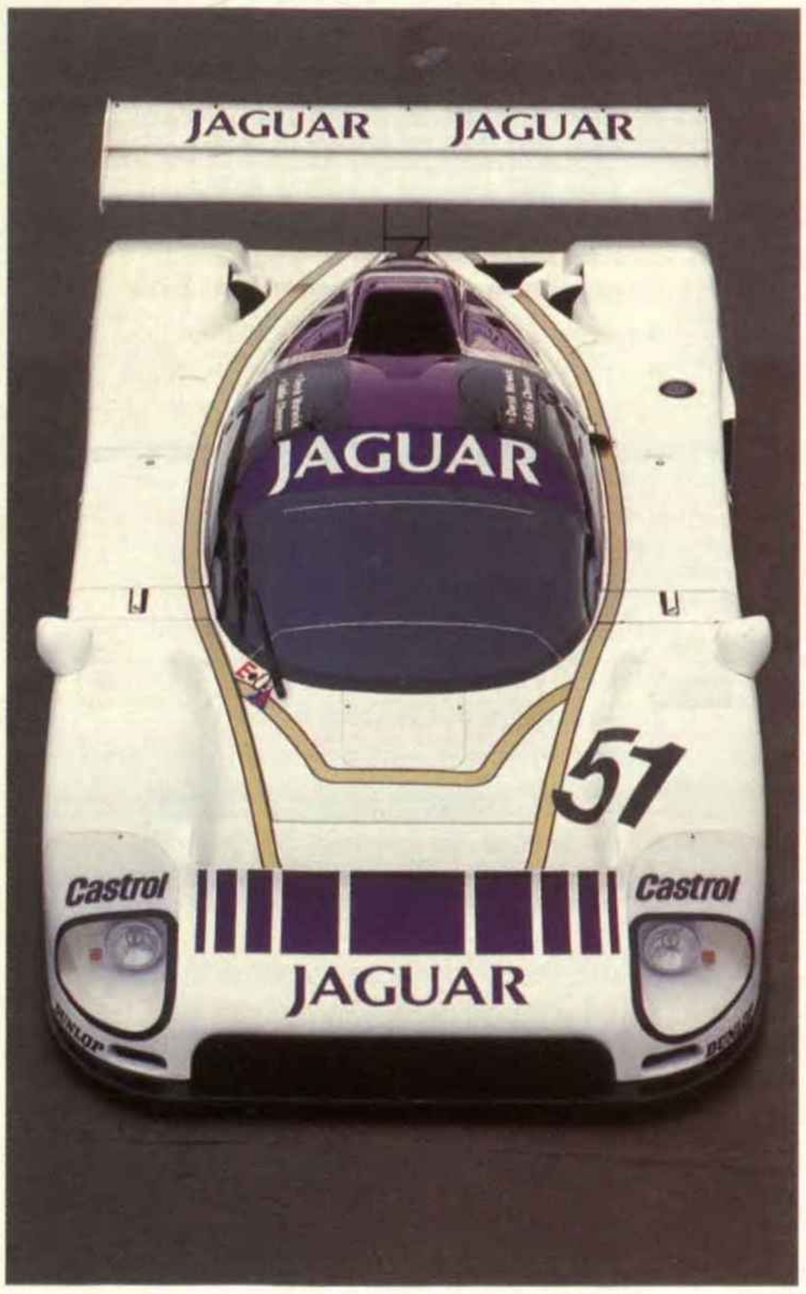
The front and rear body sections are held with just three pins each and two men can lift them off in seconds. Revealed, the V12 looks enormous, topped with a double row of huge injection trumpets and feeding an elaborate bunch of bananas exhaust. Everything under the rear body is suitably beefy to match, but the overall appearance is clean and simple and surprisingly devoid of pipes and wires. Huge beams locate the rear suspension and rockers half the width of the car operate springs which I notice are labelled 1800lb. This is at least 50 times greater than the toughest of road cars. Then you notice the huge rear air tunnels, as close to the rear wheels as possible and sweeping up either side of the gearbox casing at the car's centre. Each tunnel speeds the passage of air from under the car and creates a low pressure area beneath. The rear wing which is attached to the gearbox by a triangulated ➤



Surprisingly large steering wheel fits practically in your lap in tidily-trimmed cockpit



XJR-6 made its debut in 1985, but it wasn't until 1986 that it was developed into a race winner



Tony Southgate-designed body shape remained little changed for XJR-6's successors

lattice hewn from a solid chunk of exotic aircaft spec alloy, is bigger than the average Cessna's tailplane and adds yet more invisible weight to the 15in wide, 19in diameter rear Dunlop slicks. Side skirts stick out at the bottom of the car's slab sides to help keep the air underneath from spilling at the edge.

A huge flat splitter sticks out in front of the nose and runs the car's entire width, a few inches above the ground. So named because it splits the oncoming airflow, it directs enough underneath to feed the tunnels, and more upwards to the channel that runs up the car's snout, exhausting over the roof to help feed the engine intakes and the rear wing. I think of childhood experiments holding a hand against the airstream passing the family car's open window and begin to imagine how much sheer force will be at work here. Neatly articulated carbon fibre ducts move with the suspension and feed cooling air to the giant discs and calipers filling the magnesium front wheels. Pushrods disappear from girder-sized bottom wishbones up inside the carbon fibre chassis tub to rocker arms the thickness of your forearm. I can only imagine how tough the springs on the other end must be.

Now you begin to get some sense of the overall downforce this thing can create. The areas where air will flow, the wings and tunnels, are sure to bring pressure many times greater than a modern Grand Prix car can generate, because they are so much bigger.

Bodywork back on, the car looks smaller. There's not so much rear overhang as there is on a Porsche 962 and this helps the sawn-off appearance. Everything is beautifully machined and neatly fabricated. The doors shut with a satisfying click, hinging open and up like a Lamborghini's, but they need watching. The icy wind battering Silverstone slammed one shut with such force that it would have severed your hand. Clambering in is easy once you learn to stick legs across into the passenger space and lever the torso in with your hands on the roof. Then, simply slot backside into the firm bucket seat and drag the legs under the wheel. This is almost in your lap, and big by race car standards – about the size of an Escort's. There could only be one reason for that. Fighting all the downforce via 13 by 17 in front slicks must be a muscular task. A minimum of dials and switches confronts you – just the essential temperatures and pressures – with the all-important rev counter dead centre and visible through the wheel. Flick the three switches for ignition and fuel pumps and slide a fourth for the starter.

There are two surprises. The engine whirrs as only 12 pistons passing compression can, before gently crackling into action. It then settles into a spit-free smooth idle. Electronic engine management has certainly taught the modern racing engine some table manners. The second revelation is the thrumming you feel through the seat. A standard Jaguar V12 is one of the smoothest engines known to man and from outside, the two downward pointing unsilenced exhausts bellow forth a distinctive but smooth sounding rasp. From inside though, there's an odd tremor passing through the car – a harmonic that seems to bear no relation to the revs on the clock. You can't hear the exhaust above the induction and mechanical noise going on inches behind you, and it sounds and feels oddly as if the engine is turning at half the speed shown on the tacho. Prod the throttle and there's a real hint of the masses thrashing around inside.

The steering is, surprisingly, feather light. I remember the tyres are cold and still covered in residue from the car's last outing, and at this speed the downforce is barely pressing, but it's still a surprise. Gears too are easy and accurate. The stubby lever that leads to a gearbox way out behind the engine moves in a four-inch square, as far across as it does fore and aft, but provided you aim the lever in a general direction and don't try to direct it, the springs in the box find the slots for you. There's no synchro but no gnashing of teeth either and you wonder how gears so clicky and easy can handle 700 horses at one end and a gorilla on the other for 24 hours. Ratios are very long and an exploratory trip up through the sequence to fifth almost stalls the engine. Must have the Le Mans gears in, so I probably won't need top. Clutch is light as well.

Must get the tyres clean and warm before I do anything lively. Gently extend the right foot in second gear. The rev counter flicks round together with the thrum in the bum. The tail snakes viciously. Same in third, and in fourth. Careful now. Especially as the front end is darty and nervous. The tiniest movement and the car feels as if it has stepped bodily sideways rather than obeyed a command to turn. It's totally unnerving. How can I go fast enough to heat the tyres on this freezing day without crashing in the process? Into the newly smoothed complex at what feels like walking pace. Ease the wheel right and... it swaps ends. Not viciously, but inevitably. Nothing I did with the wheel had any effect.

Must forget that it happened. A bootful in first has the car facing forwards just as easily, then it's off again. Accelerate as hard as I dare then brake. Squirt and slow, again and again. Ease into the corners, boot it right on the exit, let the wheels spin, heat the tyres. And thank goodness, as the laps pass, the tail gradually begins to settle, the nose becomes less neurotic, but there is still absolutely no information whatsoever from the wheel rim. It feels about as informative as you'd find on a 1970s Buick.

A quick stop to check wheel nuts, confirm that the tyres have scrubbed clean and check the pressures, and it's time to get going. Now, as I wind it up on the straight, not only do I need fifth, but I could probably do with a taller one. The car doesn't so much accelerate as gather speed in a relentless, long-legged fashion. There's no frenzied series of gearshifts to suit a narrow rev band, just an inexorable force ➤

Hales tries the Warwick/ Cheever cockpit for size. Getting in is easier than it looks

XJR-6 is tricky to handle at low speeds, giving the driver little or no feedback from the wheel

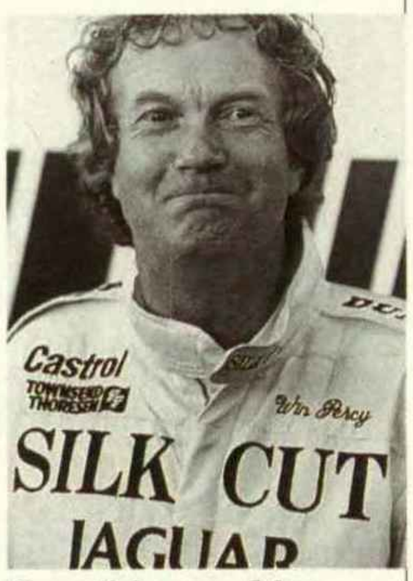
Car comes alive to the touch, once tyres are warmed up and the aerodynamics are doing their work

Lusty – and considerably sized – 6.0-litre V12 was derived from roadgoing XJS 5.3-litre unit, but belted out more than 600bhp

"WINSTON, YOU'RE NOT DRIVING THIS CAR... YOU'RE FLYING IT!"

SOME of the biggest names in motor sport during the mid-'80s drove the XJR series of of racing Jaguars. But only one man – Win Percy – can truly have been said to make them fly. Ten years on, he can still remember every vivid detail of his monumental crash on the Mulsanne Straight in an XJR-6 during the 1987 Le Mans 24-hour race.

"It was around 2am, and I was in the first lap of my shift. There had been an accident at Indianapolis on the other side of the circuit and I must have picked up some of the debris in my tyres, though I thought I had missed it. Later, some of the marshalls told me that they had noticed sparks coming from the rear of the car as I entered the Mulsanne Straight, a sign that one of the tyres was deflating.



Percy: living proof that XJR-6 was built to last

"Well, about 300 yards from the Mulsanne kink, the tyre exploded taking half the rear bodywork with it. The car just took off and bounced off the Armco barriers like a piece of confetti. At one stage I could see the tops of the trees lining the straight practically at eye level and I had time to say myself: 'Winston, you're not driving this car... You're flying it!' Eventually, it stopped barrel-rolling at 220mph and screamed down the track on its side, with my helmet being rubbed down by the road surface. I remember lifting my head out of the way as the car slowed down. The accident didn't finish until another 300 yards the other side of the kink, but once the car had stopped rolling I was becoming convinced I would step out alive."

In fact, Percy's most serious injury from this 240mph crash was a small bruise on his right knee. Not a bad testament to the strength of the TWR Jaguar XJR-6.





Jaguar XJR-6 steadily improved through the year, finishing 2nd at Spa (above), although it failed at Le Mans (left). Warwick and Cheever celebrate its first win at Silverstone (below)



TWR Jaguar's World Sports-Prototype Championship and Le Mans victories

Date	Event	Drivers	Car	Ave Speed mph
1986				
5 May	Silverstone 1000km	Warwick/Cheever	XJR-6	129.083
1987				
22 Mar	GP Fortuna (Jarama)	Lammers/Watson	XJR-8	92.269
29 Mar	Jerez 1000km	Cheever/Boesel	XJR-8	91.487
12 Apr	Monza 1000km	Lammers/Watson	XJR-8	123.085
10 May	Silverstone 1000km	Cheever/Boesel	XJR-8	123.421
26 July	Brands Hatch 1000km	Boesel/Nielsen	XJR-8	111.807
30 Aug	Nurburgring 1000km	Cheever/Boesel	XJR-8	105.145
13 Sep	Spa 1000km	Brundle/Dumfries/Boesel	XJR-8	101.974
27 Sep	Fuji 1000km	Lammers/Watson	XJR-8	109.478
1988				
13 Mar	Jarama 360km	Cheever/Brundle	XJR-9	92.180
10 Apr	Monza 1000km	Cheever/Brundle	XJR-9	128.012
8 May	Silverstone 1000km	Cheever/Brundle	XJR-9	128.639
11-12 Jun	Le Mans 24-hours	Dumfries/Wallace/Lammers	XJR-9LM	137.732
24 Jul	Brands Hatch 1000km	Nielsen/Brundle/Wallace	XJR-9	112.311
9 Oct	Fuji 1000km	Cheever/Brundle	XJR-9	113.755
1990				
20 May	Empire Trophy (Silverstone)	Brundle/Ferté	XJR-11	128.830
16-17 Jun	Le Mans 24hrs	Brundle/Nielson/Cobb	XJR-12	126.898
1991				
5 May	Trofeo Caracciola (Monza)	Brundle/Warwick	XJR-14	129.003
19 May	Empire Trophy (Silverstone)	Warwick/Fabi	XJR-14	122.037
18 Aug	ADAC Trophäe (Nürburgring)	Brabham/Warwick	XJR-14	111.950

sweeping you ever faster. The speed brings some welcome extra warmth to the Dunlops and while the steering is still not exactly talkative, it has gained a little weight.

I'm working myself up to take Abbey curve flat in fourth. I'm beginning to feel the force, the invisible hand pushing down. There are bumps in Silverstone's billard table-smooth tarmac where I have never felt them before. And I know now that I have to trust the car. The faster you go, the more the force presses down, the more the tyres heat up, the more they grip. Forget what you think *you* can do and think instead what the *car* can do. You are now a part of the car, a constituent in the overall process. Aim the blunt nose towards the bridge after Abbey and keep the pedal squashed. The dark cockpit and total lack of vision alongside or over the shoulder blots out your peripheral vision. The road seems to be rushing towards you like some advanced multi screen cinema experience. The car jiggles, the downforce fighting the springs as the tiniest of ridges in the road alter the air gap beneath tunnel and road. It makes the car suddenly light but alive, as if it were bobbing on a cushion of turbulent air. The shimmying combines with the sideways forces tugging at the helmet to rattle your eyeballs. The steering fidgets in your grip. Downforce is addictive. It's a drug.

With the exhilaration of Abbey and Bridge behind, the twiddly second gear complex is an anti-climax. The 600bhp has heated the rears more than the fronts and the car won't tuck its nose into the turn. More power simply pushes it wider, and the steering, which two corners ago was tugging and fidgeting, has lapsed into old-Buick mode again.

Session over and reflecting in a cosy warm cockpit, there is, of course, no magic ingredient. There never is. Instead, there is a complex package which needs to be operating in total harmony, and TWR simply had theirs in better tune than the opposition's on the day. But those main ingredients fall into two main categories. The tyres need to be in good health and fully up to temperature – without these four vital footprints, the car cannot even begin to impart confidence to the driver. That initial assurance then allows him to carry the speed smoothly into the faster corners so that the second part, the aerodynamics, can do their best work. For the driver, this second part is the hardest to do, because although the XJR-6 is friendly enough once warm, it doesn't give you any reassuring messages via wheel or seat, when the limit approaches. Instead, rather like entry into some invisible envelope, there's a barrier which you must pass to unlock the car's ultimate capability. This is only possible if you dare go fast enough. Once you start thinking: "Can *I* do that at this speed?" you will want to brake and shift down – dip the nose, disturb the airflow under the car. But when you think: "*It* can do that at this speed," you find you do, because it can. M

AN ATTACHM

TO MAKE Y

CAR GO

FASTER.

ENT

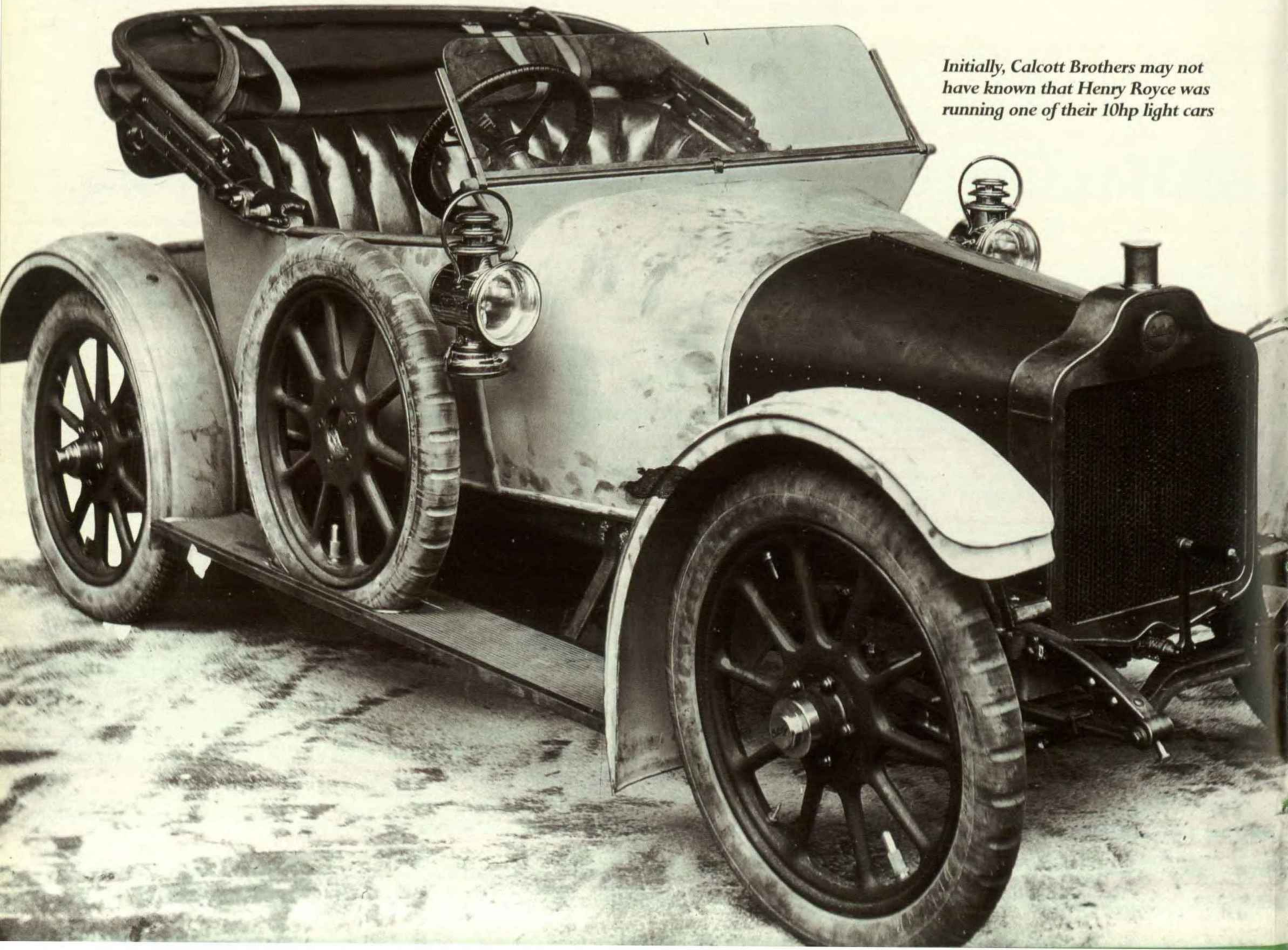
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HENRY ROYCE AND THE "LIGHT CAR EXPERIMENT"



Initially, Calcott Brothers may not have known that Henry Royce was running one of their 10hp light cars

LIKE MOST MAKERS, ROLLS-ROYCE SAMPLED ITS RIVALS' PRODUCTS. BILL BODDY INVESTIGATES WHY ONE SUCH 'FOREIGNER' WAS A LIGHT CAR, NOT A LIMOUSINE

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IF YOU ARE A MEMBER OF THE ROLLS-ROYCE EC – AND THE membership is growing at a rate any club would be proud of – you do not need me to tell you the extent of the highly valuable historic material that is stored and is still being sorted at the Club's HQ at Paulerspury in Northhamptonshire. So great is this gold-mine of RR and Bentley information that new material is still emerging. Such as some papers which Peter Baines, Secretary of the RREC, has kindly shown to me and which are a revelation as to how Henry Royce motored.

They deal with a car owned personally by Royce in the war-time and immediate post-WWI years. We know that, as with other motor manufacturers, Rolls-Royce purchased cars from various sources for examination and estimation against their own famous products, and that at one time Royce drove, and liked, a small Bugatti. But it comes as something of a surprise that from 1917 he was using a 1914 10hp light-car built by the Calcott Brothers in Coventry. Whether the famous engineer had this little car as an economy measure in the austere days following the Armistice, or whether Royce was driving it with a view to exploring the possibility of entering the economy-car market is unknown. But use this little car he undoubtedly did.

Royce had asked his engineer, Ernest Hives, to try the Calcott in October 1917 and that he had found that it ran very nicely, although the gears were noisy, but the car was quiet generally. He had been sent to the factory to get the tools for the car, but the Calcott salesman Elliott was out, and there were only "a very indifferent jack, tyre-levers, adjustable spanner and a screwdriver in the car", and the fitting shop said they had few extra tools. The rear lamp-glass was missing; Hives refused an offer to replace this and told Royce that if he sent the lamp to Derby they could fix it.

Royce's demands to keep the 1447cc Calcott in good running order must at times have been a load on the Coventry company, proud as one supposed it to have been that so great a designer and engineer should be using one of its products, even a rather dated one, which would have cost £185 new in 1914.

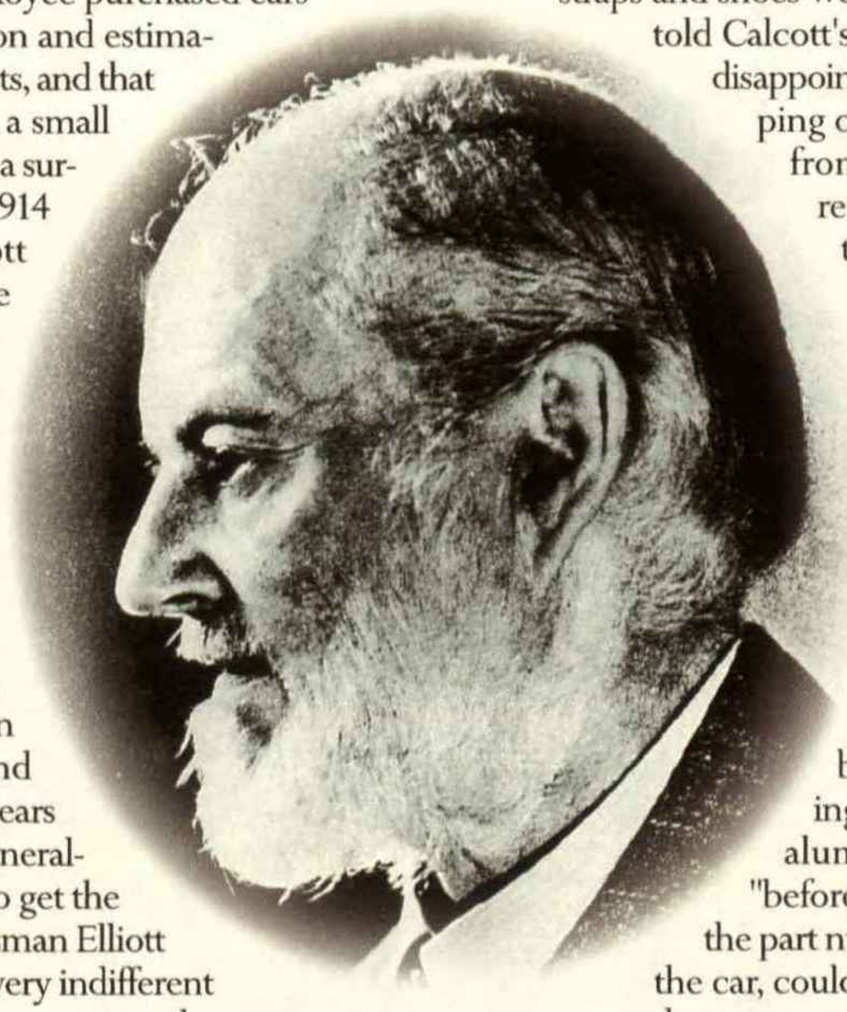
Whatever, we find a memo from Hives to Elliott ("as per Mr Royce's instructions"; perhaps to avoid embarrassment) telling Calcott's that two valve stems from inner tubes supplied for Royce's car were being returned, as a micrometer showed they were 0.105in dia smaller than those on the car. Thirteen days later, Calcott's not having replied, RR Ltd reminded them that they needed to know whether tubes of the former size were available before returning the ones supplied... Presumably that was cleared up. But five days after this Royce was requesting the return of a broken part in the speedometer drive from a front wheel of his car. At the same time he was telling Hives that he was to send to West Wittering, where the Calcott was obviously in use, the latest all-aluminium aero-engine primer, with 5ft of the correct copper piping, nipples and jet, as on the Eagle engine, as it was the intention to test this on the Calcott, after drilling into its induction pipe. In just two days E told EH that a primer had been dispatched.

There were delays over the speedo part, replacement brake straps and shoes were regarded as unsatisfactory - Royce told Calcott's how to redesign them - and he was disappointed there was no effective way of stopping oil from getting onto the back brakes from the axle. Royce asked that he remained anonymous in all this. Before the year was out there was a request for six security bolts for the 700x80 tyres ("Dunlop should know the correct size"), and varnish for the rims. These were despatched, with a CAV starter motor, in 23 days, and RR received a stuffy reply to the brake problem.

A further grooved-rubber tyre was needed; the speedometer parts were lost in the post, but luckily Cooper-Stewart in London was able to supply replacements from stock, so by January 1919 Royce had a functioning speedo again. But that March a new aluminium clutch-cone was needed, "before Easter if possible". Calcott's wanted the part number, which Mills, who looked after the car, couldn't find. Two brass lamp nipples (so there were gas lamps) were simply a matter of RR making them; they were charged to Royce's private account and the blueprints filed for future reference! Calcott's then said they fitted a malleable cone clutch lined with Thermoid to their post-war cars, which Royce agreed to have, if it would fit.

Royce next reported that the Zenith carburettor disliked No3 Anglo-American petrol, but was cured by changing to benzol, though the engine would then stop through over-richness. Even top engineers cannot always win! Royce remembered that on their worst petrol ever (war-time?) perfect carburation was achieved if the water was approaching boiling point, so induction manifolds should be well heated. By May 1919 Royce asked for the Buick to be sent down to him, as the Calcott was going to London to be sold. Perhaps to replace the Buick as a trial car, a Cadillac was sought in September 1920 and it was thought that Platford might return from the USA with a Marmon which RR had ordered. Thought was also given to sending an experimental Rolls-Royce there for a 10,000-mile test.

That, then, was the light-car motoring experience of one of the world's most respected motor engineers, at a time when this field was opening up. The Calcott may have been just a runabout; surely with sales of the 40/50hp Rolls-Royce so successful since 1907 and the great demand for RR aero-engines during the war, Royce had no need to economise? If he *was* contemplating making a light car, I am glad he changed his mind. M



'Sir Henry Royce asked that he remained anonymous in all this'



With Moss in the Mille Miglia



DENIS JENKINSON'S ACCOUNT OF NAVIGATING STIRLING MOSS TO VICTORY IN THE 1955 MILLE MIGLIA IS RIGHTLY REGARDED AS A LANDMARK IN MOTORING JOURNALISM. THIS IS THAT STORY, TOGETHER WITH PHOTOGRAPHS FROM HIS PERSONAL ARCHIVE NEVER BEFORE PUBLISHED

FIRST PUBLISHED IN MOTOR SPORT IN JUNE 1955

ON MAY 1ST, MOTOR RACING HISTORY WAS MADE, FOR Stirling Moss won the 1000-mile Mille Miglia, the first time this has been achieved by a British driver, and I had the very great privilege of sitting beside him throughout this epic drive.

This win was not a fluke; it was the result of months of preparation and planning. My enthusiasm for the Mille Miglia race goes back many years, among the reasons being the fact that it is permissible to carry a passenger, for this event is for all types of road-going cars, from family saloons to racing/sportscars, and when I had my first taste of the lure of the Mille Miglia as a competitor last year, with Abecassis in the HWM, I soon set about making plans for the 1955 event.

Regular MOTOR SPORT readers will remember that last year I enthused over a little private dice that Moss gave me in a Maserati, and at the time I mentioned to him my desire to run in the Mille Miglia again. Then in September, while in discussion with the American driver John Fitch, we came to the decision that the only way a non-Italian could win the Mille Miglia was by applying science. At the time he was hoping to be in the official Mercedes-Benz team for the event and we had long talks about ways in which the driver could use a passenger as a mechanical brain, to remove the responsibility of learning the circuit. When it is realised that the race is over 1000 miles of unprepared Italian road, the only concession to racing being that all traffic is removed for the duration of the race, and the way through towns is lined with straw bales, it will be appreciated that the task of one man learning every corner, swerve, gradient, hummock, brow and level-crossing is nigh impossible. Even the top Italian drivers, such as Taruffi, Maglioli and Castellotti only know sections of the route perfectly, and all the time they must concentrate on remembering what lies round the next corner, or over the next brow.

Last winter Moss joined Mercedes-Benz and the firm decided it would not be possible for Fitch to drive for them in the Mille Miglia, so our plans looked like being of no avail. Then, just before Christmas, Moss invited me to be his passenger in the Mille Miglia in a Mercedes-Benz 300SLR, an invitation which I promptly accepted, Fitch having sportingly agreed that it would be a good thing to try our plans for beating the Italians with Moss as driver.

When I met Moss early in the new year it transpired that he had similar plans, of using the passenger to look after navigation, and when we pooled our accumulated knowledge and ideas a great deal of groundwork was covered quickly. From four previous Mille Miglias with Jaguars, Moss had gathered a good quantity of notes about bumpy level-crossings, blind hill-brows, dangerous corners and so on and, as I knew certain sections of the course intimately, all this knowledge put down on paper amounted to about 25 per cent of the circuit.

Early in February, Mercedes-Benz were ready to start practising. While doing this testing, I made copious notes, some of them rather like Chinese due to trying to write at 150mph, but when we stopped for lunch, or for the night, we spent the whole time discussing the roads we had covered, and transcribing my notes. We concentrated on places where we might break the car, such as ➳

The Mercedes-Benz Team



Eger, Herrman Fangio, Moss, Kling, Jenkinson

Top: the Mercedes driving team the day before the race – Hans Herrmann, Fangio (tweaking DSJ's beard), Moss and Karl Kling. Right: Moss and Jenks, 10 seconds before the start of their epic drive



7.21 and 50 seconds

WITH MOSS IN THE MILLE MIGLIA





Above: seconds after the start with Moss already in a hurry, fully aware that the Ferraris of Castellotti and Taruffi would soon be in hot pursuit. Right: bright early morning sun made navigation tricky

bumpy railway-crossings, sudden dips in the road, bad surfaces, tramlines and so on. Then we logged all the difficult corners, grading them as 'saucy ones', 'dodgy ones' and 'very dangerous' ones, having a hand sign to indicate each type. Then we logged slippery surfaces, using another hand sign, and as we went along, Moss indicated his interpretation of the conditions, while I pin-pointed the place by a kilometre stone, plus or minus. Our task was eased greatly by the fact that there is a stone at every kilometre on Italian roads, and they are numbered in huge black figures facing oncoming traffic.

In addition to all the points where a mistake might mean an accident, and there are hundreds of them, we also logged all the long straights and everywhere that we could travel at maximum speed even though visibility was restricted. Throughout all this preliminary work Moss impressed upon me at every possible moment the importance of not making any mistakes, such as indicating a brow to be flat-out when in reality it was followed by a tight left-hand bend. I told him he need not worry, as any accident he might have was going to involve me as well. After our first practice session we sorted out our notes and had them typed out into some semblance of order. Before leaving England again I spent hours with a friend, checking and cross-checking, going over the whole list many times, finally being 100 per cent certain that there were no mistakes.

On our second visit to Italy, we got down to fine details, grading some corners as less severe and others as much more so, especially as now we knew the way on paper it meant that we arrived at many points much faster than previously. On another lap I went the whole way picking out really detailed landmarks that I would be able to see, whether we had the sun in our eyes or if it was pouring with rain, and for this work we found Moss's Mercedes-Benz 220A saloon most useful as it would cruise at an easy 85mph and at the same time we could discuss any details.

Our whole plan was now nearing completion, we had 17 pages of notes, and Moss had sufficient confidence in me to take blind brows at 90-100mph, believing me when I said the road went straight on; though he freely admitted that he was not sure whether he would do the same thing at 170mph in the race, no matter how confident I was. He said he'd probably ease it back to 160mph for, though that 10mph would make no difference to the resulting crash if I had made a mistake, it comforted him psychologically! Throughout all this training we carefully kept a log of our running time and average speeds, and some of them were positively indecent, and certainly not for publication, but the object was to find out which parts of the 1000 miles dropped the overall average and where we could make up time. Our averages in the 220A, 300SL and 300SLR gave us an extremely interesting working knowledge of how the Mille Miglia might be won or lost.

Our second practice period ended in an accident and a smashed 300SL coupé, for Italian army lorries turn across your bows without warning just as English ones do. Rather crestfallen, we anticipated the rage of team-chief Neubauer when we reported this crash, but his only worry was that we were not personally damaged.

We lived and breathed the Mille Miglia day in and day out, leaving no idea untried

Leaving Italy for another brief respite, we both worried-out every detail we could think about, from every aspect, the car, the route, our hand signals – for we could not converse in the 300SLR – any emergencies that might arise, anywhere we could save seconds, details of our own personal comfort which would avoid fatigue, and so on. We lived and breathed the Mille Miglia day in and day out, leaving no idea untried. The joy of all this was that Daimler-Benz were doing exactly the same things on the mechanical side, supervised by engineers Uhlenhaut, Kosteletzky and Werner, while the racing department was working unceasingly and Neubauer was worrying-out every detail of the race-organisation in Italy, we were putting all our efforts into this race, knowing that they were negligible in comparison with those of the factory.

After Easter, we went to Brassy for our third and final practice session, the technical department, with Kling and Herrmann, having already made an extra one. During their practice period they had thrashed the prototype up and down the section from Róme to Florence, for this part of the route was the hardest. There are few straights, but all the time the car



The race may have been 1000 miles long but not a second was wasted at the control points. Moss kept the car rolling, forcing the officials to stamp the card on the move

↑ Official ready to stamp Route Card

↑ Mercedes mechanic ready to open filler cap

is averaging nearly 100mph, the chassis being subjected to strains from every possible angle, and as the 58-gallon petrol tank would be full when leaving Rome, this part of the route would be the most likely in which a breakdown would occur.

By now our details of the route were perfected and I wrote them down on a special sheet of paper 18 feet in length. Moss had an alloy case made, on the map roller system, and for our final practice I employed this machine, winding the paper from the lower roller to the upper one, the notes being read through a Perspex window, sealed with Sellotape in the event of the race being run in rain. A complete lap in a 300SL was done as a sort of dress rehearsal, this car being ideal as it had a maximum of nearly 140mph, good acceleration, while at the same time we could speak to each other if the need arose. During this dress rehearsal I kept an eye on the approaching road out of the side windows, and even out of the rear one on mountain hairpins and, by continually shouting, "Yes" while the road was clear, Moss could have a real go at nine-tenths' on the section of road just in front of him, certain in the knowledge that no traffic was approaching, for it must be remembered that all our practice was being done on normal Italian roads, open to the public. It was useful to Moss as it meant he could get the feel of the road surface at racing speeds.

All round the 1000 miles we saw signs of growing enthusiasm, occasionally seeing other competitors practising parts of the route, while the police were beginning to leap off the pavement, stop the traffic and wave us on over crossroads with excited cries of "Mille Miglia via!" and, of course, the Italian populace were leaping straight up into the air with joy as Moss fought the sliding SL through many of the corners. We completed our third practice period without any crashes, though the 'hack' SLR decided to give up the ghost while we were having a final run in it, but we were entirely blameless; old age creeps on the best vehicles, and this one had done the equivalent of at least six Mille Miglias in the hands of Moss, Fangio, Kling and Herrmann, the four drivers for the race.

A week before the event, we went to Stuttgart to try out the actual car we were using in the race, and several laps of the fast Hockenheim circuit convinced us that we had a magnificent 3-litre sports car under us, the eight-cylinder fuel-injection engine giving well over 290bhp on normal pump petrol, and the car geared to give a maximum of 170mph at the peak revolutions of 7500rpm, though we were given no ultimate limit, should the car wind itself over this downhill. On this SLR, the seats were made-to-measure, being cut-and-shut like a tailor would make a suit, while every detail in the cockpit received our personal attention, and anything was altered to our desire without question. When we finally left the racing department at 5pm on Tuesday, April 26, we had the pleasant feeling that we had left an organisation that knew no limit to the trouble they would go to in order that we might start the Mille Miglia with everything on our side.

Next day we flew to Brescia. The cars were already there, having been driven down overnight. We were now satisfied with almost everything we could think about; we had practised wheel-changing in case we had tyre trouble, and we impressed the Mercedes-Benz mechanics by changing a rear wheel in 1min 25sec from stopping the car to starting off again, including getting the tools and spare wheel out of the boot and putting everything back again. We had practised fitting the temporary aluminium aero-screens that went in front of the Perspex screen should it be broken by a stone – Mercedes-Benz engineers remembering how Hermann Lang was nearly suffocated at 170mph at Donington Park in 1938 when his windscreen was broken. We had tried changing plugs; we had studied the details of the pipes of the fuel-injection, the petrol pumps, various important parts of the wiring system, how the bonnet catches functioned; we were given spare ignition keys, shown where numerous small spares were stowed should we stop by the road-side with minor trouble. By the end of the week we felt extremely confident that we could give of our best in this toughest of motor races.

On the Friday before the race we did a final test on the nearby Autostrada, to try out some windscreen modifications to improve the air-flow along the cockpit sides. Also Moss tried out a new mechanism to prevent him from changing from second to fifth gear. The gear-gate is exposed, with first left-forward, second centre-rear, third centre-forward, fourth right-rear, and fifth right-forward. Being used to four-speed 'boxes, Moss was occasionally going across the gate from second to fifth, and when he told the engineers about this the racing department designed and made a foolproof link mechanism ➤

that fitted on the top of the gate to prevent this. He mentioned this on Tuesday afternoon and on Friday morning the new parts arrived in Brescia and he was trying the mechanism out before lunch – at such speed does a true racing department work.

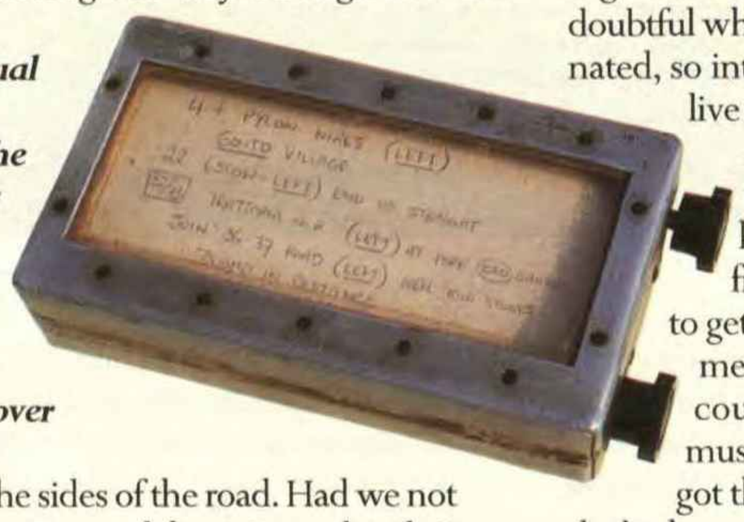
For the week before the race I had been going to bed early and getting up early, a complete reversal of my normal life, for to get up at 6am gives me a feeling of desolation until well past mid-morning. Moss had been employing similar tactics, so that when we went to the start at 6.30 on the morning of May 1st we were both feeling ready for anything.

Reports assured us that it would be perfectly dry and hot, so we anticipated race speeds being very high. I had a list of the numbers of all our more serious rivals, as well as many of our friends in slower cars, and also the existing record times to every control point round the course, so that we would have an idea of how we were doing. We had privately calculated on an average of 90mph – 2mph over the record of Marzotto, providing the car went well and the roads were dry. Mercedes-Benz gave us no orders, leaving the running of the race to each driver, but insisting that the car was brought back to Brescia if humanly possible. Moss and I had made a pact that we would keep the car going as long as was practicable having decided in practice at which point we could have the engine blow-up and coast to the finish, and how many kilometres we were prepared to push it to the finish, or to a control. At Ravenna, Pescara, Rome, Florence, and Bologna there were Mercedes-Benz pits, complete with all the spares, changes of tyres should it rain, food, drink and assistance of every sort, for in this race there are no complicated rules about work done on the car or outside assistance; it is a free-for-all event.

The enormous entry had started to leave Brescia at one-minute intervals the previous evening at 9pm, while we were sleeping peacefully. It was not until 6.55am on Sunday that the first of the over-2000cc sportscars left. It was from this group that the outright winner would surely emerge, though many of the 2-litre Maseratis and smaller Oscas and Porsches could not be overlooked. Starting positions were arranged by ballot beforehand and the more important to us were: Fangio 658, Kling 701, Collins (Aston Martin) 702, Herrmann 704, Maglioli (Ferrari) 705; then there went off a group of slower cars, and Carini (Ferrari) 714, Scotti (Ferrari) 718, Pinzero (Ferrari) 720, and then us at 7.22am. Our big worry was not so much those in front, but those behind, for there followed Castellotti (Ferrari 4.4-litre) 723, Sighinolfi (Ferrari 3.7-litre) 724, Paulo Marzotto (Ferrari 3.7-litre) 725, Bordoni (Gordini 3-litre) 726, Perdisa (Maserati 3-litre) 727 and, finally, the most dangerous rival of them all, that master tactician, Taruffi (Ferrari 3.7-litre) 728. With all these works Ferraris behind us we could not hang about in the opening stages, for Castellotti was liable to catch us, and Sighinolfi would probably scrabble past us using the grass banks, he being that sort of driver, and Marzotto would stop at nothing to beat the German cars, so if we didn't press on straight away there was a good chance of the dice becoming a little exciting, not to say dangerous, in the opening 200 miles.

Neubauer was ever-present at the start, warning Moss to give the car plenty of throttle as he left the starting ramp, for Herrmann had nearly fluffed take-off; he also assured us that we could take the dip at the bottom of the ramp without worrying about grounding. The mechanics had warmed the engine and they pushed it up onto the starting platform to avoid unnecessary strain on the single-plate clutch, one of the weak points of the 300SLR. The route card which we had to get stamped at the various controls round the course was securely attached to a board and already fitted in its special holder, the board being attached by a cord to one of my grab-rails, to avoid losing it in the excitement of any emergency. We both settled down in our seats, Moss put his goggles on, I showed him a note at the top of my roller device, warning him not to apply the brakes fiercely on the first corner, for the bi-metal drums needed a gentle application to warm them after standing for two days.

Thirty seconds before 7.22am he started the engine, the side exhaust pipes blowing a cloud of smoke over the starter and Sig. Castegnato and Count Maggi, the two men behind this great event, and then as the flag fell we were off with a surge of acceleration and up to peak revs in first, second and third gears, weaving our way through the vast crowds lining the sides of the road. Had we not been along this same road three times already in an SLR amid the hurly-burly of morning traffic, I should have been thoroughly frightened, but now, with the roads clear ahead of us, I thought Moss could really get down to some uninterrupted motoring. We had the sun shining full in our eyes, which made navigating difficult, but I had written the notes over and over again, and gone over the route in my imagination so many times that I almost knew it by heart, and one of the first signals was to take a gentle S-bend through a village on full throttle in fourth gear, and as Moss did this, being quite unable to see the road for more than 100 yards ahead, I settled down to the job, confident that our scientific method of equalling the Italians' ability at open-road racing was going to work.



This is the actual roller used by Jenks during the race. The alloy case was commissioned by Moss and was protected by a perspex cover

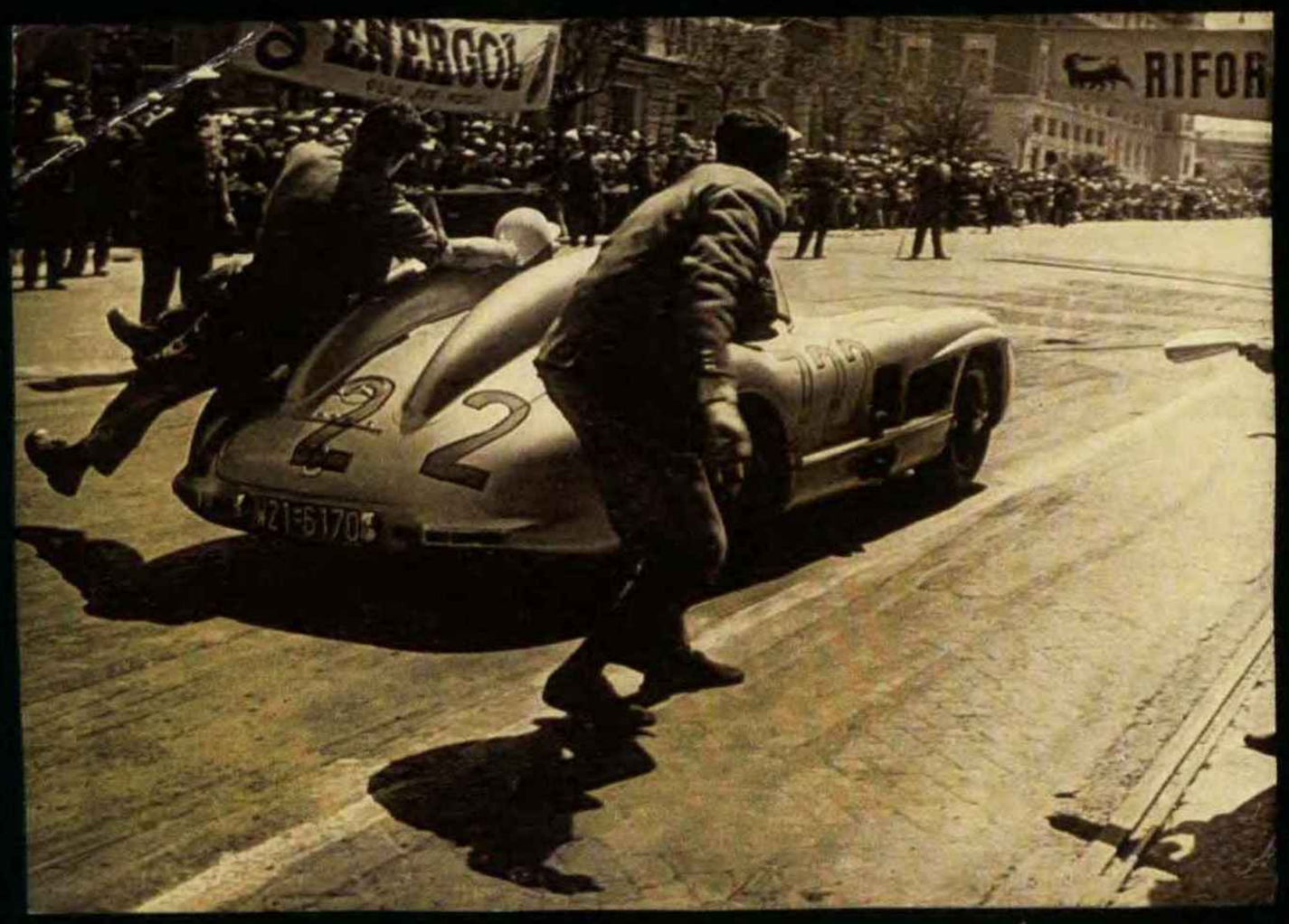
We expected Fangio to set the pace, with Kling determined to win at all costs, so we were out for third place, and to beat the Ferraris. Barely 10 miles after the start we saw a red speck in front of us and had soon nipped by on a left-hand curve. It was Pinzero, number 721. By my right hand was a small grab rail and a horn button; this button blew the horn and flashed the lights, so that while I played a fanfare on this, Moss placed the car for overtaking competitors. My direction indications I was giving with my left hand, so what with turning the map roller and feeding Moss with sucking sweets there was never a dull moment. The car was really going well now, and on the straights to Verona we were getting 7500rpm in top gear, a speed of as close to 170mph as one could wish to travel. On some of these long straights our navigation system was paying handsomely, for we could keep at 170mph over blind brows, even when overtaking slower cars. Moss was sitting back in his usual relaxed position, making no apparent effort, until some corners were reached when the speed at which he controlled slides, winding the wheel from right to left and back again showed that his superb reflexes and judgement were on top of their form.

Cruising at maximum speed, we seemed to spend most of the time between Verona and Vicenza passing Austin-Healeys that could not have been doing much more than 115mph. Approaching Padova, Moss pointed behind and I looked round to see a Ferrari gaining on us rapidly and, with a grimace of disgust at one another we realised it was Castellotti. Moss was driving hard but taking no risks, letting the car slide just so far on the corners and no more. Entering the main street of Padova at 150mph we braked for the right-angle bend at the end, and suddenly I realised that Moss was beginning to work furiously on the steering wheel, for we were arriving at the corner much too fast and it seemed doubtful whether we could stop in time. I sat fascinated, so intrigued to follow his every action and live every inch of the way with him, that I completely forgot to be scared. With the wheels almost on locking-point he kept the car straight to the last possible fraction of a second, making no attempt to get round the corner, for that would have meant a complete spin and then anything could happen. Just when it seemed we must go head-on into the straw bales Moss got the speed low enough to risk letting go the brakes and try taking the corner, and as the front of the car slid over the dry road we went bump! into the bales with our left-hand front corner, bounced off into the middle of the road and, as the car was then pointing in the right direction, Moss selected bottom gear and opened out again.

As we bounced off the bales Castellotti nipped by us, grinning over his shoulder. As we set off after him, I gave Moss a little handclap of appreciation for showing me just how a really great driver acts in a difficult situation.

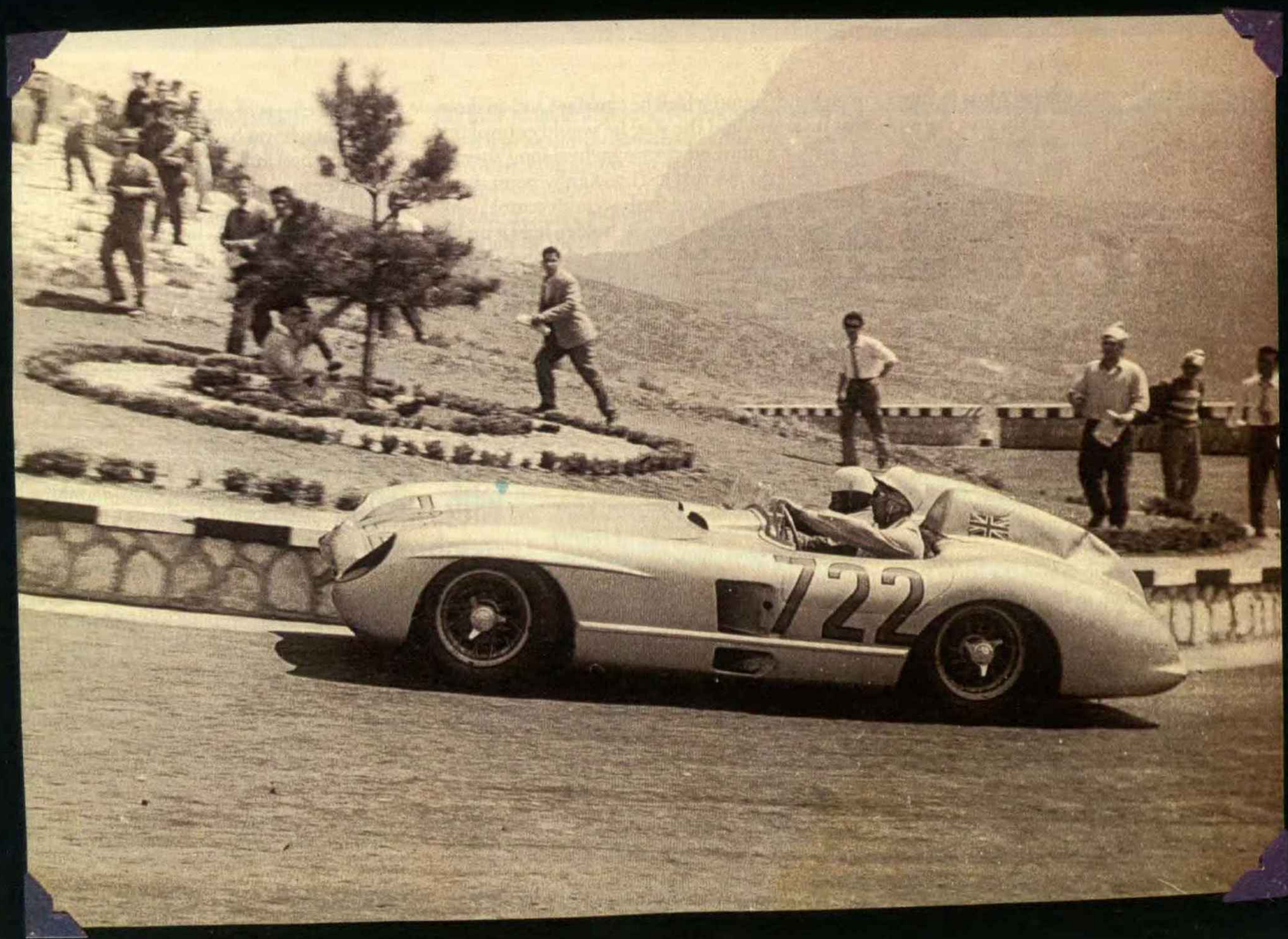
Through Padova we followed the 4.4-litre Ferrari and on acceleration we could not hold it but the Italian was driving like a maniac, sliding round all the corners, using the pavements and the loose edges of the road. Round a particularly dodgy left-hand bend on the outskirts of the town I warned Moss and then watched Castellotti sorting out his Ferrari, the front wheels on full understeer, with the inside one off the ground, and rubber pouring off the rear tyres, leaving great wide marks on the road. This was indeed motor racing from the best possible position, and beside me was a quiet, calm young man who was following the Ferrari at a discreet distance, ready for any emergency.

Then, as we approached a small town, we saw Castellotti nip past another Ferrari, and we realised we were going to have to follow it through the streets, until there was room to pass. It was number 714, ➡

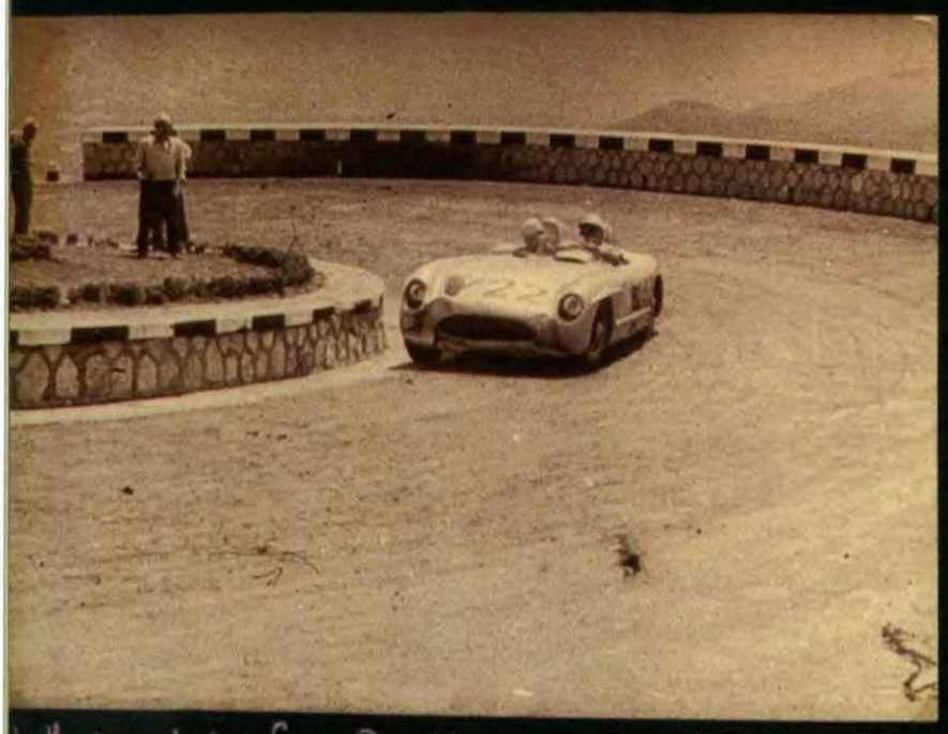


The mechanics were not spared the dangers of the Mille Miglia, as this attempt to open the fuel filler before the car has reached the pits shows. Below: a classic shot of Moss in action, arms outstretched as he guns the 300SLR around a hairpin bend

We left the control too quickly! Our pits were just to the right of this photo. The mechanic fell on his backside! We stopped for 28 seconds for petrol.

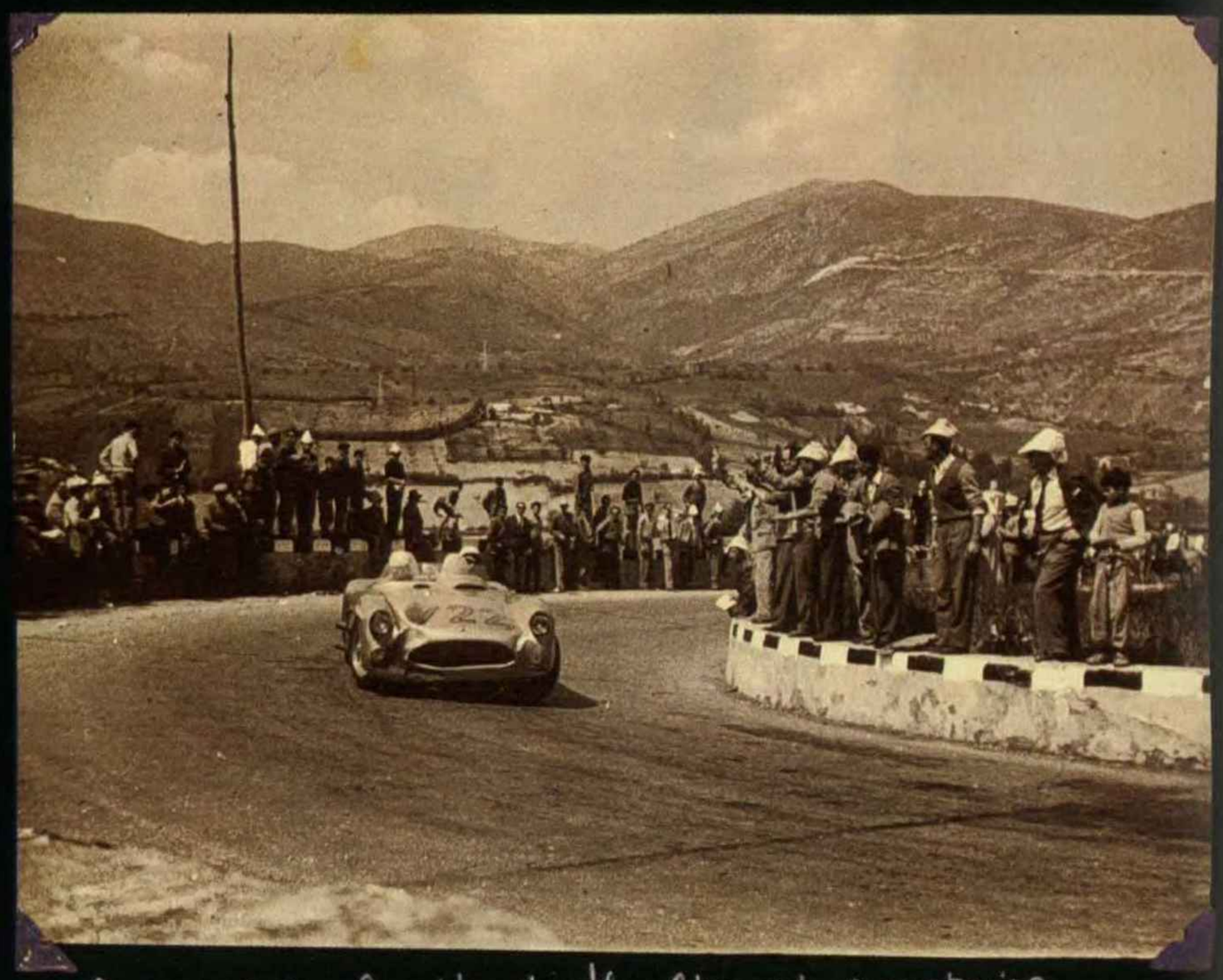


WITH MOSS IN THE MILLE MIGLIA



p the mountains from Popoli, We smashed the front at Pescar

Without a steering wheel to hang on to Jenks found the continual changes in direction exhausting and nauseating. By this time breakfast had gone overboard



Approaching Aquila in the Abruzzi mountains

Carini, so soon, and this encouraged Moss to run right round the outside of the Ferrari, on a right-hand curve, confident from my signals that the road would not suddenly turn left. This brief delay had let Castellotti get away from us but he was not completely out of sight, and after waving to Peter Collins, who had broken down by the roadside before Rovigo, we went into that town at terrific speed. Straight across the square we went, where in practice we had had to go round the island; broadside we left the last right turn of the town, with the front wheels on full opposite lock and the throttle pedal hard down. Castellotti was driving so near the limit that on every corner he sent up a huge cloud of dust and we could never be sure whether or not we were going to enter it to find the Ferrari sideways across the road, or bouncing off the banks and trees. Wisely, Moss eased back a little and the Ferrari got ahead of us sufficiently to let the dust settle.

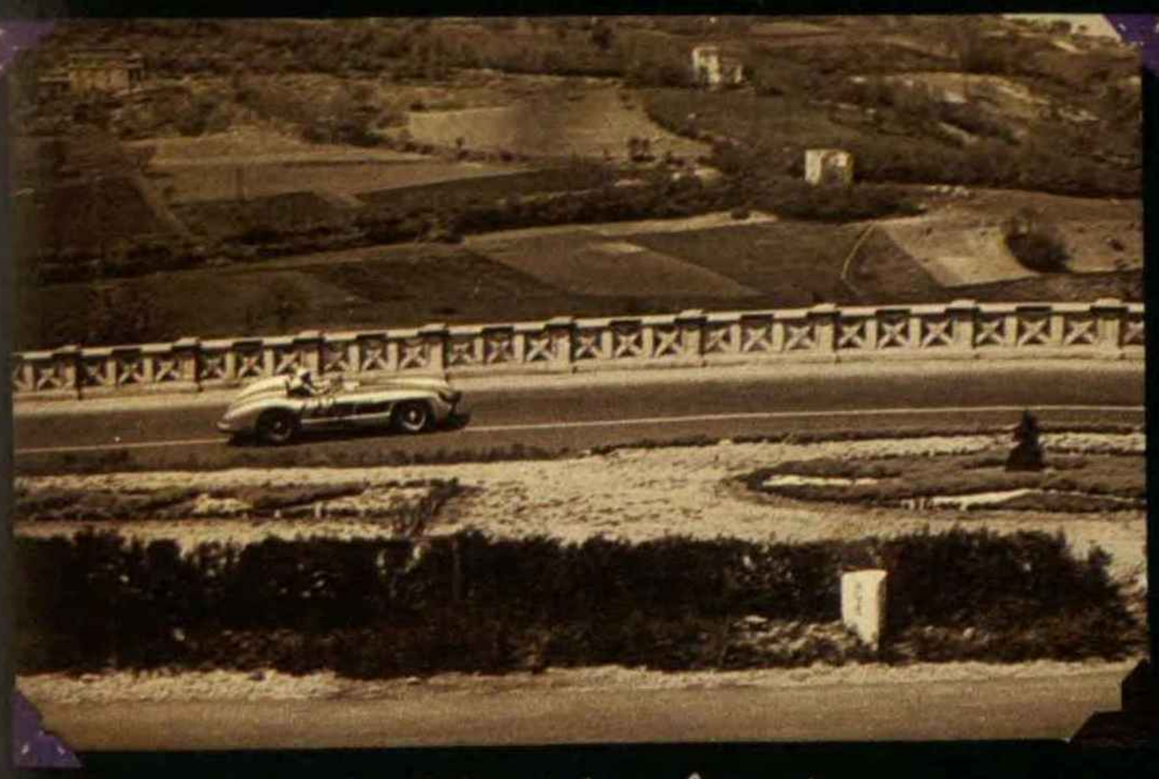
Along the new road by the side of the River Po we overtook Lance Macklin in his Austin-Healey, and then we went through Ferrara, under the railway bridge, over the traffic lights and down the main streets and out on to the road to Ravenna. All the way along there were signs of people having the most almighty incidents, black marks from locked wheels making the weirdest patterns on the road, and many times on corners we had signalled as dangerous or dodgy we came across cars in the touring categories lying battered and bent by the roadside. To Ravenna the road winds a great deal and now I could admire the Moss artistry as he put in some very steady 'nine-tenths' motoring, especially on open bends round which he could see and on those that he knew, and the way he would control the car with throttle and steering wheel long after all four tyres had reached the breakaway point was a sheer joy. Approaching the Ravenna control I took the route-card board from its holder, held it up for Moss to see, to indicate that we had to stop here to receive the official stamp, and then as we braked towards the 'Controllo' banner across the road, I held my right arm well out of the car to indicate which side we wanted the official with the rubber stamp to be. Holding the board on the side of the cockpit we crossed the control line, bang went the rubber stamp, and we were off without actually coming to rest. Just beyond the control were a row of pits and there was Castellotti's Ferrari, having some tyres changed, which was not surprising in view of the way he had been driving.

There was time to look at each other with raised eyebrows before we landed again

◆◆◆◆◆

Moss accelerated hard round the next corner and we twisted our way through Ravenna, nearly collecting an archway in the process, and then out on the fast winding road to Forli. Our time to Ravenna had been well above the old record but Castellotti had got there before us and we had no idea how Taruffi and the others behind us were doing. Now Moss continued the pace with renewed vigour and we went through Forli, down the fast winding road to Rimini. Ever since the start we had had the rising sun in our eyes and, now, with the continual effects of sideways 'G' on my body, my poor stomach was beginning to suffer and, together with the heat from the gearbox by my left buttock, the engine fumes, and the nauseating brake-lining smells from the inboard-mounted brakes, it cried enough and what little breakfast I had eaten went overboard, together with my spectacles, for I made the fatal mistake of turning my head sideways in a car moving at 150mph. Fortunately, I had a spare pair, and there was no time to worry about a protesting stomach for we were approaching Pesaro, where there was a sharp right corner.

Now the calm, blue Adriatic sea appeared on our left and we were on the long coastal straights, taking blind brows and bridges at 170mph, and I chuckled to myself as I realised that Moss was not lifting his foot as he had threatened. We were passing earlier numbers frequently now, among them some 2-litre Maseratis being driven terribly slowly, a couple of TR2 Triumphs running in a convoy, and various saloons, with still numerous signs of the telling pace, a wrecked Giulietta on the right, an 1100cc Fiat on the left, a Ferrari coupé almost battered beyond recognition and a Renault that had been rolled up into a ball. Through Ancona the crowds were beautifully controlled, barriers keeping them back on the pavements and we were able to use the full width of the road everywhere. All this time there had been no signs of our close rivals. We



The last stretch into Aquila



At the Aquila control

Already showing the scars of combat following a moment at Pescara, the 300SLR hurtles into the Aquila control, where they learned they were 15sec behind Taruffi

had passed the last of the Austin-Healeys, driven by Abecassis, a long way back, and no Ferraris had appeared in our rear-view mirror.

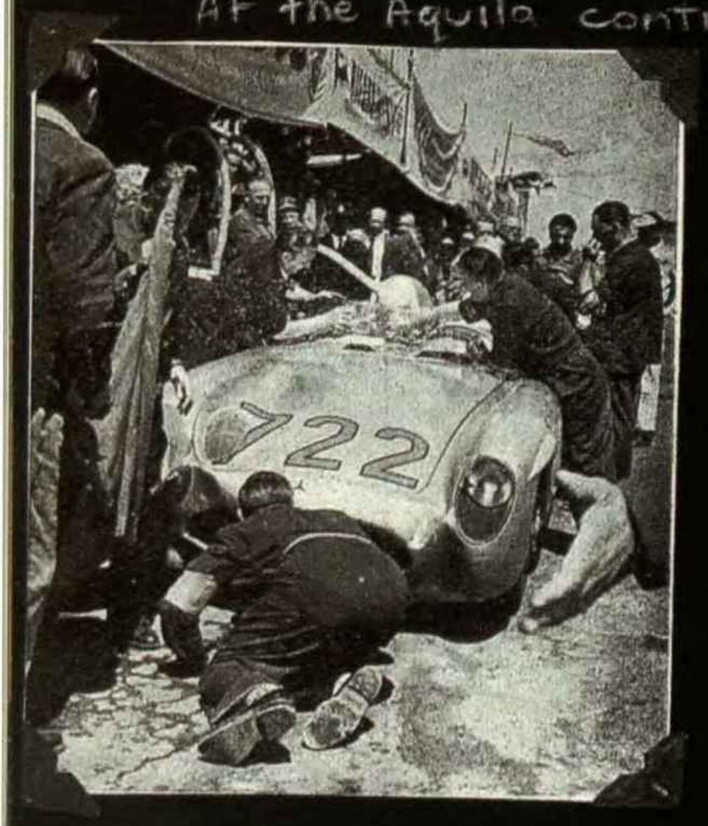
It was a long way down to the next control point, at Pescara, and we settled down to cruising at maximum speed, the car giving no impression at all of how fast it was travelling, until we overtook another competitor, or when I looked sideways at the trees and hedges flashing past. It was mid-morning and the sun was well above us but still shining down onto our faces and making the cockpit extremely hot, in spite of having all the air vents fully open. Through the dusty, dirty Adriatic villages we went and all the time I gave Moss the invaluable hand signals that were taking from him the mental strain of trying to remember the route, though he still will not admit to how much mental strain he suffered convincing himself that I was not making any mistakes in my 170mph navigation.

On one straight, lined with trees, we had marked down a hump in the road as being flat out. I gave the appropriate signal and with 7500rpm in fifth gear on the tachometer we took off, for we had made an error in our estimation of the severity of the hump. For a measurable amount of time the vibro-massage that you get sitting in a 300 SLR at that speed suddenly ceased, and there was time for us to look at each other with raised eyebrows before we landed again. Even had we been in the air for only one second we should have travelled some 200 feet through the air, and I estimated the duration of flight at something more than one second. The road was dead straight and the Mercedes-Benz made a perfect four-point landing and I thankfully praised the driver that he didn't move the steering wheel a fraction of an inch, for that would have been our end. We had been getting into a complacent stupor, but this little moment brought us back to reality and we were fully on the job when we approached Pescara.

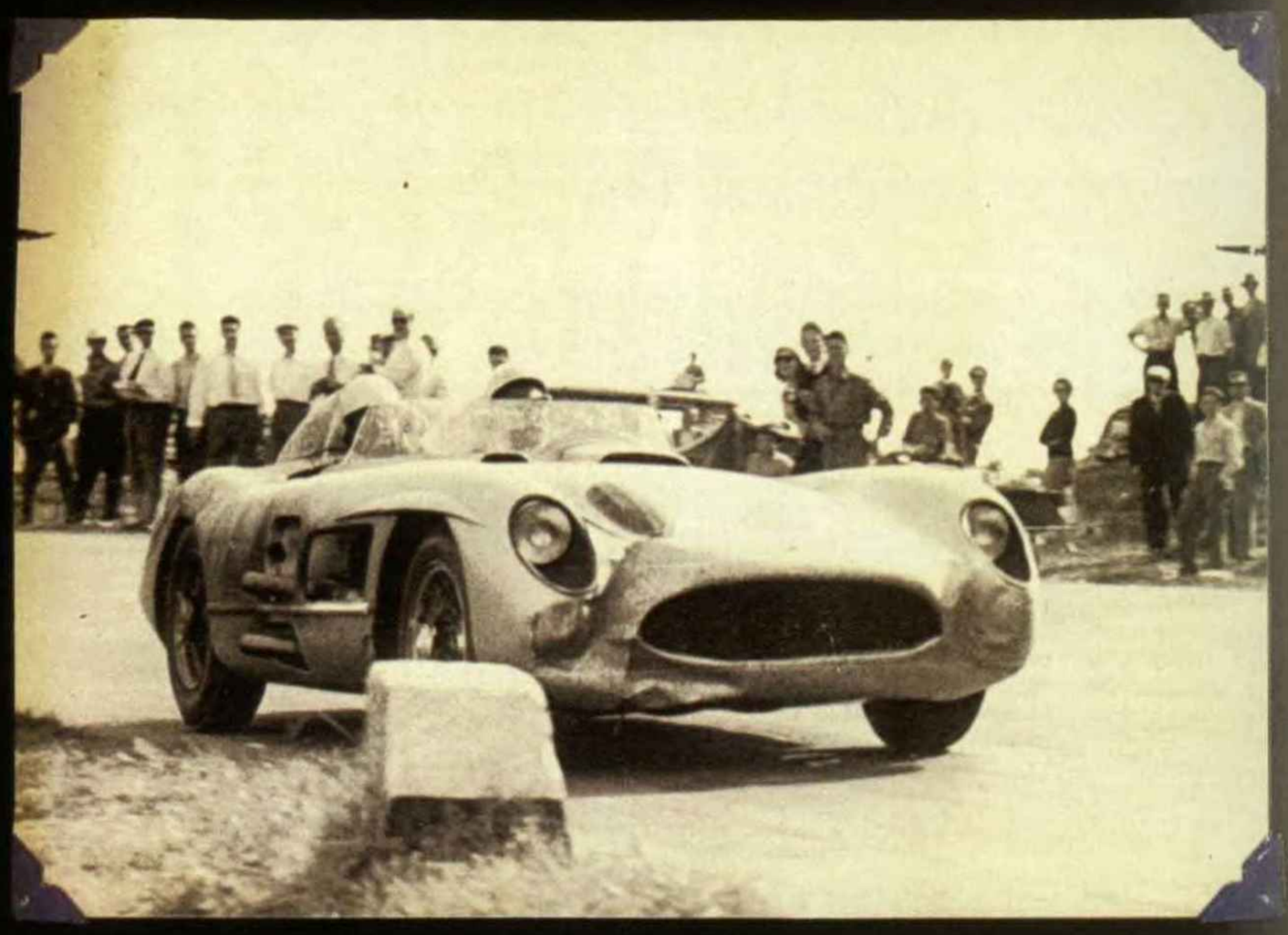
Over a level crossing we went, far faster than in practice, and the car skated right across the road, with all four wheels sliding, and I was sure we were going to write-off some petrol pumps by the roadside, but somehow 'the boy' got control again and we merely brushed some straw bales and then braked heavily to a stop for the second control stamp. Approaching this point I not only held the route-card for the driver to see, but also pointed to the fuel filler, for here we were due to make our first refuelling. Some 18 gallons of fuel went in from a gravity tank, just sufficient to get us to our main stop at Rome, the windscreen was cleaned for it was thick with dead flies, a hand gave me a slice of orange and a peeled banana, while another was holding a small sheet of paper, someone else was looking at the tyres and Moss still had the engine running. On the paper was written: 'Taruffi, Moss 15 seconds, Herrmann, Kling, Fangio', and their times; I had just yelled, "Second, 15 seconds behind Taruffi" when I saw a uniformed arm trying to switch off the ignition. I recognised an interfering police arm and gave it a thump; Moss crunched in bottom gear and we accelerated away as hard as we could. What had seemed like an age was actually only 28 seconds!

Over the bridge we went, sharp right and then up one of the side turnings towards the station, where we were to turn right again. There was a blue Gordini just going round the corner and then I saw that we were overshooting and with locked wheels we slid straight on, bang into the straw bales. The air was full of flying straw and we were on the pavement. Moss quickly selected bottom gear and drove along the pavement, behind the bales, until he could bounce down off the kerb and continue on his way, passing the Gordini in the process. As we went up the long straight out of Pescara, I kept an eye on the water temperature gauge, for that clonk certainly creased the front of the car, and may have damaged the radiator, or filled the intake with straw, but all seemed well.

There followed three completely blind brows in quick succession and we took these at full speed, the effect being rather like a switchback at a fair, and then we wound and twisted our way along the barren valley between the rocky mountain sides, to Popoli, where a Bailey Bridge still serves to cross a river. Along this valley I saw the strange sight of about 50 robed monks, with shining bald pates, standing on a high mound and waving to us as we went by with a noise sufficient to wake the Devil himself. Up into the mountains we climbed, sliding round the hairpins and then along the peculiar deserted plateau high up in the mountains we held our maximum speed for many kilometres, to be followed by a winding road into Aquila, where up the main street the control was dealt with while still on the move. We certainly were not wasting any seconds anywhere and Moss was driving absolutely magnificently, right on the limit, driving in that ➤



Left: 60sec stop for fuel, tyres and a call of nature for the driver. Below: Moss's driving was inspired on the approach to Siena



awe-inspiring, narrow margin that you enter just before you have a crash if you have not the Moss skill, or those few yards of momentary terror you have on ice just before you go into the ditch. This masterly handling was no fluke, he was doing it deliberately, his extra special senses and reflexes allowing him to go that much closer to the absolute limit than the average racing driver and way beyond the possibilities of mere mortals like you or me.

One the way to Rome we hit a level crossing that had been just 'bumpy' in the SL and smooth in the 220A; the resultant thud threw us high out of our seats into the airstream, and with a crash we landed back again, nearly breaking our spines, but the suspension absorbed it all without a protest and there was no feeling that anything had bottomed unduly severely. This had happened three or four times already, for our route-noting was not infallible, and it seemed unbelievable that nothing broke on the car each time. Down into the Rome control we had a pretty clear run, being delighted to overtake Maglioli soon after Rieti, he suffering from an arm injury received in practice, and a car that was not going well. With a grin at each other we realised that one of our unseen rivals was now disposed of, but we still had Taruffi behind us on the road, and no doubt well ahead of us on time, for all this ground was local colour to him. Coming down off the mountains we had overtaken Musso driving a 2-litre Maserati and as we had calculated that we were unlikely ever to catch him, if we averaged 90mph for the whole race, we realised we must be setting a fantastic speed, but as Taruffi had been leading at Pescara, his average must be even higher.

The last six miles into the Rome control were an absolute nightmare; there were no corners that needed signals, and we would normally have done 150-160mph, but the crowds of spectators were so thick that we could not see the road and the surface being bumpy Moss dared not drive much over 130mph. It seemed that the whole of Rome was out to watch the race, and all oblivious of the danger of

I looked round to see an irate Moss saying very rude things and shaking his fist, while cornering at fantastic speed

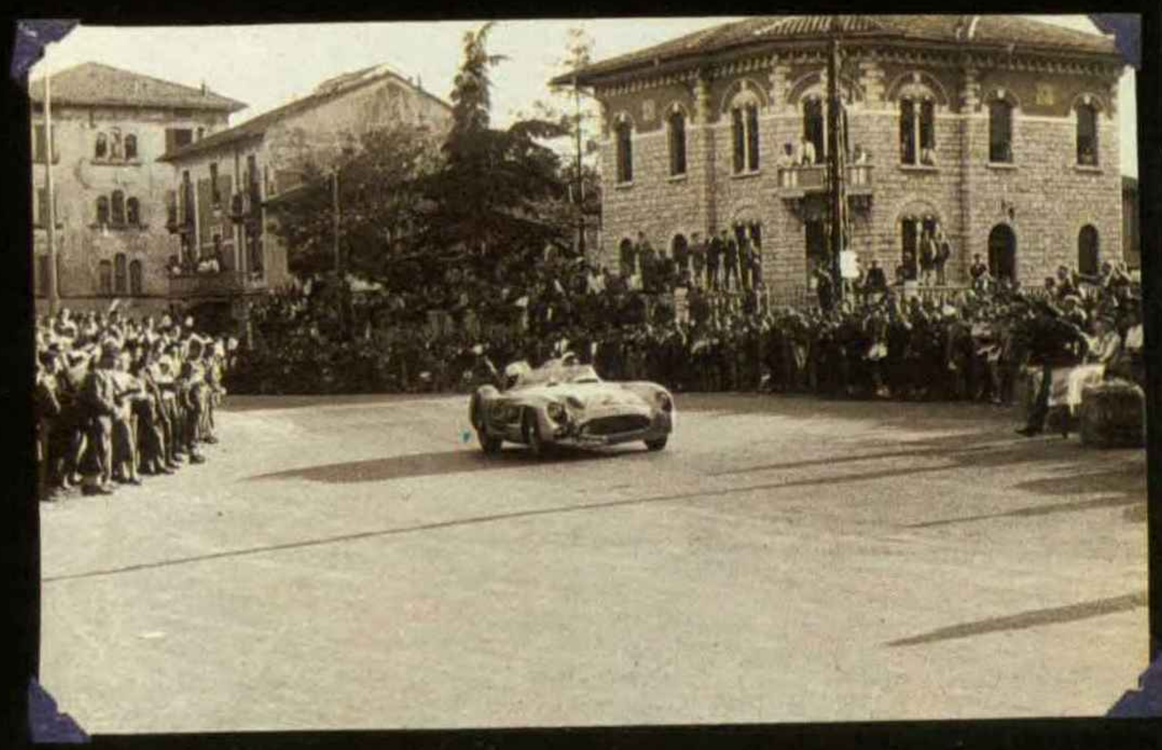
a high-speed racing car. While I blew the horn and flashed the lights Moss swerved from side to side and this had the effect of making those on the very edge leap hastily backwards, thus giving us a little more room. The last mile into the control was better organised and I was able to show Moss the control card, point backwards at the fuel tank and also at the fibre disc wired to the steering column which had to be punched at this control. Bang! went the stamp and we then drew into the first Mercedes-Benz pit and switched off the engine. This was our first real stop since leaving Brescia nearly three and a half hours ago, and our average speed to this point was 107mph.

Moss leapt out to relieve himself, I felt the car rise up on the jacks and heard the rear hub nuts being beaten off. The windscreen was cleaned and a welcome shower of water sprinkled over me, for I was very hot, very tired, very dirty, oily and sweaty and must have looked a horrible sight. The fuel tank was being filled, someone handed me a drink of mineral water and an orange, and offered a tray of sandwiches and cakes, but I felt incapable of eating anything firmer than a slice of orange. A hand appeared in front of me holding a sheet of paper and I snatched it and read 'Moss, Taruffi, Herrmann, Kling, Fangio' and the times showed we had a lead of nearly two minutes. The car was dropped down off the jacks, and with a lithe bound Moss was in the driving seat again and as we took the hairpin after the control I managed to yell in his ear: "First by more than one minute from Taruffi" and then the noise of the exhaust and wind prevented any further words.

On the next bend we saw Kling's Mercedes-Benz well off the road among the trees and badly wrecked. We exchanged long faces with each other, wondering how badly hurt he was, but this had no effect on Moss and he now began to put everything he knew into his driving, on this most difficult section, while I had to concentrate in order to give him signals, for this was a difficult section for both of us. Past Monterosi we waved to the Agip service station, where we had a sheep-killing incident in



On the Futa Pass

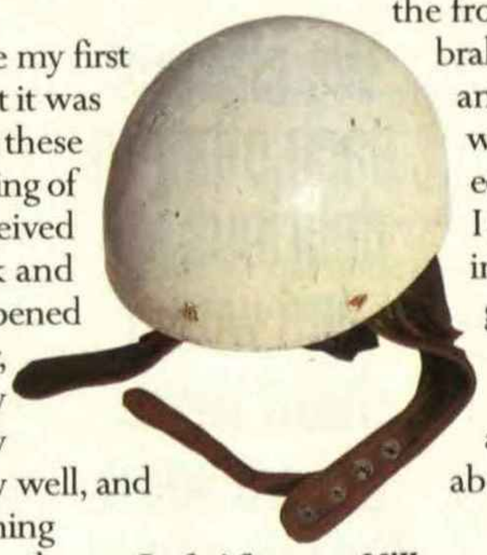


The last corner.

Above: they were well in front – though they did not know it – by the time they reached the Florence-Bologna section, where Moss pulled out all the stops, driving with enormous verve and attack. Right: some 10 hours after their start, they turn into the finishing straight

practice, and then we sped on our way through Viterbo, sliding this way and that, leaving the ground on more occasions that I can remember, yet all the while feeling completely at ease, for such is the confidence that Moss gave me, and round the corners I never ceased to marvel at the superb judgement with which he weighed up the maximum possible speed at which he could go, and just how far he could let the car slide without going into the ditch or hitting a wall or rock face.

Just after Acquapendente I made my first and only mistake in navigating, that it was not serious is why you are reading these words now; having just given warning of a very dodgy right-hand bend I received a shower of petrol down my neck and looking round to see what had happened we arrived at another similar corner, and I missed the signal. Fortunately Moss had recognised it, for he knew many parts of the course extremely well, and after seeing that the petrol was coming from the filler due to surge, I looked back to see an irate Moss saying very rude things and shaking his fist, all the while cornering at fantastic speed. How serious the fuel surge was I did not know, and as the exhaust pipes were on the side of the car I decided it would be all right and said nothing to Moss, as he appeared not to have received any of the spray. For the next 10 or 15 miles I received this gentle spray of cold fuel, cooling in the enormous heat of the cockpit, but worrying in case it got worse.



Jenks' famous Mille Miglia helmet, still showing its battle scars

Up the Radicofani Pass we stormed and the way the car leapt and slithered about would have frightened me had I not already had a lot of experience of its capabilities and the skill of Stirling Moss; as it was I sat there and revelled in the glorious feeling of really fast motoring. Over the top of the pass we swept past a saloon car competitor, into a downhill right-hand bend followed by a sharp left-hander. Now, previous to this, Moss had been pointing to the front of the car and indicating that a brake was beginning to grab. Without any warning the car spun and there was just time to think what a desolated part of Italy in which to crash, when I realised that we had almost stopped in our own length and were sliding gently into the ditch to land with a crunch that dented the tail. "This is all right," I thought, "we can probably push it out of this one," and I was about to start getting out when Moss selected bottom gear and we drove out – lucky indeed! Before we could point the car in the right direction we had to make two reverses and as we accelerated away down the mountainside I fiddled about putting the safety catch back on the reverse position of the gearbox, while we poked our tongues out at each other in mutual derision.

At the Siena control we had no idea of whether we were still leading or not, but Moss was certain that Taruffi would have had to have worked extremely hard to catch him, for he had put all he knew into that last part of the course, he told me afterwards. The now dirty, oily and battered collection of machinery that had left Brescia gleaming like new, was still answering superbly to his every demand, the engine always being taken to 7500rpm, and on one occasion to 8200rpm, the excitement at that particular instant not allowing time for a gear change or an easing of the throttle, for the way Moss steered the car round the sharp corners with the back wheels was sheer joy to experience.

On the winding road from Siena to Florence physical strain began to tell on me, for with no steering wheel to give me a feel of what the car was going to do, my body was continually being subjected to terrific centrifugal forces as the car changed direction. The heat, fumes and noise were becoming almost unbearable. Had I not known the route I would have happily got out there and then, having enjoyed every mile, but ahead lay some interesting roads over which we had practised hard, and the anticipation of watching Moss really try over these stretches made me forget the physical discomforts. I was reminded a little of the conditions when we approached one corner and some women got up and fled with looks of terror on their faces, for the battered Mercedes-Benz, dirty and oil-stained and making as much noise as a Grand Prix car, with two dirty, oil-stained figures behind the windscreen, must have looked terrifying to peaceful peasants, as it entered the corner in a full four-wheel slide.

The approaches to Florence were almost back-breaking as we bounced and leapt over the badly ➤

WITH MOSS IN THE MILLE MIGLIA

"He who leads at Rome never leads in Brescia" was the old Mille Miglia saying, but Moss and Jenks scotched the myth and smashed every other Mille Miglia record in the process



The finish. We thought we were second

maintained roads, and across the tramlines, and my heart went out to the driver of an orange Porsche who was hugging the crown of the steeply-cambered road. He must have been shaken as we shot past with the left-hand wheels right down in the gutter. Down a steep hill in second gear we went, into third at peak revs, and I thought, "It's a brave man who can unleash nearly 300bhp down a hill this steep and then change into a higher gear." Now Moss had really got the bit between his teeth, nothing was going to stop him winning this race, I felt; he had a rather special look of concentration on his face and I knew that one of his greatest ambitions was to do the Florence-Bologna section in under one hour. This road crosses the heart of the Apennines, by way of the Futa Pass and the Raticosa Pass, and though only just over 60 miles in length, it is like a Prescott hill-climb all the way. As we got the route-card stamped, again without coming to rest, I grabbed the sheet of paper from the Mercedes-Benz man at the control, but before I could read more than that we were still leading, it was torn from my grasp as we accelerated away among the officials. I indicated that we were still leading the race, and by the way Moss left Florence, as though at the start of a Grand Prix, I knew he was out to crack one hour to Bologna, especially as he also looked at his wrist-watch as we left the control. "This is going to be fantastic," I thought, as we screamed up the hills. I took a firm grip of the 'struggling bar' between giving him signals, keeping the left side of my body out of his way, for he was going to need all the room possible for his whirling arms.

Little did we know that we had the race in our pocket, for Taruffi had retired with a broken oil pump and Fangio was stopped in Florence repairing an injection pipe, but though we had overtaken him on the road, we had not seen him, as the car had been hidden by mechanics and officials. All the time I had found it very difficult to take my eyes off the road. I could have easily looked around me, for there was time, but somehow the whole while that Moss was really dicing I felt a hypnotic sensation forcing me to live every inch of the way with him. It was probably this factor that prevented me ever being frightened, for nothing arrived unexpectedly, I was keeping up with him mentally all the way, which I had to do if I wasn't to miss any of our route marking, though physically I had fallen way behind him and I marvelled that anyone could drive so furiously for such a long time. At the top of the Futa Pass there were enormous crowds all waving excitedly and on numerous occasions Moss nearly lost the car completely as we hit patches of melted tar, coated with oil and rubber from the competitors in front of us, and for nearly a mile he had to ease off, the road was so tricky. Just over the top of the Futa we saw a Mercedes-Benz by the road-side amid a crowd of people. It was Herrmann's, and though we could not see him, we waved. The car looked undamaged so we assumed he was all right.

We clasped each other in delirious joy and would have wept, but we were too overcome

Now we simply had to get to Brescia first. I thought, we mustn't let Taruffi beat us, still having no idea that he had retired. On we went, up and over the Raticosa Pass, plunging down the other side, in one long series of slides that to me felt completely uncontrolled but to Moss were obviously intentional. However, there was a particular one which was not intentional and by sheer good fortune the stone parapet on the outside of the corner stepped back just in time, and caused us to make rude faces at each other. On a wall someone had painted "Viva Perdisa, viva Maserati" and as we went past in a long controlled slide, we spontaneously gave it the victory sign and had a quiet chuckle between ourselves. On another part of the Raticosa amid great crowds of people we saw an enormous fat man in the road, leaping up and down with delight; it was the happy body-builder of the Maserati racing department, a good friend of Stirling's, and we waved back at him.

Down off the mountains we raced, into the broiling heat of the afternoon, into Bologna, along the dusty tramlined road, with hordes of spectators on both sides, but here beautifully controlled, so that we went into Bologna at close on 150mph and down to the control point, Moss doing a superb bit of braking judgement even at this late stage in the race, and in spite of brakes that were beginning to show signs of the terrific thrashing they had been receiving. Here we had the steering column disc punched



Happy Ending



The only Britons ever to win the Mille Miglia, and the first non-Italians to do it since Rudi Caracciola won in 1931, gulp down some much needed liquid. Their winning margin was more than half an hour

again and the card stamped, and with another Grand Prix start we were away so quickly that I didn't get the vital news sheet from our depot. We had no idea of where we lay in the race, or what had happened to our rivals, but we knew we had crossed the mountains in 1hr 1min, and were so far ahead of Marzotto's record that it seemed impossible. The hard part was now over, but Moss did not relax, for it now occurred to him that it was possible to get back to Brescia in the round 10 hours, which would make the race average 100mph.

Up the long fast straights through Modena, Reggio di Emilia and Parma we went, not wasting a second anywhere, cruising at a continuous 170mph cutting off only where I indicated corners, or bumpy hill-brows. Looking up I suddenly realised that we were overtaking an aeroplane, and when we passed a second one my brain began to boggle at the sustained speed. They were flying at about 300ft filming our progress and it must have looked most impressive. Going into Piacenza where the road doubles back towards Mantova we saw a 2-litre Maserati ahead which shook us perceptibly, for we thought we had passed them all long ago. It was number 621, Francesco Giardini, and appreciating just how fast he must have driven to reach this point before us, we gave him a salutary wave as we roared past.

More important was the fact that we were leaving the sun behind us, for it had made visibility very tiring. Through Cremona we went and now we were on the last leg of the course, there being a special prize and the Nuvolari Cup for the fastest speed from Cremona to Brescia. Although the road lay straight for most of the way, there were more than six villages to traverse, as well as the final route card stamp to get in Mantova. In one village, less than 50 miles from the finish, we had an enormous slide on some melted tar and for a moment I thought we would hit a concrete wall, but with that absurdly calm manner of his, Moss caught the car just in time, and with his foot hard down we went on our way as if nothing had happened. The final miles into Brescia were sheer joy, the engine was singing round on full power, and after we had passed our final direction indication I put my roller-map away and thought: "If it blows to pieces now, we can carry it the rest of the way." The last corner into the finishing area was taken in a long slide with the power and noise full on and we crossed the finishing line at well over 100mph, still not knowing that we had made motor racing history, but happy at having completed the whole race and done our best.

We drove round to the official garage, where the car had to be parked and Stirling asked, "Do you think we've won?" To which I replied, "We must wait for Taruffi to arrive, and we don't know when Fangio got in." At the garage it was finally impressed upon us that Taruffi was out, Fangio was behind us and we had won. Yes, won the Mille Miglia, achieved the impossible, broken all the records, ruined all the Mille Miglia legends, made history. We clasped each other in delirious joy, and would have wept, but we were too overcome and still finding it hard to believe that we had won. Then we were swept away amid a horde of police and officials, and the ensuing crush amid the wildly enthusiastic crowds was harder to bear than the whole of the 1000-mile grind.

Our total time for the course was 10hr 07min 48sec, an average of more than 157kph (nearly 98mph) and our average speed for the 85 miles from Cremona to Brescia had been 123mph. As we were driven back to our hotel, tired, filthy, oily and covered in dust and dirt, we grinned happily at each other's black faces and Stirling said, "I'm so happy that we've proved that a Britisher can win the Mille Miglia, and that the legend 'he who leads at Rome never leads at Brescia' is untrue – also, I feel we have made up for the two cars we wrote off in practice." Then he gave a chuckle and said, "We've rather made a mess of the record haven't we? Sort of spoiled it for anyone else, for there probably won't be another completely dry Mille Miglia for 20 years."

It was with a justified feeling of elation that I lay in a hot bath, for I had the unique experience of being with Stirling Moss throughout his epic drive, sitting beside him while he worked as I have never seen anyone work before in my life, and harder and longer than I ever thought it possible for a human being to do. It was indeed a unique experience, the greatest experience in the 22 years I had been interested in motor racing, an experience that was beyond my wildest imagination, with a result that even now I find it extremely hard to believe.

After previous Mille Miglias I have said, "He who wins the Mille Miglia is some driver, and the car he uses is some sportscar". I now say it again with the certain knowledge that I know what I'm talking and writing about this time. **DSJ** M

THE ALFA ROMEO MONTREAL TRIED TO COMBINE SHOWCAR LOOKS WITH RACE CAR POWER. WERE IT NOT FOR AN INADEQUATE CHASSIS, IT MIGHT WELL HAVE WORKED SAYS ANDREW FRANKEL

THE FASCINATION IS NOT EASY TO EXPLAIN. ALRIGHT, the Montreal is an Alfa Romeo, which always counts, and it has a 2.6-litre, eight-cylinder engine like the later Monzas; but that really is more coincidence than a strand of bona fide heritage.

I didn't even know whether it would be a good car or not, having read the usual reams of hedgery that often abound when what you are faced with such an essentially complex subject. At least that's one question I can now answer.

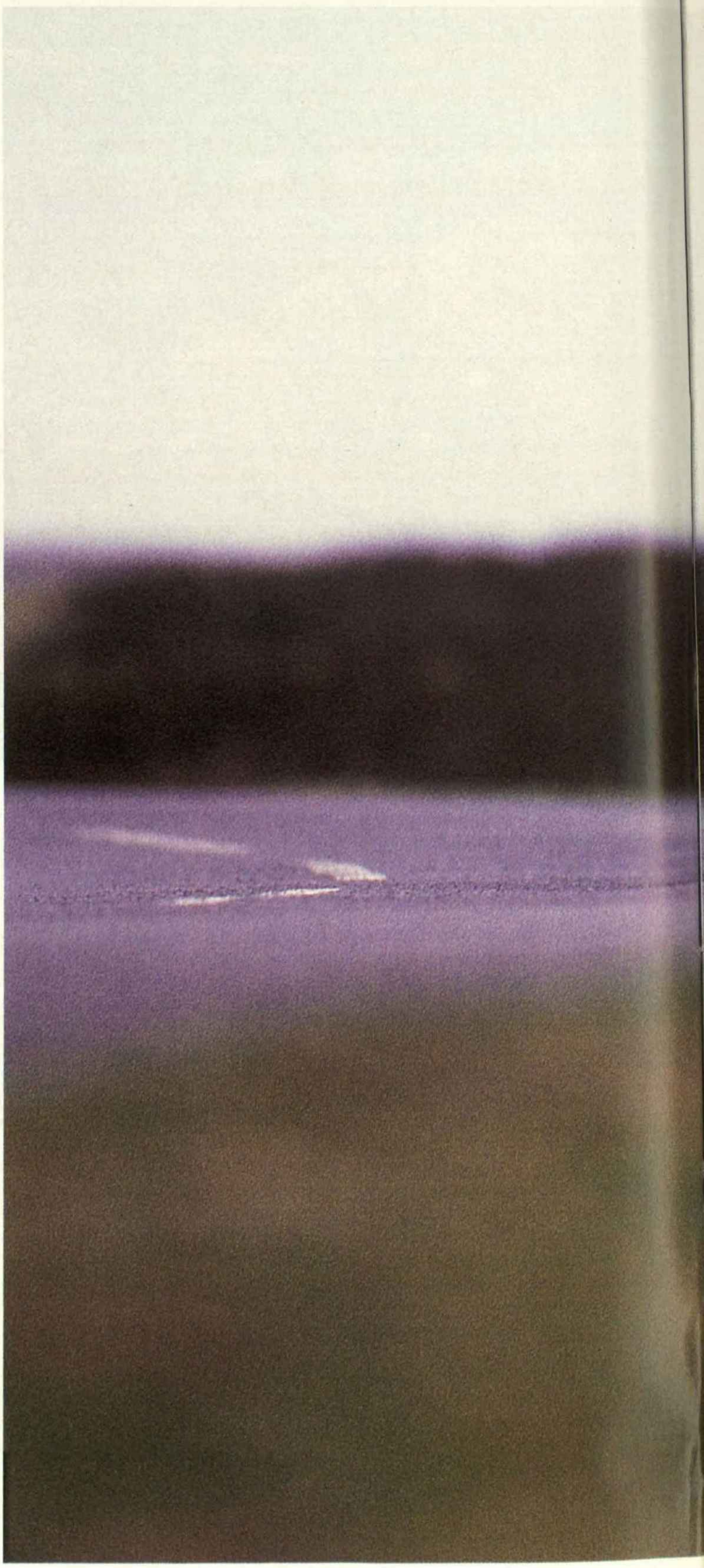
I suppose it stems from the unlikely union of its engine and body, both so exquisite in their utterly different roles. Imagine Linford and Julie Christie as a married couple; the dinner table conversation, you might agree, would be worth hearing. And so it is with the Montreal, with looks born for the catwalk and an engine created with no thought for anything but the track.

The reason behind it seems clear. Alfa, with sales booming in Europe, needed credibility in North America. In 1967, the year the show car was seen at the Expo in Montreal (and the year Dustin Hoffman made the Duetto rather famous too), just 1863 Alfas found homes in the US against a worldwide production run of some 78,800 cars. Yet by 1970, the year the Montreal went on sale, US sales had fallen to just 1428 of the 110,000 cars produced at Arese.

So while the Montreal might not have been the tonic Alfa needed (it wasn't actually sold in the States until 1972), it did at least allow Alfa to produce one of the most enigmatic and latterly misunderstood cars in its enigmatic and invariably misunderstood history. For what started as no more than a Bertone styling exercise fitted with a twin-cam four became one of those rare beasts: a road car fitted not simply with a race engine but one which worked well in its road-going application.

If the car is suitably sporting, it is entirely in its manufacturer's interests to persuade you that lurking beneath the bonnet lies the heart of a race-proven warrior. Ferrari, most notably, has done this with the F50, having based its engine on that of the 1990 640 Formula One car. One wonders, however, just how close that relationship can be where the F1 engine had a capacity of 3.5-litres and the road car's is a mighty 4.7-litres. I'm not sure that F1 engines are designed to stretch a single cc, let alone 1.2-litres. This, in itself, is fine as Ferrari has never claimed the F50 and 640 engines to be one and the same, merely pointing to an undoubtedly genuine causal link between the two. The Montreal engine, however, was different.

When Alfa-Romeo said the Montreal was fitted with the engine from its T33 sports-racer, that is what it meant and that, indeed, is what you will find when you lift the deeply-ducted bonnet. There you'll see the same all-alloy block with the same iron liners, topped by its quad-cam heads, its ➳



Montreal might have looked great and gone well thanks to its race-tuned engine but handling left a great deal to be desired. Even with specially tuned springs and dampers, grip is not up to the performance in all but ideal conditions and reactions when the limit is broached are far from ideal

photography by Andy Christodolo



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The Montreal at its best: going hard in a straight line. Note fake rear slats that ape a mid-engined layout and mighty front and rear overhangs

capacity remaining unchanged at 2593cc as are its race-oversquare 80mm by 64.5mm internal dimensions. Even the Spica mechanical fuel injection system is there, meting power to the rear wheels via the same five-speed ZF race gearbox.

That power, it should be said, had been tamed for the road, down to a sensible and genuine 200bhp at 6500rpm, backed up by a solid 174lb ft of torque at 4750rpm charged with pushing a 2800lb car around, a figure which only sounds hefty until you consider it's no heavier than one of the lesser powered 3-series BMWs of today. Even so, it was 500lb heavier than its stablemate, the much loved 2-litre GTV, despite having to sit on the same chassis.

Oh yes. Compare the dimensions of the two and Montreal is clearly longer, taller, wider and broader in track than the GTV. The giveaway is the wheelbase, the same 92.5in as all 105-series Alfas. And, like its kin, it comes complete with a double wishbone front suspension and live rear axle located by trailing arms and transverse links. In an attempt to upgrade a chassis designed to cope with no more than a one-ton car with, at most, 130bhp, Alfa specified revised (though still soft) spring and damper rates, disc brakes that were not simply larger but ventilated too, and state of the art 195/70 VR 14 Michelin XWX tyres instead of the 165 HR 14 Pirelli Cinturatos more commonly found on GTVs of the era. The result was meant to be able to look a Ferrari 246GT in the eye without blinking.

In reality, this is not how a Montreal feels at all. It feels older for a start. When the Montreal was first shown, total mid-engined road car production to date amounted to a few rather mad Lamborghini Miuras. By the time this Montreal poked its prow beyond the factory gates in 1975, the notion of a front-engined supercar was positively gigglesome.

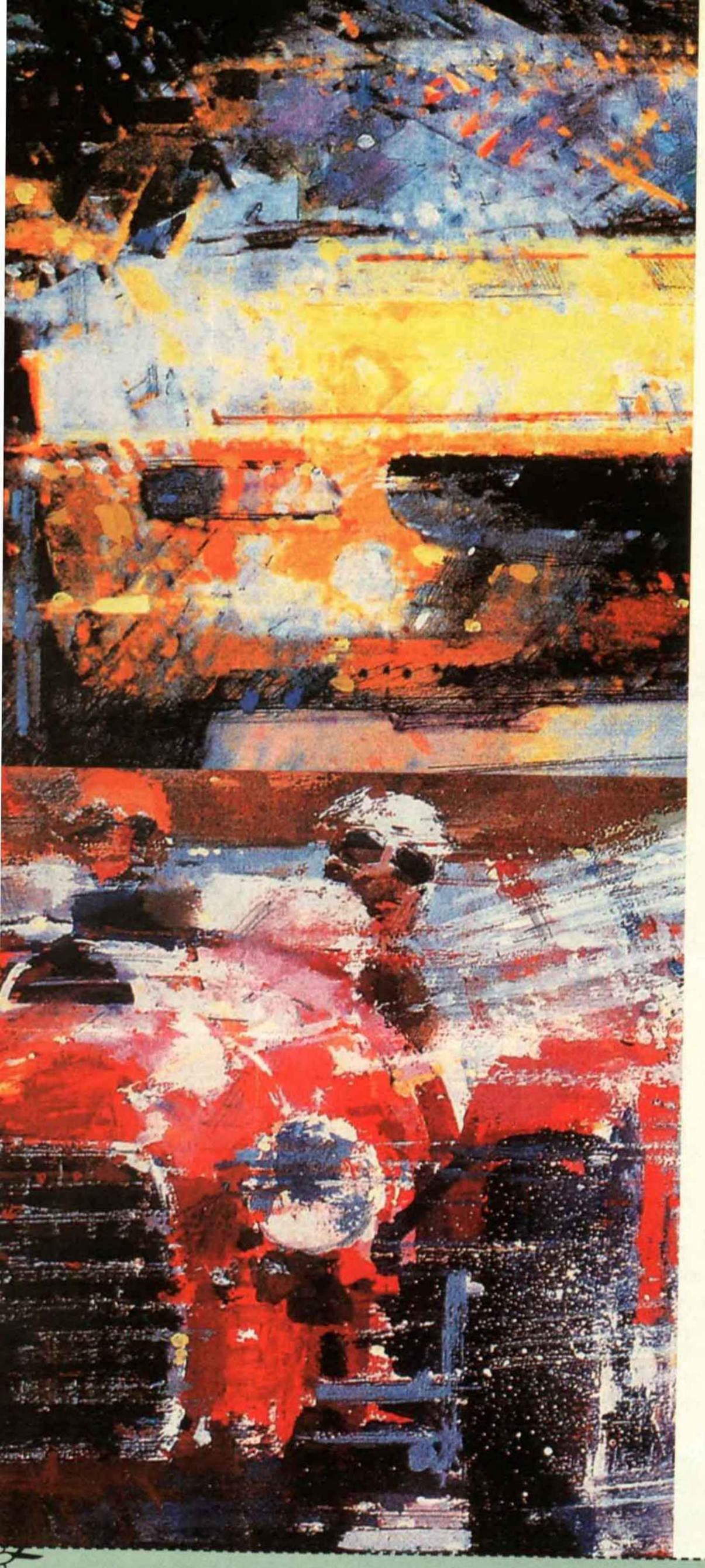
It does, however, afford one of the great views in motoring, over that sloping, swooping bonnet. Inside, Alfa eccentricity abounds. The driving position, for instance, feels better than it has any right given that all three pedals are displaced to the right of the steering column of this, one of only 103 right-hand-drive Montreals. From the deeply-dished wood-rimmed steering wheel with its thin alloy spokes to the whorls on the pedal rubbers, Alfa's signature is everywhere you look. The insanity is there too: who'd be without instruments that feature the two main dials with ancillary gauges like small children clinging grimly to their perimeters; or having to stretch to the far side of the dashboard to turn on the windscreen wipers? Me, for one.



Lovely Montreal shape is now 30 years old and looking every hour of it

Such thoughts, however, do tend to be blasted away with the twist of the key. I'd wondered what this little V8 would sound like, running through the factory-approved ANSA four-pipe exhaust. And the answer is magnificent. At idle it sounds twice its size thanks to a deep, burbling rumble of almost Aston-like proportion. Yet just a dab on the throttle replaces one such tradition with another, the song of the racing Italian thoroughbred, all thrilling whizzes and buzzes from the top of the engine with just an whiff of the burble that a V8 with a two-plane crankshaft alone can make. The rev-counter says 7000rpm is fine but today we'll change at peak power, 500rpm earlier.

Few cars appeal so immediately. I always did love the looks but now I am sampling the power there is a curious synergy between the two I had not expected. In its own way, the power delivery is every bit as elegant as the shape. What is extraordinary is that it comes in one solid shove from below 3000rpm. I had thought that, with eight tiny pistons shuttling up and down such oh-so short bores, every ➠



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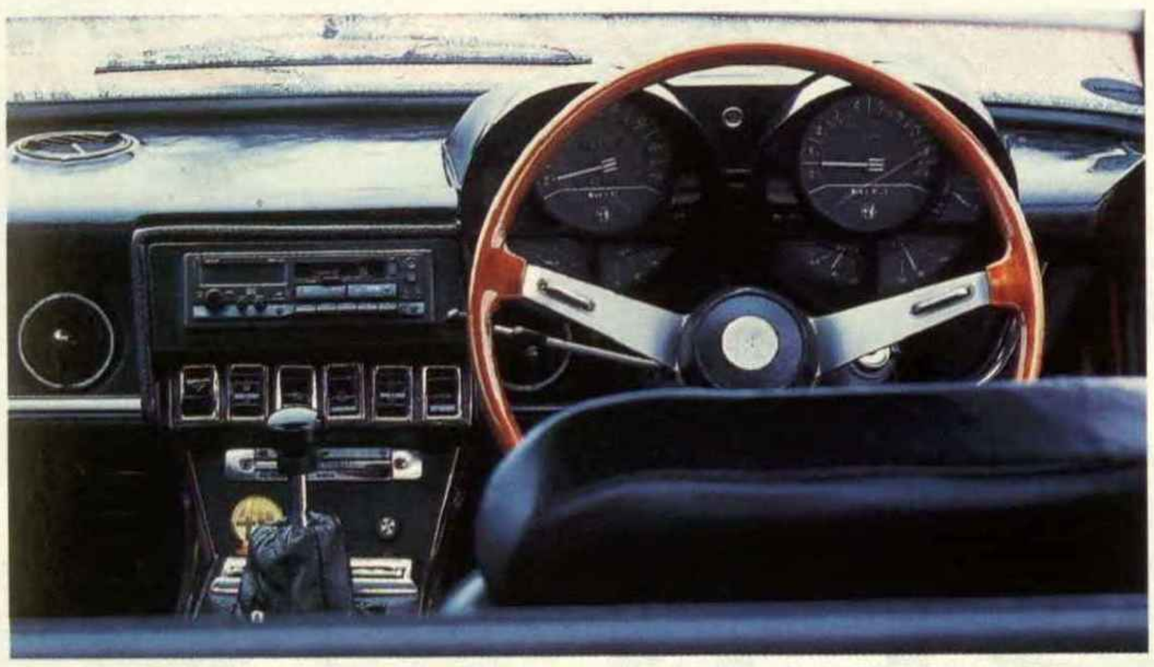
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Mad dials and wood-rimmed wheel are typical hallmarks of '70s Alfas



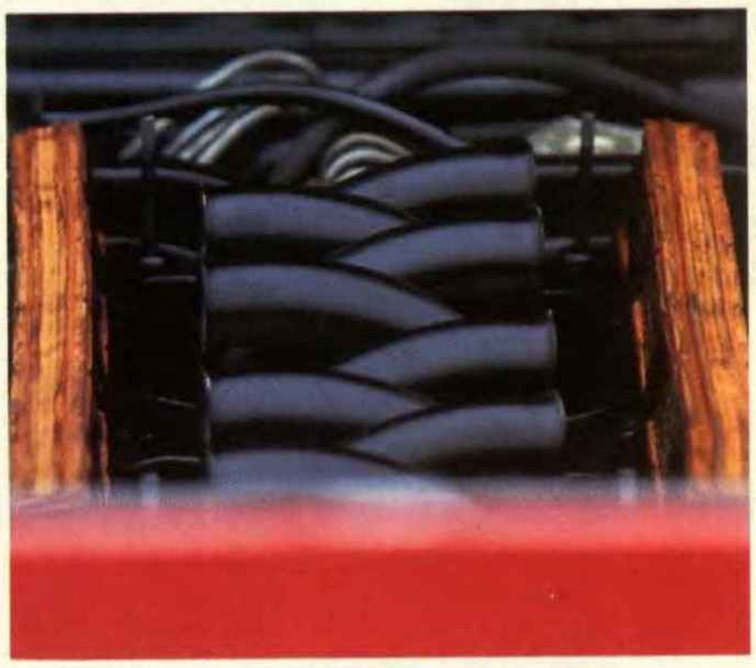
Thin front seats more comfortable than they look; rear seats are bad joke



The only place you will find a Montreal badge



Classic quad-cam motor delivers an easy 200bhp



Intake pipes revealed below unsightly air-cleaner

pound- foot of torque would need to be fought for. This is not how it is. Aided only by the tight ratios of the delicious ZF-box (with first, as it should be, on the dog-leg), the Montreal delivers formidable thrust from wherever you find yourself in the rev-range. Up to 110mph it's truly quick and would continue, without doubt, to the 137mph maximum suggested for it. It would, in other words, raise both eyebrows of any Dino driver it chanced upon. So long, that is, as the road was straight, level and dry.

But place a few rather routine obstacles in the flightpath, like corners, bumps and wet surfaces, and the little Dino would dance away into the distance. When it comes to providing a match for the Montreal's engine and expectations, the Alfa's chassis isn't even a near miss. Worryingly, this is despite remedial work carried out by the Lombarda Carriage Company, who provided it, in an attempt to make it handle. Shorter and gently stiffer springs with re-rated dampers and roll-bars have preserved a reasonable ride quality, while lowering the ride-height and keeping the once legendary body roll under tighter control. Slightly fatter 205/70 tyres aim to keep grip levels somewhere within sight of the Montreal's performance potential.

The result is a car with at least a veneer of composure. Tackle a dry, smooth roundabout and, once you have wound the steering past its vague on-centre feel, it will nose into the apex faithfully, the ensuring mild understeer easily and delightfully quashed into neutrality as you accelerate away. If such a corner is the first you encounter in the Montreal, you might well wonder what all the fuss was about. And you will continue to wonder about this right up to the point you turn into a wet, bumpy quickish curve.

The first impression is of a car with no front end grip at all. Right at the point you need the front tyres to bite into the corner, they shy away, kicking your heart into your mouth as they do. Whether this is simply a brief period of instability before it faithfully follows your instructions I could not say; by this time, I was off the power awaiting the roll oversteer I'd been told to expect but, in the event, never arrived. It just lurched lazily back onto some approximation of my chosen line as we continued on our way. Once you know of this trait, you can anticipate and drive around it, keeping your entry speed low and using the V8 to power out of the corner; but even then you'll need a favourable surface if the rear axle is not to skip and bump and the body not float and wallow over crests and dips.

It is a shame, albeit not an entirely unexpected one, to note that the Montreal, so seemingly fast and classy is, in the end, tripped and sent sprawling by its inadequate chassis; it's ironic too that the source of its downfall was also responsible for some of the sweetest handling cars of the '60s and '70s. For all its looks and its sublime engine, the Montreal would have served Alfa better if its shape had stayed in the exhibition hall, its engine in a racing car. It's not that the two were not meant for each other as once I had thought, but rather that they were forced to live with an unworthy and unruly third party. It was more than this most unlikely alliance was ever likely to survive. M

SPECIFICATIONS

ENGINE

Type	90-deg Vee 8, all-aluminium,
... ...	dohc, 2 valves per cylinder
Bore/stroke ...	80 x 64.5mm, 2593cc
Fuel injection	Spica mechanical injection
Compression ratio	9.0:1
Max power ...	200bhp at 6500rpm
Max torque ...	174lb ft at 4750rpm
Specific output	77bhp/litre
Transmission ...	Five-speed, 22.7mph/1000rpm

CHASSIS

Front suspension...	Double wishbones, coils
Rear suspension.....	Live axle, trailing arms, coils
Tyres	195/70 VR 14 Michelin XWX
Steering... ...	Unassisted recirculating ball
Brakes	10.8in ventilated discs (front)
... ...	11.2in ventilated discs (rear)

DIMENSIONS

L/W/H ...	166.0in/65.8in/48.8in
Wheelbase/track	92.5in/54.3in (f), 52.8in (r)
Kerb weight ...	2810lb, 57/43 per cent (f/r)

PERFORMANCE

0-60mph	7.6sec
50-70mph in top	8.1sec
Top Speed ...	137mph

KEY ENGINEERING POINTS

... ...	Uses road tuned version of race
... ...	V8 from 460bhp T33 sportscar.
... ...	Platform provided by 105-series
... ...	chassis, hence live rear axle.

IN ONE LINE

A potentially fine Alfa hobbled by an inadequate chassis

POINTS OF ORDER



WHAT DIFFERENCE WOULD TODAY'S POINTS SYSTEM MAKE TO THE WORLD CHAMPIONSHIPS OF THE PAST? MIKE LAWRENCE INVESTIGATES

WORLD CHAMPIONSHIPS ARE NOT WON BY WINNING races, they're won by scoring points, and the system has been changed many times. When the World Championship began it was a selection of six races from the 22 races run to Formula One in 1950. You counted the four best results and the scoring was 8-6-4-3-2 with nothing for sixth. Drivers could share both a car and the points and there was one point for fastest lap.

Today you count every result from 16 or 17 races with the winner scoring 10 points and second still on six. We have to assume that the current system is perceived to be the best that has been devised to date so, applying it retrospectively, who would have been World Champion on today's rules?

Would Stirling Moss have beaten Mike Hawthorn in 1958, or Jack Brabham in 1959? Would James Hunt have beaten Niki Lauda by a single point in 1976? Keke Rosberg was World Champion in 1982, despite winning only one race – but under the current system, would he still be on the list of world champions? Who would go up, who would go down? At this point you may want to grab a pen and paper and write down the main changes you think would occur.

From 1950 to 1960 the Indianapolis 500 was included in the championship, but it had no effect on the series. It is great for club quiz nights, if you happen to know that Troy Ruttmann, winner of the 1952 Indy 500 is still the youngest driver to win a race counting for the championship. (Bruce McLaren was 24 days older when he won the 1959 United States Grand Prix at Sebring.)

The scoring system changed in 1960 when the point for fastest lap was dropped and given to the sixth-placed finisher. Winning was boosted from eight points to nine in 1961, but there was still the matter of dropping results and the number varied from year to year. There was even a system when you counted your best scores from the first half of the season and then you added these to the best results from the second part of the season. It was as clear as mud.

One other thing: from 1950 to 1960 drivers could share cars and points. Luigi Fagioli is in the history books as the oldest winner, but he was lying fourth in the 1951 French GP when he handed over his car to Fangio. For the purpose of this exercise, Fangio gets zero points, because his car broke down, while Fagioli gets points for fourth. That's where he was placed when he handed his car over and nobody then ahead of him retired.

So, who is in and who is out?

Under modern rules, the first time a championship might have been a cliffhanger was 1951 when Fangio would have gone into the final round on 22 points to the 26 of championship leader, Alberto Ascari. Ferrari ruined Ascari's chances by fitting smaller wheels and wrecking their tyres, but if they had a four-point advantage, would they have experimented with their wheels? Might they not have played safe?

With 10 points counting for a win and every race counting, Stirling Moss would have equalled Mike Hawthorn's tally for the 1958 title, and taken the championship by virtue of winning more races

They didn't and Fangio won the race with Ascari in fourth. Under modern rules, Fangio takes the title by three points, 32 to Ascari's 29. The actual final score, from the best four results, was 31 to 25, while the gross scores were Fangio 37, Ascari 28.

There are a lot of figures here and not everyone likes sums. Under modern rules, however, Fangio still takes the title. He has to drop points because of a shared drive and points for fastest laps, but he remains the 1951 World Champion.

Do you want to change your predictions at this point? The modern system closes the gap between Ascari and Fangio, but does not change the result. ➤



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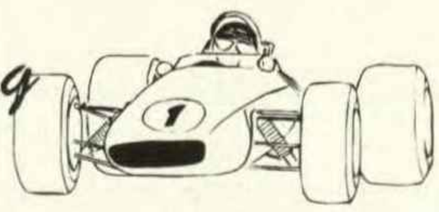
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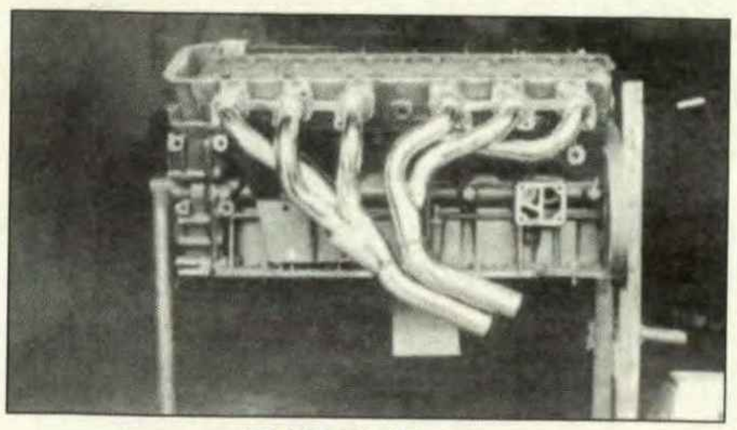
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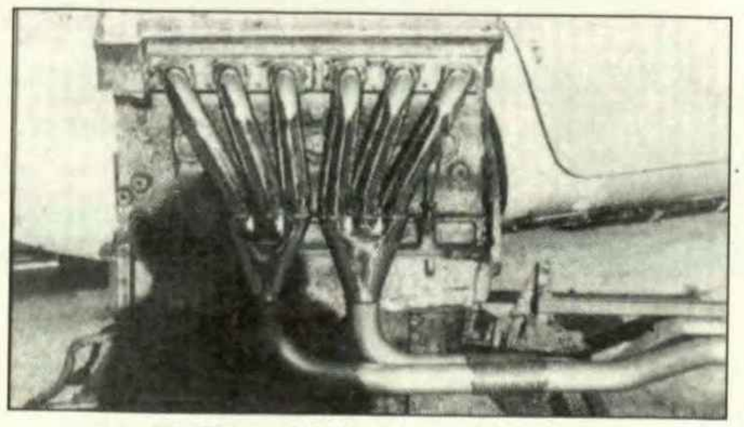
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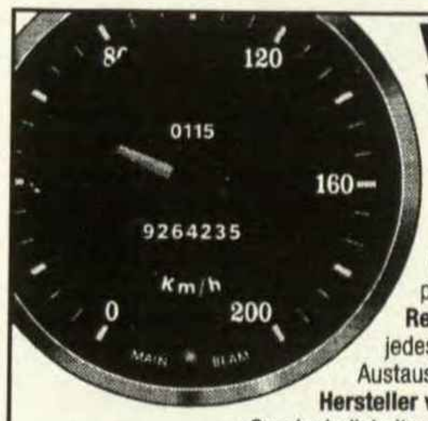


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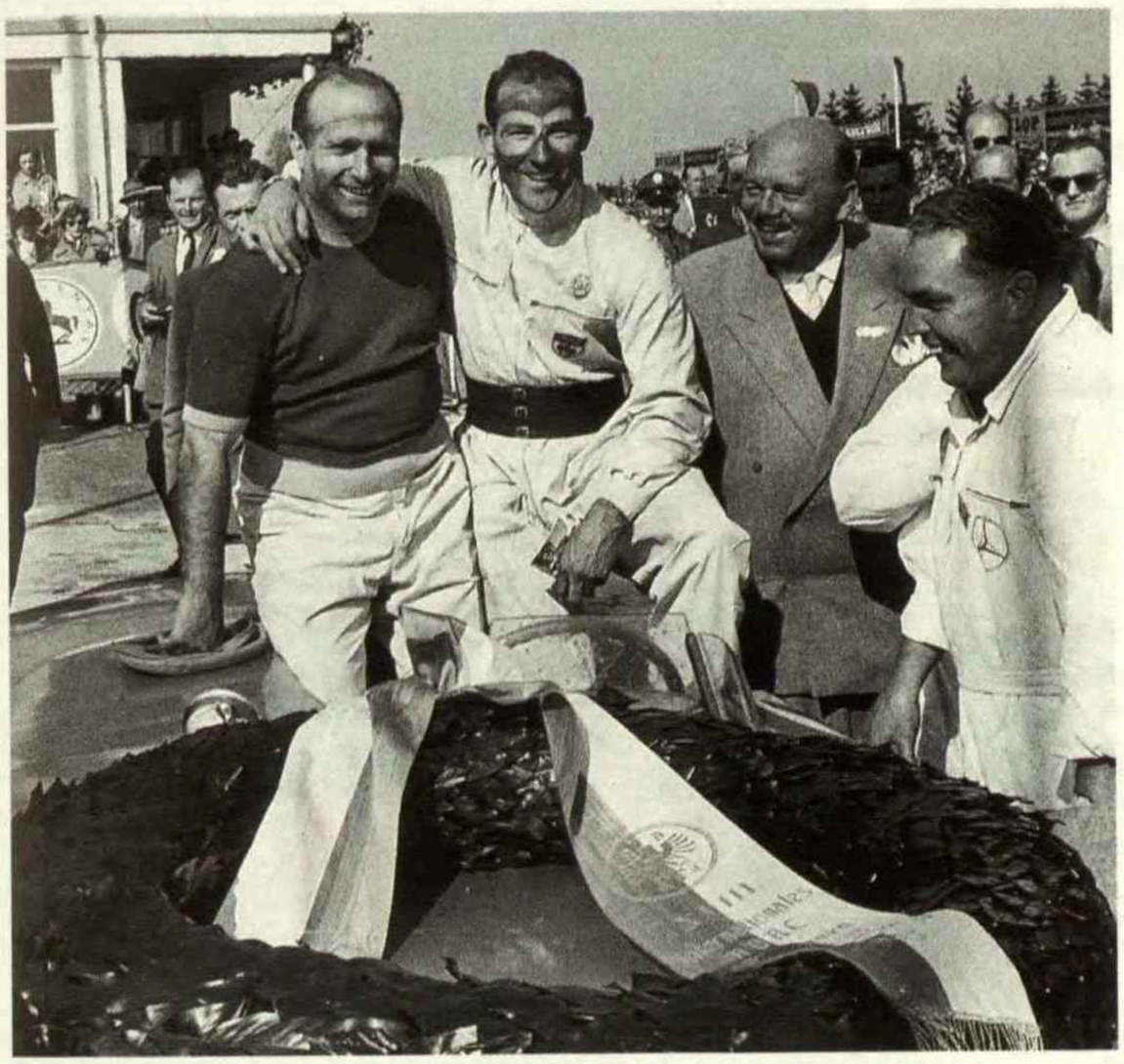
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Take away car-sharing and Fangio would 'only' have won four titles



Hawthorn would lose out, but Peter Collins would be 1956 champion

Does Hunt still beat Lauda in 1976? Does Lauda still beat Prost in 1984?

Ascari dominated the next two seasons, then Fangio did the same in 1954 and 1955, so there is no problem until 1956 when the 'split drive' rule really comes into its own. Fangio and Moss, first and second in the series, both exercised their *droit de seigneur* but, under modern rules, the World Champion is Peter Collins from Moss with Fangio third.



Champion on two wheels only? Surtees loses 1964 title to Graham Hill

Collins thus becomes the first British World Champion. In fact, he might have done under 1956 rules had he not volunteered to hand over his car to Fangio in the final race. It was a sporting gesture without parallel in motor racing. Collins took the view that he was young enough to take the world title another time, ignoring the cruelty of the sport that would claim his life within two years.

Fangio thus retires with four, not five, titles. Four in eight years is hardly inconsequential but, for the time being, it sets a different target for drivers such as Prost and all the triple champions – Brabham, Stewart, Lauda, Piquet and Senna – although do these drivers all stay where they are?

Stirling Moss becomes World Champion in 1958 – and this is probably the one which most people will have predicted. After all, Moss won four races to Mike Hawthorn's one. The title chase went down to the wire and, to win the title, Moss had to win the final race and take fastest lap – which he did. Hawthorn had only to finish second – which he also did. Both drivers fulfilled every last requirement and Hawthorn won by a single point.

But it wasn't quite as simple as that. Hawthorn won by a single point because only the best six results (from ten) counted; Hawthorn actually grossed 49 points to Moss's 41. In other words, under 1958 rules it was a contrived ending to the series. If he hadn't had to drop points, Hawthorn would have walked it.

Take away the points for fastest lap, count 10 points rather than eight for a win, and count every result and the final score would have been... 46 points each, a dead heat.

Moss takes the title on the number of first places. In this scenario, Hawthorn becomes an also-ran, a man who won only three Grands Prix in his life and never quite made it to the top as his great friend Peter Collins, the 1956 champion, had done. Moss gets his title, but he loses an important distinction, 'the greatest driver never to be World Champion'. Moss himself says he has been able to gain more capital from the fact that he never won the title than if he had won it only once or twice.

If he hadn't had to drop points Hawthorn would have walked it

Using the modern scoring system Jim Clark does not go into the final race of 1962 with a chance of the championship; Graham Hill has it sewn up long before. Hill also wins the 1964 drivers' title – by a single point from John Surtees, although it's worth pointing out that Clark won more races that year than either of them. This makes Hill (14 wins) a triple champion ahead of Jim Clark, despite the fact that Clark scored 25 wins from 72 starts against Hill's 176 starts. In 1967 Clark won four races to the two of Denny Hulme, but again the championship remains unchanged.

This raises questions about the World Championship itself. Does it mean anything when Stirling Moss, Gilles Villeneuve, Ronnie Peterson and Tony Brooks did not win it?

Not only does Hill become champion ahead of Surtees but, using the modern system of scoring, BRM wipes Ferrari from the Constructors' Cup. It is not just the value for a win which has ➤



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Graham Hill could add 1964 to the titles he won in 1962 and 1968



In 1984, it is not just Niki Lauda's helmet that Prost would have claimed...

changed, but there is the matter of the number of finishers a constructor can count.

In 1965, constructors could count just the best finish of one of its cars so, if Cooper finished first, third and fourth and BRM grabbed second, then Cooper scored nine points to the six of BRM. Today Cooper would take 17 and BRM only six, which more accurately reflects the difference in superiority but does not take account of the fact that, these days, constructors are allowed to enter only two cars per race.

There were seven Brabhams in the 1964 British Grand Prix, two works cars and five privateers, but Maserati and Ferrari often had five or more works cars in a race in the 1950s. Translating the Drivers' Championship to modern rules is a doddle when compared with the Constructors' Cup.

After the excitement of the 1964 season, when the drivers' title was decided between Clark, Hill and Surtees on the last lap of the last race, the Championship then settled down until 1976 when James Hunt took the title by a single point from Niki Lauda, with the score Hunt 69, Lauda 68. Hunt won by a point at the end of a season marked by disqualifications, mixed fortunes and Lauda's terrible crash at the Nurburgring.

Am I the only person who feels that Lauda should have been World Champion in 1976 – something which would give him the distinction of winning three titles on the trot – yet cannot bring myself deny Hunt his triumph?

Okay, let's apply modern rules to 1976. The score is Hunt 74, Lauda 73 – Hunt still wins by a single point.

Many people have said that Keke Rosberg was lucky to become World Champion in 1982 since he won only a single race, but 11 drivers won races that year and nobody scored more than two victories. Eleven winners in one year? It happened, and you don't have to be a greybeard to remember it. Under modern rules, Rosberg's title is safe. John Watson and Didier Pironi, who were tied on points just behind Rosberg, move one point closer but Rosberg stays out in front.

The closest title fight in history came two years later when Niki Lauda beat his McLaren-TAG team-mate Alain Prost by half a point. But in this exercise the revised final score is Prost 78.5, Lauda 77. It is still a cliffhanger, but Prost takes an extra title and does so again in 1988 when he wins easily from Ayrton Senna (105 to 94) whereas the history books have the score Senna 90, Prost 87.

The remarkable thing is how little change there actually is when you apply modern rules. There are only two new Champions, Collins and Moss, and only two drivers stripped of their sole title, Hawthorn and Surtees, and then by no more than a single point.

For the rest, it is a slight redistribution of titles among the multiple winners. Lauda and Senna become 'merely' double Champions, while Graham Hill joins Brabham, Piquet and Stewart as a triple champion. Fangio has to be content with four titles while Alain Prost reigns supreme as six-times World Champion.

That is what happens when you apply modern rules. In fact, not a lot happens but, I bet, that is not what you wrote down. And it's not what I thought I'd find when I started. M

Championship Changes under today's points-scoring system

Year	New Champion	Dumped Champion
1956	Collins	Fangio
1958	Moss	Hawthorn
1964	Hill	Surtees
1984	Prost	Lauda
1988	Prost	Senna



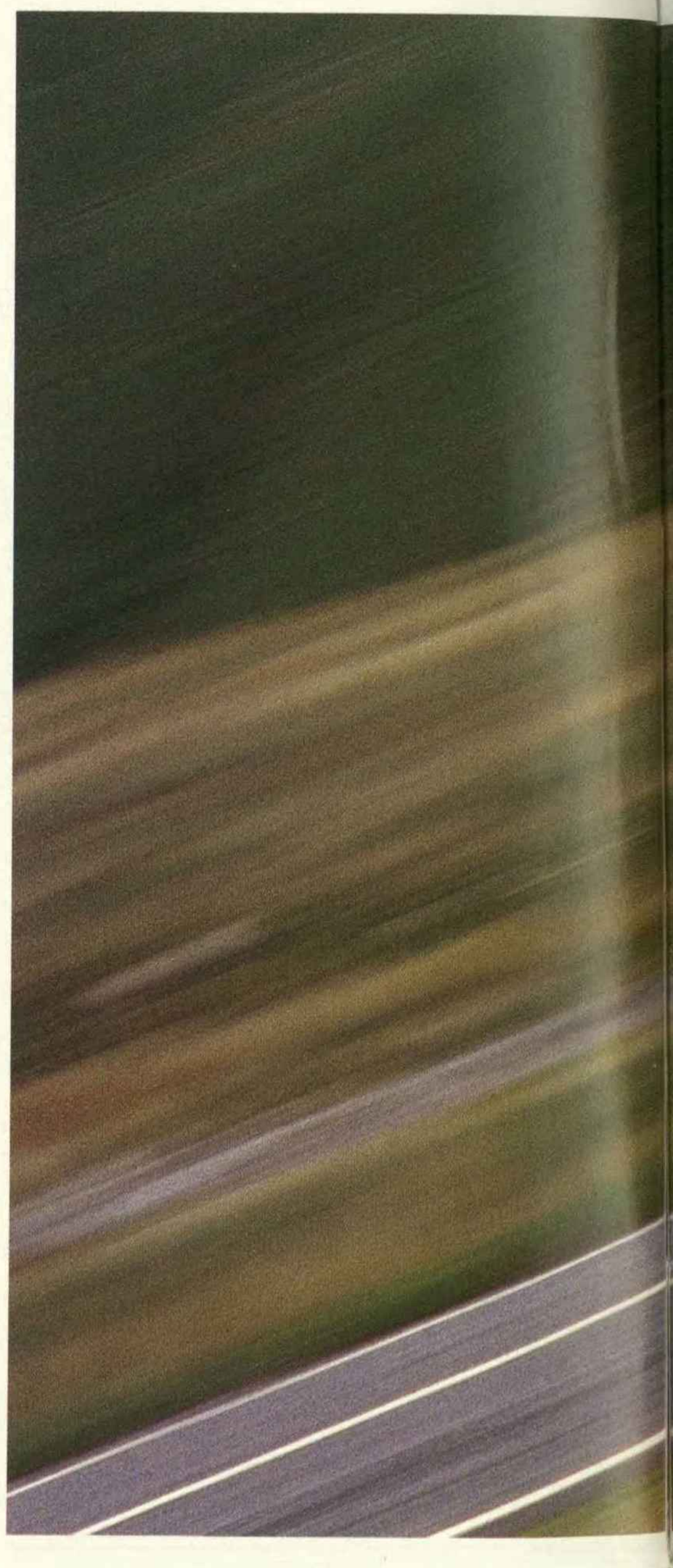
Today's system would have made Prost champion six times

GOOD EGGS, ROTTEN APPLES

NISSAN 300ZX

IT HAD THE PERFORMANCE, THE HANDLING, THE LOOKS AND THE PRICE, BUT BUYERS STAYED AWAY IN DROVES. WHY? ANDREW FRANKEL REFLECTS – WITHOUT PREJUDICE

■



LIE BACK, CLOSE YOUR EYES AND THINK OF NISSAN. Now look at the vision that's floating before you. If it's of any one of the range of broadly impressive saloons, hatches, people-movers and off-roaders that make up the current Nissan portfolio, you have my respect. Rather more of you, I suspect, are now looking at a wheezing blue-smoked Bluebird or an arthritic learner-plated Micra.

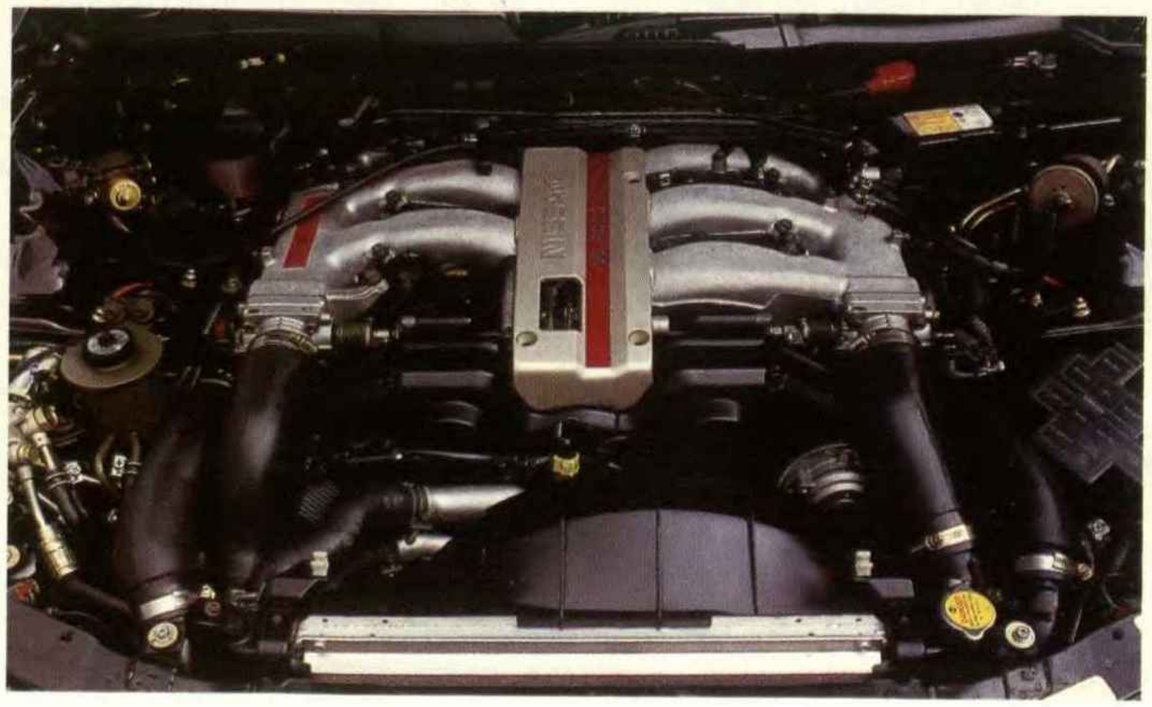
Piffling in nature though this exercise is, it strikes right to the heart of the problem Nissan faced when it decided, back in 1990, to sell its new 300ZX coupé in the UK. Though it was easy to make people jump from the age-old preconceptions of Nissan (and, lest we forget, Datsun) to the new era of smart, modern family machinery, the extra credibility gap from there to a state of art supercar was, at first, daunting and then swiftly insurmountable. Oddly, this is all you need to know about the failure of Japan's first ever supercar to gain even a tiny quota of the plaudits it so richly deserved.

Well, almost all. There is, of course, the little matter of precedent to deal with too. You will remember the cars that preceded the 300ZX: they always appeared in magazines with cheesy headlines like 'Z-cars'. The range started back in 1970 with the 240Z which, contrary to every expectation, was a fine car while the 260Z which succeeded it was less remarkable, but still fun and capable. The rot set in with the 280ZX and the first 300ZX, both of which were almost as hideous to drive as they were to look at. But not quite.

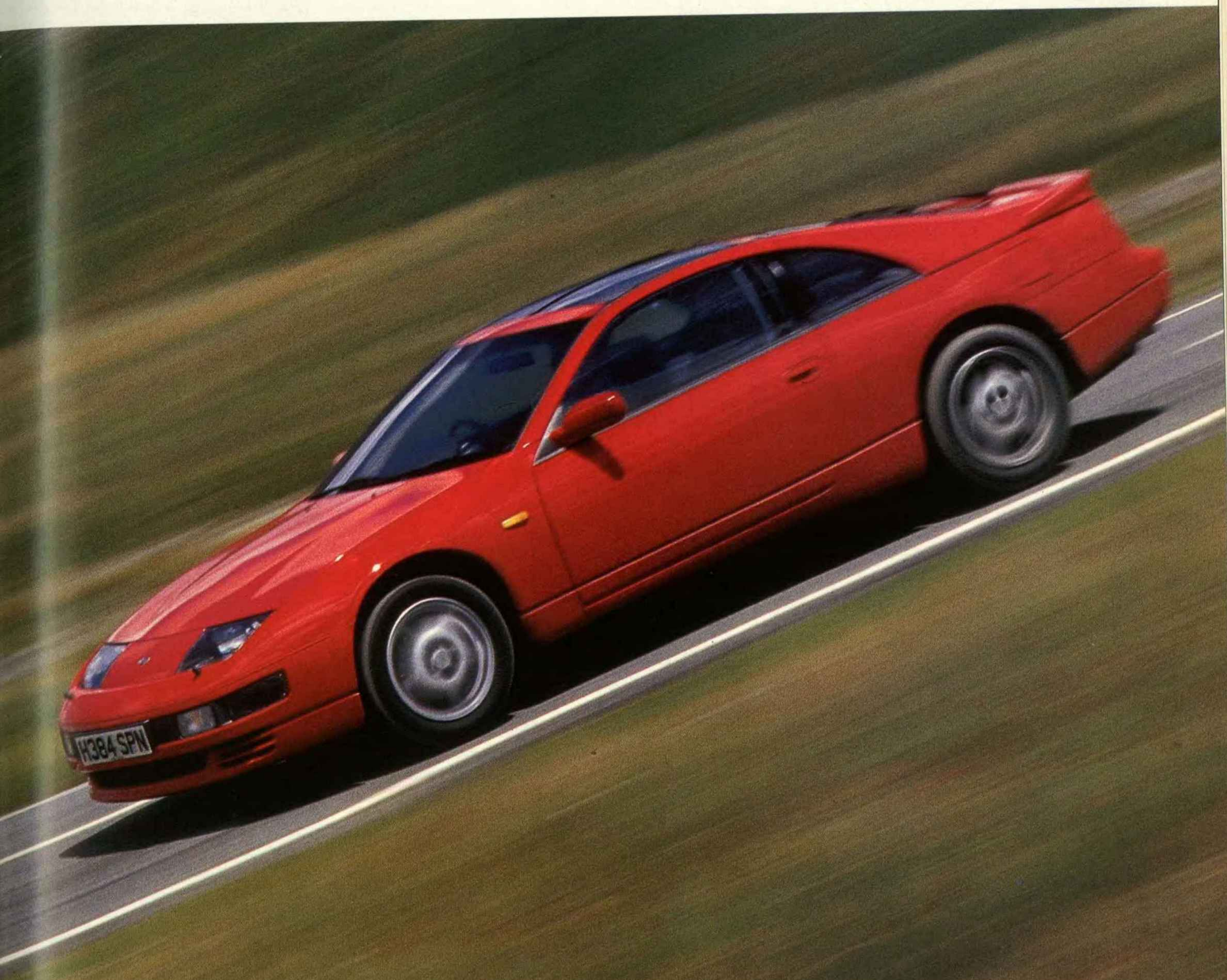
Against this background, the all-new Nissan 300ZX was always going to have a fight on its hands, though the initital impressions were that it seemed more than adequately equipped for the fray. First there was the styling, undeniably Amercian in influence but lacking that continent's traditional excesses. It looked healthily muscular, not unfeasibly steroidal. The nose smacked of fresh-faced menace, the profile of darting aggression. Even the back, with its broad slab of lights, managed to round off the package without looking contrived. In Stuttgart, recession-hit knees started gently knocking.

You could see why. Under the bonnet, at last, was an engine that truly meant business. A 3-litre quad-cam twin-turbo V6 with punching performance that would shoot the slippery Nissan to 160mph in about the same time required by a Porsche 911 but for rather less money. It was as practical and easy to drive as a 911 and no-one was going to bet it wouldn't boast 911 levels of longevity too.

Most scary of all for the traditional hierarchy was that it was damn near as much fun to drive as a 911 too. To achieve this aim, Nissan employed the very latest technology to an unlikely end. Instead of using sophisticated electronics to turn the 300ZX into yet another fool-proof, traction-controlled subservient miracle, it was decided that this know-how would be used to flatter the driver in another way altogether. By using electronic four-wheel steering, Nissan created a car with a chassis that could be chucked around in a way that supercars were supposed to have grown out of by the early 1990s., In an obvious parallel to the way the car looked, Nissan decided the 300ZX should take an American feel as its start point and refine out the rough edges.



Left: Quad cam twin turbo 3-litre V6 pumped out 263bhp to give the 300ZX the acceleration and outright speed to embarrass more costly rivals. Chassis had the ability to cope with all that power, too.
Above: Design showed American influences, but was toned down for European tastes



And so it did. The 300ZX handled as you might imagine a Corvette would after a few weeks in the hands of Porsche's chassis engineers. With all the uncontrolled excesses engineered out, what remained was taut and deft control allowing both huge amounts of fun and point-to-point speed such that, among its contemporary front-engined cars, you'd need an exceptionally well-driven Porsche 928 just to keep it in sight.

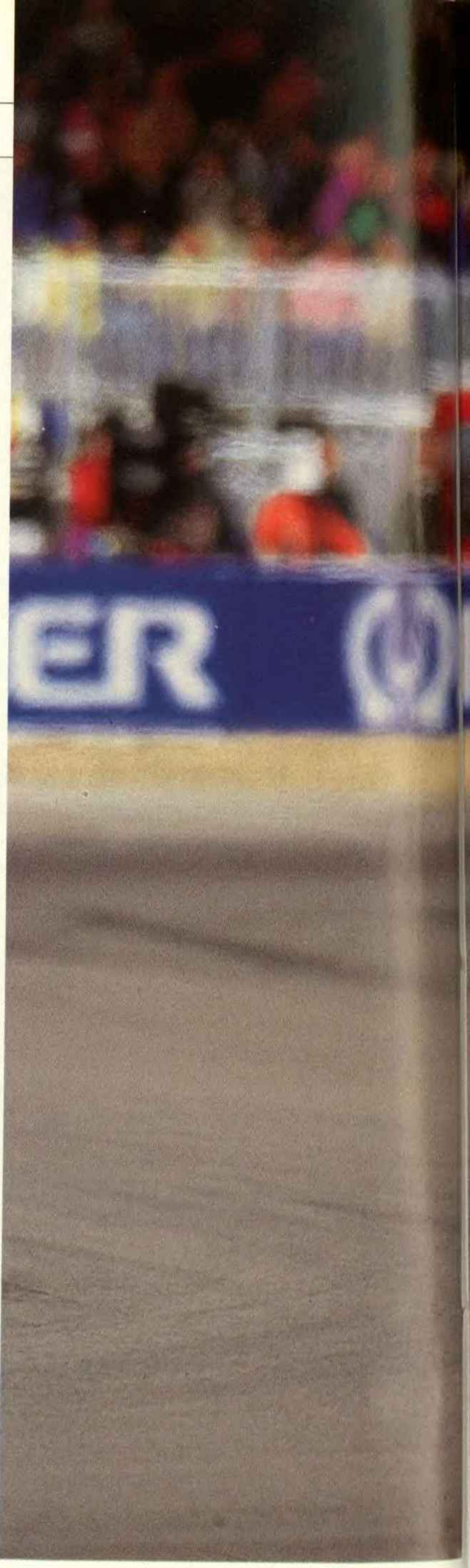
Its faults were few and, I feel, not instrumental in its downfall. The interior, however, was a mess, lacking entirely the artful chaos of a 911 cabin. The quality of the materials employed failed to match the car's aspirations and the switchgear was horrid to look at and overly complex to use. And while this is no more than you might expect from a Corvette, in a car that would also have to pander to the rather more aesthetically orientated minds of the European market, it would, doubtless, have struck a jarring chord. Fuel consumption that would stray decadently towards single figures on a decent run probably raised a few eyebrows, too.

But, in truth, none goes even half-way to explaining why Japan's first supercar came to these shores to conquer and left in a wooden box after four short, slow-selling years. There was, in fact, one reason. People in Britain who wish to drive a 160mph supercar do not want it to be wearing a Nissan badge. In America, they are wise to this which is why, today, the most expensive models produced by Nissan, Toyota and Honda come not with their makers badges but those of rather more sexy sounding and entirely imaginary organisations called Infiniti, Lexus and Acura.

The 300ZX is not the first car to be killed by the snobbish preconceptions of the UK market-place and it will surely not be the last. Mazda's final RX7, a device as fast as it was beautiful, suffered a similar fate that not even drastic last minute price cuts could avoid. Indeed, of the original Japanese supercars, just one remains: Honda's NSX which continues to sell, albeit in tiny numbers. To the British market, it didn't matter that it advanced the art of the supercar more than any other since the 911, nor that, in its engine and chassis, lay the stuff of genius. All the talent in the world is a puny weapon in the face of such blind prejudice.

VERDICT Good egg

Martin Brundle



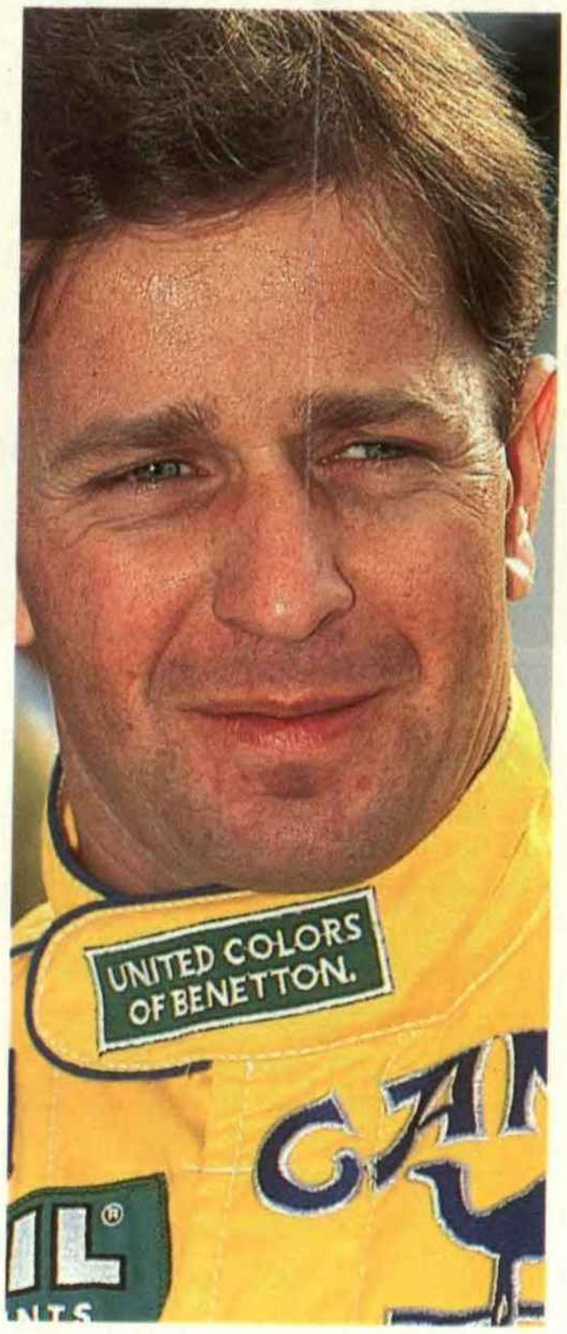
1992 British Grand Prix, Silverstone

THE GRAND PRIX DRIVER TURNED TV PUNDIT REMEMBERS THE DAY HE GOT THE BETTER OF AYRTON SENNA AND HIS TEAM-MATE MICHAEL SCHUMACHER

FOR SHEER DRIVING SATISFACTION, there are three races I'll always remember above the rest. The first was in 1988 at Delmar, California, in an IMSA Jaguar, when I was nerfed down the escape road into last place just after the restart, then came back through the field to win. The second was the 1989 Monaco Grand Prix. I started fourth in a Brabham-Judd, and was fighting for third when my battery ran out of juice. I had to pit, but had made it back to fifth at the finish.

However, my greatest race has to be the 1992 British Grand Prix at Silverstone, the year Nigel Mansell won and there was a huge crowd invasion. That race had everything for me: I beat Michael Schumacher, who was my team mate at the time. I had an epic dice with Ayrton Senna and came out on top. And at the finish my Benetton was the best-placed car after the two Williams-Renaults, which were just about unbeatable, so I got to stand on the podium in front of the biggest home crowd I've ever seen. It was awesome.

Things went well from the beginning. I practiced sixth, which was about what the car was worth, so I started on the third row with Mansell and Patrese in the two Williams, plus



The smile of an F1 driver who has just beaten his team-mate

Senna and Schumacher ahead. I'd finished third in the French – behind the Williams pair. So I reckoned I was on a bit of a roll.

Everything went perfectly at the start. The engine revs were exactly right, the clutch bit perfectly, I got just the right amount of wheelspin, and I rocketed straight into fourth, past Schuey and alongside Senna. Michael tried to re-pass me on the outside into Becketts, but the move was a bit ambitious even for him, and he had a big lock-up. The whole of the first lap was a dogfight, but going into lap two I was third, with Senna behind.

Thus began the biggest and most exciting battle of my career. For the next 56 laps Ayrton and I went at it head-to-head, no holds barred. It was the first time in nine years – since we'd battled nearly every weekend in F3 – that we'd had a straight fight in cars that were more or less equal. We just went on and on; I wouldn't give in and neither would he.

Pretty soon a pattern developed. Ayrton's McLaren was much quicker into Becketts than my Benetton, so he'd try to go around me on the outside. But my car was quicker out of Club, so I'd lead on each new lap. Neither of us made a mistake or gave an inch, and it went on like this for most of the race. I've never had another dice quite like it.

On lap 57 we came up to lap Damon Hill's much slower Brabham. I reached him first, and he held me up into Copse. That allowed Ayrton the extra momentum to get alongside going into Becketts – where he was faster – and this time he had the inside line. I had to give way and I was furious about it, because I'd lost the lead without it really being my fault.

Then a shock. On that lap – on that very lap – Ayrton's car just rolled to a stop. Amazingly, it was the sec-



For nearly 60 laps Brundle and Senna were as close as this – locked in a private battle for third place behind the runaway Williams-Renaults

ond year running that his car let him down at Club Corner, and I know he was completely gutted about it. I can remember driving through Club, punching the air with elation because I'd come out on top: I think there's a picture of me doing it, because after the race Keith Sutton, the photographer, asked me what I'd been doing waving my arm around with the race nowhere near over.

Anyway, there I was in third place again, without any immediate threat but with Schumacher only about eight seconds back, working to close the gap. So I got my head down again and crossed the line about six seconds ahead of Schuey, which gave me a lot of satisfaction. I'd been gaining on Patrese, too, and finished a respectable nine seconds behind him. But you couldn't beat the Williams-Renaults that year. Not if they kept going.

On the slowing down lap, the crowd started invading the pitch like nothing I've ever seen. Adults were sticking their kids in front of you, just to show them what an F1 car looked like. Others would stand in front of you, looking through the viewfinder of their camera, without understanding how close you were. It was crazy. I kept thinking of the regulations, which say you're not allowed to stop on the slowing-down lap. I wasn't about to throw my third place away. So I kept going, desperately trying not to run over people, just as desperate to get to the parc fermé.

Actually, I was the only one who made it, and when I got there my car was steaming like a kettle, because F1 cars aren't built for threading their way through crowds. When they weighed my Benetton it was under weight because it had boiled off so much coolant. But when they replenished it, everything was okay again.

What we saw from the podium was incredible. The circuit was absolutely full of people, as far as you could see. The atmosphere was highly patriotic, shall we say, and everyone was chanting Nigel's name over and over. After a while, they started chanting mine, which was nice. Then we got into the champagne spraying, which was a bit predictable. But I had to join in. The previous week at the French GP I'd kept my magnum for the mechanics, and people had given me a bit of stick for looking glum and not joining in. So that time, I just sprayed everyone in sight. M

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Philips began work on CARiN 13 years ago, researching the best way to combine GPS satellite navigation with digital maps stored on CD-Rom. Then it liaised extensively with car manufacturers to ensure that the system is both easy to fit and easy to use. As project boss Martin Thoone says, "You don't need a PhD to use it." After only a few minutes tuition, using CARiN becomes second nature.

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- a CD-ROM drive to read the digital map
- a micro-computer to control the system
- a liquid crystal display and voice synthesiser to convey directions

Once a destination is specified, the computer consults the digital map to calculate the optimum route – a process that usually takes only a few seconds. It then relays step-by-step directions to the driver, continuously monitoring the car's position via the GPS receiver and on-board dead reckoning system. The system automatically accommodates wrong turns. If re-routing is not possible, CARiN instructs the driver to turn around.

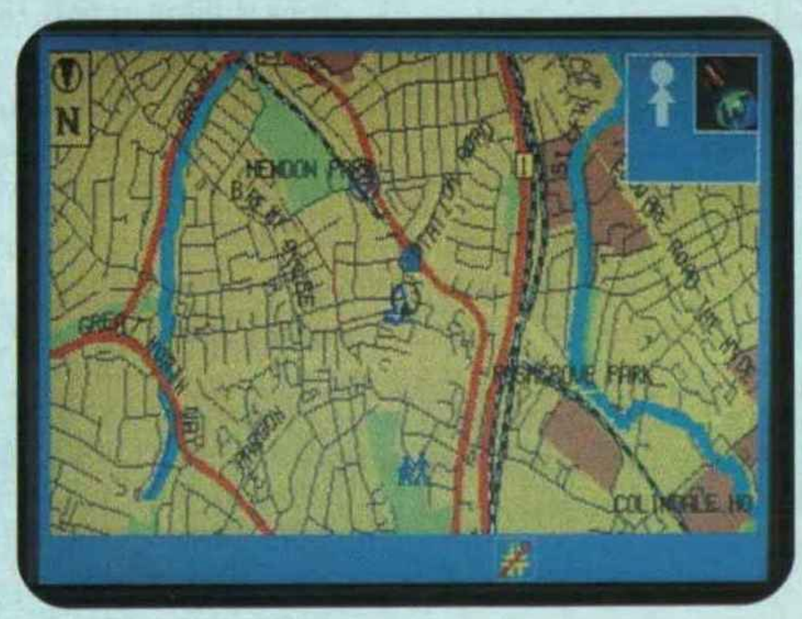
A STEP-BY-STEP GUIDE TO USING CARiN

The moment you turn on your car's ignition, CARIN kicks in, ready for your next destination. Within seconds of keying in your destination - right down to road name and house number - the system's computer is able to consult map data stored on a CD-rom and select the best route. It then directs you, turn by turn, using verbal and graphic instructions, leaving you free to concentrate on driving. In addition to voice commands, the system provides a variety of visual displays on an easy-to-read colour monitor. On-screen menus make entering your destination and setting up the system easy (top picture). You can choose a map display with variable scales, allowing a close up examination of the area (second picture) with street names and ameneties such as garages, hotels, train stations and airports. Once you are moving, verbal route instructions are backed up with clear visual signals (third picture) and an indicator that counts you down by the yard (or metre) to your next destination. The mileage remaining is displayed too. CARIN offers a choice of routes: main roads or a more scenic route. If you stray from the course, CARIN will re-route automatically. You can also instruct it to re-route in a traffic jam and the variable scale also allows you to choose a display giving an overview of the area (fourth picture).









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Buying a Delage

IN CASE ANY MEMBERS OF THE DELAGE SECTION OF THE VSCC should start to scan this column, I hasten to say that it is not about the acquisition, alas, of a magnificent Gran Sport or D8. It concerns a very scruffy 12hp Type A1 two-seater of about 1913 vintage, in the days just prior to the outbreak of Hitlerism in 1939 when such cars were to be had for insignificant sums of money or even free, if unearthed from barns or derelict sheds. As the story of Holland Birkett buying a Bugatti seems to have been well received, here is how I bought a Delage... We had heard of it being in a Worthing breaker's yard. Wanting to own an Edwardian, I went with Tom Lush to look at it. For the proverbial fiver, it seemed a restorable proposition, so it was duly put on a tow rope behind his A7 Ruby.

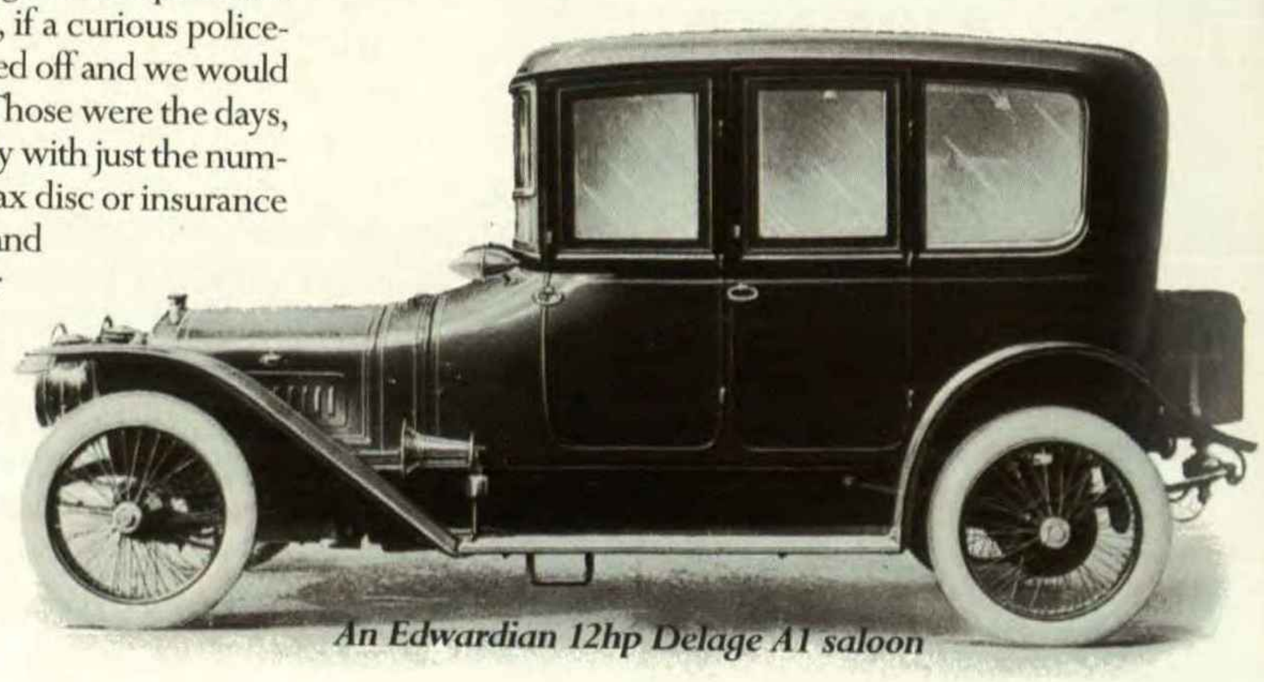
Getting it back to Farnborough, where I was then stationed, hardly daunted us until we came to a steep hill. Clearly, the A7 would refuse to get the quite substantial Delage to the top of it. Then it was that the miracle happened. There was a picturesque lake in the village which would provide water for the ancient automobile, if its engine would run, after it had been idle in the open for 20 or more years. However, Lush was a strong chap and, after a modest draught of rationed petrol had been put in the scuttle tank of the rusty, cobwebby car, he wound its starting handle and, incredibly, it burst into new life.

The ploy now was to let the Delage drive up the hill with the new tow rope slack, so that, if a curious policeman should appear, it could be switched off and we would say it was being towed up by the A7. Those were the days, remember, when you could tow legally with just the number of the towing car up behind, no tax disc or insurance for the towed vehicle being necessary and MoTs unheard of. Thus we got our Edwardian home. It was obviously a desirable motor car. The lubrication system was a bit of a mystery but for a shilling or two *The Autocar* found us the issue in which was a full description of the car, with an oiling diagram. Work on this little car had to be postponed while the war raged, and was in fact never undertaken, because Peter Hampton made an offer for it; all we had to do was to accept it and leave the car in a London cinema car park, from where his man would collect it. It seemed sensible to take this line of action and this Delage later became one of Peter's immaculately restored collection.

Before this, one odd episode. One pouring wet evening a policeman arrived at my war-time lodgings to ask about a car I had bought, for which I had applied for a log-book, saying "It appears to have been stolen". "Why?" "Well sir, you say it is a Delage, but it is registered as a Singer."

He insisted on being taken to see it. He had a waterproof cape; I hadn't. But the law being the law, off we trekked to the barn in Cove where we kept our odd assortment of old cars. After expressing surprise at the decrepit vehicle he had come to inspect, the man shone his lantern on its radiator, which revealed the oval blue badge inscribed "Delage". After which he cycled away and I went back to get dry. I never heard another word.

I also knew of another almost exactly similar Delage in the same sorry condition in an Essex breaker's yard. Useful for spares, we thought, and paid another fiver for it, intending to go back with tyre pump and tools. But the war dispersed us and we never did. I wonder what became of those two unexpected finds?


An Edwardian 12hp Delage A1 saloon

Not in court

MANY MEMORIES HAVE BEEN POURING OUT ABOUT THE LATE, great Denis Jenkinson, that inimitable motoring writer who provided so many race reports for MOTOR SPORT and who was a 'character' to outstrip all 'characters'. To illustrate this, one more anecdote. Before Rob Walker got into his stride and ran his highly effective team with Stirling Moss driving for him, his cars were not reliable and were apt to retire soon after starting. I suggested they might be termed 'starting money specials', a term Jenks used. Quite justifiably, this annoyed Rob, as it could imply that he was using racing with inferior cars just to collect start money. So MOTOR SPORT was sued for damages.

I went with Jenks to see the QC who was to represent us at the trial. He surprised a sceptical DSJ with his knowledge of motor racing, after saying that he had no interest in it; "I am here to try to win your case", was his comment. The learned lawyer went on to explain that if the case went before a jury they would be likely to be impressed when Stirling Moss was called to give evidence for Rob Walker. "But if you do exactly as I advise", the QC said to Jenks, "we may have a good chance. So, after you have taken the oath - ". "I won't be taking it," said Jenks, "I'm an atheist." The QC did his best to persuade him, to absolutely no avail. So he dismissed us and I had to go back and explain to MOTOR SPORT's proprietor the situation. We had to settle out of court, with DSJ remaining quite unrepentant. A case of an interesting witness who was not in court.

Not so Morbid

MEMORIES OF BROOKLANDS BEFORE WORLD WAR II, when it was active as a race-track, are of happy times, which must have applied to the hundreds of thousands of people who went there between 1907 and 1939 to watch interesting, even thrilling, races, picnic on the Hill, prowl about the Paddock, drink with friends in the bars, and so on.

So when two leaflets dropped out of the latest issue of the Brooklands Museum magazine, led editorially by Morag Barton, one reminding us that everyone should make a will, the other explaining that for £150 you can have a plaque put up in memory of a relative, friend, or Brooklands personality in the recently completed Garden of Memories, I felt that Mrs Barton was being unduly morbid.

Then I remembered that museums need finance, and that these were suggestions to that end, the one about making a will to persuade you to stick in a donation. And reading the magazine I was reminded of all that has been happening at Brooklands, such as Barbara Cartland opening a book and video fair, actors dressing up as Mr and Mrs Locke-King to commemorate the Track's 90th birthday, Royal Mail stamps being launched on the Members' Banking, and things with aviation orientation.

News is that the fine trophy won by the late G L Baker with his Graham-Paige for winning the very last race at the Track has been given to the Museum, and that RX7s, Austin Tens, VX490 Vauxhalls, Gordon-Keebles, MGs, Packards, Jensens and fire-engines are due to visit where racing cars once belonged. Cheer up, I tell myself.



Actors dressing up as Mr and Mrs Locke-King...

CARS IN BOOKS

Bruce Dowell, who is concerned with Sunbeam affairs, has sent us details of a volume called *First Athenian Memories* by Compton Mackenzie (published by Cassells, 1931) in which the famous author paid a tribute such as is seldom paid to a mechanical steed in literature. The fulsome praise was concerned with the 3-litre Sunbeam which Mackenzie had had put at his disposal for his 1915 Balkans mission.

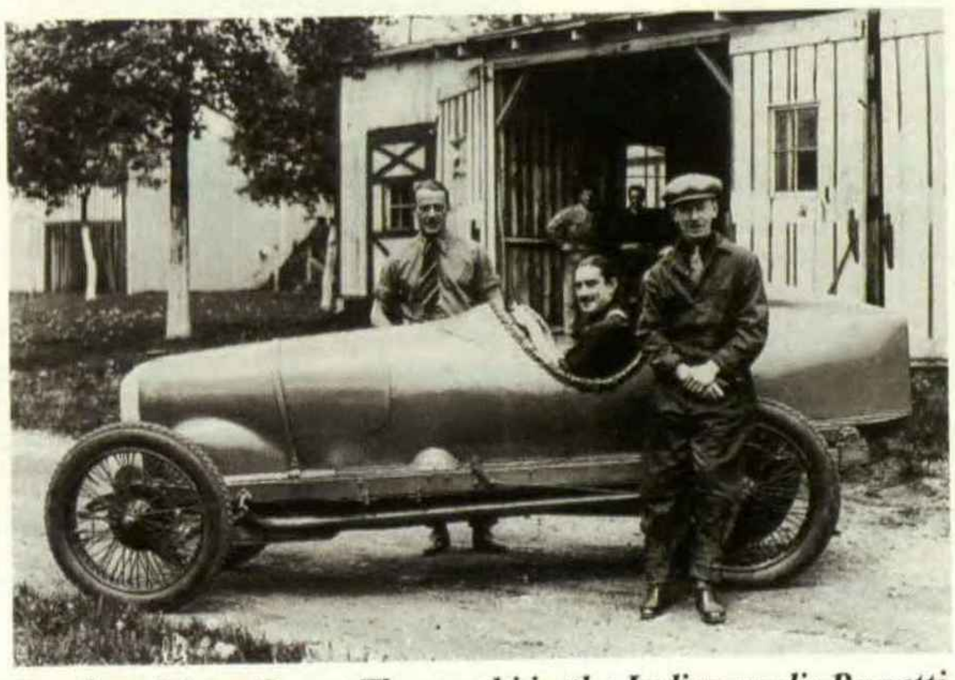
It was a 1914 12/16hp 80-bore model, supplied originally to racing driver Dario Resta, and must have been one of the sporting versions of the successful 1912/13 Coupe de *l'Auto* racing Sunbeams.

The car then went to Mr Pass, who later formed the business of Pass & Joyce. He in turn sold it to Mr William Erskine, who became the Rt Hon Sir William Erskine GCMC, British ambassador in Warsaw.

Compton Mackenzie had it in 1915. His praise of it in the aforesaid book is too long to quote, but Sir William must also have though highly of the car, because in August 1934 the Sunbeam Motor Car Company of Wolverhampton sent out to him a Sunbeam Twenty-five.

Motor-racing Etonians

IT WAS ANNOUNCED A SHORT TIME BACK THAT ETON COLLEGE IS TO close its museum of animals, birds and other specimens shot and brought back to England by ex-pupils, because now very few of the boys visit this corner of memories of how some builders of Empire relaxed in their spare moments. The curator was, we heard, open to suggestions for something of wider appeal reflecting recent activities. I wrote suggesting that in view of the great interest now shown in motor-racing, perhaps pictures and artifacts reminding visitors of how some ex-Etonians turned to this sport in the days when it was a gentlemanly game, might appeal. Lionel Martin, Count Zborowski, K Lee Guinness, Sir Henry Segrave, Charlie Martin and John Cobb came to mind. No doubt you can add to this list. Alas, my letter was not replied to...



Etonian driver: Count Zborowski in the Indianapolis Bugatti

miscellany

THE THINGS THEY SAY

"...Mercedes introduced a new element into racing - the absolute control of cars from the pits. This robbed the drivers of some of their individuality and, in the opinion of many, took from motor racing its claim to be a sport..." The late Anthony Bird writing in 1966 of the victorious team of 1914 GP Mercedes cars. As a fresh F1 season begins, 83 years later, racing has become less of a sport, more of a science, or should I say is not sport anymore.

* * * *

HISPANO MASCOT SOUGHT:

The owner of an H6 6½-litre Hispano-Suiza is in urgent need of a stork radiator mascot, this having been stolen from his car during a break-in to his garage. Letters can be forwarded.

* * * *

DATE FOR THE DIARY:

The annual dinner celebrating the Amilcar and Salmson happens on July 27 (Amilcar Registrar: Len Battyll, Cleve Cottage, Cobham Way, East Horsley, Surrey KT24 5BH).

* * * *

THE BERT HADLEY MEMORIAL

Championship of the Pre-War A7 Club is being held again this year, with 12 events, the next at Oliver's Mount on May 5, with an additional six non-championship events and others such as the A7 Grasshopper Challenge and A7 sporting trials. Details: G Roe, 10 Marshall Road, Cropwell Bishop, Notts NG12 3DP.

* * * *

INFORMATION WANTED

Trevor Picken, whose company has close links with the old office premises of the Hampton Motor Co at Stroud, needs pictures and information for a book he is writing about this make, and Ian Bailey would appreciate anything relating to the racing of Douglas motorcycles and cars from 1910 to 1924 by S L 'Lee' Bailey, before he returned to Australia, for a book about his father. Letters can be forwarded.

* * * *

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Parting Shot

Dan Gurney, Eagle-Climax,
1966 Belgian GP, Spa-Francorchamps

1997 CHAMPIONSHIP CAL

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May 4 Brands Hatch (AMOC)
May 24/25 Pembrey (BMRMC)
June 15 Mallory Park
July 6 Brands Hatch
July 19-20 Croix en Ternois
August 9 Castle Combe (BRSCC)
September 6 Silverstone

MINING HISTORIC SPORTS RACING CARS CHAMPIONSHIP

May 4-5	**Silverstone**
June 15	**Mallory Park**
July 6	**Brands Hatch**
August 9	**Castle Combe (BRSCC)**
August 16-17	**Phoenix Park (IMRC)**
September 13-14	**Donington Park**
October 5	**Snetterton**

Photograph courtesy of Fred Slatley



HSCC Historic Road Sports Championship

May 4 Brands Hatch (AMOC)

May 26 Lydden Hill (BARC)

June 15 Mallory Park

July 6 Brands Hatch

July 19-20 Croix

August 9 Castle Combe (BRSCC)

September 6 Silverstone

October 5 Snetterton



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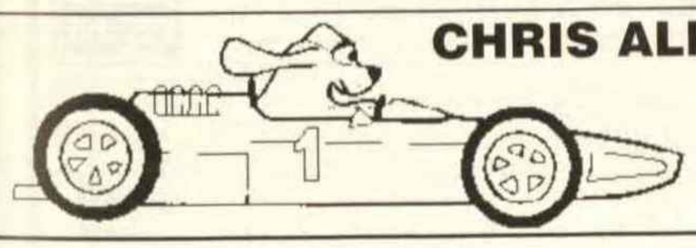
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HSCC Classic Racing Car Championship

May 4-5 Silverstone
May 31/June 1 Donington Park
June 15 Mallory Park
July 6 Brands Hatch (GP)
August 9 Castle Combe (BRSCC)
September 6 Silverstone
October 5 Snetterton



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May 4-5 Silverstone
June 15 Mallory Park
July 6 Brands Hatch
July 19-20 Croix en Ternois
August 9 Castle Combe (BRSCC)
August 16 Oulton Park (BARC NW)
September 6 Silverstone
September 21 Cadwell Park (BRSCC)
October 5 Snetterton
Ocotober 18/19 Brands Hatch

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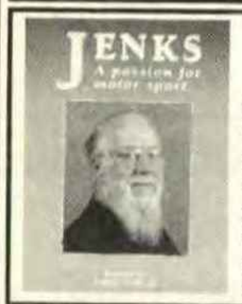
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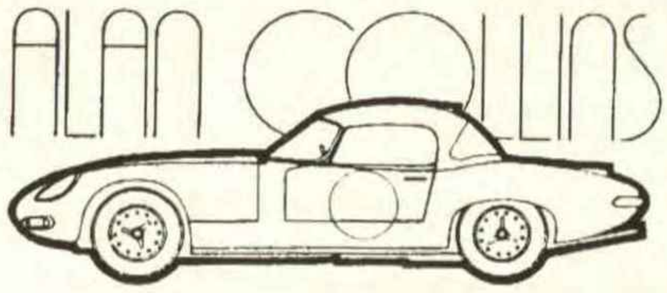
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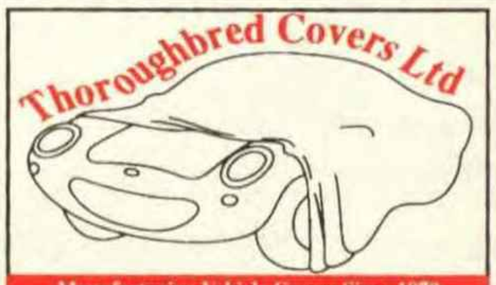
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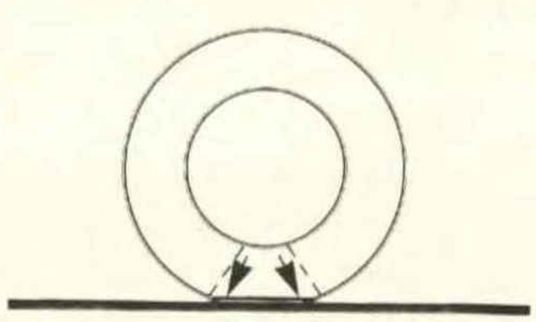
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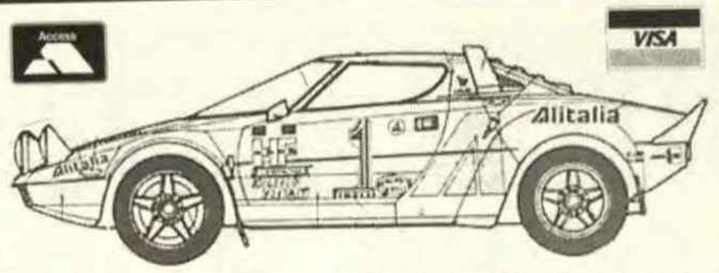
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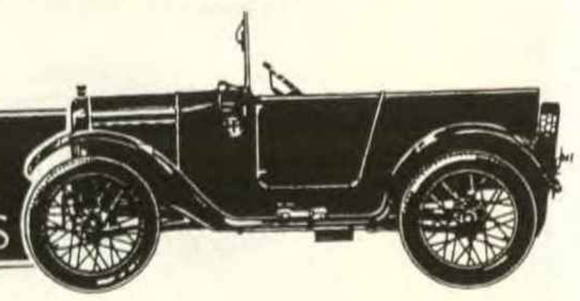
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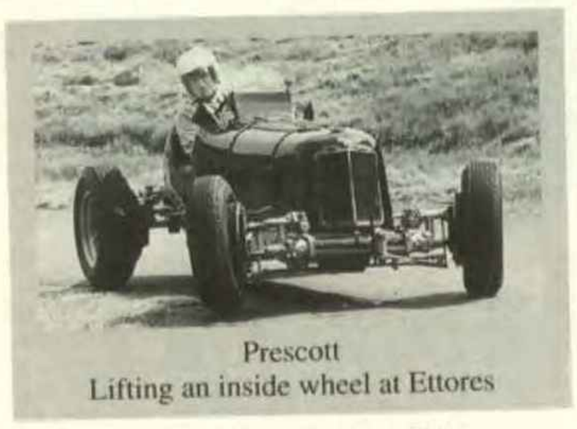
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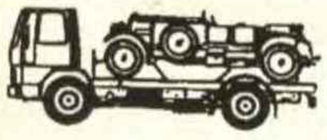
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1929 AMILCAR CGSs. Finished in French racing blue with tan interior. This particular car is well known as it was formerly part of the famous Nigel Moores collection and it was during his ownership that the lightweight 2 seater racing body was fitted for competition events. Owned in VSCC events and is sold with the VSCC blue form. This extremely attractive vintage motor car is for sale at **£19,950**

1935 HUMBER 16/60 3 POSITION DROP HEAD COUPE. Coachwork by Thrupp and Maberley. Finished in Dove grey with a black hood, ace polished wheel discs, complete engine rebuild in 1993 and 3,250 miles since. Regularly used and serviced three times a year. Very rare and usable **£19,995**

1937 ROLLS ROYCE PHANTOM 111 by Thrupp and Maberley. This is one of the most special Phantom 111's that has ever been manufactured, it is fitted with a 'V' windscreen and is discussed in various books as a sports saloon. It has possibly the lowest roof line of all the Phantoms and is a very important and imposing car. Phantom 111's are the connoisseurs Rolls Royce and the opportunity to purchase an exotic P111 such as this is a rare occurance. Please ask for details of condition and price.

BENTLEY SPECIAL. All the hard work has been carried out already, the chassis has been cut and shortened, the body panels have been made, the engine is in place, it just needs assembly. Again this is a good opportunity to own a Bentley Open Tourer for the correct money. Best offers, priced to sell **£10,000**

1953 MG TD. This is a very special car, it is the ex factory owned May 1953 Autocar road test car, registration number HMO 233. It has appeared in many publications including MG Sports cars by Peter Garnier and hte actual road test of the car appeared in the 'Autocar' on May 15th 1953. Finished in red with matching trim and beige hood, this represents a superb opportunity for the serious MG enthusiast to purchase a special car with known providence **£14,950**

1962 BMW ISETTA THREE WHEELER in white with blue interior and needs restoration, it has the three speed gearbox with reverse. These three wheeled vehicles are extremely good fun and this one is in sound and running condition and should be a straight forward restoration project. We think its worth around **£1,500 OFFERS PLEASE**

1964 JAGUAR MKII 3.8 MANUAL GEARBOX WITH OVERDRIVE in Jaguar Warwick grey with blue interior. This car has had a very low ownership which we believe to be only two owners! It is sold with the original manufacturers warranty card, original green log book and the original Jaguar maintenance voucher book. Last used in 1984 and stored since it has had some restoration work carried out recently and is being sold as a running restoration project. With restored cars selling at £25,000 plus, this has got to be a rare opportunity at **£8,995**

1965 ROLLS ROYCE SILVER CLOUD 111 LONG WHEEL BASE WITH DIVISION. Originally supplied to a British company called Lansing Bagnell, the second owner obtained the car in 1972 and owned a company called Robert Fisher (packing and shipping) Ltd., a large international company with an office in London but based in America. The Rolls Royce was kept in England until 1976 when it was shipped by container to Miami for Mrs. Ruth Fisher's personal use. Mrs. Fisher kept the car until 1990 (We have all the service receipts of the work she had carried out) it was then shipped back to England. Finished in silver with black interior. This Rolls Royce is the best driving long wheel base Cloud I have ever driven. Very rare and sought after **£27,500**

1969 ROLLS ROYCE MULLINER PARK WARD TWO DOOR COUPE in coffee bean brown with beige leather interior, 68,000 miles only from new with history, fitted air conditioning and Sundym glass. This Rolls Royce is definitely the best and most original low mileage 2 door Mulliner Park Ward we have ever had the pleasure of owning, indeed the second owner who owned the car from 1985 until 1994 informed us that he had never driven the car in the rain. Very special and collectable **£17,950**

1976 ROLLS ROYCE SILVER SHADOW I in Walnut metallic with beige leather interior, fitted with air conditioning, automatic gearbox, power steering, electric windows and seats etc. This Rolls Royce has been serviced at the following mileages 2686, 4915, 7908, 11386, 16191, 21963, 26863, 34791, 40829, 43765, 44268, 48120, 53575, 57719, 60115, 66222, 81281, and 85942. Ex Rolls Royce enthusiasts club committee member's car who has now purchased pre-war **£8,995**

1976 DAIMLER 4.2 COUPE in Greensand with matching leather interior, fitted with electric windows, automatic gearbox, power steering etc. Sold with personalised registration number at a very reasonable price, bargain **£4,999**

1977 ROLLS ROYCE SILVER SHADOW II. This Rolls Royce, the rare pre-headlight wash Shadow II has been serviced at the following mileages, 6585, 15026, 25812, 28741, 35054, 39235, 40547, 41064, 46258 and 52185 miles. It is fitted with electric windows, automatic gearbox, power steering, central locking and air conditioning. It is sold with copies of various work which has been carried out on the car, together with the handbook, the service record and old MOT's in Caribbean blue with magnolia interior, possibly the nicest colour combination you will find on a four door Rolls Royce Shadow II. This superb driving car is very good value at **£16,950**

1978 ASTON MARTIN V8. Finished in special rich deep blue with magnolia leather interior. It is fitted with air conditioning, power steering, electric windows and an automatic gearbox to which has been fitted special equipment to enable quick sport type gear changes. In the ownership of its last owner since 1989 the car has been serviced 10 times and has had a complete re-spray, engine re-build and possibly more important a complete chassis checkover and repair by Aston Engineering. Not concours but just one of those correct driving cars which only appear now and again for sale **£19,950**

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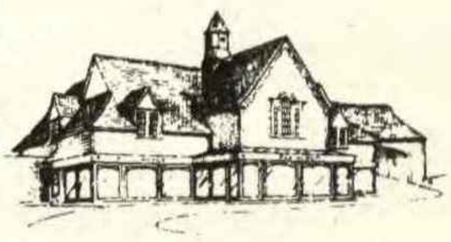
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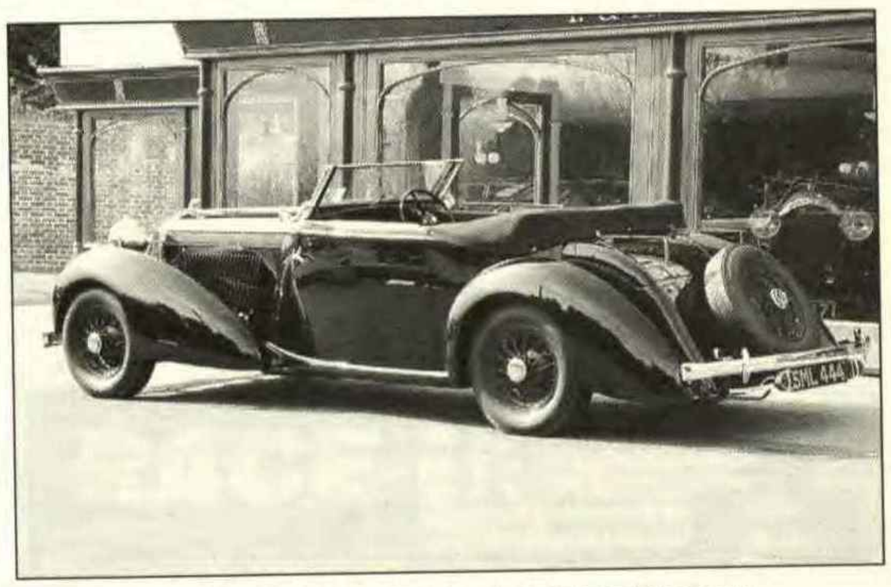
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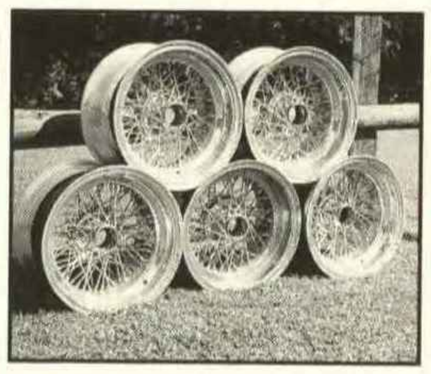
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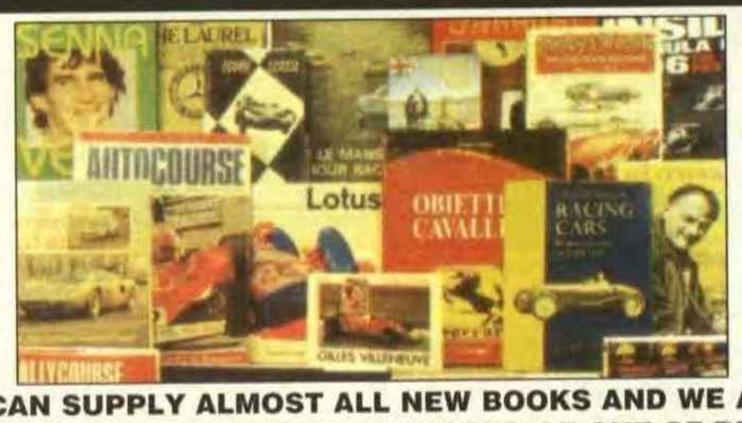
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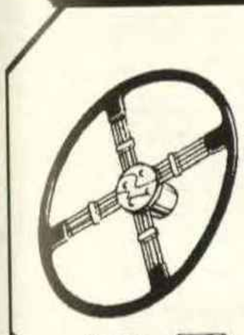
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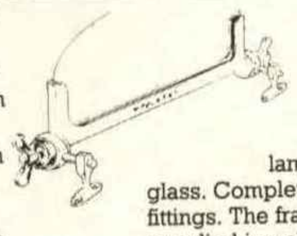
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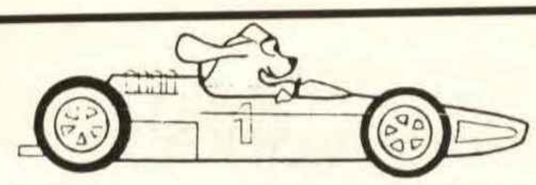
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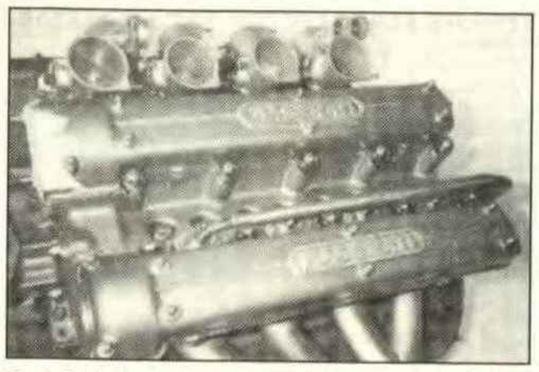
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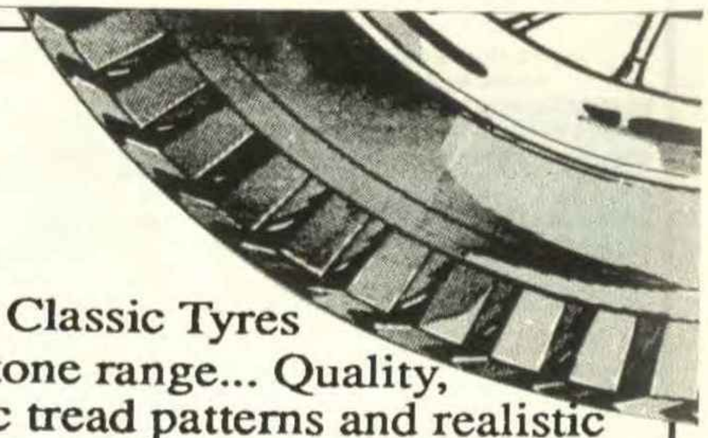
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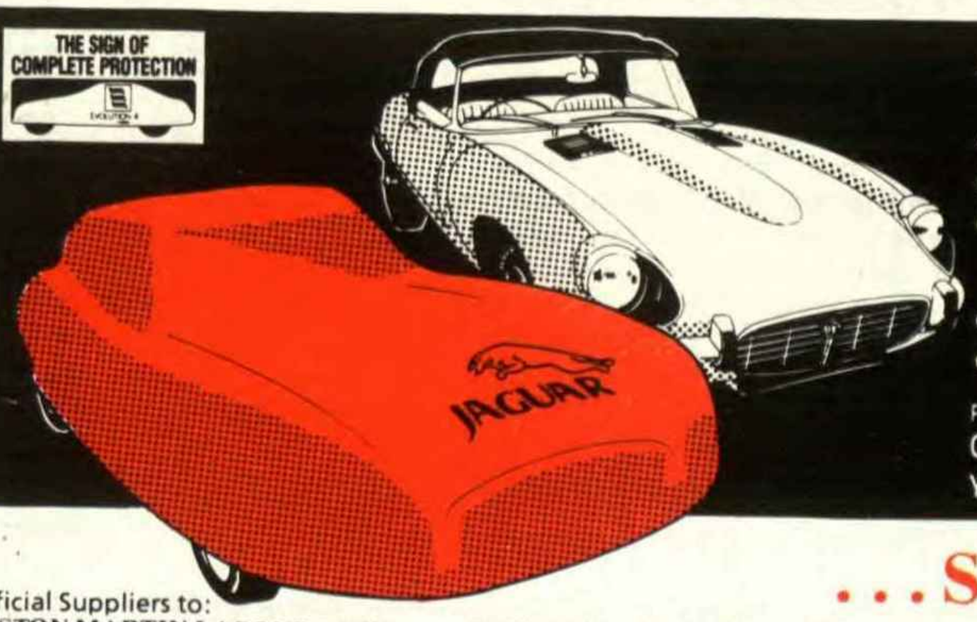
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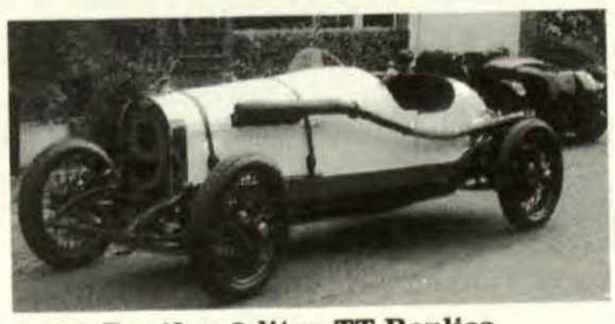
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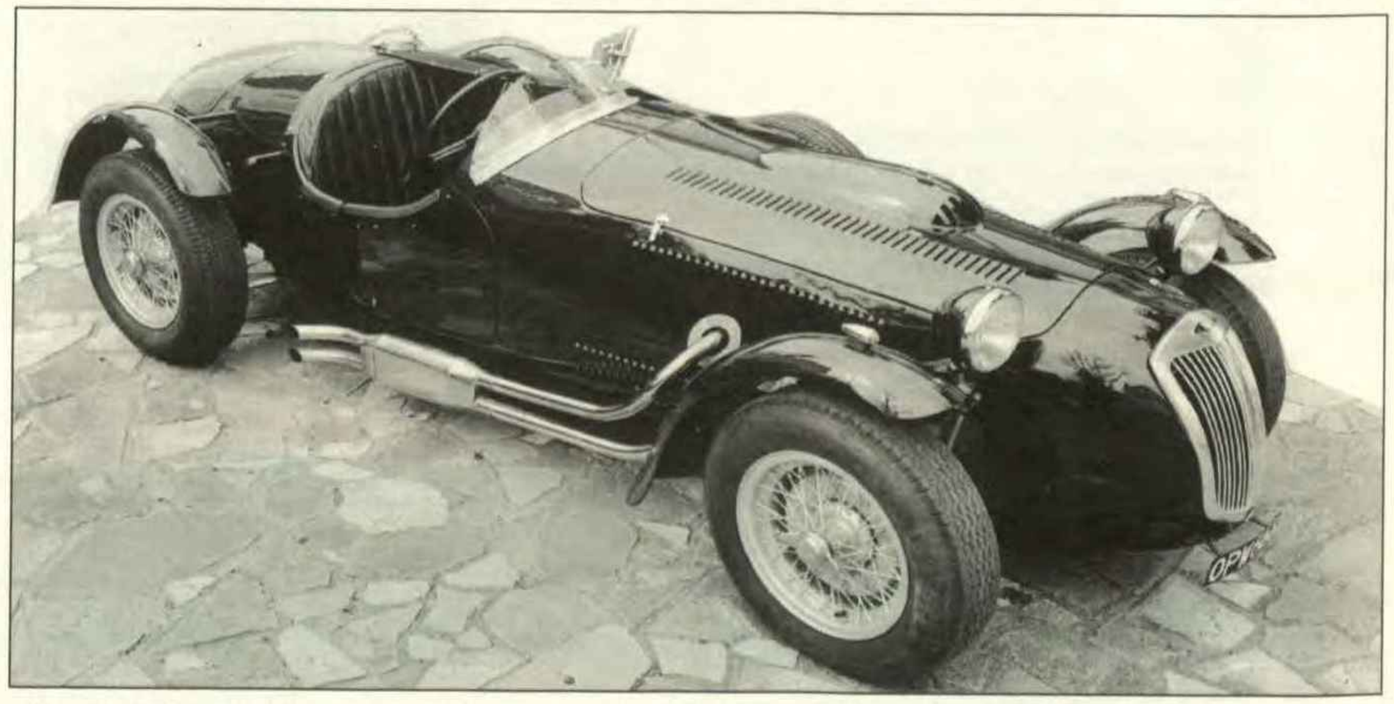
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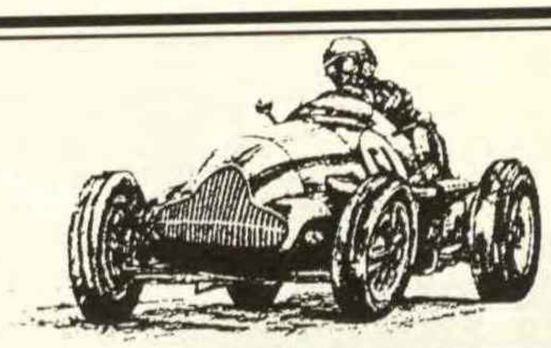


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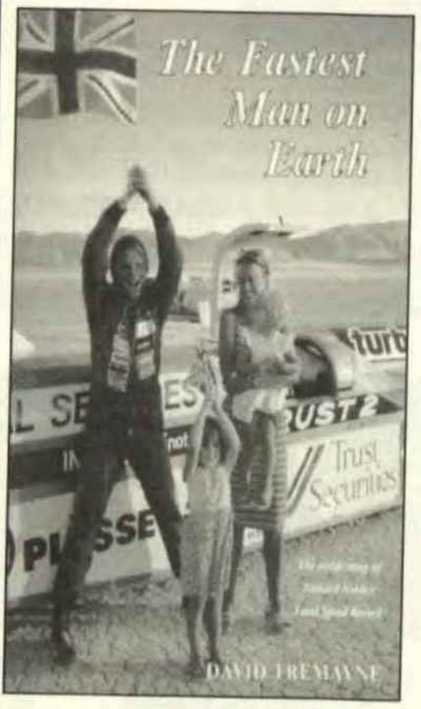
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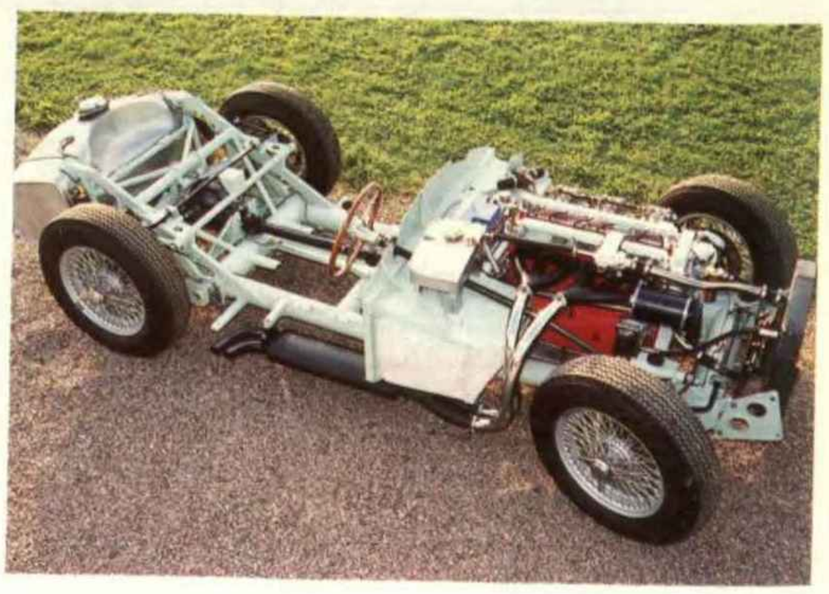
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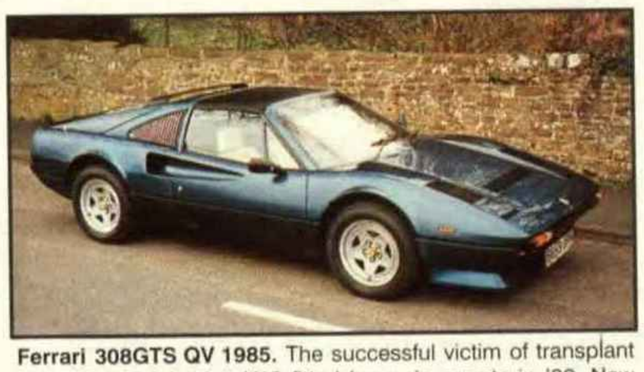
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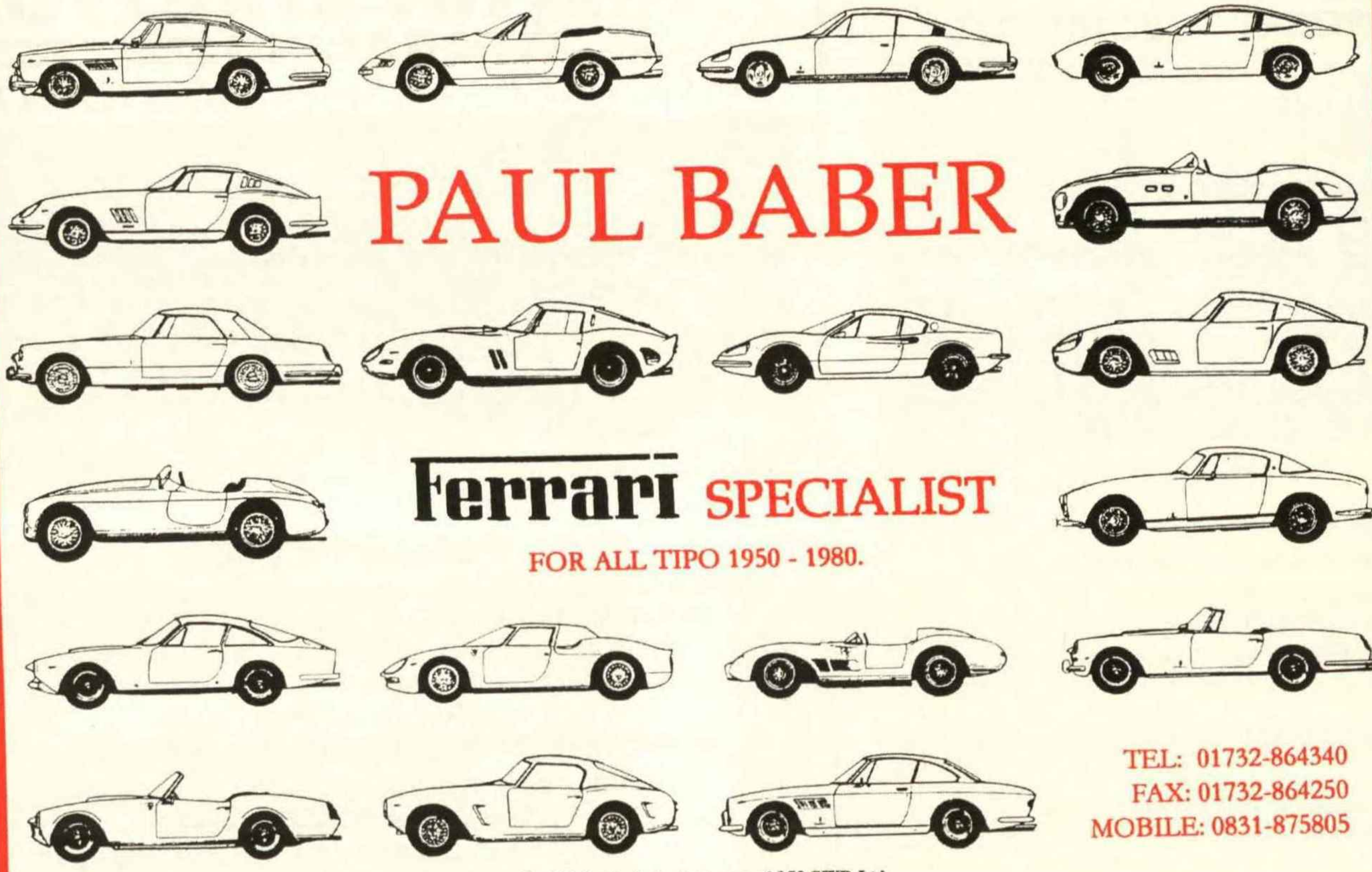




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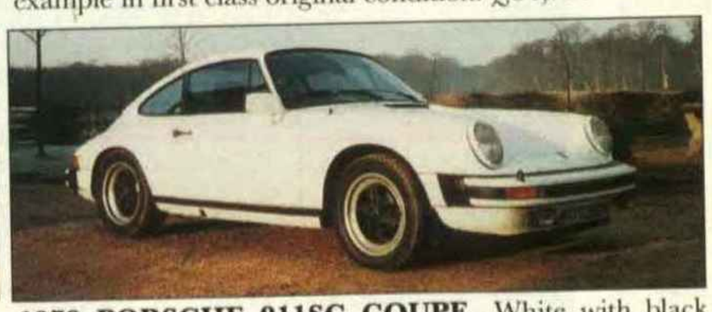
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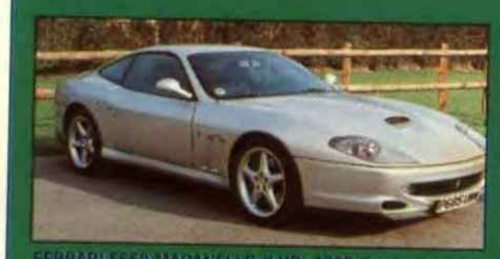
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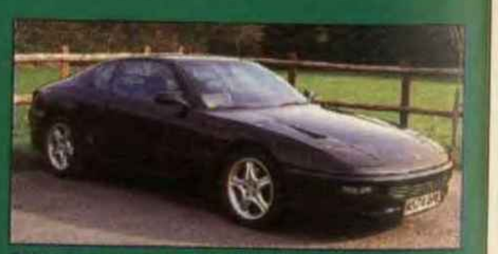
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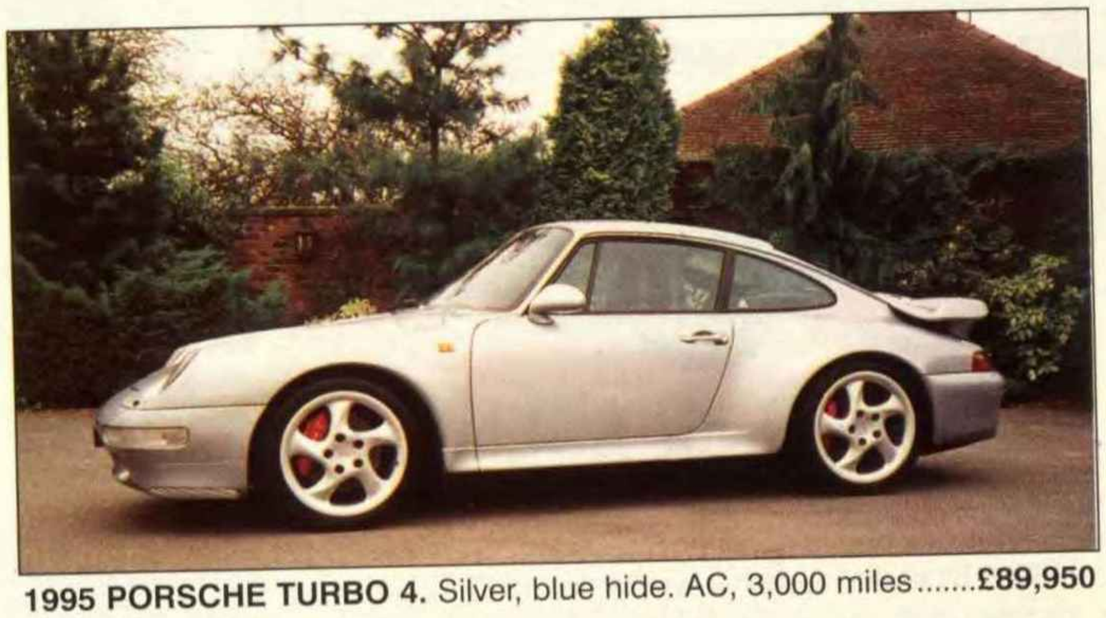
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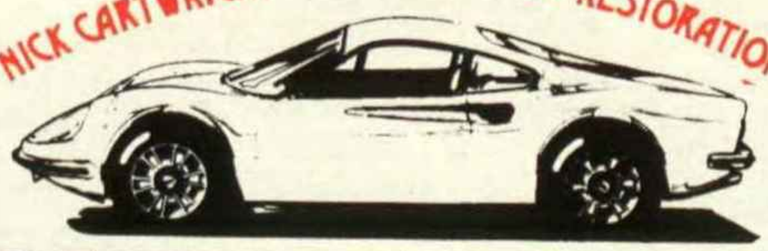
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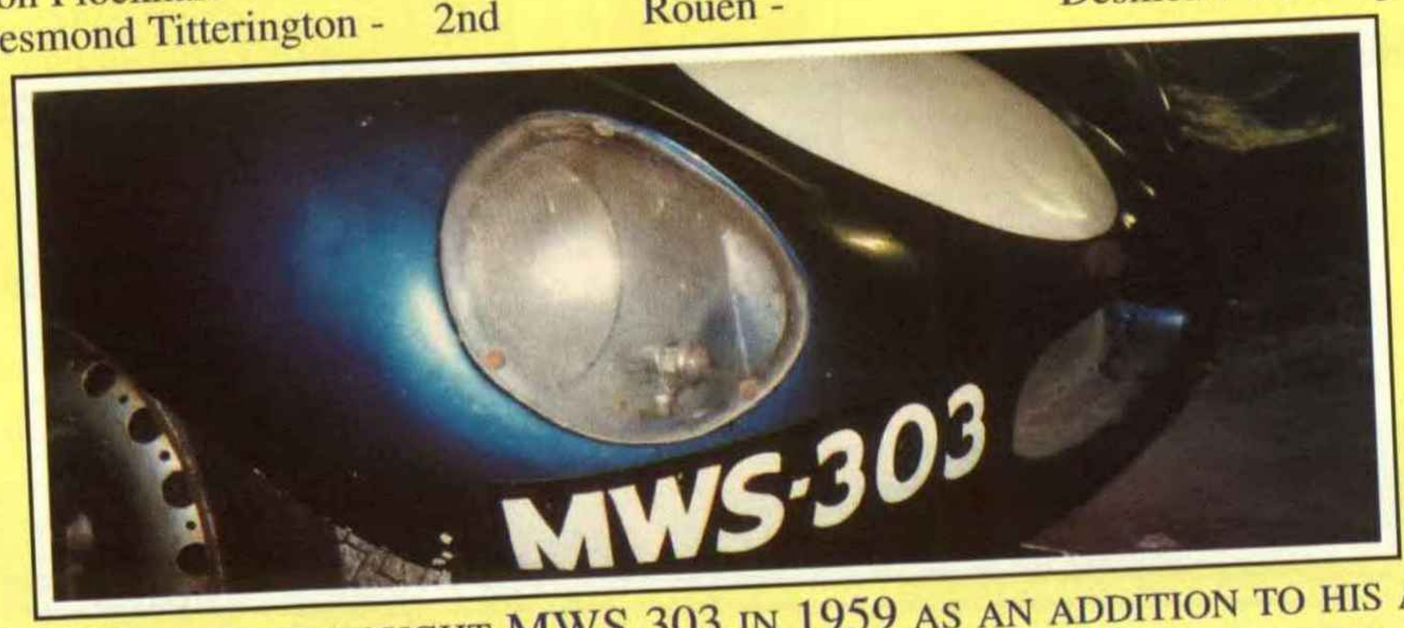
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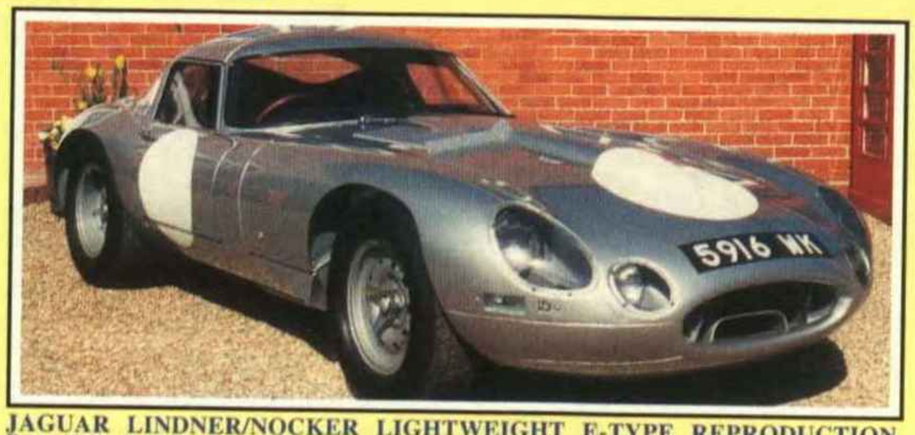
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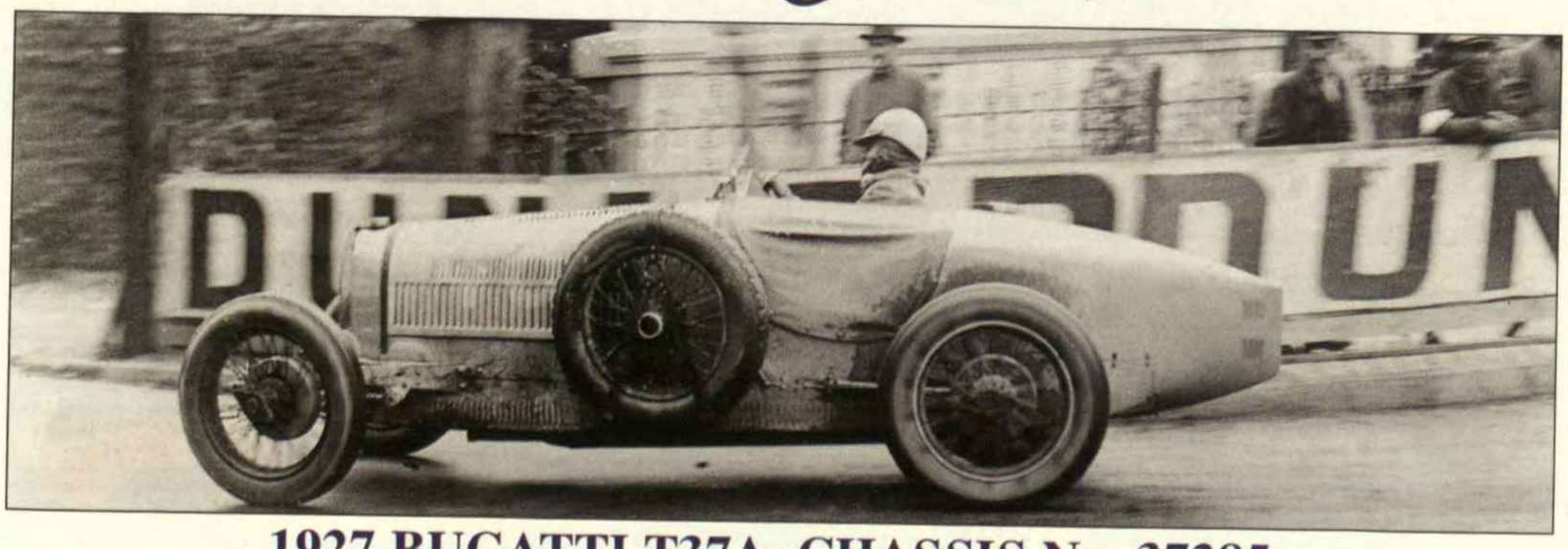
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1927 BUGATTI T37A, CHASSIS No. 37285

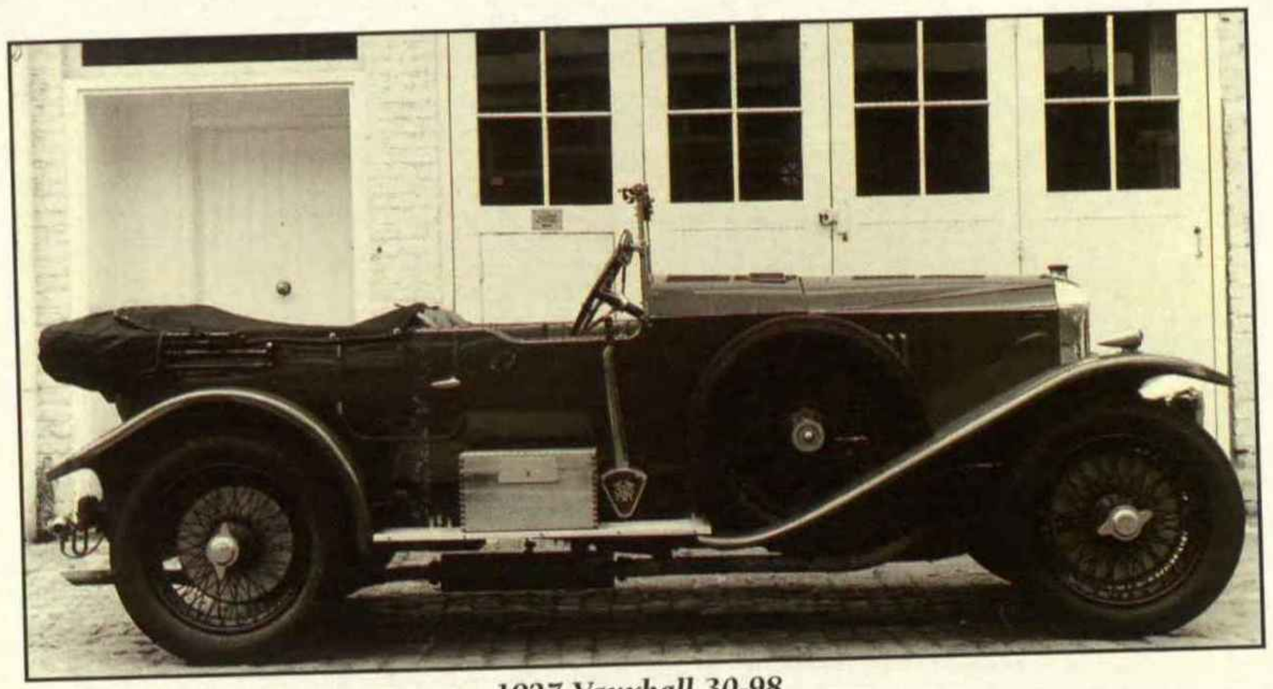
1927 Malcolm Campbell, winner of the Boulogne Grand Prix, 1928 Dr Benjafield, 5th place Bugatti Grand Prix at Le Mans, 3rd place J.C.C. 200 mile race at Brooklands. George Boillot Cup, Malcolm Campbell retired whilst in the lead. 1st 1953 Itala Trophy, 1st 1956 Vintage Seaman Trophy, numerous appearances at Prescott. Fully rebuilt with no expense spared in retaining its near 100% originality, ready to compete in major events worldwide

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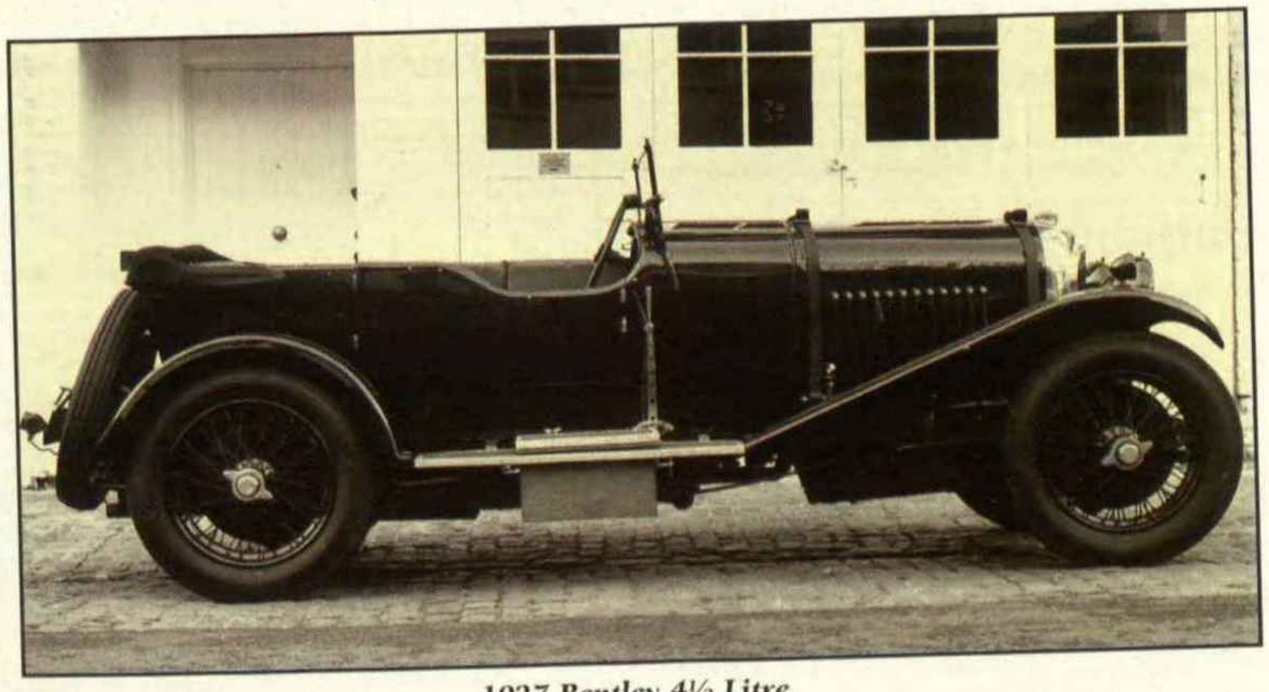
1927 Vauxhall 30-98

This late OE series car retains both its original engine and its original factory designed and built Velox open four seater tourer coachwork. Finished in red with tan leather to the interior the car is correct and original in all respects even down to the instrumentation and dual side mounted spare wheels. The car has been in the same collection for 25 years and is in excellent condition throughout.



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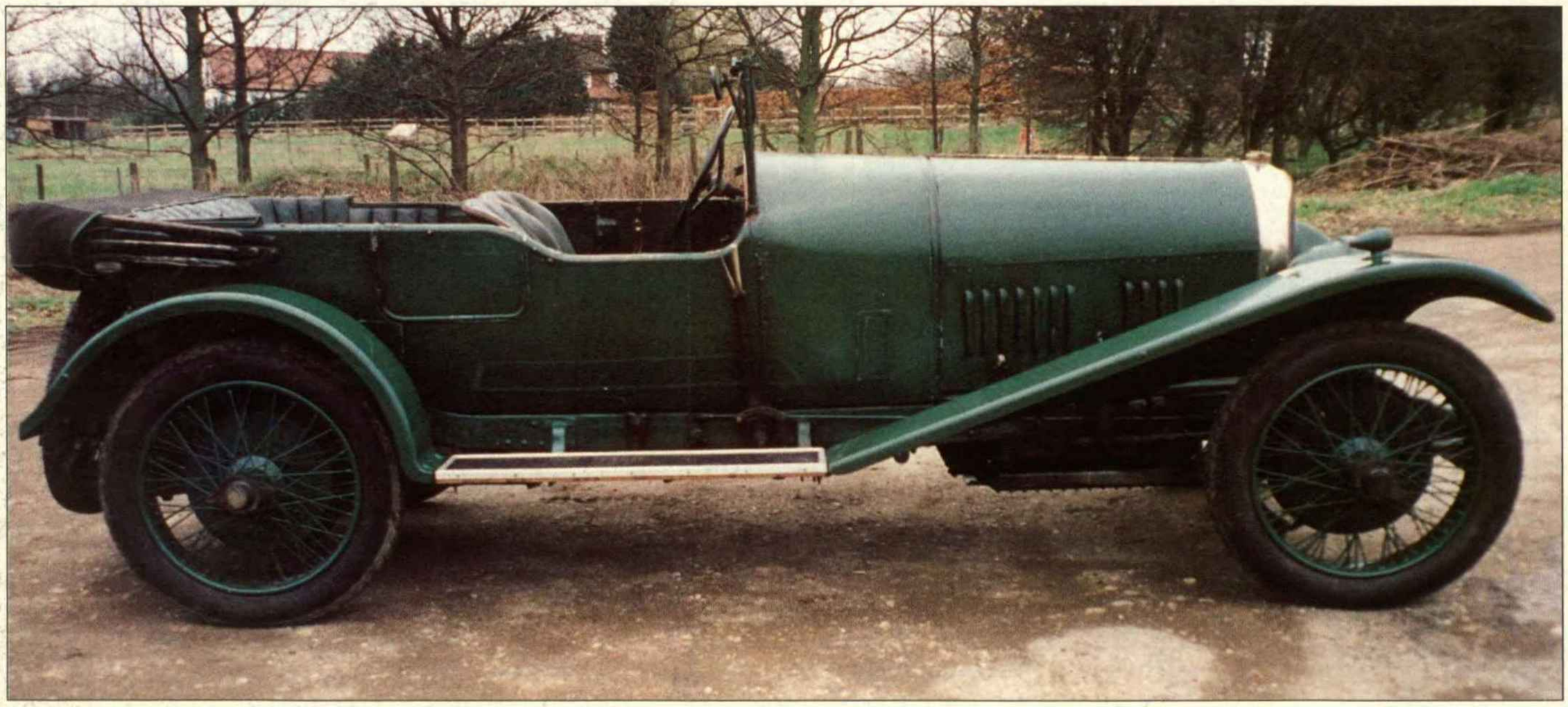
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1934 Bentley 3½ Litre Vanden Plas Tourer
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1937 Delahaye 135 M
1958 Ferrari 250 GT Tour de France
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1962 Ferrari 250 GTO Drogo Replica
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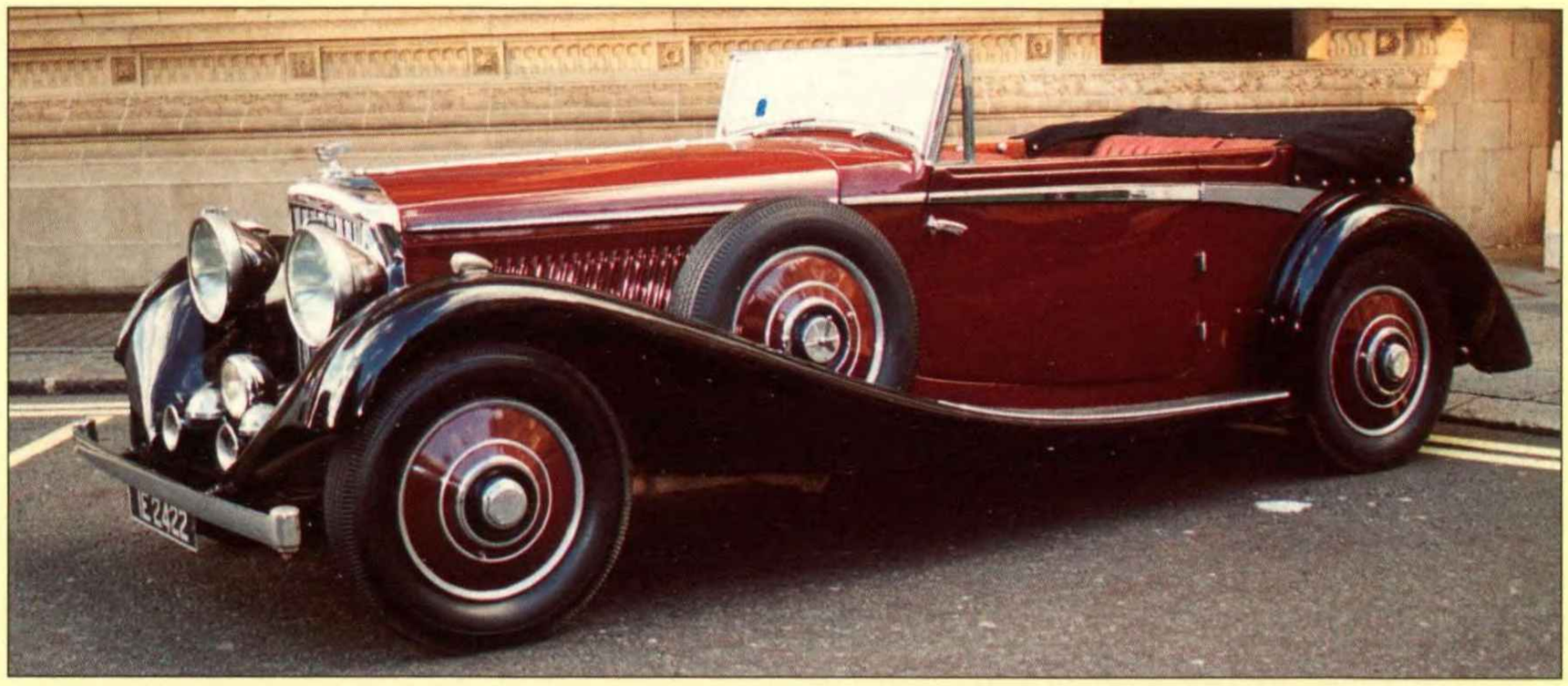
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