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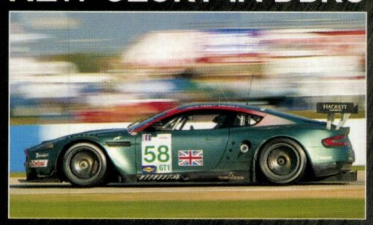
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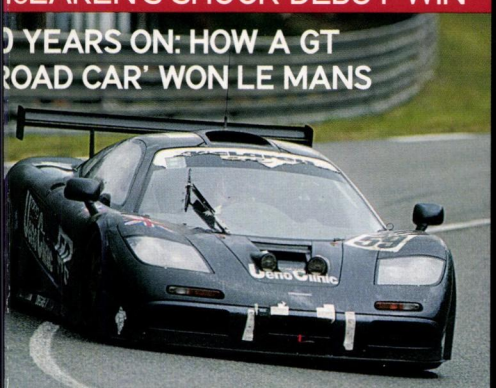
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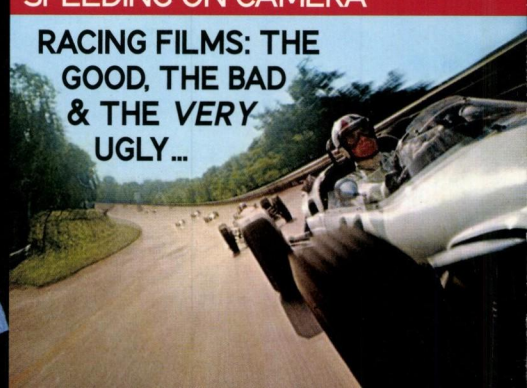
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Crash helmet used by Froilán González during his grand prix career



Peter Spinney/LAT

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Battle for hole position in '55 Argentinian GP

Battered, scraped and drilled, this crash helmet once protected a famous cranium – that of Froilán González. Famed for his maximum-attack style behind the wheel, the 'Bull of the Pampas' will always be remembered for breaking Alfa Romeo's grand prix domination with his victory for Ferrari at Silverstone in 1951.

He donated his hard hat to the Donington Grand Prix Collection after Tom Wheatcroft had invited him to drive one of his BRM V16s – González being one of the very few to have actually won a race in the troublesome British machine. In return, Wheatcroft had a replica made so that the Argentinian could continue to appear at historic meets in appropriate headgear.

Those holes, so the story goes, were drilled for cooling in Argentinian races, notably that searingly hot 1955 GP in which many drivers had to stop for a break. González did too, but due to back trouble, not heat; the holes must have worked. He almost caught leader Fangio before spinning his Ferrari, to finish second.

'González is one of the few people to have won a race in the troublesome BRM'

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Gorgeous day; beautiful Aston DBR1. Heaven for David Brabham?

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As Jim Clark's team-mate, Mike Spence rarely got his day in the sun





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For a while in 1988, March was every fan's favourite F1 underdog

Malcolm Griffiths/LAT, LAT Sutton



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'He wasn't everybody's pint of bitter, but few racing drivers have left a void as hard to fill as Gerald Dallas Royston Marshall'

Damien Smith's

Off the line



Gerry Marshall in full flow: "I'll down this in one - and then outrun you all to the bar!"

CHEERS, GERRY

The cars line the grass verges of the narrow lane around West Herts Crematorium, bumper to bumper beyond the entrance for about half a mile. Big Gerry's send-off is of a size befitting the man. No surprise there – as a person he wasn't everybody's pint of bitter, but few racing drivers have left a void as hard to fill as Gerald Dallas Royston Marshall.

The persistent hum of conversation from the sea of mourners is broken by a burbling engine note, and the crowd parts as the Alvis Grey Lady that Gerry threw around Goodwood with typical crowd-pleasing gusto last year blasts at a good rate of knots into the throng. It heralds the arrival of the man himself, completing his last journey on four wheels.

Silence falls as the hearse pulls up, the coffin suitably liveried with BRDC stickers, a proud number 1 and a draped chequered flag. But the solemnity is soon broken once the mourners have followed the pall-bearers inside the chapel. This is the most lively, funny and uplifting funeral I have ever been to – again, befitting the man.

The stories of hard racing, hard drinking and hard sprinting – he was seriously quick, apparently – flow thick and fast. I wish I'd got to know him, a childhood hero from countless Brands Hatch clubbies. I spoke to Gerry for the first time just a couple of months ago on the phone. A dose of chemotherapy that morning had left him feeling tired and vague, but still he was happy to talk – about racing, the magazine, even me. It's a conversation I shall now cherish.

It's been a tough month for saying goodbye. Along with Gerry's, you will find eight other obituaries in these pages, among them two fine grand prix drivers, Cliff Allison and John Love. They shall be missed.

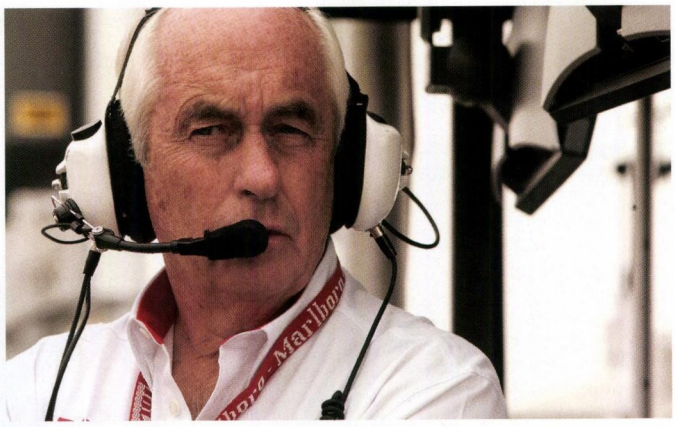
But racing goes on, and there is much to look forward to as we head into the heart of the season: Pau, Goodwood's Festival of Speed and Revival, the new Silverstone Classic and VSCC See Red at Donington. Hell, there's even a cracking year of Formula One brewing up nicely. When you spend so much time looking back at motorsport's glorious past and the heroes it created, it's easy to be cynical about the present. But no, don't fall into that trap – not with Michael Schumacher versus Fernando Alonso versus Kimi Räikkönen to savour. History is in the making.

● There was a mass groan in the *MotorSport* office when we discovered that some of you did not receive the Mille Miglia supplement with the May issue. If you are one of the unlucky ones and haven't yet got your copy, please call 020 8267 5265. It's not to be missed.

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LAT

Porsche links up with Penske for prototype



LMP2 racer to up the ante for German marque in the ALMS

Porsche has teamed up with the American motorsport empire of Roger Penske to field a new sports-racer in the American Le Mans Series – and it will make its race debut later this year.

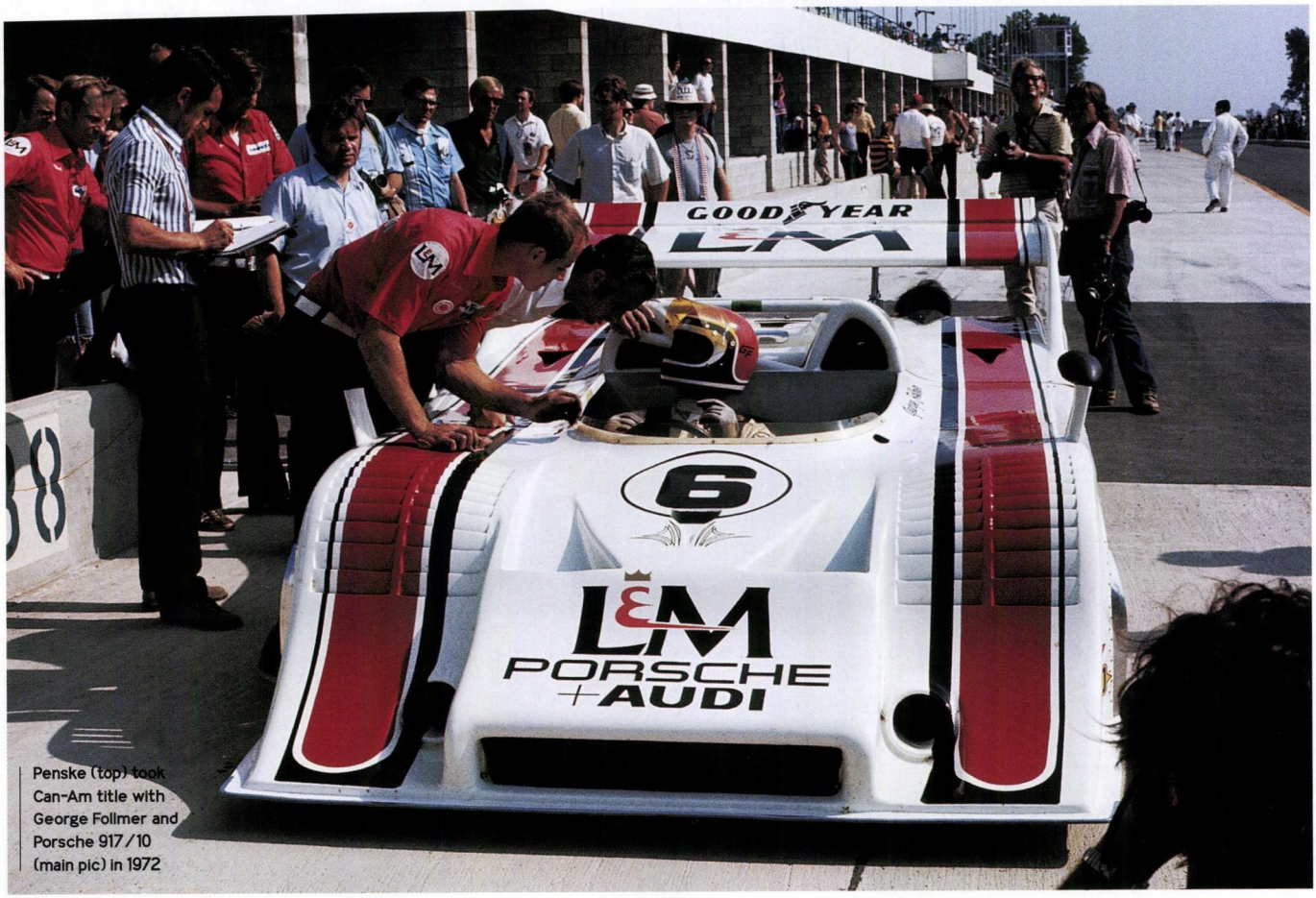
Built to contest the secondary LMP2 class, the new car will be the first purpose-built Porsche racer to compete since the 911 GT1 of 1998.

Penske Motorsports has a rich history with the Weissach marque, including back-to-back Can-Am titles in 1972-73 with the 917/10 and 917/30 monsters respectively. It also prepared and fielded the 911 RSRs for the inaugural International Race of Champions series in '73. The new strain is expected to participate in the final two ALMS rounds of '05, kicking off with the Petit Le Mans race at Road Atlanta in October. There are no details as yet on the likely powerplant for the car or possible driver line-ups, although Porsche has several big-name sportscar aces on its books.

Peter Schwarzenbauer, president of Porsche Cars North America, said: "Our American racing customers have made it clear to us that they would like to move up several levels in the ALMS competition. We believe this new Porsche prototype programme will provide the perfect means to do so and will generate added enthusiasm for sportscar racing in America, especially with Penske Motorsports."

It will also likely prove a useful source of revenue – the existing 911 GT3 model has raked in plenty of cash, along with 49 ALMS class wins and 50 poles over the past six years.

There are no plans to compete in the Le Mans 24 Hours race in the immediate future, although Porsche insiders have not ruled the prospect out should the car prove competitive elsewhere.



Penske (top) took Can-Am title with George Follmer and Porsche 917/10 (main pic) in 1972

ALONSO HEADS F1 MATADORS TO GOODWOOD

Formula One World Championship leader Fernando Alonso heads the list of superstars lined up for this year's Goodwood Festival of Speed.

The Spaniard, who took his third win on the trot after a thrilling battle with Michael Schumacher in the San Marino Grand Prix, will drive one of last year's Renault R24 F1 racers during the final day of the event, which takes place on June 24-26.

Among the other contemporary F1 teams, Ferrari, McLaren-Mercedes and Williams-BMW have pledged to attend with up-to-date cars, although none has yet nominated a driver. BAR will be there in force to celebrate 'Honda's 40 Years of Grand Prix Success': race-team members Takuma Sato and Jenson Button will drive on Saturday and Sunday respectively, while reserve driver Anthony Davidson will also be present. Adding further to the Honda theme is the first appearance at the Festival of Alain Prost, who will drive his 1989 world title-winning McLaren-Honda MP4/5.

Red Bull-Cosworth and Toyota will be there too, with David Coulthard and Olivier Panis respectively.

Don't miss *MotorSport*'s full preview to the Festival of Speed in our July issue, on sale on June 17.



Inspiration from Alonso saw off Schumacher at Imola

INDY STAR DE FERRAN IN POLITICAL BAR BRAWL

Former Indianapolis 500 winner Gil de Ferran was appointed as the new sporting director of the BAR-Honda Formula One team in April – and walked straight into one of the biggest political storms of the past few years.

The Brazilian, winner of the 2000 and '01 Champ Car titles, hung up his helmet months after winning the '03 Indy 500. He was a surprise choice to head BAR, which split with its previous chief David Richards last winter. His new role relieves the pressure on team CEO Nick Fry.

De Ferran's first weekend at work with the team was the San Marino Grand Prix at Imola on April 22-24. The BAR 007s of Jenson Button and Takuma Sato finished third and fifth respectively, only for Button's car to be found under the minimum weight limit after its fuel was drained in post-race scrutineering.

A hearing on May 4 resulted in the exclusion of both cars from Imola and a ban for the team from the following races in Spain and Monaco, although BAR has protested its innocence.

For more details on the BAR saga, see Adam Cooper's 'Track Forward' on page 22.

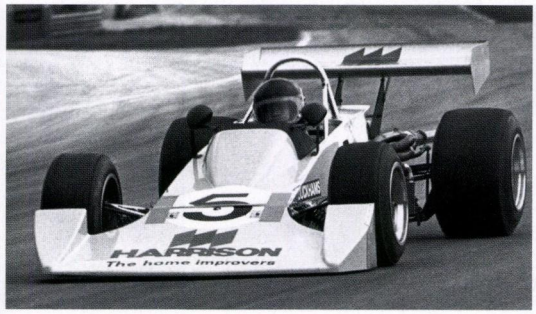


Happier days for de Ferran, winning Indy 500 for Penske

Mystery car competition

A year's free subscription is the prize for the knowledgeable reader who recognises this month's offering from LAT Photographic's archives. Answers must be received by June 6. In the event of there being more than one correct answer, we will favour the entry with the fullest information. Good luck!

Please send your entry to: *MotorSport*, 60 Waldegrave Road, Teddington, Middlesex, United Kingdom, TW11 8LG
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Last month: Rieger-Cosworth C2
Where & when: ADAC 1000Km, Nürburgring, July '84

Winner: There must be a lot of Group C2 fans if the pile of correct entries is anything to go by. But **Franky Hungenaert** from Belgium tipped the balance with career info and current whereabouts of all concerned in this Ford-engined one-off, built by German Interserie racer Siegfried Rieger. It retired from the 1000Km before Rieger had his stint...

My first race

Formula Ford, Silverstone, 1969
by Ray Mallock



Racing was all I'd wanted to do since I was 10. I remember my father Arthur getting the traditional South Bank ovation after an 1172 Formula race at Brands Hatch. That was it; I had to be a racing driver.

Dad agreed to go halves on one of his Mallock Mk9 Formula Fords. The cost was £469 all in, and the deal was that we would share the car.

I was testing on the Friday before my first race and I tried to follow Mike Taylor – who was the man in Formula Ford at the time – through Copse. It was the first and only time in my career that I rolled a car. Remarkably, the only damage was to the old oil can we used as a wind deflector.

I can't remember where I qualified, but I made a demon start – that is until I had to change gear. I was so excited that I forgot to change up to second!

It was an amazing race, with overtaking at every corner. The light was fading, which made it even more interesting. I finished sixth out of 13 finishers and was hooked.



Mallock (shown in second race, at Thruxton), gets hooked

...and my last race

Classic Clubmans, 2004

Not much changes. My last race was in a machine from a similar era to my old Mk9, which we rebuilt into a Clubmans car for 1970. I have a Mallock Mk11 with which I compete in Classic Clubmans events and I won at Thruxton late last year, a couple of weeks after also winning at Silverstone. I'll be out in it again at the Silverstone Classic meeting in July. **GW**

LAT Jakob Ebrey, Ray Mallock

Gerry Marshall

Mark Hughes pays tribute to the ultimate hard-driving, hard-partying cult legend of British motorsport

So the big fellah's gone. Nineteen stone of folk hero, telling the medics to go to hell just as he had the laws of physics, shrugging off the painful effects of chemotherapy to go testing in a big thundering racing car. And in the end it was his 63-year-old heart which cried enough, in the middle of Luffield at Silverstone. He pulled over to the side of the track, switched off the engine... and expired.

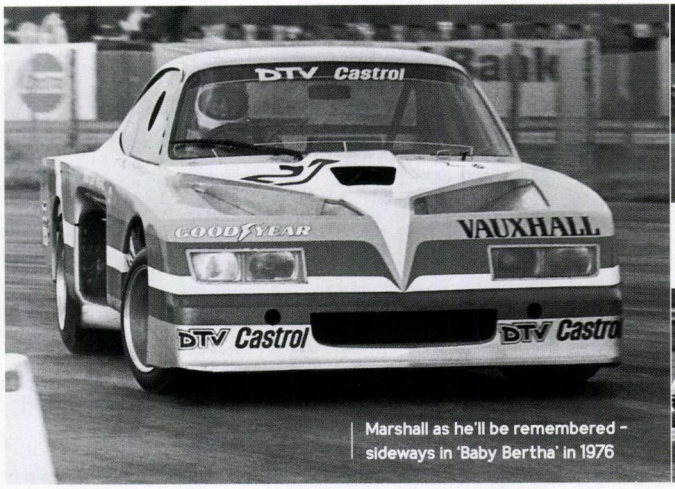
At the pearly gates Gerry Marshall – Big Gerry as he'd come to be known to countless generations of British race fans, enthralled by a personality even bigger than his body – will have presented himself: "Of course, you do realise who I am? I've won more races than any other driver, over 600 of them you know. Where's Lanfranchi? I need a drink. You know, he wasn't half as good as I was. Nice bloke though." And he will have just wandered on through, thinking St Peter just wanted a chat and an autograph.

He was always happy to chat, especially about himself! He'd chat about other drivers too – but only about how they weren't really that good. In one of his loos there was a picture of himself on a podium. Some were turned off by that sort of thing but if you just saw the humour in it, reckoned that his remarkable exploits had allowed him some indulgence, then you got to see there wasn't any malice in it. In fact he was a big old emotional softie underneath it all, and sometimes generous to a fault.

Sometimes, when there was a surplus of funds – in between business setbacks and the odd divorce – he would help up-and-coming saloon drivers, and Patrick Watts, Karl Jones and Barbara Cowell were among those who benefited.

He'd always had his opinions on racing – even before he started. His dad had dabbled in club racing and Gerry had hung around 1950s paddocks, taking it all in, spouting it all out in the bar afterwards. "I was the great bar-room expert," he told me once, "telling people what they should be doing, though secretly I didn't really believe I was good enough to race."

Think of the most improbable car with which Big Gerry could have started his racing career. Yes, that's right, a Mini. Good Friday, Snetterton 1964 and he took the Mini Cooper he'd acquired through a motor-trade deal to a class win. He *was* good enough! To himself it was a revelation, though in the bar afterwards it would have been: "Of course, you do realise I always knew I'd win." He was still dealing cars, still winning races, still spouting opinions more than 40 years later.



Marshall as he'll be remembered – sideways in 'Baby Bertha' in 1976



Above: Gerry starred in Dolomite Sprint in '79. Below: in Magnum during '75 TT





In between – in the 1970s, driving for Dealer Team Vauxhall – he established The Legend. Big Bertha and Baby Bertha were Repco-engined Super Saloons disguised respectively as Vauxhall Ventora and Vauxhall Firenza and prepared by Bill Blydenstein. They were the most dramatic things imaginable, especially with Gerry – extrovert, sideways, Mr Car Control – at the wheel. That's when Marshall really caught the imagination of racegoers. But he won in touring cars, prod-saloons, GTs, historics, one-make series – anything that he could fit in, really, in both senses of the phrase.

In later years his style belied the opposite-lock reputation, but the speed was still very much there. He said it all came from being taken around Zolder by Paul Frère in the late '70s and realising how much quicker the Belgian's more economical style was. But Gerry could still turn the sideways stuff on for the crowds if he was playing with a lead. Racing against him in the TVR Tuscan series in the early '90s, he was also the first driver I'd ever encountered who would use his car control as a deliberate tool of race-craft rather than an incidental side-effect. It was at Oulton, racing into Old Hall from the start. I'd got more momentum than him off the line and the place looked there for the taking around the outside. I actually saw him clock me in his mirror and in the next instant he had pitched his car completely sideways, literally about 45 degrees out of line, so that it took up most of the track's width. There was no longer a gap on the outside. It was a masterclass.

I'll miss wandering into a paddock at some track or other and thinking, 'Oh, I might bump into Legend here, that'll be good.' I last bumped into him in a bar at Brno in '97, some years after our time together in TVRs. Though he could recall with crystal clarity my girlfriend of the time, he claimed he could remember little of the racing. If you ever wonder if Michael Schumacher can remember each of his wins (he can't), think how it must have been for Gerry, with over 600 on the clock. As legends go, they don't come any bigger. M



Gerry leads John Rhodes, Crystal Palace '65. Above: Thruxton 39 years later in Aston DB4



Classic Gerry

"Well, you have to ask yourself who he's beating"

Gerry's disparaging summary of Mark Hales's domination of the 1994 TVR Tuscan series, blithely disregarding the fact that he was one of those being beaten!

"Robin Herd told me in '75 he'd have given me a chance in an F1 car if I hadn't been such a fat bastard"

The closest Gerry came to an F1 career.

"Do you wanna bet?"

Gerry before his leg problems, just prior to taking a naïve punter's money betting on whether Gerry could out-sprint him. He would routinely win pub bets with his startling sprinting speed.

"He couldn't drive sheep"

Gerry summarising the ability of another of his rivals.

"That's Thespian's Orchard, not Lesbian's"

Gerry giving directions to his home in Tring.

"I couldn't get my penis in that car"

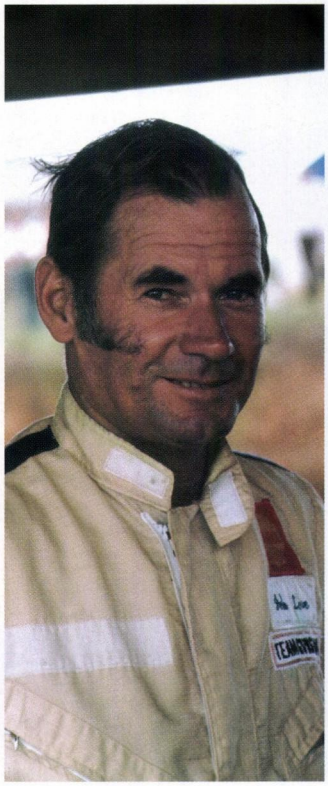
Gerry's summary of a particularly small sports racer that he couldn't squeeze his bulk into.

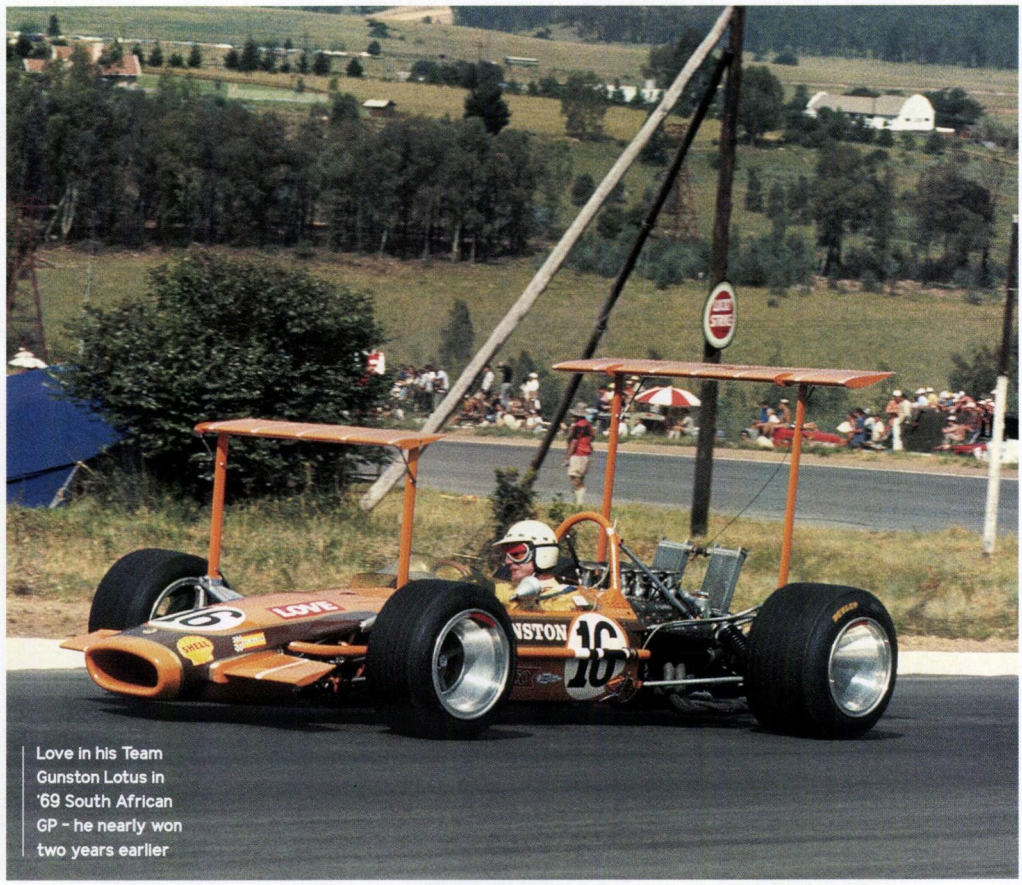
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Obituaries

South African GP and saloon car star
The inaugural Indy 500 Rookie of the Year

John Love





Love in his Team Gunston Lotus in '69 South African GP – he nearly won two years earlier

This Southern African racing star and 1962 British Saloon Car Champion died in April. He was 80. Accomplished in every category of the sport, John Love will likely be remembered for almost causing the greatest upset in Formula One history during the '67 South African Grand Prix. But for a late pitstop for fuel, he and his outdated Cooper T79 would have taken the victory.

Love was born in Bulawayo, Rhodesia, on December 4 1924. On leaving technical college he enrolled as an electrical fitter before serving in the Southern Rhodesia Armoured Car Division during WWII, also seeing action in Palestine with the Royal Scottish Fusiliers. During the war he developed a taste for speed, sometimes acting as a dispatch rider while on duty in Italy. This taste was carried over into peacetime, when he competed on dirt tracks with a half-litre Rudge from 1947.

Love moved over to four wheels in 1954, buying a Cooper-JAP after raising funds by dealing in ex-government motorcycles. Aboard this car, along with other Coopers and the Jennings-Riley, Love made a name for himself. He made his way to Europe and the Fitzwilliam Formula Junior squad; then a switch to Ken Tyrrell's team resulted in great success in the category, along with the works Mini Coopers in saloons. Unfortunately, a huge accident at Albi ended with a broken arm so he missed out on an F1 test with Cooper.

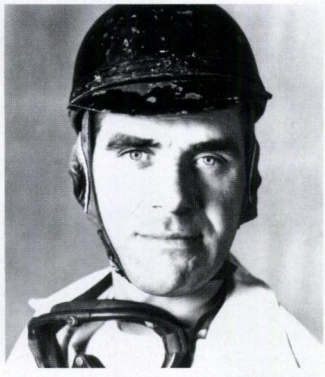
The first of Love's South African F1 titles came in 1964. He would add five more. Though he competed in World Championship GPs on nine occasions – all in the South African event – he only once finished in the points: second in that remarkable '67 race. In addition, Love was a talented sportscar driver and often a front-runner in the Springbok series, winning the 1971-2 title after sharing a Lola T212 with current Red Bull Racing consultant Helmut Marko. **RH**

Gene Henderson

One of the largest characters of American rallying – in every sense – died in April. His place in the Hall of Fame was guaranteed when he won a round of the FIA's International Rally Championship for Makes, the forerunner of the WRC, in a four-wheel-drive Jeep, nicknamed Moby Dick since it was large and white. That was the Press on Regardless Rally of 1972. Later Gene ran adventure rallies such as the Alcan and his own rally shop, Competition Limited. **JDFD**

Art Cross

An Indy 500 star who died in April, aged 87. As the defending AAA midgets champion, this WWII veteran finished fifth on his maiden outing at the Brickyard in 1952, becoming the inaugural Rookie of the Year in the process. A year later this hard-charger was runner-up to winner Bill Vukovich and used his £27,297 prize money to buy a farm in La Porte, Indiana. He hung up his helmet in 1955 after finishing fourth in his last race, at Milwaukee. **RH**



Art Cross: first Indy Rookie of the Year

Derek Cook

This car dealer, who raced powerful single-seaters in the 1970s (culminating in a Hesketh 308 in '77), was killed in a road crash in France over May Day weekend. The founder of the DC Cook motor-trade empire, he won the '80 Formula Talbot title, then proudly oversaw son David's success in the '96 British FRenault series. Cook's daughter Paula is also a noted racer, while the DC Cook team's Renault Laguna won the '98 BTCC independents' title in the hands of Tommy Rustad. **MS**

LAT/MS

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Obituaries

Team Lotus's first points scorer
The Prince who loved motor racing

Cliff Allison

Cliff Allison, who died aged 73 in early April, never got the recognition that his ability and achievements merited.

This Northumbrian goes down in history as the first man ever to score a Formula One World Championship point for Lotus, was a World Sportscar winner for Ferrari and, with the Italian team, set the quickest qualifying time for the 1959 German GP at the superfast Avus circuit.

Allison's father and uncle were both motorcycle racers, and Cliff, who even during the height of his career carried on working with the family farming and garage businesses, began his own exploits in F3 in 1952. By '54 he was a winner, gaining a tag as one of the most promising young Britons around, and he joined the Lotus sportscar team in '57. Successes came quickly, including victory in the Index of Performance at the Le Mans 24 Hours, in which he shared a 744cc Climax-powered XI with Ken Hall.

Allison and Graham Hill made their World Championship F1 debuts in the 1958 Monaco GP as team-mates, driving converted year-old Lotus 12s. Only six cars finished: Allison brought up the rear, but that was his and the company's first F1 point. He repeated the result in the next race (the Dutch GP), and then took a superb fourth in the Belgian GP at Spa. The top three finishers were all seriously hobbled at the finish - with one more lap Allison could have won.

As a friend of Mike Hawthorn, Allison was recruited by Ferrari for '59. He drove for Enzo for two years, commuting from Darlington station to Heathrow by train and taxi, then on to Milan by plane and a further train to Modena! His biggest success was in the 1960 Buenos Aires 1000Km, where he shared a 250 Testa Rossa to victory with Phil Hill. Sadly, that German GP 'pole' in '59 (aided by a tow) led to nothing - he was only a reserve so started from the back before retiring with clutch failure.

Buenos Aires also brought his best F1 result, second behind Bruce McLaren's Cooper, but he had a big shunt in qualifying for the Monaco GP and was in a coma for two weeks (on waking up he was able to speak French, a language he previously had no skill in!). Allison was back in '61 with a UDT Laystall Lotus, but rolled out of the Belgian GP and broke his legs.

Returning to his business, Allison made only a few trips to races thereafter, preferring to concentrate on life in the North East including a stint driving a school bus in his native Brough. **MS**



One of the good guys. Fate dealt Cliff Allison a cruel blow as he neared the top

Ed Leslie

This American sportscar ace died in March, aged 83. Leslie was a late starter in circuit racing, although he had been involved in the embryonic hot-rodding scene in the late 1930s. Leslie first raced in '57. Early successes included class honours in the '63 Sebring 12 Hours, sharing Kjell Qvale's Jaguar E-type with Frank Morrill. He later drove for Mercury Team Cougar and Team Penske in Trans-Am and was second in the '69 Daytona 24 Hours aboard James Garner's AIR Lola T70. **RH**

Prince Rainier of Monaco

His Serene Highness Prince Rainier of Monaco died in April. He was 81. While the Monaco GP had been run prior to his accession in 1949, it was he who established it as the race in the calendar that every driver wanted to add to his CV. The consummate motorsport enthusiast, the Prince usually did a lap of honour before the Monaco round and dished out the trophies. He also built up a sizeable collection of road and racing machinery which was later opened to the public. **RH**

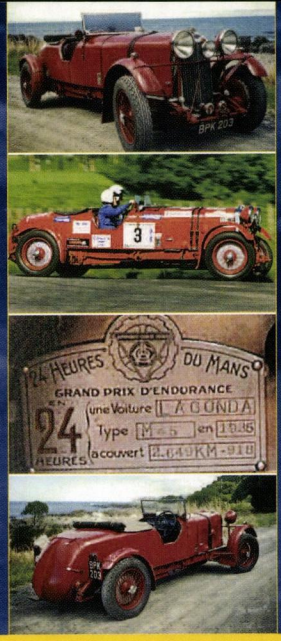
Martin Donnelly Snr

Motor racing's celestial pub will have livened up considerably in the past month with the arrival of Martin Donnelly Snr.

A significant figure on the Northern Irish racing scene, Donnelly raced sportscars, saloons and - briefly - Formula Ford before providing support to up-and-coming drivers. Most famous among these was his own son, Martin Jnr, whom he cheered all the way to F1, and then kept a bedside vigil as he recovered from his severe 1990 Spanish GP injuries. **MS**

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CLASSIC H&H AUCTIONS

EVENT OF THE MONTH

TOUR AUTO

While some of the favourites hit trouble, John Sheldon turned in a sublime performance to win the 14th Tour Auto. Paul Lawrence reports

Photography by Patrick Payany

A capacity entry gathered in Paris in late April for Tour Auto, the world's leading combined race and rally stage contest for classic sports and GT cars. The 200-strong field was packed with automotive jewels, including two significant cars making their event debut on the five-day trek across France.

Ludovic Caron, third in 2004, was back with a different AC Cobra. His new car was freshly rebuilt in time for Tour Auto and is an ex-Phil Hill/Dan Gurney car that finished fourth at Sebring in 1963. Also bearing a US history was the Ferrari 250LM of American Steve Read. Prior to being raced by the NART squad, it was driven by John Surtees and Lorenzo Bandini and finished seventh at Le Mans in 1965.

The first day of competition, Tuesday April 26, centred on a race at Magny-Cours and it was Caron who threw down the gauntlet in his Cobra to win grid four – for the fastest pre-65 cars – from Frank Sytner's Cobra, while John Bosch took grid five (post-65) in a Ferrari 365GTB/4 after a fine battle with the Porsche 911RSR of former Indy 500 winner Danny Sullivan. But Caron knew that a lot of competitive miles lay ahead, both on race tracks and asphalt special stages on closed public roads. "Tour Auto is such a challenge," said Caron. "Five consecutive days is a long time!"

Day two brought the first two road stages as well as a race at the Charade circuit near Clermont-Ferrand. Having lost a lot of time at Magny-Cours with a plug problem, Jean Ragnotti set about fighting back into contention and made the running on the first stage in an Alpine A110. But as the sun came out and dried the roads, Sullivan was able to exploit the power of the Porsche to beat Ragnotti by 2.6sec and went on to win at Charade. "On the wet road it would have been very difficult to beat the Alpines," admitted Sullivan. "But the Porsche is well balanced and behaves very well."

Thursday featured three special stages in mountainous terrain in the volcanic Auvergne region. Ragnotti again headed the times, but all the while John Sheldon was being neat and tidy in his Lotus Elan and made much of the running in the pre-65 category. As usual, the overall Tour winner would be the top performer from this division. Chasing the Le Mans veteran was a gaggle of Jaguar E-types in the hands of Frédéric Puren, Alexander Berstein and Michael Cowdray.

By now Caron was out of the reckoning after losing a lot of time at Charade. The Friday leg also signalled the end of Sytner's challenge when the Cobra suffered broken suspension at Nogaro. But before the race at this track came a road stage in the foothills of the Pyrénées, where Caron headed the pre-65 times.

The final day was scheduled to include a first Tour Auto visit to the Pau-Arnos circuit and a road stage at Bois du Bager. However, radio communication dramas on the mountain roads forced the organisers to cancel the stage and so the Saturday morning races at Pau brought the Tour to a close before the ceremonial finish in Biarritz.

Caron won at Pau, with Sheldon finishing second on the twisty track. His blend of speed and consistency as others hit dramas ensured that Sheldon added Tour Auto victory to his recent Tour d'Espagne success as he finished more than two minutes up on the best of the E-types, in the hands of Puren. Massive time penalties left Caron and Sytner way down the final results.

With dramas costing time for Ragnotti, Bosch and Sullivan, the Porsche 906 of Oliver Mathai took the post-65 spoils from the Ford GT40 of Chris MacAllister.



Paul Grant's Rene Bonnet heads the queue





Above: field assembles in beautiful setting of Charade, former home to the French Grand Prix. Right: BMW 3.0 CSI of Christian Chiaravita gets ready to beat the clock

Left: John Sheldon and co-driver Lesley Stevens celebrate win with their Lotus Elan. Right: Jean-François Bentz's Jaguar E-type gets the drop at the start at Charade

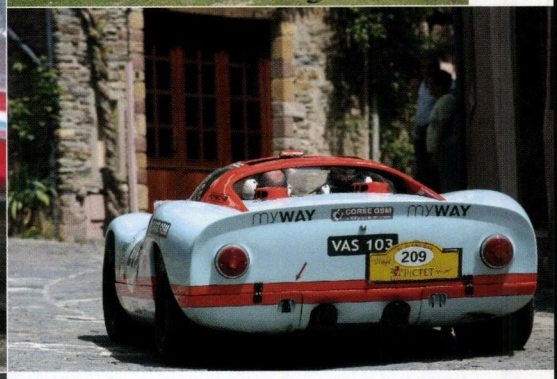
Argentinian Martin Sucari (right) attempts to hold onto the windscreen of his Lancia Stratos. Below: what's more beautiful, Peter Terrell's Jaguar XK120 or the rural French countryside?





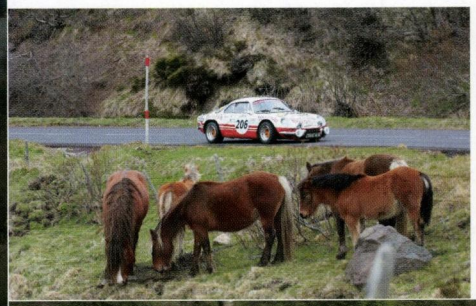


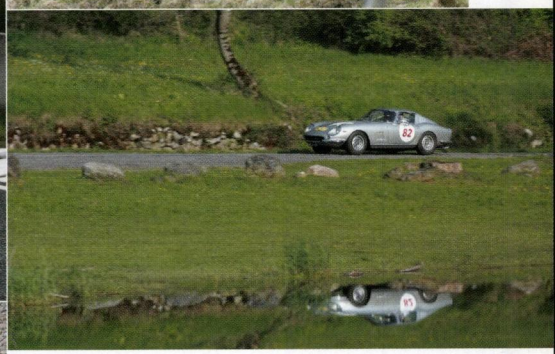




Top: "Perrier please". Above: Jean-Marc Luco's lovely Porsche 910. Below: Jean Ragnotti needed horsepower





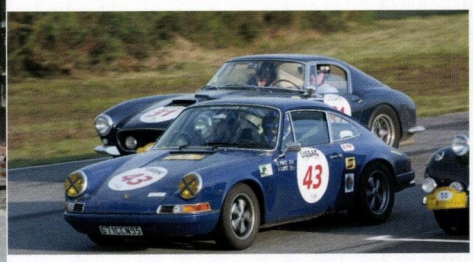


Not much time to reflect on your surroundings: Christian Bouriez presses on in his Ferrari 275 GTB





Above: Erik Comas shared his Alpine A110 with Patrick van Schoote. Right: Oliver Mathai's Porsche 906 on its way to class-winning spoils



Nice little gaggle does battle, as the Porsche of Laurent Pires holds off the Ferrari 250 GT SWB of Brandon Wang



Nigel Roebuck's Legends

Montjuich Park was once the fastest street circuit on the Formula One calendar. Sadly, safety was not a priority in Barcelona



When people ask me which I think is the most impressive vantage point on any circuit I have visited, my answer unfailingly surprises them. Eau Rouge at Spa? Suzuka's 130R? Perhaps the 'Foxhole' at the old Nürburgring? What about Monza, and the Lesmo curves as they used to be? Or the Jukskei Kink at the original Kyalami?

Daunting as these places are (or were), it is none of them. For sheer drama, in my opinion nothing has ever been the equal of the first part of the lap at Barcelona's Montjuich Park, the venue of four Spanish Grands Prix, the first in 1969; the last, in 1975, sadly guaranteed there would be no more.

It's a fact that the place holds a special place in my heart, for the '71 race was the first I ever covered, but my memories of Montjuich – good and bad – are coloured by more than sentiment. Set in parkland above the city, this was the greatest street circuit I ever saw. Imagine Monaco, but with more variety of turn and gradient, and *much* faster, and some flavour of Montjuich Park should then emerge.

From the start the track went uphill and left, then plunged down to a left-hand hairpin, and it is this section which stands unrivalled in my mind. You stood down there, before the hairpin, and you waited. And if you had any sort of imagination you shivered a little.

When a car came into your sight it was doing over 150mph, and invariably it was airborne, in the sort of pose so often seen on the Nordschleife. It did not touch down on the flat, but on a steep downhill gradient, the road still turning left, whereupon its driver had then to get it stopped sufficiently to make the hairpin. Ye Gods...

So there we stood, in front of us only a guardrail, and behind us stout wooden hoardings, there to keep locals from watching for free. No escape route. It was a help to have the blessed ignorance of youth.

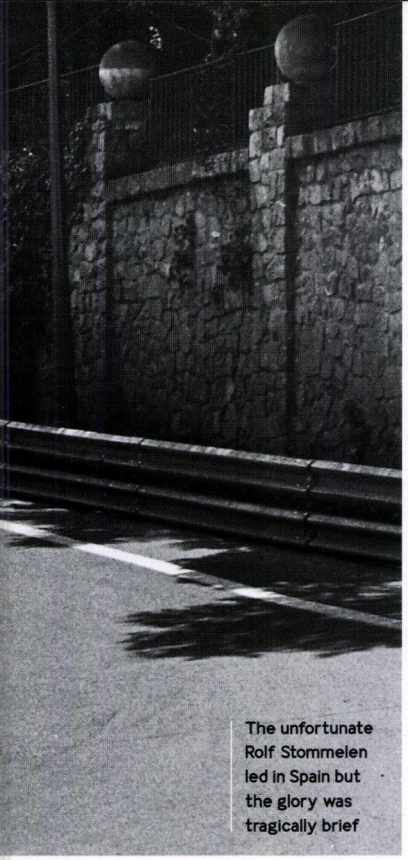
At the 1975 race it was hot as we walked up to the track on the Friday morning, but also silent – when practice should have been under way. Then there was the bark of a Cosworth DFV and a Lotus went by. Ickx. What did we know about Jacky Ickx? He wasn't in the GPDA.

Jean-Pierre Beltoise had done a track inspection some time earlier but, as with any street circuit, the barriers were erected only shortly before race weekend. Or not. At a glance everything looked normal, but a closer inspection revealed that many securing bolts were only finger-tight and, worse, that some pieces of guardrail were merely offered up, not bolted at all. Some of the mounting posts you could rock by hand.

That first day, only Ickx and Vittorio Brambilla took to the track, and their colleagues, most notably



Jochen Mass scored his one and only GP win in the shortened 1975 Spanish Grand Prix



The unfortunate Rolf Stommelen led in Spain but the glory was tragically brief

'They're more worried about spilling gin on their f****** blazers'

Emerson Fittipaldi, Jody Scheckter and Niki Lauda, were in a particularly militant mood. Graham Hill, by then semi-retired, acted as a calming influence.

"In reality," Hill explained, "this should be a confrontation between the organisers and the CSI who must ensure that the circuit is up to standard. But we, the drivers, have got involved because the CSI people here don't seem interested – in fact, the problem is *finding* them..."

James Hunt was typically crisp on the subject: "They're more worried about spilling gin on their f****** blazers than stopping cars getting into the crowd." And Mario Andretti pointed out that, under Spanish law, a driver was liable for any injury his car might cause to the spectators.

The CSI men thought things through – and opted to scarper. "What is a safe circuit, anyway?" said one of their number, Claude Le Guezec. "I have never *seen* a safe circuit..." So that was helpful.

By midday on Saturday the team owners had proposed putting their mechanics to work on the barriers, and for two hours the boys toiled away. Later the organisers threatened legal action, should the entrants 'fail to honour their contractual agreements', in which case all the teams' equipment would be impounded. Given that the paddock was a derelict sports stadium, the locking of two access gates would have done the job.

Formula One had a gun at its head and now the constructors became nervous, prevailing upon their drivers at least to run the three laps then required to qualify, so as to fulfil that part of the contract. "You don't have to go fast," they said, but of course the drivers, once strapped in, fell prey to their instincts – save Fittipaldi, who cruised his three laps, then left the circuit for good.

Not surprisingly there was an almost tangible sense of foreboding, and by race morning it was overwhelming. With a couple of colleagues I went to the hairpin at the bottom of the hill. From there we couldn't see the start, but the scream of engines was clear enough and we looked up the road to watch the cars dance into sight.

What we saw was a Ferrari – Lauda's – sideways, with the entire pack behind it, and perhaps I have never known such acute fear as in that moment, for a multiple shunt looked inevitable. By a trick of the light, somehow it never happened.

Brambilla had nudged Andretti into Lauda, who had then gone into Clay Regazzoni. With both Ferraris out on the spot, Hunt's Hesketh took the lead, pursued by Andretti's Parnelli, John Watson's Surtees, Rolf Stommelen's Hill, Brambilla's March, Carlos Pace's Brabham, Ronnie Peterson's Lotus and Jean-Pierre Jarier's Shadow.

After Hunt had spun off on oil, Andretti led until he crashed – without injury – after suspension failure. And thus Stommelen found himself in the lead of a grand prix for the first time.

On lap 26 I looked up the road and saw a blur of white. I yelled to my friends, but now there was nothing to see, and momentarily I wondered if I had imagined it. Then Pace's Brabham came grinding down the guardrail. Further up the road – where the cars got airborne – Stommelen had gone over it.

Hard to believe now, but four laps went by before the race was stopped and Jochen Mass took his only grand prix win, aboard the only McLaren to have started.

What followed was like a scene from Hades, with shocked people spilling all over the road, sirens screaming, the Guardia Civil of Franco's Spain lashing out with their batons at anything that moved. Stommelen's car had broken in half and fuel had escaped, together with water, the mixture running down the gutter. Rolf, his legs broken, was still in the cockpit, but nearby were the bodies of four marshals.

Cresting the brow he had lost the rear wing, which put the car out of control. Carbonfibre, then a new material in race-car construction, had been used for the wing centre-post: it was this that had failed.

By supreme irony Stommelen hit the very guardrails secured by his own mechanics. Had the work not been done, the car's momentum would have been unchecked and the carnage beyond contemplation. Immediately beyond the marshals' area was a spectator enclosure.

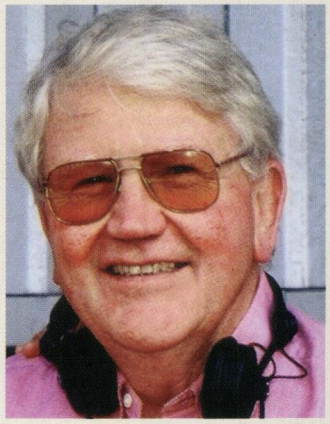
The earlier controversies, while bringing justified opprobrium upon the race organisers and the sport's governing body, were unconnected with the disaster on race day, but of course the gutter press took no account of that, and Montjuich, sadly, was vilified out of existence. Like anyone else who ever went there, 30 years on I miss it still. M



Inadequate barriers prompted a revolt from the drivers - apart from Ickx and Brambilla

Cult heroes

BRIAN JONES



Brian Jones spent the weekend of his 70th birthday last month commentating on a 750 Motor Club meeting at Brands Hatch – and he wouldn't have had it any other way.

For three decades Brian's baritone has rung in the ears of (mainly) Brands Hatch spectators, to the extent that you can still feel your eardrums vibrating even as you drive off up the A20 at the end of the day. If you just want information, clarity and a no-frills approach, he's not your man. But he is if you want to be entertained by a great character who loves his sport and the personalities involved.

Jones was once interviewed in *Motoring News* as part of the preview to the Formula Ford Festival, his favourite event. At the bottom were listed "10 things you will hear Brian Jones say this weekend", a round-up of his most-used catchphrases. It clearly tickled him, for during the final lap of the Festival final he trotted them all out. What a good sport.

Brian, we hope your birthday was exciting, exhilarating and electrifying. You're still high, still wide, but we're not sure about the handsome! **MS**

LAT Phipps/Sutton



Takahashi did a good job in the race to haul his old Tyrrell up from the back of the grid

My only grand prix

1977 Japanese at Fuji
by Kunimitsu Takahashi

How proud were you in 1961 to become the first Japanese rider to win a world championship motorcycle grand prix?
People talk about this but I do not think I was a super rider – I just rode on the Honda 'bike and crossed the finish line first. I couldn't have done it without the help of a lot of people, and my job was just a little one at the end. You can never make it without your 'bike, engine, tyres, staff and fans. Of course I was happy and felt honoured at the time, but it was like a dream!

Why did you make the switch from 'bikes to cars?
Japanese manufacturers started car racing and started to hire drivers. I thought I could still continue for some more seasons on motorcycles, but Nissan gave me the opportunity to drive instead. After that I never touched a 'bike, and put away the 'rider Kunimitsu'.

What did you think of Hasemi and Hoshino in the 1976 Japanese GP?
I was not interested so I did not see it. But then I got the opportunity to race in the next year's Japanese GP from Mr Kojima of Kojima Engineering. It was not to drive for Kojima, but for the Meiritsu Racing Team. I did not know who Meiritsu were, but I did not need to know – I just had to drive the car.

You drove the same Tyrrell 007 that Hoshino had raced in '76. Did you expect to make the same favourable impression?
The Tyrrell car was not impressive in terms of power. I had a lot of experience driving big, powerful machines with Nissan in sportscars – they were fun to drive. I had no idea about F1 machines and the Tyrrell, and I had no real comparison. The same for the tyres: I could not make any comment that the Japanese Dunlops were good or bad, but I liked their character.

How did the Fuji weekend go?
The staff were very good in preparing the car, but we had some trouble. I have no good driving memories except the race! The car set-up was not a big problem for us, but the Ford DFV did not work well up until raceday morning – the fuel line and electrics were not good. My staff kept going to the Tyrrell team to get some parts. Our qualifying result was no good – I was 22nd out of 23 cars. I was sorry for the fans who had come to see me and the Japanese drivers running strongly. I thought I would just do my best and finally my engine played fine music just before the race!

And you finished ninth...
I did not know about the accident on the first lap [between Ronnie Peterson and Gilles Villeneuve]. I just drove as hard as possible. I was proud to finish ninth in among some great drivers. I dedicated my run to my staff, the people behind this project and the fans. **JT**

My only WRC win

1991 Catalunya Rally
by Armin Schwarz

Was it part of the original plan that you should be in Catalunya?
No, but after San Remo, where I was able to help Carlos [Sainz] keep ahead in the World Championship, Ove [Andersson, the Toyota team boss] asked me to go to Spain. It was the first time for the WRC in Spain and of course Carlos was to be the big star. My job was to make sure that Juha Kankkunen scored as few points as possible.

What were your expectations for the rally?
I had never seen those roads before. But I knew it was half Tarmac and half gravel so I thought, 'OK, nothing here for the Finns and nothing for the Tarmac drivers but perhaps something for me'. It was the kind of rally that I like, one where good preparation brings you a result.

How did things start?
Not so bad for me, but at the start of the second day Carlos could not start his engine and was out. I think the problem was that the Celica needed special spark plugs for starting, especially when it was cold. And November on the Costa Brava is quite chilly. For some reason that car had gone into *parc fermé* on normal plugs and would not fire up.

Who was the main opposition?
On the Tarmac in the beginning it was François Delecour in the Ford Sierra. We all knew that he could be quick on Tarmac after his drives in Monte and Corsica, but he did not do so many of the other rallies and I was sure when we came to the gravel I could beat him. In any case he had some turbo problem early on that cost him time. So we had a good battle but I was still leading the rally. My main focus was Juha: Carlos was leading him by eight points.

Where was he when you got to halfway and went to the gravel?
Juha was lying sixth, about four minutes behind me. I was quite confident as I knew that our Pirelli tyres were at least as good as the Michelins on the gravel. Of course Juha was quick on the gravel stages and started to catch the Fords, but our times were not so far apart.

And did you have any problems?
Oh yes. At the end of the third leg we changed the gearbox as a precaution, but when I drove into *parc fermé* it stuck in sixth gear. TTE changed the gearbox in seven minutes and we got to the first stage on time, but we needed to have some TTE friends at the junctions to stop the traffic. So this was good but then, with two stages to go, we rolled the car. If the water-injection system ran out then you had to change the mapping for the engine. The water ran out and the alarm came on. I tried immediately to turn the switch for the mapping – just as we went into a hairpin bend. The rear end went up a bank and we were on our side, but we only lost a minute. Juha won the championship, but I was delighted to have that win in Spain. **JDFD**



Schwarz, still competing in the WRC today with Skoda, won in Spain for Toyota 14 years ago

all LAT

1962 FERRARI 330TRI 0808. FIRST PLACE AT LEMANS 1962 WITH HILL/GENDEBIEN





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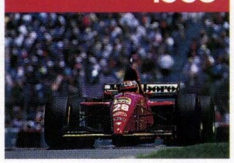
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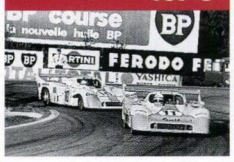
Jean Alesi finally breaks his F1 duck at the Canadian Grand Prix – a fitting birthday present for the French-Sicilian, who turns 30 over the GP weekend.

1985



Elio de Angelis takes pole in the Canadian GP, but it's Michele Alboreto who stars for Ferrari. On getting to the front after 15 laps, he is never headed to the flag.

1975



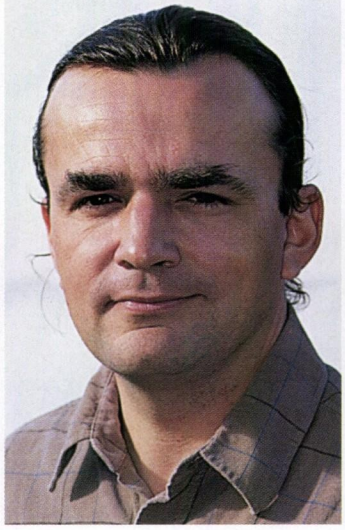
Derek Bell and Jacky Ickx win Le Mans in their Gulf Research Racing GR8, heading home the Ligier JS2 of Jean-Louis Lafosse and Guy Chasseuil.

1955



Mercedes-Benz makes up for its Monte Carlo fiasco with a convincing victory at Spa. Juan Fangio takes the Belgian GP win from team-mate Stirling Moss. Of the 15 entries, only two are non-factory cars.

Adam Cooper's Trackforward





Presumably that lone BAR employee is unplugging the monitors, getting ready to leave Barcelona

The FIA's zero-tolerance decision to ban BAR for bending the rules must be good for F1

The sight of the BAR-Honda trucks pulling out of the Barcelona paddock on the Saturday of the Spanish Grand Prix weekend was an extraordinary one – at least for anyone not around in the days of oversubscribed entries when teams faced non-qualification and regularly had to pack up early.

The two-race ban was a clear sign that the FIA will display zero tolerance when it catches those transgressing the rules. The team's case rested on the claim that the Formula One regulations don't expressly say that weight is recorded with all the fuel pumped out after the race. That is true, but it is the form of policing accepted by everyone else in the paddock, and it has been since refuelling returned in 1994.

The team may continue to protest its innocence, but this was not a case of an aero part being found to be a millimetre or two out of true, or a complex, airy-fairy software issue. Fuel weight is absolutely fundamental to the way modern grand prix racing works, and BAR had been gaining an advantage by running to its own rules.

The sums were pretty straightforward. Even if, as the team maintains, the cars never actually ran below the magic 600kg, they would still have been lighter than rivals in qualifying and until the pitstops, giving a clear lap-time advantage of perhaps 0.2-0.3sec. Or to put it another way, for a given starting weight they could run two or three laps further to the first stop.

The revelations certainly made a few people think about last year. How many races were there in which a BAR benefited from this strategy to gain a spot or two on the grid, or overtook someone by staying out a lap longer? Sadly Jenson Button's brilliant 2004 season has, to some degree, been tarnished.

'Sadly Jenson Button's brilliant 2004 season has, to some degree, been tarnished'

At the end of the day the finer points disputed in the Paris hearing by the FIA and BAR's hotshot lawyer were almost irrelevant. In everyday life the accused is judged by his peers, and what really mattered was what the other teams thought about BAR's claims. Rival technical directors were angry that they had been fighting an unfair contest, gobsmacked that the team thought it could get away with its strategy and extremely happy that justice had been seen to be done. Nobody came out and said, 'I wish we'd thought of that...'

Of course it's easy for cynics to suggest that others had done exactly that, and indeed since 1994 there could well have been cases which went undetected. But BAR was caught and has to pay the price. If it means we now have a more level playing field – and that others think twice about pushing the envelope in the future – then that can only be a good thing.

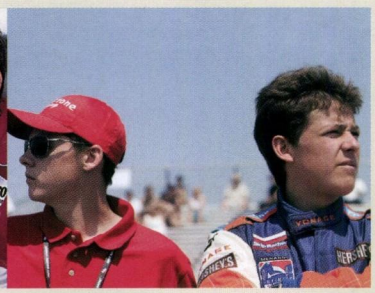
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What goes around...

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Michael and Al Jnr: "Got your kid a kart yet?"



Al and Marco: "My dad's better than yours!"

If you thought that the Andretti/Unser dynasties must run out of steam some time, think again! On April 3 Marco Andretti, the 18-year-old son of Michael and grandson of Mario, made his debut in the Infiniti Pro Series, the feeder category to the IRL IndyCar Series. Also on the grid at the St Petersburg street track was 22-year-old Al Unser (son of Al Jnr and grandson of Al Snr), who has been a regular in the IPS since mid-2004. Amazingly, Andretti won on his series debut. Next stop? Indianapolis, where Marco and Al will duke it out in the Indy 500 support race.

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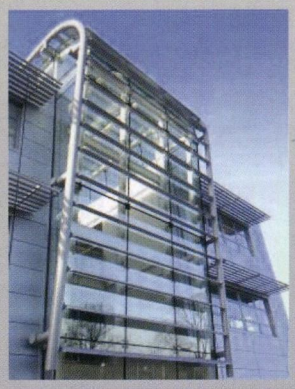
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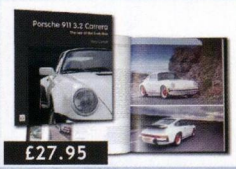
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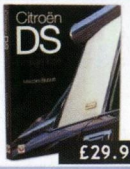
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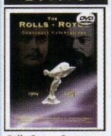
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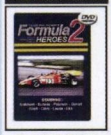
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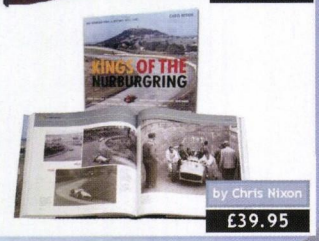
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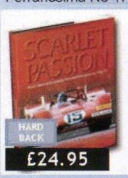


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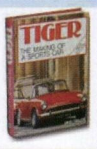
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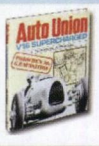
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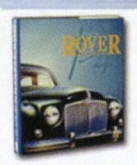
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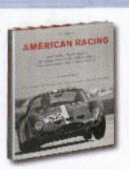
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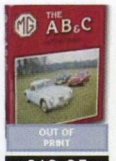


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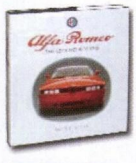
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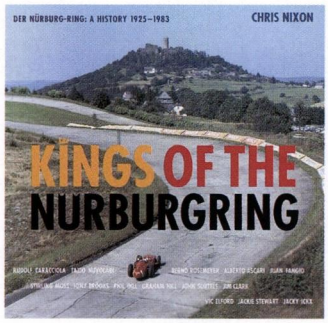
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Reviews



Kings of the Nürburgring
by Chris Nixon
ISBN 0-85184-070-1
Published by Transport Bookman Ltd.
£45.00

You're drawn instantly to this book. The cover shows Juan Manuel Fangio – his Maserati 250F looking tiny on the wide, grey, rough track surface – heading into the North Turn during his amazing drive in the 1957 German Grand Prix. The sun is shining, lighting up the rural landscape beyond. It's not your usual Flugplatz or Karussell angle and is all the more striking for it.

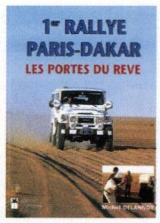
Spanning 1925 to 1983, from when Otto Creutz – the head of administration for the local Adenau region – pushed ahead with plans to build the Nürburgring, to its last international car race, Nixon's latest tome is based on a whimsical theme: he has selected 14 'Ringmeisters', one for each mile of the awesome Nordschleife. It's a lovely idea, but where it falls down is in its slightly clumsy realisation. Each of the 14 'Ringmeisters' – from Caracciola to Ickx – is given his own paragraph. Their stories (with background on other events to put their 'Ring drives into context) are told in typically thorough Nixon style, but where some careers overlapped you find yourself reading about the same race time and again.

Even that's not necessarily an insurmountable problem, but the race accounts are just that – race accounts, and too dry to be a really enjoyable read.

Having said that, there is a wealth of information here and the historical detail is fantastic. I didn't know that the name 'Nürburgring' came from a competition (the project initially revelled in the snappy title of 'Die Erste Deutsche Gebirgs-, Renn- und Prüfungsstrecke im Kreis Adenau'!), and I had never realised that poor old Creutz was persecuted by the Nazis for belonging to a rival party. There's great stuff too on Stirling Moss pushing himself so hard in the 1958 1000Km that he was ill for almost a week, a glossary of what the corner names mean, and Jackie Stewart admitting that he just couldn't match Jochen Mass around the 14 miles in a Capri touring car! On the negative side, there is some poor proofreading resulting in far too many typos for a book of this feel.

There is similar inconsistency in the photos. Some are superb, others reproduced appallingly, although an impressive – if slightly chilling – touch is the inclusion of some Nazi programme covers from the '30s.

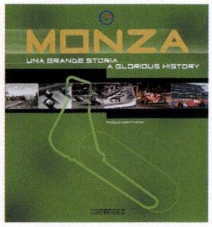
Overall this is a bit of a letdown. An inspired idea, but one left wanting in its execution. **MS**



1er Rally Paris-Dakar: Les Portes du Rêve
by Michel Delannoy
ISBN 2 914920 431
Published by Editions du Palmier, €42

Thierry Sabine fell in love with the desert during the '77 Abidjan-Nice Rally. Determined to conceive the world's toughest motorsport event, he set up the Paris-Dakar for the following year with the maxim: 'A challenge for those who go. A dream for those who stay behind.'

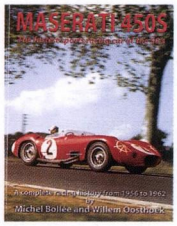
The author recounts the event's birth with humour, and there are first-hand testimonies from some of those who took part in the inaugural running. Some super images, too, of highly unusual machines – Matras, buggies and a '27 Renault KZ – out of their depth in the dunes. **RH**



Monza: A Glorious History
by Paolo Montagna
ISBN 88-7911-358-5
Published by Giorgio Nada Editore, £25.00

This is the official publication of the Automobile Club of Milan, the body that built Monza in just three months in 1922 and remains the custodian of one of the sport's most famous venues. And it reads like it.

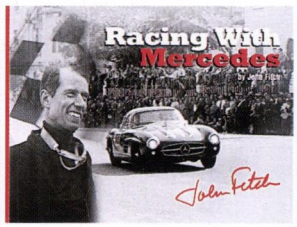
Although some of it is quite interesting – did you know that the venue became infested with chicanes in the 1930s after the triple-death Monza Grand Prix of '33? – it's hardly riveting stuff. Where it scores is photographically, with some terrific period shots. It's a dual-language Italian/English book, but the translation is too literal (one caption reads: "Clay Regazzoni, driver of Ferrari and of other teams in the Seventies, is an assiduous frequenter of the Monza paddock") and there are mistakes (Jimmy Brian!). Well worth it for the pics though. **MS**



Maserati 450S - complete racing history from 1956-62, by Michel Bollée and Willem Oosthoek; ISBN 2-951-3642-5-3
Published by Michel Bollée, £42.95

Only nine examples of the brutish 450S were built, but amid a flurry of crashes and breakages the over-engined beast almost won the 1957 sportscar title – and was promptly ruled out of contention by the new 3-litre limit. That much of their history is well-known; but six of the V8 machines raced on in the States, and this is the first time we've seen a comprehensive review of those US years (or in fact a book on the 450S).

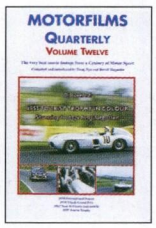
This work matches Oosthoek's recent one on Birdcages for detail, with chassis numbers for almost every one of the Type 54's 119 race entries, comprehensive results and individual histories. Bollée gives the Euro story, and the text also covers the Eldorado single-seater and a rear-engined Indy special. Period colour photos enhance an extremely thorough volume. **GC**



Racing With Mercedes, by John Fitch
ISBN 0 97050736
Published by Photo Data Research, $29.95

This 128-page psuedo-scrapbook celebrates an American road-racing pioneer and his association with the Three-Pointed Star. There's real substance to the text thanks to Fitch's remarkable powers of recall and he's an entertaining writer, capable of some wonderful throwaway lines. His description of winning the '51 Argentine GP in an Allard J2 is typical: "Evita Perón gave me the trophy and a kiss and died soon afterwards." That said, repetition does creep in – "One of Europe's top women drivers, I'd always respected Gilberte, one of Europe's top women drivers" – so a more thorough edit would have been welcome.

While picture reproduction is variable, there are some cracking images, not least of Mercedes-Benz legend Alfred Neubauer wearing a sombrero. Worth a look. **RH**

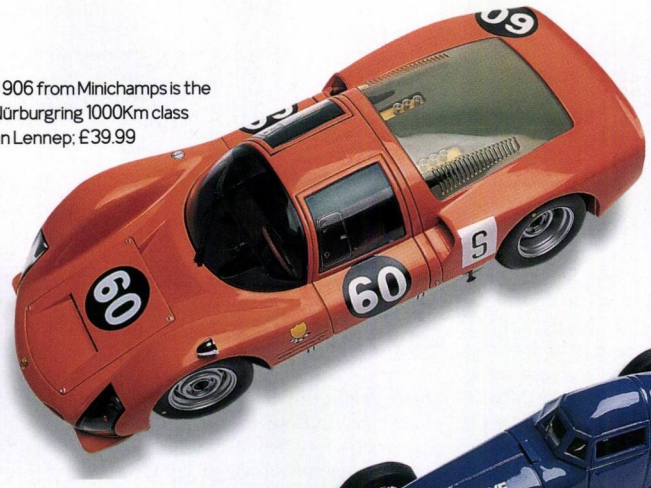


Motorfilms Quarterly: Volume 12
DVD, VHS, 85mins
www.motorfilms.com
DVD £19.99; VHS £14.99

What with everyone getting excited about June's Dundrod revival meeting, this is a fine time to release previously unseen footage from the '55 Tourist Trophy on this Northern Irish road circuit. Hidden in the vaults for nearly half a century, its discovery is hardly a cultural event on a par with Brian Wilson's completion of his *Smile* album after 37 years, but as a historical document it's fascinating. The film is silent, so you get an informal voiceover from Doug Nye – and it kind of works, like listening to a mate's dad telling you what's going on. And those drifting Mercedes of Moss and Fangio... Wow! It's backed up by a propaganda clip on Merc's 1938 Tripoli GP silverwash, a nice little documentary on Sunbeams in the '62 Tour de France and an often-dull Girling film of '58 events. **MS**

Models

New 1:18 Porsche 906 from Minichamps is the Team Pon 1966 Nürburgring 1000Km class winner of Gijs Van Lennep; £39.99





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Schuco's limited edition 1:87 'Piccolo' version of 1955 Mille Miglia-winning Mercedes-Benz 300SLR. Comes in special box with artwork by Nick Watts; €12. See www.schuco.de



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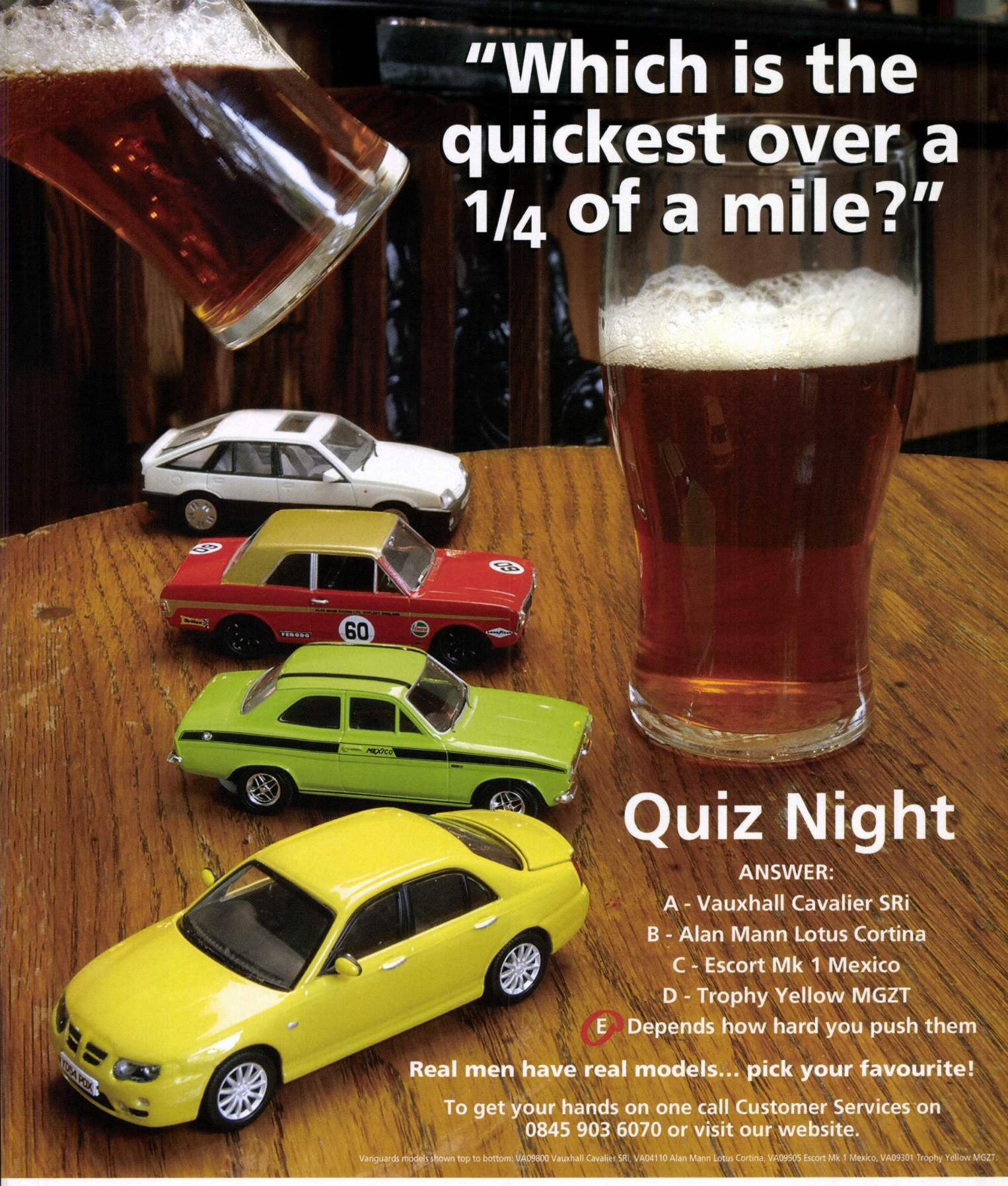


1:43 Aston Martin Project P215 by Southern Cross Miniatures. Limited edition of 100 for £259 built or available as kit at £62



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WILLMENT MEMORIES

Sir, Thank you for the wonderful article on John Willment in your January issue. It brought back a lot of memories of the early '60s. He sounds like a real character!

I grew up very close to his garage in Twickenham and would often ride my bike there to look at the latest exotic machinery. I remember seeing most of the cars that were mentioned and saw many of them race at Brands Hatch, Goodwood and Silverstone. I've been unable to find any books or articles on the Internet about him – does anyone have a book in the works? The book by his partner John Wyer (*That Certain Sound*), is now long out of print – do you know if there is any possibility of it being republished?

Thanks for a great magazine.

Ken Long, Pasadena, USA

DID YOU KNOW CLIFF?

Sir, With the news of Cliff Allison's death, could anyone with memories, anecdotes, photographs or memorabilia get in touch with me?

I was privileged to have been given permission to write the biography of Cliff, Cumbria's only Formula One driver, and spent many happy evenings interviewing him over the last two years. I have also talked to many of his contemporaries – I saw Maria-Teresa de Filippis, VP of the *Société des Anciens Pilotes*, at Cliff's funeral and she was keen to give me her memories of him.

So far I've written about 100,000 words, but as Cliff was anxious to avoid a formulaic, chronological biography, and was so self-effacing that he rarely related the funnier, more unusual moments of his life, I am short of anecdotes from those who knew him or saw him race.

With the support of Cliff's wife Mabel and his family I have full access to his own extensive archive, but if anyone can add to it I will acknowledge receipt, pay for postage and promise to return any item or photo as soon as they have been professionally copied for the book.

Reading your item on Sir Stirling Moss (*MotorSport*, May 2005), the similarities of his ten-tenths concentration to the exclusion of all else was something that Cliff experienced at times at tracks such as the Nürburgring and Spa – they resembled the Pennine roads where he honed his skills and found himself slipping into this level of driving!



Cliff Allison made his grand prix debut at Monaco in 1958. He was the last finisher in his Lotus 12 and was classified in sixth place

I am now determined to finish the book so that the story can be told of this great man from the remoteness of Cumbria who made it to the top through steely determination while having his feet securely rooted in his family and business.

Tony Brunskill, Four Square Marketing Communications Ltd, 13 Friargate, Penrith, Cumbria

FUEL FOR THOUGHT

Sir, I enjoyed the 'X-Ray Spec' on the Brabham BT52 in the May issue of *MotorSport*. However, I feel the comment on the legality of the fuel used by Brabham towards the end of the 1983 season was a little unfair on Renault.

At the time, fuel used in F1 was supposed to be petrol with a maximum Research Octane Number (RON) of 102 and a minimum hydrocarbon content of 97 per cent. Working with BASF subsidiary Wintershall, BMW discovered that a toluene-based fuel allowed its engine to accept much higher boost than pump petrol. This 'rocket fuel' cannot really be described as petrol (which contains very little, if any toluene), but careful blending with other components (such as iso-octane and n-heptane) could deliver a fuel that technically met the required specification in terms of hydrocarbon content and RON. A classic example of an 'unfair advantage' meeting the letter but not the spirit of the rules.

I recall that Elf obtained a sample of the fuel used by Brabham in the last race of the season at Kyalami, where Piquet finished third to secure the drivers' title. Elf found the sample to have a RON greater than 102, making it illegal. Elf wanted Renault to protest the result but Renault saw no value in winning the title in a courtroom. Instead it sacked Prost, who went to McLaren. A fortunate decision for Prost, as subsequent events demonstrated.

Richard Mercer, Middlesbrough

KIWI GEMINI

Sir, I believe the photo of Mike Anthony with his foot on the rear of a Gemini Formula Junior shown on page 88 of *MotorSport*, March 2005, is of a Gemini Mk3A, not a Mk4. Why do I believe that ? I now own and race the 1961 Gemini Mk3A FJ, chassis number 09, that came to New Zealand in late 1961.

Mike Anthony's car looks just like mine: the Mk3A had inboard drum brakes whereas the Mk4 had discs; the Mk3A used the halfshaft as a top link, but the Mk4 had a top link. I have a feeling that there were only a total of nine Mk3A FJs made by The Chequered Flag in Chiswick, London.

I would be delighted to learn the history of the Gemini Mk3A. Does anyone know how many were made, who the owners were and where the cars are now? I know that chassis number 03 is now owned by David Noble in the UK, and 07 is owned by Alan Conway in Queensland.

I can be contacted by email on jimbarclay@xtra.co.nz

Jim Barclay, New Zealand



Greg Moore shone in Merc GT car at Laguna Seca in 1997

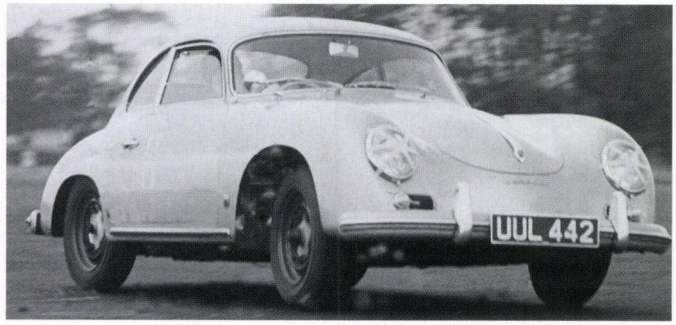
Star letter

CLARK RELAYED DSJ

SIR, Thanks to all for a superb May issue of *MotorSport* and especially for the reprint of Jenks's story of the Mille Miglia. This really is the most wonderful bit of motorsport reporting of all time, but it must also be remembered that it was published long before the advent of on-board cameras or the sort of level of filming now seen every week on TV (back in 1955 we didn't even have electricity in my farmhouse!). The story of the meticulous race preparation was superb but the graphic description of Stirling's driving was so good that one almost felt that one was sitting in the SLR with him. What a truly remarkable race it was!

In many ways it brought back memories of the thousands of miles I sat beside that other great British natural talent of motor racing, Jim Clark, driving to and from race fixtures throughout the UK and on the Continent and including many laps of road circuits such as the Nürburgring and Spa.

Like Stirling, Jim was so smooth and unfazed at the wheel, sitting well back and just coping with whatever came up without batting an eyelid. I never had the remotest doubt that he would be able to cope with any eventuality, including a memorable journey one frosty night in his huge American Ford Galaxie, when he gave Graham Gauld and I a display of driving on black ice that was just incredible.



Jim Clark earned DSJ's respect after his performances in Scott Watson's Porsche 356

Three years after the Mille Miglia I was asked by AFN to manage the Porsche team at the 750MC's Six-Hour Relay Race at Silverstone and the driver line-up included Jim and Jenks. It was the first time the two had met and must have been one of the few times that Jenks raced on four wheels rather than two (or three!).

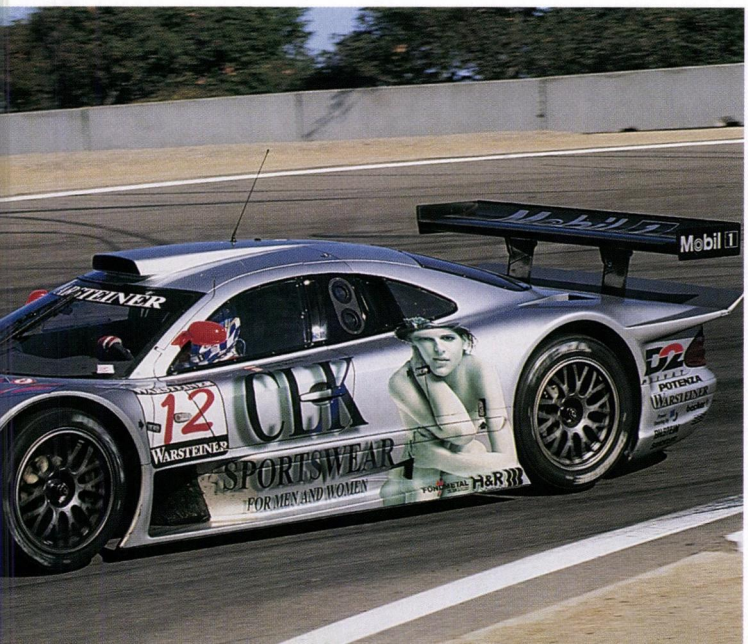
Jenks (in his faithful 356) and I had similar lap times but Jim was three seconds a lap quicker in mine. They struck up a respect for each other which lasted throughout Jim's life: he was intolerant of some members of the press but always pored over the pages of *MotorSport* the day it arrived to see what Jenks had to say, accepting any criticism and revelling in any praise.
IAN SCOTT WATSON, DUNS

MOORE ABOUT GREG

Sir, I thoroughly enjoyed the March edition of *MotorSport* and in particular the article on Greg Moore. But in concentrating on his CART career it skipped over his two races in the Mercedes CLK-GTR in the 1997 FIA GT Championship.

I had the privilege of being at the Laguna Seca round to see him race. I had paddock and pit access and got to know an AMG mechanic. Over the weekend I discussed a number of the AMG drivers with him, and he was good at providing long narrative answers on the positives and negatives of drivers such as Alex Wurz and Alessandro Nannini. When I asked for his thoughts on Moore he stopped, reflected for a moment, and said, "Fast!"

This answer stuck in my head as he obviously preferred longer, more qualified answers based on his comments on the other drivers, but chose a suitable word to describe Greg Moore. The same sentiment was contained in your article.
Curtis Cundy, Alberta, Canada



PETE LYONISED

Sir, I was only 10 when I read Denis Jenkinson's account of doing the Mille Miglia with Stirling Moss and I was enthralled. I have just re-lived all those emotions via the reprint in the May issue.

While pondering Simon Taylor's assertion that Jenks was the finest motorsport writer, I was reminded of another who rose above the ranks of 'reporter' and whose prose, as Simon says, "transported the reader to the heart of the sport".

I refer to Pete Lyons, whose grand prix reports conveyed the sights, sounds and emotions of the event in some wonderful writing, as well as the dry facts. Would any of them be worth reprinting?
Mike Dodman, Worcester

THANKS FROM DAN

Sir, Congratulations on your superb stories about the Mille Miglia. My compliments to Sir Stirling, Doug Nye, Simon Taylor and John Fitch.

I wish I had been in a position at that time to participate myself! What a fantastic race. Thanks.
Dan Gurney and the AAR team, USA

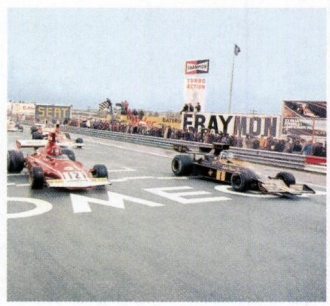
Jenks on...

PITSTOPS, 1974

The chaos as everyone changed to wheels fitted with dry-weather tyres put new life into the Spanish Grand Prix. Hours after the event a lot of people were still laughing uproariously over the attempts of the "super efficient Formula One teams" to do a simple thing like change all four wheels on a pair of cars. Even those directly concerned with some of the prize-winning boobs were still chuckling amongst themselves because hardly anyone had been left out of the chaos, except the Scuderia Ferrari, for the Italian team had got both their cars in an out like a flash, leaving everyone wondering how they had done it. The answer was simple, for most of the team management and the mechanics have been involved in long-distance sportscar racing. A few years ago a Ferrari pitstop was well-known for representing a Chinese fire-drill, but now you watch it with admiration for its slickness and efficiency.

The major pitstop prize must surely go to Colin Chapman's John Player Team Shambles. It was when Ickx came in that it all went wrong; one rear wheel was being tightened with the torque spanner, while the other was yet to be done, when someone gave the signal for Ickx to go. He started up, the wheels spun while still on the jack, the car came off the jack and tools and mechanics flew in all directions as the Lotus started to accelerate up the pit lane. Ickx coasted to a stop outside the Trojan pit just where Ron Tauranac was expecting Tim Schenken to stop and a very loud voice in best Australian told Ickx what to do. Without any drive to the rear wheels he could not do it, so the car was forcibly pushed out of the way, by which time the Lotus chaps were having another go at finishing their wheel change amid a lot of shouting and yelling, aided by some cheering from other teams. - Yours DSJ

DENIS JENKINSON WAS OUR FAMOUS CONTINENTAL CORRESPONDENT FOR MORE THAN 40 YEARS



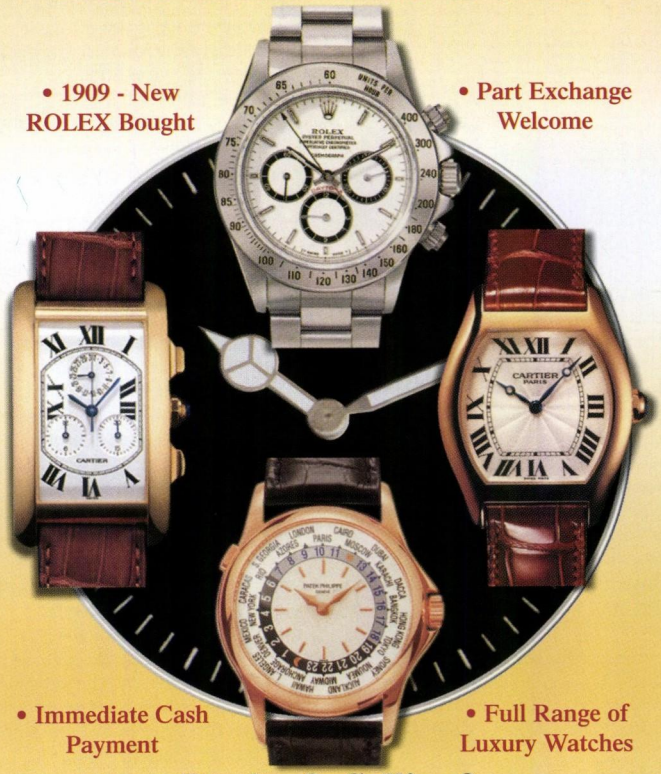
Spanish GP started wet, but then dried

Graham Gauld LAT

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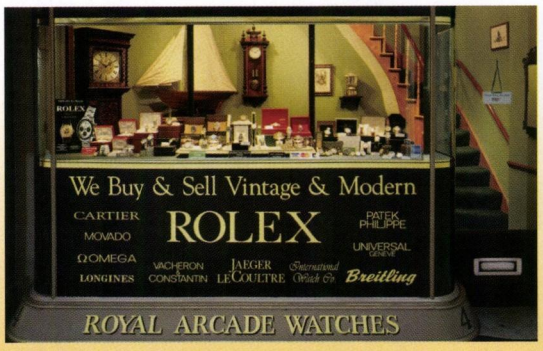
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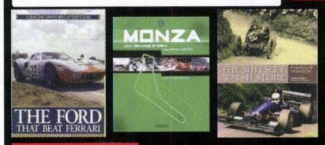


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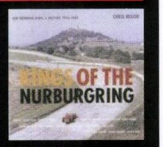
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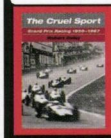
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You were there...

Gabbiani trashes a 792 at Donington; Bira pushes his 250F at Reims. Plus Swedish rallying and racing in New Zealand



Gabbiani has lost control of his works March 792 at exit of corner...

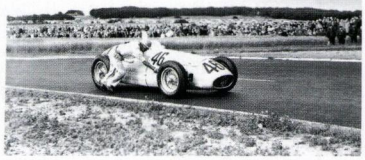


...still in a cloud of smoke, he doesn't realise the car has broken into two...



...and after having no joy with the ignition button he clambers out





Top: Moss, at ease in C-type, heads for victory at Reims in 1953

Above: Prince Bira pushes 250F to pits, Reims 1954. He came fourth!

The two shots above are only a tiny sample of a treasure trove which came the way of **Ian Wright**, who lives in France. He deals in sporting memorabilia, and a couple of years ago got a call from a man who had bought a building in Paris. It had been the HQ of the defunct *Miroir de Sprint*, once France's foremost weekly sports paper, and the basement was jam-packed with boxes of sports photos - thousands of prints and negatives of football, rugby, cycling and motor racing, much of it unpublished. Just before it went in the skip, Wright bought the lot for a minimal fee. Most has now been auctioned off but, when yet another box surfaced, Mr Wright sent some to us.

As if living near Heathrow in Hounslow wasn't exposure enough to aircraft noise, **Doug Cotterell** seems to have made a habit of photographing the most spectacular Formula Two shunts at Donington Park, right under the flight path for East Midlands Airport. There was some excellent stuff of the first-corner shunt in 1983 between Beat Jans, Aldo Bertuzzi and Guido Daccò, but this sequence of Beppe Gabbiani's prang at the Old Hairpin during the race morning warm-up for the '79 race had us grinning. The Italian has recounted the tale in self-deprecating fashion in recent years, explaining that the corner was flat-out in qualifying trim, on fresh tyres and low fuel. Not so in race spec... At the time of the middle shot, with the front wheels attached (but the rear end some way adrift), he was apparently pressing the ignition button in a bid to drive back to the pits! For some reason he was a non-starter...

We need your photos

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

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



Left: Russians entered rally with Moskviches, but had no success



Swedish lads crowd around Erik Carlsson, as wife Pat pulls in behind



Trana (Volvo PV544) on way to rally win and '64 Euro title

Swedish reader **Ingvar Sjogren** was only 16 years old when he took these evocative pictures of the Rally of the Midnight Sun in 1964. "It was summer vacation," he recalls, "and I couldn't have been happier when the rally passed through the town where I lived. The rally had international status and was a round of the European championship for drivers and the World Cup for national teams. I took my bike and borrowed my father's Zeiss Ikon camera and went to see the cars. Unfortunately the special stages were cancelled because the surface of the road was too bad - but it was not all bad as I could get nearer the cars and talk to the drivers. After this my dream was to be a professional motorsport journalist. My dream was not fulfilled but my interest has continued and I now have more than 8000 negatives from Swedish motorsport." We especially love the picture (left) of rally winner Tom Trana going through what looks like a quarry.

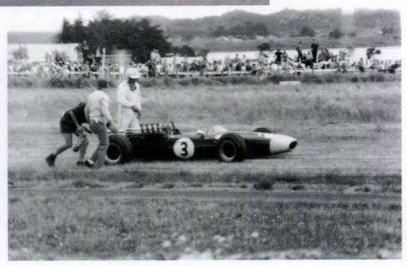
From the far north of the world (above) to the far south (cheers, then, to the art editor for a clever layout), New Zealand's **Mark Holman** seems to have been something of a jinx for Denny Hulme. In a nice selection spanning a quarter-century, we see the 1967 World Champ retiring his Brabham from a Tasman Series race at Levin (below right), and the Jaguar XJS that Hulme shared with Armin Hahne before its retirement from the '86 Wellington street race. Holman was particularly keen on Levin: "I went to my first race there in 1961, chauffeured by my long-suffering dad who wasn't the slighest bit interested and read a book all day." More fool him!



Hahne/Hulme Jaguar turns onto Customhouse Quay from wharf



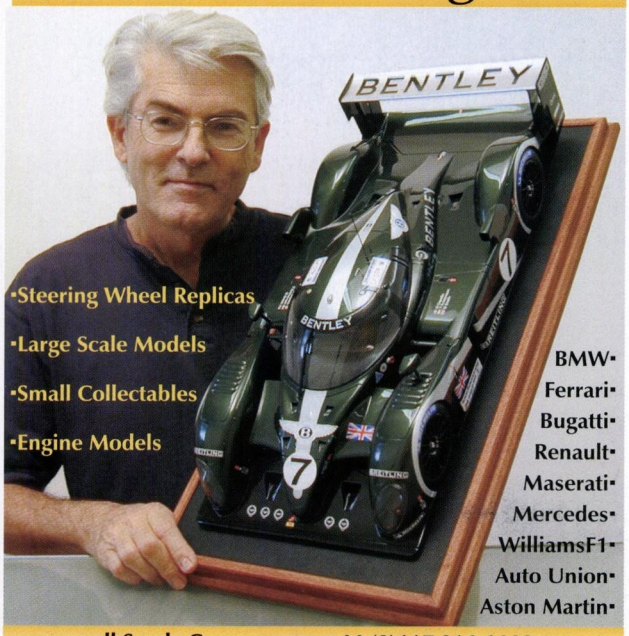
Left: Jim Clark's Lotus (1) won '65 Tasman at Levin; Bruce McLaren's Cooper (47) was fifth



Right: Marshals push Hulme's Brabham into retirement at Levin. We think this is '67

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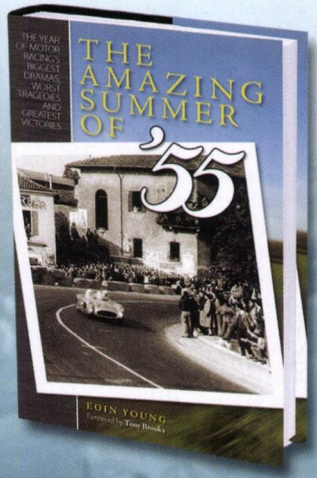
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1954 Moretti 750GS

Moretti produced fewer than fifty 750 cc twin cam Gran Sport Coupés in 1954 clothed by such coachbuilders as Zagato, Vignale and Michelotti. With a lightweight aluminium body they were very successful in racing especially in the States. This Michelotti designed example has been the subject of extensive restoration work including a full engine rebuild and re-spray. A perfect entrant for both the Mille Miglia and the Tour Auto.



1954 Pegaso Z102

The Pegaso was the creation of Wilfredo Ricart, a Spanish engineer who had worked closely with Enzo Ferrari at Alfa Romeo in the 1940s. This 1954 Peagso Z102, with its flamboyant coachwork by Jacques Saoutchik is powered by the quad cam 2822cc version of the V8 engine and in period was recorded at 151mph over the flying mile. Chassis 0102 150 0161, one of only 7 with this exotic body, has recently received an extensive restoration and is finished in two tone black with white and red interior. Eligible for a number of events such as the Colorado Grand and the Mille Miglia or a place on the Concours lawn.



1968 Porsche 910

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

GREGOR FISKEN

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- *1952 Ferrari 212 Vignale Coupé*
- *1965 Ferrari 275 GTB/2 Alloy LHD*
- *1952 Ferrari 340 America ex-Le Mans*
- *1954 Maserati A6GCS*
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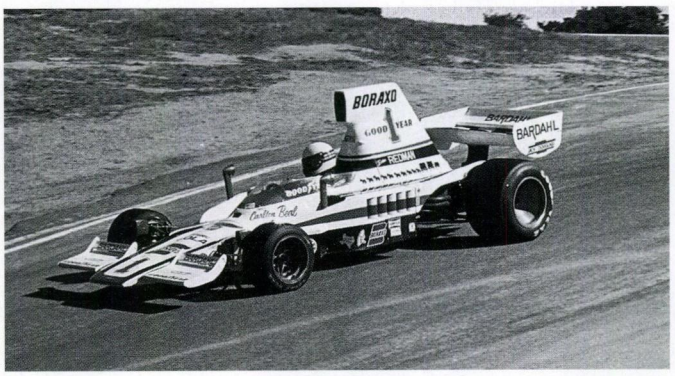
Enzo Ferrari thought he was a **nice boy** but **Brian Redman** turned down his advances; failing to win at **Le Mans** still rankles but don't dare call him '**reliable**' or '**consistent**'

You competed in your first race in a Morris 1000 Traveller. Do you think that it had an aero advantage?
Martin Shaw, via e-mail
Certainly not! Well, not for my first race at Rufforth, in 1959. But for my second race at Ouston I decided that by removing the windscreen and the back doors I could gain a significant aerodynamic advantage. So I took them off and drove it to the circuit, where a Scottish steward told me, "Take it away, laddie, and put the doors back on." I said, "I can't, they're in Burnley." They had a stewards' meeting and decided to let me run, which in many ways was unfortunate as I blew a head gasket! A friend, Harry Brierly, towed me back in the rain at 60mph...

Which driver was your toughest opponent in Formula 5000?
Wolfgang Klopfer, Altenburg, Germany
It varied from year to year. In 1973 it was Jody Scheckter, who at that time was a determined World Champion of the future. He was highly spectacular and crashed a lot. We raced against each other seven times and I won five of those races. But I missed a couple due to Ferrari commitments, so he won the title. In '74 Vel's Parnelli took my chief mechanic Jim Chapman and for two years Mario Andretti was my main rival. In '76 there was Alan Jones. With James Hunt's handful of starts, four World Champions passed through F5000 in those years. I won three titles, but with '73 it should have been four.

Le Mans 1970: was it the biggest disappointment of your career, and what did Jo Siffert say to you after blowing up the engine?
Jay Gillotti, Washington, USA
Nothing at all. What could you say? We never spoke about it. In our time as team-mates we never had recriminations. Jo wasn't a good endurance driver because he only had one speed – fast. In this race we had a lead of over four laps early on the Sunday morning. 'Seppi' came past the pits and there were three slower cars. Instead of waiting for a gap, he kept charging and missed a gear right in front of the pits. There was no hiding that one!

You came close at Le Mans more than once. Would you swap any of your big race wins for a victory there?
Martin Shaw, via e-mail
I missed out on five potential wins. It is the most important race and I would gladly swap most of my other victories, except for my five at Spa of which I'm very proud.



LAT Phipps/Sutton
Redman was king of the hill in F5000. He's seen here at Laguna Seca '75 in a Lola T332

You were a member of the cast in Steve McQueen's *Le Mans* film. Was he really a lunatic?
Franky Hungenaert, Maaseik, Belgium
No, I wouldn't have called him a lunatic. Like Paul Newman, he was an enthusiast who loved racing. Both of them would have probably swapped film careers for a life in racing. I only spent two months on *Le Mans* because it was so extremely boring. We spent most of the time flying radio-controlled planes.

When you first met Enzo Ferrari he pinched your cheek and called you a "nice boy". When you met him the next time he gave you a 'finger wagging'. How come?
Ross Ainscow, Anglesey
It was actually Mauro Forghieri who gave me the finger wagging. I'd turned down a Ferrari F2 drive in 1968. So when I joined Ferrari in sportscars at Kyalami in November 1972 Forghieri said to me, "Brian, you're the only driver Ferrari has asked twice!" The incident with Enzo was after an F2 test at Modena. He was an imposing man and came striding down a dining hall towards me. I put out my hand to shake his, but his hand went to my cheek and he said, "Niiice boooy!" Those were the only words he ever said to me! »








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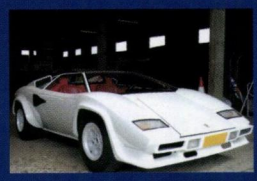

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Considering how quick you were in a Formula One car, do you ever reflect on what might have been?
David Malsher, Northamptonshire
F1 was a disaster for me. I never did one race where I felt afterwards that I had driven well. Monte Carlo [in 1972, fifth for McLaren] was competent, but the one that really hurt was the Nürburgring that year [again he finished fifth]. It was a circuit I knew well but as I started my qualifying lap I booted it out of the North Curve – and spun into the barrier. The next day I just drove round, totally dispirited.

Your role in the Redman Bright F3000 team was very low-key. Did you enjoy being a team boss?
Sally Roberts, London
John Bright was a good friend of mine who was my mechanic in 1980 when I was doing Can-Am. When he asked me to get involved I said, "Yes, as long as it doesn't cost me money." I reluctantly found the money to put a deposit down on a car, which was repaid. But it was difficult because we had to find paying drivers. Then what really hurt us was when David Cook's father Derek sued us for £100,000. We struggled on for another year after that, but no one in their right mind would want to be a team boss.

Why did you retire at the end of 1970 and, more importantly, why did you reverse that decision?
Steve Lynch, Crawley, Sussex
I retired because everyone was being killed. I thought I'd be next. We shipped everything out to South Africa and I ran a VW dealership, but the racial situation was so ugly that it convinced me that we should return to England. I started racing again because I didn't know what else to do. I eventually came to terms with the danger.

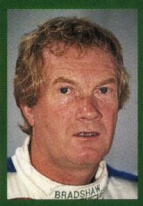
Is it frustrating that your exploits always seem to be described as 'reliable' and 'consistent'?
Butch Dolenzo, Anaheim, California
It's very aggravating! Spectacular drivers always made the headlines, but I was always more interested in winning races. I've got plenty of photos of me going sideways, but I was never considered spectacular. When I teamed up with Siffert as his number two at Gulf Wyer I knew it would be bad for my career, but I did it because I knew we'd win races. At Spa I was on average four seconds a lap quicker than 'Seppi' and [Pedro] Rodríguez, but was never told. I later asked John Horsman, "Why didn't you tell me?" The answer: "If we had we knew you'd have asked for more money!"

Do you remember what you thought as the Can-Am Lola got airborne at St Jovite in 1977?
Robert Kirkham, Chelford, Cheshire
Nothing, but what I do remember is waking up tied to a bed stark-naked, holes drilled in my head with weights hanging on either side for my neck injury. Jim Hall was standing over me. He said, "How do you feel?" I replied, "I think I might miss the next race..."

How big an achievement was it when you and David Leslie took the Aston Martin AMR1 to fourth in the Brands WSPC round in '89?
Scott Price, London
It was a great team effort led by Ray Mallock and Richard Williams. Our secret weapon was the underbody tunnels, and the car worked well in tests at Donington and Silverstone. But the first time I drove the car was at Dijon, which was much bumpier: it was absolutely diabolical. By the Brands round it had been reworked, but the problem was that it was so slow on the straights. On the Mulsanne at Le Mans we would be doing 215mph whereas the Jaguars and Sauber-Mercedes were doing 240. They reckoned that had we continued into 1990 they could have halved the drag with the same amount of downforce. It was such a shame it ended when it did. M

Coming up...

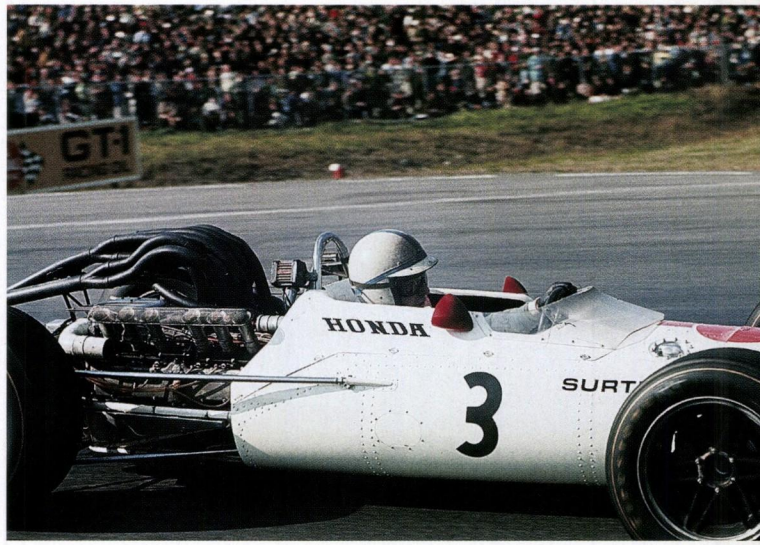

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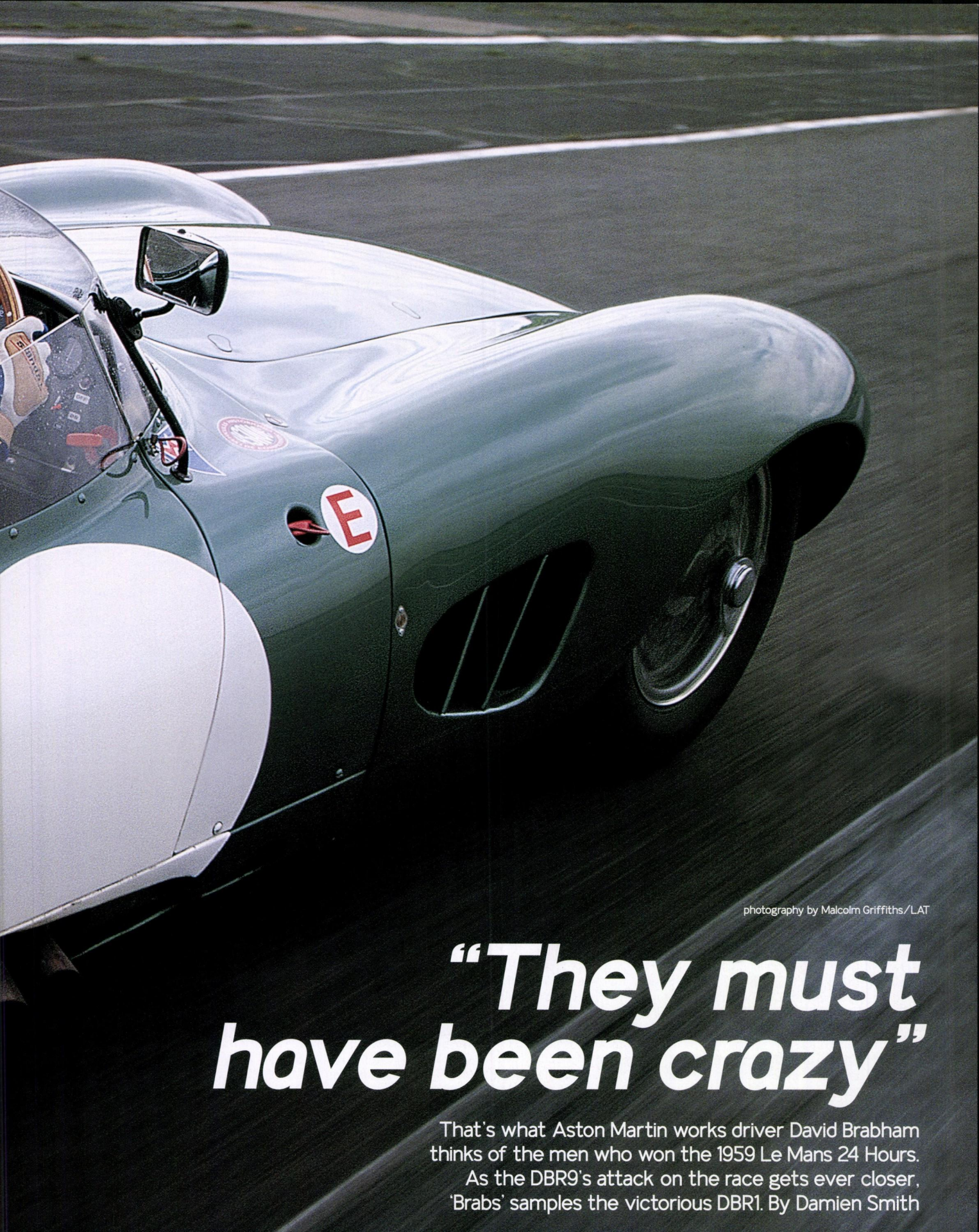
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"They must have been crazy"

That's what Aston Martin works driver David Brabham thinks of the men who won the 1959 Le Mans 24 Hours. As the DBR9's attack on the race gets ever closer, 'Brabs' samples the victorious DBR1. By Damien Smith

What do you think of when you hear the words 'Aston Martin'? If you're under 40 James Bond might spring to mind. A little older and it's more likely to be the cars themselves: maybe the DB4 – so elegant, so stylish, yet so aggressive. If you're a touch older still, Aston Martin will go hand in hand with the phrase 'Goodwood on a summer's day', pea-green sports racers drifting through Madgwick driven by Roy Salvadori or Stirling Moss.

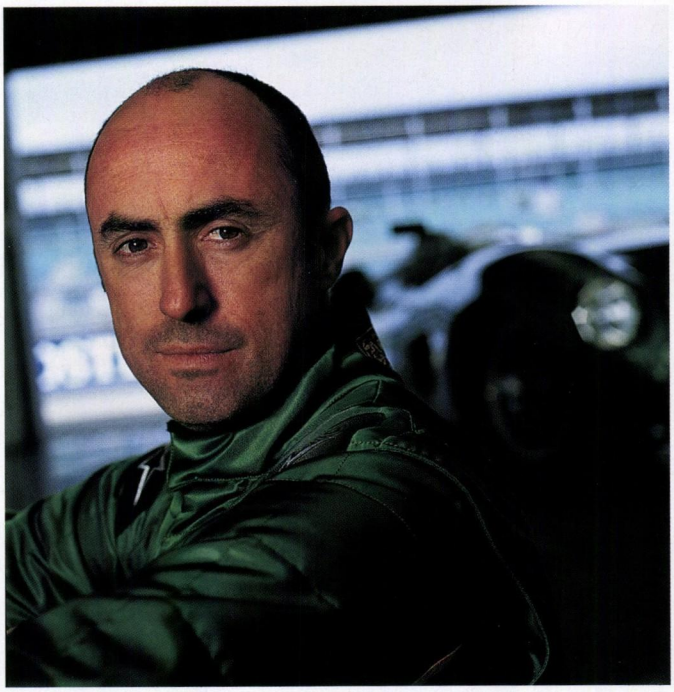
But whatever your age there is something else about Aston Martin. Something so very... British.

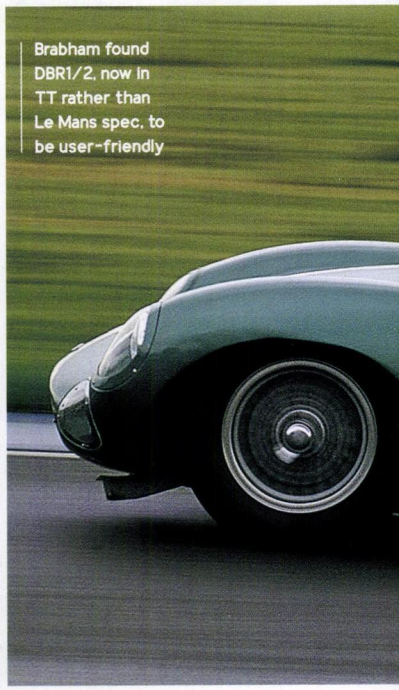
Dig a little deeper than first-image association and eventually you will come to Le Mans. The 24 Hours was an obsession for the men of Feltham during the 1950s, a quest that became ever more desperate with each failed attempt. It was only at the very end of the decade, in 1959, that Aston Martin would be satisfied. Without that victory the marque's sports department would have been written off by history as a failure, despite the list of wins elsewhere. That's how important Le Mans was – and still is.

Since then 46 years have passed, 46 years of chequered road-car production, of small-fry privateer racing projects, of a brief return to Le Mans as a factory (in 1989 with the AMR1 Group C project). But now, finally, Aston Martin is going back to the 24 Hours. Not for overall honours with some alien, sculpted prototype. No – fittingly it's with a GT, in the same pea-green colours sported by DBR1/2, race number 5, in 1959.

The new DBR9's senior driver is only too aware of the heritage he will represent at Le Mans this June. And he's fair game for a taste of a vintage year: that very car on which the Aston Martin reputation is built. So can David Brabham, youngest son of Jack and crack sportscar ace of the here and now, open his mind and transport himself back to Le Mans 46 years ago – to a narrow, tree-lined circuit that promised unknown dangers over every flat-out brow? To a raw, thin-shelled car that left its vulnerable pilot utterly exposed? To a day-long race that would unnerve the bravest of souls in an era when courage was always a given? To a time when motor racing was still a true blood sport? "No," he fires back. "I can't imagine racing these things. Full stop."

Brabham's love affair with sportscar racing and Le Mans had already begun when his grand prix dream ended after a traumatic season with Simtek in 1994. Having starred in TWR's Jaguars in '91, he made his debut at the 24 Hours with Toyota's potent Group C TS010 the following year. That first experience would have put lesser men off for good...





Brabham found DBR1/2, now in TT rather than Le Mans spec, to be user-friendly

"I hardly got any laps in practice because we had problems, so I didn't know the circuit or the car," he recalls. "My first stint in the race was at night – thick fog and it was bucketing down. I was sharing with Geoff Lees and before I went out I heard him tell the team, 'You guys aren't paying me enough for this.' Geoff was getting paid good money at the time, so I was thinking, 'Christ, it must be pretty bad.' On my first lap I didn't get out of third gear. I could not see a thing – nothing. All I saw were the white lines in front of me. I'm thinking, 'The pace car's got to come out, surely.' I finished the lap – no pace car, so on I go. I get on the Mulsanne, I'm flat-out in sixth, I can't see the barriers on either side, I have no idea if there is a slower car in front of me – I was shitting bricks!"

Since his harrowing debut, 'Brabs' has raced at Le Mans for two iconic British makes: with Jaguar he won the GT class in 1993 before the car was excluded; with Bentley in 2003 he finished second overall. Aston Martin completes a perfect set.

Le Mans is a race he adores, but one his father never liked. "It was one of his least favourite races," says David. "As far as he was concerned it was beyond dangerous, beyond the levels he could ever be comfortable with. I look back at his time and just think, 'Christ, they must have been crazy.'"

'To my dad Le Mans was beyond dangerous'

Fortunately, conditions are dry at Silverstone today. That wasn't the case earlier this morning though, when DBR1/2's faithful restorer Tim Samways gave me the ride of a lifetime in the car, with a blast through the back lanes from his base near Bicester to the circuit. My hair still won't lie down.

As official media duties go, this is better than most for Brabham. Old Formula Vauxhall Lotus rival and regular DBR1 racer Peter Hardman offers him a passenger ride around the Grand Prix circuit to show him what's what. Surprisingly, 'Brabs' accepts, but is quick to warn Peter, "Don't show off." Peter ignores him and spins at Club Corner!

Fortunately (for the sake of this article as much as anything), they make it back to the pits. Now it's David's turn. Time for a blast into the wheel tracks of the old man – for young Jack Brabham was an Aston Martin works driver himself. He played a part (eight laps) in Stirling Moss's epic Nürburgring 1000Km victory in 1958, driving DBR1/3. The wide open spaces of über-safe Silverstone in 2005 might not be quite a match for the old 'Ring, but no matter. The glorious six-cylinder rasps into life, David needs both hands to fiddle with the first gear lock-out mechanism, drops his visor, blips the throttle and pulls away.

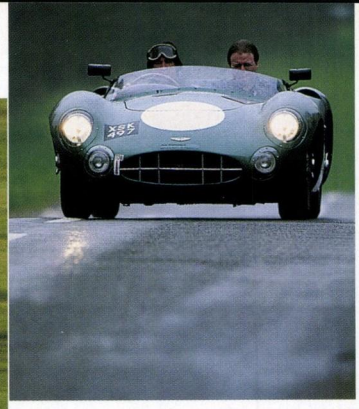
A hat trick of Aston Martin wins at the Nürburgring was great, but it wasn't Le Mans. That was always the view of team patron David Brown. After so many disappointments, expectations were high in 1959.

A trio of works DBR1s were entered for Roy Salvadori and Carroll Shelby (DBR1/2), Stirling Moss and Jack Fairman (DBR1/3), and Maurice Trintignant and Paul Frère (DBR1/4). Despite a lack of mechanical development, the cars had undergone a significant aero facelift. The bodywork at the front drooped part way over the wheels, the rear bodywork was raised and quick-release spats covered the back wheels down to the hubs. A plastic cover was fitted over the passenger seat to further aid airflow.

As far as Salvadori was concerned the biggest revision was the re-routing of the exhausts through the rear of the car rather than out beside the driver. He'd no longer get deafened, but he would get his feet burnt. "I used to wear boxing boots and I've still got the scars on my feet now," he says. "Really, those boots weren't up to the job. It was very painful throughout the race, but you just had to get used to it. You had to cope."

It wasn't a problem for Shelby – "I was wearing asbestos driving shoes" – but he was still badly handicapped by a stomach bug: "I just drank Coca-Cola all through the race. »

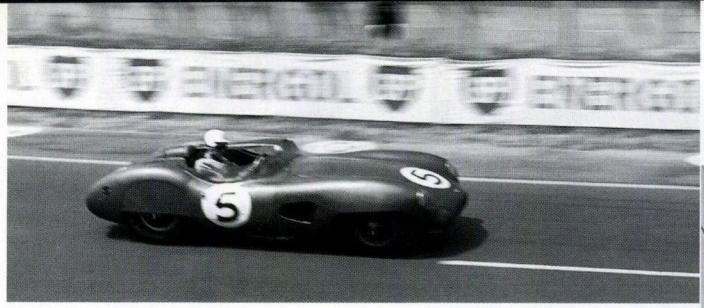




Above: editor Smith models the ginger Afro look as Samways guns the DBR1 towards Silverstone. Below: is this what they mean by 'hands device'? Hardman spins the Aston - and Brabham - at Club







Streamlined DBR1 on the way to Le Mans success (above). Celebrations after (below) with Shelby at the wheel and Salvadori (left), David Brown (centre) and Moss perched on the back





Above: Jack Brabham and Stirling Moss won 1958 Nürburgring 1000Km for Aston. Below: DBR1 and Salvadori (complete with spare goggles) covered in grime during gruelling Le Mans





With Moss looking on, Salvadori brings the winning car in for a pitstop

I couldn't keep anything down."

The pair shared a philosophy on how to win Le Mans. Shelby: "Le Mans is a sprint race now. Back then it was a matter of attrition. We knew the engine and the brakes weren't strong enough to run fast all the way, so we relied on some luck."

But Salvadori adds it wasn't as simple as that: "We had to drive carefully because of our height. We're both over six foot and we weren't comfortable in the car. In any case, we couldn't have lapped as fast as Stirling – he was just in a class of his own."

Indeed. At Moss's request his car was fitted with a more powerful engine and he put it to good use, taking the fight to the faster Ferrari 250 Testa Rossas. From the start he took the lead, but was soon in a battle with Jean Behra's Ferrari, the darling of the French crowd typically on a mission after stalling twice at the start.

The battle between the lead Aston and the Behra/Dan Gurney Ferrari would end with Moss's retirement before 9pm. The oil pressure had dropped, the engine lost power and the car was retired. But as the Aston 'hare', Moss had done his bit...

Meanwhile, Salvadori and Shelby stayed out of trouble, keeping to a strict pace laid down by general manager John Wyer. They were by now lying third, Salvadori showing restraint as he ran in close company with Innes Ireland's Jag D-type.

The first problems for Ferrari occurred around midnight when the gear lever of Gurney's Testa

'We're both tall and weren't comfortable'

Rossa came off in his hand. The car was also overheating after being pushed so hard early on and was soon out. One down...

The Aston led, but that would soon change: Salvadori hit trouble. A tapping sound developed and he called into the pits to report. After a quick checkover nothing could be found and he was sent on his way, only for the vibration to return. Another stop, and again he was sent back out to slowly complete his 30-lap stint, at the end of which he could be refuelled. When the car was finally jacked up it was discovered that a large chunk of rubber was missing from the offside rear tyre.

Quite reasonably, Roy had suspected a problem with the gearbox, DBR1's Achilles' heel. Team manager Reg Parnell was unimpressed that Salvadori had not pinpointed the problem. "He was very sarcastic and it did annoy me," Salvadori says. "John Wyer was very good and smoothed things over, but we had lost a lot of time." Around 12-15 minutes had been wasted, as Phil Hill and Olivier Gendebien's Testa Rossa built a sizeable lead into the night. David Brown's dream looked to be slipping away once more.

"It's a bit of a culture shock," grins Brabham as he steps out of DBR1/2. From those first moments trundling down the Silverstone pitlane he has left behind the mindset of 'David Brabham, DBR9 driver'. Everything he knows from his 10 Le Mans starts will prove utterly useless here. "You feel so exposed: the way the gear lever sits, the brakes, the lack of head protection – you feel vulnerable. But that all disappears as soon as you get out of the pits because all of a sudden you have to focus."

At least he has some previous experience to draw on: "I drove an ex-Duncan Hamilton Jaguar C-type at the Coys Festival a few years ago, so I had some idea what to expect.

"One of the things you notice is how much movement goes on at the rear. Going down the straight on full throttle these things don't have an awful lot of horsepower, but even so things are not as tight as you are used to. You can feel the rear moving, but once you experience it you get used to it and stop thinking about it. In the corners you are constantly correcting, putting on and taking off lock." In other words, he's having fun.

The early morning rain has left the track damp, and with so many cars of varying speeds sharing the circuit Brabham has plenty to think about – not unlike Le Mans, in fact. But Silverstone is drying fast and Brabham grows in confidence as he pulls away for a second run. "We made a change to stiffen the damping and that did make quite a difference on the drier track," he says. "It was interesting to feel the change. Also, when you slide you learn that with too much angle the car just dies – it doesn't move forward. You can overdrive them pretty easily."

"In the corners you are not travelling that fast and you don't feel you're on edge that much. It's so forgiving you can really throw the car around. You can go in with a bit of oversteer or a bit of understeer – it really depends on how you want to do it."

So the key question: if the car is so forgiving, has Le Mans actually got harder for drivers over the past 46 years? "Difficult one to answer. I think perhaps it was harder then. Not so much physically, although you do work hard at the wheel in a '50s sports racer. The concentration levels would be the same, I reckon."

At 5am Hill and Gendebien held a three-lap lead over the number 5 Aston. Comfortable. Like Salvadori and Shelby, they had sensibly avoided the 'grand prix' duels of the early hours to run at their own pace. But still the Testa Rossa would prove fallible. Through the morning the water temperature rose and the oil pressure fell – Gendebien retired just after 11am.

Salvadori and Shelby were back in the lead, ahead of the sister car of Frère and Trintignant and well clear of any opposition. The dream of victory had been revived – but a DBR1 had never made it to the finish of Le Mans before... "This was the hardest part of the race," says Salvadori. "When you throttle back to save the car you hear all sorts of noises and you can lose concentration too. It was the most dangerous part of the 24 hours."

Time ticked slowly by. But as four o'clock approached Shelby kept on rolling and duly delivered David Brown his long-awaited victory. The boss was ecstatic, the rest of the team simply relieved it was over. Salvadori, nursing his burnt feet and a heavy cold, didn't even make the official presentation. "It didn't mean much to me at the time, I hardly thought about it," he says. "Now of course I'm very proud." For Shelby it was "the highlight of my career". A year later he would retire from driving after being diagnosed with angina pectoris, but that Le Mans win gave him clout back home as he turned his hand to becoming the most famous independent car manufacturer in the US.

As for Aston Martin, a shot at the World Championship was now on. At the Goodwood TT Moss would crown a wonderful year for the marque with a dramatic victory, taking over Shelby and Fairman's »

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car when his own caught fire in the pits with Salvadori at the wheel. And the car he seconded? DBR1/2. Some race history.

Anyone who thinks Le Mans is easy these days compared to the past is surely fooling themselves. But David Brabham admits that some things have improved the Le Mans drivers' lot. "Two drivers a car – I don't know how they did it," he grimaces. "The cars might not have been so physical, with the loads and g-forces we deal with, but you have a lot less mental rest between stints with two drivers rather than three."

You could argue that the intensity of two drivers per car rather than three is cancelled out by the pace at which the 24 Hours is now run. When Moss ran in sprint mode in '59, few were surprised his DBR1 didn't last. These days that sort of pace is essential. "It's no longer just about driving the car so that it gets to the finish line," says Brabham. "Technology has come on a long way, with components lasting much longer, so they can be pushed a lot harder. We have to push more to the limit on every lap than they used to.

"Then again, you are only in sprint mode to a degree. You don't take the risks with passing that you might in a sprint race. If you hit another car you could lose a few laps in the pits, and to win Le Mans these days – whether it's a class or overall – you can't have problems. Once you could spend an hour in the pits and still win. Not any more."

So much has changed, so much time has passed – it's almost incomparable. But not quite. The circuit has evolved: once it was simply long straights connected by five true corners: the Esses, Tertre Rouge, Mulsanne Corner, Indianapolis and Arnage. Now a left-right-left sweeper takes you under the Dunlop bridge (Brabham: "It's great, but I preferred it the way it was"); the Mulsanne Straight is broken by two chicanes, inserted for 1990; the Porsche Curves have added to the spectacle on the run from Arnage; and the Ford chicanes slow everything down before the start/finish line. But in spite of all this Le Mans has retained its character. Yes, there's more gravel run-off, more corners and the Mulsanne has been diluted – but it's still a great race circuit.

Le Mans remains rooted to its past. "I love it," says Brabham. "The thing is the atmosphere is probably still the same between then and now. There is something special about it, you can't really describe it – you have to feel it."

For men like David Brown Le Mans was always the biggest race. But there were so many great tracks and races to rival it in the 1950s. That's not the case now. Le Mans is an anachronism: still dangerous despite the changes, still the ultimate challenge – especially on a banzai qualifying lap. "Le Mans has remained unspoilt in a sense, which is why the atmosphere is still there," Brabham smiles. "It still has all the magic ingredients." M

Our thanks to David Brabham, Aston Martin, Silverstone, Tim Samways and Sporting & Historic Engineers Ltd (www.timsamways.co.uk) for their help with this feature





After the slow-motion stuff (left, above), 'Brabs' lays some proper rubber for us!



ASTON MARTIN vs CHEVY vs FERRARI

The return of Aston Martin to Le Mans is the end of a tortuous road for David Richards. The boss of Prodrive Engineering, one of Britain's most successful racing specialists, is a true Aston enthusiast and worked long and hard on a deal to bring the Ford-owned marque back to racing.

As a result a new company was created: Aston Martin Racing is owned by Prodrive, which masterminded Subaru's rallying success and, more significantly, the Ferrari 550 Maranellos that the Astons will race against in the 24 Hours on June 18/19.

A GT car was always the obvious choice for Aston Martin, a company strongly associated with stylish Grand Tourers. The GT division is high in quality and prestige, pitching Aston against the might of Chevrolet and a host of well-run Ferraris. But the real reason is less romantic: there is a market to sell these cars, important if Prodrive wants to recoup any of its heavy investment.

The Ferrari, which Prodrive took to a Le Mans class win in 2003, provided an ideal platform for the DBR9. "I can count on both hands the number of components carried over from the Ferrari, but both are front-engined V12 GTs and are similar in proportion and layout," explains Prodrive team leader George Howard Chappell. "The Aston is an evolution of the Ferrari."

From the moment the car began testing last November things have gone well. "We had the usual new-car teething problems, but it was ready to go for Sebring in March," says Howard Chappell. And on a superb debut David Brabham, Darren Turner and Stéphane Ortelli won the GT1 class in the 12-hour classic after the rival Chevy Corvettes hit trouble. Then after the race the team stayed on to complete more than 24 hours of mileage without a hitch. Not bad, given that Sebring is known to be tougher on mechanicals than Le Mans.

The consequent rise in expectations is no bother to Howard Chappell and his team. All they care about is heading to Le Mans with a (so far) bulletproof car that has already defeated Chevy and its new C6.R. Confidence is high. LAT



Amateur dramatics

Richard Heseltine tells the unlikely story of a used Aston Martin, a car dealer and an attack on Le Mans that, against the odds, ended with a finish

As motor racing's backroom boffins push the technological envelope beyond the sphere of reason, the capital-intensive nature of international competition leaves little room for the smaller players. Backtrack three decades and it wasn't all that different. Just ask Robin Hamilton. With precious little in the way of factory support, this Derby motor trader took it upon himself to restore Aston Martin's presence at Le Mans. And, having stumped up most of the finance with which to build a car, he then oversaw its construction and, ably assisted by a dentist and a semi-retired professional driver, actually made the flag at the 1977 running of this round-the-clock classic.

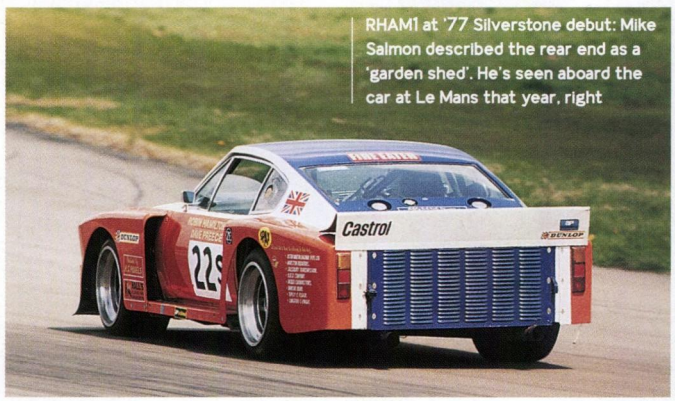
Some achievement, but that's only part of the story. As Rolls-Royce's aero engine division faced closure in 1971, this former apprentice made the leap to Aston Martin specialist, campaigning a DB4 GT as a means of promoting his business. A year later Robin Hamilton Motors gained factory status as a service agent and soon thoughts turned to campaigning a 1969 DBS V8. Chassis number 10038 – reworked to resemble the then-current 'V8' production model – was entered in Aston Martin Owners' Club events in '75 with success, but Hamilton's eye was on Le Mans. Unfortunately, Newport Pagnell's finest was in the middle of one of its customary downturns and wasn't overly receptive to the idea – although it did at least deign to help homologate the model.

"Factory involvement was erratic and patchy," Hamilton says. "There was the inevitable 'not invented here' syndrome from some, and many within the company wanted to be doing what we were doing. However, we had very good personal support from a few key staff members who did all they could either officially or unofficially to help. This was often in the form of suggestions rather than cash. My organisation developed our engine for the 1977 Le Mans race and, from memory, that was with little input from the works. It produced about 480 reliable bhp at 6500rpm and I can certainly remember us designing our own camshaft profiles, pistons, lubrication system etc. My team carried out virtually all our wind-tunnel work at MIRA – one of our major costs – but Aston Martin did join us for one session which it might have paid for."

Hamilton had hoped to compete in the 1976 24 Hours only to be scuppered by a lack of money, although he managed to persuade SAS, a manufacturer of riot gear, to back the project for the following year's event: "Getting sponsorship was very difficult. British industry didn't seem interested and it was mainly private, enthusiastic individuals who contributed towards our costs. With my team being a 'private entrant' I don't think we created a high enough profile and we were perceived as 'enthusiastic amateurs'. Contributions never exceeded probably more than 30 per cent of our costs, the balance coming from myself and my business."

Bearing the new chassis number RHAM1 (Robin Hamilton Aston Martin), 'The Muncher' (it had a healthy appetite for brake discs) made its international debut at the Silverstone Six Hours on May 15 1977, with keen AMOC types chipping in some cash in return for having their names on the rear wings. Sharing the car with Hamilton was dentist and ex-autocross star Dave Preece, who spun into the catch fencing at Becketts during practice. Forced into the Group Five category rather than the expected Group Four, the Aston was up against a militia of turbo Porsches but still put on a good show, circulating in the top 10 during the first two hours: then heat soak from the inboard rear disc brakes caused the diff oil seal to fail. Repairs were effected and the car made it to the finish, but it was too far behind to be officially placed. With modifications to aid cooling of the rear anchors in place, Hamilton was quietly confident for Le Mans. Nonetheless, on being bumped up into the GTP class, RHAM1 faced a tough challenge.

Recruited just a fortnight before the race, Le Mans veteran Mike Salmon was added to the driving strength on the grounds, according to Hamilton, that he "would provide experience and gravitas. »



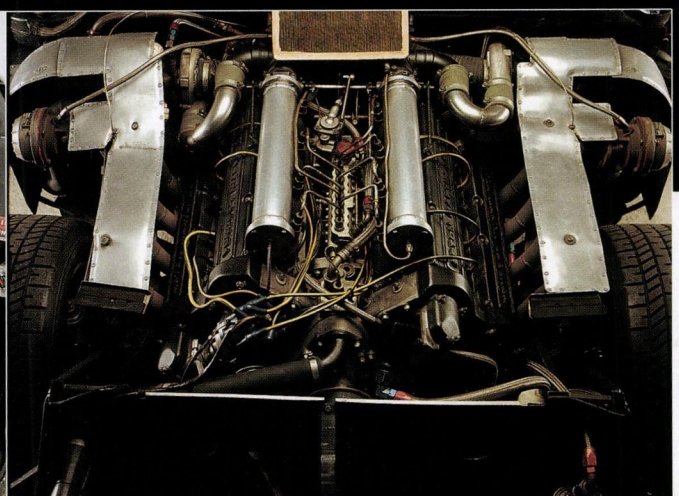
RHAM1 at '77 Silverstone debut: Mike Salmon described the rear end as a 'garden shed'. He's seen aboard the car at Le Mans that year, right

Charlie Best LAT



Main shot: with its lower-profile roof and massive bewinged presence, it's hard to believe that RHAM1 began life as a 1969 DBS. Below left: cabin is awash with red dynotape. Below: 800bhp of twin-turbo V8





This was all consistent with the project strategy and perception of what we were trying to create."

Salmon remembers the car with mixed emotions: "I had no idea what it was going to be like, having had no involvement up until that point. Of course I had raced Astons at Le Mans before – my own DB4 Zagato in 1962 and the Project 214 car a year later – so I was enthused about the idea in principle."

Abusing the scales at 1516kg, RHAM 1 was not exactly sylph-like and was the heaviest car in the race. Even so, after qualifying 56th the team had made up 23 places by six o'clock and, aside from a leaking diff oil tank and cracked front discs, the car's reliability wasn't in question. And it wasn't as slow as many would have suggested. Hamilton: "It regularly pulled 175-180mph down the Mulsanne – and more on one lap. I can remember driving at night and being sucked along by three Porsche 935s. We travelled in a cocoon of air with me at the rear, their turbos glowing. RHAM1's water temperature was soaring but we did reach 188mph."

Not that the drivers had it easy. "It was an incredibly physical car to drive," recalls Salmon. "The French called it 'Le Petit Camion' and, with the power-assist removed, the steering was hugely heavy. And it was very, very loud. The exhausts came out just ahead of one's bottom: it was deafening. I suppose it was one of those tortoise-and-the-hare situations. It just kept going. On the Saturday evening I went off and had a wonderful dinner and then sauntered back to the pits fully expecting it to have expired, but the car was still going round. I suppose one of my abiding memories of that race is the gauges filling up with water during a wet stint which I thought was hilarious – although I'm not entirely sure that Robin did."

At four o'clock on Sunday afternoon, Hamilton drove RHAM1 across the line in 17th place overall and third in class. "The sense of accomplishment was huge," he recalls. "It was a sound finish and we proved wrong all the experts who said we would never get such a large and heavy car to last."

Suitably fortified by this result, Hamilton went for broke for the following year's Le Mans, building a new 800bhp V8 with a brace of Garrett AiResearch turbochargers. Unfortunately, abysmal fuel consumption ruled out competing in 1978. RHAM1's next outing would be the '79 Silverstone Six Hours. By this time, efforts to move it through the air more efficiently had resulted in a three-inch 'roof chop' and a reprofiled nose, the rollcage now forming part of the chassis.

With Preece joined by Derek Bell – with only one Le Mans win to his name at this time – the Aston proved blisteringly fast if fragile. "Derek was a really good all-round guy," says Hamilton. "He brought experience to the table and that is why we were so pleased to have him with us, albeit for a very short time. He said it was the only 'saloon car' he had driven that reeled in 935s as if they were on elastic." After numerous visits to the pits and a small fire they came home 13th, Bell having earlier run in the top 10.

With Preece and Salmon paired up for Le Mans, RHAM1 had the speed but was still far from developed. "It was intended to have the essential air-to-air charge intercoolers but we never got round to it for all sorts of reasons," says Hamilton. "The engine therefore always ran hot and guzzled fuel so we were really up against it. A piston melted early in the race and that was that. Power was immense: we had 800bhp available, but used 650 at Le Mans, with 600lb ft of torque being developed."

Salmon, meanwhile, groans at the memory. "I remember testing it on the Silverstone GP circuit before we went to France and I was amazed at the power. I thought, 'You know, this might be good'. Then the side exhaust burned my ankle and I got a third-degree burn. That, I suppose, summed up my relationship with the car. After all the modifications I couldn't see out of it because of that giant bonnet bulge – you just sort of aimed it between the trees. I also recall the splines on the steering breaking and the glassfibre bonnet bursting into flames. It was pretty desperate really."

After one more outing in the following year's Silverstone Six Hours, in which Hamilton and Bell retired early on with rear-hub failure, the car was mothballed – but not before breaking the World Land Speed Record for towing caravans with a speed of 124.91mph (beating the previous mark of 108). A bizarre denouement, yet somehow fitting.

Last word goes to Hamilton: "The varying levels of support from Aston Martin, the press reaction, the public support and the technical challenges were far more demanding than just building a car and competing. A lot of interest was evident at the time and even now there remains a surprising amount. The story behind the RHAM1 and Nimrod projects [Hamilton's next venture was the Aston-powered Group C cars] has never been told in its entirety. It's a book ready for the making..." M

BRUTE FARCE: THE DB7 THAT STUMBLED IN '95

The Aston Martin DB7 was never actually offered with a V8 engine, but just such a car was built for the 1995 running of the Le Mans 24 Hours.

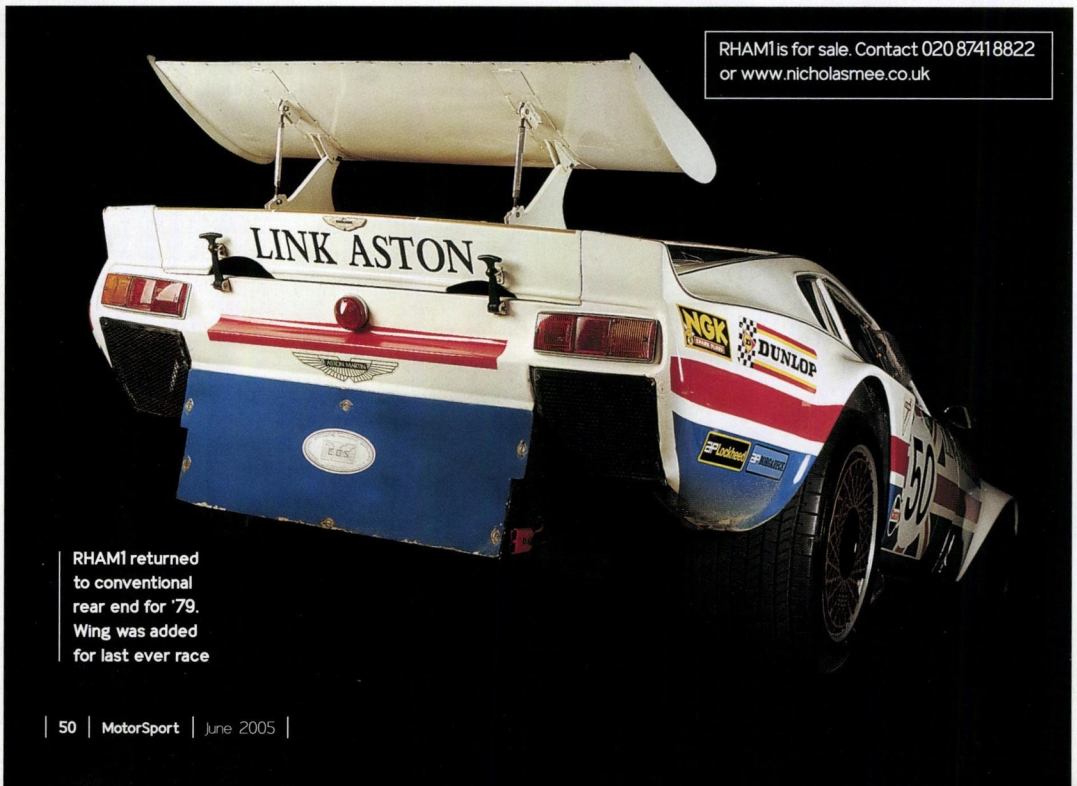
French publishing magnate Michel Hommell, who had run a Bugatti EB110SS a year earlier, commissioned Le Mans-based Synergie to build the car after buying an AMR1 Group C engine from Victor Gauntlett that was reworked by Aston specialist Richard Williams to produce around 620bhp. Featuring a substantial amount of carbonfibre, the car weighed in at 1330kg.

With journalist and veteran racer Jose Rosinski running the show, great things were expected. Unfortunately, despite the talents of '93 winner Eric Hélary, touring car veteran Alain Cudini and French up-and-comer Stéphan Grégoire on board, the hastily-prepared GT1 car failed to qualify. It now lives in Hommell's wonderful Manoir de l'Automobile museum in Lohéac.



DB7 failed to qualify for 1995 Le Mans

> 'I sauntered back fully expecting it to have expired'



RHAM1 is for sale. Contact 020 8741 8822 or www.nicholasmee.co.uk

RHAM1 returned to conventional rear end for '79. Wing was added for last ever race

Charlie Best LAT

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Won for the road

This road-going supercar wasn't expected to even finish on its Le Mans debut 10 years ago. But the McLaren F1 GTR beat all the prototypes to win. By Gary Watkins



The thing may have looked the part, but there was no way it could win the Le Mans 24 Hours. Not first time out anyway. The world's fastest street machine it may have been, but this particular supercar hadn't been conceived – in any way, shape or form – for the racetrack. And when Gordon Murray's supercar did get tweaked for competition, the French enduro wasn't on the agenda, not at first. Yet in 1995 the McLaren F1 GTR tore up the formbook to win the world's greatest sportscar event.

The image of the winning car driven by JJ Lehto, Yannick Dalmas and Masanori Sekiya taking the flag, its shadowy livery blackened further by the carbon brake dust caked in place during one of the wettest Le Mans in memory, is an enduring one. But just as significant in the legend of McLaren's GT racer was its finishing record that year: F1 GTRs ended up taking third, fourth and fifth positions. What's more, five of the seven McLarens in the race led at one stage or another.

No one would have offered odds on that beforehand. It was that outrageous. McLaren's customers may have won six races on the trot since the marque's debut in the new Global Endurance GT Series, but Le Mans was an entirely different ballgame. Not only were the GT events just four hours in duration, but now the F1 GTR had to go up against the prototypes, pure-bred racing cars that had a clear advantage in terms of speed and, everyone reckoned, reliability.

When the F1 GTR was launched it was billed as a four-hour car rather than one capable of finishing a race six times that duration. McLaren was covering itself, of course, because there was never any doubt that the mix of wealthy amateurs and collectors who had bought the first run of chassis wanted their purchases on the grid for the jewel in the crown of sportscar racing.

McLaren Cars motorsport manager Jeff Hazell knew what it took to develop a car capable of going around the clock from his days with Spice Engineering. "We knew we could validate a car for four hours but not 24," he explains. "We didn't have the necessary time or money. I suggested that we shouldn't lay ourselves open, as a serious company, to all sorts of queries."

The Global series was already well underway when the decision was taken to try to turn the BMW-engined McLaren into a Le Mans car. "We met with our customers and it was agreed they would sign up for a long-distance kit," says Hazell. "The price included a contribution towards a 24-hour test. We ended doing it at Magny-Cours – not the best place to do a Le Mans simulation, but it was available."

No one expected the car to make it through the night, but a nine-strong line-up of drivers all due to race F1 GTRs at Le Mans completed 24 hours in McLaren's test hack. "We were gobsmacked," says Hazell. "Magny-Cours isn't hard on machinery, but we were all expecting the thing to break."

The transmission had already proved to be the weak link on the 1994-spec F1 GTR. Murray, who set the specification of the car together with Hazell, had retained the road-going version's FF Developments gearbox, complete with its synchromesh. Time and money weren't the only reasons: McLaren didn't want to turn up with a sledgehammer to crack the nut that was the fledgling GT revival. At the same time, it understood that it needed to produce a car that was easy to run and to drive.

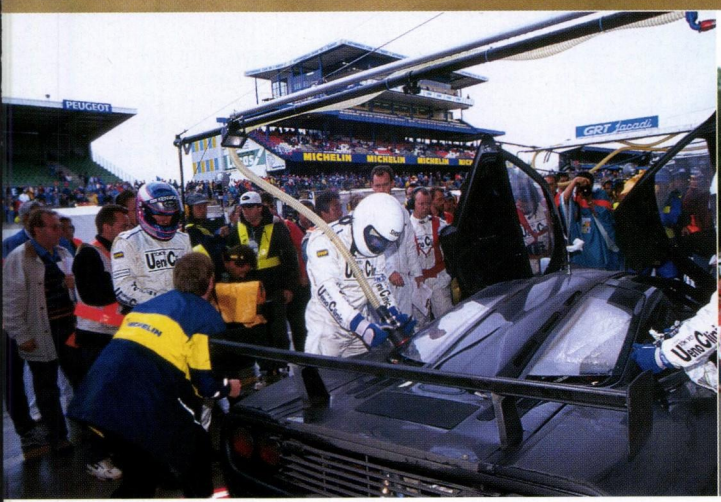
'McLaren didn't want a sledgehammer to crack the nut of the GT revival'



"I remember a few late nights with the gearbox during the development phase," recalls Hazell. "There were so many tubes stuck into it that it looked like it was on a life-support machine."

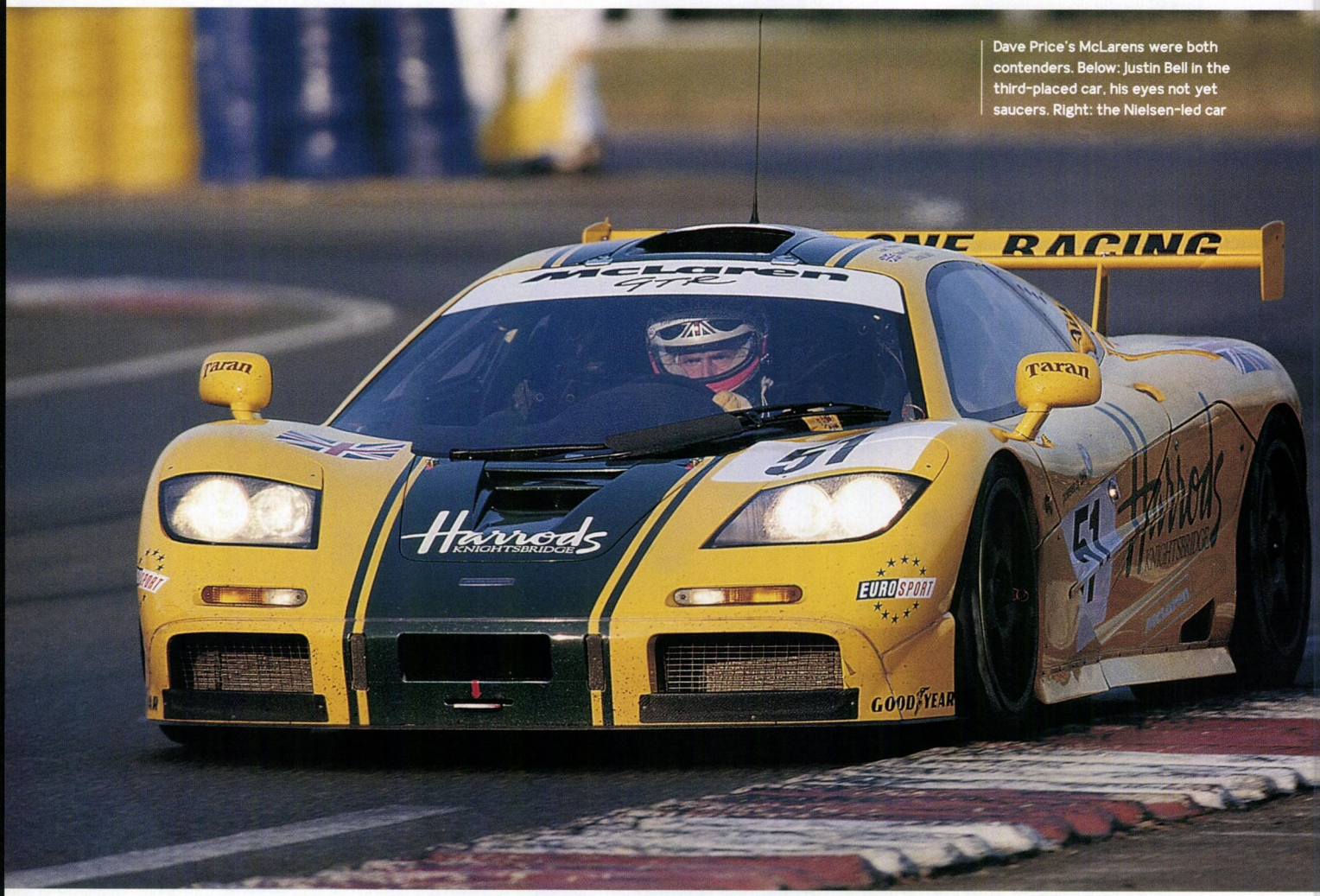
Despite the successful test, none of the teams running McLarens believed they could make it through Le Mans without problems. "The gearbox had been a bit of a saga all season and »

Dalmas presses on to '95 Le Mans win. Together with Lehto and Sekiya (bottom, far left) he took a history-making victory in the McLaren F1 GTR





Sutton LAT



Dave Price's McLarens were both contenders. Below: Justin Bell in the third-placed car, his eyes not yet saucers. Right: the Nielsen-led car

there were still worries about it as we left for Le Mans," says Dave Price, whose eponymous team was running a pair of cars with Harrods and West sponsorship. "To be quite honest, no one expected the 'box to last."

Those expectations changed the moment rain began to fall during the opening hour. The skies suggested the inclement conditions were set for the duration, and that proved to be the case. Only when the race was more than three-quarters done could it be described as truly dry.

The conditions not only put less stress on the McLarens' transmissions, but also closed the performance gap to the prototypes. The best McLaren time, set by Lehto in the Japanese-funded Kokusai Kaihatso car, was a full 11 seconds from the pole-winning WR-Peugeot and, more significantly, 8.5sec behind the much-fancied Courage-Porsche driven by Mario Andretti, Bob Wollek and Eric Hélary. Yet a McLaren led before the end of the opening hour.

And that's the way it would stay, after the pole-winning Welter Racing prototype had a brief return to the top, for the rest of the race. John Nielsen was first to hit the front in David Price Racing's West-liveried car, despite the failure of a windscreen wiper. The Dane brought all his experience into play to lead at the top of each hour from 7pm until clutch problems intervened shortly before half distance.

Troubles for one DPR car allowed the team's second entry to take up the running. The Harrods McLaren had lost time early on when Derek Bell, back in a competitive car for the first time since 1988, inadvertently kinked the throttle cable climbing into the car. DPR had prepared the car with a second cable *in situ*, but two laps were still lost when the switchover was made.

Also making up ground following a cautious start, but still a lap down, was the Kokusai Kaihatso entry run by historic preparation expert Paul Lanzante. The rest, the prototypes included, were nowhere, though the Courage was making progress after Andretti had hit the wall in the Porsche Curves.

'When Derek Bell has a chance of winning he steps into another gear'

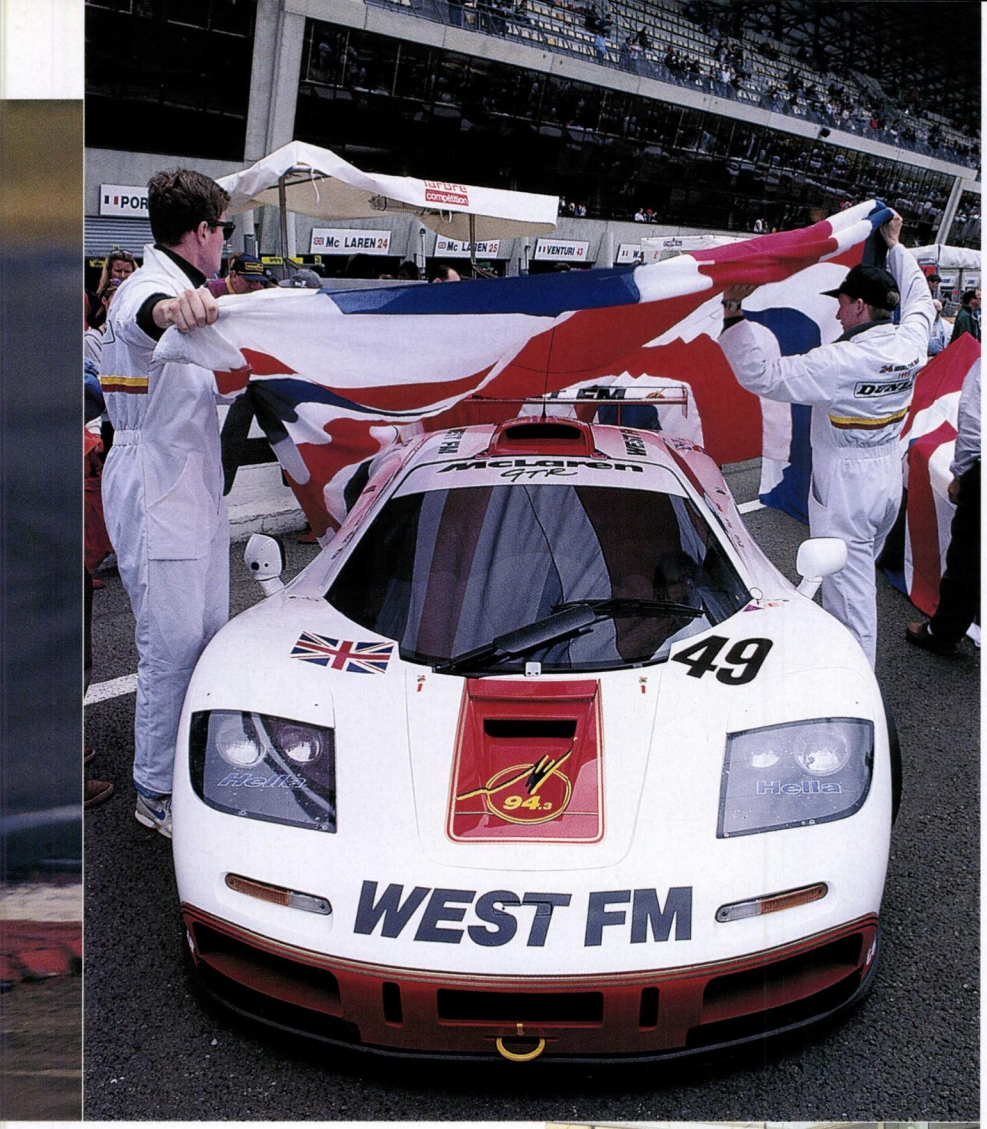
It was an intriguing battle between a pair of cars that each relied mainly on the talents of just two drivers. Sekiya drove for just five hours in the winning car, while Justin Bell, who joined his father and Andy Wallace in the Harrods McLaren, completed only three stints behind the wheel.

More than once Bell and Lehto, two sportscar legends at opposite ends of their Le Mans careers, went head to head. There were times when the Finn, one year out of Formula One, was lapping 10sec faster than anyone else on the track, yet twice the 54-year-old veteran got the better of a driver 25 years his junior.

The second occasion came with just four hours to go. The Harrods McLaren had lost its one-lap lead over the Japanese entry when the young gun and the old hand took over their respective mounts within minutes of each other.

"The team told me that JJ was something like 47sec behind," recalls Derek Bell. "I remember thinking the writing was on the wall, but I put my head down and pulled away from him at half a second per lap."

It was the last great Le Mans drive of a career spanning four decades. Bell Snr had to step up to the plate when his son, who had been driving the Harrods car together with Wallace since its debut in the fourth Global round, got spooked by the conditions during the night. "I remember Justin coming in and getting out after one hour when he was supposed to have done two," says Derek. "His eyes were the size of saucers. He said, 'Dad,



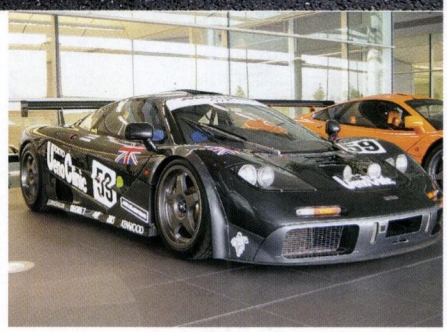
I've never been so frightened in my life.'"

Wallace, who anchored the Harrods assault with nearly 14 hours behind the wheel, still marvels at Bell Snr's performance. "The one thing I found out about Derek around that time," says Wallace, who also finished second with the sportscar legend in that year's Sebring 12 Hours, "was that if he has a chance of winning he steps up into another gear. He certainly drove very well."

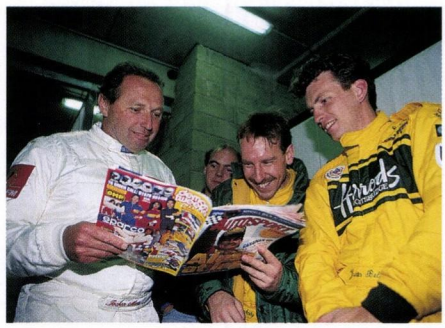
All was not well in the DPR camp, however. Pretty soon the car started to encounter clutch issues, a not altogether unexpected problem. The team had opted against using a new long-distance clutch offered by McLaren in favour of sticking with a modified version of what it knew, but this system had caused problems during qualifying.

The failure of the bearing on the release slider left DPR in a quandary. Engineer John Piper and Peter Stevens, the stylist responsible for the McLaren's sleek outline but also a friend of Price's who was helping out on the pitwall, spent much of Friday looking for a replacement. "It was a proprietary part that cost maybe £1.50, but there was an inherent weakness in it," explains Piper. "Peter and I went around all the local bearing suppliers and engineering companies trying to find an alternative."

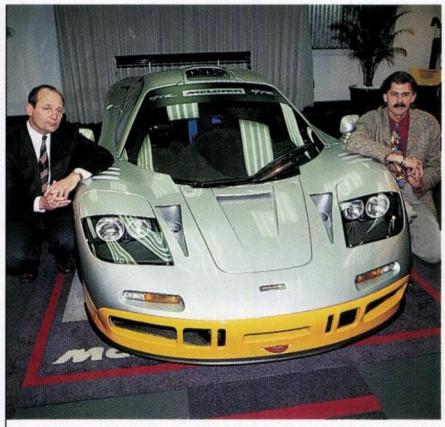
Piper and Stevens were unsuccessful in »



Winning McLaren F1 GTR resides today at HQ in Woking



Light relief for McLaren drivers Mass, Wallace and Bell Jnr



Dennis, designer Murray and F1 GTR in January '95

Thanks a million, Ron!

One million pounds. That's how much Ron Dennis told Ray Bellm he wanted for a one-off racing version of the McLaren supercar. The pharmaceuticals magnate had just explained that he was going to go racing with the F1 he had on order whether his friend liked it or not. Unsurprisingly the offer was politely refused.

"When I said I couldn't pay a million pounds for a racing car, Ron suggested I find some other people to help fund the development of a racing F1," remembers Bellm. "He had already talked to Thomas Bscher [a German banker and historic racer] and I brought in Lindsay [Owen-Jones]."

At the same time, Dennis was being lobbied to go racing from within his road car division. A proposal had already been put together by Jeff Hazell, who was then running McLaren Cars' composites department, after a fact-finding mission to Le Mans in 1993. A more modest plan got the green light after Hazell and Gordon Murray visited the May '94 Dijon round of what would subsequently become known as the Global Endurance GT Series.

"We found a friendly series in which no one had really pushed the boat out in terms of preparation and development," says Hazell. "We thought that without too much work we could get the car to a good level of competitiveness."

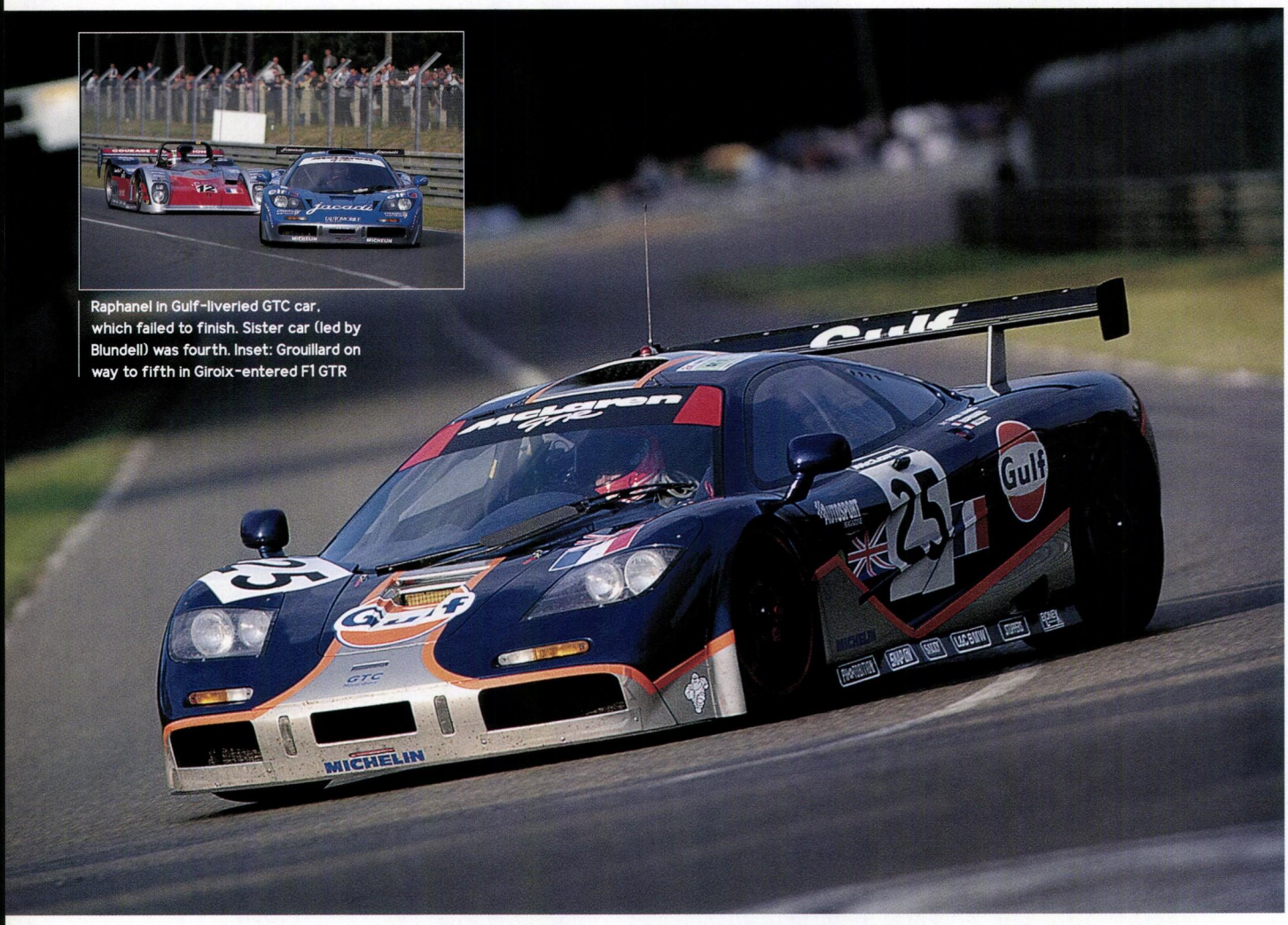
The initial development budget was just £750,000, remembers Hazell: "That was all we had to do the design and development work, build a prototype and do the necessary testing before we had other cars coming down the line for customers."

A production run of five cars, at £625,000 a pop, paid for this programme, according to McLaren Cars sales boss David Clark. He found the Fayed family of Harrods fame and gentleman racer Jean-Luc Maury-Laribière, and the F1 GTR was go, even before a sixth customer, French collector Paul Picard, produced his chequebook.

"Not much was done to the car for 1995," explains Hazell. "We took all the rubber out of the suspension and the engine subframes, put a cage in, bolted on a rear wing and went racing."

It added up to a tricky car to drive, remembers Harrods McLaren driver Wallace. "The BMW V12 was a gem, but it had a high centre of gravity and was forever trying to overtake you. It was the best road car ever, but it wasn't a *bona fide* racer."

LAT Dave Bettany



Raphanel in Gulf-liveried GTC car, which failed to finish. Sister car (led by Blundell) was fourth. Inset: Grouillard on way to fifth in Giroix-entered F1 GTR

their search, so they looked at either modifying the existing bearing or reverting to the standard clutch. Murray advised against the modification, while the parts necessary to facilitate the standard version weren't available. "There was no clutch because the bearing had broken," explains Wallace. "That gave us direct drive, which in a syncromesh box caused big problems. By the end of the race I was only using fifth and sixth because it was too risky to go across the gate."

The Kokusai Kaihatso McLaren, which moved into the lead in the 22nd hour, survived its own late-race scare when an alarm came on after the last fuel stop, forcing a quick stop to repressurise the water system. Apart from that it was a faultless run. "That was always our aim," says Lanzante. "Our strategy was to do our own thing and keep out of the pits."

On a fully dry track, the Courage was closing fast in the final hours and the car even unlapped itself in the closing stages. The Harrods car ended up a further two laps behind in third, while the best of the GTC Motorsport McLarens finished fourth after team boss Ray Bellm had crashed in the wet. The Giroix Racing Team entry came home fifth after an early delay caused when a brand new starter motor failed.

It was a remarkable tale, and one that didn't finish at four o'clock on Sunday afternoon. This surprise victory turned out to be a controversial one too. Not that anyone had a problem with a McLaren triumph – it was just that some within the British car maker's camp took issue with *which* McLaren had won.

The Kokusai Kaihatso McLaren hadn't been running in the Global GT series and was in fact the same hack that had completed the Magny-Cours test. The entry was made after a Japanese client of McLaren's offered to sponsor a car. None of the existing teams took up the opportunity, and thus the decision was made to field F1 GTR chassis number 001R in the big race.

Who owns the car and where's the trophy? The answer is 'McLaren'

McLaren knew it couldn't run the car from the factory – "It wouldn't have been very nice to our customers," says Hazell. Hence Lanzante, who was well known to McLaren Cars sales boss David Clark, was brought in. That didn't stop the customers objecting. The handful of McLaren employees working on the car as mechanics rang alarm bells, as did the presence of Hazell and James Robinson, development engineer on the programme, in the Kokusai Kaihatso pit.

Exactly how 'works' the winning car was remains a matter of debate. Bellm famously cried foul, claiming that it was in his contract that McLaren wouldn't run a factory car against its privateers. That wasn't the case and he was forced to issue an apology to old friend Ron Dennis.

Today Bellm is less repentant: "When I discussed it with Frank Williams some time after, he said to me, 'The ultimate test of whether it was a works entry is who employed the drivers, who owned the car and where does the trophy sit? The answer to all those questions is 'McLaren'.'"

That may be the case, but Lanzante's squad was certainly the smallest of the teams running an F1 GTR. What's more, his relationship with the McLaren Cars bosses at the track was never easy. There are different versions of the story, but it is fact that Hazell and Robinson were banished from the winning car's pit at one point during the race.

"We didn't have anything different to any of the other teams," says Lanzante. "There were only eight or nine of us. I even brought the cook into the team photograph at scrutineering to make us look bigger!"

And the 'works' allegation? "Bullshit!"

LAT

Duncan Hamilton at the wheel of his D-Type Jaguar during the 1958 TT, Goodwood



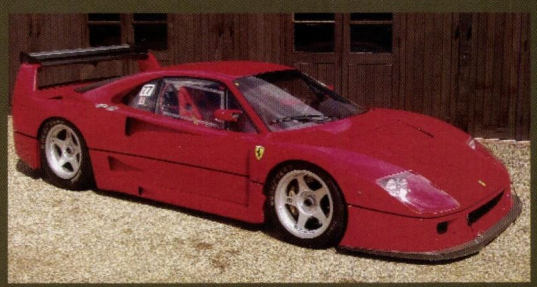
1955 Ferrari 410 Sports Spyder, Chassis no. 0598
0598 CM was piloted by **Juan Manuel Fangio** and **Eugenio Castellotti** before being sold to John Edgar of the USA, in whose care it achieved notable success at the hands of **Carroll Shelby**, **Phil Hill**, **Richie Ginther** and **Masten Gregory**. This is one of the most significant ex-Works Ferrari sports cars to be offered on the open market for many years. £POA.



1959 Ferrari Dino 246 GP car, Chassis no. 0006
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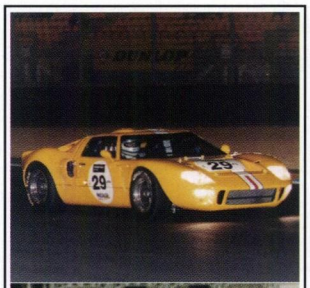
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GREAT MOMENTS AT LE MANS



06:00

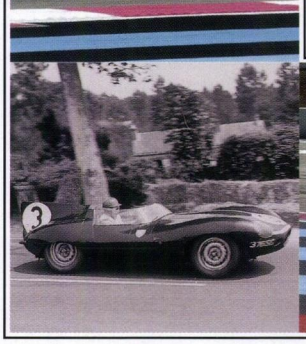
You feel mind-numbingly tired but not at all sleepy. Wednesday and Thursday have been taken up by night practice until 2am, a final chance to acclimatise to driving in the dark. You're buzzing, but you ache mentally and physically from the late nights and early mornings. On race day the alarm goes off well before the warm-up at 08:30. Can't sleep anyway. The wait is nearly over.

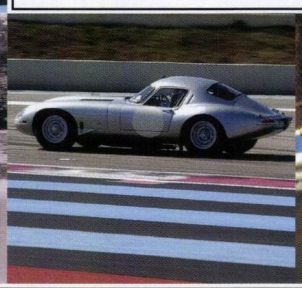


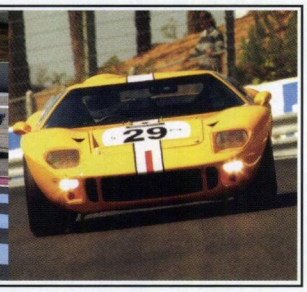












1968	Lynx was founded. The company quickly cements a reputation for exceptional workmanship, earning particular renown for its work on Jaguar models.
1974	The Lynx D-type is launched at the Racing Car Show in London. To date, Lynx have built more than 40 of these exquisite versions of Jaguar's most successful racing car.
1979	The Lynx Spyder is launched. The world's first 2+2 Jaguar XJ-S convertible.
1981	Lynx design the Eventer, a shooting brake version of Jaguar's XJ-S. More than sixty Eventers have since been built.
1982	Lynx rebuild the Lindner Nocker Jaguar Lightweight E-type Low Drag Coupe chassis No S850662, one of many Lightweight E-types the company has been privileged to maintain and prepare for competition use.
1987	Lynx succeed in gaining seven official UK National Speed Records in the Lynx D-type "57 SAL" at the MIRA test facility.
1990	Lynx rebuild the ex Ford of France Ford GT40, chassis No P/1003.
1993	The famous Ecurie Ecosse Team Transporter is sympathetically restored by Lynx to its former glory.
1996	Lynx develop the ultimate Jaguar S-type, a fully modernised fuel-injected twin turbo version, which was featured on BBC's Top Gear programme.
1998	Lynx restore the ex-Kjell Qvale Jaguar Lightweight E-type chassis No S850660. The car had been discovered in a Los Angeles garage having been missing for more then three decades. The car was expertly re-commissioned retaining its original patina and took to the track once again after a gap of 36 years, winning its class in the Sebring Endurance Challenge with Lynx Chairman John Mayston-Taylor at the wheel.
1998	Lynx re-engineer an Aston Martin Virage coupe to produce one of the world's fastest road-going Aston Martins. Fitted with a 7-litre turbocharged engine, the car is capable of producing in excess of 700 bhp and 1100 lb/ft torque.
1999	Lynx restore the ex Yamaha Ford GT40 chassis No P/1077 and return it to historic racing at the Goodwood Revival Meeting.
2001	The very original Lynx-prepared Cunningham Jaguar Lightweight E-type competes in the Le Mans Legend race and finishes in 8th position overall and first Jaguar-engined car.
2001	Lynx carry out an award-winning restoration to an early Aston Martin DB4GT chassis No 0107R, winning the award for Best Overall Restoration at the Louis Vuitton Classic in Paris.
2003	Lynx continue their winnings way on track in a factory Jaguar Lightweight E-type, which wins its class at the Goodwood Festival of Speed driven by John Mayston-Taylor. A very original Ferrari 250GT Lusso chassis No 4411 receives a sympathetic Lynx restoration. The car, which is finished in its original colour combination of Rosso Rubino with tan hide interior, is awarded Most Elegant Car at the Louis Vuitton Classic in Paris.
2004	Lynx enter the ex-Yamaha Ford GT40 in the Le Mans Classic and finish 3rd overall in the team awards.
2005	The 5th Lynx Lightweight E-type in Low Drag Coupe form is completed and delivered to its owner in Switzerland.
2005	Lynx build a Lynx XKSS in left hand drive form. Another engineering world first for Lynx.

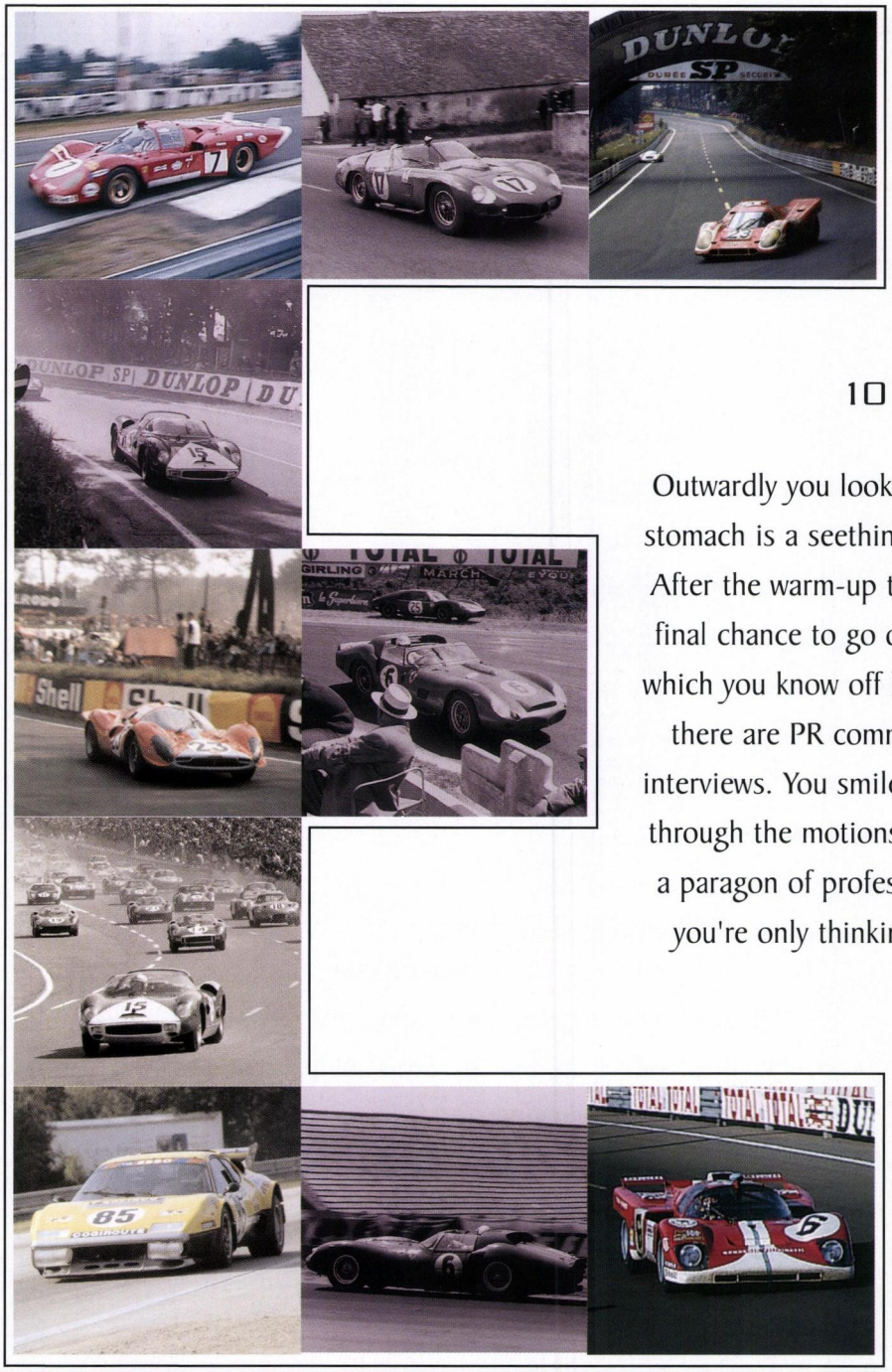
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GREAT MOMENTS AT LE MANS





10:00

Outwardly you look calm but inside your stomach is a seething snake-pit of nerves. After the warm-up there's the debrief - a final chance to go over the race strategy which you know off by heart anyway. Then there are PR commitments and media interviews. You smile, shake hands and go through the motions of quiet confidence: a paragon of professionalism. But really you're only thinking about one thing.

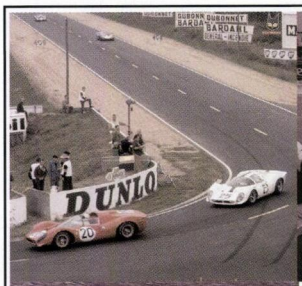
T·H·R·E
HISTORIC RACING

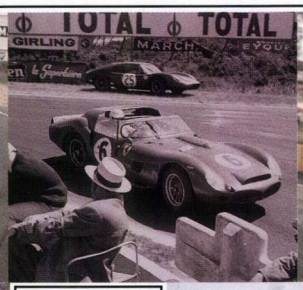
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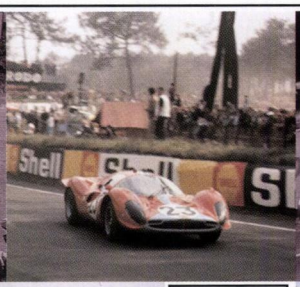
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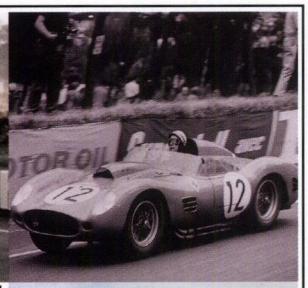
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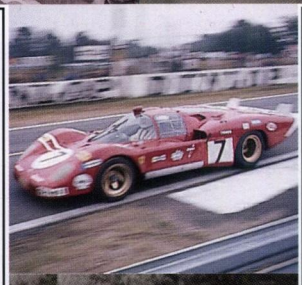




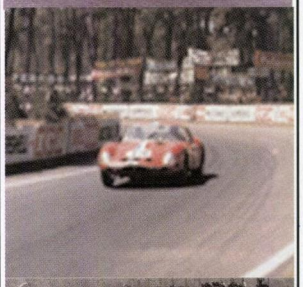


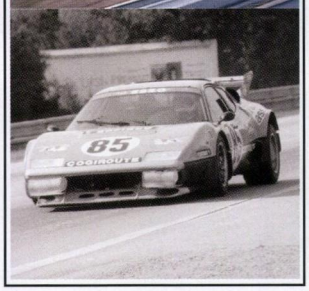


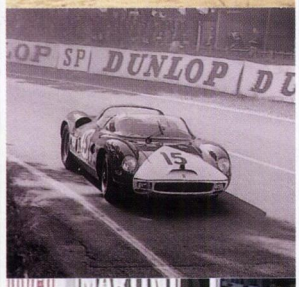


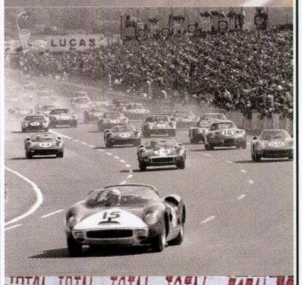


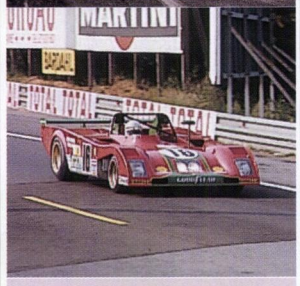


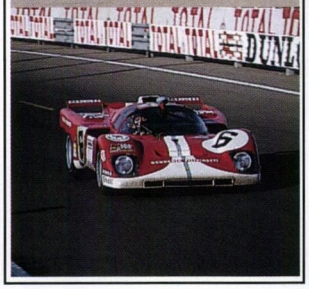


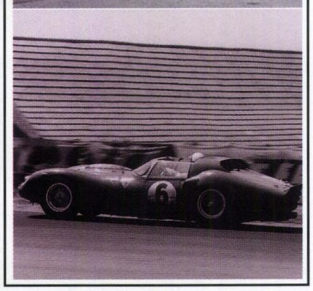












12:00

It might sound crazy, but you have to make time for a calm lunch. Your inclination is to bolt down some food while standing up, but that won't help. You have to eat properly, slowly and carefully. If you are taking the start, this is when the nerves really bite. But it doesn't matter if you are not. It's a team effort: you leave your ego in the hotel room when you're doing Le Mans.

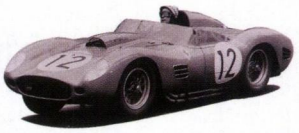
Classic Ferrari Parts

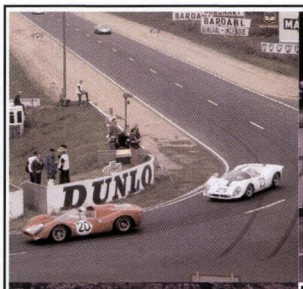
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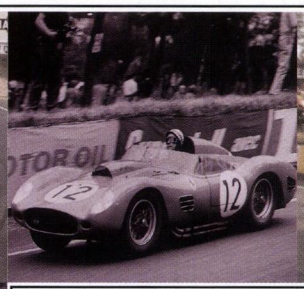
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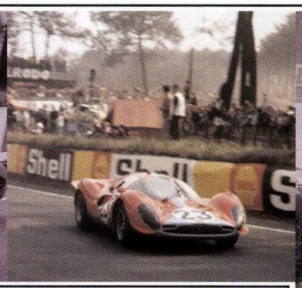
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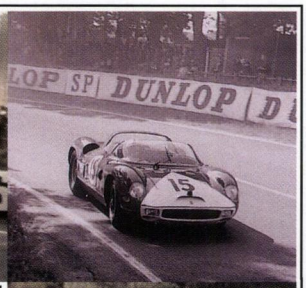
GREAT MOMENTS AT LE MANS

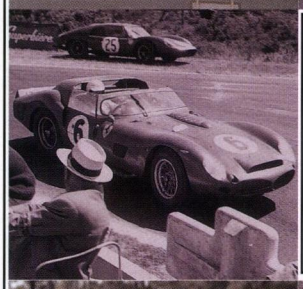




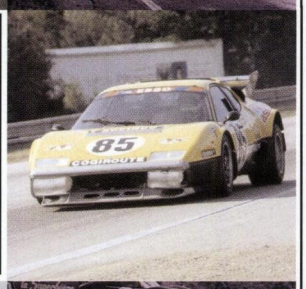


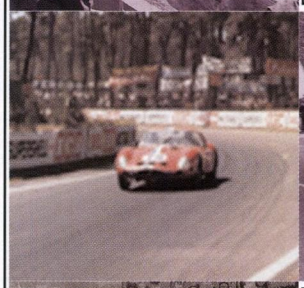


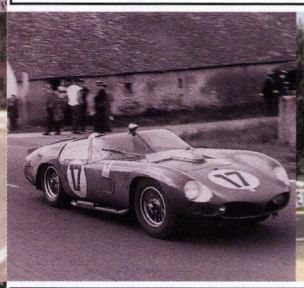




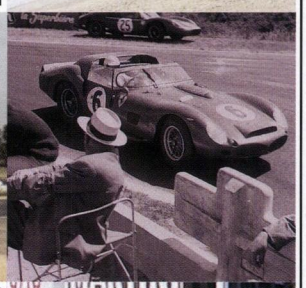
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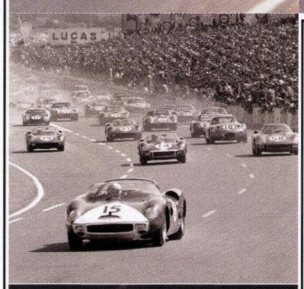




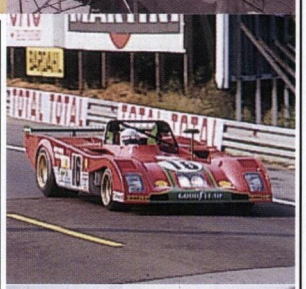


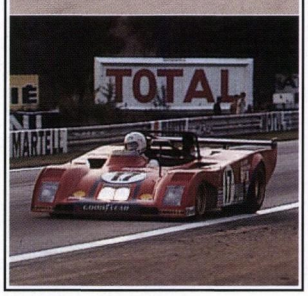


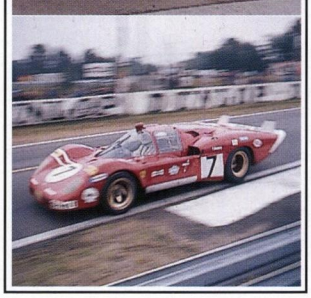




The grid. This is what it has been all about. This is what you are trained to do. It feels reassuring to be finally in the car, your cocoon-like safety blanket. Although the race lasts 24 hours, it's more and more like a sprint event. For the new guys, dealing with traffic is the biggest problem. You've also got to think about fuel consumption. But it's never easy, even for the legends.







Ferrari

Classic Ferrari Parts

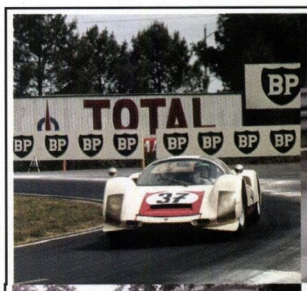
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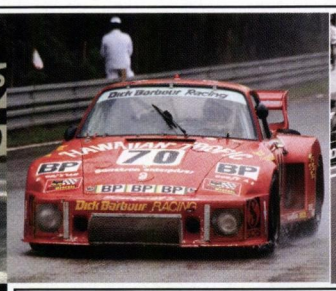
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GREAT MOMENTS AT LE MANS

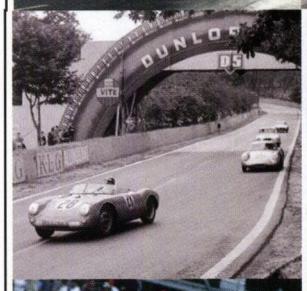






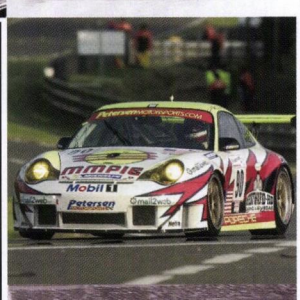




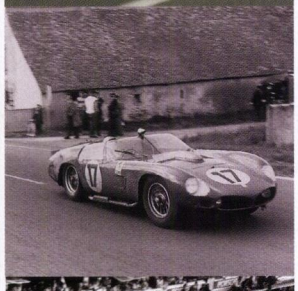


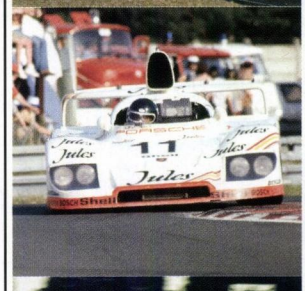
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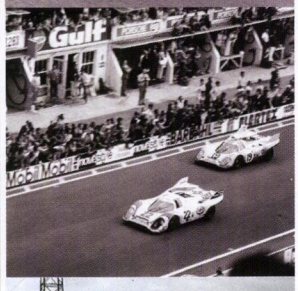
You lose your sense of time. Le Mans is such a long circuit that you don't see the same stretch of road very often. The Mulsanne straight is the only chance to relax, even though you're screaming through it at well over 200mph. When it's not your stint you try to sleep on a camp bed, but that's never going to happen. The best you can hope for is a quick doze.











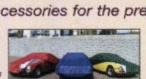




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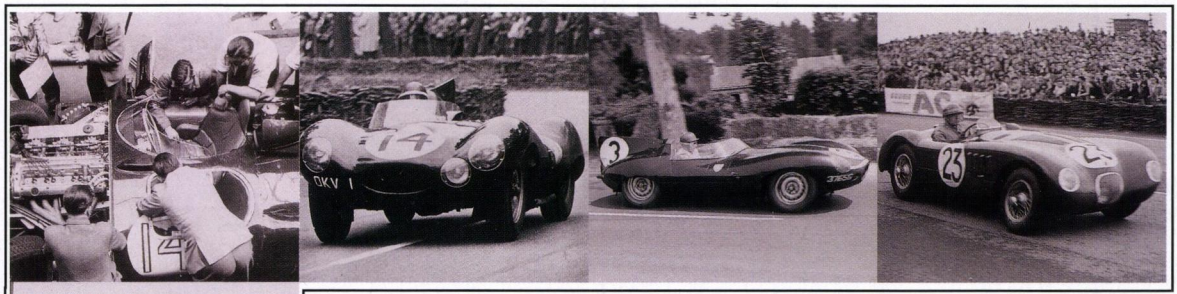
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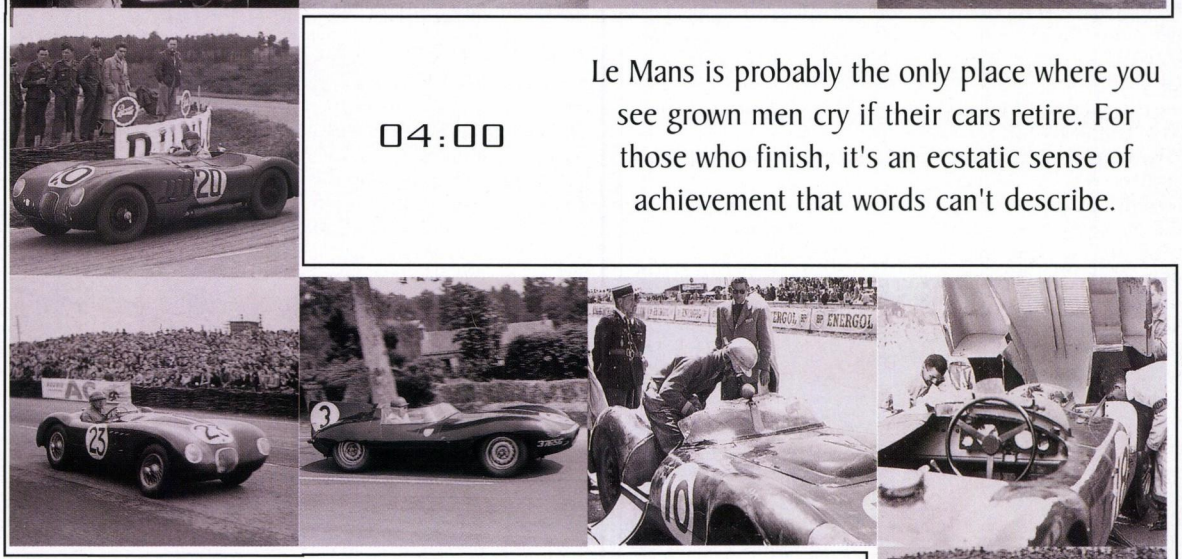
GREAT MOMENTS AT LE MANS





04:00

Le Mans is probably the only place where you see grown men cry if their cars retire. For those who finish, it's an ecstatic sense of achievement that words can't describe.



Paranoia is paramount in the closing stages: every small noise sounds like a problem. Then the chequered flag, the champagne, the tears. An enduring rollercoaster of emotion, from which it takes a week to recover...





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The *Quiet* Man

Shy Mike Spence spent most of his career in the shade. Paul Fearnley looks back at a man who was blossoming when he was killed at Indy

The lights blinked yellow before the day-glo car hit the wall. The puff of dust as it dived into Turn One had told USAC chief observer Walt Myers all he needed to know: too high, out of the groove, trouble. Impacting at 45 degrees, Lotus 56/2 screeched along the concrete for 400 feet, then veered back down onto the track. It slid for a further 240 feet before coming to rest, its Pratt & Whitney turbine still emitting that eerie whine. The rescuers were already on their way. The car didn't look too bad, considering. But its driver was inert – and helmetless.

Mike Spence was rushed to Methodist Hospital, where he died a little over four hours later. There wasn't a mark on his body. But the rubber smear across the top of his crash helmet, which was found with its chinstrap still fastened, told its own grisly story.

The first four months and seven days of 1968 had seen a new improved Mike Spence: still unassuming, still with a ready smile – but with a bit more fire in his belly. His had been a long apprenticeship of steady rather than spectacular results. As number two to Jimmy Clark at Lotus he'd picked up the pieces with wins in the 1965 Race of Champions and non-championship South African GP of '66. But the latter, on New Year's Day at East London, was his last race for Team Lotus. He'd got his Formula One chance when Peter Arundell was injured in a Reims Formula Two race in July '64. But Colin Chapman had promised Arundell he could have his seat back when fit again; Peter had returned at East London, finishing a distant third, and Mike was shunted to Tim Parnell's privateer outfit for the remainder of the season.

But then Spence had generally been a few strides behind Arundell from the moment of his first Formula Junior outing in March 1960: his Cooper finished sixth, Arundell's Elva fourth in the race at Goodwood in which Clark opened the Lotus/Cosworth win account. Spence had made the graduation to single-seaters after two seasons in an AC-Bristol, a 21st birthday present. An offshoot of the Guildford-based family firm, Coburn Engineers – which made sliding and up-and-over doors – ran his Cooper and shy, sensible Mike took good care of it, rarely crashing, regularly in the first 10. In truth, though, he was top of the second division, winning only minor races at Snetterton and Silverstone.

By 1961 Arundell was the Lotus FJ number two to Trevor Taylor. Spence, meanwhile, was wrestling with a wheels-akimbo Emeryson Mk2. He coaxed a win from it in the 100-mile Commander Yorke Trophy at Silverstone and made his F1 debut with it in July. He did so at the demanding 7.1-mile Solitude circuit and impressed by running seventh before the transmission failed.

Common sense prevailed for 1962 and he bought a Lotus 22. It appeared in the colours of Ian Walker's semi-works outfit, but Spence wasn't really part of the team. "That car was run out of his Maidenhead premises," explains John Pledger, then Walker's chief mechanic. "Mike was very quiet. There was none of the buggering about that [his team-mates] Frank Gardner and Paul Hawkins got up to. He was a serious young man."

> 'He wasn't short of steel – he'd overcome polio'

At 25, Spence was running a garage with business partner David Porter. He kept himself to himself, but he wasn't short of steel – he'd overcome polio as a child – or ambition: he'd been a tank commander during his National Service. He was disciplined and self-sufficient.

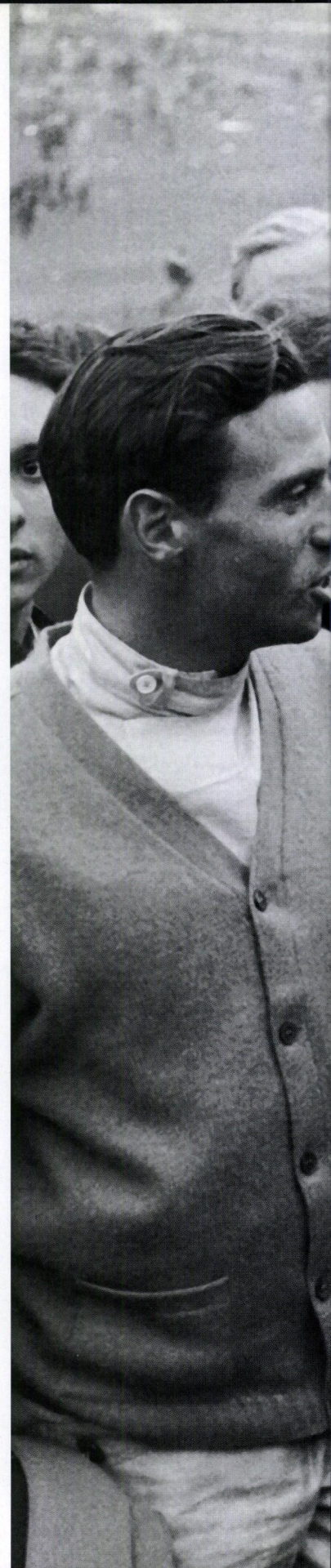
"At the time I thought he was aloof," says John Fenning, FJ team-mate to Spence and Arundell at Ron Harris Team Lotus in 1963. "Perhaps I misread it. Perhaps he was just shy. But, for me, Pete was king." Arundell worked wonders that season in the monocoque 27 – "the worst car Lotus ever built," says Fenning – to secure his second consecutive title. The previous year had been a cakewalk: 18 wins from 25 starts. In all that time Spence had scored just one victory, at Reims in '62. Even so, he made his World Championship debut before Arundell when he deputised for the injured Taylor at the 1963 Italian GP. He did a solid job, too, qualifying ninth and running sixth before his engine failed with 12 laps to go. There was more to Spence than his okay results suggested; Chapman was impressed by his calm attitude and thoughtful feedback.

Arundell was back in front by the start of 1964, though, beginning his F1 career with a raft of seconds and thirds. Then came Reims. Spence took over as Clark's F1 team-mate at the British GP. It was perhaps 18 months too early, for he proved far more circumspect than his predecessor and didn't score a World Championship podium until his 15th start – third in Mexico '65.

"Mike was neat and tidy, easy on the car," says Team Lotus chief mechanic Jim Endruweit. "But it's possible he was overawed. In some ways it didn't matter who was our number two. We had two cars but it's no surprise that Jimmy was the focus: his car had to be 110 per cent, the other could get by at 100. The mechanics would do anything for Jimmy. If the number two had kicked up he might not have got as much 'service with a smile'."

But Spence didn't even kick up during his 1966 season with Reg Parnell Racing, a campaign stacked with retirements, leavened only by two fifths – Holland and Italy – in its Lotus-BRM 25. "There was no side to Mike," says team manager Tim Parnell. "He just got on with it."

Matters looked a little rosier when Spence followed Parnell to the works BRM squad for 1967. Its H16 engine was a nightmare, but while Jackie Stewart, starburst career falling from the sky, was tearing his hair out, Spence kept his on and brought the P83 home in the points five times – four fifths and





Spence won the '65 Race of Champions for Lotus after Clark had crashed out

a sixth – which spoke volumes for his mechanical sympathy.

"Mike was a true gentleman," says Stewart. "He was smooth and unspectacular, a solid performer who worked well with the engineers. But he never pushed himself forward for a drive and always seemed destined to be a very good number two."

Stewart's assessment is probably fair. But Spence's sportscar stint with Chaparral that season had allowed onlookers to glimpse a latent side to his talent. He joined Jim Hall's team at Daytona, where he and Phil Hill led for three hours before the latter crashed. Co-driven by Hall, Spence also led at Sebring. This was a new experience: fastest car in the race, (joint) number one in the team. And he was in his element with the advanced 2F, adapting neatly to its two-pedal layout and driver-adjustable rear wing.

"Mike was a really good guy who had a lot of ability," says Hall. "He gave us exactly what we needed: he was quick and didn't damage the car. He was better than I expected. I thought he was confident, professional and comfortable with the car from the start. Phil was vocal about a few things he didn't like about the car, but if Mike had any complaints, he didn't make them to me."

Spence and the 2F set fastest lap at Sebring, battled with the Ferrari P4s at Monza and set fastest lap at Spa too. Le Mans, though, was the main target for the now Frankfurt-based team. Beaten only by Mario Andretti's Ford MkIV in practice, the Chaparral took the fight to FoMoCo until its recurring weakness, its transmission, wilted.

Some compensation came in the BOAC 500, final round of the World Championship, at Brands Hatch on July 30. Although outpaced by the Lola T70s of Denny Hulme and John Surtees in qualifying, the 2F packed 211 laps into six punishing hours to score a famous victory. It was an assured performance that brought Hill's career to a glorious end – and looked to have kick-started Spence's. Doors were opening and he was finally realising he had more to offer – in and out of the car. He was translating that 'aloofness' into self-effacing charm and his technical grasp into racy speed. Pedro Rodríguez, his new BRM team-mate, was talented, but he was no Clark or Stewart. The number one slot was up for grabs and Spence knew he had to move up to the next level. Having pensioned off the H16 in South Africa, he quickly got to grips with its replacement, Len Terry's V12 P126. "Mike was »

LAT

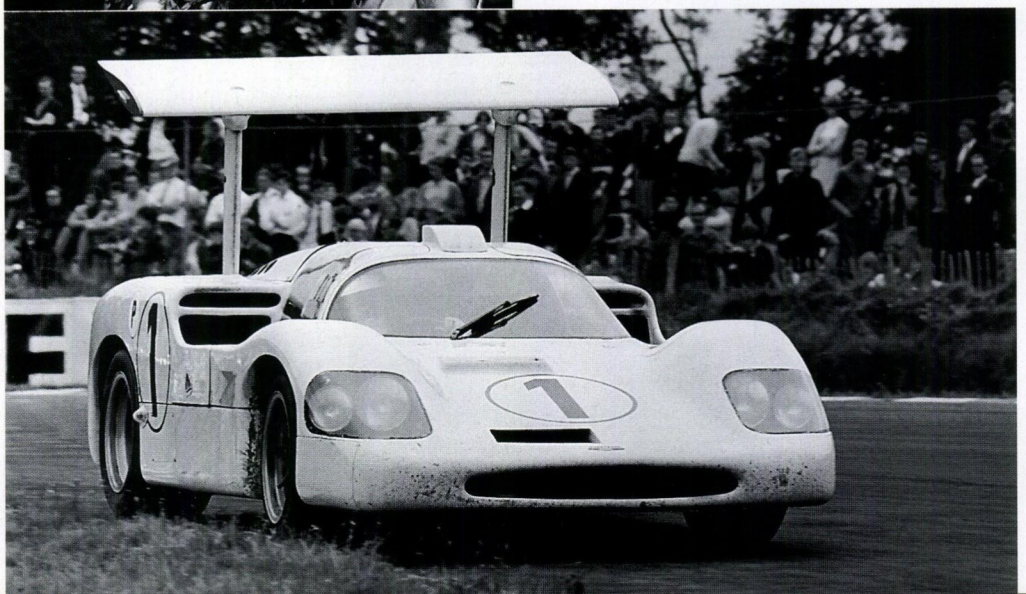


Spence in Formula Junior at Goodwood in '62. He drove a Lotus for Ian Walker





Left: Spence celebrates South African GP win of 1966. Above: passing the tents in '64 US GP at Watkins Glen - Clark took over Spence's Lotus when his own hit trouble. Below: winning the '67 BOAC 500 at Brands Hatch in Chaparral



Phipps/Sutton LAT

impressed with it immediately," says Terry. "He reckoned the only thing it lacked was another 20 horsepower."

Rodríguez returned to the UK in March, honed and sharp after driving a P126 during the Tasman Series. But the Mexican had no answer to a fired-up Spence at the Race of Champions; Mike started from the middle of the front row and was holding a secure second when an oil pipe wore through against the undulating track. At Silverstone's International Trophy on April 25, after a poignant silence in Clark's memory, Spence battled against the DFV-powered McLaren M7As of Bruce McLaren and Hulme, passing and repassing for the lead. This time he was halted by a broken timing chain – albeit after 40 laps that had made everyone sit up. He was carving a new reputation.

That includes his exploits in the Ford F3L prototype, run by Alan Mann, at its debut race, the BOAC 500 on April 7 1968. "Before he drove for me I'd been dismissive of Mike," admits Mann. "When it became clear that Clark and [Graham] Hill wouldn't be available to us for Brands because they had a Hockenheim F2 race to do instead, Mike looked a safe bet. But he shook the life out of me. He was much more confident than I'd expected. He was quick – and very good on the technical side. Frank Gardner and Jack Brabham had driven the F3L and not liked it; they just said it didn't feel right, that maybe its wheelbase was too short. After four laps of Goodwood Mike came in and said he thought the rack was loose. He was right – its mountings were flexing. He then asked for four or five inches more rear spoiler and promptly found another two seconds."

When it became clear that only one F3L would be fit to start, Mann chose Spence (ahead of Hulme and Jochen Rindt) to partner McLaren. They led briefly before a rubber doughnut sheared.

That weekend, of course, was marred by Jim Clark's death at Hockenheim. But racing goes on, and a bereaved Chapman asked Spence to take the Scot's place at Indy. "Mike and I talked for an hour about it," says Mann. "He had some bad thoughts about getting back in a Lotus – but he knew it was a great opportunity. It was from my office that he called Colin to accept."

Parnell: "Mike was a brilliant test driver. Chapman valued him highly in that respect. That's why he asked him over." The deal, though, was open-ended: if everything went well in his first week at the Brickyard, »

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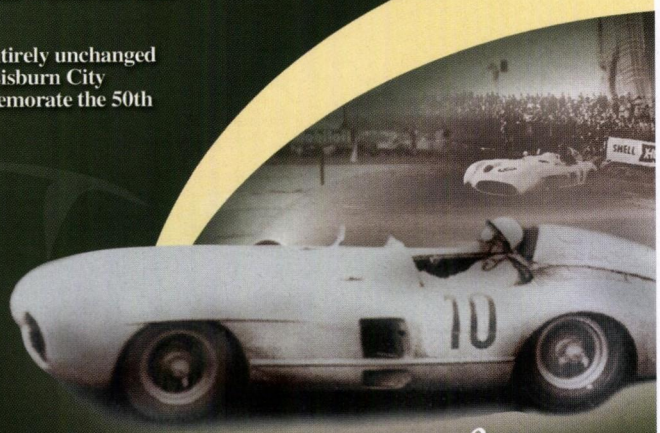
The RAC Tourist Trophy Race was first run in the Isle of Man in 1905. The Golden Years of this event were the periods spent in Northern Ireland, between 1928 and 1936 at the Ards Circuit and between 1950 and 1955 at Dundrod.

Dundrod is still the only circuit in Europe which has remained almost entirely unchanged since those glory days. The Ulster Automobile Club in association with Lisburn City Council, in whose area the Circuit falls, have therefore decided to commemorate the 50th Anniversary of the last TT in 1955.

On Saturday 18th June 2005 the UAC will promote a Sprint event for Historic Sports Cars of the 1950/1955 era, to be known as the UAC Dundrod TT Historic Motorsport Festival – 2005

The Dundrod Celebration will be the climax to the Lisburn Civic Week and competitors will be encouraged to take part in static, mobile displays and parade laps in the days preceding the Dundrod Sprint.

Entries are being sought from owners world wide with an appropriate Sports Racing Car from the 1950/55 era or the spirit of that era. Drivers who may have participated will be made very welcome, even if you do not wish to compete.



15th - 18th June

UAC

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For further information and regulations, whether a Competitor, Spectator, Journalist or Marshal, please contact;

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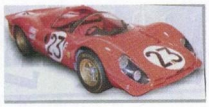
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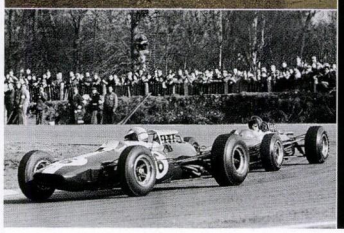
Concentration at the Karussell in '65 German GP. Driveshaft failure put Spence out

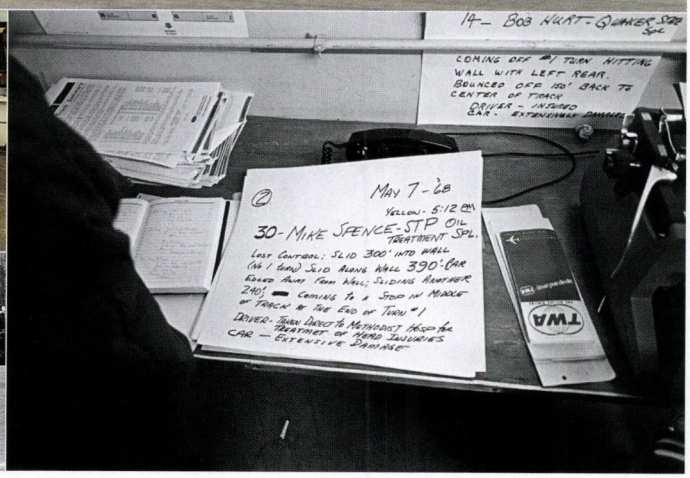




South Africa '68 at Kyalami was Spence's last GP. His BRM dropped out with boiling fuel. Below left: standing by the Ford F3L at Brands. Bottom left: under pressure from Gurney on way to '65 Race of Champions victory. Below right: poignant shot of Indy incident report







LAT: McKlein

Lotus would sign Spence for the 500 on the understanding he might be seconded to Andy Granatelli's STP half of the operation.

Spence had only briefly sampled the four-wheel-drive turbine car at Silverstone, but he took to Indy as effortlessly as Clark had six years before. By Tuesday May 7, his final scheduled day, he was consistently at 169mph, despite gusting winds and full tanks. His best lap – a 169.555mph – was the second-fastest of all time. His speed, relaxed demeanour and good humour had won over the locals. Mike Spence had, at last, arrived in the Big Time.

But few can have enjoyed a briefer spell in the spotlight.

Lotus, delighted with the day, was ready to leave when Granatelli persuaded Chapman to put Spence in one of his cars. Reigning USAC sprint car champion Greg Weld, another rookie, was having problems dialling in to this unusual car. Spence being Spence, he was happy to give it a go. He was up to 163mph by his second lap.

Turn One is regarded as the trickiest of the four, especially when the grandstands cast their shadow late in the day. Was Spence deceived by a sudden change in light level, or was he 'adjusting' to a steward's quiet word about running too low on his fast laps? Whatever, it was a small error with huge consequences. The bathtub monocoque absorbed the impact well. But the offside front wheel pivoted around the steering arm, the only item still attaching it to the chassis, and struck Spence on the head. It was a fatal blow.

But racing goes on, and at Monaco three weeks later Richard Attwood replaced Spence at BRM and finished second, just 2.2sec behind Hill's Lotus. "Richard did a great job, but I genuinely think Mike could have won that day," says Terry. Four days after Monaco, Joe Leonard, Spence's replacement in 56/1, started Indy from pole and was within nine laps of victory when its fuel-pump shaft sheared. Might smooth, sensitive Spence have won that day too?

"Mike was maturing into a very accomplished driver," says John Blunsden, then GP correspondent of *The Times*. "He was revealing a quality we perhaps hadn't realised he had. The real shame of it was that it was such an unnecessary accident, in that he was doing the decent thing, helping out another driver."

Parnell concludes: "That was typical of Mike. He was the nicest bloke I ever met in motor racing."

Too nice, as it turned out.

X-ray spec

Ferrari 640

Three wins may not sound earth-shaking. But, as its designer explains to Keith Howard, Maranello's '89 car moved the goalposts

Designed by Briton John Barnard following his departure from McLaren in late 1986, Ferrari's Tipo 640 Formula One car of '89 earns a prominent place in the annals of the sport not so much because of its race results as for the technology it pioneered. Although the car – to the surprise of everyone involved, not least its driver Nigel Mansell – won the season's opener in Brazil and triumphed again in Hungary and Portugal (the latter with Gerhard Berger), the dominant car that year was the McLaren MP4/5. Ferrari finished third in the constructors' championship, and Mansell and Berger fourth and seventh in the driver rankings. Only after Barnard had left at the end of the season did his work for Maranello bear full fruit when the mildly reworked 641 very nearly took Prost to the title in 1990.

The technology which made the 640 a trendsetter was its semi-automatic gearbox, operated by the now ubiquitous paddles behind the steering wheel. It is natural to imagine that Barnard dreamt up the idea as the result of some simple arithmetic: time saved per shift multiplied by the number of shifts per GP equals the time gained throughout the race. But as Barnard – who comments here on various aspects of the car – explains, that was not the original motivation at all.

"The project started because I wanted to make the monocoque really narrow. In those days we had to fit a gearshift run through the monocoque, alongside the engine and back to the gearbox. It was a real pain to find a route for this and make room in the cockpit for the selector and the driver's hand. I thought, 'Surely, instead of a gear lever, I can have a switch.' So it was a packaging imperative. The gear linkage affected lots of things, and of course the driver was taking his hand off the wheel during changes. The time-saving advantage came afterwards.

"Vittorio Ghidella, running Ferrari post-Enzo, was terrified of the 'box failing and had a manual version built; Mansell tested it and said 'forget it'. But the effort was a danger to the project."

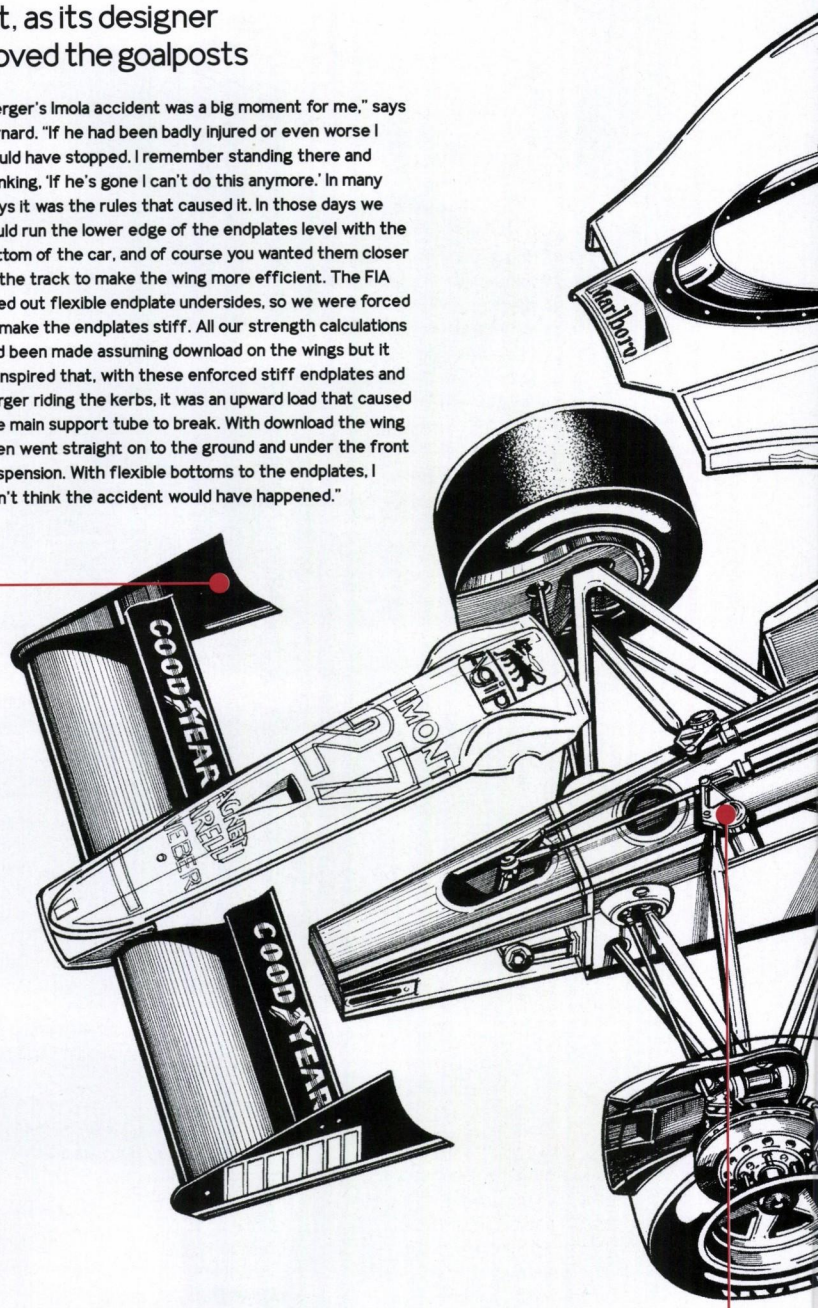
Originally intended to appear in '88 on the 639, the electro-hydraulic 'box and normally aspirated V12 were held back until the following season once it was clear that the equivalency rules for '88 made it vital to run a turbo to be competitive. When it did at last race in '89 the new transmission was initially unreliable, but it eventually became clear to everyone in the pitlane that here was a technology they would all have to copy.



Side engine intakes (better flow but less ram power) swapped for tall box

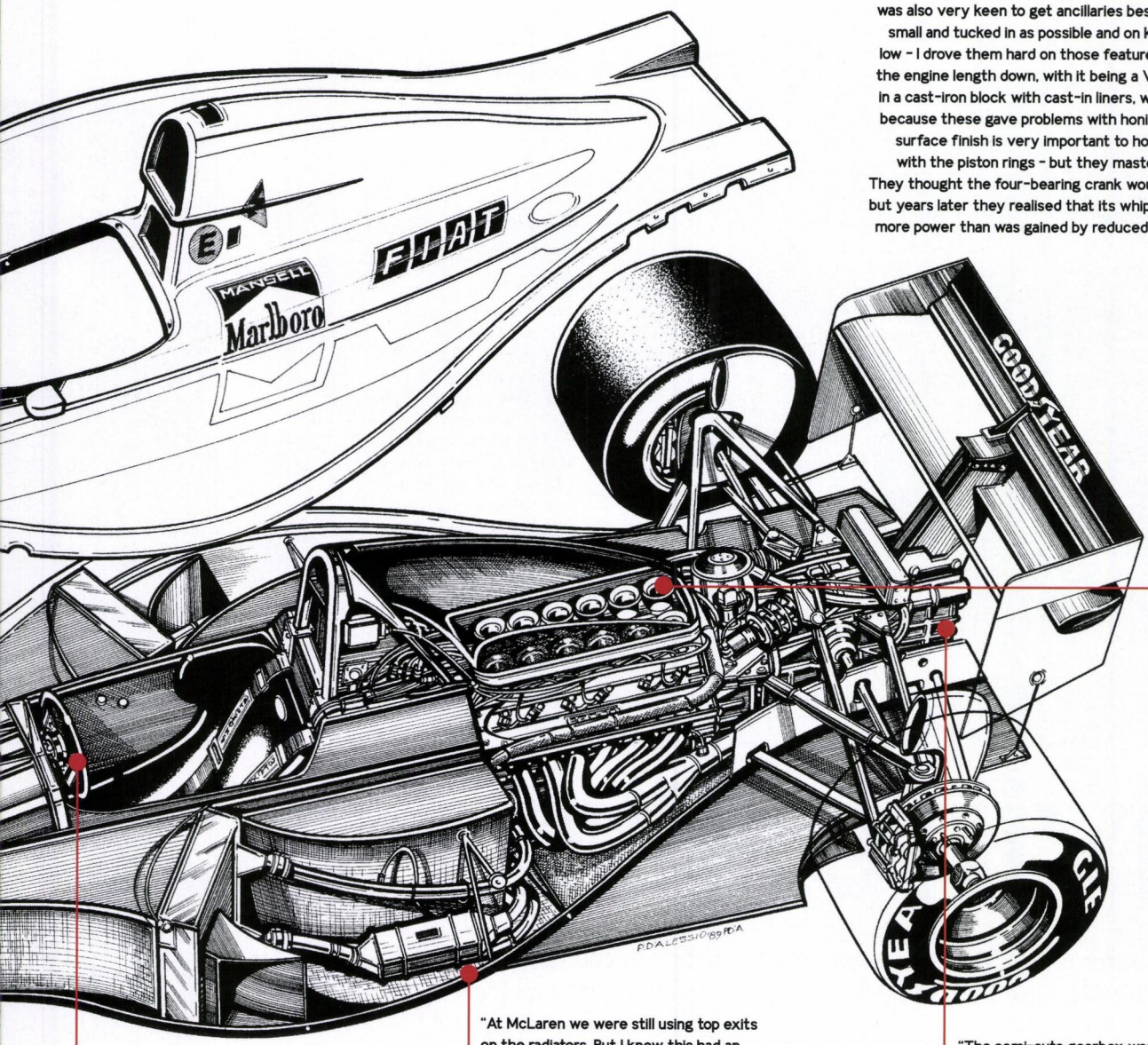
Paolo D'Alessio Murenbeeld/LAT

"Berger's Imola accident was a big moment for me," says Barnard. "If he had been badly injured or even worse I would have stopped. I remember standing there and thinking, 'If he's gone I can't do this anymore.' In many ways it was the rules that caused it. In those days we could run the lower edge of the endplates level with the bottom of the car, and of course you wanted them closer to the track to make the wing more efficient. The FIA ruled out flexible endplate undersides, so we were forced to make the endplates stiff. All our strength calculations had been made assuming download on the wings but it transpired that, with these enforced stiff endplates and Berger riding the kerbs, it was an upward load that caused the main support tube to break. With download the wing then went straight on to the ground and under the front suspension. With flexible bottoms to the endplates, I don't think the accident would have happened."



"The 639 had conventional spring/damper units on top of the chassis, but because the 640 monocoque was so narrow I drew up a torsion-bar arrangement instead which started the short-torsion-bar fashion that continues today. It kept the installation as compact as possible, and also I didn't like coil-over dampers. The springs were never well enough made to avoid side loads on the damper rods and consequently added friction. I designed a lower-friction package with the torsion bar, which ran on ball bearings. It was a really good solution."

"The engine internals I left to Maranello, but I did influence its external features and how it fitted to the car – how the four main bolts were picked up in the engine; up to then that was not how they hung their engines from the tub. I was also very keen to get ancillaries beside the engine as small and tucked in as possible and on keeping the crank low – I drove them hard on those features and on keeping the engine length down, with it being a V12. That resulted in a cast-iron block with cast-in liners, which they cursed because these gave problems with honing the bore – the surface finish is very important to how the liner works with the piston rings – but they mastered it in the end. They thought the four-bearing crank would benefit power but years later they realised that its whipping actually lost more power than was gained by reduced bearing friction."



"I originally thought the gearshift might be actuated by buttons on the steering wheel, but somebody in the drawing office, I can't remember who, suggested paddles on the basis that karts used something similar. So we didn't try buttons in the end, we went with the paddles. I tended to do that: make a decision and go for it. Unlike one of today's F1 teams, with 600 or more people, you couldn't go through all the options. Today they can make three decisions and chase them all, but you couldn't do that then."

"At McLaren we were still using top exits on the radiators. But I knew this had an effect on the rear wing, so I thought: what better than to take that flow all the way inside the car and out the back, away from the wing. If you look at the 640 and 641 you'll see they both use a completely ducted flow. When it was very hot we had to fit another small duct in the side of the car to extract a little of the flow (illustrated on the cutaway) but it wasn't run all the time – it would be open or closed depending on conditions. Packaging the fuel centrally was also a concern. We carried a lot in those days – 220 or 230 litres – so the monocoque has pronounced panniers on the side around the fuel cell. These were bonded on to the monocoque, which was cut away inside to produce one large volume."

"The semi-auto gearbox was slagged off early on for being unreliable, but that was unwarranted. A lot of the retirements in early 1989 listed as gearbox failures weren't at all – they were due to loss of power to the 'box. The alternator was driven by a belt from the crank and this kept falling off. It took a long time to find out why, using high-speed photography on the dyno. At this time the V12 only had a four-bearing crank which started to whip at certain revs, causing the front pulley to shed the belt. The alternator would stop and so would the gearbox electronics. We didn't have any fundamental problems with the 'box itself. It was pretty reliable. It was mostly standard inside and the hydraulic system was simple and robust."



Divine Province

When Giuseppe Farina and the other F1 stars raced in the Ulster Trophy at Dundrod it was "like having God there". Gordon Cruickshank looks back

This month the rural quiet around the little village of Dundrod west of Belfast will be left in tatters by the bark of racing engines as the Ulster Automobile Club evokes the great days of the Dundrod TT races. From 1950 to '55, snarling sports-racers pitted themselves against the swoops and lurches of a road built for everyday traffic. But it wasn't only D-types and Aston Martins that graced the track: those same stone walls have also echoed to the blare of Ferrari, Connaught and BRM grand prix cars as some of the legends of the sport competed for a cup called the Ulster Trophy.

This TT Anniversary event (from June 15-18) runs as a pursuit sprint, and the winner will receive that same Ulster Trophy. The UAC's grandest award, it's been held since 2000 by Jarno Trulli, but its history goes way back, long before the days of Dundrod.

The Ulster grew out of the County Down Trophy, which before WWII ran on a small triangular road circuit near Donaghadee in Co Down before moving along the coast to Bangor. After the 1936 crash which ended racing at Ards, the council built a flower bed in the middle of Bangor's start-finish straight, preventing any more racing. So in 1937 the Down Trophy moved again, to Ballyclare. As this was in County Antrim, the series was rechristened the Ulster Trophy Race, still running as a handicap. Rumours about a new rival circuit meant the cancellation of a 1938 race, and by '39 racing was low on everyone's agenda.

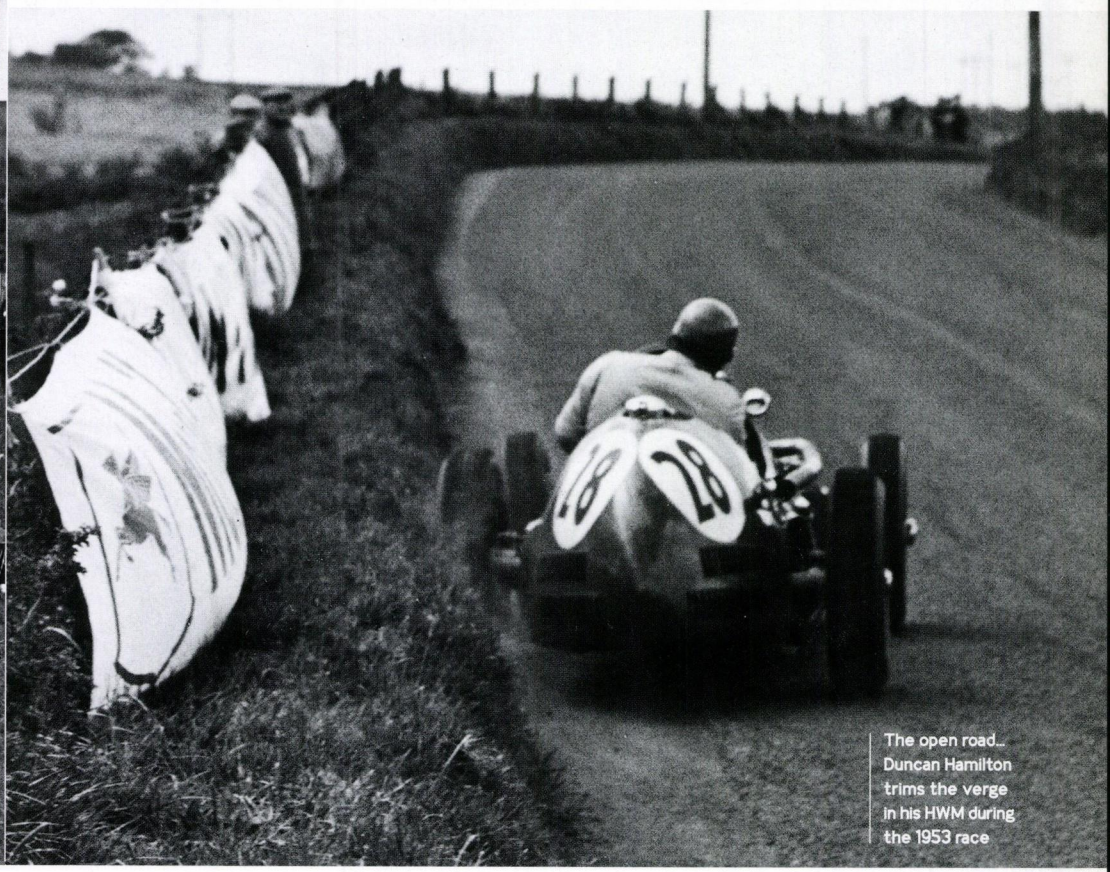
When the Trophy ran again in August 1946 a large crowd turned out to see Prince Bira's ERA steal a knife-edge victory from Reg Parnell's Maserati 4CL. The grid, though, was small, and it was hardly better in '47 when Bob Gerard lifted the trophy in ERA R14B.

Continuing petrol rationing kyboshed a 1948 event – if spectators couldn't get there, the race was a dead duck – so for the next year and a half the UAC concentrated on making a circuit out of a loop of country roads north-west of Belfast. It was a major undertaking: closing public roads needed an Act of Parliament, which also allowed the UAC to charge for vehicle access to fields around the circuit, and with the announcement that the TT would also run here big crowds were expected for both. Luckily the club could fall back on skills and equipment from the Ards TT, where crowds had reached 400,000; in addition UAC timekeepers often handled events on the Isle of Man, so there was no lack of experience.

Facilities at the temporary track were not lavish – scaffolding pits, gravel paddock, open grandstands, one bridge to the infield, while scrutineering was down at Thomson-Reid's garage in Belfast, from where these pure racing cars



Ulster hills echo to F1 engines as Ken Wharton leads Mike Hawthorn away in '53 Trophy final



The open road... Duncan Hamilton trims the verge in his HWM during the 1953 race

would drive the five or six miles up to the hairpin among everyday traffic. Ian Titterington, who drove at Ulster Trophy meetings and in the 1954 and '55 TTs, recalls: "It was a tremendous, twisty circuit, a real test of a car. But if you made a mistake you paid for it. And it was very abrasive. Modern circuits are kart tracks in comparison."

In its fourth home, on this exciting and frankly risky 7.5-mile circuit, the Ulster Trophy finally found its feet; from being a prestigious club race it was suddenly an international event attracting star drivers. Cannily scheduled a month or two before the TT, the Ulster would not only inaugurate the circuit but also offer a handy practice for drivers. For Irish racing this meeting took the first step back to the prestige of the Ards TT days, when the likes of Caracciola and Nuvolari crossed the choppy waters of the Irish Sea.

Though it was August, the weather at the 1950 opening meet was wet – no surprise to motor racing historian Simon Thomas: "It was a bleak, godforsaken place, 700-800 feet up on the hills. The race was always in summer, but in the photos everyone is usually wearing coats and hats." Nevertheless huge crowds turned out to see the meeting opened by the Prime Minister, Sir Basil Brooke. Sadly there were only nine entries for the main event, and only one even remotely top level. In an era when starting money lubricated the race machine, the club could not rustle up enough to draw the big teams, but they did manage to attract Peter Whitehead in his Ferrari 125. As a privateer he needed results to help get entries to continental events, so this was a race where his Ferrari, one of the first in Britain, could almost certainly bring him a win.

And it did, though the 16sec gap to Bob Gerard's ERA after 111 miles surely reflects a 'just-fast-enough' drive. In the supporting handicap, a field of Irish home-brew and road cars was headed by a pre-war pairing – Anthony Powys-Lybbe in his Tipo B Alfa Romeo. Unfortunately the relentless rain bogged down spectator cars and, although clerk of the course Gordon Neill quickly arranged wire matting for the VIPs, there were still cars stuck in the mud on Monday.

After this brave move, and the success of the first TT, Dundrod had gained a presence in the racing world, which helped UAC land the deal it needed – sponsorship from the *News of the World*. With a serious budget the club could aim high with its invitations for 1951.

Don't forget that at this time the fact that it was a Formula One race was much more exciting than whether or not it was part of the new World Championship; yet the UAC pulled the biggest coup of the lot by attracting World Champion Giuseppe Farina in one of the all-conquering 159 Alfa Romeos. Now the Ulster Trophy had joined the big league. Among 24 entries, Whitehead, this time in a 1.5-litre blown Ferrari, and Reg Parnell in the 4.5-litre Thin Wall Special were Farina's expected rivals for the tempting £1000 first prize. And it was to be a royal occasion: Queen »

'51 victor Farina gets congratulatory pat from Parnell, watched by Prime Minister Brooke



all LAT

Thanks to: Simon Thomas, Eddie Fitzgerald, Michael Wiley, Bill McMahon, John S Moore.
For information on the TT Historic Motorsport Festival ring 028 90 426262, or e-mail info@dundrodtt.com
See preview on p106





Dundrod's bleak hills often brought cold, wet weather; Hawthorn Ferrari raises spray in '53

Elizabeth and Princess Margaret, in Belfast for a Festival of Britain event, were driven round the course to "a tumultuous welcome".

After Ron Flockhart had dominated a 1300cc scratch race, the 500cc event had a feeble turnout of five cars; *Autosport* commented on the very considerable expense of taking cars over to Northern Ireland. An unknown called JM Hawthorn fooled the handicappers in his TT Riley, finishing minutes ahead of expectations in a 10-lapper before the main event formed up.

Whitehead, the previous year's winner, blew a piston as he warmed up his Ferrari, so the huge crowd prepared for a straight duel between Parnell, rated as top British driver, and World Champion Farina.

Denis Bell, then a schoolboy, had cycled over to watch: "Having Farina come to Ireland was almost like having God there. I watched at Leathemstown, so I could see them in the fast sweepers after the measured kilometre – very technical. It was a real driver's course, but it was the sheer speed which impressed me." As well it might – the crowd gasped as Farina was timed at 153.8mph, shrieking through what during the week was a quiet country road. Well matched in the bends, the sheer power of what *Autosport* called "the Milan miracle" catapulted Farina ahead out of the corners. Even though the thirsty Alfa had to make a pitstop, Farina was still able to re-pass Parnell to win by almost 50sec. Behind, the ERAs of Brian Shawe-Taylor and Gerard ran neck-and-neck to the flag.

As the enclosures emptied and competitors made their way to the Royal Avenue Hotel in Belfast to receive their cheques, the UAC could look back on a massive success.

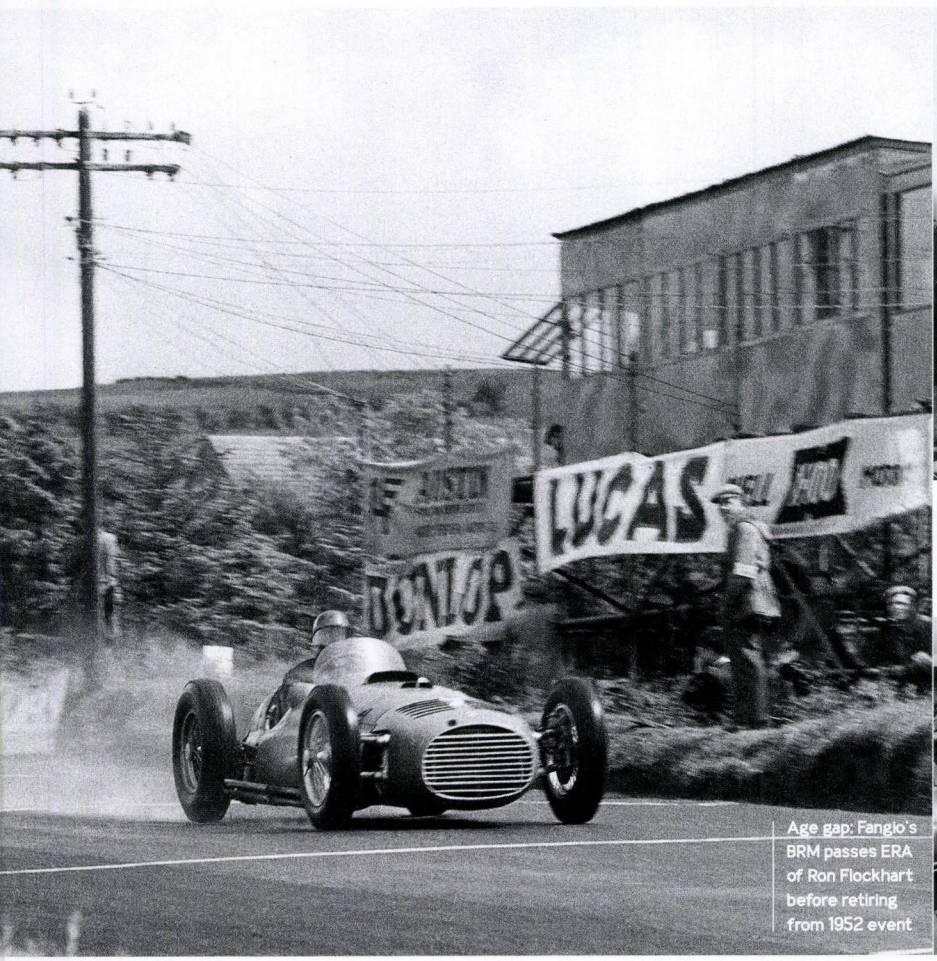
A year on, the club had even bigger news: Britain's grand prix hopes were pinned to BRM, and two of the fabulous beasts were coming. Even better, they would be driven by Juan Manuel Fangio and Stirling Moss – the World Champion and Britain's finest prospect. That news brought extra crowds to Dundrod, but the team from Bourne cut things close. Both the V16s had failed at Albi the weekend before and were flown over by chartered aircraft to be repaired in a Belfast garage, missing all except Friday's final unofficial practice session.

'Suddenly there was Fangio and he just flew past me'

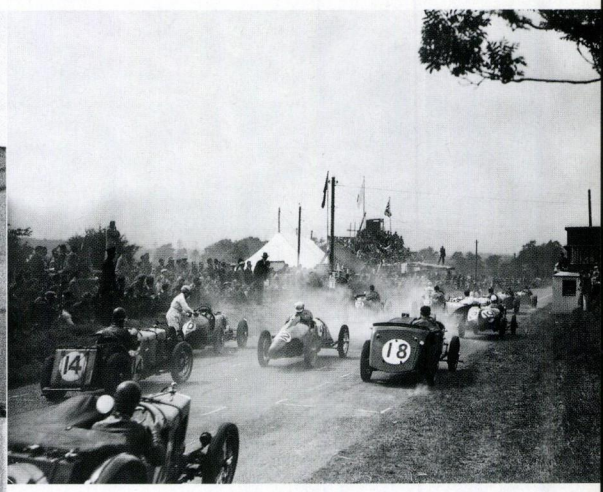
Thinking the excitement was all over, Denis Bell was cycling home when he heard a wailing sound: "Suddenly a BRM roared towards me following Raymond Mays in a black Humber." Ian Titterington was even closer – he was still practising for his handicap race when the BRM joined in: "Even at 80mph I could hear this high-pitched engine note blipping and getting louder, then suddenly there was Fangio in my mirror and he just flew past me." The Argentinian quickly put in the fastest lap so far, despite the traffic, but because it was unofficial both he and Moss started from the back of the grid.

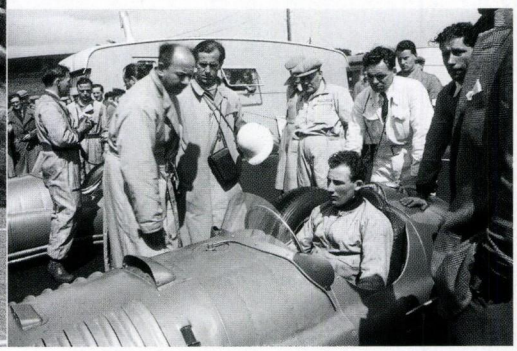
Instead it was Italian veteran Piero Taruffi, standing in for the injured Luigi Fagioli in the further-modified Thinwall Special, who took the front row, beside Mike Hawthorn, making his Cooper-Bristol lap absurdly fast, and French privateer Louis Rosier in a 4.5-litre Ferrari. But the total field was only 13, and at the flag Taruffi stalled and Moss's BRM staggered, while Fangio spun at the hairpin, putting Hawthorn into a surprise lead – chased, to the crowd's elation, by the Alta of Dubliner Joe Kelly. It was exciting, but not very 'grand prix'...

Moss's V16 soon overheated and retired, while Fangio's recovery was brief; passed by Taruffi, his fuel-starved BRM could not catch Hawthorn and on its sixth pitstop the British green hope was pushed away. Some of the spectators began to leave. Even Hawthorn's heroic second behind Taruffi and a third place for Kelly didn't offset the fact that the winning speed was 10mph down on 1951. It was thrilling for the home crowd – Denis Bell still treasures autographs from Taruffi, Fangio and Ron Flockhart – but it was another catastrophic letdown for BRM fans. Titterington: "I have a photo of Moss looking totally p****d off at his car." His drivers



Age gap: Fangio's BRM passes ERA of Ron Flockhart before retiring from 1952 event





Above: Ulster Trophy grew from a handicap race called the Co Down Trophy; this is '34 event at Donaghadee road circuit. Below: I don't want to be here... Moss's hastily repaired V16 BRM overheated in practice and lasted just a few laps; Mays looks on

absent, Raymond Mays made an apologetic speech at prizegiving...

With grands prix running to Formula Two rules in 1953, there was little chance of a new lap record when the UAC began compiling entries for another Ulster, but it did mean a bigger field, demanding two heats and a final. But there was reason to cheer; a works Ferrari driven by a Brit – Hawthorn was now an official Maranello driver – and Moss and Roy Salvadori would race Connaughts, an Irish name at least. Thanks to clutch trouble which ruled him out of starting the final, Moss finished Heat One second to Duncan Hamilton's HWM, while Hawthorn unsurprisingly took Heat Two, but he had a hard fight with Ken Wharton (Cooper-Bristol) and local star Bobby Baird in his own Ferrari. The grid for the final showed just how hard Dundrod was on cars: there were so many retirements that all bar one car went through. To Salvadori's displeasure: "It was a horrible circuit. The cambers were all wrong, they were always resurfacing it so you got pebble-dashed when you came up behind someone. It suited some people – Peter Collins was marvellous there – but I detested it. I wanted to hand my car over to Stirling and they wouldn't let me. I was quite glad when my de Dion broke."

'A horrible circuit. I was glad when my car broke'

Surprisingly Hawthorn did not lead at the first corner – but he was in front by lap two and proceeded to beat everyone hollow, lapping some cars twice; but Wharton and Baird had the grandstands roaring as they wrangled over second. Denis Bell: "Bobby Baird owned the *Belfast Telegraph* and he was the best of the Northern Irish drivers, at least until Desmond Titterington came along. There are stories about him ringing Enzo Ferrari and complaining that his car wasn't fast enough, and Ascari being sent out in it to show how fast it really could go! But that was a great dogfight – Wharton was so flamboyant."

It wasn't thrilling enough for the *News of the World*, which withdrew its sponsorship after the 1953 race. There was no Ulster Trophy in '54, and for '55 it was awarded for fastest finisher in a mixed sportscar/single-seater handicap; run on a minimal budget, there were no international names and the crowd was small. Desmond Titterington (cousin of Ian) took home the silver, but it was looking a little tarnished.

Ian Titterington reflects: "I think the sponsorship just tided it over; it was barely profitable. The organisation was a huge task with all those crowds; marshalling was an enormous job."

There was in any case no future for the Dundrod circuit. After the seven-car accident in the 1955 TT and three deaths, the RAC refused to license the circuit again. Despite the fine job the UAC and Gordon Neill had made of carving a circuit from country roads and handling large grids and cup final-sized crowds, the bumpy, swooping track with its unforgiving borders was doomed.

Simon Thomas again: "The Ulster Trophy was a big event, as big as, say, the *Daily Express* Trophy. And the UAC were good organisers; they even had translators on hand for the foreign drivers. But the event was hampered by the lack of permanent facilities and it took a long time to crane the cars on and off the ferry."

A handicap race on Bishopscourt airfield in 1963 was the sad last race fling of the trophy; after that it was sporadically awarded on points for Formula Libre racing at Bishopscourt. In 1992 it resurfaced at a pursuit sprint, where John Watson collected it, and in 2000 the UAC took it out of storage for a Belfast city-centre Millennium sprint – which is how Trulli fits in.

This month it leaves the storeroom to become the target for the Dundrod TT celebrations; only sportscars are eligible, but the club hopes that, if only as a demonstration, grand prix single-seaters will once again hurtle past the reservoir, turn right at the crossroads, go light over the Tornagrough crest and thunder, brakes squealing, into the hairpin. It will be a flashback to the time when the grand prix gods came to Ulster. M

LAT Kleman Laski



AND THE WINNER IS . . .

. . . DAVID BAKER. THIRTY FINALISTS SHOWED OFF THEIR SKILLS ON THE DRIVING DAY – ONLY ONE DROVE HOME WITH THIS NISSAN 350Z GT4 SPECIAL EDITION

Winning a sportscar was just a dream for David Baker when he entered the Gran Turismo 4 competition in this magazine. But the dream came true – this Nissan 350Z GT4 Special Edition is now his. David was one of 30 finalists taken to the Bedford Autodrome for a day of driving challenges, including an off-road test and, of course, time on-track in a 350Z. During each event, their driving skills were marked by experts, and David was voted the overall winner: "The event was spectacular," he said. "I really want to say thank you to Sony PlayStation2. I'm bruised all over from where I've been pinching myself to make sure it isn't a dream."

If you love cars and motor racing, you need to drive Gran Turismo 4 – exclusive to PlayStation 2. It's the ultimate driving experience. Find out more about the Gran Turismo 4 game by visiting: www.granturismoworld.com

NISSAN











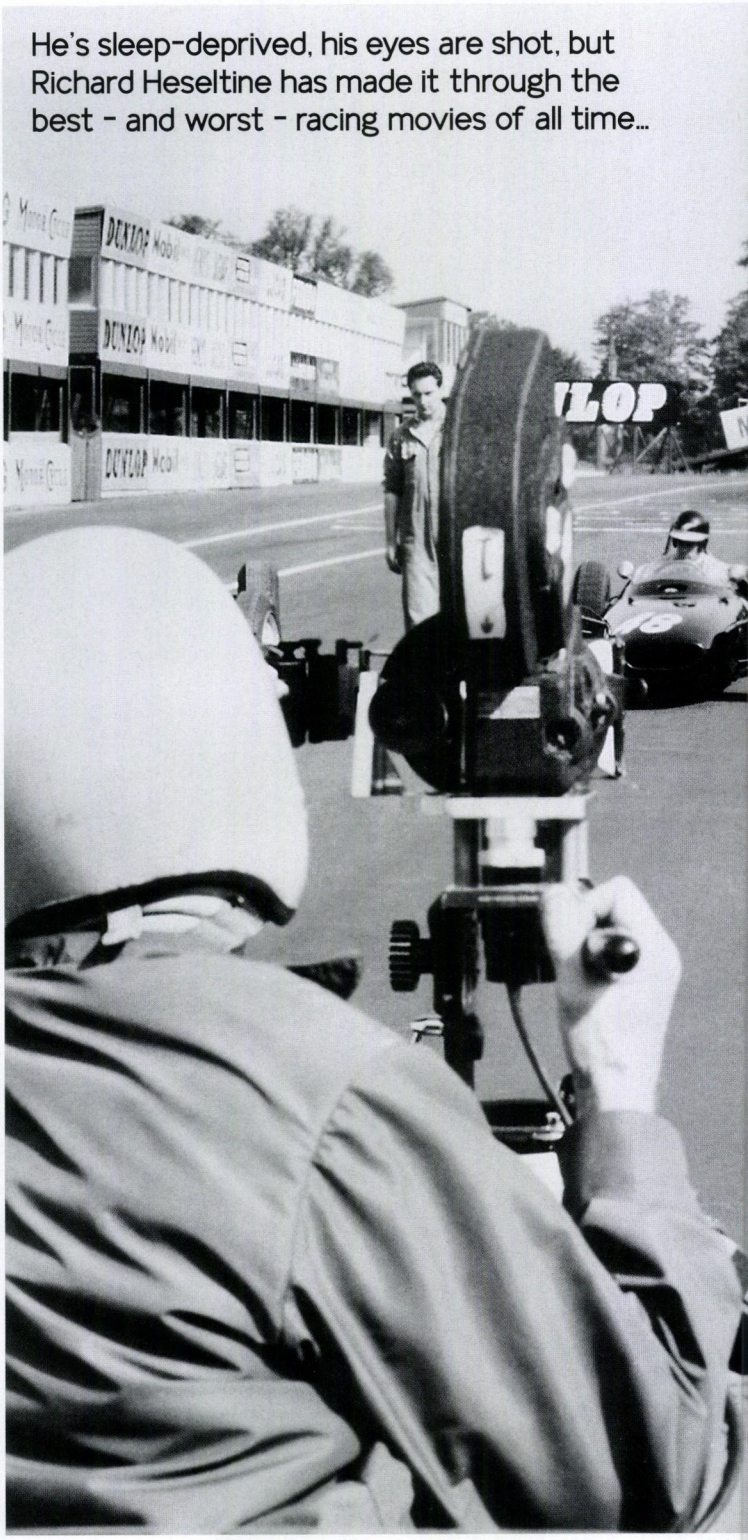
From the top: David Baker receives the keys from Nissan 350Z brand manager Darren Cox. The finalists' driving skills were tested in a range of Nissans, including the Murano, Micra and Pathfinder. The finalists and their partners after the day's action

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Fun, Anyone?
PlayStation 2

Wheel

He's sleep-deprived, his eyes are shot, but Richard Heseltine has made it through the best - and worst - racing movies of all time...



DRIVEN

(2001) ★

Given that Champ Car tanked shortly after this film bombed on release, it could lead you to surmise that the two mishaps were interlinked. This Sylvester Stallone vehicle was originally to have been rooted in Formula One, but jumped over to CART following Sly's falling out with Bernie Ecclestone (presumably he'd read the script). But it still retains a distinct grand prix vibe: arrogant German superstar? Check. Wheelchair-bound team boss? Check. And so on.

The story involves an up-and-coming (if easily distracted) driver who's in danger of losing his seat. Fortunately, washed up old pro-turned-coach Stallone comes to the rescue. He has his work cut out; not only is said up-and-comer copping off with his German rival's Corinna Schumacher-alike other half, played by synchronised swimmer-turned-actress Estella Warren, he is also being royally stitched up by his brother/manager. With cameos for Roberto Moreno and Jean Alesi among others, the race footage isn't too terrible until the shonky computer-generated stuff kicks in. 'Best' scene: Stallone and his young charge self-start their Champ Cars and race through a neon-drenched cityscape. Or there's the crash sequence on the rain-sodden (!) oval, or the...



"Your career's finished." "No, yours is..."

UN HOMME ET UNE FEMME

(1966) ★★★★

Racing only serves as a backdrop, but this Claude LeLouch offering deserves veneration for the great soundtrack alone. Seemingly filmed entirely in the rain (lots of lingering shots though windscreen wipers), the plot centres around a beautiful widow and a bereaved racing driver who fall in love following a chance encounter at a school. He drives for Ford France so there's some great footage of GT40s and Mustangs at Montlhéry among other circuits, interspersed with actual race footage: look out for Jean-Louis Marnat crashing a works Triumph Spitfire in front of the Le Mans pits on being overcome by carbon dioxide fumes. Best to ignore the 1986 sequel – *A Man and a Woman: 20 Years Later* – which is frankly too baffling to bother with.

TINY LUND: HARD CHARGER!

(1967) ★★

And he was, too. This fairly obscure documentary celebrates the career of South Carolina ace DeWayne Lund, imaginatively nicknamed Tiny on account of his bulky 6ft 5in build. Lund entered into NASCAR legend after pulling Marvin Panch from a burning wreck during practice for the '63 Daytona 500. Panch returned the favour by suggesting to his Wood Brothers team that Lund replace him for the race. Despite little experience in the big leagues, Tiny proceeded to win the race. The film includes quality footage of '60s stockers exchanging paint, and cameos from the likes of Richard Petty and Cale Yarborough.

THE LAST AMERICAN HERO

(1973) ★★★

Derived from an article in *The Saturday Evening Post* by Tom Wolfe, this film is (very) loosely based on the life of the great Robert 'Junior' Johnson, arriving with the tagline, 'It took him 20 years to find out who he was and two laps to let the world know.' The always-reliable Jeff Bridges plays Elroy 'Roy-Boy' Jackson Jr, who hones his driving style running 'shine, gets caught by Johnny Law and then spends some time in choky. On release he starts driving on short dirt ovals, catches a break and becomes a NASCAR hero. Well, sort of. Continuity isn't particularly hot and the racing footage is too brief to satiate NASCAR fans, but it's still worth catching next time it's on telly.

THE RACING SCENE

(1970) ★★★★★

A must-see documentary which opens with the preternaturally cool James Garner (who also narrates) driving his Corvette from LA to Mexico, where he will compete in the '68 Baja 500 (he finished second a year later). He then flies to the UK to test his Formula 5000 Lola at a snowy Silverstone. Then it's on to Daytona, where he's entered a brace of T70s for the 24 Hours under the American International Racing banner. The in-car footage on the banking is a joy.

The film ends with his driver Scooter Patrick getting caught up in the carnage of a seven-car F5000

to Reel

STAR RATINGS

★★★★★	Absolute must-see
★★★★	Great racing footage; OK movie
★★★	Fast forward to racing scenes
★★	Best viewed under the influence
★	Warning! Burt Reynolds is in it...



Oulton Park '62 during filming of motorsport fan Roger Corman's *The Young Racers*

demolition derby at St Jovite which effectively ended Garner's brief tenure as a team owner.

BOBBY DEERFIELD

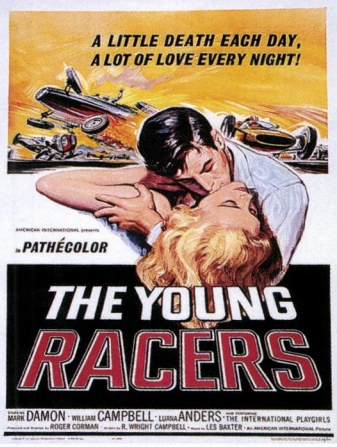
(1977) ★★

OK, hands up anyone who managed to sit through all of this. Didn't think so. Starring Al Pacino, a man who has latterly given up acting for simply shouting, this is a dire movie regardless of racing content. The eponymous hero is an American in F1 who's estranged from his wife and falling for Lillian Morelli (Marthe Keller), who just happens to be terminally ill. Not that you'll care as she's profoundly irritating. Providing you tough it out long enough, you'll get to see Brabham-Alfas (Pacino is supposedly driving one), Tyrrell P34s and lots of other great kit in action, particularly at Dijon. Chances are you will have lost the will to live long before.

THE YOUNG RACERS

(1963) ★★★

A rarely-seen offering from King of the Cheapies Roger Corman, an auteur deified by sunlight-starved film gnomes. And with good reason. He admits in his autobiography, *How I Made A Hundred Movies In Hollywood And Never Lost A Dime*, that the main reason for making this was so that he could follow the grand prix circus. With the tagline, 'A little death each day... a little love every night! They treat beautiful women as if they were fast cars – rough!' this was never going to be high art. Who cares? Instead you get footage from Aintree, Spa, Rouen and Monaco during the 1962 season, the plot supposedly centring on a retired driver writing a bitchy exposé on one of his former rivals. Jim Clark, Trevor Taylor and Bruce McLaren all appear and, on fast-forward during the boring bits, it's not at all bad.



ROAD RACERS

(1958) ★★★

As a rule of thumb, the better the poster art the more rubbish the film, this melodramatic nonsense being a case in point. The plot, for want of a better word, sees wealthy race-car entrant Harry Wilson blaming his son Rob for the death of fellow driver Billy Johnson in a crash at Willow Springs Raceway. He then lends his support to the skint but talented Greg Moore (Rob Wilson, Greg Moore...?) who is competing in his 'ol' bucket o' bolts' (Ol' Yeller). It all gets resolved in a big showdown during the American Grand Prix at Riverside. Wilson Jr's heated antics in what appears to be Jerry Unser's Pikes Peak Devin against assorted Jaguars, Corvettes, Arnolt-Bristols and a Kurtis 500S almost make up for the rest of the film. Later remade by Robert *From Dusk Till Dawn* Rodriguez but without the racing element. Erm...

THE CROWD ROARS

(1932) ★★★★



Jimmy Cagney poses in 'Greer Special'

A classic of its kind and not to be confused with the boxing flick of the same name made a few years later. Directed by Howard Hawks (who decades later made *Redline 7000*), it stars the always watchable Jimmy Cagney as a tough oval ace, competing in the bullrings aboard his Greer Special while embroiled in a battle of wills with his brother who also wants to be a driver. Worth watching just for the racing footage, this film nonetheless stands up as a decent viewing experience in its own right. It was remade seven years later as *Indianapolis Speedway* starring Pat O'Brien.

43 - THE PETTY STORY

(1974) ★★

Also known as *Smash-up Alley*. This biography kicks off with Richard Petty's monster real-life crash during the 1970 Darlington 500, father Lee (played by Darren McGavin) pacing the hospital waiting room reminiscing about the family's previous 20 years in stock car racing. »

Ronald Grant Archive Rex

So begins a series of flashbacks where you get to view some reasonable race footage. Unfortunately, you also get the full horror of Richard Petty playing himself. You'd think he'd be a natural at it, but wooden isn't the word. Marvel as he re-enacts his wedding day (he must have been pushing 35 acting 18...) while country & western troubadour Marty Robbins provides the soundtrack. It really begs the question: 'What, precisely, is so good about good ol' boys?'

WINNING

(1969) ★★★

The film that turned the great Paul Newman on to racing. He plays veteran driver Frank Capua whose biggest rival is Luther Erding (Robert Wagner). This being a Hollywood soap opera, there's a love interest (played by Newman's wife, Joanne Woodward) whose son gets under Capua's skin while she predictably hops into Erding's bed. Ignoring this, there's some wonderful footage of the gorgeous Honker in action and the real life 1966 Indy 500 startline pile-up. Also be sure to look out for the Ford Fairlane shunt at Riverside. Ouch!

TO PLEASE A LADY

(1950) ★★★★

In his efforts to rebuild his war-interrupted racing career, ruthless Mike Brannan (Clark Gable) takes to the midget circuit but stumbles after newspaper reporter Regina Forbes (Barbara Stanwyck) writes a scathing attack on his 'by all means necessary' lack of track etiquette. He gets blacklisted and is reduced to stunt driving in a rodeo (stuntman and oval star Joie Chitwood not only doubles for Gable, he also appears as himself). And wouldn't you know it, after being slapped around a bit by Brannan, Forbes falls for him. Once rehabilitated, he makes the leap to the big leagues and gets to drive in the 1950 Indianapolis 500 in which he battles with three-time winner Mauri Rose (playing himself). Great action sequences and well worth locating.



Gable tees up to give Babs a good slap

STROKER ACE

(1983) ★

An amusing novel; a truly lousy movie. Starring Burt Reynolds and real-life squeeze Loni Anderson, this execrable offering sees a NASCAR driver's career on the skids – he wears a chicken suit in one race to aggravate a Colonel Sanders-like sponsor – whose only point of focus is the contents of the virginal Pembrook Feeney's undercrackers. That she's the sponsor's assistant and wise to his jive means that much hilarity ensues. Well, that was the intention anyway. There is some race footage apparently, but we were too busy stapling our eyelids shut to notice.

BORN TO RACE

(1988) ★★

A classic of its kind – that kind being sub-B-movie dross. The very lovely Andrea Lombardo (Maria Heasley) is an Italian engineer who devises a new demon tweak that will shake up NASCAR. With NASCAR founded on Neolithic levels of technology this is hardly difficult, but anyway she hooks up with penniless racer Al Pagura (Joseph Bottoms) before getting kidnapped by evil team boss Vincent DuPlain (Oscar winner George Kennedy slumming it). Pagura rides to the rescue and the film ends with a racing showdown between him and DuPlain's driver, Kenny Landruff (Mark Singer). Who wins? Go on, take a wild stab. Still, it's got more heart than *Days Of Thunder*...

THE SPEED LOVERS

(1968) ★★

Racing drivers acting. Oh the horror! Chances are you won't have heard of this film (with good reason), which involves NASCAR superstar Fred Lorenzen and a bunch of gangsters trying to fix races. The son of his lead mechanic desperately wants to race but their estrangement means he has to look elsewhere. Fortunately he hooks up with a lady NASCAR owner who will give him a drive if he can persuade Lorenzen to jump ship too. But what's this? Lordy, she's in the mob. Lorenzen won't leave but then some bad men threaten to kill the mechanic's son if he doesn't. To be perfectly honest we can't remember how it ends (the Pro Plus wore off) but there's some super footage of stock cars in action. That's not enough to recommend it though, unless you have a high tolerance for truly atrocious acting. Remarkably, Lorenzen is just about the best 'actor' of the lot. Which is a worry.







Above: James Garner (with Jessica Walter) beat Steve McQueen for the role of Pete Aron in *Grand Prix*. Below: Yves Montand aboard his 'Ferrari' played Jean-Pierre Sarti



THE DEVIL'S HAIRPIN

(1957) ★★★

This long-forgotten flick starring Cornel Wilde (also directing for the first time) is about a champion racer whose robust take-no-prisoners approach ends with him crippling his brother in an accident. The ostracised Wilde then attempts a comeback, his road to redemption aided by Jean Wallace (keeping it in the family – she was Wilde's wife at the time). Ignoring the hokey script, this is worth catching for some great footage of assorted D-types, Allard J2s, Siata 208s and the like mixing it in real and staged battles.

GRAND PRIX

(1966) ★★★★★

Much-loved but overlong at 171 minutes, this John Frankenheimer classic features some of the greatest racing images ever committed to celluloid. Pete Aron (James Garner) is an American F1 driver with an unfortunate reputation for causing accidents, a crash at Monaco involving his Jordan-BRM team-mate Scott Stoddard (theatre thesp Brian Bedford) seeing him fired from the squad. Aron soon finds himself embroiled in a relationship with Stoddard's missus while signing for the fledgling Yamura team and winning the World Championship. A very abridged outline, but the plot really is secondary. Footage from actual races at Spa, Zandvoort and Monza among others is seamlessly woven into staged sequences, with a few of the actors performing driving duties in Jim Russell-modified Formula Juniors. Look out for the many cameos from the likes of Graham Hill (looking daggers) and Jo Bonnier, not forgetting Phil Hill: "He's on fire!"

DAYS OF THUNDER

(1990) ★★

After the success of *Top Gun*, it was inevitable that Tom Cruise would team up with über-producers Jerry Bruckheimer and Don Simpson for another dose of 'high-concept entertainment'. And this being Hollywood on NASCAR, it's awash with clichés. Cruise plays cocky young hotshoe Cole Trickle, who manages to wreck every car Robert Duvall can build in his barn. He finds a nemesis in big-man-on-the-stock-car-campus Rowdy Burns (Michael Rooker), has a major accident, starts a relationship with his doctor (Nicole Kidman) and regains his mojo by guiding his car through fiery wreckage. Loosely based on the relationship between veteran crew chief Harry Hyde and the tragic Tim Richmond, this had the potential to be good. Instead it's unutterable guff.

CHECKPOINT

(1957) ★★★★

Deliciously silly film from the Rank Organisation that sees the British Warren-Ingrams (Lagonda V12s) thoroughly trounced by the Italian Erminis thanks to a revolutionary engine mod of some kind. W-I boss James Robertson Justice assigns rotter Stanley Baker to steal this demon tweak but, as is often the way with rotters, he's spotted and ends up killing a policeman. Fortunately the around-Italy Arno-Alpi race is taking place, so how better to get to the Swiss border than teaming up with works W-I driver Anthony Steel? Cue a high-speed punch-up as they near the land of cuckoo clocks, ending with the famous car-teetering-on-edge-of-cliff face-off. Worth watching for footage from the 1956 Mille Miglia interspersed with what appears to be the Brecon Beacons: Cliff Davis, Roy Salvadori and John Coombs were among the drivers used in the making of the film. *Checkpoint* also features the only known screen appearance of the Fairthorpe Atom.

LE MANS

(1971) ★★★★★

106 minutes of sheer racing porn. Michael Delaney (Steve McQueen) returns to the 24 Hours after being involved in an accident the previous year that killed his rival Belgetti. He then meets the widow Belgetti and the lingering implication is that he's beginning a relationship with her. That's all there is in the way of plot – and that's how McQueen wanted it. Fuelled by his own megalomania, the Cooler King fired director John Sturges and bullied replacement Lee Katzin while roping in the likes of Derek Bell, Jacky Ickx and Masten Gregory among other stars to help realise his drivers' view of the round-the-clock classic. It lost a fortune and cost him his marriage. It'll likely cost you yours too if you inflict this on your other half. M



McQueen made Gulf colours immortal

Rex Movie Store Collection Ronald Grant Archive

Marching to civil war

Leyton House, March and Ivan Capelli brightened up F1 – literally and metaphorically. Then the problems began... Marcus Simmons looks back





Capelli's only point in '91 came in Hungary, the 10th race - and his first finish

It's March 24 1993, and the team that coincidentally shares its name with that calendar month finally withdraws from the Formula One World Championship, unable to pay for the Ilmor V10 engines with which it intends to plug on for another season. It's the classic case of an F1 squad hobbling to its grave after spending months on the life-support machine. Just another statistic.

Five years earlier March was the most exciting team in the business. McLaren dominated in 1988, only Ferrari able to offer a token challenge. But in only the second year of its F1 reincarnation, March and lead driver Ivan Capelli had looked capable of shaking up the old order. Better still, the team was colourful, young and oozing spirit. Everyone was rooting for the little Italian guy who looked like Dustin Hoffman and his tiny turquoise machine.

Actually, for 'turquoise' read 'Miami Blue'. This was a team which, bizarrely, was sponsored by a lifestyle marketing exercise based on a colour... How 1980s! And how sad that it should dissolve within five years of stunning drives from Capelli in the '88 Portuguese, Spanish and Japanese grands prix, destroyed by the imprisonment of its primary backer, illness, a fatal car crash and unbearable internal politics...

The story began in 1986 when Akira Akagi, chairman of a large Japanese property company and attempting to promote his new Leyton House lifestyle brand, formed Leyton House Racing. The team was to run the promising Akira Hagiwara in the major Japanese championships, but Hagiwara was killed in a springtime testing accident at Sugo in a Mercedes 190 touring car. Akagi transferred his colours onto a TOM'S-run Dome-Toyota for the Le Mans 24 Hours. The following weekend, still seeking a replacement driver for his Formula Two March-Yamaha, he attended the Formula 3000 race at Imola.

"The man who physically introduced me to Mr Akagi is now the big boss of Bridgestone, Mr [Hiroshi] Yasukawa, who was following F3000 in Europe at the time," remembers Capelli. Struggling for funds to complete the season in his Genoa Racing March, Capelli was keen to race for Leyton House in Japan and earn some much-needed prize money: "I said to Mr Akagi, 'OK, you will give me 30 per cent of the prize money.' After I finished second for him at Fuji I was in his office and asked to check the money, and when I did I realised it was 50 per cent. So I was giving back the money to him and he said, 'No, no, you can keep it.' From that good feeling between us we started to talk about sponsorship of my F3000, and then he gave me more money to continue in Europe."

With his F3000 car now bearing Leyton House colours, Capelli won the Austrian GP support race on his way to the title. And his luck still hadn't run out... After the last of his three races in Japan, Ivan and his big pal Cesare Gariboldi (the boss of Genoa Racing) were in more discussions with Akagi. "We were still talking as we went to the airport," says Capelli, "and finally at the airport we shook hands and Mr Akagi said to me, 'You are in F1 and I will give you four million dollars!'"

Ian Phillips was a party to this. An *Autosport* journalist, Phillips was a friend of Capelli's and Gariboldi's from covering F3000. He was also working in Japan in '86, looking after Marlboro's sponsorship of Mike Thackwell with the Nova F2 team. Capelli had some Marlboro backing, so he also became Phillips's responsibility in Japan.

The FIA had announced that turbos were to be banned from F1 for 1989, with naturally-aspirated engines being phased in through '87 and '88. The time was ripe for March to make a low-key return to the sport's pinnacle. For Capelli and Gariboldi, the Italian importer for March, this was an obvious liaison.

'The factory was empty, the phone lines were cut off'

Another figure close to Phillips was March boss Robin Herd. Phillips recalls: "About six weeks later Robin phoned me and said, 'How would you like to run an F1 team? There's a factory ready to go. You've got 24 hours to make up your mind.' I agreed, but when I got there the factory was empty, the phone lines and gas were cut off... I didn't know a mill from a lathe!"

March modified its F3000 car to accept a Mader-prepared Cosworth DFZ engine and went F1 racing, but although Capelli showed flair he was hindered by reliability. "Eventually Brian Hart, who was looking after the same engines for Tyrrell, tipped me the wink that there were some dodgy piston rings in circulation," says Phillips. "We bought another engine from Frank Williams, who'd got a Cosworth just in case, and we had that one looked after by Brian, who set a new standard."

In the meantime, the team had »

LAT

managed to procure the supply of a new engine for '88. John Judd was working on an F1 adaptation of a powerplant that was derived from a Honda design. He needed permission from Honda to go ahead, and Leyton House/March got it.

Significantly, in August 1987 Adrian Newey, who was race engineering Mario Andretti's Indycar, agreed to return to March to design the following year's 881. "Robin Herd had very much been a mentor through my early career," says Newey. "I had a flexible contract on the Indycar side, so come mid-season '87 I started backing off on the Indycars and picking up on F1."

A gifted aerodynamicist, Newey started designing the car around the dimensions of the small Capelli. "The cars at the time had become very uncreative animals," continues Newey. "In the turbo era the main way to make your car go quick was give it more boost and put bigger and bigger rear wings on – they'd pretty much ignored aero efficiency. In many ways it's one of the cars I'm still proudest of, because it completely changed the design direction of F1. Although the Tyrrell of a few years later [1990] was credited with being the first raised-nose car it was actually the March – we raised the nose underneath and tried to make it an extension of the front wing.

'Gariboldi was a great person and the key to Ivan'

"We sat Ivan in the mock-up and kept moving the pedals towards him and said, 'How far can we go for you still to be comfortable and drive the car?' He came up with a number and we built it to that number, but when he came to drive it he was a bit squashed. It was due to our inexperience and his that it was too small."

It was even worse for Mauricio Gugelmin, signed to drive the second March. The Brazilian, while quite a small chap himself, was taller and stockier than Capelli.

Mid-season changes were made to the 881, which initially suffered from low-speed mid-corner understeer. Then came that end-of-year burst. Suddenly Capelli was F1's New Star. On successive weekends in Portugal and Spain, the Italian had the affront to overtake Ayrton Senna's McLaren. In Japan he was battling the other McLaren of Alain Prost and, briefly (lap 16, fact fans), actually led across Suzuka's start-finish line. Prost then repassed before the March retired with 'electrical' problems ("Ivan switched the engine off by mistake!" grimaces Phillips).

Even so, to Phillips's glee, March outscored the other Judd engine user, the mighty Williams, by 22 points to 20 in the constructors' championship. "We were looking forward to 1989 with a lot of optimism," says Capelli.

The first blow came in early '89, when Gariboldi was killed in a car crash. "The spark went out of Ivan at that time," recalls Phillips. "Cesare was a great person to have around and he was the key to Ivan. He could translate what he wanted to the engineers." Capelli adds: "Cesare was like a second father. He was my eyes and my brain outside the cockpit. It's true that I tried to replace him, but I couldn't manage to build up the same kind of relationship."

There was further hassle behind the scenes too. In May of 1989 the publicly-owned March company sold off its F1 team *and* the rights to produce F3000 cars to Akagi, meaning that the team had to grow fast. "Suddenly we lost our production base," says Phillips. "We had to create overnight and grew too quickly really – that took its toll and brought quality-control issues. A good little racing team suddenly had to become a manufacturer." From a staff of 19 in '87, the team (renamed Leyton House for '90, with no March designation) grew to 120…

On track the CG891 (the 'CG' a tribute to Gariboldi) was struggling too. "We were overambitious in the design," says Newey, "plus the new Judd engine was a step backwards. When you look through the history books a new team that does well often flounders the next year – in our case in '88 we were trying to develop the current car at the same time as designing the '89 car. We didn't have the infrastructure."

Capelli failed to score a single point, the season only lightened by Gugelmin's third place in Brazil (in the old 881), and things were similarly bleak in 1990. At Mexico in June, both cars failed to qualify.

Newey takes up the story: "We used the Southampton windtunnel on which – amazingly we hadn't realised – the rolling road was aluminium sheets with a wooden centre core. That had started distorting with heat, so it was getting more and more bowed. So we were developing cars that had we been racing on bowed tracks would have been fantastic! We finally realised it in the spring of 1990 , put it right and redeveloped the aerodynamics [through underbody modifications]." »





Capelli (also pictured above) battles with Alessandro Nannini's Benetton in the 1988 French Grand Prix



Brazil '92: promising Wendlinger leads Modena, Alesi, Herbert and Häkkinen. Not bad!

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Alfa Romeo 8c 2900A 1937 #4, Lancia Aurelia B20 Corsa 1952 #40



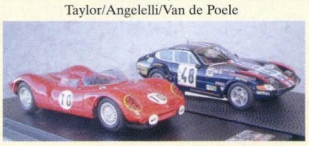
Mercedes 300SLR 1955 #19 Fangio/Moss, Ferrari TR60 1960 Olivier Gendebien



ASA "Ferrarina" Roll Bar 613 1966 #61, Corvette Calloway "Team Augusta" 1995 #76



BMW V12 LMR 1999 #17 Muller/ Lehto, Cadillac Northstar LMP 2000 #2 Taylor/Angelelli/Van de Poele



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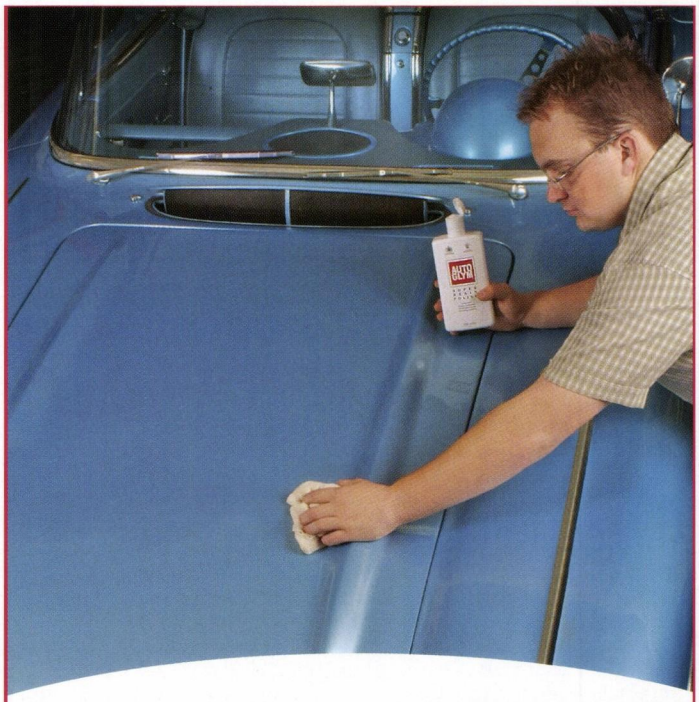
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Just two weeks after Mexico, Capelli led the French GP for 45 laps (with Gugelmin behind him for a while) and was only passed by Prost's Ferrari with three laps remaining. It was an amazing turnaround, but neither Phillips nor Newey were at the post-race celebrations...

At the Brazilian GP Phillips had been taken ill with meningitis. Leyton House was also running into financial problems. "Akagi was starting to struggle," says Newey. "He borrowed heavily against the banks but had to be seen to be still in F1, because if he pulled out the banks would have wondered why. He was playing a poker game on the minimum cost possible, so he was reducing the budget constantly and brought in an accountant [Simon Keeble]. When Ian had his meningitis Keeble suddenly assumed power and that really was the beginning of the end – having an accountant running an F1 team was a disaster. He and I fell out in a big way."

Newey already had an offer from Williams and, encouraged by Ian Phillips, ("It was the right thing for the good of his career"), accepted it.

As well as fighting his illness, Phillips was also the intended victim of an intra-team coup, his position rescued by Capelli. "Ivan was the prime mover to save my job," he says. "The entire race team supported him. There were these complete clowns who had seen the opportunity to get in." Including Keeble? "I won't comment."

Phillips made his return at the Hungarian GP, but at the end of the year accepted an offer to join the new Jordan F1 team for 1991.

Before his departure to Williams in mid-1990, Newey had already started work on what would have been the Leyton House CG911. "Adrian left it all on the drawing board, but the person who took over probably didn't realise that the car he'd left there turned out to be the '91 Williams!" chuckles Phillips. "Everything looked like it. We were quite well ahead with active suspension and things like that."

Newey concurs, but adds that his "active platform control device" was superior to the Williams system, derived from the AP road car format, and that the platform system was first used in F1 by McLaren in 1993, when Senna ran Williams far closer than he should have done...

Powered by the new Ilmor V10, Capelli and Gugelmin struggled with the Chris Murphy-designed CG911 in 1991, Ivan scoring the team's only point in Hungary. Keeble was ousted and Akagi was arrested for his part in a scandal over illegal loans. With the team now in real trouble, Capelli, who was on his way to Ferrari for '92, stood down for the last two GPs so that the Mercedes-backed Karl Wendlinger could bring a much-needed cash injection. "I was trying to help them," he says. "It was the same one year before. In 1990, when Alessandro Nannini had his helicopter accident, two or three hours later I received a phone call from Flavio Briatore asking me to join Benetton for the next race at Suzuka. Because I had already given my word to Akira Akagi that I would drive for him in '91, I said I couldn't do it. This was probably the biggest mistake of my career! But I was driving a Leyton House car with the name 'CG' – I felt it was the right thing to do."

For 1992 the team was bought out by a consortium which included Akagi's British representative Ken Marrable, lawyer John Byfield (the man who would get Jenson Button two F1 contracts for 2005!) and Dutch motorsport businessman Henny Vollenberg. Karl Wendlinger

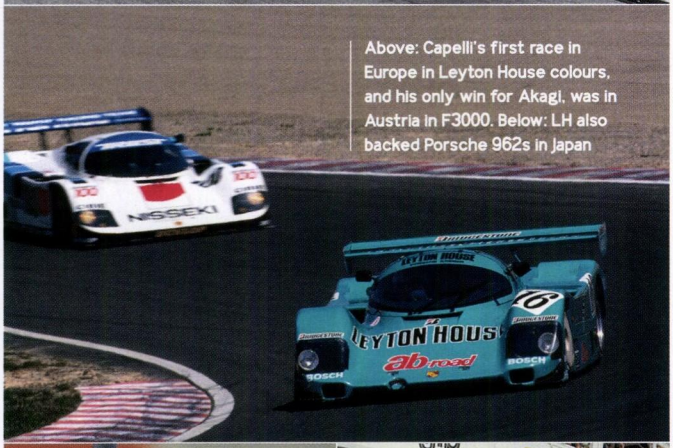
'Adrian left the '91 Williams on the drawing board!'

shone in the CG911, now renamed a March, and took fourth in Canada. He was joined by the wealthy Paul Belmondo, although the Frenchman was replaced by Emanuele Naspetti. Wendlinger ran out of money, and for the last two races made way for returning veteran Jan Lammers, a friend of Vollenberg's.

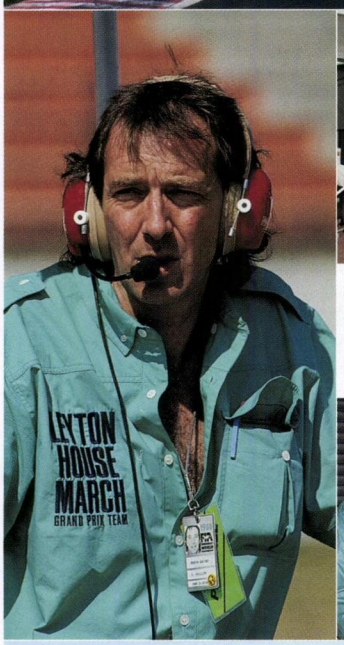
Through early 1993 there were attempts to sell the team to a Swiss investment group. Lammers and Jean-Marc Gounon were ready to go as drivers, but the deal stalled.

And so, four days before the Brazilian GP, the second race of the season, March was withdrawn from the F1 entry list. A new rule for '93 meant that the slowest two entries in qualifying could not start the race: for the season-opening South African GP these were inevitably the Marches (as their engines hadn't even left the UK!). But with March no longer on the entry list the man who missed the cut in Brazil, in a sad postscript, was Capelli, his career in freefall at Jordan after his disaster at Ferrari. He parted company with the team immediately afterwards and would never drive in F1 again. His name, like that of March, Leyton House and Miami Blue, was now consigned to grand prix history. M





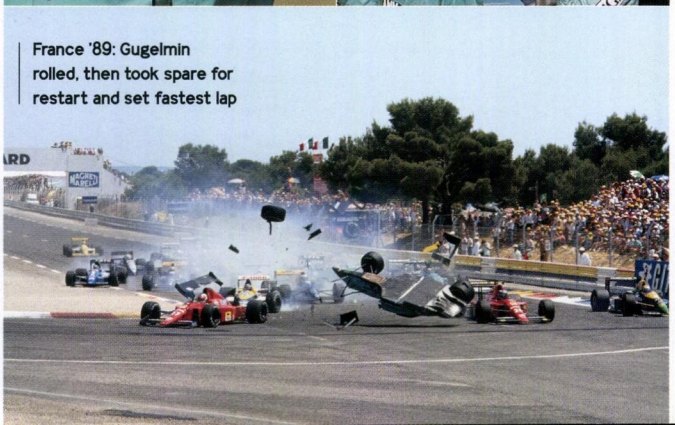
Above: Capelli's first race in Europe in Leyton House colours, and his only win for Akagi, was in Austria in F3000. Below: LH also backed Porsche 962s in Japan







Phillips (left) says Akagi (above) was "great to deal with, an entrepreneur who could make decisions". Below: Newey downloads Mauricio Gugelmin

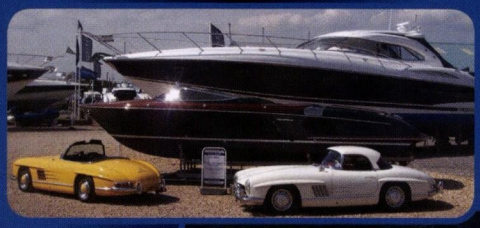


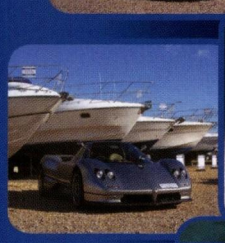
France '89: Gugelmin rolled, then took spare for restart and set fastest lap

LAT Sutton

INWARDS

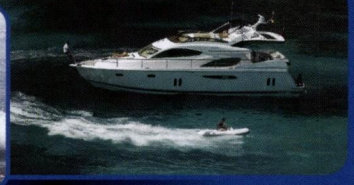
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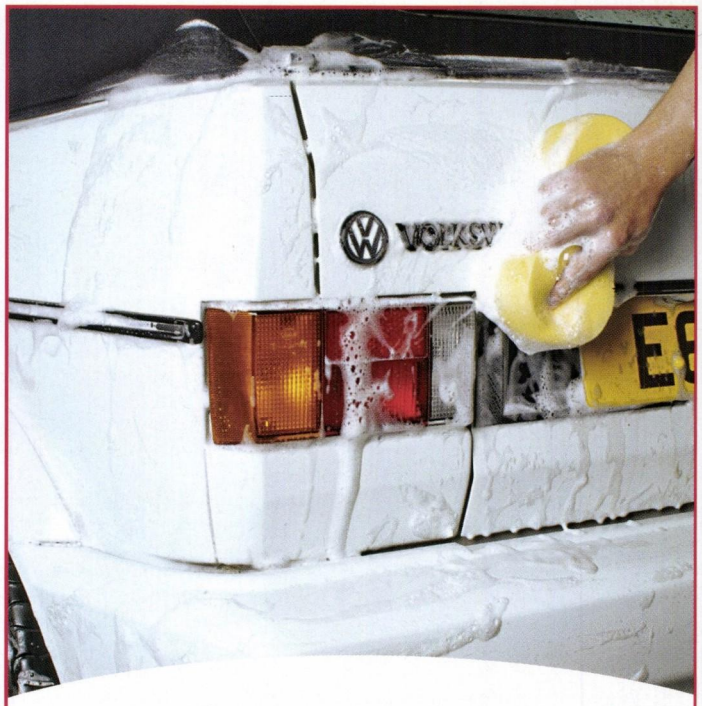
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(It's funny, some people think Autoglym's shampoo is expensive but if you use the correct dosage, the cost to clean your car can be as little as 10p!)

The water in your bucket should be comfortably warm. Boiling hot water doesn't bring any benefits. And make sure your sponge is clean, free of dirt and grit.



Split the car into two and do one side at a time.

Using a light parallel sponging action, work downwards from the roof.

Then rinse off and do the other half of the car. The important thing is not to allow the shampoo to dry before rinsing.



The car will now be wet.

The easiest, and certainly the quickest way to remove excess water, is to use a blade. We reckon the best one in the world is our **Hi-Tech Water Blade.** It's brilliant.

This will remove most of the water; you can then mop up any remaining spots with an **Aqua Dry,** our very own synthetic chamois. And really that's about it. If all you want is to wash down your paintwork, this simple routine should give you an excellent result in no more than fifteen minutes.



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Vintage red

Built to contest the Targa Florio, this Alfa Romeo RLTF found greater fame at Brooklands. Richard Heseltine tells its story

photography by Peter Spinney/LAT

Having made a point of not learning from past mistakes, there's every chance this could end in tears. Mindful of the centre throttle, not to mention the seven-figure value, the guardian of this ex-works Alfa Romeo RLTF smiles and tuts with practised ease as control passes to hack. Who promptly stalls it. Again and again and again. Half an hour later, all of this is conveniently forgotten as, having mastered (or at least a close approximation) the hitherto challenging controls, there's only elation and the dawning realisation of what a privilege it's been. If you love competition Alfas – and really you should – it just doesn't get much better.

And this glorious machine has quite a provenance, if one mired in confusion. Originally built to compete in the Targa Florio, there's some uncertainty over when it first participated. Most historians believe that it was a 1924 team car but it's entirely conceivable that it raced in Sicily a year earlier. Thing is, much of the car's success occurred later in private hands as a 'special'.

Alfa Romeo announced the RL series in 1922 with a 2916cc four-bearing, OHV straight six which produced 56bhp at 3200rpm. The twee English classification, based on a combination of RAC horsepower and ballpark top speed, was 21/70. Almost concurrently, a shorter variation, the RLS, was introduced with capacity enlarged to 2994cc, meaning 71bhp and a top speed of just over 80mph. Ultimate iteration was the RLSS that appeared in 1925; while little changed internally, this produced 83bhp and featured dry-sump lubrication, as did the Targa racers.

Five cars, all based on the RLS but with even shorter chassis, were entered in the 1923 running; Ugo Sivocci was victorious with an oversized 3.1-litre engine. Antonio Ascari was second overall and first in class with his 3-litre car. Later that season he won at Cremona having attained 98mph, with Enzo Ferrari taking the spoils at Savio and double Targa winner Giulio Masetti the top spot in the Coppa della Consuma.

Suitably bolstered, Alfa returned to Sicily a year on with five entries, two of them with slightly squatter bodywork and seven-bearing 3620cc power that produced 125bhp at 3800rpm. Ascari was all set to win only for his engine to seize within yards of the finish, causing the car to spin and block much of the road. Not enough as it happened. By the time he had jostled the car across the line, Christian Werner had got there first for Mercedes-Benz. Masetti in the other 3.6-litre car finished third, completing an extra lap to take the runner-up spot to Werner in the parallel Coppa Florio.

»





Chocks away: Hezza dons gimp helmet before taking to the dirt. From bottom right: Alfa is a delight to drive once mastered; Agostino Lanfranchi after winning 100-mile Handicap race at Brooklands in '25; legendary marque; car now has period body style







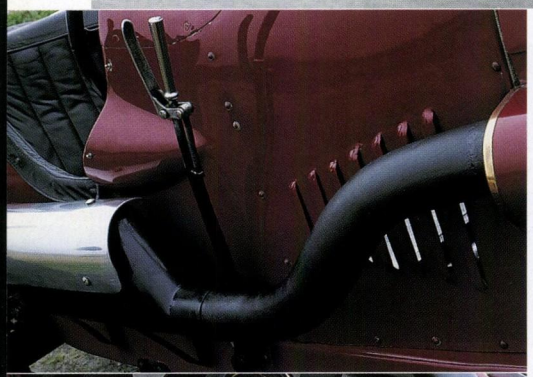
LAT





Patrick Benjafield

Chris Mann raced the Alfa in VSCC events during the 1960 and '70s





Brooklands-style silencer sits below exterior brake; vast wheel fronts sparse instrumentation

This particular car has led a chequered existence. In the early to mid-1920s, Tony Lago, subsequently of Talbot-Lago fame, was approached by one Agostino Lanfranchi to build a car for Brooklands. Then running a small London firm selling carburettors under the LAP Ltd banner, Lago somehow acquired a Targa Florio chassis, complete with 3-litre engine, onto which was fitted a tidy two-seater body with a pointed tail. Lanfranchi (no relation to Tony) raced the car at the '25 Whitsun meeting, taking two third places in the 70 and 90mph short handicaps before winning the 100mph encounter with a fastest lap of 93mph. That same day, Jack Barclay drove the car to second in the 90mph long handicap. Next up was the *News of the World* 100-mile handicap that didn't prove so successful; it retired. The car's next recorded outing was at the Whitsun meeting a year later where it achieved a second place, but the next four years of its life remain a mystery, although there's talk of it taking in sand races. One W Welch is known to have campaigned the car in the Inter-Varsity Speed Trials at Branches Park in 1930. Representing Oxford, he didn't feature in the results.

Following this outing the car once again slipped into obscurity until Peter Clark found it bomb-damaged and minus rear bodywork during WWII, by which time it had also been re-registered. The car was then bought and rebuilt by SJ Smith, complete with a new tail, and re-registered again. After racing the car on one occasion at Silverstone, Smith passed it on to Dick Knight who sporadically hillclimbed it at Prescott. In the early '60s the Alfa passed to Philip Mann, who managed to reinstate the original registration number, and any visitor to VSCC meetings during the following decade will remember his son Chris's spirited drives in the car alongside the family's Monza and Monoposto Alfas. Now wearing a period rear slab tank, it presently lives in an Essex-based collection.

And it's a big car, a sense not immediately obvious from photographs. Magnificent, too, upright and emphatic with an almost fetishist level of detailing. Clambering aboard from the

'It was found bomb-damaged during WWII'

left (try from the right and you'll likely burn yourself on the silencer) requires a certain physical malleability: you sit perched, more on the car than in it. The steering wheel is vast, naturally, the benefits of its size becoming obvious at speed: it gives you great purchase.

Once suitably warmed up, the first thing that strikes you is the uncanny smoothness of the straight six. There's no lumpy idle or truculence, just a light burble at tick-over. Nor, as is to be expected, does it like to rev: 3000rpm in top equates to about 80mph. And, weighing in at around a tonne, acceleration belies its vintage. »

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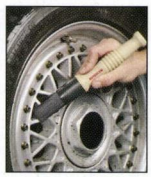
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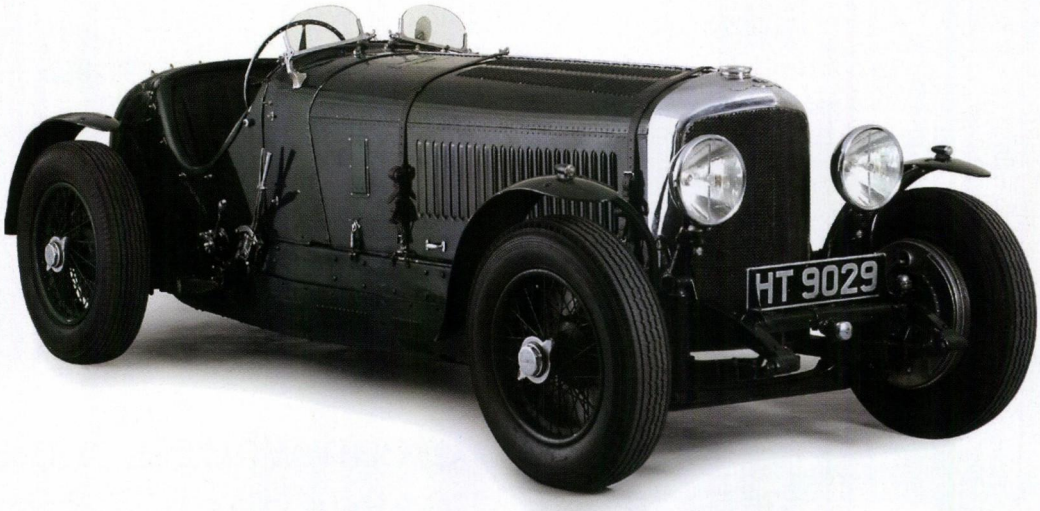
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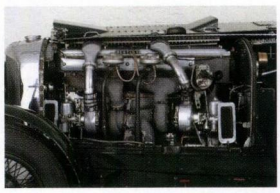
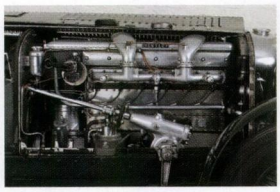
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'59 BRM P25'


'64 BRM 261/2'


'Ensign N175'

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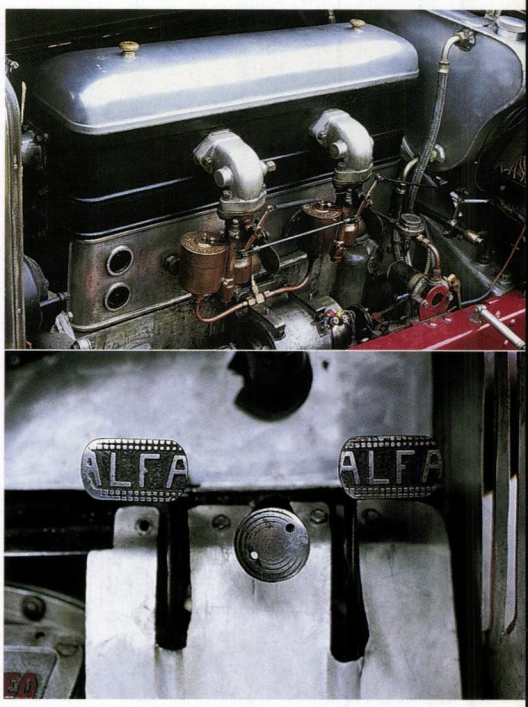
Another surprise is the gearbox. The gate is curious, with reverse in the same plane as first and second, yet it's simplicity itself with practice, requiring only a little double de-clutch on the up changes. Only when you hesitate with the lever do you find yourself in no man's land, having to kick in the clutch as far as it'll go and catch the appropriate cog on the up-stroke. But it's very forgiving, downshifts needing a modicum of synchronisation as you acclimatise to the centre throttle which, due to its positioning, doesn't make for easy heel-and-toeing: just getting the car off the line is an effort as there's only an inch or so of clutch travel.

'Like most Alfas, it thrives on being driven hard'

As is the whim of photographers, much of the driving photography takes place on loose surfaces on which the car feels entirely at home. While ensuring that it doesn't drop into the many craters that pass for potholes, you're immediately aware of the firm springing in place to counter the inevitable roll of such a high centre of gravity. The chassis itself seems reasonably rigid with adequate cross-bracing, but the ride is nonetheless predictably not so easy on the rump. The Alfa doesn't feel as heavy as you might imagine, the steering high-geared but pleasantly light at speed: grip is reasonable and turn-in is pretty snappy, although it does hunt about on camber changes. With both hand and foot brakes operating on all four wheels – originally 1924 TF cars had the handbrake on the transmission – it stops four-square and without any fuss; yet the prospect of competing at race speeds over 268 miles of Targa Florio course, on this sort of unpaved road, doesn't bear thinking about.

Heading onto the smoother stuff, the car displays admirable roadholding. With greater familiarity, and in a position where you don't have to sign your life away on insurance, you imagine that it would be easy to throw the car around because it's so faithful. Like most Alfas before or since, it thrives on being driven hard. Guilt-free hooliganism, though, isn't on the agenda as there's no Collision Damage Waiver here. Certainly with its regular chauffeur at the wheel, you'd be amazed at how responsive it is and just how much ground you can cover. To those with little previous experience of centre throttles (in this case, only the one prior), it's easy to psyche yourself out but it isn't really an issue. But pride inevitably comes before a fall so it's best to quit while you're still behind and just be grateful for the memories. M

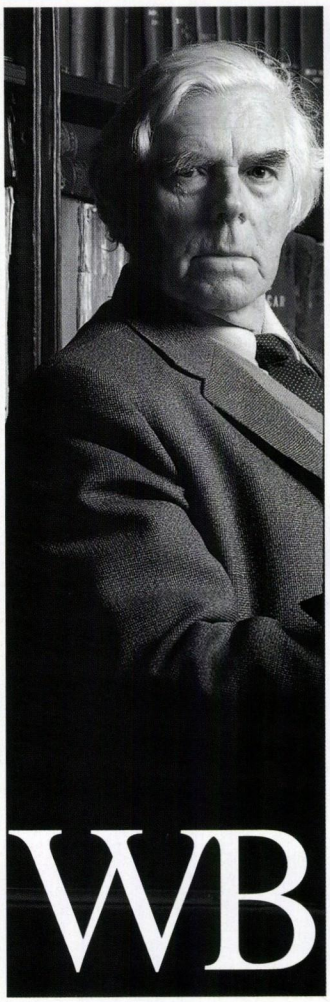
Our thanks to the Alfa's custodian, Peter Reeve (07771 965187), for his help with this feature



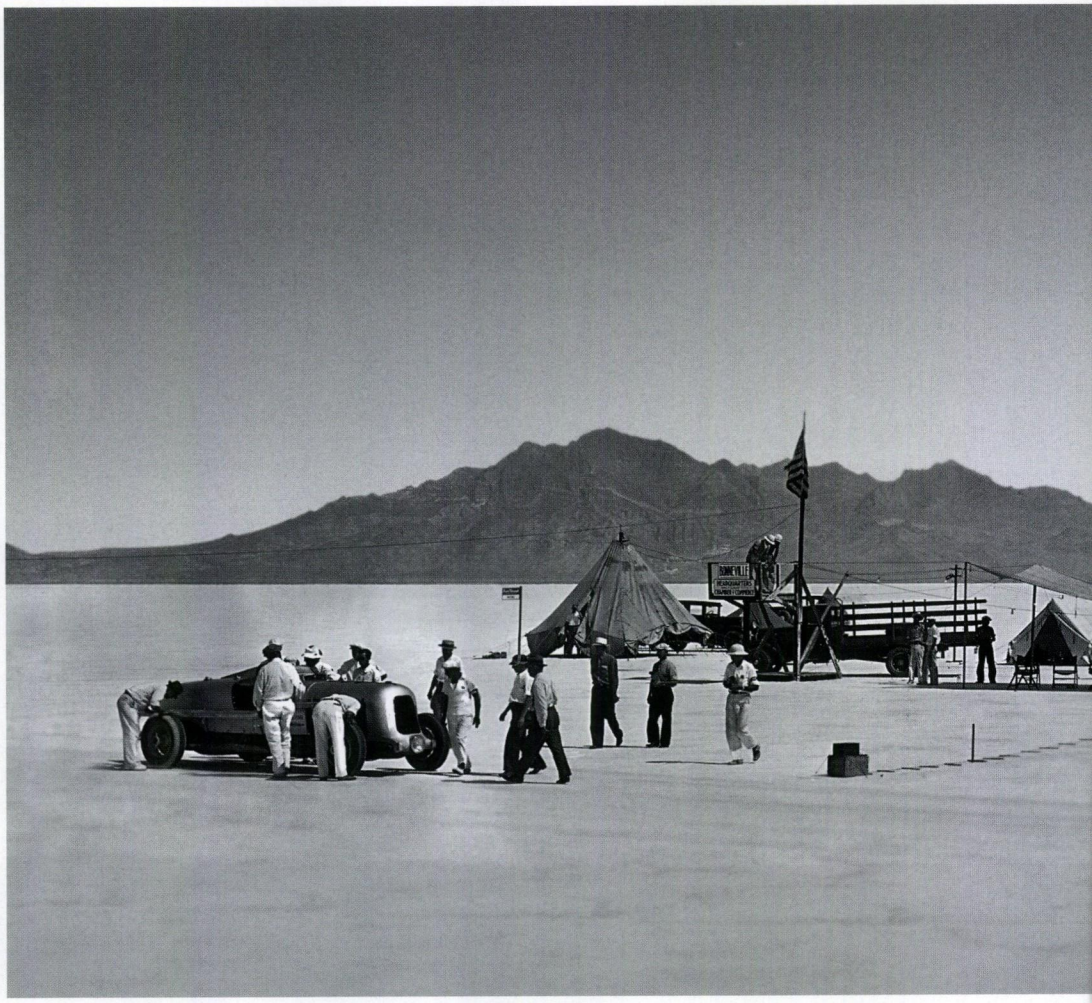
Top: 3-litre straight six produces around 75bhp. Above: centre throttle easy to use with familiarity



Alfa handles well but stiff springs ensured a bumpy ride over 268 miles of Targa



WB



Salt lake record

Bill Boddy remembers Ab Jenkins, America's Mormon long-distance recordman

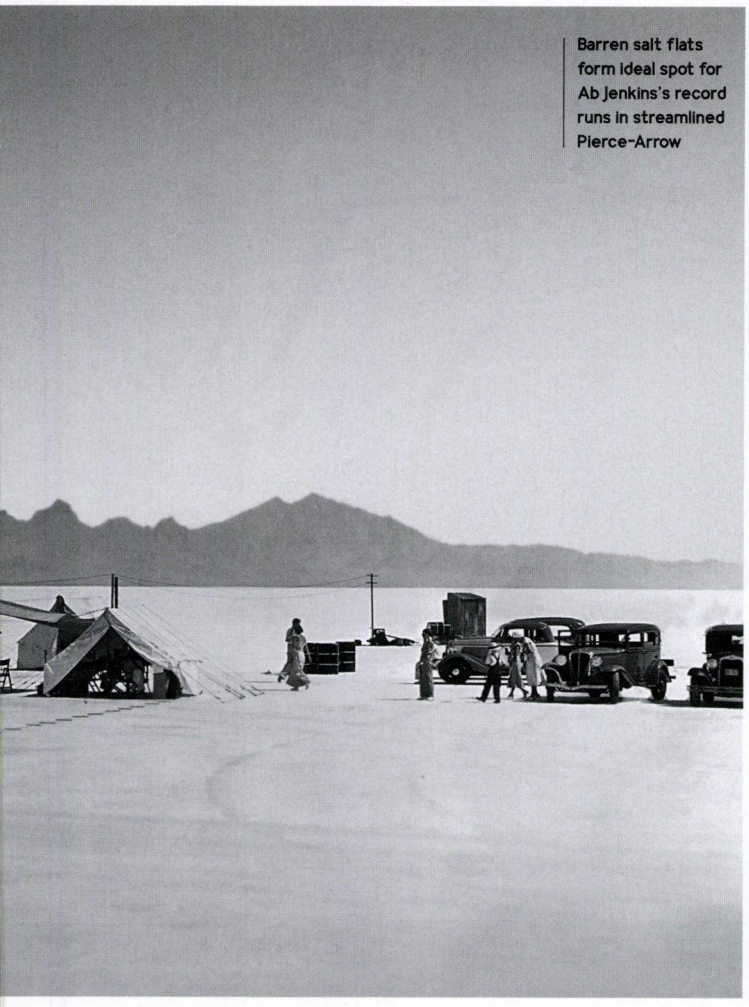
David Abbot (Ab) Jenkins was highly respected in the USA as a long-distance record-breaker, both pre- and post-war, who set challenges for British drivers. A staunch Mormon, he was made Mayor of Salt Lake City. From bicycles the young carpenter, who was to develop his own building company, went on to motorcycles, such as a Yale and other powerful American makes, and by 1908 he had his own car, a two-cylinder Reo. In 1910 Ab rode his bike on the Utah Salt Flats at Bonneville and realised how hard and smooth the surface was.

During the following year two Americans drove a big Packard car on the Salt Flats, and in 1914 a barnstormer, Ernie Morass, brought his fleet of fast cars there. Teddy Tezlaff went for the LSR in one of the 21½-litre Blitzen Benzes; it was timed at 141.73mph over a mile, but timing had been by waved flags and stopwatches so even the AAA refused to ratify this. Another Blitzen driver, when asked how such speed was achieved, said he waited for the tide to retreat and the measured distances would have contracted!

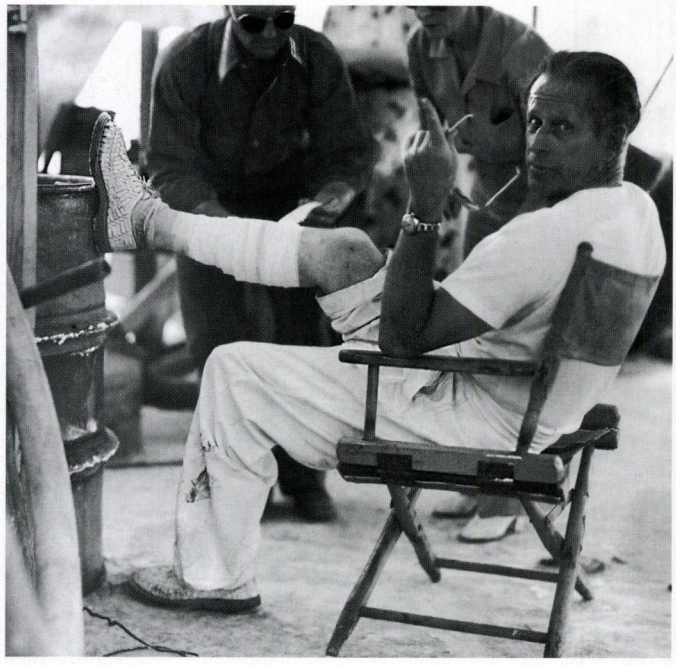
Ab soon had some town-to-town 'records' to his credit, such as New York to San Francisco in 76 hours in 1927, and in '28 he set a 24-hour stock car record on the Atlantic City board track. This was followed by timed climbs of some 65 well-known hills with a stock Studebaker chosen by the AAA, including the severe Mount Mitchell, Shades Mountain and Giant's Despair in Pennsylvania.

The Salt Flats had been inaccessible from Wendover, 125 miles distant, until the railway was brought across them. To mark the opening of the rail-link the Rotarians staged huge celebrations, and Jenkins was asked to race the train to Wendover for a $250 wager. In a big Studebaker he managed this over those very bad roads, throwing bags of flour out at the 15 crossings so that, if the train passengers saw them, they would know the car was ahead.

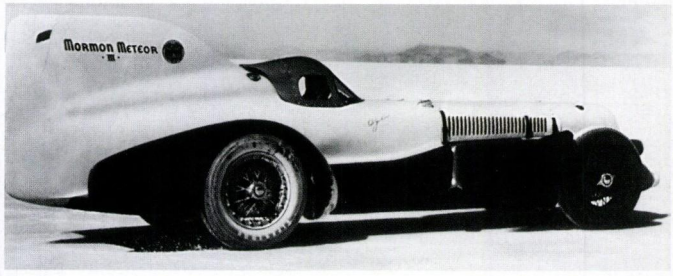
Realising what a good place the Salt Flats were for motor racing, Ab obtained permission from the AAA to use them and in 1932 he set a 24-hour record there with the new 12-cylinder Pierce-Arrow for its manufacturer, which was finding it slower than its six-cylinder cars.



Barren salt flats form ideal spot for Ab Jenkins's record runs in streamlined Pierce-Arrow



Clean-living Ab (having burned leg dressed) said his endurance was due to abstinence



Jenkins's third 'Mormon Meteor' was last car designed and built by Augie Duesenberg

breaker

A circular track 10 miles in diameter was measured and marked out by the Utah State Roads Commission, stakes marking the course, lit at night by oil flares. The car was a two-seater stripped of its mudguards. Jenkins drove for the full 24 hours, staying in the car for the entire run for a record 2710 miles, with a dozen refuelling pauses; he remarked that there was no plumbing equipment... The timekeepers sat at a table which was dangerously close to the course.

In 1933 Ab returned to the Salt Flats and established records up to 24 hours and 117.77mph, and in '34 he was out again in a racing-bodied Pierce-Arrow Twelve with six carburettors instead of a single one, an outside exhaust pipe and raised compression ratio. Firestone tyres were used. Power output was said to have been increased by 60bhp over that of the '32 car. It was sufficient to raise the World 24-hour record to 127.229mph.

By now Malcolm Campbell held the LSR in his 36½-litre Rolls-Royce-powered Bluebird, with a two-way mile averaging 272.46mph, which he set at America's Daytona Beach. These speeds were, however, beginning to spell the limit of Daytona's suitability for such record attempts. This venue had seen LSRs set there in the past seven years but it was no longer a safe prospect.

The magic 200mph had been broken in 1927 by Sir Henry Segrave in the twin aero-engined 44-litre Sunbeam at Daytona (203.39mph) but the length was now rather short; Segrave had gone into the sea when the Sunbeam's brakes melted on a practice run. Lee Bible, Frank Lockhart and a photographer had been killed there after the former's impossible triple-engined 36.9-litre Triplex and the famous American racing driver's ambitious streamlined 3-litre Stutz Black Hawk had met disaster. The Triplex's other driver, Ray Keech, had taken the LSR temporarily, at 203.55mph, in 1928, followed by Segrave's 231.44mph in the Napier-engined 25.9-litre Golden Arrow.

Admittedly Fred Marriott had gone to Daytona with a Stanley steam car and made 121.57mph in 1906, and the American drivers Bob Burman and Barney Oldfield went with Blitzen Benzes in 1911 and '14, but their runs were unofficial by AIACR (the FIA now) timing. These sands were convenient for US drivers, but Tommy Milton and Ralph de Palma went there only twice, setting unofficial LSRs, Milton's Duesenberg claiming a shade over 156mph in 1920.

In the early days ordinary straight roads sufficed for speed records, the battles between Gaston Chasseloup-Laubat and Camille Jenatzy in their electric racers taking place at Achères Park, St Germain, north of Paris, in 1898 and '99. But the ultimate holder, Jenatzy, was only reaching around 66mph.

Subsequently the coveted LSR was contested along the Promenade des Anglais at Nice, at the Chartres-Bonyoval road, at Ablis-St Arnoult, and on a stretch outside Bruges. The Dourdan road saw 80mph on the record books, and Ostend also yielded suitable space, but the Hon Charles Rolls borrowed the long (downhill!) Clipstone Drive from the Duke of Portland; I found it in recent times and believe it was very much the pioneer UK speed course (84.09mph on a 70hp Mors, but improperly timed).

Henry Ford got over 90mph on the frozen lake St Clair in Michigan, close to Detroit's motor-city, but W K Vanderbilt Jnr preferred Florida's warmer Daytona beach as early as 1904. The Nice promenade was very bumpy for Rigolly's skilled handling of his Gobron-Brillie but he achieved the magic and official 'ton' on the Ostend-Nieuport road (103.55mph) that year. Such a »

all LAT



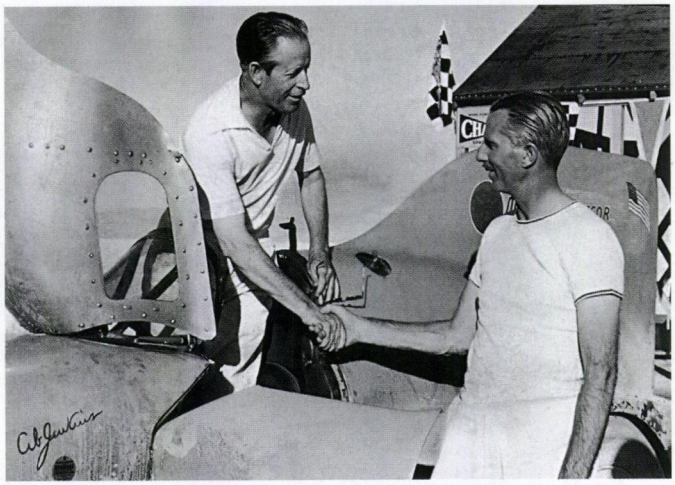
pace put mere roads out of bounds and those unable to go to Daytona resorted to Brooklands Track, apart from the tense duel at Arpajon, that very narrow tree-lined road near Montlhéry track, between René Thomas with the 10½-litre V12 Delage and Ernest Eldridge in his primitive 21.7-litre aero-engined Fiat, the dogged English driver finally defeating the protesting Frenchman with a speed of 146mph.

I am quoting the old venues in the ever-optimistic hope that they may be discoverable by those who find interest in the heroic past.

As the LSR increased, somewhere other than Daytona was desperately sought. Campbell had by 1935 reached 276.82mph there and was seeking a better course to attempt 300mph. Before Daytona, Pendine sands in Wales had been the British saviour, but Parry Thomas had been killed there and Giulio Foresti thrown from Djelmo in 1927 after both cars had overturned, Thomas's Babs at around 180mph.

As an alternative to Pendine, Henry Segrave took the 4-litre V12 Sunbeam to Southport sands, which was more convenient to Sunbeam's Wolverhampton factory, and put the record to 125.33mph in 1926.

As for Brooklands, when Victor Hemery and the giant Benz tried in 1911 for the absolute speed record (the aeroplane record was then only 82.72mph) the opposite-directions rule, to avoid advantage from wind or gradient, was not in force. He opted to drive opposite laps from the Track's normal ones, suggesting that he found getting onto and off the steep banking hard or even dangerous, and managed 129.95mph. When Hornsted in a similar car attempted to seize the LSR there he had to make runs in two directions and, familiar with the Benz as he was, his record was set at only 124.1mph. K Lee Guinness showed in 1922 that it could be done faster at Brooklands in the 350hp 18.3-litre Sunbeam but, sensibly, that was the last time anyone tried there.





Above: Meteor II packed 750hp Curtiss aero-engine into MMI's Duesy chassis. Left: Ab and co-driver Bergere (right) after 1940 runs. Below: Campbell's Bluebird was last to use Daytona beach

Jenkins set about attacking long-distance records at high speeds, putting the World's 24-hour figure to 127.23mph in 1934, and he also took stock-car records with a Cord and an Auburn. He also became the fastest on a farm tractor, doing 68mph over a mile on an Allis-Chalmers. Ab improved on his times with a supercharged Duesenberg SJ with Tony Gulotta until a bearing failed after 300 miles. The factory provided two engines but after using one the 2000-miles record was lost, with 40 miles to go, when the crankcase split.

These runs alerted English LSR contenders to the possibilities of using the 15-mile-long and 10-mile-wide Salt Lake, and enquiries were made by Campbell, George Eyston and John Cobb. There followed duels between Jenkins and George Eyston, Ab with Mormon Meteor II with a Curtiss Conqueror 25.3-litre aero-engine prepared by Lycoming, in a chassis from a Duesenberg, which beat an early Eyston 12-hour record with 152.84mph before a universal joint broke.

Such speeds were impossible on banked tracks and so across to the salt went Eyston and co-driver Bert Denly, with the 23-litre 'Speed of the Wind' and the diesel-engined 'Flying Spray'. By 1937 Ab had 15 World records, the 24-hours at 157.27mph for 3774 miles, helped by Eddie Meyer; the English pair had three, including the 2000 miles at 163.75mph. For us war ended play but in 1940 Jenkins tackled more record runs with Mormon Meteor III, co-drivers Cliff Bergere and Babe Stapp, ending with 32 records.

In 1956, now aged 73, Jenkins set more 24-hour records for Pontiac.

The Salt Flats were not always smooth and rain storms could cause long delays but LSRs were obtained there from 1935 to '47 by Campbell, when he realised his over-300mph goal in the restreamlined 2300hp Bluebird, by Eyston in his 73-litre twin-R-R-engined Thunderbolt, and John Cobb in his twin-engined 53.8-litre Napier-Railton, Cobb having the last go, to 394.20mph, after which Bonneville was the venue for 11 successful American bids, ending with Gary Gabelich's 622.40mph in the rocket-motivated The Blue Flame in 1970.

Ab Jenkins was a determined and brave recordman, and it was his series of duration runs that brought British LSR drivers to the famous Bonneville course, when they were desperate for somewhere to unleash their very quick cars. M

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SILVERSTONE



Jenks leaves the line in his Porsche 356 during a 1956 hillclimb at Stepford Towney

Our man on the Continent

Last month the anniversary of how Sir Stirling Moss OBE, as he now is, won the stupendous 1955 Mille Miglia was fittingly recalled by his memories of that 1000-mile flat-out road race and the inclusion of a reprint of *MotorSport*'s epic report by our own Denis Jenkinson, who navigated for Moss using the now-celebrated roller mapbox.

Back in 1939 when I was editor of *MotorSport* I was made aware of DSJ's dedication to speed and all modes of motorsport by a letter from him which we had published, describing how he had attended events by bicycle and had volunteered to work on someone's Alta after another of our readers had asked for such help. It was Bob Cowell's Alta on which the dedicated young Jenks toiled. He used to joke that he could claim to have driven on Brooklands Track because he had towed the Alta up the Finishing Straight behind Bob's aged Singer saloon.

I must have met him first at the Track because, spooling on as I think you are supposed to say, I recognised him when I saw him after war had broken out and I was working at the Royal Aircraft Establishment in Farnborough (originally the Royal Aircraft Factory, renamed when the RFC became the RAF).

I was lunching in 1941 at a café on the road between the station and the RAE and its aerodrome when I saw DSJ going past, on a racing bicycle, in shorts and shirt, presumably to be interviewed for a job, although not suited as anyone else would have been. 'Good', I thought, as he turned back, 'another motoring enthusiast among us'. I waited, looking forward to a chat, but he never came in. It was the kind of café which served pie and chips or bacon and egg for 1/3d, sandwiches 6d each. Later I enquired why Jenks had not joined me. "Too expensive" was the reply...

He got the job, and we were to meet frequently to discuss past motor races, go on whatever petrol-scarce car rides were available and analyse all aspects of now historic grands prix. I relished Jenks's unique talent, so told him that he must write for *MotorSport* after the war was over. At first he demurred, telling me I was the writer, he was the engineer. But I invited him to my lodgings and he was soon telling *me* how to write... That is how *MotorSport* acquired its inimitable and so widely acclaimed Continental Correspondent.

It did not happen for some time because DSJ was occupied racing his Norton motorbike in the smaller continental races, his English name and address standing out on race posters. So I went on reporting the GPs, with Michael Tee taking the photographs for LAT. There were some exciting moments in chartered aeroplanes... Then Jenks became sidecar passenger to World Champion Eric Oliver and was able to report car races as they travelled around Europe.



DSJ's sidecar antics aboard Eric Oliver's machine impressed the mechanics in the pits

Thus began those unrivalled articles, detailed, accurate and sometimes critical, which fully justified my war-years assessment of Jenks. It was wonderful when he would visit my wife and I at season's end and give us an account of what had really happened.

Admiring his sidecar acrobatics, the mechanics would invite DSJ into otherwise forbidden workshops, when he might ask what was the true reason for the retirement of a famous driver which had been hushed up. "Lift up that dust sheet," he might be told and there would be a con-rod hanging out of a crankcase, or whatever...

It was some time before the unsuspecting mechanics realised that DSJ was a motoring writer!

He was now driving to races in cars such as an aged Fiat 1100, Lancia Aprilia, Porsche 356 and Jaguar E-types, in which I sometimes accompanied him. He also 'phoned in GP results to the *News Chronicle*, and I would drive up to London from Fleet, Hampshire on a Sunday evening to receive them, leaving my 1934 Austin 7 on double-yellow lines outside the newspaper building, ignored by the police as I was working for the paper!

I was paid at union rates although I did not belong to any union; I was afraid to admit this, as had it been known the printing presses might cease and all Fleet Street come to a halt. What fun it was...

Death of a Brooklands racer

I was sorry to learn of the death in March of Arthur B Hyde. I recall seeing him at Brooklands in the ex-Earl Howe 8CM Maserati, which he had bought from TP Cholmondley-Tapper, a rather impressive car with which to commence a late racing career. Hyde had wealthy parents, both of whom died when he was about 21, so he was able to indulge in his chosen pastime until, poorly advised and not particularly clever with money, a fortune was lost (in much lesser circumstances I was similarly placed).

Hyde was at that time apprenticed to the Riley Motor Company, where he became a skilled fitter and knew how racing engines should be prepared. It is believed that he contemplated entering the Maserati for the 1937 Donington GP, but after practice runs decided he was too inexperienced to give the German cars a clear passage. He had sensibly also invested in a racing Riley 9.

At Brooklands in 1938 Hyde was third in the 2.9 Maserati in the Easter Campbell Circuit Handicap, and he then beat Prince Bira's Class D record with a lap at 73.39mph. Using the Riley in 1939 he was third in a Brooklands 'Mountain race', third in an outer-circuit Handicap and also drove it at Crystal Palace. In the temperamental Maserati he finished in fourth place in the Road Championship and drove calmly to take third place at Donington Park in the British Empire Trophy Race. Excellent showings by an amateur driver of a difficult car, especially given that he had been badly injured in a bad accident on the 15th lap of the 1938 German GP in the Maserati, now repainted green.

After the war Hyde sold the racing cars and took up sailing, farmed for a while and then emigrated to America in 1962 to work on racing engines for Holman & Moody and Ford before retiring to live quietly with his second wife close to the Holman & Moody plant.



Arthur Hyde in the 8CM Maserati which he raced at Brooklands

Patricia Stocken

I am very sorry to learn that Patricia Stocken has died. She was always associated with her Trojan and became the Trojan OC's secretary, rally secretary and finally its chairperson. Her interest in these unusual but fascinating cars was aroused when Group Captain Arthur Scroggs, a friend of her father, Wing Commander Stocken, was invited to dinner.

Scroggs was a memorable character, an ex-RFC fighter pilot who arrived in grubby greatcoat with unpolished buttons. He invited the teenage girl to go on an MCC Land's End Trial in his RK Trojan and then found for her a 1924 Utility Trojan which he overhauled, installing a Scroggs-tuned PB engine so that Patricia could herself take part in such events. From then on she became a regular competitor in MCC and VSCC events in the car which its makers insisted was cheaper than shoe leather.

Living with her parents in Gloucestershire, she worked for the RAF and the Conservative Party, which led to organising speakers at the Party's HQ and becoming an agent under Mrs Thatcher.

On retirement she received an OBE and retired to live in Sutton with her dog and cats. She became keen on campanology and continued trials driving in her Trojan until she fell ill. Unassuming, quietly enjoying the company of TOC friends, she was a real enthusiast, now to be sadly missed by a large number of like-minded people.

Dragging up history

I was interested to see that Simon Taylor, whose pages I always read and whose race commentaries I admire, last month recalled my dislike of dragsters, influenced by snide newspaper comments. Maybe! But after the Silverstone demonstrations of them in 1963 I did report a meeting at Church Lawford and wrote that "slingshots in their own sphere are a great sight and a fine technical achievement. More power to them!"

So not too critical? My reference to "more power" was not intended as sarcastic. Mickey Thompson doing 177mph at the end of a standing-start quarter-mile was impressive then, and speed and power increased incredibly soon afterwards.



To commemorate the LSR at Pendine Sands in Wales, when in July 1925 Malcolm Campbell became the first driver to exceed 150mph, with the 350hp Sunbeam, the STD Register is holding a meeting at Pendine on July 21. The Sunbeam will be on the sands again, brought from the National Motor Museum at Beaulieu, although not as a runner. It is hoped that other veteran and vintage racing Sunbeams will be paraded on the beach. Details from Robert Wilcox on 01730 716335.

With the tragic news about MG-Rover and the likely outcome, the Austin Centenary of Longbridge-built Austins at Cofton Park on July 8-10 may be a poignant memorial to the famous factory. By early March 129 entries were in, from a 1902 car and other pre-WWI models down to 1914. Entries to Barry Davidson on 0121 711 1452.

The Brooklands Museum continues to demonstrate the lap-record 24-litre Napier-Railton. It will also appear at Shelsley Walsh and Millbrook, etc. Its pre-war habitat was Brooklands, Montlhéry and Bonneville. It will also perform, among a wealth of attractions in action, at the Brooklands Society Reunion, scheduled for July 3.

Another outing for the Napier-Railton comes at the charity Brooklands Wings and Wheels day at Dunsfold aerodrome, Godalming, Surrey on June 4. This combined motoring and aviation display features Spitfire, Lancaster, Hurricane, Sea Fury and Mitchell bomber flypasts, plus the Red Arrows, and historic and classic car demonstrations. Tickets are £20 (£45 for a family), or £17.50/£40 in advance. Contact Brooklands on 01932 857 381.

Air displays at Old Warden will be held as usual, if the weather is being kind to the older aeroplanes. The Trust's cars are receiving treatment along with the aeroplanes, of which the Gladiator has had its compression restored, the racing DH Comet is being readied for the anniversary of the MacRobertson race on October 28, repairs to the Lysander are in hand, and the Avro Tutor has been repainted in the colours of the 1930s Central Flying School display team. Last year the Wolseley, Peugeot and Panhard cars were put into running order, and problems with the veteran Arrol-Johnston were tackled. These activities are recorded in the thrice-yearly Journal of the Shuttleworth Veteran Aeroplane Society.

LAT Mick Woollett

WHEEL TO WHEEL

THE MONTH IN HISTORIC MOTORSPORT

Edited by Paul Lawrence







Above: Wheeler-Carmichael's 'Nash. Above right: Bronson won in Lister. Main: ERAs come together in Lindsay race

FAST TIMES
KEEP TRACK OF ALL THE ACTION

Clash of ERAs at VSCC opener

VSCC: Silverstone April 24

Excellent grids and entertaining racing set up the VSCC season during the 'Spring Start' meeting at Silverstone. A thrilling single-seater race for the combined Lindsay and Rothschild Trophies was the major event, with Anthony Hancock grabbing a narrow victory over Andrew Smith in the battle of the Coopers.

A year earlier, Smith had won the Rothschild Trophy for the post-war cars in his T43, fending off the T45s of Bill Kirkpatrick and Hancock in the process. Back in Neil Twyman's car for only the third time, Hancock set the pole time from Smith while Kirkpatrick languished in eighth and spent the lunchbreak installing a spare gearbox.

Hancock opted for a cautious start thanks to spots of rain, and it was Smith who set the early pace. Sawing away at the wheel of the T45, Hancock battled ahead on the third lap, but Smith was not finished yet and responded over the second half of the contest. A close call in traffic at Brooklands pitched Smith onto the grass with a lap to run and his big chance was gone. "I thought I was going to get him back," said Smith after a fine battle.

A first-lap clash of wheels with Mac Hulbert (ERA R4D) almost unseated Mark Gillies (R3A), but he recovered to romp to the Patrick Lindsay Trophy and humble many post-war cars along the way.

Overcoming a catalogue of dramas, Julian Bronson battled against fading fuel pressure and the Lister 'Knobbly' of Tony Wood to hold onto 1950s Sports Cars victory. Then, starting from the back of the grid after losing a blower pipe in qualifying, he drove his Riley Blue Streak to victory in the Fox and Nicholl Trophy for the ninth time.

Julian Majzub completed a hat-trick of Itala Trophy wins in the Bentley Pacey-Hassan, keeping the Bentley Jackson Special of former double winner Michael Rudnig at bay. Rudnig was later able to score an emphatic victory in a pre-war scratch race, while at the start of the day Paul Mullins guided ERA R7B to a commanding pre-war win.



Former BTCC star Patrick Watts continued his run of success with a win on picturesque Epynt stages aboard his Sunbeam Tiger

HSCC: Silverstone May 8

DODD TO THE FORE IN TIN-TOP TUSSLE

An epic Historic Racing Saloons victory for Graeme Dodd delivered the closest of finishes on a day when four races were decided by less than a second. None were more dramatic than when Dodd's Jaguar beat Les Ely's BMW to the line by five-hundredths of a second.

"That was a blinding race," said Ely after hunting the Jaguar down over the latter half. It all came to the final charge out of Luffield: Ely hauled the BMW up alongside, but Dodd kept his foot buried and, hanging on to a lurid drift, took the verdict by a tiny margin.

John Monson had to push hard in his Elva Mk7S to fend off the ever-present Brabham BT8 of Brendan Roberts in the Classic Sports encounter. In his first race in the Climax-powered BT8, Roberts gained confidence by the lap in what was a shakedown race ahead of a trip to Pau.

Steven Worrad claimed Classic Racing Car spoils in his Brabham BT30, but only after tigering up the order and getting ahead of Matthew Watts as they worked their way through traffic.

Steve Maxted (Classic F3) and Nelson Rowe (Historic FF1600) both had comfortable victories, but life for Barry Westmoreland was anything but easy in Formula Junior as Steve Smith (Cooper T59) and James Claridge (Lola Mk5A) harried the Lotus 22 to the flag.

Top Hat Classic: Donington May 1/2

MUSTANG SAVVY IN TOP HAT STUNNERS

John Young and Richard Styles took victory in the Top Hat Pre-66 Historic Touring Car race at the Donington Classic meeting. Their Ford Mustang triumphed after a tremendous battle with the Ford Falcon Sprint of Castle Combe winners Andy Bacon and Leo Voyazides. Ultimately the Falcon retired with a clutch problem, but not before Voyazides had made the car even wider to keep Young at bay.

Styles spun down the order early on but put in a great recovery drive, while Young was mighty in the car, reeling in the leader relentlessly. David Clark/Richard Oldworth came second in another Falcon, while Robert Hartley/Rupert Clevely took third in their Lotus Cortina. Voyazides later made amends by winning the Groovy Baby '70s Saloons race in his Mustang.

Clark and Oldworth blitzed the opposition in the Cloth Cap sportscar race in their Elva, while Adam Crowton's Lotus Elite won the Oldies but Goldies race.

A broken engine mounting and a spin cost Sandy Watson/Martin O'Connell (Chevron B16) a win in the Sebring Salute race, allowing Irvine Laidlaw's similar car to claim honours. Laidlaw also won the HGPCA drum-braked sportscar race in his Maserati 250S, while veteran GT40 star Willie Green and Oliver and Grahame Bryant (AC Cobra) scored Gentleman Drivers' wins.

Local ace Denis Welch was dominant in the Lurani Trophy, winning the Formula Junior two-part race on aggregate, and another double win went to Roger Saul and hard-charging Calum Lockie in the former's Alfa Romeo P3 in the Pre-War Sports Car races. It was former British GT champion Lockie's first race in the car and his debut in historic motor racing.



Pre-war race was Lockie's historic debut

BHRC: Epynt April 30/May 1

WATTS LINKS IT ALL TOGETHER IN WALES

The demands of two days and 120 miles on the Epynt ranges in mid-Wales delivered a considerable challenge for round three of the Armajaro MSA British Historic Rally Championship, but David Stokes and Patrick Watts proved equal to the task as they took victories in their respective categories.

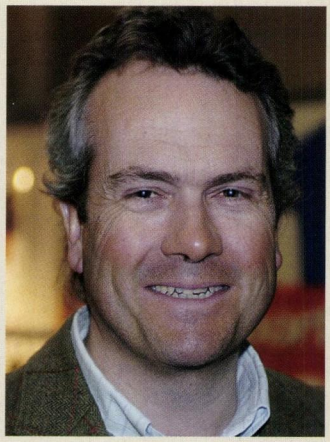
Stokes and Ian Oakey won the post-historic class for the second time in three events in their Mk1 Escort BDA, although concerns about bellhousing bolts forced them to cruise the final few stages with everything crossed. But with Mark Solloway/Ieuan Thomas out on the first day after the engine in their Ray Bellm-owned Escort failed, Stokes and Oakey had time in hand.

Steve Loveridge and Mark Sattin produced arguably the drive of the rally until they pitched their Mini off the road on Sunday and out of second place, leaving that position to Jeremy Easson and Den Golding on the driver's first taste of the asphalt twists and brows.

Watts and Elgan Davies were unstoppable in the historic category in their Sunbeam Tiger and were able to nurse their brakes well enough to score a fine victory. "It seems to have got narrower since last year," joked the former BTCC racer of his second visit to the military ranges.

The concurrent Classic category fell in style to the Triumph TR7V8 of Steve Hall/Aggie Foster, although their task was eased when the Escort Mk2 of Gareth Lloyd/Ryland James lunched its engine on the opening stage.

Inside line



CLIVE CHAPMAN

Classic Team Lotus

What did you feel about the Jim Clark meeting at Hockenheim?

It was the organisers' initiative to name the event after Jim Clark and invite his three sisters, Bob Dance and myself to attend. Classic Team Lotus was at the meeting running three TGP cars. It was a magic moment. The organisers took the trouble to have a re-dedication service. The memorial stone has been moved so that it is accessible to anyone visiting the circuit. Its original location has now reverted back to forest. It was a very special occasion and it was good that Jimmy's sisters were there. I hope it will become an annual event and we would certainly support it.

What does Clark's memory mean to Classic Team Lotus?

We have Jimmy's 32B Tasman car in the collection and that's the most evocative memory of Jim Clark in Classic Team Lotus. The cars provide an emotional focus, particularly for the mechanics who worked with him. He played such a vital part in Lotus history.

What is Classic Team Lotus doing this season?

We ran three cars in TGP at Hockenheim and will generally be running three or four cars at most TGP rounds this year. The works collection is 25 cars, and we also look after about a dozen customer cars. We will be at the Goodwood Festival of Speed and hope to be at the Goodwood Revival. We're also keeping an eye on Grand Prix Masters and it would be nice to be a part of that. But it's really all down to what the customers want to do.

Charlie Wooding, Mike Hally, Jim Hougrave, Jeff Bloxham

Christian soldiers on to TGP glory

Jim Clark Memorial: Hockenheim
April 22/24

Christian Gläsel proved unstoppable as the Thoroughbred Grand Prix season opened at Hockenheim. In a race meeting named in honour of Jim Clark, Gläsel's Brabham BT49 blitzed the field, though his winning margin of 24sec was amplified by early retirements for both Duncan Dayton (Williams FW07) and Hubertus Bahlsen (Arrows A4).

Dayton, having qualified second to Gläsel, was out almost immediately when a bracket on the accelerator pedal broke. Then Bahlsen had his engine fail comprehensively on the third tour, and his trail of oil on the racing line forced a red flag.

From the re-start Gläsel was untroubled, with only Richard Eyre (Williams FW08) and Steve Hartley (Arrows A6) staying within half a minute of the Parmalat-liveried Brabham. Close behind the Ensign N180 of David Abbott came the star of the race, Janine Payne, who made a fine TGP debut in her Arrows A4.

A 29-strong field gathered for the opening races in the Orwell Supersports Cup, including half a dozen Can-Am cars. Honours were shared in the brace of 30-minute races by the McLaren M8Fs of Peter Hoffmann and Richard Piper, with Silvio Kalb's March 76S topping the 2-litre cars.

Christian Fischer (March 772) took a Euro F2 double, while Bruno Schaffner (Lotus 22) took the Lurani Trophy, and the Ford Falcon of Andy Bacon won in FIA tin-tops.



Dayton's Williams (21) retired early, leaving Gläsel's Brabham to win at Hockenheim

BHRC: Astra Stages April 9

STOKES STROKES TO ASTRA VICTORY

David Stokes was in no mood to finish second in round two of the Armajaro MSA British Historic Rally Championship. Partnered by Ian Oakey in his Mk1 Ford Escort, Stokes stamped his authority on the North Wales event on the opening stage and then concentrated on holding a gap to the similar car of Jeremy Easson/Den Golding in the post-historic category.

Steven Smith and John Nichols claimed the historic category victory in the XS Racing Porsche 911, despite a day-long challenge from the similar car of Dessie Nutt/Geraldine McBride.

The concurrent HRCR Classic Challenge fell to Andrew Haddon/Daniel Mclachlan in their ex-works Escort Mk2. They were not registered for the championship, so maximum points went to Stuart Clarke/Peter Thomas after a good run in their Mk2. A puncture in Penllyn cost Gareth Lloyd/Ryland James any chance of victory, but third place kept them at the top of the early title battle.

HSCC: Snetterton April 17

ROWE IN CLASS OF HIS OWN IN FF EPIC

Nelson Rowe marked himself as favourite for the HSCC's Historic FF1600 title with an emphatic victory in the second race of the season at Snetterton. With Neil Fowler and Jason Minshaw both forgoing a full title assault, Rowe dominated by the exceptional margin of 13sec in his Crosslé 20F. Nigel Bancroft, in another 20F, led


Dodd Jnr came out ahead of his dad

the fevered pursuit of the racing vet.

James Dodd was the star of the Historic Racing Saloons, getting the better of his father Graeme and the rest of the pack with a gritty performance in his Alfa Romeo Giulia. Dodd senior gave his offspring no easy ride, but was forced back to third when brake dramas hit the Jaguar Mk2. Les Ely split the Dodds in his BMW, while Donington victor Dan Cox was left back in fourth, lacking the right diff for straight-line speed in his Anglia.

Steve Maxted claimed Classic F3 spoils in his Argo JM6 as Alex Ames retired his Chevron B38 with wheelbearing failure. Other single-seater victories fell to old hand Matthew Watts (Brabham BT16), Frank Lyons (Hesketh 308E) and Mike Hibberd (Lotus 27).

VSCC: Wiscombe Park May 8

GN-COGNAC THE TOAST OF HILLCLIMB

Trevor John charged his AC-GN Cognac Special to FTD at the VSCC hillclimb at Wiscombe Park in Devon. With a climb in 48.56sec on his first run, John provided more drama on his second attempt as he pushed to improve his time.

Pulling around 90mph at Bunny's Leap, he simply arrived too quickly at the next corner and slithered off. Fortunately, damage to the car was limited to a mangled timing strut and his first-run time remained unbeaten.

With a best climb of 49.21sec, Stewart Becker claimed second FTD in his GN Salome, while Michael Windsor-Price took ERA R1A to a second place in class on the car's first UK appearance for a couple of seasons.

Classic Endurance Racing: Spa-Francorchamps April 15/16

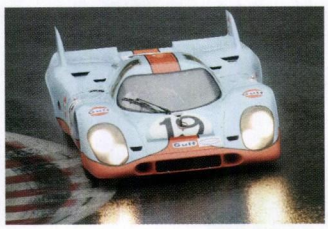
BUSINESS AS USUAL FOR OL' FEARLESS

Frank Sytner's ex-Sid Taylor Racing Lola T70 Mk3B took victory in the opening Classic Endurance race of the season at a foggy Spa-Francorchamps in April.

With pole-sitter Christian Gläsel electing not to risk his Ferrari 312PB in the tricky conditions Sytner had an easier time than he may have expected, but was pushed hard early on by Kevin McGarrity in the Lola T212 that he shared with Lola boss Martin Birrane.

With the first 20 minutes of the hour-long race run behind a safety car due to the fog, the battle was a short one. McGarrity shone in the Lola, although the car later slipped back to fifth after Birrane took over.

Stephano Rosina (Lola T70) moved up to take second place ahead of the magnificent JW Gulf Porsche 917 of Jean-Marc Luco.


Luco's 917 braved the conditions at Spa

BRDC Historic Sports: Silverstone April 24

LOTUS BLOSSOMS IN SPORTSCAR CLASH

The BRDC Historic Sportscar Championship delivered the goods once more, with the maiden running of the BRDC RAF Silverstone Trophy on the Silverstone Grand Prix circuit.

Philip Walker (Lotus 15) claimed victory, but only after a fierce fight with Graeme Dodd's Cooper Monaco, which had led in the early stages. The two were nose-to-tail race long, but Dodd was never able to get back ahead. Peter Hardman (Ferrari 246S Dino) took third after a poor start from pole, while John Harper was fourth in his Cooper Monaco.

John Clark (Lola Mk1) and Jamie McIntyre (Rejo) claimed class spoils, as did Ben Eastick's Jaguar D-type.

Swinging '60s: Snetterton April 24

TRIUMPHS MAKE HAY AS JAGUARS FLAIL

A capacity field got the Swinging '60s race series off to an excellent start at Snetterton as Triumph TRs dominated the action in the Classic Sports Car Club series race. Thornton Mustard's pole position counted for nothing when his Jaguar E-type lunched its gearbox on the start line and Chris Petch went out on the first lap with his TR5 spinning at Riches.

Instead, Joe Henderson and his TR6 took the win, 10sec up on Richard Bull/Joe Ward's TR5 at the flag.

Jim Hodgrave, Charlie Wooding, Jakob Ebrey

MotorSport

F3 cars star with HSCC

The sun shone on the HSCC's mid-April meeting. It was a day of great racing as was clear from the smiles in the spacious Snetterton paddock. With weather like this Norfolk is a glorious place to be and from daybreak the omens were good. Over 100 marshals had signed on. The club is extremely fortunate to draw such good support. Marshals know their motor racing and they seem to like interesting historic cars, close racing, good driving standards, and the friendliness of the HSCC drivers.

Now the HSCC championships move to Cadwell Park in Lincolnshire on Sunday 26 June. No guarantees on the weather, but pretty scenery and a track layout reminiscent of the Nurburgring make for good racing and very exciting viewing. Between the races the HSCC's open paddock ensures you can get up close, see some wonderful cars and chat to the teams. There will be great racing between the Morgan +8s and Datsun 240Zs in 70s Roadsports. The Jaguars, Lotus Cortinas, Alfas, Minis, Imps and Anglias in the HSCC/HRSR Saloon Car Championship are always good value, but look out especially for the Classic F3 cars. These look awesome on the Lincolnshire circuit.

HSCC Classic F3, now in its second decade, recreates the competitive era between 1971 and 1980. These were the years that saw the emergence of future world champions Alan Jones, Nelson Piquet, Nigel Mansell and the sadly missed generation of British talent including Roger Williamson, Tony Brise and Tom Pryce. Leading marques were March, Ralt and Chevron and many top cars still run today including Mansell's March and Piquet's Ralt. Popularity has grown so rapidly that plans are in place for Classic F3 to take its rightful position at the 2006 Grand Prix Historique at Monaco.

Fans of historic racing have a feast in store over the last two weekends of July. On the weekend of July 23/24 the HSCC is running its Historic Superprix meeting on the full Brands Hatch Grand Prix circuit. In the Orwell Supersports Cup, earth shaking 8-litre McLaren, March and Lola Can-Am cars will compete against nimble 2-litre Chevrons and Marches. Stunningly fast Group C/GTP Porsches, Jaguars and Nissans will recreate the Brands Hatch rounds of the 1980s World Sports Car Championships. The HSCC's Derek Bell Trophy features fleet footed F2 cars and rumbling F5000s. Latest news is that ten F5000 cars are now in transit from New Zealand to Brands Hatch. With this antipodean addition the grid will likely include upwards of 20 of these 500bhp beasts. Races for Grand Prix cars of the fifties and sixties, BRDC Historic sports cars and rounds of all the HSCC championships support the programme. This is a not-to-be missed meeting.

Then just one week later on July 30/31 the excitement builds again with the Silverstone Classic. This is presented in association with Bonhams and runs on the outstanding Historic Grand Prix circuit. Within an 17-race programme, F1 sits at centre stage. Spanning six decades of Formula 1, as many as 80 F1 cars are anticipated, and this may prove to be the largest collection of Grand Prix cars ever assembled at a single race meeting.

Even better, in the informal environment of the Silverstone Classic paddock it should be possible to see these cars close up. Of course they are not just for static display. On the circuit you are guaranteed to see more overtaking than in a five seasons of today's F1! Cancel your holidays and pencil these dates in your diary now!

For more details on the HSCC, contact Executive Director, Grahame White at the club office on 01327 858400 or visit the website at: www.hscc.org.uk







4CL restored for race return
London Sees Red in 250F demo

Ex-Villoresi Maser is back

An ex-Luigi Villoresi Maserati 4CL will return to racing this season for the first time in decades after an extensive restoration for owner Rodney Smith.

Chassis 1564, the 1938 prototype chassis, was used by several drivers including Villoresi, Felice Trossi and Franco Cortese, but has only raced a few times since WWII.

Now US-based enthusiast Smith has had the engine and 'box rebuilt by Martin Morris, while Duncan Ricketts has handled the chassis, body and running gear. "We've restored it from the ground up," said Smith. "That whole process has taken a total of three years."

It was driven by Mark Gillies during the HGPCA test day at Silverstone, but gear-selector problems prevented David Morris from racing it during the VSCC Silverstone meeting two days later.

Villoresi took the car to fourth in the 1940 Tripoli GP and it was later raced briefly in 1946/47 before being put in storage.

Smith also owns 4CL chassis 1566, which has been raced in recent seasons. "1564 is six inches shorter in the wheelbase than 1566, because it was a prototype car built on a 4CM chassis. We're now giving chassis 1566 a rest," said Smith, who plans to have 1564 raced regularly throughout Europe.



Ex-Villoresi Maserati prototype lives on

REPRO BIRDCAGE GETS READY TO FLY

Rodney Smith has recently added a Maserati Tipo 61 Birdcage replica to his racing stable, which also includes the very real ERAs R2A and R3A.

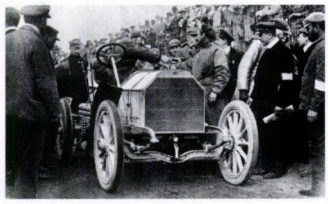
The Birdcage has been built by Crosthwaite & Gardiner to factory specification, using some original parts but with an all-new chassis.

Smith bought the car a year ago and now plans to have it campaigned by journalist Mark Gillies. "The car is correct to period and we hope to run it in the BRDC Historic Sports Car Championship this season," explained Smith.

The car was shaken down at the HGPCA test day at Silverstone, but it did not race at the following VSCC meeting after the engine dropped a valve in practice.



A Maserati 250F baffled London cabbies and passers-by last month when it had a run down New Bond Street as part of a VSCC promotion for the See Red meeting, to be held at Donington Park on September 3-4. Rick Hall drove the 1950s grand prix car beside a London double-decker bus past the headquarters of event sponsor Bonhams. Not sure whether the van kept up with it



Napiers are expected at GB celebrations

CUP CENTENARY

Around 150 cars from the early years of motoring at the start of the last century are due at Clermont-Ferrand in early June to celebrate the centenary of the last Gordon Bennett Cup.

Running over June 2-5 and organised by the Automobile Club d'Auvergne, the event will revive the spirit of the 1905 Gordon Bennett race. Participants from Europe, Mexico and the United States will cover the same circuit as a century ago, a 90-mile track at the foot of Puy-de-Dôme in the Auvergne volcano park.

The field will include five cars that actually took part in the Gordon Bennett Cup races. Two Napier Gordon Bennetts from 1903 will be joined by the Mercedes 60HP in which Count Jenatzy won the 1903 Gordon Bennett Cup in Ireland.

From the 1905 race will come a Pope Toledo Gordon Bennett and a Panhard-Levassor Z40, which will run for the first time since being restored. In tribute to the car that won the 1905 race, Michelin has commissioned the restoration of one of only two Richard Brasiers left in existence for use in the event.

WALSH CHAMPIONS

Eight former British Hillclimb champions and at least six ERAs are among the early entries for the Shelsley Walsh Centenary celebration event on August 21.

Run over three days, with a British Hillclimb round on Friday and Saturday, Sunday's competition will feature classes spanning the 100-year history of the venue.

Mac Hulbert (R4D), Martin Walford (R1A) and David Morris (R11B) head the dedicated ERA class, while other pre-war cars include the ex-Sammy Davis MG K3 of Nick Upton and the V12 Delage of Jonty Williamson.

Significant post-war entries among the 160-strong field include Julian Bronson's Lister-Chevy, Jim Robinson's Brabham BT31 and David Gould's '85 title-winning Gould 84G.

BOCAR IN BLIGHTY

The first race for a Bocar outside the USA was at Silverstone during the VSCC meeting in April. A 1959 Bocar XP5 has been imported into Britain by Dean Butler and was raced by Michael Windsor-Price in the 1950s sportscar race.

Just 12 complete Bocars are believed to have been built by Bob Carnes in

SILVERSTONE SILVERWARE

Two of the most prestigious trophies in British motorsport will be awarded during the Silverstone Classic over the weekend of July 30/31. The winner of the TGP race will earn the Silverstone International Trophy, while the Group C/GTP winner on Sunday will lift the British Empire Trophy (which was first awarded to John Cobb at Brooklands in 1932). Saturday's Group C/GTP race will be for the ACO Plate.

The last time the Silverstone International Trophy was run for Formula One cars was in 1978, when Keke Rosberg won in torrential rain. Other trophies during the 17-race weekend will honour the memories of Colin Chapman (Formula Junior), Innes Ireland (Gentleman Drivers Sports and GT), Reg Parnell (BRDC Historic Sports), James Hunt (Grand Prix Masters), Raymond Mays (HGPCA Pre-61 GP cars), Denny Hulme (World Sportscar Masters), Tony Rolt (drum-brake sportscars) and John Cooper (HGPCA Pre '66 GP cars). The racing will end with the Jack Sears Trophy race for saloon cars.



Ex-Harold Pace Bocar is now in the UK

Colorado, with 5-litre Chevrolet engines, spaceframe chassis and Porsche 356 front suspension.

MONACO 49 RETURN

The Lotus 49 that Jochen Rindt raced to victory in the 1970 Monaco Grand Prix will return to the tracks this summer in the hands of Austrian Jo Willenpart after a complete restoration by Hall & Hall.

The car, chassis number 6, is thought to have last been raced by Tony Trimmer in the 1971 Oulton Park Gold Cup. Now fully restored after decades in private collections, the car will be used in several demonstrations and is likely to race in Grand Prix Masters events.

Willenpart has recently tested his ex-Rindt Lotus 69 F2 car, which has also been restored by Hall & Hall after many years in storage (see p111).

HARPER FOR OPORTO

John Harper has re-acquired the ex-Stirling Moss Cooper T51 that he raced for three years before selling it to John Beasley, and plans to race the car again this season.

In August 1959 Moss won the Portuguese Grand Prix in the Rob Walker-entered car and Harper, who is now living in France, plans to contest the HGPCA race at the same Oporto street venue.

HISTORICS AT BRIT GP

A race for 1950s sportscars will again be a feature of the British Grand Prix meeting at Silverstone in July.

For the third year running the BRDC has been asked to put together a support race for cars from its Historic Sports Car Championship at the July 10 event. Up to 44 cars will be allowed to start the race, and coordinator James Beckett of the BRDC is hoping to fill the grid. But the race clashes with the Oporto street event in Portugal, so some drivers may not be able to compete at Silverstone.

GROUP C IN ITALY

Entries are rolling in thick and fast for the Group C/GTP season opener at Monza on May 28-30. American driver Peter McLaughlin has entered his Spice SE90C, which was raced in the WSC in 1991 by Charles Zwolsman Snr and fellow Dutchman Cor Euser along with Brit Richard Piper. Also expected out is Radical Enduro racer Martyn Eyre in his ex-Frank Krämer/Almo Coppelli Gebhardt-Cosworth DFR - it still retains the distinctive red-and-yellow Momo livery in which it ran in 1992.

MUSTANG FOR MANN

Legendary touring car team boss Alan Mann is set for a return to competition this summer in a Ford Mustang in Historic Racing Saloon and Top Hat races.

The 68-year-old is repairing the car after a testing shunt at Goodwood in March when the brakes failed, but is set to be out by July at the very latest. Mann, who became a helicopter dealer after giving up full-time racing, has competed only two or three times in the past 30 years.

Mann is best known for running a range of Fords in the famous red-and-gold colours of Alan Mann Racing during the 1960s. "I always tested a lot, but didn't race very often," said the still enthusiastic Mann.



Brands Hatch '65: Mann wins with Mustang

NEWS IN BRIEF

MG enthusiast David Saunders has added the ex-works MGC GT to his collection and has nearly completed the restoration of an ex-Rauno Aaltonen MG Midget, discovered in America. Aaltonen raced the Midget at Bridgehampton in 1965 but it has yet to race in the UK. Saunders hopes to give the car its 'debut' this summer.

John Clark will campaign a lightweight Jaguar E-type in long-distance races this season, sharing the ex-Ian Montgomery car with his son Chris. Clark, who raced a BMW M3 in the 1991 BTCC, has the E-type tended by Sid Hoole Racing.

Dean Butler hopes to race his 1973 IROC Chevrolet Camaro in Europe, having given it a shakedown run at Silverstone recently. The car was used for four seasons of IROC racing and driven by Richard Petty, Graham Hill, AJ Foyt and Emerson Fittipaldi in that time.

Danny Wright will race in Grand Prix Masters this season in Philip Walker's Brabham BT23B. The 1967 car runs a 2.7-litre Climax engine and was built for the Tasman formula. It has not been raced in recent seasons.

Thanks to the generosity of Peter Denty, Jeremy Bouckley will race a Formula Junior Cooper this season, having last driven such a car in 1964, when he raced his own Cooper.

Larry Kinch plans to race his ex-Peter Arundell Lotus 20/22 Formula Junior car this season after testing it at Silverstone recently. Although he has owned the car for three years, the Scotsman had never driven it until this spring. He also plans to race an ex-Jim Clark Lotus 32 this season.

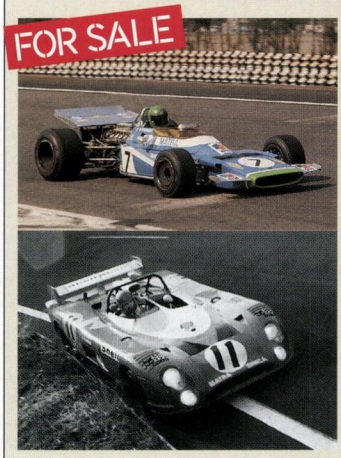
The BRM V16 that normally resides in the National Motor Museum could be in action at the Goodwood Festival of Speed in June. The possibility of running the notoriously under-developed car for the first time in around 10 years has recently been under evaluation.

The Dunlop VSCC awards for the 2004 season were presented at the club's Spring Start meeting at Silverstone in April. The major awards went to Duncan Ricketts (pre-war cars), Graham Burrows (post-war) and the evergreen Ted Williams (1950s sportscars).

An error crept into a caption in our Mille Miglia supplement last month. It was photographer Bernard Cahier, not *Autocar* journalist Peter Garnier, looking over Jenks's shoulder on page 22. Apologies for the confusion.

HAMMER DOWN

Racers that are going, going, gone



As we close for press there are two major sales taking place in Monaco. Arguably the most eagerly awaited of these is the Bonhams auction of Jean-Pierre Beltoise's collection - the former Monaco Grand Prix winner is selling the bulk of his impressive cache. Among the racers is a Matra MS120 (top) powered by a 435bhp Georges Martin-designed V12 that revs past 11,000rpm. This is actually the car driven by his team-mate Henri Pescarolo during the 1970 F1 season with a best result of third place at the Monaco Grand Prix. It was presented to Beltoise by Matra in 1976 and repainted in Beltoise's colours as Pescarolo's car had a green nose-band that mirrored his helmet livery. Low estimate is €300,000.

In the same sale is the 1973 Le Mans-winning Matra MS670B (above), one of three of these *barquettes* built for the endurance classic and restored over a nine-year period with its original short-nose and short-tail bodywork. Beltoise is also selling his 1985 Citroën BX 4TC Group B rally car that has only covered 100 miles since new and remains unregistered.

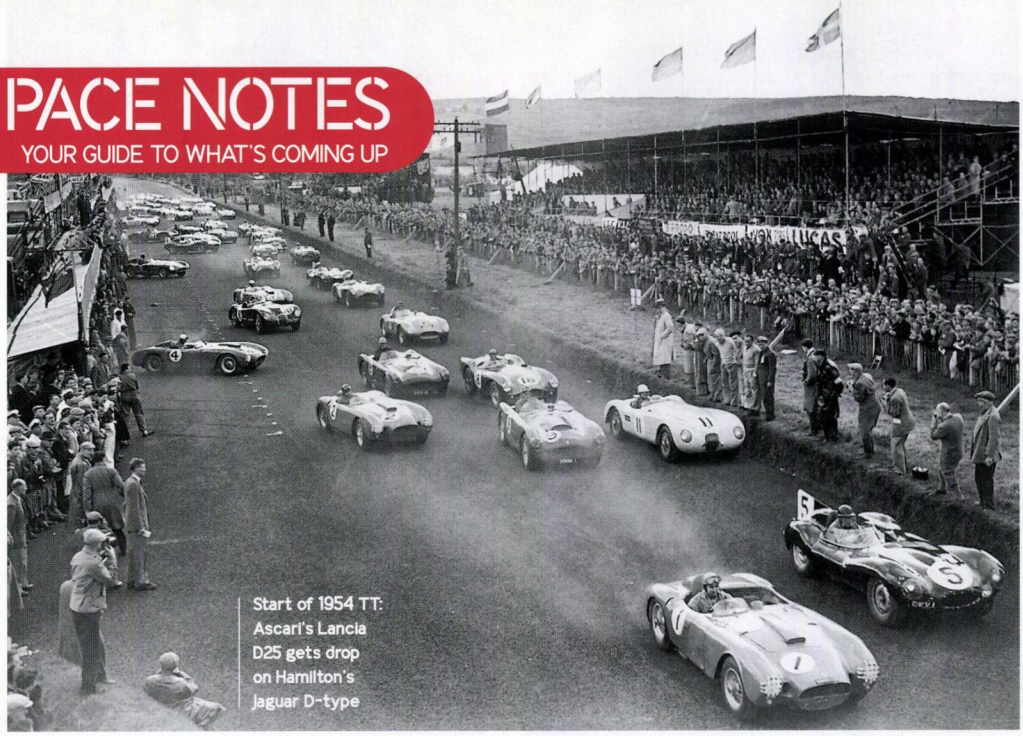
Also in this sale is the ex-André Wicky Porsche Carrera 6 as driven to second place in the 1966 Paris 1000 Kilometres, along with the JJ Lehto/Pierluigi Martini 1992 BMS Dallara-Ferrari F192 that's expected to reach somewhere in the region of €100-120,000.

Also in the Principality is the Coys Légende et Passion Monaco sale which includes another Carrera 6, this time chassis number 906-14 that made its debut at Le Mans in 1966 and later finished third that year at Bergrennen and Montlhéry driven by the car's owner, Robert Buchet. The following year Buchet drove the car to victory in the Rallye Bordeaux and the Grand Prix of Paris. Throughout the '70s it was regularly campaigned in French hillclimbs with some success, and more recently has been restored to race-ready condition. No price estimate has been released.

Jim Holdgrave: Phil Jones: LAT: Jeff Bloxham

PACE NOTES

YOUR GUIDE TO WHAT'S COMING UP



Start of 1954 TT: Ascari's Lancia D25 gets drop on Hamilton's Jaguar D-type

Jewels back in Emerald Isle

Tourist Trophy Celebration June 18

The 50th anniversary of the last Tourist Trophy race on the Dundrod road circuit in Northern Ireland will be celebrated by the running of a pursuit sprint on the full seven-mile course on Saturday June 18.

Although long deemed unsafe for car racing, the roads will be closed once more as a field of around 50 pre-1955 sportscars go into action on a course covering three laps of the challenging circuit around the village of Dundrod.

The Ulster Automobile Club will present the winner with the famous Ulster Trophy, which can name Farina and Taruffi among former winners (see feature on p72). A clash with the Le Mans Legends race has cost the organisers some potential entries, but the field includes José Albuquerque in the Maserati 300S in which Luigi Musso finished fifth at Dundrod in the final TT race held there in 1955.

Other notable entries are Nigel Corner's D-type Jaguar which was raced by Jim Clark and Archie Scott Brown, Spike Milligan's HWM-Jag and the HWM-Chevy of Simon Taylor. Former MSA boss John Quenby will field his Cooper Bobtail, while George Cooper's similar machine is believed to have raced at Dundrod as a works car.

After scrutineering and a civic reception, familiarisation laps on Friday afternoon will be conducted from a bus, with John Watson acting as a guide for the competitors.

The roads will be closed for the competition from 8am on Saturday. Each competitor will have two timed runs during the afternoon, each over three laps. Cars will run in classes and start at 20-second intervals.

Le Mans Legends June 18

HERBERT JOINS MOSS AND HILL IN FRANCE

Sir Stirling Moss, Johnny Herbert and Phil Hill are among the leading names in a capacity entry for the Le Mans Legends race, which will run on Saturday morning ahead of the start of the 24-hour race on June 18.

More than 60 cars spanning the race's 1935-55 period will compete over an hour. Among them are the 1953-winning Jaguar C-type entered by Adrian Hamilton. Moss will share the C-type of Nigel Webb, while Herbert will pilot one of five D-types in the field.

Three-time Le Mans winner Hill will be aboard the Alfa Romeo 3000CM that Juan Manuel Fangio raced in the 24 Hours in 1953. Although the car's engine failed in the race, it was later given to General Perón, the President of Argentina.

Barrie Williams and John Harper (D-type) are likely to be pacesetters, while Rick and Rob Hall will race the Ferrari 750 Monza that starred at the Stoneleigh show, fresh from being restored. The ex-Mille Miglia car will take part in what is believed to be its first race since 1957.



Winning C-type from 1953 returns to LM

VSCC Oulton Park May 28

VINTAGE RACERS HEAD BACK UP M6

After a gap of seven years, the Vintage Sports Car Club is returning to Oulton Park to run the Boulogne and Hawthorn Trophies race meeting at the Cheshire track on Saturday May 28.

The trio of Mike Hawthorn trophies will headline the racing, which uses the full International circuit. Pre-61 front-engined Formula One and Two cars will fight out the Hawthorn Memorial, while the Hawthorn Spanish Trophy is up for grabs in a contest for pre-52 racing cars, and 1950s sports-racing cars will battle for the Hawthorn International Trophy.

Other headline races amid a 10-race programme include the Boulogne Trophy for vintage racing cars and an HGPCA pre-66 Grand Prix Car race.

RACE PROGRAMME

Check out where the action is

MAY

When & where: 27-29 MONZA (I)
What: Coppa Intereuropa, including TGP, Group C/GTP and Supersports
Contact: www.monzanet.it

When & where: 28 OULTON PARK
What: The VSCC Hawthorn Trophies meeting, including HGPCA races
Admission: £15; Contact: Tel: 01829 760301; www.motorsportvision.co.uk

JUNE

When & where: 4 MID WALES
What: Mutiny Historic Rally, round four of the British Historic Rally Championship
Contact: www.mutinyrally.com

When & where: 10-12 ZANDVOORT (NL)
What: Thoroughbred GP Cars
Contact: www.tgpf1.com

When & where: 12 SILVERSTONE
What: BRDC Historic Sportscars, Classic F3 and 40 years of Clubmans racing
Admission: £10; Contact: Tel: 01327 857271; www.brdc.co.uk

When & where: 12 CADWELL PARK
What: VSCC race meeting
Admission: £12; Contact: Tel: 01507 343248; www.motorsportvision.co.uk

When & where: 17/18 LE MANS (F)
What: Le Mans Legends race
Contact: www.motorracinglegends.com

When & where: 18 DUNDROD, N. IRELAND
What: Pursuit sprint celebrating the 50th anniversary of the last TT at Dundrod
Contact: www.dundrodtt.com

When & where: 24-26 GOODWOOD
What: Festival of Speed
Admission: By advance ticket only
Contact: www.goodwood.co.uk

When & where: 25/26 DIJON (F)
What: Grand Prix de l'Age d'Or, including HGPCA, GP Masters, Historic F2, Top Hat and Gentleman Drivers
Contact: (33) 80 35 32 22

When & where: 25/26 NURBURGRING (D)
What: Jan Wellem Pokal, including Supersports and Group C/GTP
Contact: www.nuerburgring.de

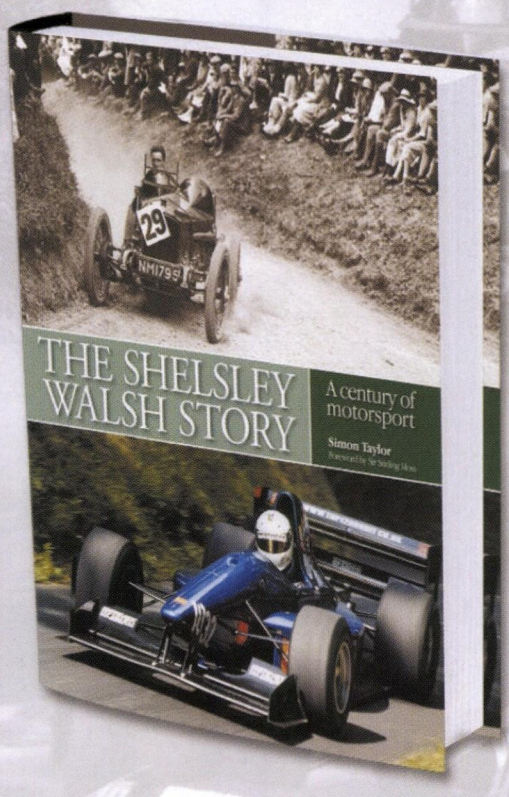
When & where: 25/26 MID WALES
What: British Historic Rally Championship
Contact: www.newtown-mc.co.uk

When & where: 26 CADWELL PARK
What: HSCC race meeting; Admission: £12
Contact: Tel: 01507 343248; www.motorsportvision.co.uk

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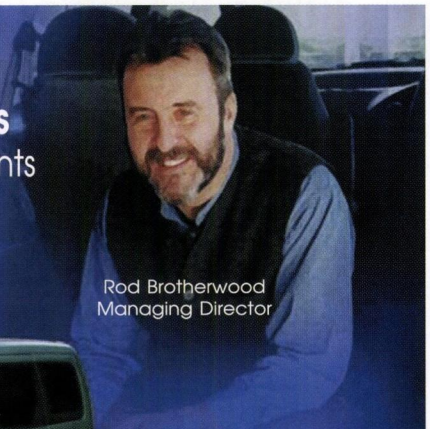
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Motability



Mark Walker, typically heroic in his Parker-GN. This sort of spectacle has made the VSCC a hit with the paying public

Why vintage rules

Old cars; new business ethos. Paul Lawrence talks to the VSCC's Julian Ghosh

Contemporary motor racing in Britain is in a degree of crisis. Falling grids, rising circuit-hire costs and low spectator numbers are combining to make the running of profitable race meetings an ever-harder task.

Yet, in its own particular sphere, the Vintage Sports Car Club is bucking the trend. Excellent entry levels and race meetings with genuine spectator appeal are allowing the club to plan its racing programme with growing confidence.

"You don't get much change out of £27,000 for running a typical meeting, with circuit hire fees, medical cover, scrutineers and so on," says VSCC commercial director Julian Ghosh (pictured right). "If you can't get money from the spectator gate, you really are struggling."

Increasingly, however, the club is able to use the unique appeal of vintage racing when negotiating rates with circuit owners. Jonathan Palmer, boss of MotorSport Vision and owner of four tracks, is one of the people taking notice.

"We think the VSCC is worthy of our investment," says Palmer. "We looked to see which clubs, with promotion, can generate a crowd and we've identified the VSCC as having tremendous potential."

He comes from another generation of racing, but Palmer realises that, with investment in promotion, a VSCC event can pull in more customers than a round of the British Touring Car Championship. Little wonder, then, that he bothered to helicopter in to Oulton Park recently to greet the media as the Hawthorn Trophies Meeting for the Cheshire track was unveiled.

That said, Ghosh acknowledges that adopting a highly commercial approach has required some sea changes within the VSCC. "When I became a director about 15 years ago, I was quite concerned that the club was on the wane," he says. "We hadn't addressed the question of the club's profile in the world of motor racing: things like the Goodwood Festival of Speed stole our thunder. But we are now in a stronger position than ever. We are able to deal with the business of hiring circuits on a very professional level now."

Ghosh knows that he walks a knife-edge as he balances commercial pressures with the wishes of the club's members. "It's become a very commercially-orientated business. Of course, the members take a very different view and we like to make sure, from their point of view, that it doesn't change at all," says Ghosh. "It's the most important essence of any business; you've got to maintain your strengths, and our core strength is the ethos of the club."



'I was concerned that the club was on the wane. We hadn't addressed our profile in motor racing'

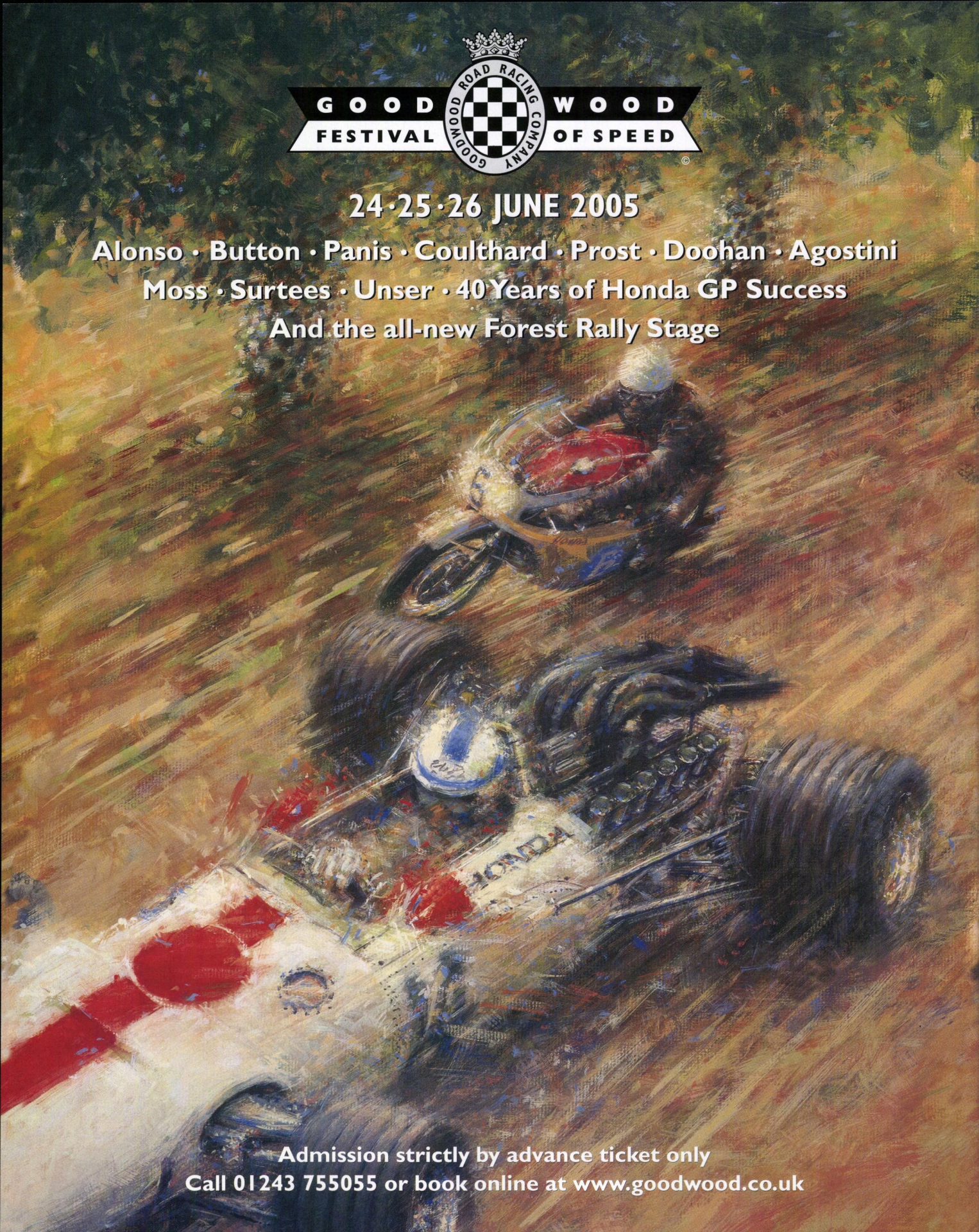
While the return to Oulton Park on May 28 is the new event on the 2005 racing programme, September's See Red at Donington Park is another major commitment and an opportunity to put VSCC racing in front of a fresh audience.

"We use Formula One as an obvious carrot at Donington," explains Ghosh. "The average man in the street has heard of Formula One and will come along. I don't think they're so narrow-minded as to walk past an ERA or a Maserati 250F and not be interested."

The truth of the matter is that the club's bigger race meetings at Silverstone and Donington help support the less profitable events at Cadwell Park and Mallory Park. "We're running five race meetings this year, and I think that it would be foolish to do any more," says Ghosh. "Giving the members the racing they enjoy, including the smaller meetings, is important."

Right now, the VSCC's race programme is doing well. But Ghosh isn't about to let the club rest on its laurels: "The VSCC must be kept relevant. It might be dealing with an out-of-date commodity, but we have to fit in with the modern world." M

Eric Sawyer Jim Holgrave


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Marcus Pye's Diary

The cycle of life: Gerry Marshall is gone, but there's a new kid with captivating car control and a special talent



Teenage sensation Oliver Bryant has starred in his father's Cobra. Pye reckons he has what it takes to make it as a pro' driver

DONINGTON PARK: Pure driving talent has never been in short supply at historic race meetings, but it is not often that I drive home knowing that I have seen a young driver with the potential to go all the way and make a career in the sport.

One who possesses that special gift, however, is 19-year-old Oliver Bryant, who set the track alight when he took over father Grahame's AC Cobra *en route* to yet another victory in the May Day Bank Holiday Gentleman Drivers race. Watching him balancing the car on the limit, without overdriving it, was utterly mesmeric.

It's no ordinary Cobra, mind you, for as a Chequered Flag team entry in 1965, GPG 4C showcased the skills of young gun Roger Mac, as well as the abilities of seasoned veteran Roy Salvadori and emerging American hotshoe Roy Pike.

Intriguingly, the coilsprung car was not factory built, but supplied in component form to privateer Tommy Atkins's High Efficiency Motors concern for completion, hence its chassis number HEM-6.

Young Bryant first tamed the car brilliantly – on the back of a couple of seasons of MGB racing – at Spa's sensational Six Hours meeting last September (where I was commentating). His grounding also shone through as he gave the family Lotus 15 its historic debut in Belgium.

At Donington Grahame entrusted Ollie with a Ferrari Daytona for the first time, and his measured control of three diverse machines was testament to growing experience. One which is beginning to irritate the old guard – a surefire sign that they would like Bryant Jnr to duff up people his own age in the playground, or at least move into contemporary racing. Which is his avowed intent.

Having driven a Lamborghini GT impressively in Bahrain last November (he pitched up 'on spec' and did a prudent deal) and raced a Morgan Aero 8 and Ferrari 360 on home soil, Ollie's goal is to race in the Le Mans 24 Hours. With everything stacked in his favour and skill to match his ambition, you can bet on it happening.

MALLORY PARK: '69' was a very big number for Lotus, Dave Baldwin's design brief encompassing Formulae Ford, Three, Atlantic (B in the USA) and Two, as well as both spaceframe and monocoque chassis constructions. American Pete Lovely even jammed a Cosworth DFV in his for Formula One duty in 1971.

Perhaps the most famous chassis, however, was 69 F2 4, with which Jochen Rindt mopped up in the early F2 races of 1970. Rediscovered by former MGB racer Peter Spooner while clearing his late father's garages ("I'd seen it racing in period, but had no idea it was there"), it's back on track courtesy of Austrian Rindt fanatic Johannes Willenpart.

Its first run-out, after a sympathetic Hall & Hall restoration (with a historic F2-spec BDA in place of its retained original FVA engine), was at Mallory Park, where Spooner emerged goggle-eyed after his drive. Rob Hall was due to give the 69 its historic racing debut in May at Pau, scene of Rindt's win 35 years ago.



Rindt in F2 Lotus 69 at Pau in 1970. Rob Hall planned to emulate him in '05

LAT Jim Houltgrave

APRIL 21: A day which will go down in history among motorsport fans as that on which the great Gerry Marshall enjoyed his last ride at Silverstone.

You will already have read the obituary of the man who claimed no fewer than 623 race victories in a colourful and sometimes controversial career. Looking back, I feel privileged to have witnessed at least 100 of them, and to have greatly enjoyed Gerry's company, particularly at the Goodwood Revival event in recent years.

Ever the showman, Gerry first raced a Lotus Elan there in 1964 and loved every moment of playing to the crowd at Lord March's parties. Given his declining health, his was the classiest of exits, a non-damaging expiry before the BRDC pavilion at his beloved home circuit.

When I heard the news later that Thursday afternoon, my thoughts immediately flickered back to Thruxton in 1976, when John Wingfield (Gerry's business partner in the motor trade) died of a heart attack in his F2-spec Ralt RT1. And to his mechanic John Somers with whom, as a teenaged marshal, I helped load the wrecked car in the evening.

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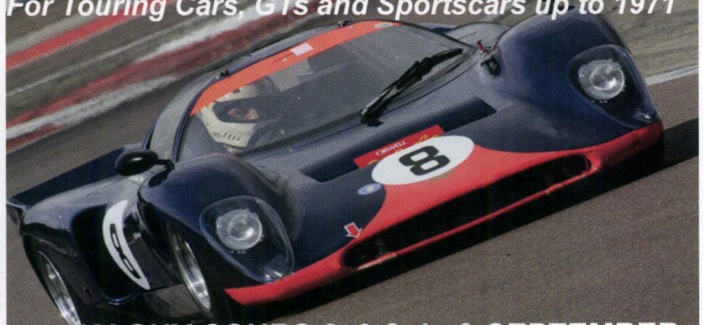
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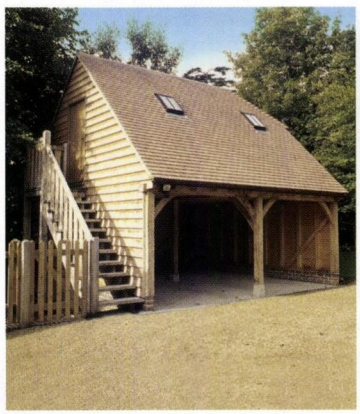
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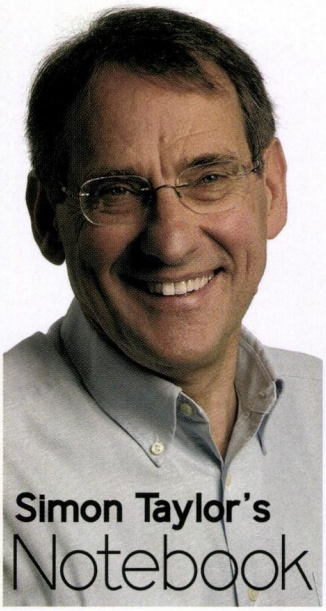
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Simon Taylor's Notebook



FF train at the 1985 Festival: Johnny Herbert leads Jonathan Bancroft, Damon Hill, Pete Rogers and Mark Blundell

Feeder formulae: some names make it to the F1 peak, others disappear without trace. But the racing is always close

The first GP2 races at Imola were a qualified success. One highlight was British F3 graduate Adam Carroll, who showed real promise and won the second race. GP2 has replaced Formula 3000 as the Ecclestone-backed feeder for F1 and, like its predecessor, aims to seek out true talent by ensuring all the cars are equal. So every chassis is the same Dallara, the engines – 4-litre Mecachrome V8s – are sealed, and tyres are uniform.

It's a motorsport truism that a driver's equipment is a major factor in his success or failure. All the way up the motor racing ladder a well-funded driver will always have an advantage over one less fortunate, and it takes real cockpit ability to break that vicious circle. To address this inequality, many promoters have been seduced by the idea of races with cars that really are evenly matched, so the contest becomes one of pure driver skill. But for the spectator mechanical variety is a plus, and too many one-make races can become dull.

An early effort was the Monomill formula in France in the early 1950s. Hordes of rather crude DB single-seaters, using the flat-twin 850cc Panhard engine, were taken from circuit to circuit, and the drivers, having paid a fee, drew numbers out of a hat to select their mount for each race. The racing was certainly close, but it failed to excite the spectators. (The DB later earned a kind of anorak fame with the coming of the 2.5-litre F1, when the rules first set the formula as 2500cc unsupercharged or 750cc supercharged. Two DB Monomills were linered down to 750cc and supercharged, and ran pitifully slowly in the 1955 Pau Grand Prix.)

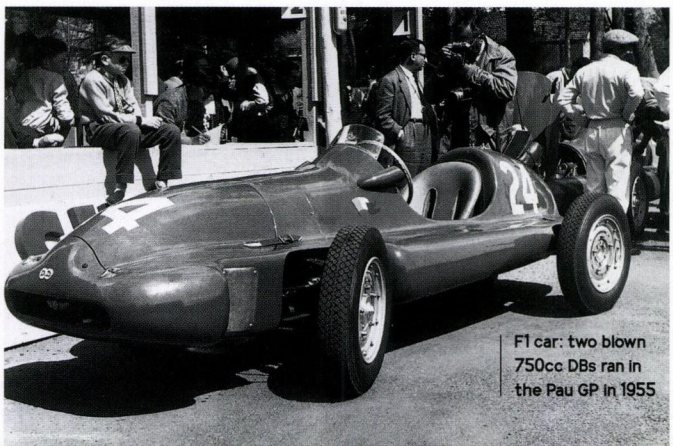
Forty years ago the feeder formulae were easy to follow. F3, with 1000cc production-based pushrod engines, led logically to F2, which allowed proper racing engines of 1000cc and, from 1967, 1600cc. The 1-litre F3 provided sensationally close racing from varied chassis – Brabham, Lotus, Matra, Lola and others – even if all the successful engines were Ford 105E-based. When F3 drivers moved up to F2 they found themselves racing against active F1 drivers, who were happy to take part in the category when the dates didn't clash with F1. And the costs didn't constitute a big jump from F3, because most cars used an off-the-peg four-cylinder Cosworth engine which was fairly economical to maintain. Thus F2 provided a platform for comparative outsiders such as Alan Rees, Kurt Ahrens, Eric Offenstadt and Frank Gardner to show their form against grand prix heroes. It also allowed F1 racers with less competitive seats, like Jochen Rindt in his Cooper-Maserati days, to show that, with equal equipment, they could beat world champions.

Then along came Formula Ford to fill the void below F3, and the world was never quite the same again. It was a neat idea: take a standard production engine – with the approval of its manufacturer – and put it in a simple but modern single-seater chassis (unlike Formula Vee, which clung to VW's archaic suspension). Run it on ordinary road tyres, keep a tight rein on permitted engine modifications and scrutineer it properly to keep the cheats out. From the start Formula Ford provided affordable single-seater racing in cars that were contemporary in concept, and it was an immediate and immense success.

Ford's support of FF did its performance image no harm at all and eventually other manufacturers copied, leading to a confusing profusion of such formulae from Vauxhall, Renault, Nissan, BMW and others. Now many of us cast nostalgic eyes towards the days when Formula Ford was the only real choice for a hungry young driver eager to make his mark.

In its best years, the Brands Hatch FF Festival at the end of each season provided a magnificent weekend of budding talent and close racing, with winners who went on to greatness – Irvine, Herbert, Button and Webber – or never found the greatness they may have deserved, for instance Coyne, Serra and Palhares. In 1985 Johnny Herbert crashed in practice and started his heat from the back with a 10-second penalty. He was sixth, then fourth in his quarter-final, second in the semi and won the final. Four years later the Festival was at its zenith: 170 starters from 21 countries and an incredible final in heavy rain. Dutchman Michael Vergers went into the Druids gravel on lap one and dropped to last, but fought back to third by lap 12. By now Brazilian Niko Palhares, despite a spin himself, was leading from 18-year-old David Coulthard, but Vergers got past the Scot and was closing on Palhares when the flag fell. No overtaking problems in FF. Vergers and Palhares were heroes that day but their careers didn't get much further, while five years later Coulthard was on the F1 ladder.

Look back at the results of any feeder formula from a few years back and it's always the same: a lot of half-remembered names – whatever happened to Skiaker, Barcellos and Kreutzpointner? – punctuated by the odd star in the making who went on to shine brightly. Whether GP2 will provide the same remains to be seen. But I hope that one-make formulae don't take motorsport over completely. Even a VSCC race made up of nothing but Bugatti Type 35s wouldn't be quite right.



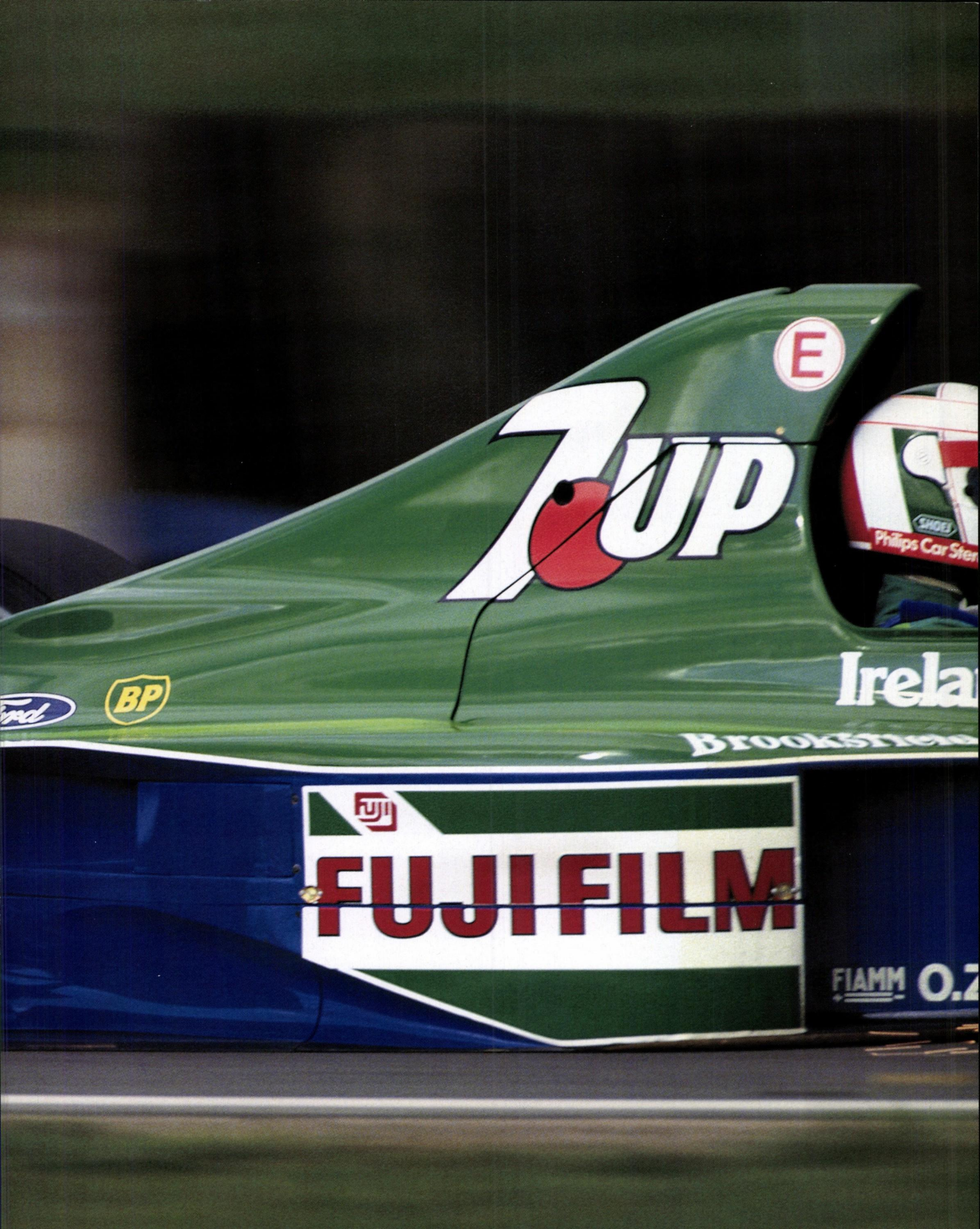
F1 car: two blown 750cc DBs ran in the Pau GP in 1955

both LAT

Parting Shot

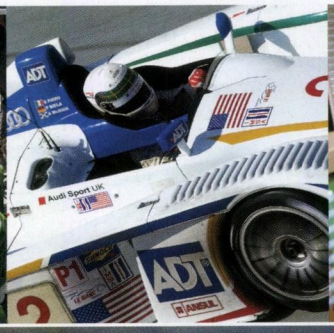
BRITISH GRAND PRIX, SILVERSTONE, 1991
The first Jordan Formula One car was a stunner, and its results were pretty encouraging too. At Silverstone Andrea de Cesaris ran eighth with the 191 in the early stages but, after a pitstop, he crashed at Abbey due to mechanical failure
photograph by LAT




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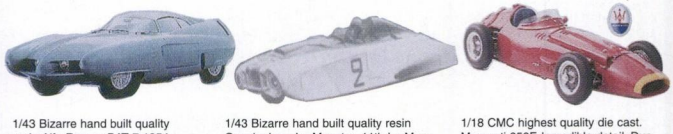
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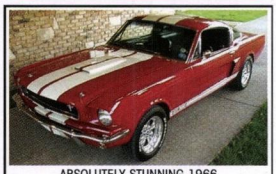
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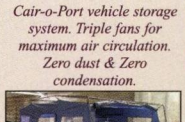
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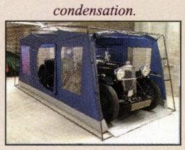
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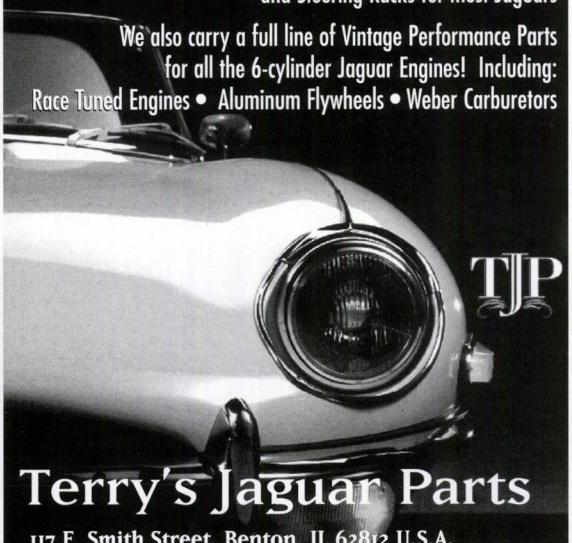
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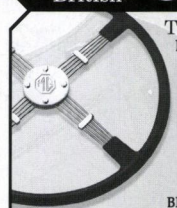
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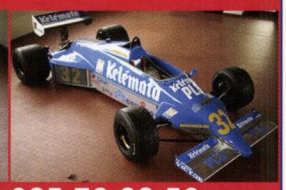
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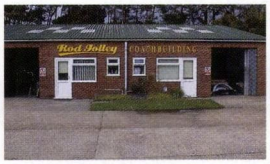
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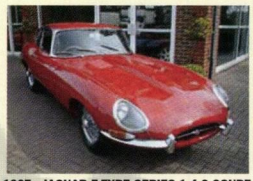


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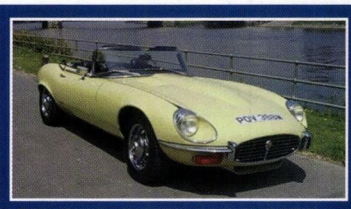


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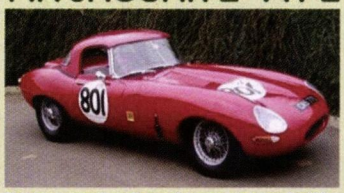
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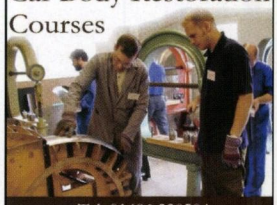


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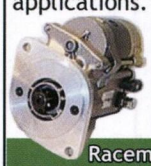
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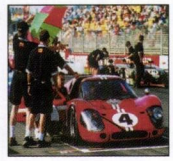
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Do you remember much about when Damon Hill won the World Championship, the final race of the season, and the tension? How about when Schumacher ran him off the road in Australia, when he lost the championship? If you are like me you probably know the first event happened and you know you watched it on television, but you do not remember very much else. The second event you can vividly see the Williams pulling into the pit lane and the mechanic looking at the damaged wishbone. Negative events seem to impact on our consciousness far more than positive ones. All the good meals you have had, compared to the one bad one. The good experiences you have had with a car restorer, compared to the one bad one. I do not really remember the first motor race I ever won, but I could tell you everything about the first crash that I had.

Restoring cars and producing parts makes every day a series of events, good and bad experiences. We have made over one hundred Type 35 cylinder blocks now. That is something like fifty cars running around with our cylinder blocks on, but what do I remember about those cylinder blocks? The batch we had that went wrong, where we wound up scrapping eight blocks because we could not sell them with any kind of conscience, especially given that we have always guaranteed our cylinder blocks. If one fails in use due to a manufacturing error, or a problem with the casting, we will replace it free of charge.

In my office I have got a bookcase full of photo albums of cars we have restored or worked on. Literally hundreds of cars and hundreds of customers and lots of good experiences, but which are the ones that I remember? It's the phone call at five o'clock on Friday afternoon when someone is going on rally on Monday and their car would not start, or the car that broke in testing on Wednesday that had to be at Silverstone on Saturday. Those things I remember, and the work involved with making sure that the car did get to the meeting, or leave on the ferry. I know that when they came back we had happy customers again, but I do not really remember that.

Something that is quite odd about this business is while the customers come and go, the cars keep coming back. We have many cars now on their third customer, they are a bit like old friends. Even then the cars that stick out in my memory are the ones that have gone somewhere else and been ruined, KPF3 a Type 35 that we did, was a classic case. It seemed such a shame. We have just restored a wonderful Type 43 for an American client and we were really pleased that she allowed us to restore it in the manner that we considered appropriate for an historic original car. It is now mechanically perfect but still looks almost as it did when it came in, carrying the scars of nearly eighty years. Sitting in the workshop it has got amazing presence and driving it is a real joy. Unfortunately the woman that gave us this opportunity will probably never drive the car because, for various reasons, it will be going to auction.

As fate would have it, the car is due to be auctioned as part of the Monterey / Pebble Beach experience, something that has probably ruined more good cars than anything else in the world, but that is just my perspective. It is educational that the Type 43 in the workshop has drawn a mixed reaction from customers who have seen it; about sixty percent think it is fabulous and the absolutely correct thing to do with the car, and forty percent don't get it at all. I suppose what worries me most is that someone will buy it, paint the body to look like a piece of plastic. Polish all the steel and aluminium until it shines, and completely wipe out the personality and history contained in the car.

Something I find interesting is that, while I can never quite work out what a customer is going to think of a car like that, I always know exactly what our suppliers and sub-contractors will think about it. We deal with a large number of specialists and broadly you can define them as car enthusiasts who do what they love, and cannot believe they are getting paid for it, and the people who have been trained and have a skill which is marketable within our industry and, while they can get very excited about going fishing or their last skiing holiday, have very little interest in cars. The ones who love the cars understand the originality. The ones who don't? - well they don't.

One of the great pleasures I get from being a member of CBQC is mixing with people who restore cars out of passion, whether it is high end stuff like Bugattis or the more bread and butter cars like MGs or Triumphs and it is nice when we can get together as you suddenly realise you are not the only one who has problems with staff or councils, or dare I say it customers. Hopefully in time it will allow us to deal with issues of training which are increasingly becoming a problem for companies in our business as no one has really been trained to do the job for 30 years, other than the young people we bring on in-house. It was particularly pleasing to win the Bonham's award for restoration excellence at the CBQC AGM, but again it was not frozen in time, I just remember it as an enjoyable day and I am sure it will fade.

When I was quite young I remember seeing a thing on the television where people were talking about how they remembered where they were when they heard JFK had been shot. At the time this made absolutely no sense to me. I did not have a clue who he was; I worked out that he was American, but for me the only thing I really knew about America at the time was that their marines in the second world war wore bullet proof vests and carried Tommy guns, and that the P51D Mustang was not much of an aeroplane until they fitted the Rolls Royce Merlin, at that time the second world war held a fascination for me; tales of daring and courage and ordinary people who were prepared to stand up against a terrible wrong. Much later I found out about John F Kennedy and why the world could remember where they were on the day he was shot, and that last memory of something, a moment after which nothing will ever be the same again.

When I first heard that question posed, Where were you when….? my father was racing professionally. In a lot of ways he was my hero and often I got to go with him to the circuits and meet the colourful and exuberant characters that populated the world of saloon car racing in the early 70s. I got to see some great races and it was probably this time that gave me a love of saloon car racing that single seaters that could never quite match. All I ever wanted to do was drive, Escorts and Capris, and of course Baby Bertha. Over the years I ran into those drivers a lot and recently, with the increase in popularity of historic saloon car racing we had the historic saloon car drivers and I got to see them again. All except Bernard Unett, more recently Tony Lanfranchi left the party, and yes I remember where I was when heard. Some people remember exactly where they were when JFK was shot, they were standing near the grassy knoll or near the book repositiory. Last Thursday I was walking up the pit lane at Silverstone and a Camaro drove through the gate. Gerry looked at me with a big smile, gave me the thumbs up, and drove out onto the circuit. I will never forget where I was when nothing was ever going to be the same again.

Tim

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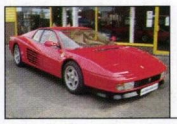
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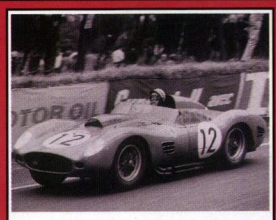
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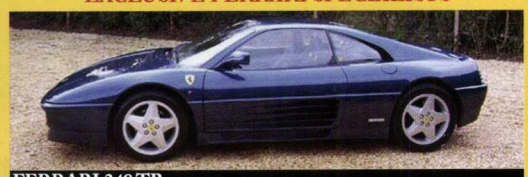
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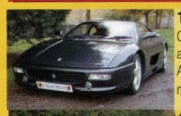
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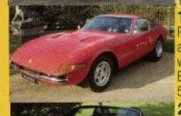
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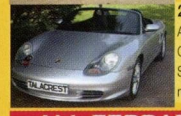
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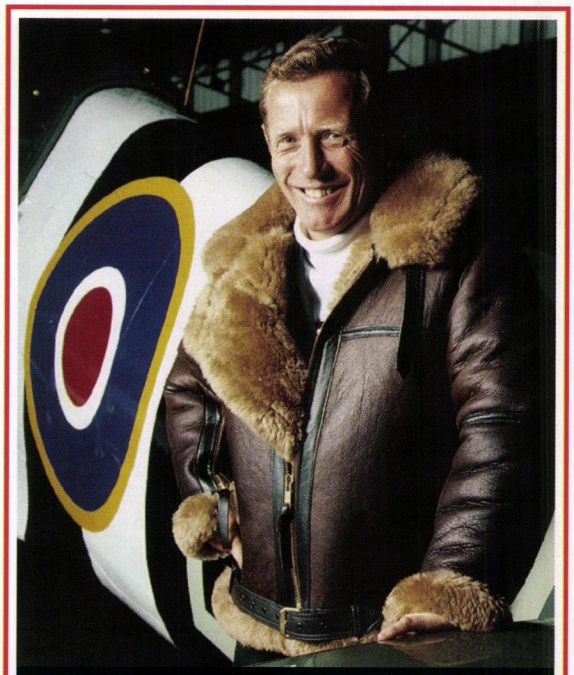


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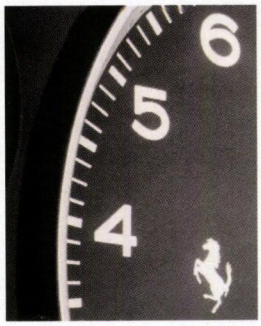
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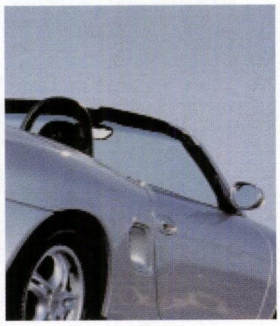
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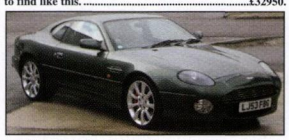
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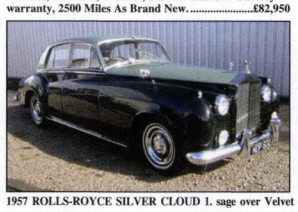
JAGUAR C-TYPE-REP BY PROTEUS (plus upgrades). 3.8 tuned engine, 4 speed box with overdrive etc. Alloy & GRP construction, correct in every way. Please see our website for full details £36,950



1989 ASTON MARTIN V8 VIRAGE, Manual. Oxford Blue, With tan leather, Aircond, full electric pack, 24000 miles Only, Full Service History, all Invoices, MOTS, tools books , etc. Superb Original Example, and very hard to find like this. .....£32950.



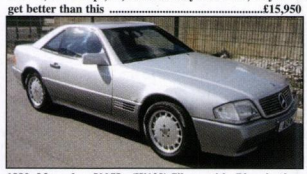
2004 ASTON MARTIN DB 7 VANTAGE, (Rare 6 Speed Manual)Aston Racing Green, Full Charcoal Leather, With Wood Trim. 19" Alloys, Red Calipers, Sports Exhaust, Air-cond, Tracker, Sat Nav and CD. Factory warranty, 2500 Miles As Brand New. £82,950



1957 ROLLS-ROYCE SILVER CLOUD 1. sage over Velvet Green with Magnolia Leather, Original RHD Example with PAS, and original Radio, 72000 Miles Only, Very Interesting history, Superb In all Respects, ...£29950



1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get better than this £15,950



1990 Marcedes 500SL (W129).Silver with Blue leather, alloys, aircond, criuse,power hood, hard-top. Music, 90000 Miles with Full, Mercedes Main dealer History. This car Looks 2 years old, (best we have seen) £17950



1938 ROLLS-ROYCE 25/30 LIMO By H J Mulliner. Black over Oxford Blue Over Black, Blue Leather to the Front, and Tan Cloth To the Rear, (with Division) last Owners Circa 32 years, Restored to Concours Standards, (Famous First Owner) The Best we Have Ever Seen.....£ POA.



1931 Bentley 8 LTR (by Mulliner). First Production model # (YF5001). Historically the most famous of all Bentley 8 Ltr Saloons. Please see our website.....£POA



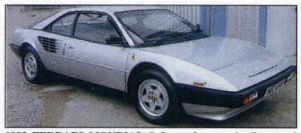
1927/8 RALLY ABC. VOITURETTE.With Chapuis Dornier Dry Sump Le-mans Engine.In Private Collection for many years, Has just been fully Re-commissioned, to a very High standard. Thought to be one of Two in Existence of this Specification. A unique Opportunity to acquire a very rare motoring Treasure. .....£ POA.



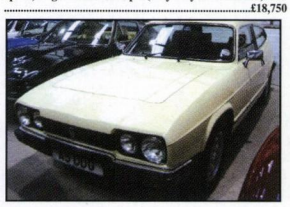
1937 CADILLAC LA SALLE 5.3 V8 Manual Finished in Burgundy with Natural felt/cloth trim, This Amazing Motor car has been in 3 collections since the war and has covered a Genuine 1650 miles from new, in fact it has covered more miles on ships, than it has on land. very rare and Unique. .....£POA.



1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only.....£19,950



1982 FERRARI MONDIAL 8 5 speed manual. silver, red leather 48,000 miles FSH, all books, tools, etc. Aircond, superb, original mint example (very very rare like this).....£18,750



1984 SCIMITAR GTE 6A AUTO.Champagne with full black leather piped, PAS, full Electric Pack, Minilite Alloys, 46000 Miles Only with Full History, This is the Nearest to a brand-new Example you will Find. Stunning £9950



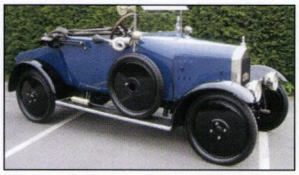
1968 MERCEDES 280SL PAGODA. White with Black hard top. Automatic with power steering, 3 owners from new. 91,000 miles, original interior and perfect hood a superb and original motorcar (hard to find like this, see our website).... .....£26,950



1969 JAGUAR E-TYPE 4.2 FHC S2. RHD, Finished in special Order Ecossie Blue, With Red Leather Trim, chrome Wire wheels, Stainless Exhaust, and Upgreades. Restored To A very High standard By its Last Owner, And taken to Le Mans Last Season, Stunning £32,950



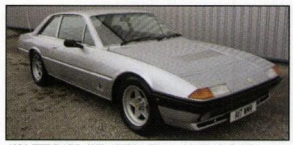
1952, BENTLEY MK VI MANUAL (4.5LTR) BIG BORE ENGINE. Brooklands Green with Light Brown Leather, Sunroof , Original Touring Kit, Two previous Owners, 54000 Miles Only, This superb Car is in Unrestored, original Condition, It drives as New and is The Best we have seen, £34950



1924 Singer Two Seat, Open Tourer With Dickey Seat. Royal Blue With Black Trim, Superb Mint Example Very Seldom as Good as this , Please see our Web-Site....£12,950.



1947 TRIUMPH 1800 ROADSTER, with Twin Dickey and screen. Restored to Show Winning Standards, Superb and correct, drives as it should , A better Example would be hard to find.!! Original Buff Logbook, All Books Tools and History File. ..... £18,950.



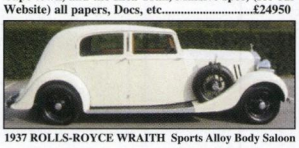
1984 FERRARI 400I AUTO, Silver with Black Leather, star alloys, air-cond , full electric pack,new stainless Exhaust, new tyres, 50000 miles, FSH, all books, tools, Invoices etc They do not get bet-ter than this.....£16950



1987E FERRARI 328 GTB. Nero with Cream Leather , Star Alloys, Air-Cond, 22000 Miles Only, FFSH, The Nearest To a Brand New Example you Will Find, All Books, Tools, MOTs, etc.Cherished Number, This is As Good as It will Get £39,950



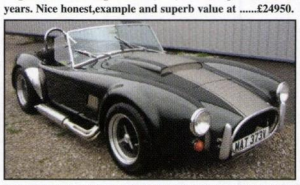
1968 MGC ROADSTER, Famous Rally car, Professionally and Expensively Prepared for Historic ralling, has competed in many rallies such as London-Cape town, and the Inca Trail, Massive spec, (see our Website) all papers, Docs, etc.....£24950



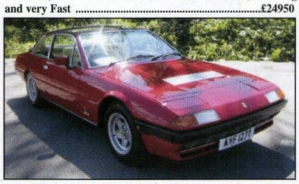
1937 ROLLS-ROYCE WRAITH Sports Alloy Body Saloon By Park-ward. (original Factory Experimental Car) Very Famous, and Important Example, Please See our Web-site or Contact Us for Full Details etc. .....£44,950.



1973 Aston Martin V8 MK1 auto. Finished in Tankard grey, with mulberry leather trim. alloys, air-cond, etc. original English Uk matching numbers car, fortune spent in recent years. Nice honest,example and superb value at .....£24950.



1997 BUILT, DAX COBRA, 4.0LTR V8, (very high Build Quality, and Spec.) Space frame chassis, Full Jaguar Running Gear, Genuine hallibrand Wheels, Bronze Green, with silver centre, Black Leather, Cobra seats, side-winder Exhausts, Chrome roll-Bar. Less Than 4000 miles, Stunning and very Fast £24950



1979 FERRARI 400 GT (banham Convertible) Auto. Rosso Red, With Tan Leather, And Tobbaco Inserts, alloys, Aircond, Pas, 47000 miles Only, Full Engine Rebuild c. 2000 miles Ago, Superb History File, A Lovely. Rare motor-car .....£19,950.

Arriving soon

(These vehicles will be available at time of press)

SEE OUR WEB-SITE

1967 JAGUAR E-TYPE 4.2 ROADSTER

1959 FROGEYE SPRITE SUPERB AND ORIGINAL

2001 FERRARI 550M 10000 MILES ONLY AS NEW

1948 BENTLEY MK 6

1968 BRISTOL 410, BLUE/SILVER SUPERB ORIGINAL EXAMPLE

1966 BRISTOL 409 BROOKLANDS GREEN, SUPERB RESTORED EXAMPLE

We are always interested in buying, part-exchanging OR selling, cars similar to the above, click-on to our website for more detailed photos, and info.

ROD LEACH'S NOSTALGIA

SUPERFORMANCE LE MANS COUPES

The 2005 Series of these stunning new 207 mph Peter Brock designed GT's are now available for early delivery. Eminently practical with every comfort incl. A/C, power steering and brakes, rear hatch opening with extensive luggage space and peerless build quality, these are utterly sensational modern-day supercars. The 6.6 litre Rousch Ford/Ford V8 engine gives over 500 bhp, 0 - 100 mph in 8.6 secs, and the standing 1/4 mile in 11.5 secs.! ONLY A HANDFUL (EITHER R.H.D OR L.H.D.) WILL REACH THE U.K. THIS YEAR, PRICED AT £78,000 + VAT ' ON THE ROAD'. FINANCE AVAILABLE.

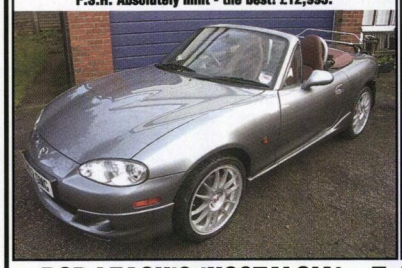
Rave reviews in the DAILY TELEGRAPH, AUTOCAR, MOTORSPORT etc., and www.4car.co.uk. Soon to be on TOP GEAR TV.



1966 AC COBRA 289 Mk III - R.H.DRIVE.
First owned by famous boxer Billy Walker and Lord Russell, then modified for competition in the 1970's. Totally reconstructed in the early 1980's, after which it became probably the most successful Mk III of all in the hands of Aidan Mills-Thomas, with 80-plus wins in over 300 events entered. New 300+ bhp Peter Knight engine just fitted. Full F.I.A. Papers and taxed/ M.O.T'd etc. A wonderful and exciting road car, but totally 'sorted' and prepared for immediate track and/or other historic events.



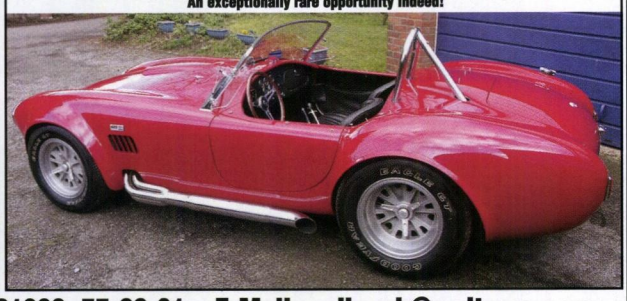
2002 MAZDA MX5 1.8I PHOENIX (Special Edition)
5 speed manual; full Factory body-kit; twin roll-hoops with windbreak; 17" OZ alloys; leather trim; heated seats; 6 CD changer etc. 1 owner, just 11,500 miles from new with F.S.H. Absolutely mint - the best! £12,995.



AC COBRA 427 MK III 'SEMI-COMP.' - L.H.DRIVE
1 of only 8 specially commissioned AC Cars Ltd. Factory 'Continuations' hand-built over 3000 + hours using the original Works jigs and bucks etc. Mathwall 485 b.h.p. 7 litre 'side-oiler' gives 0 to 100 mph in 9.8 secs! Indistinguishable from the 1965 original down to the smallest detail. 1,150 miles from new. Just serviced with new M.O.T. Awesome!



1966 SHELBY FORD COBRA 427 Mk III - L.H.DRIVE
Rebuilt from the bare chassis in the 1970's and converted to partial 'S/C' spec. Premier Award Winner at the 1981 S.A.A.C. Convention. Subsequently owned by several well-known U.S. collectors including the President of Paramount Films. Exported to Europe in 1989, imported to the U.K. in 2004. Total mechanical check-over and full service just completed by Alan Smith (Thunder Road). Superbly presented throughout with delightful patina spanning 40 years. An exceptionally rare opportunity indeed!



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1929 1.5 litre International Works Team Car

Chassis number LM3/129R. 1929 Brooklands Double Twelve Bertelli/Bezzant 5th overall, 3rd in class. Irish G.P. Phoenix Park Bertelli/Bezzant 9th. Ulster T.T. Bezzant finished. 1930 Brooklands Double Twelve Bezzant/Gunther retired. 1930-32 used as works demonstrator. 1932 fitted with 2/4 seater body by the works and sold to the public. One of only seven International works team cars. Present owners since 1963, completely rebuilt in the late 1990's with steel crank and rod engine to Le Mans specification. First class condition throughout, regularly rallied (Rallye des Ramparts, 2002 Ards reunion) and very reliable. A very rare opportune to own a significant piece of British motoring history.

Contact Andy Bell for further details
See the website at www.ecuriebertelli.com for other car sales

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1961 AUSTIN HEALEY 3000 BJ7 FIA RACE CAR. Built by Dennis Welch Motors to the ultimate long distance race spec. Dark Blue with Silver hard top, every tweak possible, raced in all European & UK FIA events with tremendous success. Race ready for this season, a front-runner in the right hands, could not be replicated for less than £80K.RHD £49,995



1928 AUSTIN SEVEN CHUMMY. Yellow with Black wings, last owner since 1947, Reg No TM 2122, chassis no A55441, time warp condition, just re-commissioned, extensive history, look no further - this is the one!RHD £8,995



1955 JAGUAR XK140 ROADSTER C TYPE. Signal Red with Black hide and Black weather equip. Total nut & bolt restoration to the highest of standards. C type head, twin spot lamps, dual exhaust, spats, heater, less than 800 miles since completion. This is just what the doctor ordered. Simply stunning!RHD £47,995



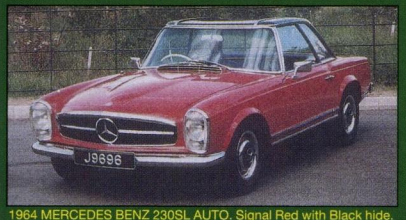
1961 JAGUAR 3.4 MK2 AUTO. 1lady owner until 2000. 58K warranted documented miles. CWW, PAS, radio. Unblemished Opalescent Maroon with Blood Red hide. Cars of this quality & pedigree rarely come onto the open market.Virtually as it left Browns Lane £23,995



1967 MINI COOPER 1275S. Black with Cream roof & Black trim. Full house F.I.A. rally car, SC close ratio gear box, Safety Devices roll cage, twin tanks, Halda, triple spot lamps, minilite wheels, works rally spec brakes, suspension drive shafts etc. Superb condition, RAC papers and ready for the most serious of rallies. You could not build this car for less than £25,000.RHD ..£12,995



1973 JAGUAR XJ 12 L AUTO. Navy Blue with Navy blue hide. One local owner, 4,100 miles from new with a total service history, every bill & MOT from day one, Motorola 8 track, chrome wheels, elec windows. The best example in the world, original in every respect & unrepeatable. The Reg. No. RB V12 is included in the sale price.RHD £12,995



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



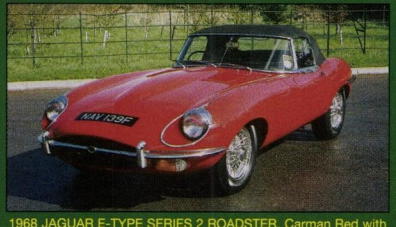
1963 AUSTIN HEALEY 3000 BJ7. Ivory with Black hide piped Cream. Professional restoration to the highest of concours standards; less than 1000 miles since. O/D, wire wheels, adjustable column, stage 2 engine with unleaded head, mohair hood. Examples of this quality rarely come onto the open market. BE QUICK!RHD £33,995



1989 MORGAN PLUS 8 3.5 EFI. Rosso Corsa with Cream hide piped red. Alloy wheels, twin spots lamps, aero screens, reclining seats, boot rack, radio, immobiliser, door locks, walnut dash, 39,000 miles with FSH. A most outstanding example.RHD £21,995



1998 AC COBRA SUPERBLOWER. Finished in Midnight Blue with full Red hide. Two owners, 20K miles, FSH. Equipped with roll hoop, cat 1 alarm, Halibrand wheels, stone guards, twin overtaking mirrors etc. An impeccable example of this very rare AC factory built supercar.RHD £52,995



1968 JAGUAR E-TYPE SERIES 2 ROADSTER. Carman Red with Black hide & Black mohair hood. A superbly well restored example with uprated shockers, comp CWW, unleaded head, reclining seats etc, ready for the summer.RHD £39,995



1960 TR3A. Midnight Blue with Silver works hardtop. All alloy body, 160 BHP, restored by Revington at a cost in excess of £50,000. Now prepared for serious international rallies, with all necessary upgrades. Competed in and won its class in the 2004 Rally of the Tests.RHD £24,995

1965 FRUA JAGUAR 3.8 COUPE. '66 Geneva Show car, Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 90/95 costing in excess of £100K to the highest standards. Unique styling exercise by Frua, never taken up by Jaguar. I know not why, maybe due to cost of production; absolutely stunning; 'unrepeatable' £59,995

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

1963 TRIUMPH ZEST 2 LITRE TRI CARB. Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine & all syncro gearbox. Sebring White with Red hide. Restored to the highest standard by marque specialist at enormous cost. Unique & stunning £21,995

1963 JAGUAR 3.8 MOD MK2. Metallic Burgundy with Red hide, uprated and equipped with PAS, CWW, coil over rear suspension, unleaded head, reclining seats, 4 pot callipers, Koni shockers, Motolita steering wheel, music system, all synchro overdrive gearbox. In extremely original condition and superb to drive £18,995

1965 SUNBEAM TIGER SERIES 1A. Speedwell Blue with Black hide. Uprated engine, T10 gearbox, Minilite wheels, Koni shockers, extra instruments; a very well restored example in excellent condition. One we have sold before £18,495

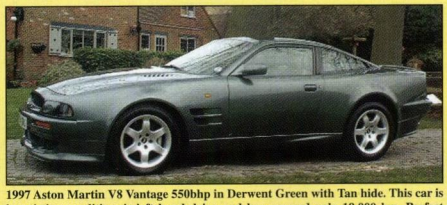
1968 TRIUMPH 2000 MKI. White with Red trim. Prepared for historic rallying using the best of components in a superb shell. Works type dash, competition seats, overdrive, Motolita wheel, adjustable suspension, minilite wheels, spot lamps, reversing light. Could not be replicated for double this figure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

1979 TALBOT SUNBEAM LOTUS. Black over Silver, Grey cloth. Rebuilt some years ago using the last genuine factory shell, ZF gearbox, LSD, uprated adjustable susp, quick rack, oil cooler, blue printed engine, catch tank, fire ext. Very little use, only the odd hill climb: now's your chance to make a serious rally car, impeccable condition £8,495

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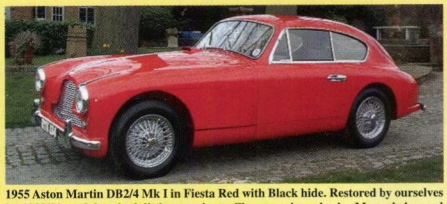
1997 Aston Martin V8 Vantage 550bhp in Derwent Green with Tan hide. This car is in pristine condition, is left hand drive and has covered only 19,000 km. Perfect throughout. £69,950



1971 Ferrari 365 GTB/4 Daytona Plexiglass in Ferrari Red with Black leather. A very rare car, one of only approximately 12 right hand drive cars, this excellent example was the property of the late Victor Gauntlet (Chairman of Aston Martin) and comes with considerable service history including recent service and new clutch. 60,000 miles. £69,950



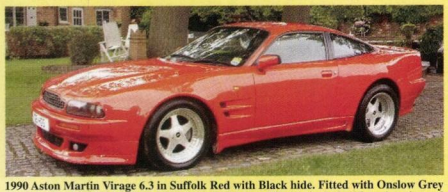
2001 Aston Martin DB7 Vantage in Pentland Green with Forest and Parchment hide. This is a beautiful one owner example fitted with automatic transmission, Tracker, heated seats, 19" alloys and all usual refinements. Full Aston Martin service history. In perfect condition throughout. 43,000 miles. £52,950



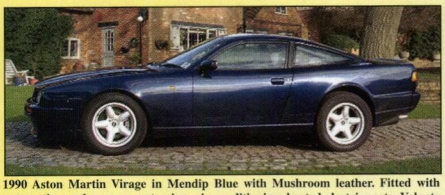
1955 Aston Martin DB2/4 Mk I in Fiesta Red with Black hide. Restored by ourselves in 1989/90 and has had little use since. Chrome wire wheels, Manual 4 speed gearbox, in very nice condition and sensibly priced. £26,950



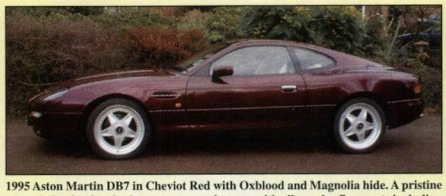
1957 Aston Martin DB2/4 Mk II in British Racing Green and Silver. Owned by a valued customer for many years with service history with ourselves and Four Ashes Garage. A very nice 50's sports car. £29,950



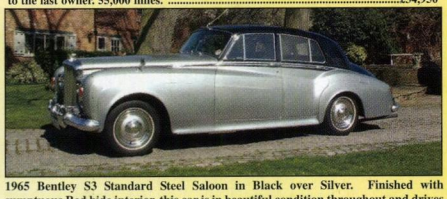
1990 Aston Martin Virage 6.3 in Suffolk Red with Black hide. Fitted with Onslow Grey carpets edged in Black, this car has been highly modified to include 6.3 engine, 4 speed Automatic transmission, ABS, immobiliser, 18" split rim OZ alloys, Alpine radio cassette and CD. This car has Vantage coachwork, wider wheel arches, front and rear lamp modifications and comes with full service history and was supplied by ourselves to the last owner. 55,000 miles. £34,950



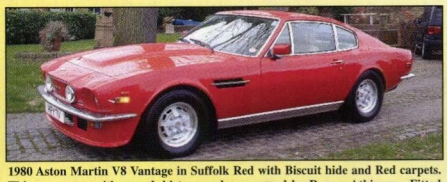
1990 Aston Martin Virage in Mendip Blue with Mushroom leather. Fitted with automatic gearbox, power steering, air conditioning, heated electric seats, Volante alloys and stereo system. Service history, excellent value. 31,000 miles. £23,950



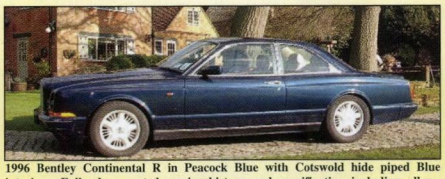
1995 Aston Martin DB7 in Cheviot Red with Oxblood and Magnolia hide. A pristine example having just had two owners and comes with all usual refinements including CD auto changer, Parktronic, air conditioning and electric seats. The car has automatic transmission and full Aston Martin service history. 50,000 miles. £32,950



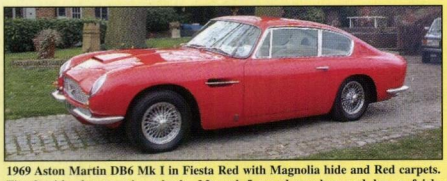
1965 Bentley S3 Standard Steel Saloon in Black over Silver. Finished with sumptuous Red hide interior, this car is in beautiful condition throughout and drives extremely well. Price to sell at £26,950



1980 Aston Martin V8 Vantage in Suffolk Red with Biscuit hide and Red carpets. This car comes with superb history and was owned by Rowan Atkinson. Fitted with 5 speed Manual transmission, GKN alloy wheels and all usual refinements. 74,500 miles. Sensibly priced at £39,950



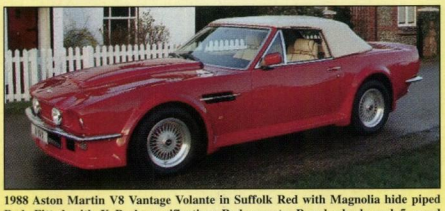
1996 Bentley Continental R in Peacock Blue with Cotswold hide piped Blue interior. Fully documented service history and specification including alloys, electric seats, heated front seats, CD multiplay and air conditioning. Cost new £190,000. .....£59,950 (similar to photo)



1969 Aston Martin DB6 Mk I in Fiesta Red with Magnolia hide and Red carpets. Fitted with chrome wire wheels, Manual 5 speed gearbox and has a fairly comprehensive history file dating back 14 years. In 1991, the car had a complete restoration when the body was removed from the chassis and a complete rebuild carried out. This is a very attractive example and is sensibly priced. £52,950



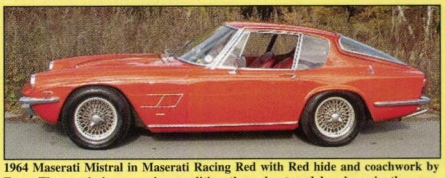
1980 Aston Martin V8 Volante in Winchester Blue with Red hide. During the past six years this car has been the subject of a virtual rebuild in that it has been re-trimmed, re-painted and the engine has had an unleaded conversion. Its hood has also been replaced in dark Blue mohair and the car performs faultlessly. .£39,500



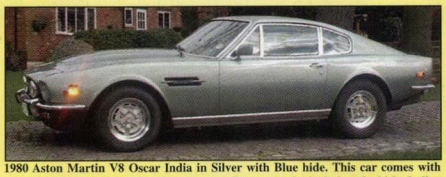
1988 Aston Martin V8 Vantage Volante in Suffolk Red with Magnolia hide piped Red. Fitted with X Pack specification, Red carpets, Ronal wheels and 5 speed Manual gearbox. An excellent example with low mileage from new and full Aston Martin service history. £69,950



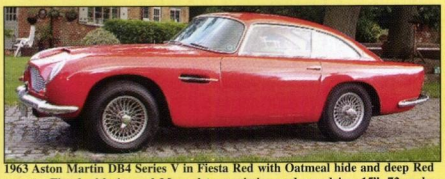
1984 Aston Martin V8 Volante in Windsor Red with Tan hide and Tan hood. Automatic transmission and BBS alloys, this is one of the best examples we have had in recent times with a complete Aston Martin factory service history. Please enquire for more details. £42,950



1964 Maserati Mistral in Maserati Racing Red with Red hide and coachwork by Frua. The car is in very nice condition throughout and has been in the same ownership since 1967. It has an all aluminium body and is fitted with a 6 cylinder engine with twin overhead cams and a 12 plug head. It has a 5 speed gearbox and Borrani wire wheels. £23,950



1980 Aston Martin V8 Oscar India in Silver with Blue hide. This car comes with considerable history and is a 3 owner car. Recent works include refurbished alloy wheels and a full service. £26,950



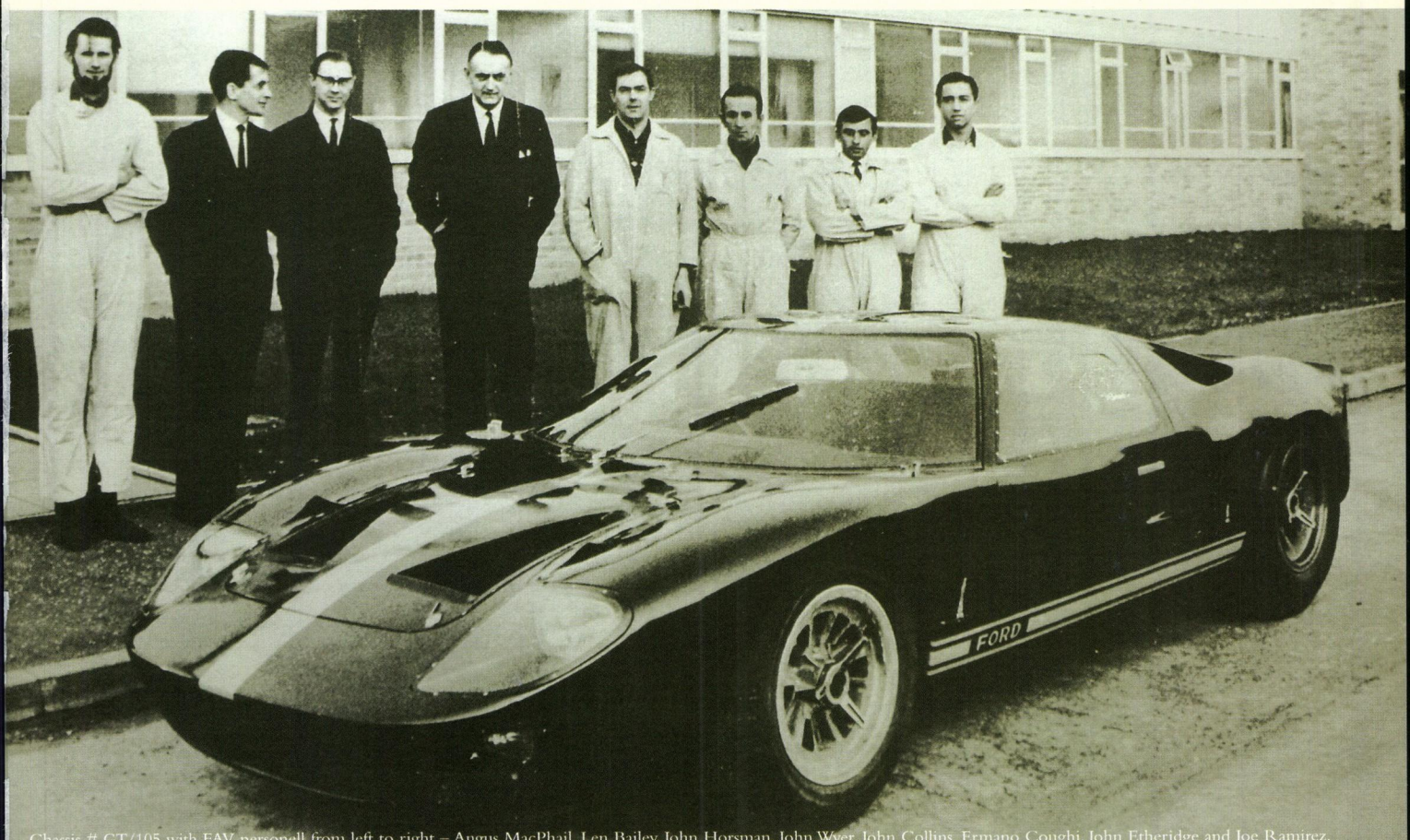
1963 Aston Martin DB4 Series V in Fiesta Red with Oatmeal hide and deep Red carpets. Fitted with 4 speed Manual transmission and overdrive, 15", 72-spoke wire wheels. This is a very rare model of which only 103 were produced and is the same shape as the DB5. .....£64,950

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Chassis # GT/105 with FAV personell from left to right – Angus MacPhail, Len Bailey, John Horsman, John Wyer, John Collins, Ermano Coughi, John Etheridge and Joe Ramirez.









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