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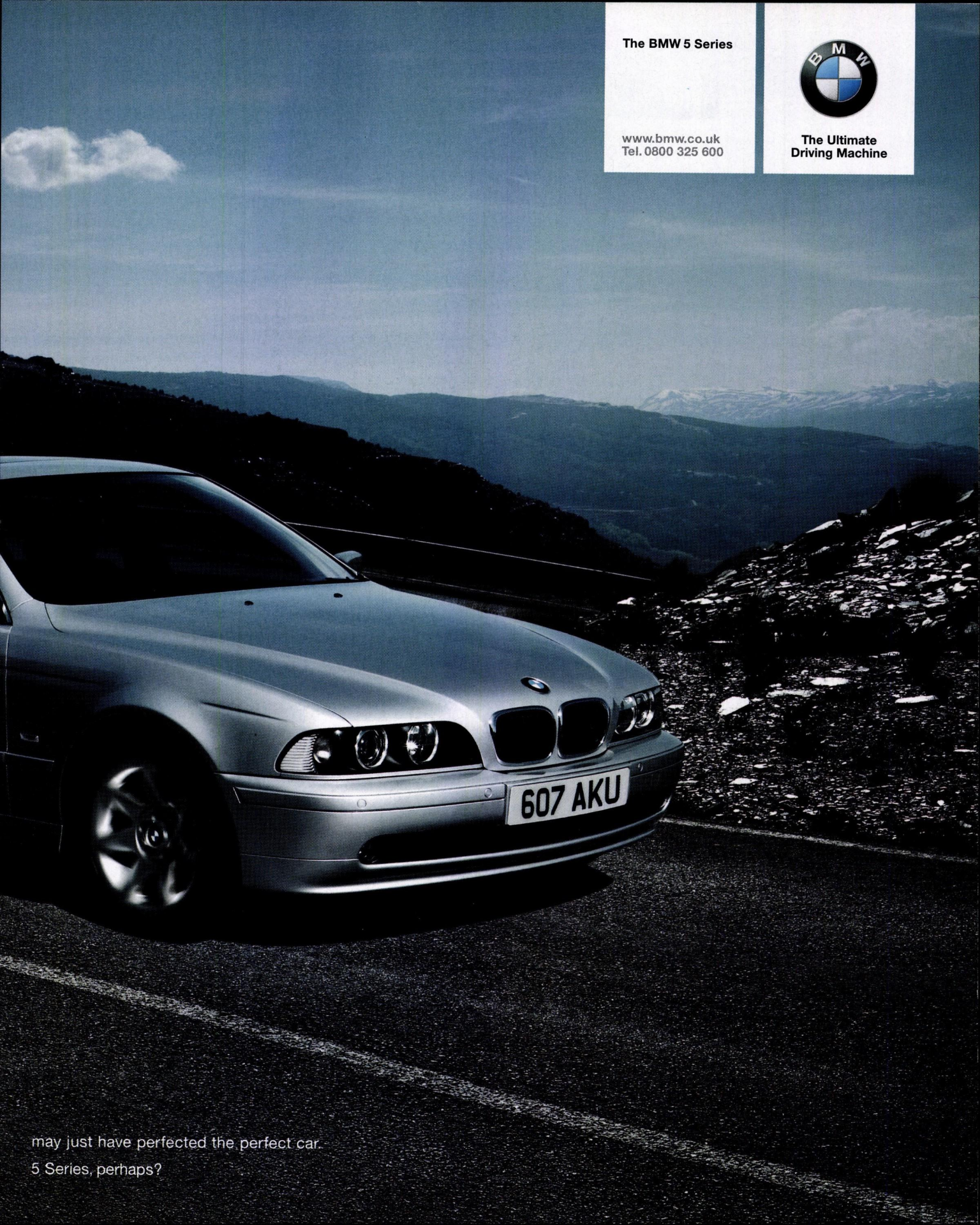
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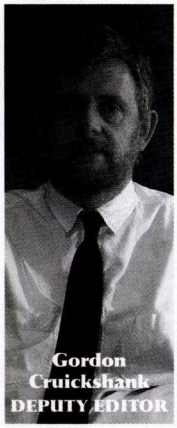
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1950 Jaguar XK120
1934 Lagonda M45 Team car type tourer
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1955 Lotus Mark X Ex Cliff Davis Goodwood car, FIA papers
1947 Maserati 4CLT/47 Ex Scuderia Milan/Ruggeri car
1957 Mercedes-Benz 300SL Roadster
1963 Mercedes-Benz 300SL Roadster Alloy engine
1955 Mercedes-Benz 300SL Gullwing
1930 OM Tipo 665 Spyder GS
1967 Porsche 910 Ex Gerhard Mitter, Mugello 500kms winning
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editorial



Gordon Cruickshank
DEPUTY EDITOR

THE OMENS WERE NOT GOOD. Rockingham Motor Speedway looked half-built for its May debut, played a desperate game of catch-up over summer, and then, when its much-heralded ChampCar spectacular arrived, hit a major hurdle. While the CART circus waited in the pits to show us what oval racing is all about, officials battled with a novel problem – weepers. Trickles of water oozing through the banking.

To British fans well used to wet racing, it sounded trivial. But water and ovals don't mix. On a concrete-rimmed bowl a flick of opposite lock can mean a head-on impact with the barrier. Only a week before, Alex Zanardi's awful crash at the Lausitzring showed the risks.

So as Friday's practice was cancelled, then Saturday's, the crowd sat in patient silence wondering if there would be a race at all. And the Rockingham date was only days after the terrorist atrocities in the USA. Frankly, none of the CART community really wanted to be there.

Yet it came right. The weepers were staunched and, after the briefest of warm-ups, the teams launched into a Hollywood script of a race which culminated in Gil de Ferran's spectacular last-corner pass for victory. *And* it got two hours of coverage on BBC the following day. Britain's racing landscape had shifted significantly.

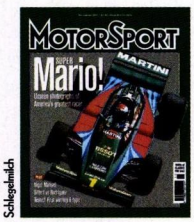
With Rockingham suddenly a serious bidder for fans' cash, and Octagon's decision to move the Historic Festival from Silverstone to Oulton Park, we are surely about to see a change in the old patterns. As Silverstone's facilities improve in line with its F1 status, so its entrance and circuit hire charges soar; smaller clubs are already moving their meetings to smaller circuits. Will this level out the cash flow and allow improvements at Snetterton, Mallory and Knockhill, or overstress the less glamorous venues? If the Historic Festival takes large crowds to Oulton, how will those Cheshire lanes cope?

This redistribution may be more than geographic, too. We now have one circuit devoted purely to historic events (Goodwood), a banked track offering its unique style of racing (and exceptional viewing), and a grand prix venue where clubbie racing looks unlikely to have much future.

This specialisation might turn out to be good news. It may well be introducing newcomers to the sport. Non-racing people ask me about tickets for Goodwood, drawn by the 'costume party' atmosphere. TV-watching sport fans, put off grands prix by queues and costs, are used to seeing lower-tech but higher energy oval racing on satellite and late-night Channel 5. Many went to Corby to watch the real thing, and many more will go next year.

Even if these new fans attend only one prime meeting in a year, it's new blood, and new money. Perhaps proliferating digital TV channels will deliver up new audiences dedicated to single areas of competition. Niche motor-racing, anyone?

Paul Fearnley is away



Schlegelmilch

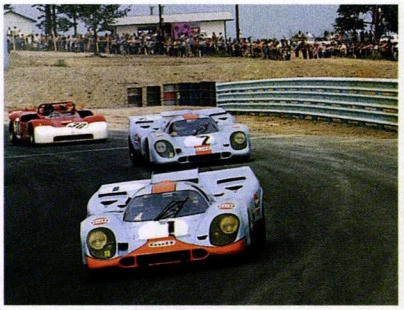
Mario Andretti's Lotus 80 in the 1979 Monaco Grand Prix

Vol LXXVII No 11 NOVEMBER 2001

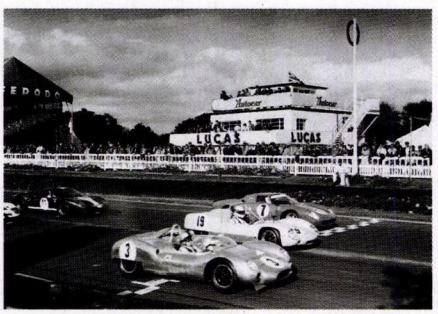
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MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



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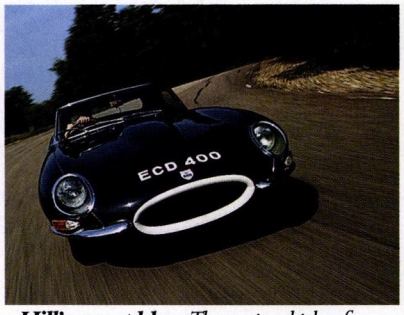


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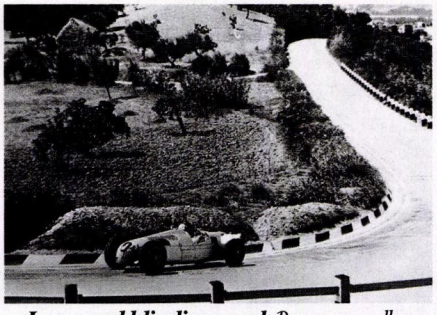
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MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



Oulton Park Gold Cup meeting will replace Silverstone's Historic Festival (below) next season

both: LAT

HISTORIC FESTIVAL MAKES SURPRISE VENUE SHIFT

THE HISTORIC FESTIVAL, RUN AT SILVERSTONE FOR nearly a decade, is moving to Oulton Park in 2002. The Cheshire circuit which, like Silverstone, is run by the Octagon group, emerged as the favoured venue in recent weeks, and just before we went to press, an inside source confirmed the plans.

The event was run at Silverstone under the Coys International Historic Festival banner until this year, when the auction house switched its allegiance to the Rockingham Motor Speedway. The renamed Silverstone Historic Festival shifted from its mid-July slot to August bank holiday weekend, a move that gained the hearty approval of most spectators.

For that reason, the event will retain its public holiday date in 2002, running over August 24-26, but the event is set to be branded the Oulton Park Gold Cup. The parkland venue will celebrate its 50th anniversary in August 2003, so a move for this key event would fit in well with future plans to mark the circuit's golden jubilee.



CIRCUITS EAGER TO ATTRACT EVER-LARGER TGP FIELDS



Gary Hawkins

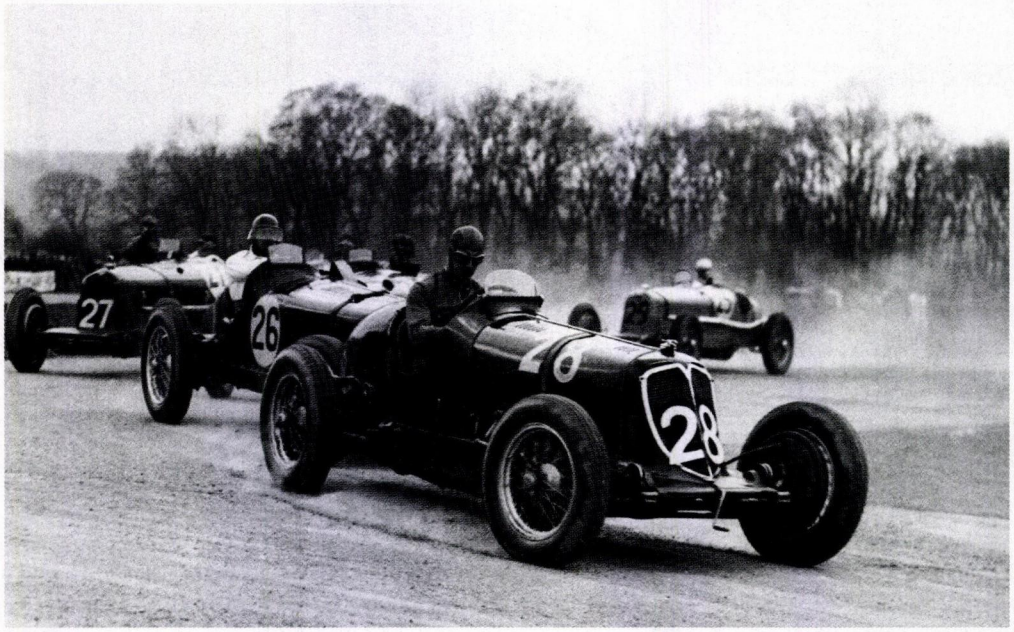
Martin Stretton's Tyrrell remains the most spectacular machine in a great series

ORGANISERS OF THE FIA THOROUGHBRED GRAND PRIX CAR CHAMPIONSHIP are currently considering 14 invitations from circuits across Europe to host rounds of the 2002 championship. With a maximum of eight or nine races, at least five venues will be unsuccessful. New to the list of candidates are the A1-Ring in Austria and Hockenheim.

"We should start the season in April at Estoril or Jarama," reports series boss Stuart McCrudden. "With so many invites we may only do one race in Britain," he added. The Brands Hatch GP circuit is the most likely venue for the British race. A definitive calendar is expected by the end of November.

The number of competitors hit records levels this year, with 52 registered drivers. "I've already got requests from a number of new people for next year," says McCrudden. The 2001 title was clinched by John Bladon (Surtees TS9) at the final race at Dijon. A cooling problem actually prevented Bladon from starting the race, but he was still confirmed champion by a single point.

EMPIRE THEME AT TWO-DAY SPECTACULAR



both LAT

The VSCC aims to recall the British Empire Trophy, a major event before the war, in its British-themed Donington meet

THE VINTAGE SPORTS CAR CLUB WILL celebrate the British Empire in a two-day racing festival at Donington Park next June. Not only will the event recall the prestigious British Empire Trophy races which ran at Donington before WWII, it will also celebrate the achievements of major British car manufacturers in motorsport.

"Coming a week after the Queen's golden jubilee, it will be a very British event," said a VSCC spokesperson. "This year's event with Audi worked extremely well and we are working to attract major British manufacturers."

Running over the weekend of June 8/9, the event will feature the traditional Richard Seaman Trophy races, with a significant pre-war element. But other races during the two days will cover the post-war years and a race for the Group C Revival cars will bring the story through to the 1980s and early '90s.

"We would like to run displays about British Grand Prix and Le Mans achievement. This year's event was a huge success and this is very much the flagship event in the VSCC calendar. We are in discussion with manufacturers like Bentley and Jaguar." The VSCC event is set to run the weekend before the classic Le Mans 24-hour race.

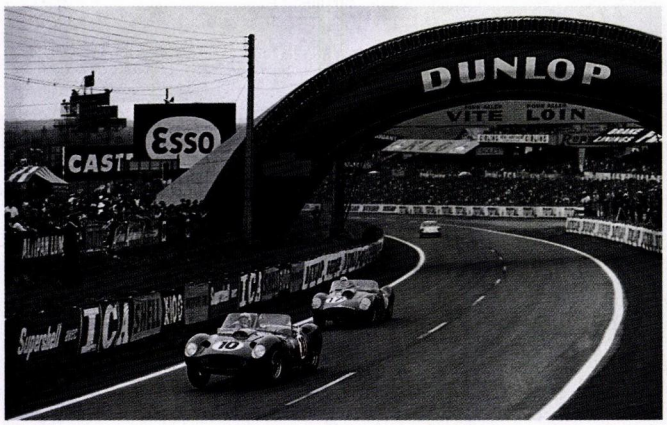
Other races expected to form part of the programme are a pre-war sportscar race and an endurance race for the Gentlemen Drivers' Club.

As in the 2001 event, it is hoped that track demonstrations of cars spanning many decades will be a central part of the weekend.

NEW DATE FOR CLASSIC LE MANS EVENT

THE ORGANISERS OF THE CLASSIC LE Mans event have announced a switch to a September date for the eagerly anticipated 2002 edition. Initially planned to run in mid-July, the 24 hour event will now run over the weekend of September 21/22, following some protracted negotiations with local authorities

Up to 300 cars spanning the history of the race up until 1975 will take part, split into five age groups. Each group will then contest four sprint races during the 24-hour period. Priority will be given to cars which actually contested the French classic, with the option for drivers to share cars or even drive more than one car.



Up to 300 pre-1975 cars may contest September's Classic Le Mans meeting

news in brief

A MEMORIAL SERVICE TO celebrate the life of Ken Tyrrell will be held at Guildford Cathedral on Thursday November 15, 2001 at 2.00pm. If you wish to attend, please register by post with The Club Secretary, BRDC, Silverstone Circuit, Silverstone, Northants NN12 8TN, no later than October 31.

* * *

NEARLY 40 YEARS ON FROM ITS last win at Oulton Park, Mike Hibberd's FJ Lotus 27 scored another win at the Cheshire circuit this season. Peter Arundell raced the car to victory in 1963 as a works car. He went on to win the British Formula Junior title that season.

* * *

GUY MINSHAW, YOUNGER SON of Demon Tweeks boss and prolific historic racer Alan, has switched to historic racing with a Formula Ford Merlyn in the HSCC's Historic FF Championship. His brother Jon is now well established in historic circles with his Jaguar E-type.

* * *

STEPHEN MINOPRIO HAS WON the FIA Historic Grand Touring title this season in his Marcos GT. Minoprio returned to racing a couple of seasons ago and has campaigned the Volvo-powered Marcos to great effect across Europe.

* * *

LAST MONTH WE MENTIONED that Robin Lodge's Lancia D50 had been converted to run on methanol, but incorrectly ascribed the work to Tony Merrick. In fact it was Jim Stokes Engineering who carried out the conversion on this wonderful recreation.

* * *

ULRICH BEZ, HEAD OF ASTON Martin Lagonda, shared the Zagato-bodied DB4 of Roger Bennington in the two-driver event during the AMOC's final race meeting of the season at Oulton Park in early October.

MONTEREY HISTORICS

LAGUNA SECA IS HIGHLIGHT OF CALIFORNIAN SPECTACULAR



Laurence Baker

The Monterey peninsula throbbed to a packed Historic weekend linked to the Pebble Beach concours. The Hill GH-1 (above) was driven by Sanehiro Nozaki

FORMULA 5000, BRAND HATCH

TROJAN HORSEPOWER CONQUERS BRANDS

SIMON HADFIELD GAVE THE TROJAN MARQUE A RARE UK race victory as the FORCE Formula 5000 series concluded at Brands Hatch in October.

Two weeks earlier, at Dijon, Nick Crossley had used the long straight to stretch his F5000 March 73A and hold off Malcolm Carter's Cosworth DFV-powered March 711 by under two seconds.

Several drivers switched chassis for twistier Brands, Hadfield moving from a Lola T330 to the ex-Hexagon of Highgate Trojan T101 that John Watson had driven in period.

A car in the gravel brought a red flag on lap one, with Hadfield dominating the re-run after Tony Trimmer's Lola T330 had initially out-dragged the pole man. Crossley, his engine not at its best, was short-shifting as he ran to third place, a piston failing right at the end. James Denty (ex-Jody Scheckter Trojan T101) was last un-lapped runner in fourth.



Jim Houlgrave

Simon Hadfield's Trojan (101) proved a good choice for Brands, splashing to a rare win for the marque

FIA THOROUGHBRED GP, DIJON-PRENOIS

TITLE GOES TO WIRE



MAWP + Sport

Fredy Kumschick – dominant winner, but no title

CHALLENGING ONE-TIME GP VENUE DIJON-PRENOIS hosted a packed historic weekend in which Fredy Kumschick dominated the final FIA Thoroughbred GP Car Championship round in his Williams FW07C. An emphatic victory left him a point short of John Bladon's title haul, but after 15 laps the Swiss ace was a minute clear of Christian Glasel's Brabham, with Steve Hitchins (Lotus 88B) third. Fredy also shared F2 wins with Peter Stobinski's March 712.

Michael Schryver (Lotus 22) and Denis Welch (Merlyn Mk4) took a Formula Junior win apiece, but the Lurani Trophy went to David Stephenson's Cooper T56. Completing a fine weekend for Britain were Allen Lloyd's wins in the Touring and GT races.

Palace Hotel
18 December 2001

A Sale of Historic Ferrari Motor Cars, Related Automobilia, Patek Philippe Wristwatches & Fine Diamonds

Gstaad


1.


2.


3.


4.


5.

Illustrated:
1. 1959 Ferrari 250GT 'Interim' *Berlinetta*, sold in 2000 for £ 660,461

2. A 3.37ct D colour internally flawless diamond ring. Estimate: £40,000 - £50,000

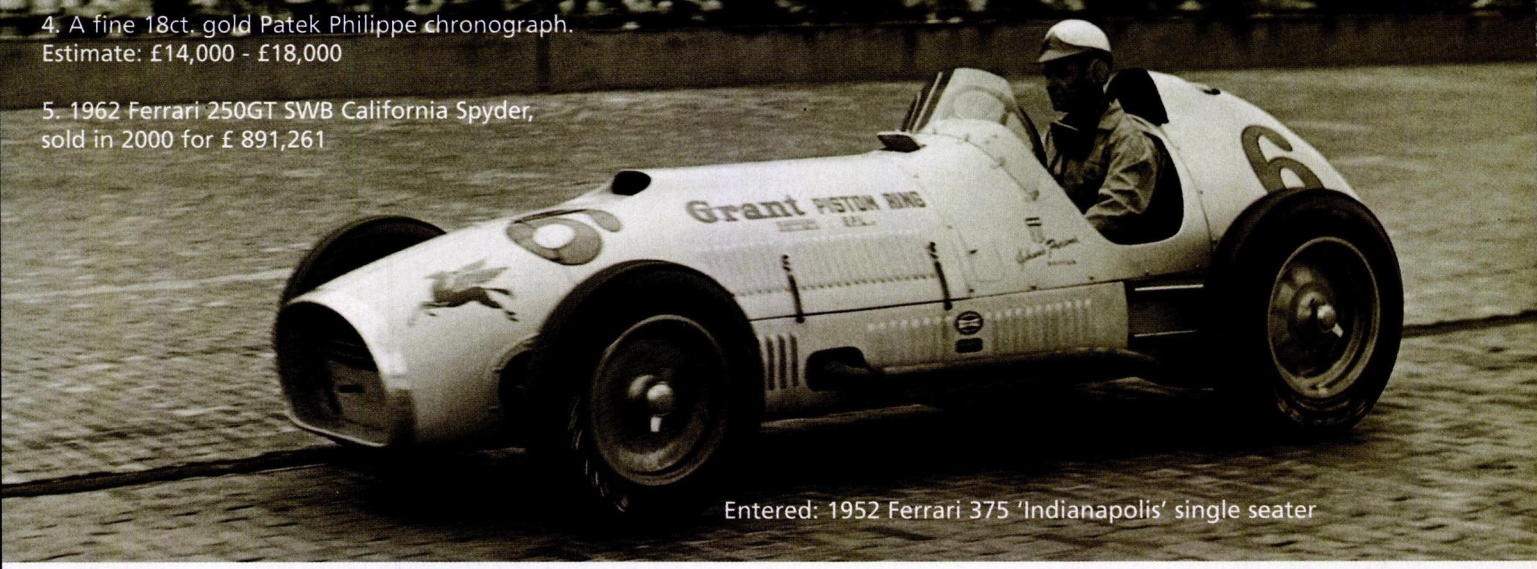
3. 1952-55 Ferrari 500/625 Formula 1, sold in 2000 for £ 424,092

4. A fine 18ct. gold Patek Philippe chronograph. Estimate: £14,000 - £18,000

5. 1962 Ferrari 250GT SWB California Spyder, sold in 2000 for £ 891,261

For information on this year's Ferrari sale and a confidential appraisal, please contact Simon Kidston or Max Girardo on t. (+41 22) 300 3160
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BRDC HISTORIC SPORTS CARS, SPA-FRANCORCHAMPS

SYTNER TAKES BRDC SPORTSCAR CROWN AT SPA



Bernard Louquet Diffusion

Champion performance: Sytner dives into Eau Rouge ahead of more Cooper Monacos, a Lotus, Lister and Maserati

DESPITE MOVING FROM IMOLA TO SPA, THE FINAL ROUND OF the BRDC Historic Sports Car Championship drew a modest field, with 16 cars making the trip for a double-header race in the Ardennes. A win and a second were enough to confirm Frank Sytner as overall champion in his ex-Stirling Moss Cooper Monaco.

John Harper got the better of Sytner in the opening race, finishing just 0.3sec in hand over Sytner after 24 minutes of hard racing. Philip Walker netted third in his Lotus 15 on only his second weekend in the championship.

However, it was the story in the 1500cc class that was helping Sytner's progress towards the title. Peter Austin's Lola Mk2 could have hindered Sytner's title progress, but the small number of Class B cars meant the points on offer were reduced. Compounding Austin's problems was Mark Griffiths (Lotus 11) who defeated the Lola twice.



Minshaw's Birdcage was in strong form

Sytner then set the seal on his title in Sunday's second race when Harper retired, leaving Walker to give spirited chase to the leading Cooper. Alan Minshaw was again the best of the rest in his beautifully presented Maserati Birdcage. Austin took the 1500cc category title and Nick Wigley topped the pre-54 class in his Tojeiro Bristol.

EVENTS OF NOTE

OCTOBER

19-21 MONZA (I)
Shell Historical Ferrari Challenge.

20 BULLDOG HISTORIC FOREST RALLY (GB)
MSA British Historic Rally series returns to Welsh forests, taking in classic stages in Hafren and Dyfi. Tel: 01332 672533.

20/21 SNETTERTON (GB)
Running with 750 Motor Club will be Top Hat Series race for '50s and '60s Sports Cars. Tel: 01926 885835.

25-28 VIRGINIA INTERNATIONAL RACEWAY (USA)
Final SVRA race meeting of the season. Tel: 001 603 643 6161.

NOVEMBER

1-4 DAYTONA (USA)
HSR race meeting dovetails with Grand-Am sportscar race. Period sports racing and Group C cars in action. Tel: 001 888 477 5999.

4 LONDON / BRIGHTON
Veteran Car Run. Tel: 01753 765000

10-11 LAS VEGAS MOTOR SPEEDWAY (USA)
VARA race meeting. Tel: 001 800 280 8272.

JANUARY

10-13 NATIONAL EXHIBITION CENTRE (GB)
Autosport International. First two days are trade, next two days are for the public. Tel: 0870 902 0444.

INTERNATIONAL SUPERSPORTS CUP, DONINGTON PARK

GROUP C CARS STEAL INTERNATIONAL SUPERSPORTS THUNDER

AS A DOUBLE-HEADER SUPPORT RACE TO THE British Touring Car Championship, the International Supersports Cup drew a disappointing field to Donington Park in late September. To bolster the grid, half a dozen Group C cars were added and, inevitably, dominated the race.

While the Spice SE90 of Chris Randall swept clear in both races, it was Peter Hoffman who headed the older cars in his McLaren M8F. In the opening race, Hoffman started from the tail of the field, but moved through to second as the pair of Richard Dodkins-entered cars hit dramas. Dodkins himself piloted his team's thundering March 717, but spun out of second, while Nigel Barrett pitted the team's McLaren M8D with exhaust problems.

In the second race, Hoffman again headed the Supersports cars despite hitting gear selection dramas. As he struggled to find ratios to get the McLaren out of hairpins, former M8F racer Paul Whight swept ahead in his Group C Aston Martin AMR1.

In the first race, former champion John Burton was best of the two-litre drivers in his Chevron B26, but in the second race, John Grant took fourth overall in his B19. A class win also went to former F3000 racer Steven Arnold, racing his father's B19 after a lengthy break from the sport.



Jakob Ebrey

Strange blend of old and less old at Donington Park

Olympia, London
1-3 December 2001

A Sale of Important Collectors' Motor Cars and Fine Automobilia
Entries are now invited



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Illustrated:
The Ex-Scuderia Ferrari 1932 Alfa Romeo 8C-2300 *Corto Spider Corsa*.
Sold August 2001 for £1,063,000

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LETTERS FROM READERS

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The Editor reserves the right to edit all letters

CAR LOST IT FOR CARLOS

SIR,

Thank you for the wonderful article on Carlos Reutemann (August issue). Your readers might be interested to know that two Argentine biographies have been published in recent years, one with Reutemann's cooperation. They offer an alternative to the picture painted by Alan Henry at significant points.

According to these accounts, Reutemann was not wooed away from Ferrari by Lotus at the end of 1978. Ferrari hired Scheckter and was enamoured with Villeneuve, so Reutemann had no choice but to leave. Although he was accustomed to racing under pressure – President Peron and other leading Argentine political figures often called him before and after races – he felt betrayed by Ferrari and poorly treated by the Italian press.

The reason Reutemann took Henry's bet that he would not win the 1981 championship despite his large points lead after Silverstone was apparently due to the Williams team continuing to give Jones superior equipment and, indeed, practically shunning him in retaliation for his breaking team orders by beating Jones in Brazil.

Reutemann said he hoped that his victory at Rio de Janeiro would swing the team behind him as Arnoux's 1980 victories had done for him at Renault. Despite a number of red-mist mistakes from Jones that squandered his own shot at the 1981 title, this never happened. Add to that what Reutemann took to be Williams' inexplicable decision to switch tyre companies in mid-season and there would appear to have been good reason for his pessimism.

Both of Reutemann's Argentine biographers accept what they claim is testimony from Carlos' mechanics that he was missing three gears during his loss to Piquet in the 1981 Las Vegas finale, whereas this is usually portrayed in the British press as a loss of nerve. The biographers acknowledge Patrick Head's denial that Carlos had gearbox problems, but they generally discount his word.

Another factor in the 1981 Williams debâcle from this point of view was the panicked search for a new driver when Jones, at Monza, unexpectedly (and perhaps vindictively) announced his retirement. Carlos was incredulous at the amount of effort that went into searching for a new driver to the detriment of his own chances in the championship. His decision to quit two races into 1982 after being coaxed out of retirement by a desperate Williams was his revulsion at the ground effects cars and, even more, at the same dismal politics of the team, even with his clear status as number one.

One is left with the impression that Reutemann was in his element as the dominant number one at Brabham in 1974, where he scored two of his three favourite victories at Kyalami and the Osterreichring (the other was Monaco 1980), but never came to grips with a team not built around him. His relations with team-mates of comparable talent, whether Lauda, Andretti, or Jones, were always terrible by his own account, and Reutemann, with his quiet dignity and less-than-perfect English, did not excel at team politics.

Still, as Henry concludes, he certainly deserved to win a world championship and remains a hero in Argentina. President Menem asked him to enter politics after realizing he was the only man in Argentina who could draw a crowd of 50 while pumping his own gas. And that was eight years after the grim day in Las Vegas.

I AM, YOURS ETC,

ERIC ARNETT, BETHESDA, MARYLAND, USA

* * * *

GIVE BLACK JACK A FAIR CRACK

SIR,

Your August edition article 'Remember Me This Way' has finally prompted me to write about a matter over which I have speculated for many years.

Jack Brabham, it seems to me, is invariably underrated in any of the numerous attempts that have occurred to appraise the relative standings of grand prix drivers of the last century – MOTOR SPORT's effort included.

Your article very clearly points out that, with a little bit of luck and with very slightly changed circumstances, Brabham would have won the 1970 world championship. Indeed two eleventh hour mishaps, while leading at Monaco and Brands Hatch, were instrumental in him losing the 1970 title. Therefore, it can be said that it was only by the narrowest of margins that Brabham was not a four-time world champion.

However, the speculation goes even further. Consider 1967. That year Brabham was runner-up by the narrowest of margins also to his team-mate Denis Hulme. I have always considered that result to be a travesty and, with respect, Hulme to be one of the several 'ordinary' drivers who have won the title – certainly not in the class of Brabham. That result was very close and, again, with only very slightly changed circumstances and given the fact that they were team-mates, it is reasonable to state that Brabham should have won the 1967 Formula 1 World Championship.

My point is not 'what if...?' or 'if only...', but that it is conceivable that Brabham could have retired at the end of 1970, a five-time world champion. I am not arguing for a moment that Brabham was a Fangio or Moss, but I am saying that the appraisals that continually put him below Gurney, Surtees, Stewart etc are patently unfair and clearly wrong.

It should be noted that this speculation ignores the other amazing fact that, for a lot of this time, Brabham was also achieving the unique, and never to be repeated, accomplishment of driving cars of his own design and manufacture. I wonder if other people have reflected on this matter also.

As an aside, I wonder also why you did not refer to Brabham by his correct title of Sir Jack Brabham. Am I missing something?

I AM, YOURS ETC,

GRAEME TUTT, MELBOURNE, AUSTRALIA

[Sir Jack had to wait until until 1979 before being awarded his knighthood. Hence in 1970, he was plain Jack Brabham.– DM]

* * * *

DOUBLE-O DEAR

SIR,

I was pleased to see your articles on Ken Tyrrell in the October edition. I did however immediately spot an error where you label the overhead shot of Jackie Stewart's Tyrrell as being 001.

It is almost certainly 003, possibly 002, but definitely not 001. Tyrrell 001 had its roll bar bracing struts going backwards to the cam covers, not forward to the tub as shown in this photo, as did 002, 003 and 004. The cockpit fairing and 'windscreen' were also different. This knowledge came to me in my youth via Doug Nye's excellent book, *The Grand Prix Tyrrells*, much thumbed and of tremendous use to me in my model building activities.

Keep up the good work.

I AM, YOURS ETC,

JON EVANS, STAPLEFORD, CAMBRIDGE

* * * *

SO WRONG, SUCKER

SIR,

In his article on the GMC Blower (Technofile, October issue), Keith Howard perpetuates the myth that diesel engine superchargers and turbochargers suck instead of blowing as on petrol engines, which is very far from the truth.

The principle is exactly the same whether the engine is spark or compression ignition. Two-stroke diesels are unusual in that they only use blowers to scavenge their cylinders and ensure they are full of fresh air for the next cycle, not usually as a supercharger.

I AM, YOURS ETC,

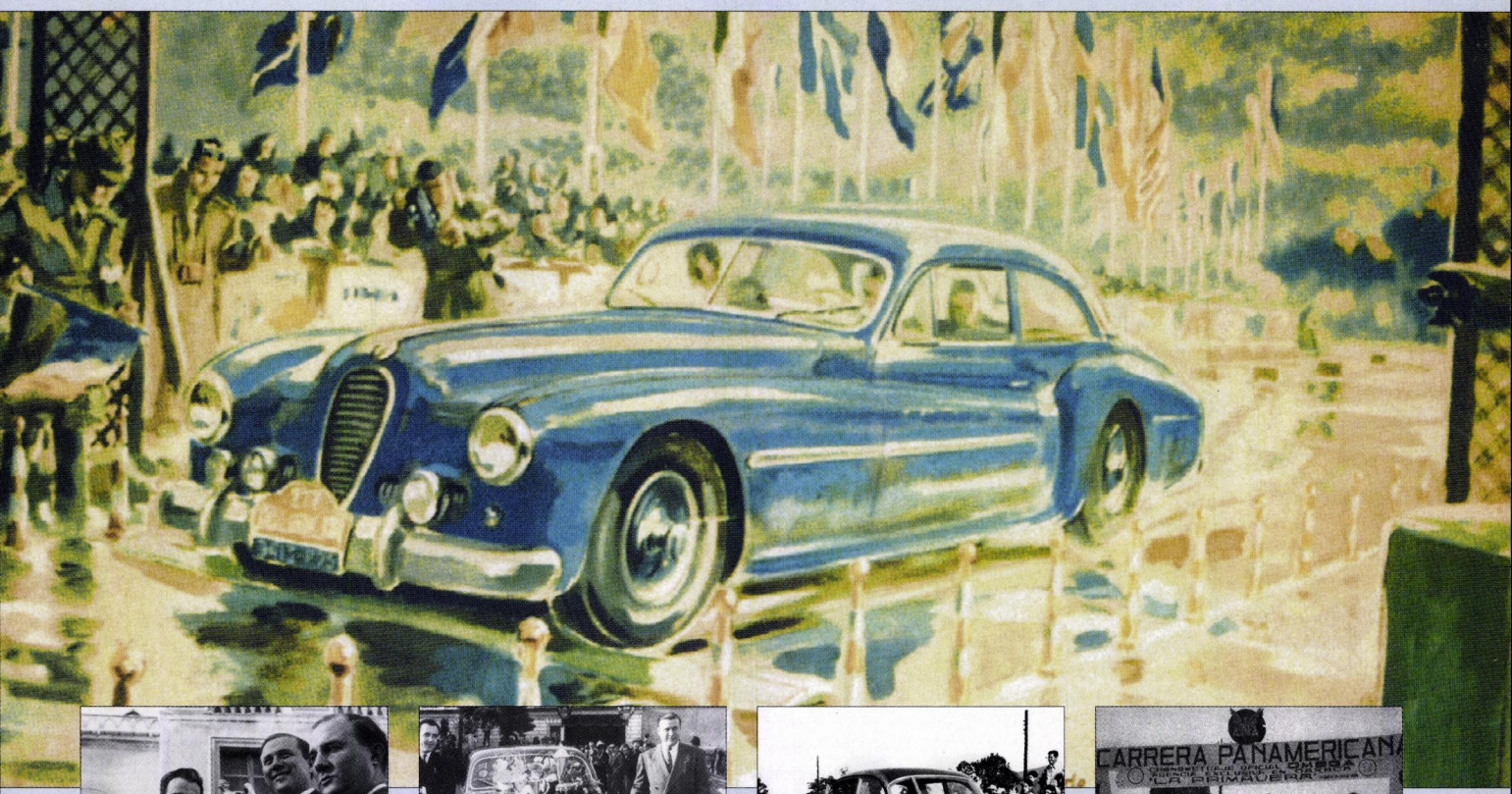
M BLAKEY, COUNDMOOR, SHREWSBURY



Downward slide: Reutemann was fifth in the 1981 Austrian GP

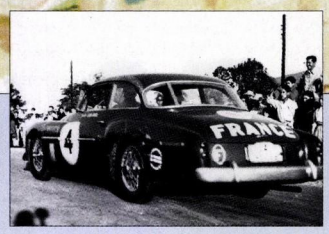
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LETTERS FROM READERS

BAD-OER CALL FOR FERRARI

SIR,

Surely Ferrari have made a far-reaching error of judgement in not signing Kimi Raikkonen when he was theirs for the taking. Kimi, quite rightly, baulked at the idea of being a number two for the Scuderia in 2003. Heaven knows, it's not exactly benefited any of Michael Schumacher's other team-mates. With Ferrari revolving their entire operation around Schumacher they are leaving themselves very vulnerable in the event of him suddenly retiring or ending his career unexpectedly.

Ferrari should be busy looking for the next Schumacher, or the next Ayrton Senna, and what do they do? Nothing. They keep on Luca Badoer for yet another year and waste thousands of miles of possible driver evaluation on him. I think Ron Dennis has played a blinder here and unless Ferrari start signing some young talent without the strings of being a lesser driver soon, then they may find themselves in a difficult situation one of these days.

I AM, YOURS ETC,

ROBERT SINFIELD, STROUD, GLOUCESTERSHIRE

* * * *

TYRE TYRANT TYRRELL!

SIR,

Oulton Park, Gold Cup, 1970, my first Formula One race 'on the inside'. I found myself on the empty pit counter next to Ken Tyrrell and team, trying to qualify their March 701, after the new Tyrrell-Ford had expired on its first lap of practice. World champion Stewart brought in the March as the rain turned from drizzle to deluge.

A few minutes later John Surtees and Graham Hill walked up so I found myself sat next to three world champions. The atmosphere was good humoured, at the expense of world champion motorcyclists; Mike Hailwood's Lola T190/Epstein-Cuthbert was cheered through Deer Leap, a ball of bellowing water. The sheer fury of his battle with the wayward short-chassis Lola was epic and worthy of a champion.

Suddenly, Ken Tyrrell arrived; Dunlop wanted some new wet-weather tyres to be tested in the heavy rain. And to my surprise Stewart refused point-blank to do so.

While Tyrrell proceeded to admonish his star driver like a wayward child, Surtees and Hill, now at a safe distance, collapsed into fits of schoolboy giggles. They had clearly seen it all before. Subdued and chastened, the world champion climbed back into the March, and with the new 'wets' fitted, he completed one lap, climbed out and walked away from an incandescent Tyrrell.

Ken Tyrrell, a no-nonsense bloke. Stewart, a first-lap phenomenon with feet of clay. Dunlop took their money elsewhere.

I AM, YOURS ETC,

BRIAN W HORSHALL, LEEDS, YORKSHIRE



LAT

Schumacher at Monaco. But what happens to Ferrari if he goes?

ABBOTT STILL NOT AILING

SIR,

I should like to follow up on the brief history of the Abbott-Nash recounted by Bill Boddy in the September 2001 issue.

From Michael Christie the car passed to Jack Williamson who raced it during 1949. He suffered a major crash at Prescott and the car next surfaced in 1953 when it was sold to David Allen and Monty Vaughan. They rebuilt it as a two-seater and competed with it quite successfully in VSCC and other events during 1957/58. It then sat idle until 1961 when I acquired it from them.

At that time, the car was running but not raceworthy and would clearly need a major rebuild to get it back on track. I was unable to devote the necessary time and resources until late 1997, by which time I had moved to California. Early in 2000, the rebuild was finished and the car competed in April.

It has since raced in seven events, though its success so far is measurable only in fun rather than trophies won. In August of this year, it was accepted for the Monterey Historics, running flawlessly throughout the weekend and giving a Type 35C Bugatti a highly enjoyable run for its money.

A few footnotes to Mr Boddy's account: somewhere along the way, the car also acquired the name Acedes-Nash, to add to its previous three names! The AC engine apparently sported three SU carburettors from the start; Neale at one point replaced them but did not change the number. And even though the car was the first one hit at Stanmer Park, its damage could not have been that great because photographs from shortly afterwards reveal no obvious scars.

I AM, YOURS ETC,

JOHN KERRIDGE, DEL MAR, CALIFORNIA

* * * *

TRACKS OF MY TEARS

SIR,

I was pleased to note that in Modern Times (August issue) Simon Taylor drew attention to the imminent loss of one of the few remaining fast circuits in the Formula One calendar – Hockenheim in its current format.

I do not wish to argue that Hockenheim is one of the world's great circuits – for that would indeed be a futile exercise – but the increasing homogeneity of the circuits in today's calendar, in terms of layout and of average speed, is surely a matter of concern.

Fifteen years ago we were able to see cars and drivers tested to their limits at Paul Ricard, Silverstone, Hockenheim, the Österreichring, Spa-Francorchamps and Monza. Following the restructuring of Hockenheim, only the latter two will remain in configurations similar to those of 1986.

Quite apart from aesthetic considerations, this variety provided the opportunity for different teams and drivers to challenge the status quo over the course of a season. Consider the relative pace of Williams-BMW and Ferrari at Monza and Hockenheim this season; and then consider how much more interesting the championship might have been had there been a greater variety of tracks.

I AM, YOURS ETC,

GERARD ERIKSSON, UPPSALA, SWEDEN

* * * *

DO YOU REMEMBER WELSH?

SIR,

I wish to create a verbal and photographic account of my late father, John (Jack) Welsh. He was a works mechanic with the competitions department of the Ford Motor Company from the mid-50s until his untimely death in December 1964.

He was taken ill at work, I believe probably working on cars for the 1965 Monte. He started working with them when they were based at Lincoln Cars in Brentford and he was then based at Boreham in Essex.

I believe he was a bit of a character in the rally world and had the nickname Jolly Jack. He was well known to the Ford works drivers in his time and I believe also to people with other teams.

Is there anyone out there who might remember my father or who could help with photographs of the era, particularly of Ford works cars?

I AM, YOURS ETC,

JOHN WELSH, 134 SEDLESCOMBE ROAD NORTH, ST LEONARDS-ON-SEA, EAST SUSSEX, TN37 7EN

* * * *

AN IMPISH REQUEST

SIR,

If anyone has any information on ex-works rally Imps could you please let me know? I'm looking for one of mine, condition not important. The following are some of the factory cars:

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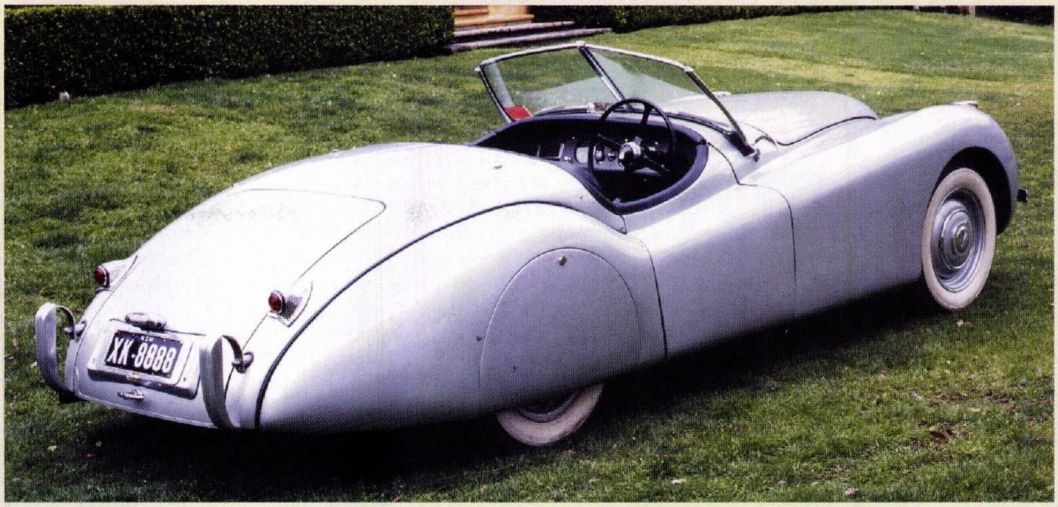
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1951 Bentley MkVI 4.5 lt Convertible by Park Ward. Chassis BM14MDR, AUD70,000 - 100,000



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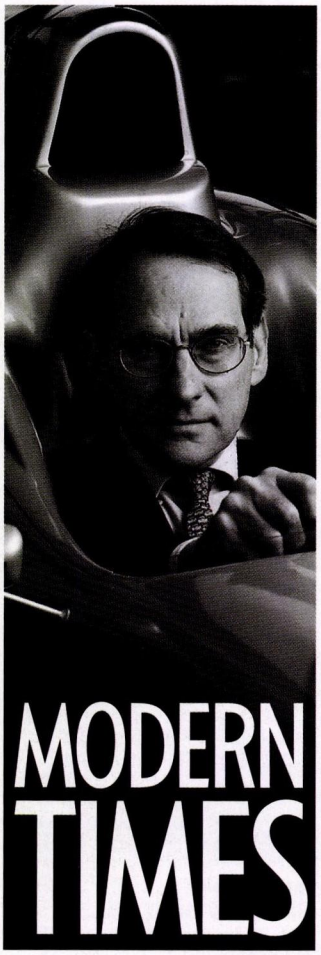
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MODERN TIMES

THE UNSPEAKABLE EVENTS OF SEPTEMBER 11th left their mark on everything and everyone around the globe, jerking our priorities into a new awareness of what really matters. It was almost a relief to find that the insular, self-important world of Formula One was not immune to this process, and at Monza a few days later there was an all-pervading sense of unreality.

A subdued Michael Schumacher spoke much of his children and, privately, discussed retirement with Ross Brawn. The cynics who reckoned he would have behaved differently if the Championship hadn't already been settled can't have seen the blank shock in his eyes. Others displayed anger more than grief, and a determination that the terrorists shouldn't be allowed to achieve any more disruption than they had already. Life must go on.

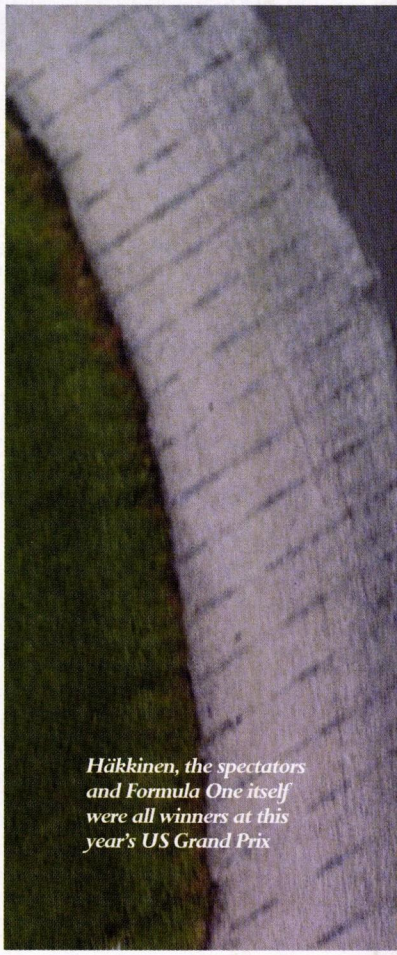
There were no doubt good intentions behind Schumacher's efforts to turn the first two corners of the Italian Grand Prix into a sterile procession – and Alex Zanardi's dreadful CART accident in Germany the previous day must have been a strong ingredient. But this was a misguided effort to interfere in the running of an event that was, for the right reasons, going ahead in front of a Monza crowd which had paid to see a Grand Prix. A lot of us have severe misgivings about the Monza chicanes, and not just on the score of safety: they are a cheap-fix way of adapting a great old circuit to modern requirements. There has to be a better solution than these crude obstacles. But race morning is not the right moment to focus on their inadequacy: that should have been done after the marshal's death at the second chicane 53 weeks before.

Any doubts that the United States GP should have gone ahead were unequivocally answered by F1's reception at Indianapolis. Cancelling the race would have been an insult to every enthusiast who wanted to be there, or wanted to watch it on TV. As it was, the crowd's welcome made the whole event a kind of American catharsis, a public celebration that life was indeed going on. Banners in the stands read "Thanks for coming, F1", and the gestures made by the drivers and crews – a Stars & Stripes sticker here, a tiny slogan there – were all noticed and appreciated.

Such a collision between motor racing and world affairs is unusual, but not without precedent. Days before the 1938 Donington GP, with the Mercedes-Benz and Auto Union teams already assembled at the track, Hitler threatened to march on Czechoslovakia. Anti-aircraft guns were set up in London, sandbags surrounded public buildings, gas masks were issued. After a muddle of conflicting instructions and rumours, the German teams packed up and returned to Stuttgart and Zwickau. Chamberlain flew to Germany and, with Hitler and Mussolini, signed the Munich Agreement, flying home to wave his famous piece of paper and proclaim "Peace in our time." Next day Hitler invaded Sudetenland. By then the Donington race, which without the German cars would have been a feeble show, had been cancelled.

But, in the universal relief that perhaps there wouldn't be war after all, the race was reinstated three weeks later. Hitler's silver cars set off for England once more to battle before the British crowds, and Nuvolari became Donington's last GP winner until Ayrton Senna, 55 years later.

This year's Italian Grand Prix, despite its curiously tense, detached atmosphere, included two events of long-term significance: Juan-Pablo Montoya finally won the first of what will surely be many F1 victories, and



Häkkinen, the spectators and Formula One itself were all winners at this year's US Grand Prix



Berger's final victory, in 1997, came after a bitter conflict with his team boss



All photography LAT

Mika Hakkinen announced that he would not be racing in 2002. He's had a desperately frustrating season. His McLaren has often let him down and, while there have been flashes of the old brilliance, plus a fine win at Silverstone, his once indomitable motivation seemed to be weakening. Great drivers have taken sabbaticals before: Alain Prost did it in 1992, and came back to win another World title. But, 10 years on, F1 is a different animal, with new talent constantly knocking at the door. Most of us felt Japan 2001 would be Mika's final race.

Then came Indianapolis, and the stewards' harsh punishment for Mika's sin of missing a pitlane light during the warm-up. Instead of the usual fine, they removed his front-row qualifying time – he'd dug deep to get alongside Schumacher – and demoted him to fourth on the grid. To say that the normally phlegmatic Finn was furious is an understatement: he was (to use one last Murrayism) *in-can-DES-cent!* And that rage seemed to give him motivation by the bucketload. In a brilliantly strategic drive he started with his McLaren brim-full of fuel, but looked after his soft Bridgestones until his late stop on lap 50 of the 73-lap race, by which time he was uncatchable. It was perhaps the most satisfying of his 20 F1 wins. If he can reproduce that form in 2003, he deserves to have his seat back.

Rage is not usually a helpful ingredient for a racing driver, and can be a very dangerous one. Perhaps its most absurd display was in an F3 race at Brands Hatch in the 500cc days, when Don Parker and Alan Cowley were disputing the lead. Their two cars touched: Cowley spun to a halt on the infield, while Parker raced on. Cowley, his engine revving, waited until Parker came round again, and then charged, using his car as a battering ram to take Parker out. For that, Cowley lost his racing licence for life, and was never seen again.

In today's media-swamped F1, anger is usually expressed privately, behind closed motorhome doors. But in 1982 Gilles Villeneuve was furious after his Ferrari team-mate Didier Pironi broke their agreement to hold station at Imola, and two weeks later at Zolder we all knew he was striving, come what may, to beat Pironi's grid time when he crashed fatally.

The previous year Nelson Piquet built up a towering resentment against reigning World Champion Alan Jones. After they collided at Zolder an enraged Piquet publicly accused Jonesy of driving him off the road, and promised to do the same to him at the next round in Monte Carlo. As it was, Piquet went off at Tabac under pressure from Jones, who derived not a little amusement from the incident.

A row with a team boss is sometimes a powerful motivator. At the Österreichring in 1985 Niki Lauda announced his retirement, and was then insulted by Ron Dennis' graceless refusal in front of the gathered journalists to pay him any sort of tribute. The next day, in his best drive of the year, he was leading the race when his McLaren's turbo failed.

In 1997 Gerhard Berger's relationship with Benetton's Flavio Briatore reached an all-time low. It had been a dreadful year for the Austrian: he missed several races because of illness, his father had died in a light plane crash, and Benetton hadn't won a race for two seasons. Berger returned to the team for Hockenheim, to find that Briatore was now making no effort to hide his view that Gerhard was past it. Furious, he called a conference to tell the press he was leaving the team at the end of the season, and would probably hang up his helmet. Then he qualified on pole position and led the race virtually from start to finish, setting fastest lap for good measure. It was the last, and perhaps the most pleasing, victory of his career.

So at Indianapolis, after the absurdity of his grid penalty, Hakkinen's victory was a fine piece of poetic justice. Meanwhile Barrichello's pursuit of victory from a courageously gambled two-stop strategy was enthralling. And Montoya's swooping, tyre-smoking dive past Schumacher was not only the moment of the race: it was one of the moments of the year, standing with his move on the German in Brazil back in April like two bookends around a superb F1 rookie season.

The Indianapolis crowds, of course, had no homespun American driver to cheer on. But, going by the whoops and yells from those immense grandstands, last year's Indy 500 winner was their man. As far as they're concerned, Juan Pablo learned his craft in their country, and now – until his Williams failed again – he was showing these F1 guys how it should be done.

But, most of all, they were cheering the fact that the event was taking place at all. F1 had presented them with one of its best races and, as Bernie Ecclestone said afterwards, the US Grand Prix now seems bound to thrive. This time, Formula One has behaved properly, and in so doing it has earned many new friends. M

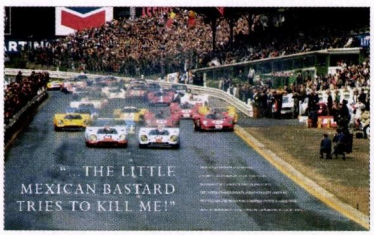
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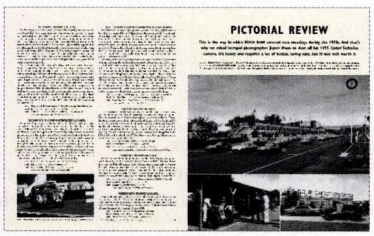
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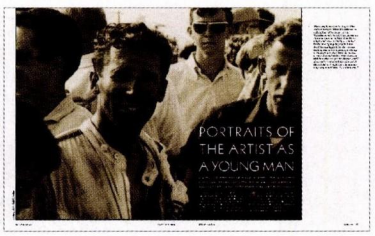
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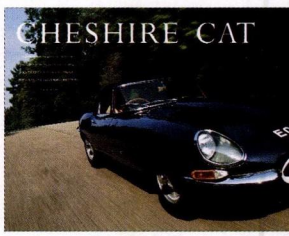
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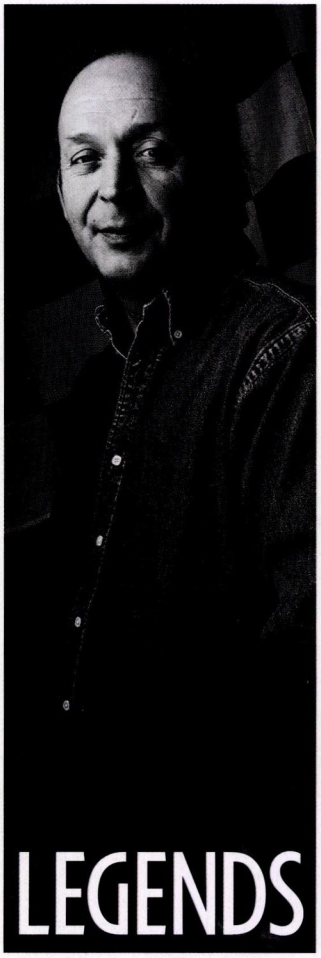
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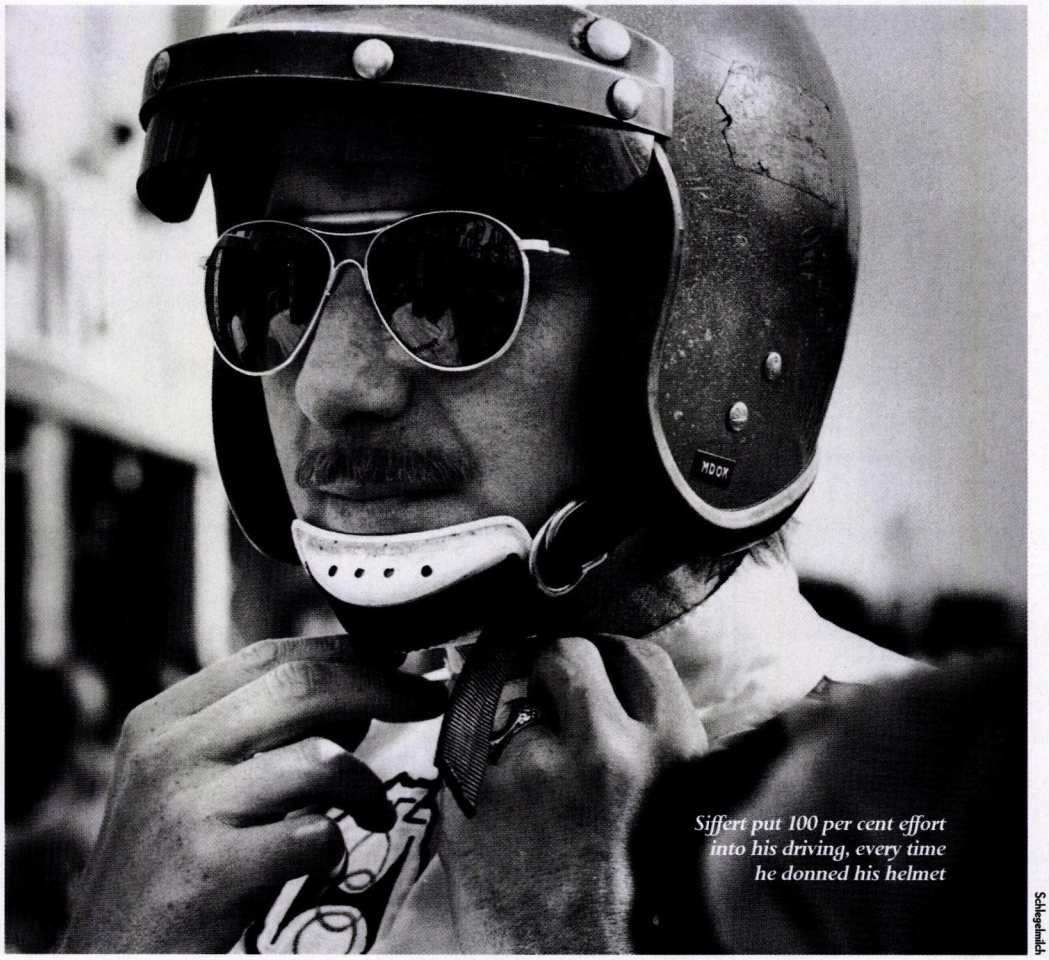
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LEGENDS



Siffert put 100 per cent effort into his driving, every time he donned his helmet

Schlegelmilch

JO SIFFERT

THE CLOCKS GO BACK SOON, AND whenever that happens Jo Siffert always comes to my mind, for they did so on October 24, 1971, the day of the Victory Race at Brands Hatch. I forgot, and arrived very early. It was the day Siffert died.

Rob Walker loves to talk about 'Seppi', his driver for many years, and it's clear that, in terms of affection, he brackets him with S Moss. In 1962, after Stirling's accident, RRC Walker Racing Team continued, but in a somewhat low-key fashion, first with Maurice Trintignant, then with Jo Bonnier. The spark, Rob says, was gone.

"You never really set off with much hope Bonnier was going to do anything special. He was a competent driver, but after all those years with Stirling it was a bit flat, really."

By the end of 1964, Siffert had been seconded into the team. For two years he had been in Formula One, first with Scuderia Filipinetti, then with his own shoestring team. His road there had been unusually hard. Born in Fribourg, Switzerland, he came from the poorest of the poor, and in adolescence became an adept wheeler-dealer.

It was a matter of survival, and Seppi never put away the habits of youth. How did you check in an overweight suitcase without paying 'excess baggage'? Simple: you smiled, chatted up the girl on the counter and put your foot on the other side of the scale.

Siffert first went motorcycle racing, then graduated to Formula Junior. Once into F1, he scored his first victory in the Syracuse Grand Prix of 1963, but it was against thin opposition. More significant by far was his win, the following year, in the Mediterranean GP in Sicily.

Enna was a flat-out blind. You needed a good engine, and you needed to be brave. A few feet behind Seppi at the flag was Jimmy Clark, then reigning world champion, and the following year the two of them duplicated the race precisely: Siffert from Clark by a nose.

This time he was driving for Walker. "Seppi really brought back my enthusiasm," Rob says. "He was the sort of chap to give his all every time he drove, which I always liked. But, on top of that, we got on tremendously well from the start. I was much closer to him than I ever was to Bonnier."

In 1965 Siffert signed as number two to Bonnier, but through the season consistently outpaced the patrician Swede. Coming up, the following year, was the new 3-litre F1.

"Bonnier didn't really like being beaten by Siffert all the time," Rob recalls. "At the end of the year, he suggested we revert to running just one car for '66. 'I quite agree,' I said. 'I'd

rather come to that conclusion myself – and Seppi's driving it.' I think he was a bit put out..."

For the next couple of seasons, Siffert drove Walker's Cooper-Maserati, not a strictly competitive proposition, but for 1968 Rob bought a new Lotus 49, complete with the then dominant Cosworth DFV. Seppi was entranced.

Then embarrassed. A few days before the car's debut, at the Race of Champions, the team went to Brands Hatch to shake it down. On only his second lap, Siffert was caught out by a combination of greasy track and the 'camminess' of the early DFV. The blue-and-white car was trash, Seppi close to tears. Rather than tell the story endlessly he made himself a badge, for his jacket. 'Merde alors', it said.

Still, Rob got him another 49, and back at Brands, in July, he more than made amends, winning the British Grand Prix after a race-long fight with Chris Amon's Ferrari. The British car had it on horsepower, the Italian on handling. As they left the stadium, Amon would threaten, but by the time they were back to Clearways Siffert would be clear again. It meant more to Walker than any other victory.

Seppi would have been at a loss in today's racing world. The notion of doing F1 alone, racing only 16 or 17 times a year, would have been anathema to him. In a typical season, he would routinely compete in F2, sports cars and CanAm, as well as running the full grand prix schedule. A weekend without a race was a weekend lost.

In that respect, as in many others, he was very similar to Pedro Rodriguez, whose path he often – physically and metaphorically – crossed. For most of his career Siffert was regarded primarily as a sports-car driver; good in an F1 car, outstanding in a Porsche. And the Porsche with which he belongs in my memory is not the fearsome 917, but the open 908 of 1969.

This was one light race car, a mass of tiny tubes and fibreglass, and I remember practice for the BOAC 1000Kms at Brands Hatch that year, the way Seppi danced it round to pole position, three seconds inside any other Porsche time. Mesmeric.

Siffert and Rodriguez became team-mates when John Wyer took over the running of the factory Porsches in 1970. If Pedro had the greater natural talent, there was rarely much between them. And they excelled particularly at such as Spa-Francorchamps, places where a driver needed at least two of everything.

The late David Yorke, their team manager, was another who relished conversation of Seppi. "Amazing bloke. A typical day's testing for him would entail driving all morning, then sinking two platefuls of goulash or whatever at lunchtime, washed down with a couple of steins of beer, then driving again all afternoon.

"Siffert was incredibly single-minded," Yorke said. "I remember one occasion when Brian Redman came in to hand over to him earlier than expected. Seppi wasn't even in the pit, but somewhere out the back. When he saw what was happening he ran to the back of the pit to jump over the counter, caught his foot on it, and went sprawling on the road. His overalls were ripped, and his knees torn to pieces, but he never gave them a glance. Hurled himself into the cockpit, and was gone! Amazing bloke..."

By this time Siffert had sadly parted ways with Rob Walker, for a drive with the new March team had been offered. Twice already he had turned down Ferrari, as this would have meant severing his ties with Porsche, but this new offer left him free to drive sportscars for whomever he wished.

The year with March, though, was something to be forgotten. Stewart and Amon were among the others who did battle with the unwieldy 701, and no one had a good word for the thing. Seppi left at the end of the season, joining BRM as team mate to Rodriguez. Every weekend, it seemed, these two were working together.

Well, not every weekend. Even by Pedro's standards, Seppi raced a lot. Sixteen races a year, you say? Siffert's 16th race of 1971 was the Formula Two Eifelrennen at the Nürburgring. On May 2.

At BRM, he was somewhat in the shadow of Rodriguez, who was established there, but everything changed in July, when Pedro was killed in a meaningless Interserie race at the Norisring. Siffert, for once taking a weekend off, was stricken at the news.

At Silverstone he rose to the occasion. Now with the shaken morale of BRM to sustain alone, he put his car on the front row, and if electrical problems dropped him to ninth, for much of the way he ran second to Stewart.

At the Osterreichring came his day of days, for he started from pole, and led all the way, despite a slowly deflating rear tyre for the last 10 laps. It was a peerless drive, and there was great rejoicing for BRM, emerging from a dark time.

The final grand prix of the season was at Watkins Glen, where Seppi placed second to François Cevert. Everything looked finally to be right with his life. Second time around, he was happily married, and for 1972 there was a new contract with BRM.

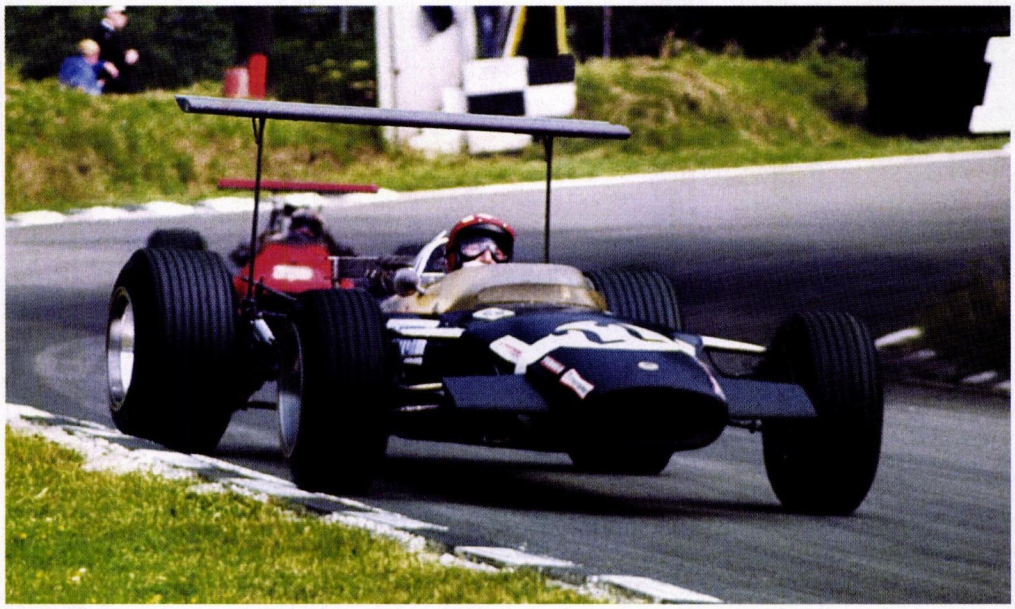
He was tired, though, after the most hectic season of his career, and would happily have passed up the Victory Race at Brands Hatch, his 41st race of 1971. It was to be the last of his life.

On a sublime autumnal afternoon Siffert took pole, but got away badly. While BRM team mate Peter Gethin forged away at the front, he set about retrieving the situation, and after 14 laps was up to fourth, but on the fastest part of the circuit – the run down to Hawthorns – the BRM pitched left into the bank, somersaulted over a marshal's hut, and exploded.

There was absolute stillness suddenly, and then that thick black smoke which means a fuel fire. Much later the other cars droned slowly to the pits.

Five days later, at Seppi's funeral in Fribourg, more than 50,000 turned out in respect for their hero, their fighting man, whose coffin was borne past them on the back of a Porsche 917.

A year or two later, someone at Marlboro conceived the idea of special award, to be presented to a driver after each grand prix, in recognition of 'fighting spirit'. Fittingly, it was named for Jo Siffert. M



LAT

Siffert's Rob Walker Lotus 49 got the measure of Chris Amon's Ferrari 312 in the 1968 British GP at Brands Hatch

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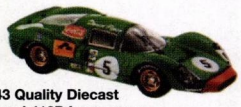
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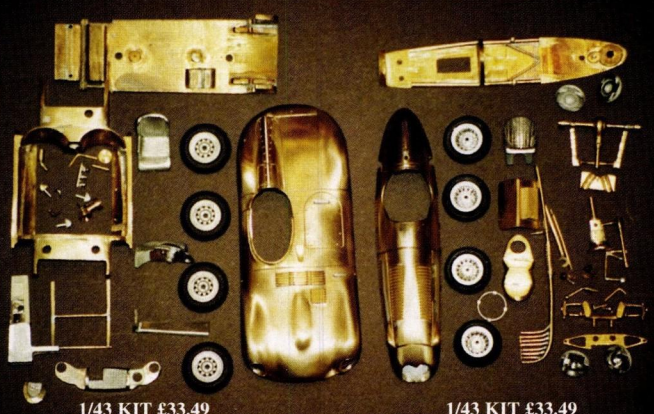
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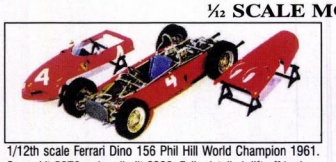


McLaren M8B, Can-Am 1969, in full works livery of Dan Gurney. Due to arrive October. Order now, will sell out very quickly.

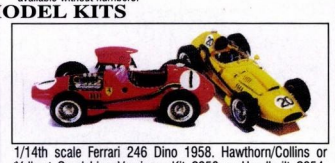


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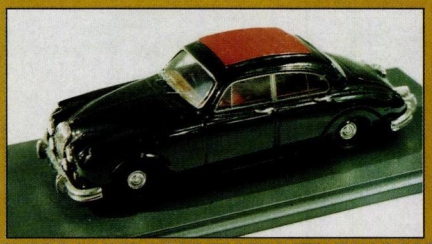
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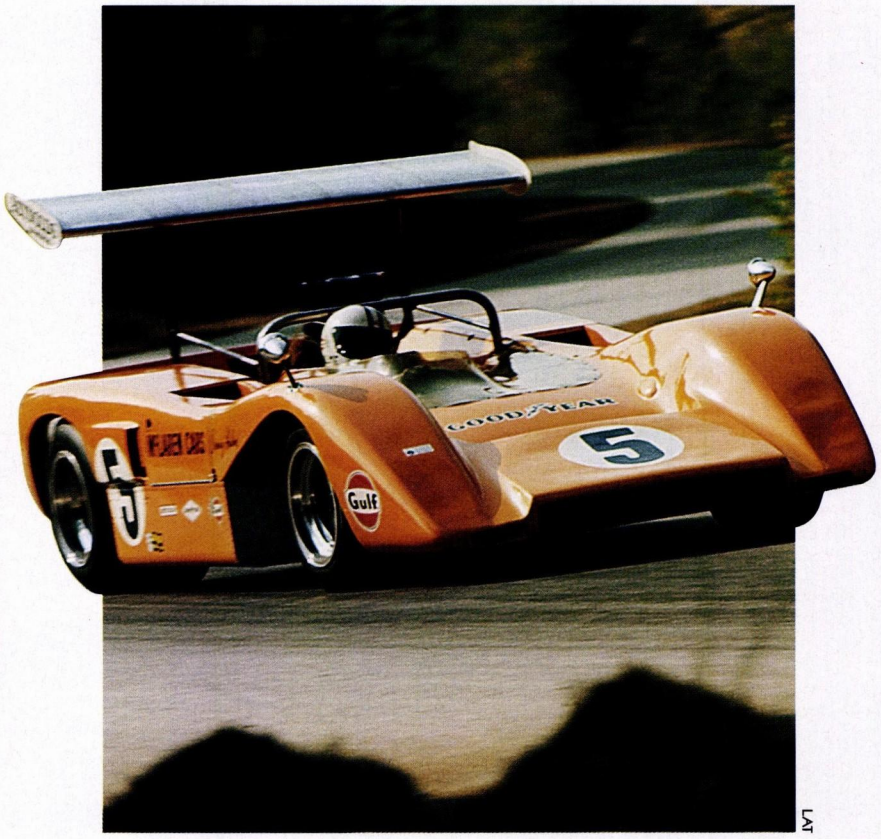
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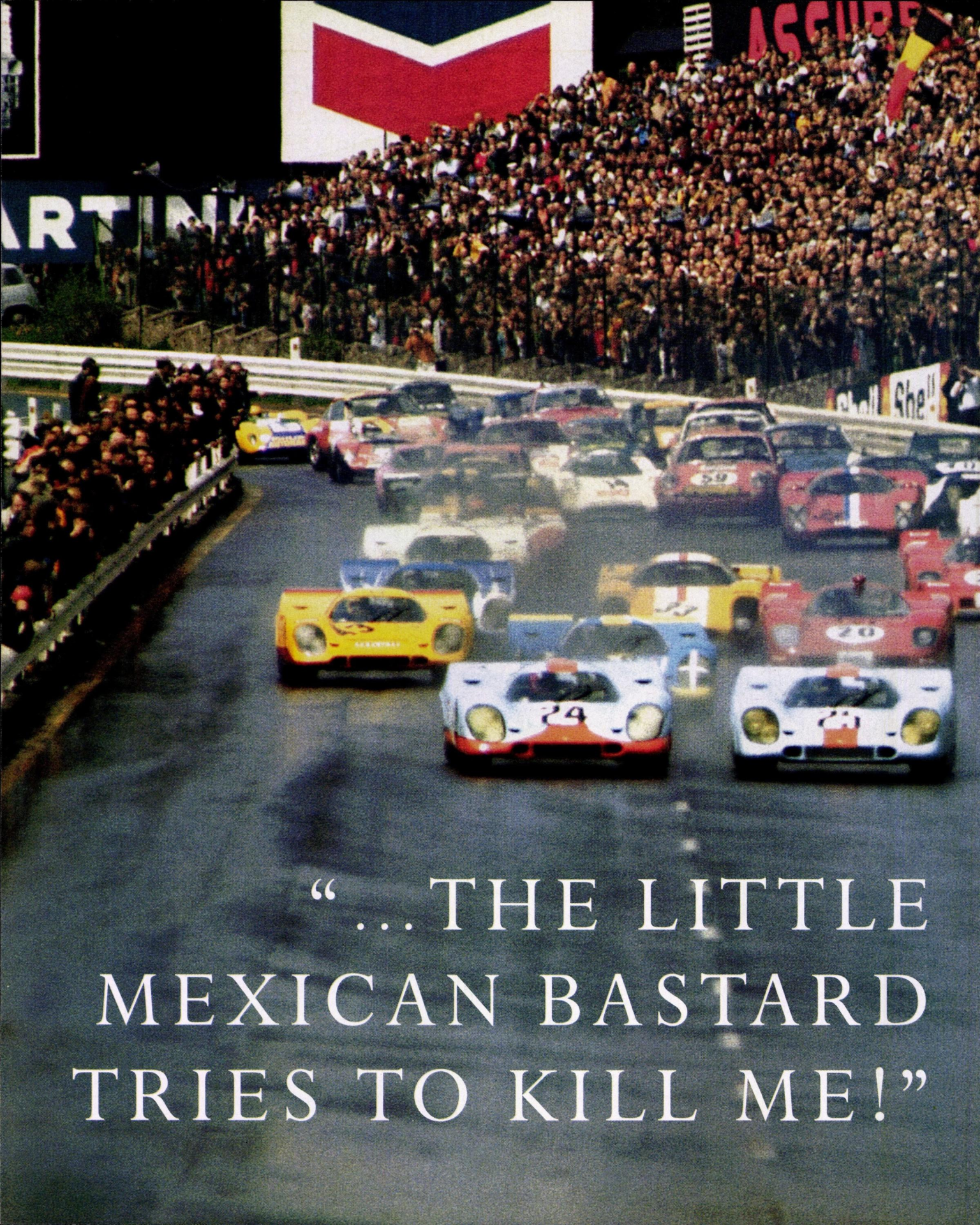
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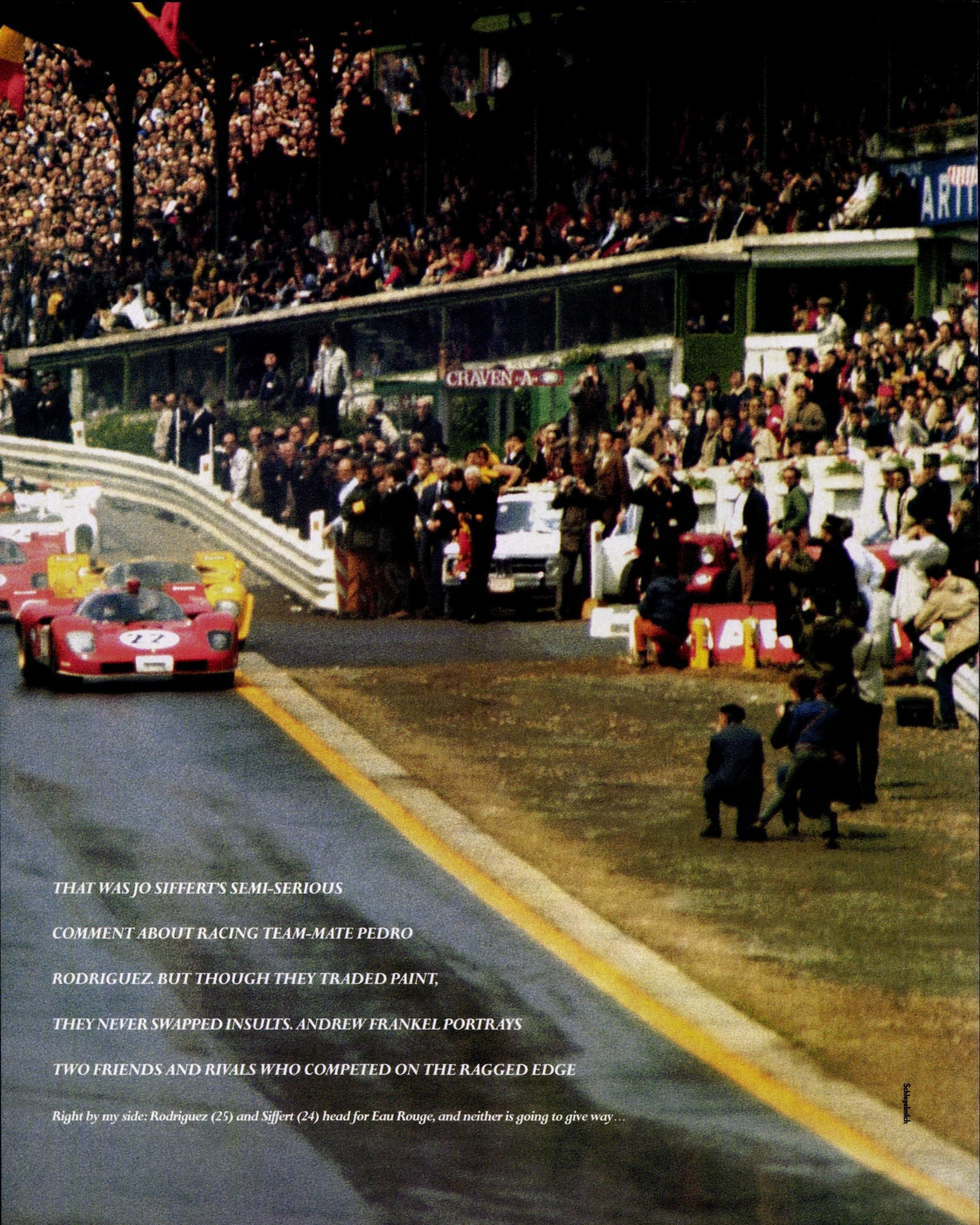
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"...THE LITTLE MEXICAN BASTARD TRIES TO KILL ME!"



THAT WAS JO SIFFERT'S SEMI-SERIOUS

COMMENT ABOUT RACING TEAM-MATE PEDRO

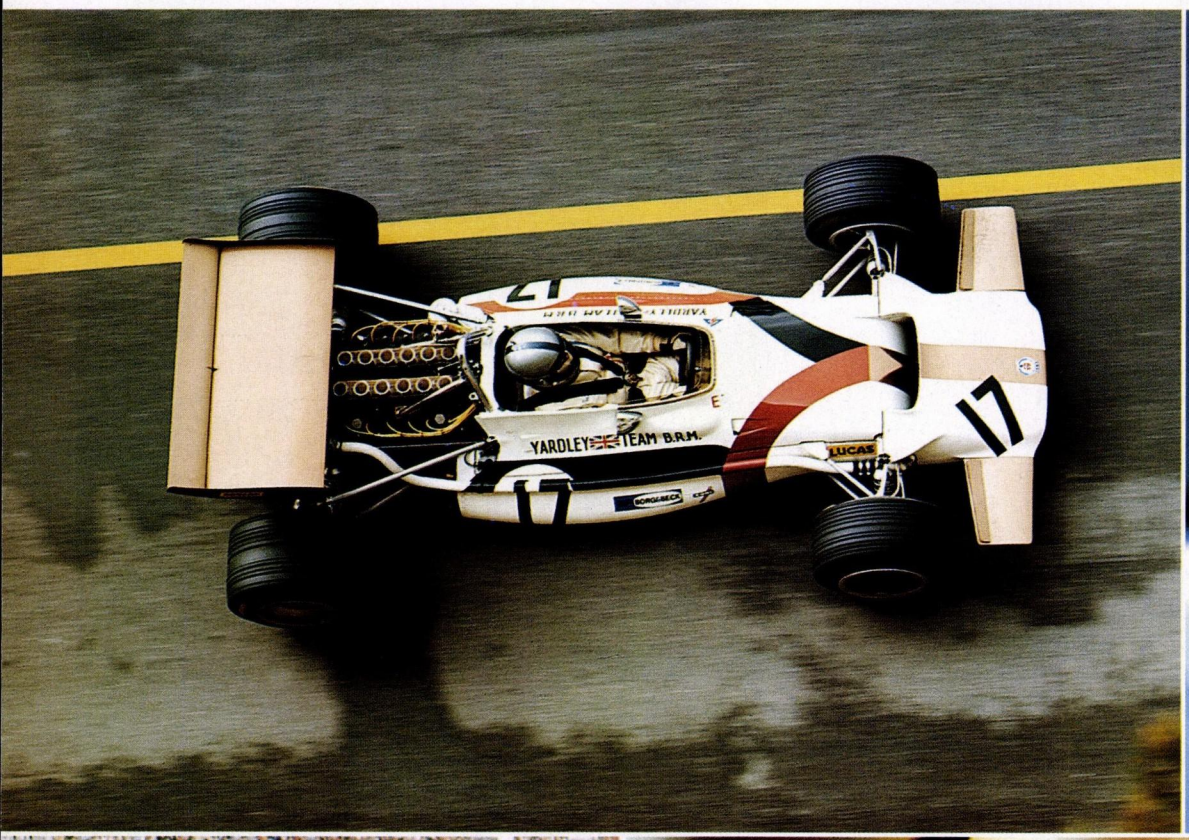
RODRIGUEZ. BUT THOUGH THEY TRADED PAINT,

THEY NEVER SWAPPED INSULTS. ANDREW FRANKEL PORTRAYS

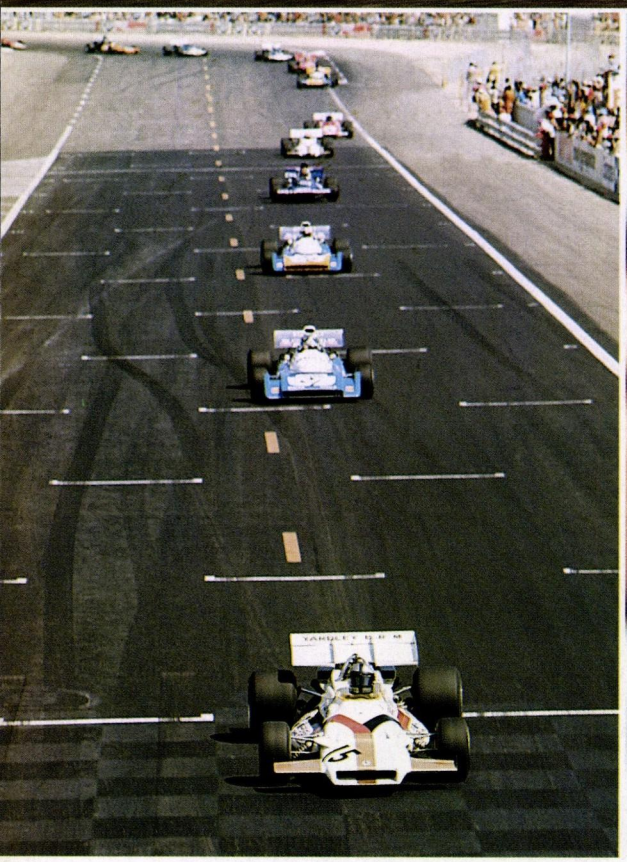
TWO FRIENDS AND RIVALS WHO COMPETED ON THE RAGGED EDGE

Right by my side: Rodriguez (25) and Siffert (24) head for Eau Rouge, and neither is going to give way…

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"Side by side they barrelled into Eau Rouge, banging wheels"

This was one of those moments Spa seems to produce. It ranks with Mika Häkkinen's move on Michael Schumacher last year, or the first lap of the 1963 GP when Jim Clark, having qualified a mere eighth, and polesitter Graham Hill put 15sec between themselves and the rest of the field by the end of lap one.

This moment was the start of the 1970 1000km race. On the front row sat two Gulf Porsche 917s. On pole was Pedro Rodriguez, to his right the sister car of Jo Siffert. Pedro's 917 had already won that year at Daytona and Monza, and while Jo had captured the Targa Florio, it was in a 908/3. He had not yet beaten his team-mate in a 917. Regarding what happened next, Ferrari's team manager, Franco Lini said simply: "It was not so much a battle of drivers as a conflict of personalities."

Back then the start was after La Source hairpin, pointing down the hill towards Eau Rouge, then as now the most fearsome corner in motor racing. They made near identical starts, arriving at the left-hander at the bottom of the hill side by side. Rodriguez had the line but, astonishingly, Siffert did not – would not – budge. Side by side at hideous speed they barrelled into Eau Rouge, banging wheels, banging bodywork, and uphill through the right-hander to come. Now Jo had the line but the Mexican was in no mood to defer. Again there was contact, harder this time; they drove as if first place was one of the more minor things that the driver who lifted first would concede.

How the two negotiated the corner without coming to grief remains a thing of wonder. Fifteen years later Stefan Bellof lost his life in similar circumstances at the exact same corner when his Porsche tangled with that of Jacky Ickx.

Back in 1970 it was a Ferrari-mounted Ickx who was alone in staying with the two flying 917s around the damp but drying Francorchamps circuit. By the end of the race all three cars had lapped the entire field twice but it was Siffert who won. True, this was thanks in the main to his team-mate Brian Redman proving convincingly quicker than Leo Kinnunen, who drove with Rodriguez, but to Jo this mattered little: he had, for the first time in his life, beaten Pedro in a straight fight in identical machines.

But do not think Pedro was a little off colour that day. He may have come third but he did that day at least become the first man to lap Spa at an average of over 160mph, lowering the outright lap record by over 14sec in the process; a record, mind, that had been set by a Formula One car.

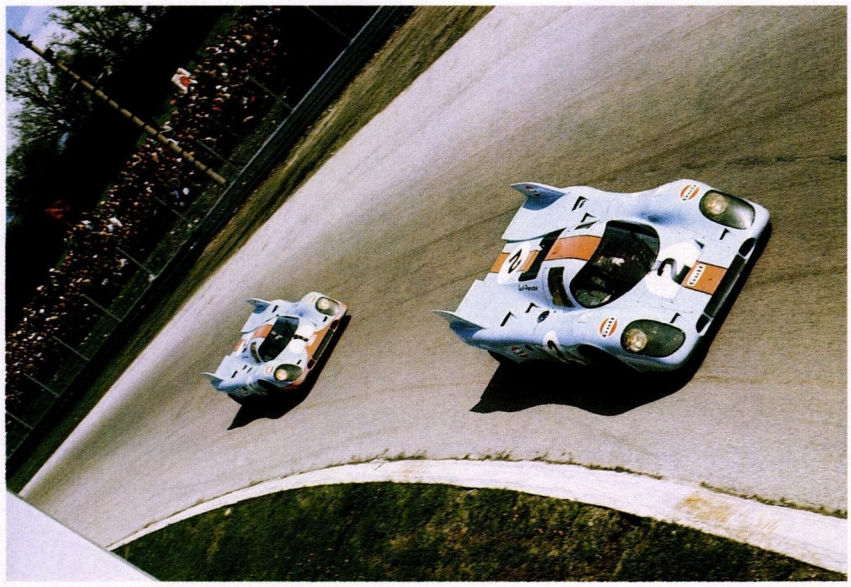
Pedro and Jo. The Mexican and the Swiss. Today they are remembered together as the tigers of their era, the two who drove flat out, come what may and damn the consequences. And this perception is not wrong; but it is woefully incomplete. Talk to those who raced with them, ate and drank with them and the picture fills to reveal two men not only utterly different out of the car but who also went about their race craft in distinctly different ways too.

How good were they? In the 1971 Autocourse annual review, its editor laments the fact that both drivers would have made it into its top four ranking had they not both disqualified themselves on account of being dead. Yet ➳



Schlegelmilch, DPPI

Opposite page, clockwise from top left: Pedro Rodriguez heads for a distant sixth in the 1970 Monaco GP; silver helmet as synonymous with Porsche sportscars as F1 BRMs; deerstalker hinted at an anglicised Mexican; France '71, Pedro's last GP. Top: Siffert's response to his team-mate's death was awesome. Here, in Austria, he led from pole position to chequered flag



LAT

"Pedro was the absolute darling of the team, Jo the interloper"

in grand prix careers that started in 1962 for Siffert and '63 for Rodriguez, each managed just two championship wins. But talk enough to those who knew them and you'll find that the reason for such seemingly unsupportable ratings is the one thing they truly had in common: both were at their best and getting better when they died.

We should feel robbed. Tony Southgate designed the BRMs they raced in their final season and is illuminating on both their losses and how needless they were. "Jo's accident at Brands [he was in a non-championship race when his BRM veered off the track, overturned and exploded] was inexplicable at first. But then we recalled that the wheels had been reduced in diameter to accommodate unusually tight fitting Dunlop tyres. We then switched to Firestone and I think that's what caused it. The difference was only 20 or 30 thou but it was enough to give Peter Gethin a sudden deflation during practice at Monza, and I reckon that's what happened to Jo."

He feels the loss of Pedro even more: "We had this BRM sportscar which we were going to race in the Interserie event at the Norisring. But we only had one engine and we blew it up on the dyno. I had to ring Pedro and say, 'Very sorry, but we haven't got a car for you to race.' He replied, 'Don't worry, I've been offered £1500 to drive this Ferrari.' Had that engine held, we might have had him for a little longer." In the event, driving Herbie Müller's Ferrari 512S, Pedro shot off into the lead when something, some say mechanical failure, others a baulking backmarker, pitched him into the accident that claimed his life.

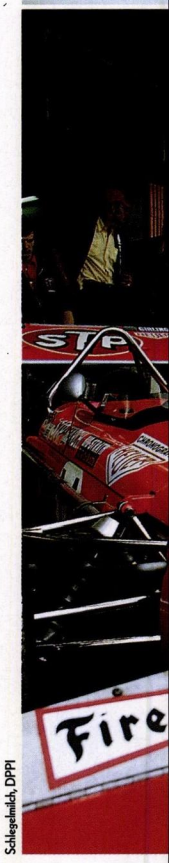
The source of their rivalry lies, at least partially, in their all-consuming competiveness but also their respective positions in the Porsche sportscar and BRM grand prix teams; here there is a curious symmetry. The coincidence that they both wound up racing for the same teams in both disciplines at the same time is obvious and, on its own, as much excuse as any real racer would need to set the competitive juices flowing. But there was more to it than this: at BRM, Pedro was part of the furniture, having first driven for the team back in 1968, been fired at the season's end and rehired at the end of 1969. Jo did not arrive until 1971, and was very much the new boy.

At Porsche, the reverse was true. Siffert had been racing the Stuttgart machines since 1966, and with huge success, winning five major races in 1969 alone before Rodriguez turned up.

Their respective reactions to the other's appearance on home turf, however, could hardly have been more different. Howden Ganley drove the third factory BRM in 1971 and saw the F1 side of it first hand. "They were both super guys in their own way, but by the time Jo turned up Pedro was the absolute darling of the team and Jo the interloper. No question, regardless of who was quicker, Pedro was the Number One in the eyes of the team. Not only was he bloody fast but he was also always to be found with the mechanics, passing the time; and they adored him for it. Jo kept himself to himself rather more. He wasn't offish or aloof but he kept his distance more than Pedro."

Yet things were not resolved in Siffert's favour at Porsche either, as Jo might have expected them to be. Richard Attwood, the man who gave Porsche its first Le Mans ➳





Schlegelmilch, DPPI

Top: Siffert was the new boy at BRM, but the Porsche stalwart when Rodriguez arrived, and proved equally fast in the 917. Right, clockwise from top left: Siffert discusses his fortunes with Moss in 1970; Jo's 1969 season was highlighted by two podium finishes; he qualified fourth in the March 701 at Hockenheim in 1970...; but DNQd in Spain four months earlier


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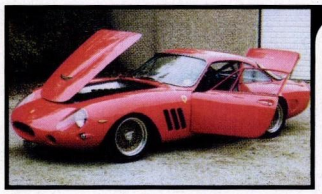
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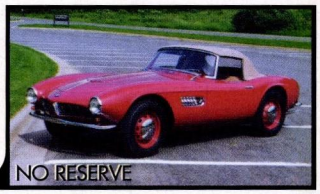


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"Pedro was quiet and thoughtful while Jo was extremely volatile"

win, in 1970, was team-mate to Pedro and Jo in 1971: "Jo was rooted as a Porsche driver and had been for years, and naturally this counted for something – at first. The thing was, however, was that Pedro came along and was furiously competitive and unbelievably quick. Remember Brands in 1970? [In the wet, Pedro was delayed by a black flag penalty, rejoined in 12th place and finished five laps clear of the field] I defy anyone to drive a car as quickly as that. Jim Clark, had he been alive, anyone you can name in fact, would not have matched Pedro that day. And at Zeltweg the following year, a fortnight before he died. I was his team-mate for that race and well, no-one other than Pedro even counted that day.

"The point is," Attwood concludes, "it all rather got to Jo."

And it's true. While Siffert has been quoted as saying he and Rodriguez were the best of friends on and off the track, when asked again of the state of play between them he memorably replied, "Fine, except every time we get on the track the little Mexican bastard tries to kill me."

The truth, as so often, lies somewhere between these poles.

Brian Redman was another Gulf 917 driver and, on his day, as quick as any of them. More often than not he was Siffert's team-mate and was closer to his relationship with Pedro than almost anyone.

"Their characters were very different. Pedro was quiet, considered and very thoughtful, while Jo was extremely volatile. He lived on nervous energy, always seemed to have deal going on – existed at 100 per cent all of the time."

Nor were these characteristics left behind in the pit garage. The late John Wyer best summed up Siffert's on-track attitude, "If there is a car in front, Seppi has to pass it." He left it to us to infer that this included those of his team-mates too.

Never did this cost Wyer or Siffert more dearly than at Le Mans in 1970. Pedro retired after an hour, leaving Jo as the sole JWA representative and leading the field by miles. Redman, his hapless co-driver, takes up the story: "Coming past the pits in the night, he came across a few backmarkers overtaking each other. Rather than wait for the track to clear, he kept his foot buried, dived into a gap, went to grab another gear, missed it and blew the engine." Game over. Wyer, looking for a Le Mans hat-trick, having won with GT40s in 1968/69, was not amused. Nor was it lost on anyone that one of the Ford's drivers in 1968 was one P Rodriguez.

Pedro, by contrast, charged because it suited his strategy. Wyer admired the way he'd pace a race, timing his push to perfection and, for all his speed, he was neither a car breaker nor a car crasher. He was simply brilliant unless it was raining; then he was other worldly.

The picture, thus far, paints Pedro as the golden boy and Jo as the man trying too hard and, ultimately, failing more often than not, to keep up. Southgate refers to Pedro as being "something unusual, one of those few people who genuinely seem to have an aura around them." But even now it is not so simple. Howden Ganley sees it differently and was well placed to judge: "I have always thought that, head to head, Jo was the quicker driver and I quite accept that the results don't show that. But then you look at how Jo went when Pedro was gone."

This is a point worth returning to. But Ganley makes ➳

Saving the best for last? The '71 Austrian 1000km would prove Rodriguez's final drive in a 917, and ranks alongside his performance in the previous year's BOAC 1000km for brilliance. Here, with co-driver Dickie Attwood, Pedro celebrates a victorious drive that involved making up two laps on Jacky Ickx's Ferrari and beating the Osterreichring's F1 lap record



DPPI

"It was healthy; there was no bitterness between them at all"

another observation and it probably offers the most accurate insight into the depth and nature of their rivalry. "At BRM I was just the boy, a complete nobody, the third driver in a team with two superstars. What each of them liked more than anything was if I was faster than the other one. It happened a fair bit, because while they were off racing sportscars I'd be testing non-stop and spent much more time in the car. And when I was faster, for whatever reason, they each thought it was hilarious. And yet it was all healthy – there was no bitterness between them at all."

And so it seems. I failed to find one person who reckoned they even disliked, let alone hated, each other.

What does seem beyond dispute, however, is that Jo found it infinitely harder to come to terms with Pedro the driver than vice versa, and some kind of proof is provided by Ganley's reference to the miserably short sliver of life left to Jo after Pedro's death. There is no doubt Siffert was devastated by the loss of Pedro but, as this weighed down on him, so the pressure of the last two seasons lifted. In sportscars, Siffert did just one more race, at Watkins Glen, heading the JWA team to a two-three behind the Alfa of Andrea de Adamich and Ronnie Peterson. But if that is indeed slim evidence of a revived Siffert, the remainder of the F1 season was anything but.

There were 11 rounds to the F1 World Championship in 1971, five before Pedro died, and six after. With Pedro in the team, Jo's average qualifying position was a little worse than eighth; thereafter it was third. During that time he scored in Austria the second of his two GP wins and his second pole position. And in the last race of the championship, he came a fine second at Watkins Glen, beating all save François Cevert, whose Tyrrell was the best car on the grid.

Then came the Rothmans Victory Race at Brands Hatch. He'd scored his first GP win there, in 1968 driving Rob Walker's Lotus 49, but this time the outcome was tragically different.

Pedro and Jo. In the two seasons they were team-mates, the world of Formula One lost not only them but Bruce McLaren, Jochen Rindt, Piers Courage and Ignazio Giunti. It was a criminally dangerous era to be a racing driver, too dangerous by far for two as committed as these. But Pedro was a self-confessed fatalist, accepting his time would come when it did, while Jo knew no other way than the right-foot-through-the-bulkhead method.

The last words are a racer's perspective and belong to Brian Redman, the man who got out and survived. "They were always civil to each other out of the cockpit. But it's not easy to be friends when you are that competitive and fighting for the same thing and with the same equipment."

In the modern era, where genuine rivalry at top level never stays solely in the cockpit, it is telling to see the dignity with which they not only fought their war, but did so on two fronts, something no driver today would countenance.

Who was better? Pedro, probably, but it seems now hardly to matter. Whatever their relative skills and abilities, it is the qualities they shared that matter most: they were men of courage, honour and integrity. Such gifts may no longer be required to excel in the sport, but 30 years on, that is not to say they are not missed. M

It mattered a great deal to Jo that he proved the equal of Rodriguez, but in sportscars, many felt it was the Mexican who had the edge. One thing is for sure; in that bleak summer of 1971, we lost two drivers with the potential to fill the void left by Jochen Rindt as a consistent threat to Jackie Stewart and Chris Amon at the very top of motorsport

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Above middle right - 1955 Alfa Romeo 1900 Super Sprint Zagato sold for $218,000
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GOODWOOD REVIVAL

Sportscar star Emanuele Pirro wins TT Celebration after thrilling Jaguar E-type dice

THE fourth Goodwood Revival Meeting, on August 14-16, served up a spectacle of the highest quality, with racing that on occasion took one's breath away. The downside was that rather more cars than one might have expected limped away with accident damage. The highlight was Emanuele Pirro's drive in the TT Celebration. Not because it was flashy, but because it was stylish and measured, and undertaken in the knowledge that his friend, Alex Zanardi, lay gravely ill in hospital. In the circumstances, Pirro was a model of professionalism and gentlemanly behaviour. He has vowed to return, and we sincerely hope he does. – P.F.

* * * *

GOODWOOD TROPHY (12 LAPS)

A robust John Ure made it four out of four for ERA in this race for 1948-55 Formula One, Formula Two and Formula Libre cars, his hard-fought victory in Peter Mann's R9B following on from Ludovic Lindsay's hat-trick in 'Remus'. Ure made good use of the vacant grid slot ahead of him – pole man Gregor Fisken electing to start his misfiring Cooper-Bristol from the tail of the field in the interests of safety – to take the lead. He was chased hard by Rod Jolley's Cooper-Bristol, and the pair took turns at the front until the latter spun out at Woodcote with two laps remaining. This would have been a three-way fight had not Flavien Marçais' Cooper-Bristol found itself with a 'box full of neutrals on lap six. The Frenchman's consolation was his setting of the fastest lap.

1st: John Ure (1936 ERA R9B) 91.51mph
2nd: Willie Green (1948 Alfa Romeo 158)
3rd: Irvine Laidlaw (1936 Maserati 6CM)
Fastest lap: Marçais (1953 Cooper-Bristol) 1min 30.366sec (95.61mph)

EARL OF MARCH TROPHY (8 LAPS)

Another winning sequence was maintained in this encounter for 500cc F3 cars of 1948-59, Julian Majzub making it four in a row with his Cooper-Norton Mk8. But it took a thrilling, last-lap, around-the-outside move at Madgwick to deny David Woodhouse's Mk9 variety. Reg Hargrave's Kieft-Norton was the pre-event favourite but, having set a pole time 2.6sec quicker than its nearest rival, suffered engine problems during the race.

1st: Julian Majzub (1954 Cooper-Norton Mk8) 80.91mph
2nd: David Woodhouse (1955 Cooper-Norton Mk9)
3rd: David Lecoq (1955 Petty-Norton)
Fastest lap: Majzub, 1min 43.723sec (83.29mph)

LENNOX CUP (2 x 8 LAPS)

Barry Sheene gave the crowd exactly what it wanted with two measured winning rides and a 3.4sec aggregate victory. But it wasn't all plain sailing for him, having 'dropped' Fred Walmsley's Manx Norton on Friday. He was badly bruised but started the Saturday race from pole and waited until the last lap to pass Bill Swallow's Aermacchi. Sheene made his move earlier on Sunday, pulling away from the pack over the last three laps. Mick Hemming's McIntyre Matchless pipped Swallow on this occasion, but the latter took second on aggregate. Eight-time world champion Phil Read endured a terrible Revival debut. His misfiring MV Agusta triple non-started, and his replacement Matchless G50 failed to complete a lap on Saturday and could only take him to 12th on Sunday.

1st: Barry Sheene (1962 Manx Norton) 91.20mph
2nd: Bill Swallow (1966 Aermacchi)
3rd: Mick Hemmings (1962 Matchless G50)
Fastest lap: Sheene, 1min 31.781sec (94.13mph)

SUSSEX TROPHY (14 LAPS)

After a couple of Goodwood disappointments, Tony Dron and the Ferrari 246 finally came good. Although beaten off the line by Tiff Needell's 'Knobbly' Lister-Jaguar, Dron made the Ferrari's superior straightline speed and brakes count, taking the lead on lap three and pulling away thereafter to win by three seconds. It was a more commanding drive than it sounds. Needell, meanwhile had his mirrors full of Aston Martin DBR1, Peter Hardman pedalling the car with his customary gusto. As these two diced, so Barrie Williams caught them in the Tojeiro-Jaguar. He was able to pass the Aston in the closing stages, but Tiff hung on to second.

1st: Tony Dron (1960 Ferrari 246S) 95.79mph
2nd: Tiff Needell (1958 Lister-Jaguar 'Knobbly')
3rd: Barrie Williams (1959 Tojeiro-Jaguar)
Fastest lap: Dron, 1min 29.003sec (97.07mph)

FREDDIE MARCH MEMORIAL TROPHY (12 LAPS)

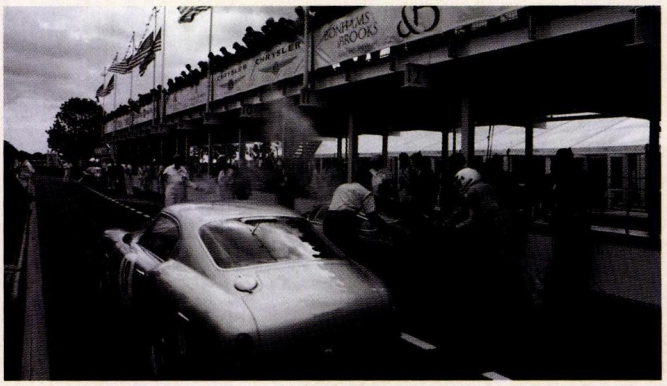
Sunday's racing kicked off with a real cracker, which unfortunately ended with two damaged cars. The furious battle in this encounter for Goodwood Nine Hours-type cars was between young tyro Justin Law, who started Staffan Svenby's C-type from pole, and old hand Willie Green in Peter Neumark's ex-Whitehead brothers' Cooper-Jaguar T38. The latter was clearly the quicker car, Green taking the lead at the end of the first lap, but Law had the Jag at all angles, and on several occasions made moves at the right-hander before St Mary's, only for Green to draft by along Lavant Straight. By mid-race it looked as though Green had made a clean break, but he was baulked by backmarkers – and Law was right back in it. On lap 11, he took the lead just before St Mary's. And this time Green was unable to retake diving into Woodcote. Law, though, had pushed it too far, dropping a rear wheel onto the grass and spinning. Green was left with nowhere to go except into the side of the Jaguar. All this time, Gary Pearson had been keeping a watching brief in third with the 1954 Cooper-Jaguar. He jinked onto the grass to avoid the carambolage and went on to win.

1st: Gary Pearson (1954 Cooper-Jaguar T33) 91.28mph
2nd: Justin Law (1953 Jaguar C-type)
3rd: Willie Green (1955 Cooper-Jaguar T38)
Fastest lap: Green, 1min 32.307sec (93.60mph)

CHICHESTER CUP (12 LAPS)

Mike Hibberd was expected to win this Formula Junior race (1958-61) with some ease, having placed his Lotus 20 on pole by over 1.5sec. In the event, however, Neil Daws did a passable Jim Clark impression in his older Lotus 18, leading for a lap, setting the fastest lap and pushing Hibbert all the way to the line. If Hibberd was playing with his foe, then Daws certainly was not, his passing manoeuvre requiring an armful of opposite lock as he went around the outside of his rival at Woodcote on lap four. Joos Tollenar's Lola Mk3, the only Eric Broadley offering in the race, gradually worked its way up through the field to finish third, but he was 18sec behind the leading duo.

1st: Mike Hibberd (1961 Lotus-Ford 20) 91.00mph
2nd: Neil Daws (1960 Lotus-Ford 18)
3rd: Joos Tollenar (1961 Lola-Ford Mk3)
Fastest lap: Daws, 1min 33.357sec (92.54mph)



PUSH OFF! – driver swaps mean the TT Celebration is an all-action race

ST MARY'S TROPHY (20 LAPS)

The first eight laps of this extended, two-driver touring car race had the crowd on its feet. Once again Justin Law was proving no respecter of reputations as he set about Gerry Marshall on this occasion. The latter may need an electric buggy to get around the paddock these days, but put him behind the wheel and it all comes flooding back. The joy of his driving is that he is sideways, but he is not a wheel-twirler. The car is set up, just sufficient opposite-lock is applied and the slide is held effortlessly, speed being increased rather than scrubbed off. That said, he had his hands full with Law, whose Mk1 Jaguar took the lead from the Ford Lotus Cortina on the opening lap with a brave move at Fordwater. Thereafter they traded places and ran much of the laps side by side. It was intense and incessant. And it was taking its toll on the Jaguar, which began to smoke ominously.

Marshall was leading when he pitted on lap nine to hand over to the owner, the equally rapid Chris Sanders; Win Percy was waiting to take over from Law, but when the Jaguar pitted on lap 14, a black streak across the bonnet spoke volumes. Its oil cap had blown off and its race was run. Thus Sanders was able to cruise home, backing off sufficiently to allow the race-long Cortina battle that had raged between Jackie Oliver/Les Goble and Andy Middlehurst/David Leslie to close within 3sec. Fourth was the mighty Chevrolet 150 Sedan, which John Fitzpatrick had put on pole. Owner Leon Cole made a slow getaway and dropped down the field. But with Fitzpatrick at the wheel, the red Chevy, a bit of a hotrod, it must be said, absolutely flew, setting the fastest lap and moving back up to fourth. The no-holds-barred Mini battle was won by fifth-placed Richards Longman and Dodkins after their rivals, Norman Grimshaw/John Rhodes, had expired. Sixth was the 'Fintail' Mercedes 300SE of Stewart Imber and Mark Hales.

1st: Gerry Marshall/Chris Sanders (1962 Lotus Cortina Mk1) 84.95mph
2nd: Jackie Oliver/Les Goble (1964 Lotus Cortina Mk1)
3rd: Andy Middlehurst/David Leslie (1965 Lotus Cortina Mk1)
Fastest lap: Fitzpatrick, 1min 35.616sec (90.36mph)

RICHMOND & GORDON TROPHIES (15 LAPS)

Without wishing to appear rude, Rod Jolley is bald, wears thick spectacles, and looks like he would be more at home driving a desk. He drives his 1958 Cooper-Climax T45/51, however, like the very devil himself. He started this race from the back of the grid, with a 10-second penalty to boot, for overtaking under yellow flags in qualifying. Rod was adamant that he had not seen the warning flags. But if this was a trumped-up charge to make the race more interesting, it worked. For five laps. For that's all it took for Jolley to charge through the field and take the lead from John Harper's Cooper T51. Best of the front-engined Richmond Trophy cars was Martin Stretton in Michael Steele's C-type Connaught, although he initially had to give best to Joaquín Folch, who was having his first drive in a Lotus 16, and who led the race outright for the first lap. The Spaniard eventually finished fourth, but set the fastest lap in this race within a race, at 1min 28.029sec (98.14mph).

1st: Rod Jolley (1958 Cooper-Climax T45/51) 96.68mph
2nd: John Harper (1959 Cooper-Climax T51)
3rd: Martin Stretton (1957 Connaught-Alta C-type)
Fastest lap: Jolley, 1min 26.142sec (100.30mph)



ROLLING MOSS – Stirling reacquaints himself with Jaguar MkVII antics

RAC TOURIST TROPHY CELEBRATION (ONE HOUR)

Whether ex-F1 star and current sportscar pacesetter for Audi, Italy's Emanuele Pirro, had ever heard of Barrie Williams before this race is doubtful – he thought he was dicing with Frank Sytner – but he certainly knew about him afterwards. Pirro, in the ex-John Coombs Lightweight E-type, 4WPD, made a fantastic start from the inside of the third row to lead the first lap. But two-time race-winner 'Whizzo' had him in his sights, and dived into the lead at Woodcote on lap two. This pair of grey Lightweights then proceeded to streak away from the field. Their battle was not as frenetic as some but, watching from Fordwater, it was beautiful, Whizzo going all out, striving for a gap, Pirro treating his car gently, "like I treat my wife".

Gradually, Williams edged away. But keen to give co-driver Nigel Corner, returning to racing after his horrific accident at last year's meeting, as big a gap as possible, he kept on pushing. And it all went wrong on lap 25. Put off line by backmarkers, he spun into the gravel at Woodcote, joining the 'lowdrag' E-type of Sytner and Simon Hadfield, which had run third in the early stages, and the Corvette Sting Ray of John Young/Gerry Marshall. Pirro came in two laps later to hand over to Gregor Fisken, allowing Peter Hardman's Ferrari 330LM/B to lead briefly, before he too pitted, David Franklin taking over – for a lap. The Woodcote 'car park' was causing concern, and when the race reached the 45-minute mark, the earliest a result could be declared, it was stopped. This was good news for Will Hoy in Simon Draper's Aston Martin Project 214. He'd yet to swap places with the owner, and so jumped ahead of Hardman.

1st: Emanuele Pirro/Gregor Fisken (1962 Lightweight E-type) 93.97mph
2nd: Will Hoy/Simon Draper (1963 Aston Martin Project 214)
3rd: Peter Hardman/David Franklin (1963 Ferrari 330LM/B)
Fastest lap: Pirro, 1min 28.539sec (97.58mph)

GLOVER TROPHY (16 LAPS)

The fastest race of the day was another thriller, another battle between young gun and old master. American F3 racer Paul Edwards burst from the middle of the front row in the ex-Bruce McLaren/John Love Cooper-Climax T73 and, despite incessant pressure from pole man Frank Sytner, held the Brabham BT4 man at bay until lap 14, when backmarkers put him off line at the right-hander before St Mary's. The youngster spun, leaving Sytner with nowhere to go. The pair tangled and hit the barriers as one. Luckily, both were unhurt. As had Gary Pearson earlier in the day, Richard Attwood's watching brief, in the BRM P261, paid dividends, the 1970 Le Mans winner beating Martin Stretton in Cedric Selzer's Lotus 25 by 14sec.

1st: Richard Attwood (1965 BRM P261) 101.51mph
2nd: Martin Stretton (1962 Lotus-Climax 25)
3rd: Duncan Dayton (1964 Brabham-Climax BT11)
Fastest lap: Sytner (Brabham-Climax BT4) 1min 22.541sec (104.67mph)

WHITSUN TROPHY (16 LAPS)

Frank Sytner made amends in this race for mid-1960s rear-engined sports-racers, winning it in his Cooper Monaco-Chevrolet T61M. He was chased throughout by Robert Brooks in a Lotus 19, and when a rain squall swept across the track, the auctioneer looked set to make a bid for the lead. Sytner was tip-toeing around in top gear when Brooks made a hash of the chicane, scattering fencing and plantpots on lap 13. The race was stopped, but Brooks kept second on countback. Third was Joaquín Folch in David Piper's Ferrari 275LM.

1st: Frank Sytner (1963 Cooper Monaco-Chevrolet T61M) 99.20mph
2nd: Robert Brooks (1960 Lotus-Climax 19)
3rd: Joaquín Folch (1964 Ferrari 275LM)
Fastest lap: Brooks 1min 24.756sec (101.94mph)

FORDWATER TROPHY (10 LAPS)

Charles Morgan made a slow start from pole position, but his Morgan Plus 4 was in the lead of this '1950-60s clubbie' race by lap three, and he won at a canter. Star of the show, however, was Graham Scott, whose sideways antics in the Mercedes 300SLS drew gasps from the crowd. He finished second ahead of Stuart Graham's slow-starting Healey 100S.

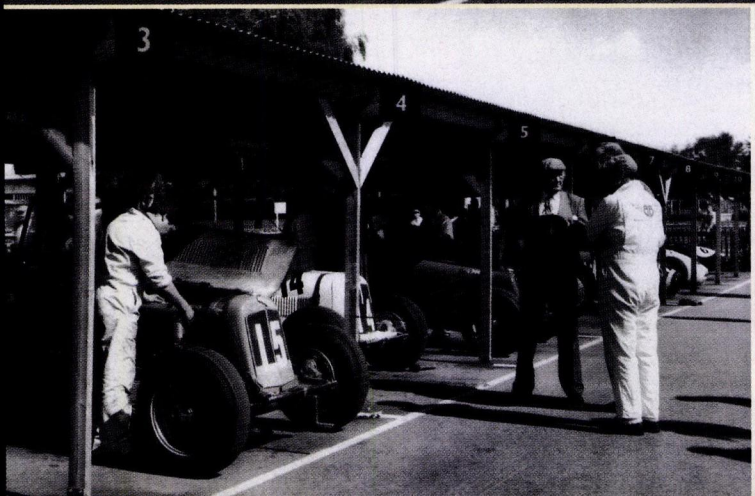
1st: Charles Morgan (1959 Morgan Plus 4) 85.80mph
2nd: Graham Scott (1957 Mercedes-Benz 300SLS)
3rd: Stuart Graham (1955 Austin-Healey 100S)
Fastest lap: Morgan, 1min 36.395sec (89.63mph)

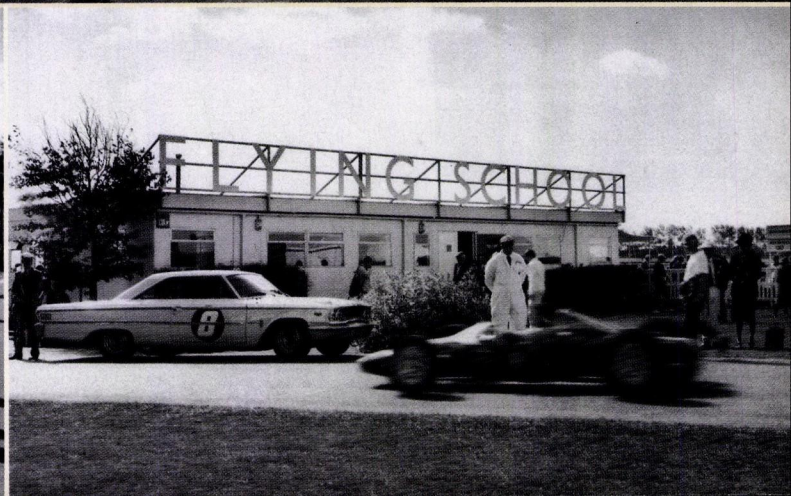
PICTORIAL REVIEW

This is the way in which MOTOR SPORT covered race meetings during the 1950s. And that's why we asked intrepid photographer James Mann to dust off his 1955 Linhof Technika camera. It's heavy and requires a lot of tender, loving care, but it was well worth it

BELOW: **BLAST OFF! – Justin Law, Barrie Williams and Frank Sytner unleash their Jaguars at the start of the TT Celebration. Pirro led lap one, though.**
BOTTOM LEFT: **LOOKING THE PART – period racing cars, period pits, period attire, the Goodwood Revival is a veritable feast for all the senses. Period!**
Below right: **YOU GET ALL SORTS – Formula One ATS passes Ford Galaxie. In a twist of historical accuracy, the former car finished, latter didn't start.**

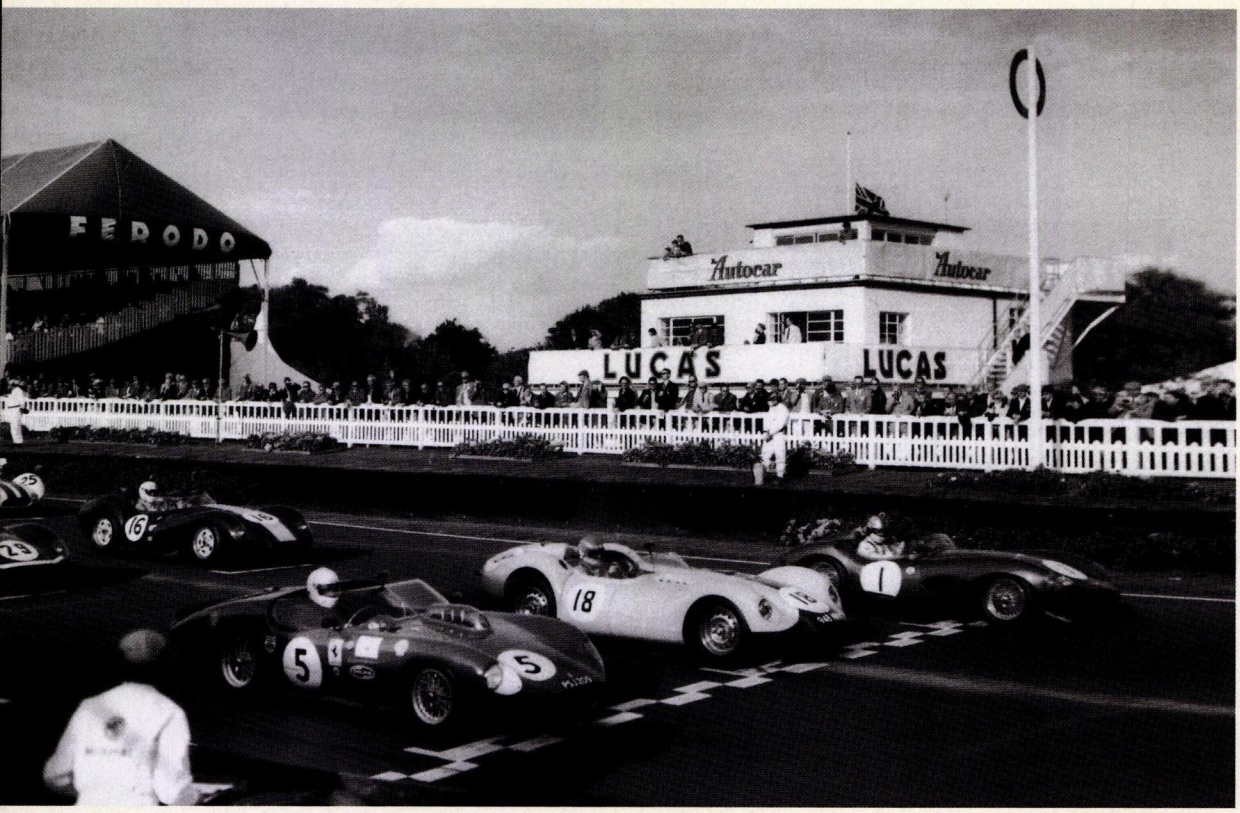












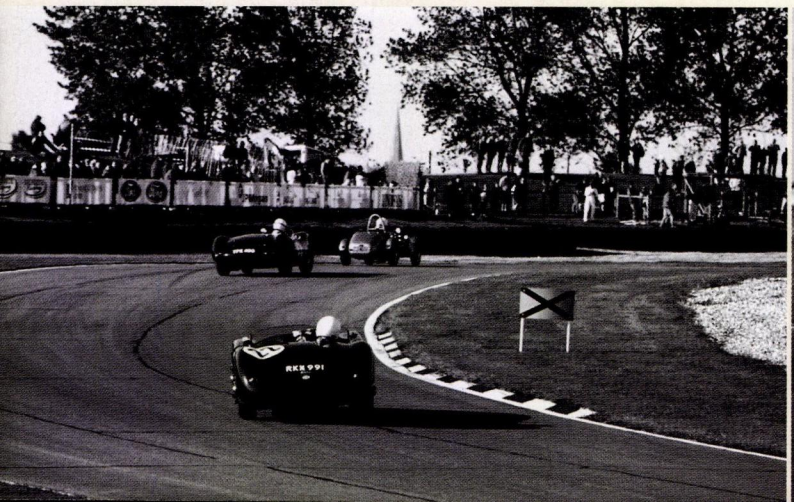
BIT OF CHICANERY – Stuart Graham's Healey 100S heads for second in the Fordwater race

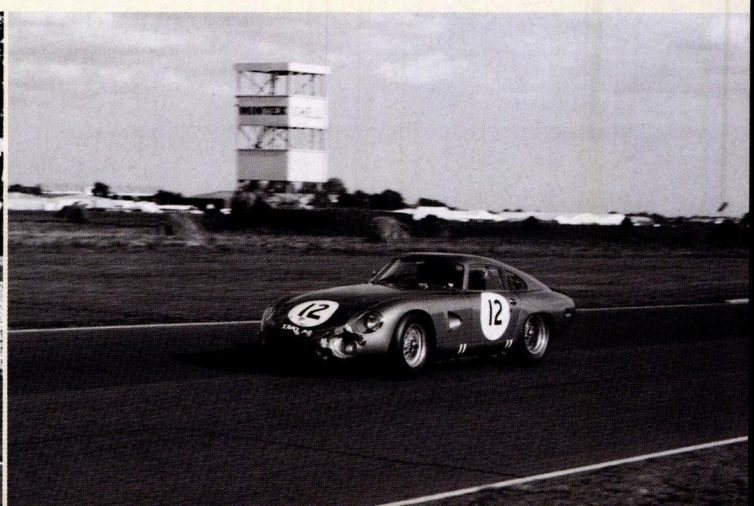
MESSAGE RECEIVED - Mini passes pits during the St Mary's Trophy for 1960s tiptop tin-tops

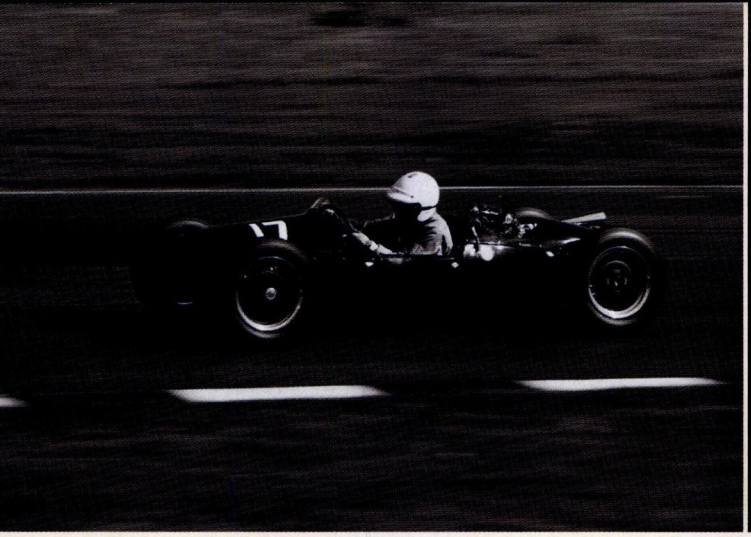
FRONT-ROW SEATS – Ferrari, Lister-Jaguar and Aston Martin make for a glorious sight

UNFINISHED PROJECT – Aston was damaged in practice and retired from the Tourist Trophy

I FOUGHT THE LAW - C-type in pursuit of Cooper-Jag. This hectic battle ended in tears









VICTOR'S SPOILS – Gary Pearson kept out of trouble to claim the Freddie March Trophy

LAST-GASP DEFEAT – David Woodhouse led the 500cc Earl of March race until the final lap

ANOTHER VICTOR – Vauxhall's garage next to the paddock was a triumph of detail

STIRLING WORK – Peter Hardman does a passable impression of Moss in the DBR1

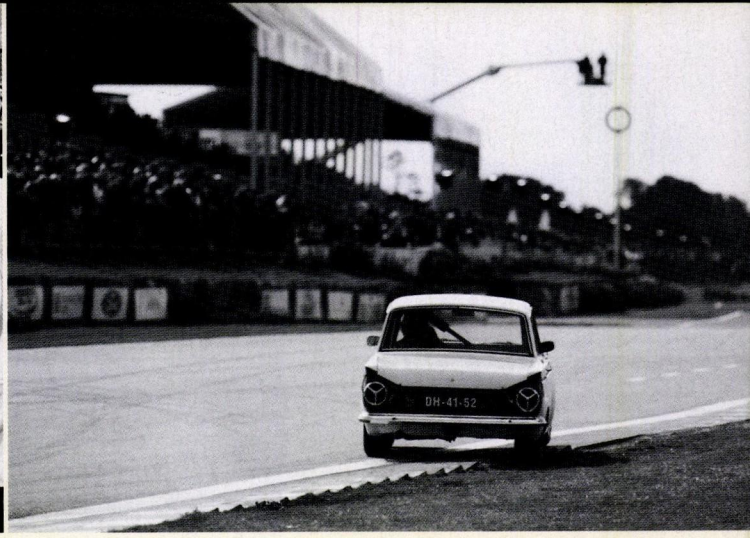
VENTURING OUT – Stewart Imber's 300SE Merc leads the saloons out of the holding area













THE MECHANICS OF IT – white boiler suits are *de rigueur* as GP cars await Richmond Trophy

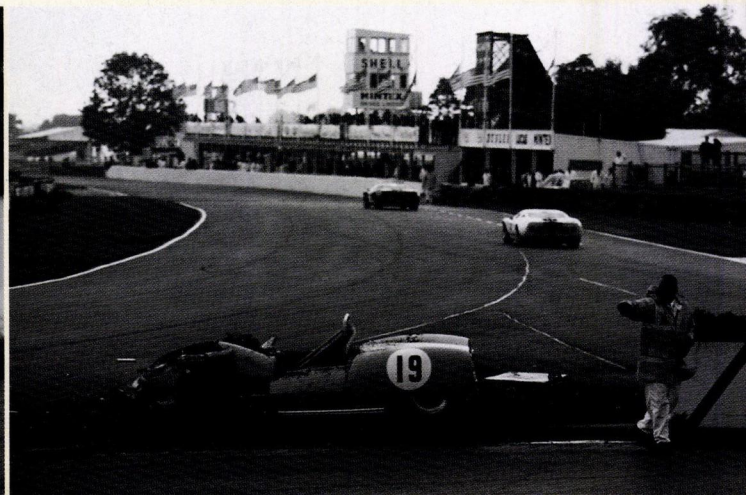
CORTINA IN THE ACT – Les Goble shared Mk1 with Jackie Oliver and finished in second

LOOKING RAFFISH – Curtiss Kittyhawk and Hurricane were part of amazing air displays

MORE CHICANERY – Robert Brooks' Lotus 19 demolished itself and a wall, stopping the race

CUTTING IT CLOSE – David Franklin had just a lap in the 330LMB before the race was ended early





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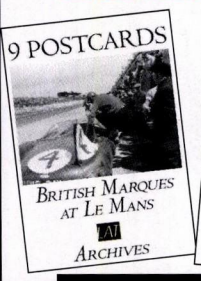


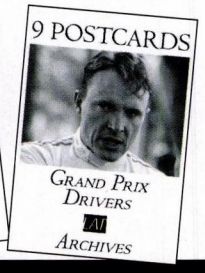
Congratulations to Chris Sanders/ Gerry Marshall and team for a superb win at Goodwood

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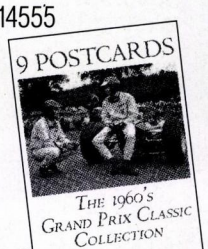
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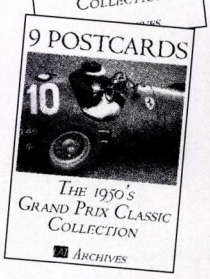


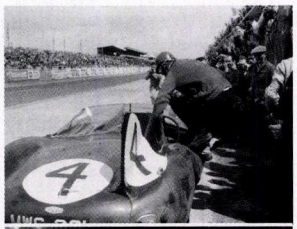


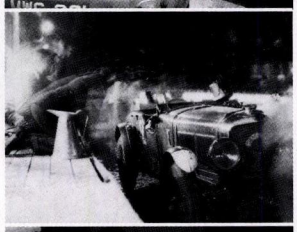
Two new sets of rare photographs from the LAT Archives have been specially selected to reflect two aspects of the sport's history. Grand Prix Drivers celebrates respected characters from Juan Manuel Fangio to Jim Clark while British Marques at Le Mans charts the special association of British manufacturers with the circuit from Bentley in the 1920s to Jaguar in the 1950s.
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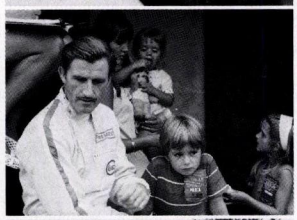
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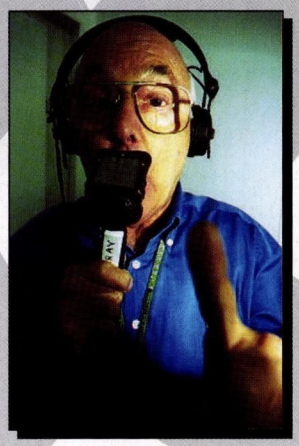
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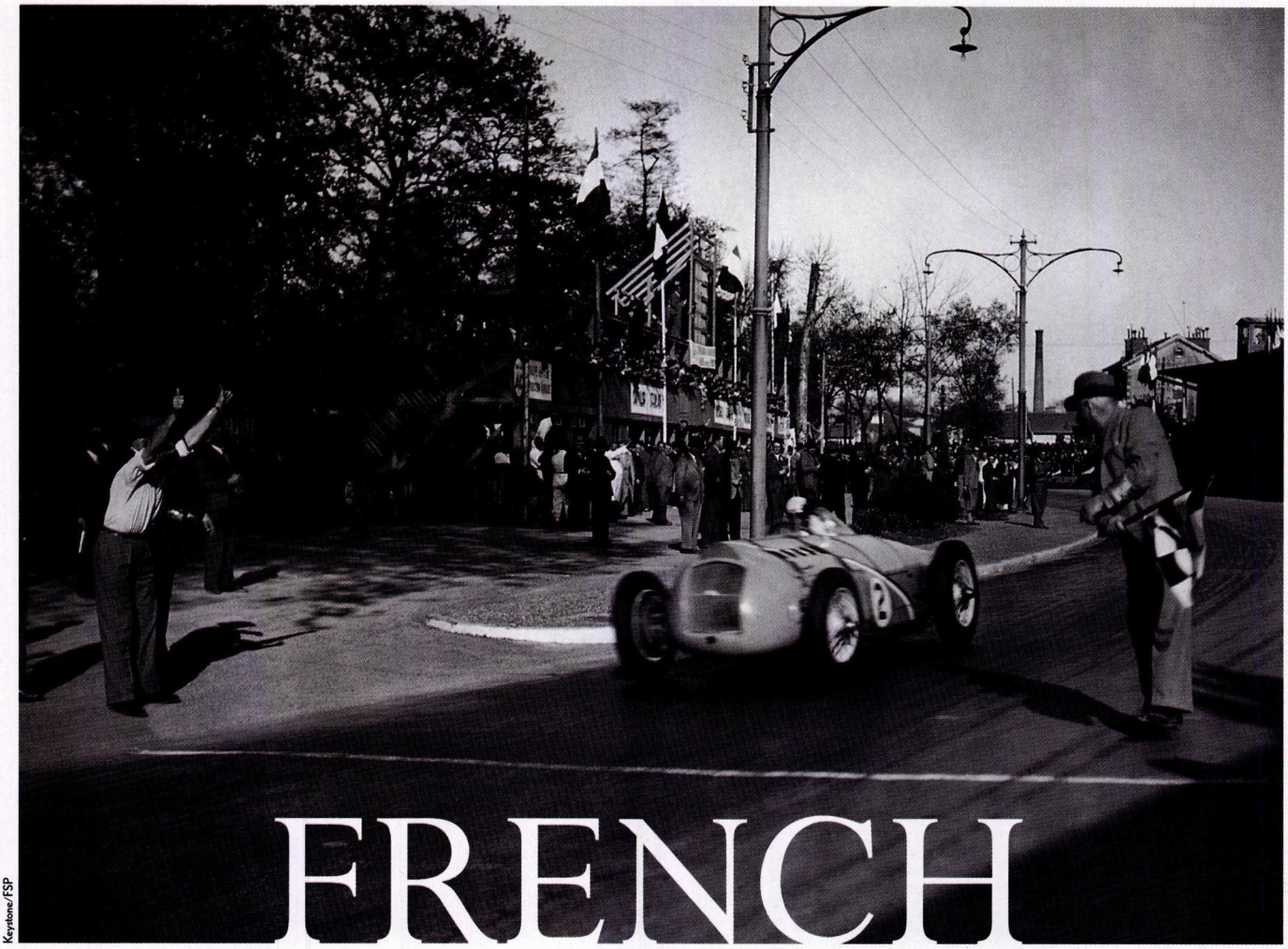
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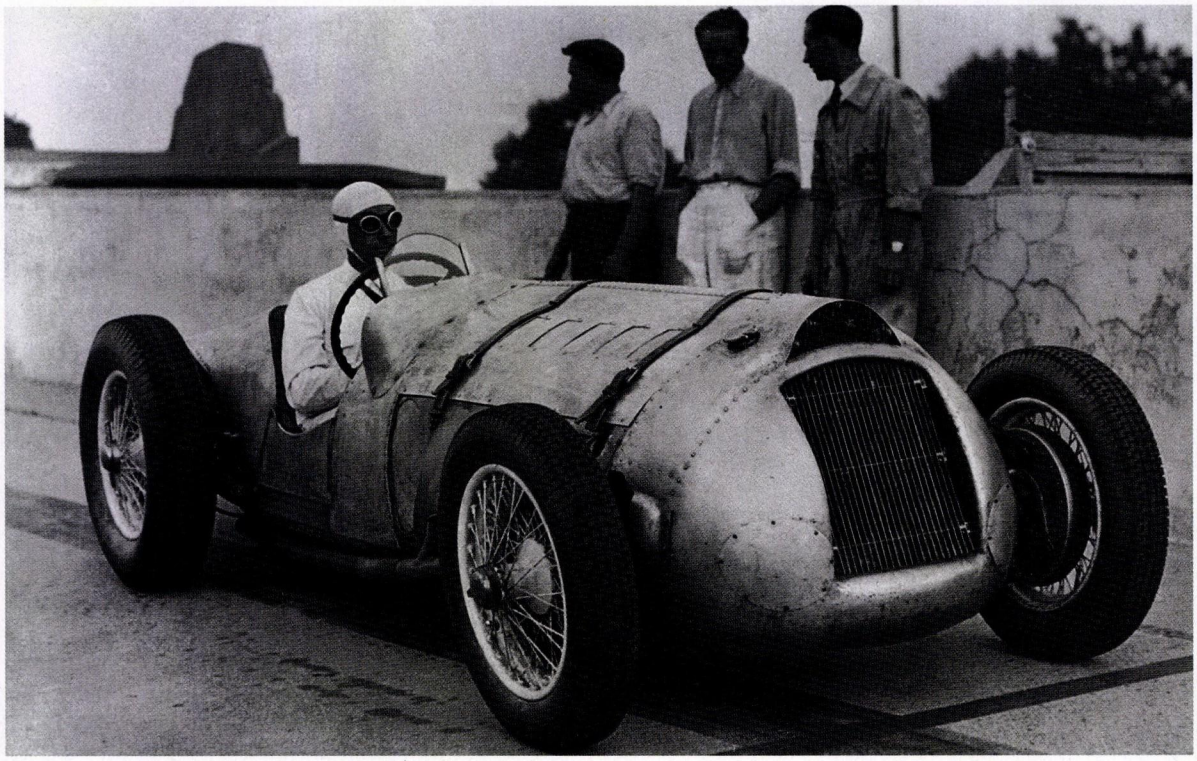
FOR THE NAZIS, GERMAN DOMINANCE OF MOTORSPORT IN THE THIRTIES WAS FULL OF SYMBOLISM. BUT AT PAU IN 1938, THE DELAHAYE OF RENE DREYFUS STUBBORNLY PREVAILED. WILLIAM CASH RECALLS A DAY OF NATIONAL PRIDE IN FRANCE, AND DEFLATED EGOS IN STUTTGART

On a cold New York winter evening in February 1954, Rudi Caracciola stepped stiffly from a taxi outside Le Chanteclair restaurant at 18 East 49th Street, between Fifth and Madison. Anybody looking up as the 53-year-old legend walked through the glass doors in his well-cut dark grey suit would have noticed his limp.

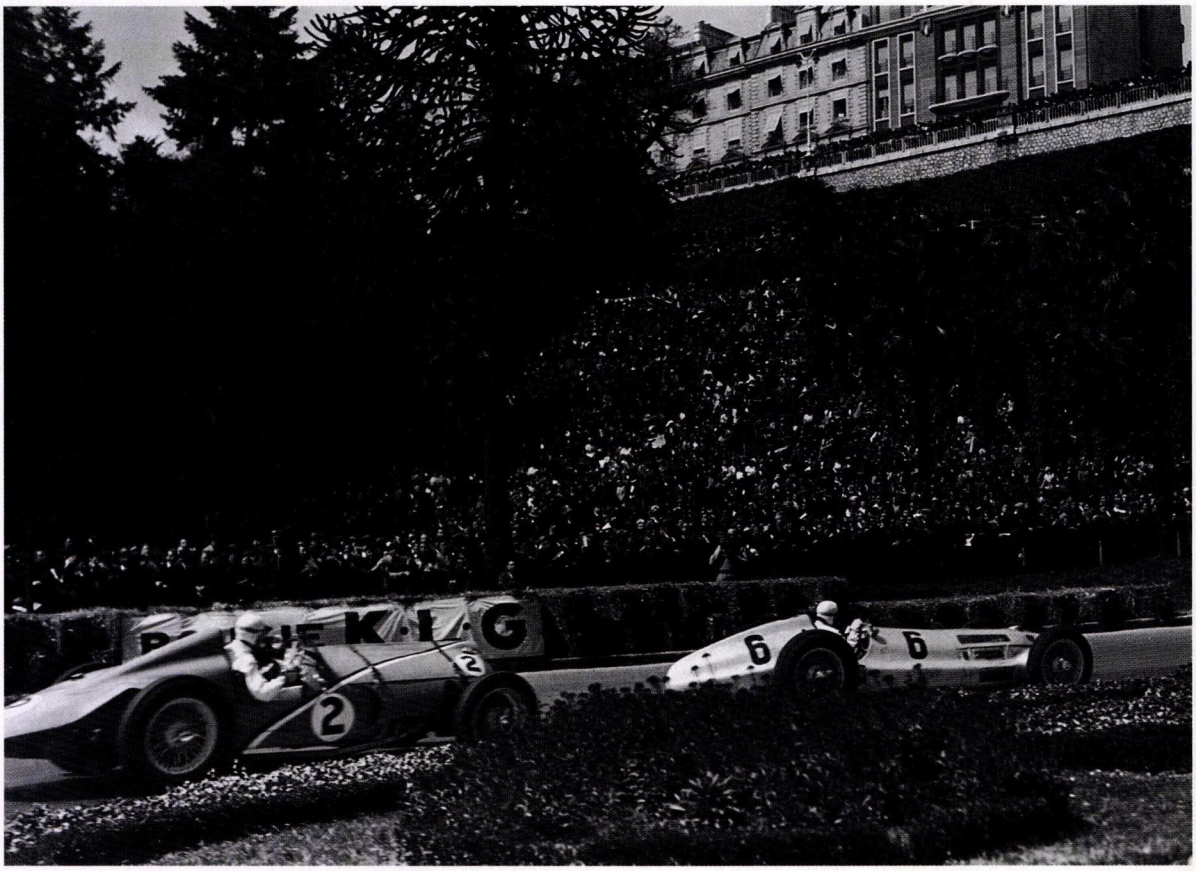
He was in town with his wife, Baby Hoffmann, to help launch the gullwing Mercedes 300SL Coupé at the New York Auto Show. Le Chanteclair was a chic new French restaurant whose walls had just been freshly decorated with cartoon murals of great racing drivers and their cars. Its owner was Rudi's old friend and rival, René Dreyfus. Before the war, René had been the gritty French captain of Ecurie Bleue, the private team founded in 1936 by the bulldog-loving, speed-mad, expat American heiress Lucy O'Reilly Schell of New York, along with her Wall Street investor husband Laury.

What none of the diners knew as they watched the *maître d'* usher the distinguished couple to a discreet corner table was that, as the clouds of war had loomed over Europe in 1938, these two men had waged an epic battle around the narrow streets of Pau, deep in France's Armagnac country. The result of this battle was one of the greatest upsets in motor-racing history. ➳

Above: The Lucy Schell-run Delahaye of René Dreyfus crosses the line having comprehensively beaten the Mercedes challenge at Pau



Christian Moity



Keystone/FSP

On Sunday April 10, 1938, a month after Hitler had marched into Austria, their two team bosses – SS Korpsfuhrer Major Adolph Hühnlein of Berlin and Mrs Schell – were chasing the same dream for their teams: to become champions of Europe. Their style of competition, however, could not have been more different.

For Hitler, 1938 was to be the culmination of his Nazi sporting conquest plan, and the Grand Prix de Pau's grid, on Avenue Lacoste, in front of the railway station, was where his humourless Korpsfuhrer, a pair of binoculars hanging off his swastika-emblazoned uniform, had chosen to unveil the latest silver Mercedes racing car – built to the new 1938-40 Grand Prix formula – to the world. After four years of almost total German dominance in the 750kg formula, the countries that made up the International Grand Prix Federation had conspired to come up with a new formula. Based on a minimum, heavier, chassis weight and reduced engine size, it was designed to limit speeds and get French and Italian 'sports' racing engineers back to building competitive GP cars. More specifically, the plan was to curb the unstoppable run of German victories.

Or so they hoped. The new formula limited supercharged engines to three litres, and unsupercharged engines to 4.5 litres. Not unsurprisingly, Mercedes technical director Rudolf Uhlenhaut chose the former. His engineers had been secretly developing supercharged aero-engines for the reborn Luftwaffe. His new W154 cars, delivering 468bhp, were designed in a barbed wire-surrounded compound at the Unterturkheim Mercedes plant in Stuttgart. They were tested at a misty and cold Monza in March, and the results indicated to Huhnlein that the W154 would act as final proof that German technical might would triumph against any 'foreign' opposition.

But Huhnlein had underestimated the determined Mrs Schell and her team, which she ran from a mews garage near her luxury Paris townhouse. Nor had he counted on the grit of her gourmet, half-Jewish, team leader René Dreyfus. Blacklisted from test driving for the German teams on account of his Jewish-sounding name, the gutsy 33-year-old son of a linen salesman from Nice was out for revenge.

For the first race of the 1938 season, Mrs Schell wanted to assert Ecurie Bleue as a new force in GP motor racing. She also wanted to level the score with Germany following the Korpsfuhrer's crushing defeat of the Americans at the 1937 Vanderbilt Cup in New York.

Apart from excellent research in a few chapters of Antony Blight's *The French Sports Car Revolution*, no biography exists of her remarkable life as the Amelia Earhart of the European pre-war motor racing world. But the tough-talking, fiery-tempered, blue-eyed American millionaire was one of the most formidable characters of the 1930s.

On that spring day in April 1938, there was more at stake than wounded national pride, or a mere motor race. The duel between Mercedes and Ecurie Bleue had heavy political symbolism. Mrs Schell, who sought no publicity for her team, epitomised the dedicated wealthy amateur who raced for the fun of it; Huhnlein was a ruthlessly professional Hitler puppet, whose motives were propaganda and the furtherment of technology with a view to military use.

One thing that Huhnlein and Mrs Schell had in common was almost unlimited funds. The German teams were funded with the help of state reichmarks; Ecurie Bleue was financed out of her $5 million fortune. She was the only daughter of Patrick O'Reilly, a poor Irish immigrant who achieved the American dream by becoming one of the steel barons who built New York's subway.

But she was no racing dilettante. She was the first American woman to drive in an international grand prix. And following the announcement of the new 1938 formula in 1936, she walked with her bulldogs into the Paris office of Charles Weiffenbach, the elderly MD of Delahaye, and informed him she wanted to order a couple of new V12 GP cars (which hadn't even been designed yet) for the 1938 race season. Before her 1935 inheritance, she had already impressed Monsieur Charles (as Weiffenbach was known) by racing as a member of the Delahaye rally team, first as a private entrant, and then forcing her way through the ranks to become a works driver. Her husband Laury, a meek figure who belongs in the pages of a Somerset Maugham novel, also raced, and was an occasional driver for Ecurie Bleue.

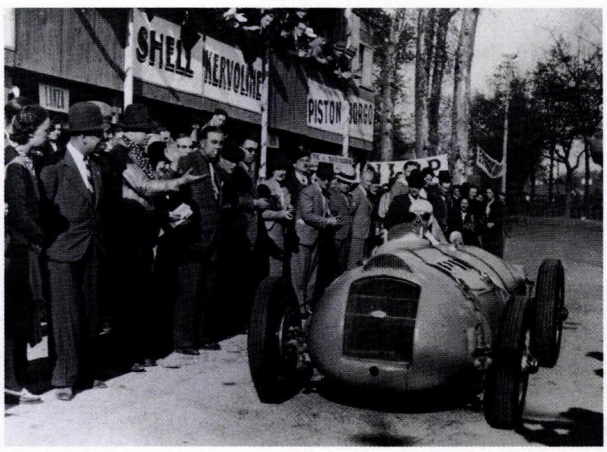
The new 4.5-litre V12 Delahaye Type 145 was first tested by Dreyfus at Montlhéry, without fanfare or invited press, in June 1937. On its first public outing, the appearance of this pug-nosed two-seater came as something of a shock to the few Ecurie Bleue friends and guests present. Later, Dreyfus himself was to confess that, "It was the most awful-looking car I ever saw".

On that spring day in April 1938, there was more at stake than wounded national pride or a mere motor race. The duel between Mercedes and Ecurie Bleue had heavy political symbolism

Certainly the Germans were not unduly concerned. A sharp illustration of just how seriously Huhnlein took his orders from Berlin to ensure Nazi supremacy on the track was revealed a month later, on August 27, when Dreyfus's Delahaye was battling it out at dusk on the Montlhéry track with Bugatti's star driver, Jean-Pierre Wimille, for the much-hyped Prix du Million. So anxious were the French to create a racing car capable of beating the Germans, after endless humiliating defeats, that the government had put up a lottery prize of a million francs for any car that could average 146kph for 16 laps or 200km at Montlhéry (this being the speed Louis Chiron achieved in 1934 driving a Tipo B Alfa Romeo while outperforming the Germans under the old formula).

Although the German teams were busy preparing for the Italian GP in Livorno on September 12, Huhnlein took the trouble to ensure the huge crowd of press and photographers that witnessed this memorable Ecurie Bleue/Bugatti duel (which Dreyfus narrowly won) included a spy from the Mercedes technical department. Despite the Delahaye victory, the spy told his superiors they had nothing to worry about for the 1938 season.

To be honest, when the two Ecurie Bleue transporters set off for Pau, nobody in the motoring press thought Lucy Schell had any chance against a line-up that included the exciting W154, the new monoplace supercharged 3-litre Bugatti, or Tazio Nuvolari in one of two new eight-cylinder Alfa ➤



Keystone/FSP

Above: Dreyfus is applauded by the French crowd after his victory lap. Top left: Testing the Delahaye 145 at Montlhéry. Left: With identical practice times, the Franco-German battle was always going to be close

Romeos (Tipo 308) managed for the new Alfa Corse team by Enzo Ferrari. Against this opposition, Ecurie Bleue was entering a pair of outdated-looking, two-seater 'bathtub' road cars – more of a sports-car than a GP car. They were painted duck-egg blue, with red trimming.

Auto Union, who had lost number one driver Bernd Rosemeyer in January during a Nazi speed record attempt, had decided their new cars weren't ready to race. But the arrival in Pau of the multi-truck Mercedes convoy, after a winding journey through France supervised by manager Alfred Neubauer, was described by the normally unfazed Dreyfus in his autobiography as "awesome".

Mercedes boasted a team of 25 mechanics, a truck-load of spares, and no less a reserve driver than Dick Seaman (who, much to his annoyance, did not get to race). The Schell équipe comprised Dreyfus, his French wife Chou-Chou, who doubled as timekeeper, his banking brother Maurice, who doubled as part-time team manager, Laury, Gianfranco Comotti, the number two driver, and a handful of Delahaye mechanics headed by technical director Jean François.

Lucy was absent although, after consulting a fortune-teller near Nice the day before the race, she rang the Noutary Hotel in Pau and spoke to René. "I know you will do well," she told him. It turned out she had been told her team was going to win although the clairvoyant thought she owned a stable of racehorses rather than cars.

After the practice session, fortune did seem to be smiling on Ecurie Bleue: the Bugatti team did not show up; Nuvolari, having sliced four seconds off his old 1935 lap record in the first practice run, suddenly found his Alfa on fire. Unable to stop and by now smothered in flames, the Italian jumped for it while his driver-less car headed off into the bushes. Although his legs were quite badly burnt, he was ready to race in the second Alfa (to have been driven by Luigi Villoresi) in the grand prix two days later. An investigation, however, found the same accident – due to a leaking petrol tank – could occur again, so the 'sister' car was withdrawn. The appalled Nuvolari admitted he'd finally had enough of Italian engineering. He swiftly transferred to Auto Union.

The twisting 2.7km Pau circuit was no stranger to Dreyfus, and he planned on using his expertise of its hairpins and narrow straights to his advantage. In practice, pushing his foot "to the floor", he found his unsupercharged Delahaye "sticking to the road", while he noticed even the great Caracciola – whose Mercedes W154 boasted around 200 more horsepower – was sliding all over the place. Hermann Lang had the same problem, spinning in practice. At dawn, on the Sunday of the race, Uhlenhaut tested Lang's car, on which the mechanics had been working all night. Acting on his advice, the car was withdrawn.

Dreyfus had matched Caracciola in practice with a time of 1min 48sec, and Mercedes now had just one car. But the German squad was still an overwhelming favourite.

As the engines fired up, with Mercedes' secret formula alcohol fuel (shipped over in barrels from Stuttgart) blackening the spring mountain air, excited spectators leant out of the small hotels and apartment buildings overlooking the track.

Charles Faroux, the great French race reporter, dropped the flag and newsreel film clearly shows the extra power of Caracciola's Mercedes pushing him around the first corner just before Dreyfus. They roared uphill along Avenue Bonaparte before the hairpin at Pont Oscar, and then another quick sharp right before passing the Real Tennis court and the Casino gardens in the Parc Beaumont. The course then wiggles past a convent and a statue of Marshal Foch before drivers open the throttle in the final downhill straight towards the pits.

Neubauer knew his supercharged Mercedes would have to stop and refuel, whilst the Delahaye could manage on one tank, so Caracciola's plan was to establish a sufficient lead to allow for a single stop. For the first few laps, this seemed to be working, with Dreyfus dropping back behind (Dreyfus claims this was to avoid inhaling the noxious Mercedes exhaust fumes). The problem, however, came when Dreyfus began to challenge Caracciola around the twisty track, where the five-speed gearbox and extra power of the Mercedes proved a liability. According to Dreyfus, who never needed to use his fourth gear throughout the race, he was able to pass Caracciola "easily" on the seventh lap, only to then allow the German to overtake him as he knew that when Rudi came in to refuel he "had the race made".

Caracciola's only chance was to push his car beyond the limit, which Neubauer urged him to do from the pits, the oversized Mercedes manager, in his usual dark suit and trilby, frantically waving the red-and-black flag which meant 'Faster!'

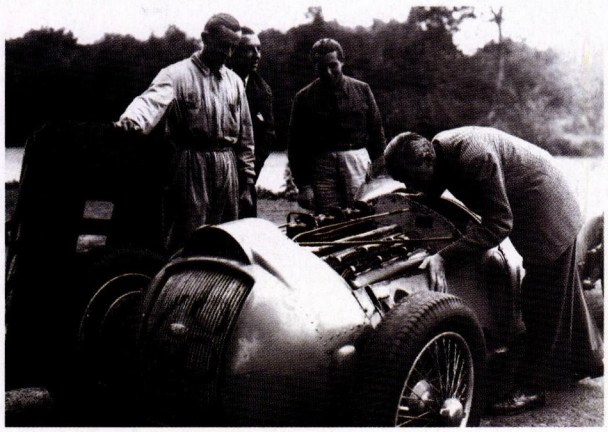
After half distance, Caracciola led Dreyfus by six seconds, but it was not enough, and Rudi knew it. Coming in to refuel, he stepped out of the car and suddenly handed over to Lang

After 25 laps of this round-the-houses circuit, Caracciola led by eight seconds. The bad news, however, was that the Mercedes was gobbling fuel at 2.75 mpg; the Delahaye was averaging 7.9mpg. After 50 laps – half-distance – Caracciola led Dreyfus by just six seconds, having established what was to be the fastest lap of the day in 1min 47sec (57.90mph).

But it was not enough. And Rudi knew it. Coming in to refuel, he stepped out of the car, muttered something about his hip hurting (if he had a sniff of victory he blocked out the pain from his horrific 1933 Monaco crash) and suddenly handed over the wheel to Lang, who wasn't even in his racing overalls. He duly hopped in, but after losing 50 seconds to refuelling, made even less of an impression on Dreyfus, who was increasing his lead.

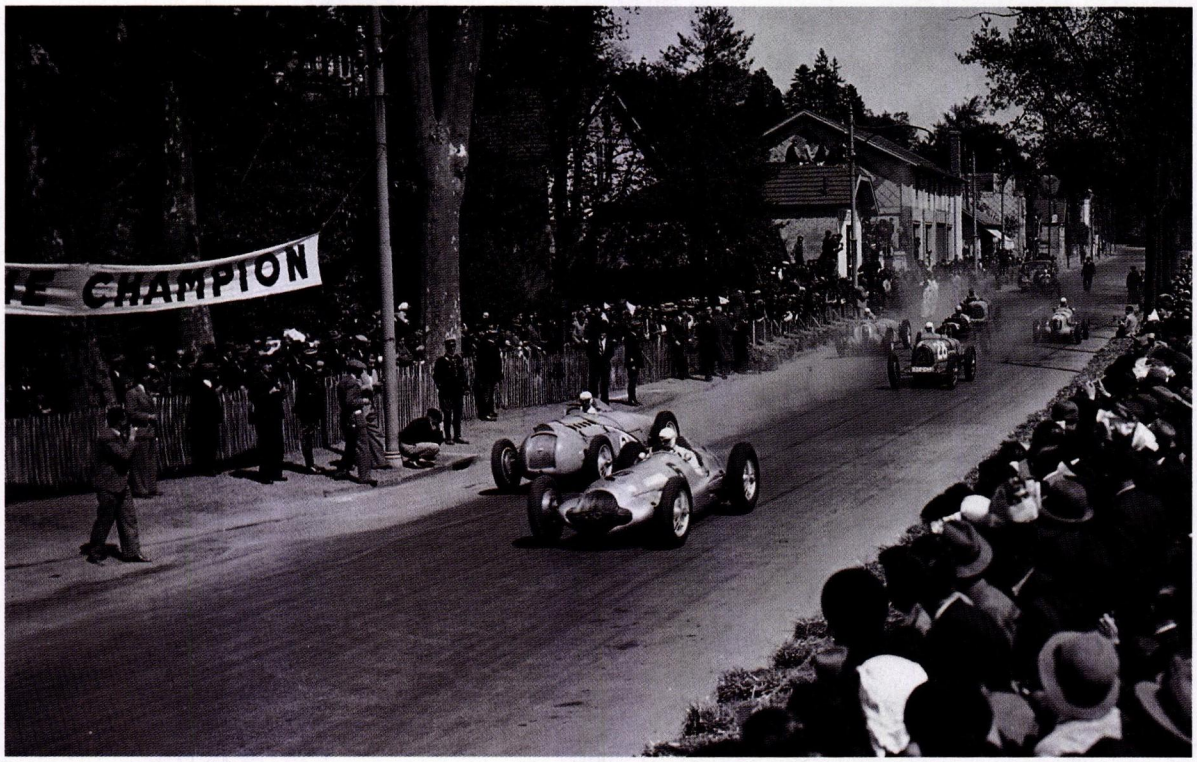
From then on, the race belonged to Mrs Schell's team. Dreyfus won by 1min 50sec, with Lang second and Comotti six laps back in third. What should have been a routine propaganda victory for Huhnlein turned out to be a public humiliation, with the Marseillaise played at extra loud volume for good measure.

This win – the only time the Germans were beaten in either 1938 or 1939 – had a deep significance. Lucy Schell's victory over Hitler's Nazi motor-racing chief provided a final moment of sporting and human glory before war broke out. Only five months later came the Munich Crisis. But it was the newspaper headlines following the Grand Prix de Pau that reminded hundreds of thousands across Europe that no matter how improbable the odds seemed, victory against a seemingly superior foe was always possible. M



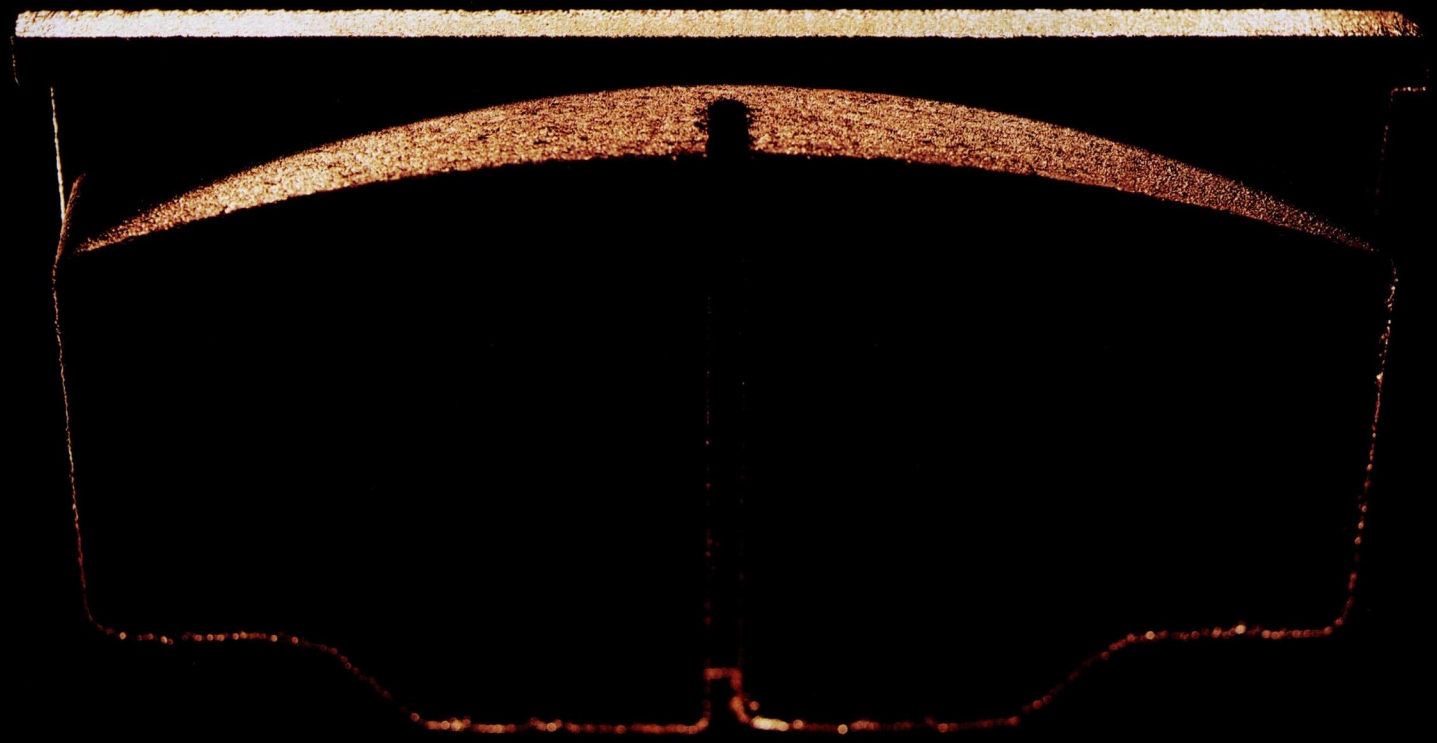
The National Motor Museum

Above: In Coppa Ciano, Delahaye finished last. Top right: The start at Pau, and already only Trintignant's Bugatti is within shouting distance of leaders. Right: Lang took over Caracciola's car, but his chase was futile





Keystone/FSP



FERODO DS11

INTENDED MORE FOR ASSISTING WORKMEN DRIVING AROUND ON SLAGHEAPS, FERODO'S DS11 FRICTION MATERIAL TURNED OUT TO BE IDEAL FOR BRAKING THE WORLD'S TOP RACING CARS FOR TWO DECADES. NEVER HAS A COMPONENT ENJOYED MORE SUCCESS, SAYS KEITH HOWARD

photography by Charles Best

Few components have enjoyed such a long reign at the pinnacle of motorsport that they can claim a tally of grand prix victories reaching into three figures. Koni's 8212 damper – the subject of an earlier Technofile – is one exception, with a magnificent 186 victories to its credit. But even this achievement pales next to that of Ferodo's DS11 friction material, which braked the winners of all but two grands prix between 1961 and 1981: 265 victories from 267 races. DS11 dominated braking in F1, and a lot of other formulae besides, almost from the adoption of disc brakes as the *sine qua non* right up until the arrival of carbon-carbon.

You might suppose that to achieve this feat DS11 was painstakingly formulated at Ferodo's HQ in Chapel-en-le-Frith, Stockport precisely for the purpose of anchoring racing cars. Only that isn't the case. It was originally formulated as one of a series of products intended for continuous heavy duty use, which means it was conceived for industrial applications or perhaps heavy vehicles. It just turned out to be the best material in Ferodo's inventory for use in the senior racing formulae, and actually wasn't the first of the DS series to be seconded to this task. Before DS11 established itself as top dog, DS3 and DS5 both saw service.



Phil Hill took the DS11's first world title in 1961 in the Ferrari 156

Paradoxically, the significance of DS11's arrival in F1 was not that it improved the cars' braking performance as such. Actually, it helped them go faster, both along the straights and round the corners.

In any racecar – or road car for that matter – the brakes must be powerful enough to lock the wheels, so that ultimate braking performance is dictated by the friction between tyre and road surface. DS11 did nothing to change that. But its superior fade resistance and wear performance at very high temperatures did permit brake rotor size and/or the amount of cooling air ducted to the brakes to be reduced.

Both these changes translate into improved lap times. Smaller brake ducts reduce aerodynamic drag, improving a car's straight line performance. Downsizing brake rotors also assists acceleration, for the reason that the rotational inertia of each wheel/hub assembly 'steals' motive power. To rotate a wheel faster there has to be an input of energy, and there is only one place that can come from – the engine. Reduce the size of the brake disc and the rotational inertia of the wheel/hub assembly is reduced too, freeing up a little engine power for acceleration.

Cutting brake mass also reduces the overall mass of the car, of course, so the acceleration benefit is compounded. And a lighter brake disc also means less unsprung mass, which reduces fluctuations in the force pressing tyre to track surface, referred to in the jargon of suspension kinematics as dynamic tyre load. Reduced dynamic tyre load translates into improved grip over uneven surfaces – and all track surfaces, even apparently billiard table smooth ones, are uneven to some degree – so the car will also corner faster, and enjoy improved traction. By the same token it will also brake a little better, so my opening claim that DS11 did nothing for braking performance *per se* is not absolutely true. The important point is, the benefits were more far-reaching.

All friction materials of this period relied heavily on asbestos. A high proportion of DS11 comprised randomly aligned chrysotile (white) asbestos fibres, bound together by a matrix of various resins. Asbestos wasn't only highly resistant to elevated temperatures (it only breaks down completely above 1200C), it also enjoyed the advantage of good chemical compatibility with the resin materials, something not true of the Kevlar, steel and other fibres that would be called upon to replace it when health concerns finally dictated its deletion from the brake compounder's toolkit.

In DS11's case the other key ingredient was finely divided copper powder, to improve fade resistance and reduce wear. This and the other constituents were first mixed together in a rotating drum, then added dry to the pad mould and compressed under high pressure. Although the friction coefficient of the finished material was only a modest 0.31, this was retained to above 600C, with a recommended maximum intermittent operating temperature of 750C. Only above this temperature would the material start to fade and the wear rate become unacceptable, so racing drivers could hammer the brakes as never before – although they had to remember that DS11 was notoriously unresponsive at low temperatures, so the first couple of corners had to be approached with caution.

There were also some subtleties to realising DS11's full potential. First the pads had to be bedded in carefully over a couple of practice laps, to remove any high spots in the contact with the disc, then used hard for a lap to heat condition them, and lastly cooled during a slower in lap. Only then were they ready for race use. Drivers who tried to short-circuit this procedure risked compromising DS11's performance. Be too gentle with it, though, and it could form a tough, polished surface that generated little friction and was very difficult to break down, an outcome known as glazing.

Ferodo technicians attended every grand prix to monitor brake temperatures and advise the teams on cooling requirements. Particularly at circuits which were hard on brakes, they would keep a keen eye on drivers known to be brutal with the brakes, certain that if they were within the temperature limit then other drivers would be too. Three temperature sensitive coloured paints were applied to disc rims to monitor peak temperatures out on the track: green, which would turn to white at about 430deg C; orange, which would turn yellow at 560deg C; and red, which would turn white at 610deg C. When the brake cooling was optimum the green would have turned completely, the orange would be just beginning to, and the red would remain untouched.

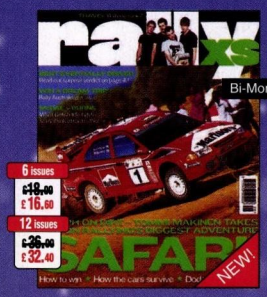
Other single-seat formulae, endurance racing, touring cars and rallying also embraced DS11, and even after carbon-carbon ousted it from F1 it continued to be successful in race series in which carbon was banned. It was, without question, the most successful motor racing friction material there has been. And to think: it might have squandered its days braking earth-movers. M

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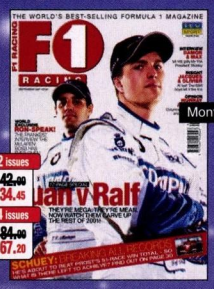
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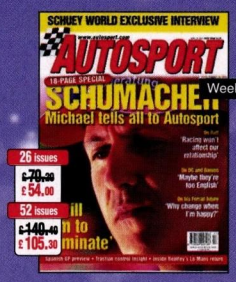
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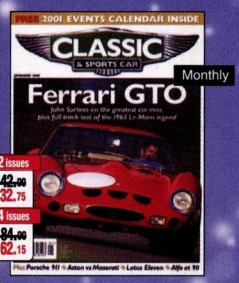
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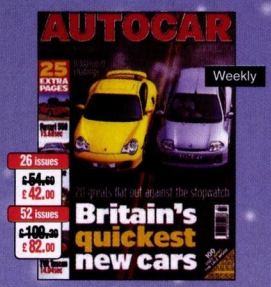
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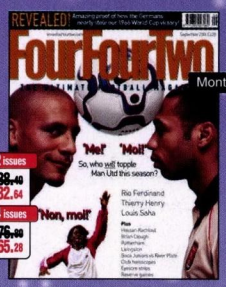
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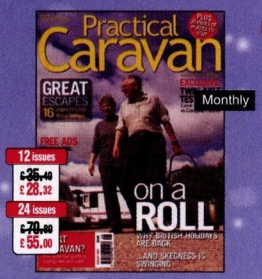
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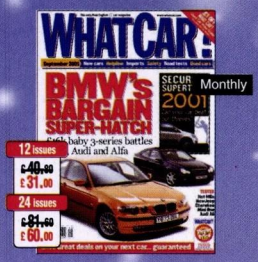
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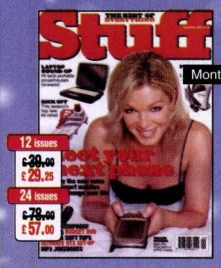
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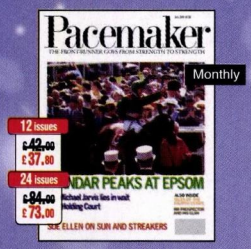


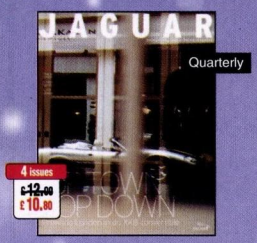


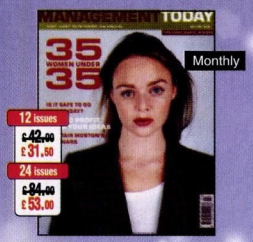


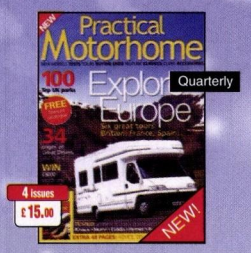












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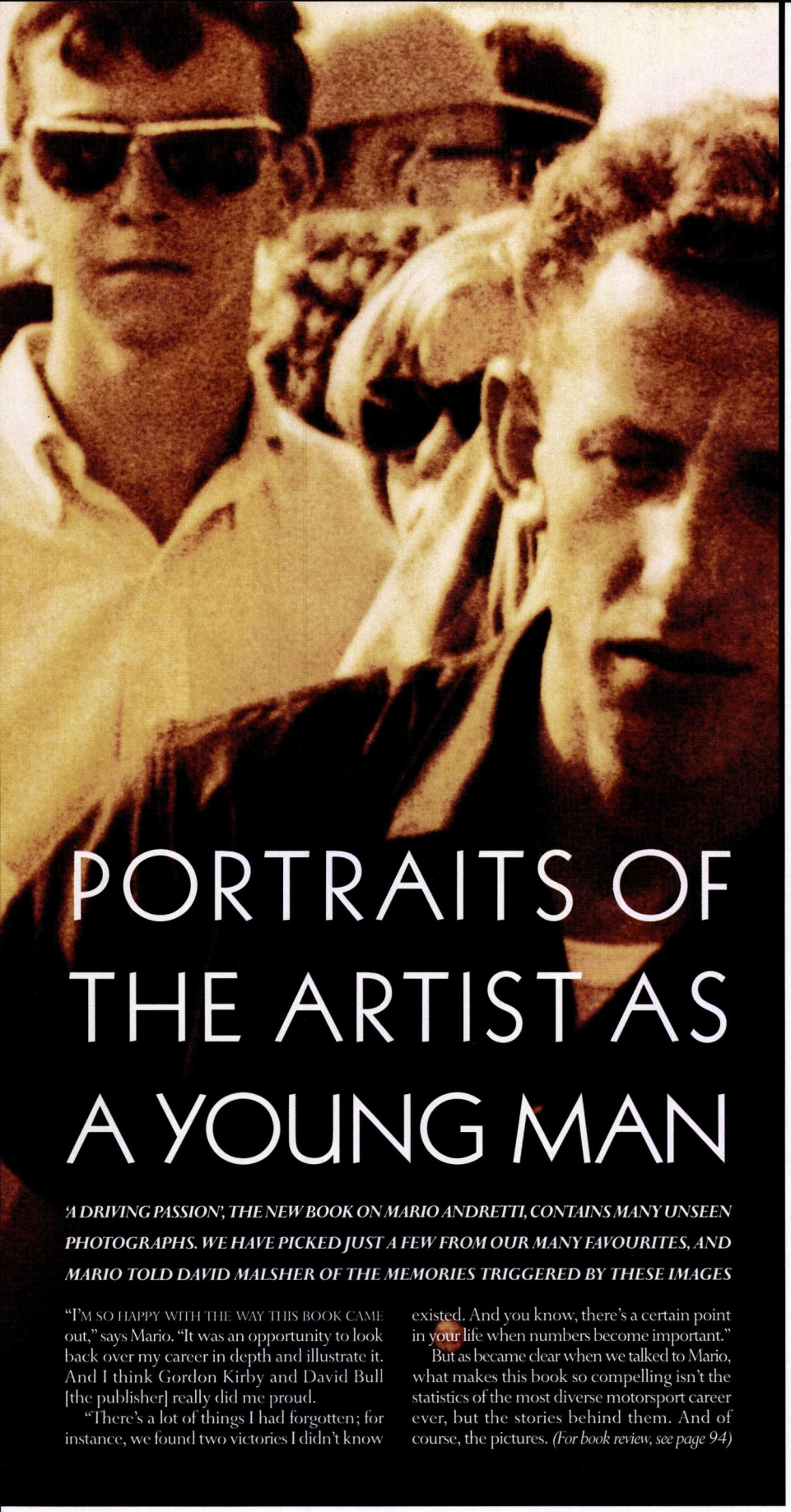
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PORTRAITS OF THE ARTIST AS A YOUNG MAN

'A DRIVING PASSION', THE NEW BOOK ON MARIO ANDRETTI, CONTAINS MANY UNSEEN PHOTOGRAPHS. WE HAVE PICKED JUST A FEW FROM OUR MANY FAVOURITES, AND MARIO TOLD DAVID MALSHER OF THE MEMORIES TRIGGERED BY THESE IMAGES

"I'M SO HAPPY WITH THE WAY THIS BOOK CAME out," says Mario. "It was an opportunity to look back over my career in depth and illustrate it. And I think Gordon Kirby and David Bull [the publisher] really did me proud.

"There's a lot of things I had forgotten; for instance, we found two victories I didn't know existed. And you know, there's a certain point in your life when numbers become important."

But as became clear when we talked to Mario, what makes this book so compelling isn't the statistics of the most diverse motorsport career ever, but the stories behind them. And of course, the pictures. *(For book review, see page 94)*

◁ ***Allentown, Pennsylvania, August 1964. Andretti has just driven his sprintcar to 13th in front of his home crowd. "I started on pole, but A J Foyt jumped the start and spun me at Turn One. Those things don't have a clutch, so I stalled. By the time I got going again, I was dead last and lapped, but the car was working well, it was a great opportunity to show off and what drove me on was to catch Foyt and settle a score. I was up with him when we got the chequer, and I often said it was as well the race ended when it did, or I might have done something stupid and learned a bitter lesson."***

J.Farkas; all others Andretti Collection

△ *Ford MkIV of Andretti/Bruce McLaren heads for victory in the 1967 Sebring 12 Hours, as the Jim Hall/Mike Spence Chaparral 2F blows. "Colin Chapman had said 'When you're ready for Formula One, give me a call', so I decided I better know something about road-racing. The ultimate opportunity was to join Ford as part of their Le Mans challenge. We did so much testing, which was perfect for me. I felt I really needed to learn the technique of slow corners, and at the time, I don't think there was anyone better than Bruce at that. He was the master of the hairpin, and I learned so much from him. The other thing I had to learn for long-distance racing was not worrying about leading the first lap. I had a hell of a job giving that up, though, because normally I would just go for it; none of this jacking around and waiting for someone else to drop out."*

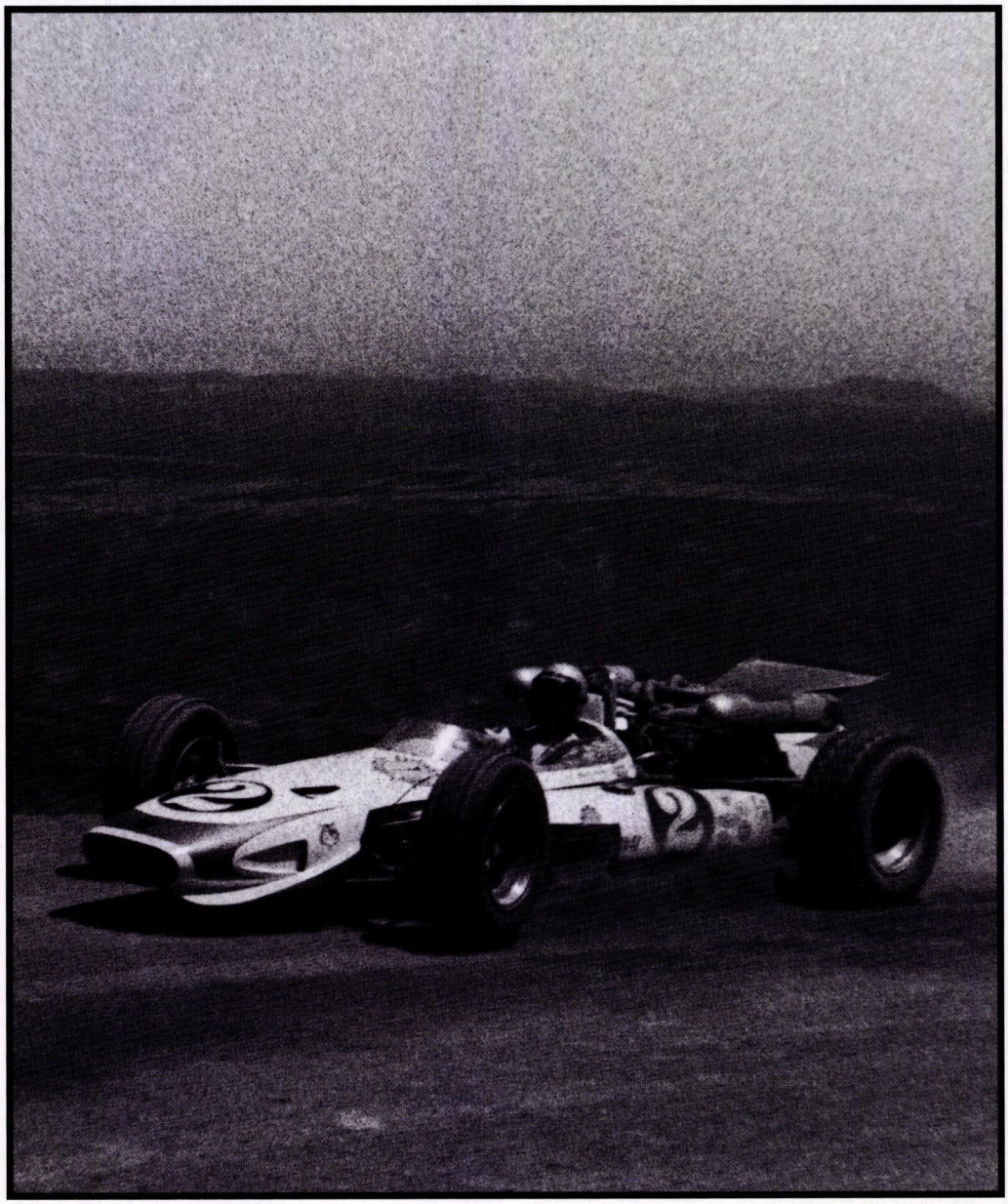


▷ *Having already witnessed Alberto Ascari battling with Fangio at Monza in '54, and Stirling Moss and Denis Jenkinson winning the Mille Miglia a year later, Mario's enthusiasm for all things motor-sport had not been dampened by the Andretti family's move to the USA. He and brother Aldo are pictured at a 1956 sprintcar meet at Langhorne, the first US race they had witnessed outside Nazareth. "I think our mindset, that this was a scene we wanted to be part of, was there even earlier than this. I knew the direction I wanted to go, and didn't have my mind cluttered by any other alternative. But we sure as hell didn't have a plan in place about how to go about it."*



◁ *"If we had built a '37 Ford like the other guys, we wouldn't have been able to compete with their experience, so our first car was a '48 Hudson. We bought set-up information from Marshall Teague, who raced Hudsons at a national level – and then we went out and blew people's doors off."*

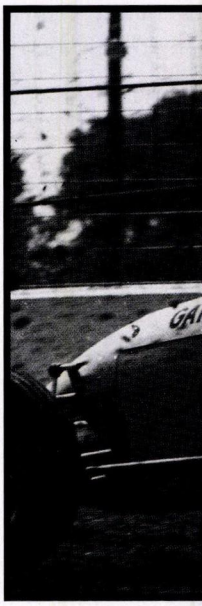
▽ *"In 1968 at Pike's Peak, I drove my own Hawk, and I practised well. Our Autolite guy wasn't there so I had carburated the car for the high altitude using Champion spark plugs. But we had Autolite written all over the car, and when he turned up for the race, he made me change the plugs, telling me they were the same, and I'd be fine. They weren't, the engine fouled up and I finished fourth."*







J.Farkas; Andretti Collection

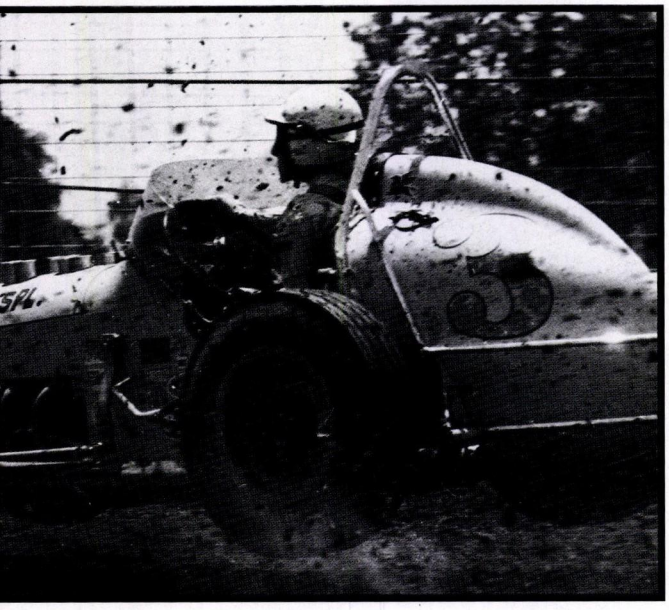




△ *Aerodynamic breakthrough. "The 1967 Hawk's gearbox had always run hot, because the bodywork was very tight around it. So Jim McGee reshaped the rear body for the second round at Trenton, and as I was shaking down the car, suddenly the front end is flying because of extra down-force on this duck-tail. We had to counter this somehow, so when the car went to Trenton, we kept the nose back at Clint Brawner's garage. There was no time to make a new mould, so they built chin spoilers out of wood. When I picked it up, I was so upset, certain the weight would tie me down. But I went out and we were freakin' flying! We took pole, set a new track record, led every lap and won."*



▷ *With daughter Barbie at the Andretti cabin in the Poconos. "If I'm honest, my life was racing; everything else had to fit in. What made it work was my family travelled with me as much as possible. But when I was home, I was really home."*



◁ *Great picture, bad moment at Reading, PA, in 1965. "In a sprintcar on dirt tracks you could wrestle the car a little more, make up for some of its deficiencies, but it was hard work. They were pushing out maybe 500hp at the time, and through one radius of a corner, you might go from lock to lock five times – and there was no power steering. You could see a rut coming, you'd hang on to the wheel with all your might, and it would still shift in your hands. Every track surface communicated through the steering. Anyway, Rufus Gray's Gapco sprintcar was a real disaster, the geometry of one of the crosslinks was not correct, and the axle was moving sideways as it went up and down. I think here I'm bouncing off the wall."*

▽ *Awaiting the restart of the Italian GP at Monza in 1978. "I was asked not to, but I ran over to the accident. Ronnie was still in the car, in shock. His legs were badly done in but I just thought he'd be limping and on crutches for a few months but he'd be back. I went back to my car feeling compassion and everything you feel for a mate in those circumstances. When I went to the hospital the next morning and was told Ronnie had lost his life, that was just the biggest shock. My balloon of winning the championship totally deflated at that point."*



LAT; Bruce Craig Photos



J.Fausel; Pete Biro

△ *"Something I regret is never doing a full season with Ferrari; the timing was always wrong. After I won the South African and Questor grands prix in '71, Ferrari offered me a contract and to move my family to a home at Lake Como. But I had a financially strong Firestone contract [in the US], and they didn't want to release me to do that. But my relationship with Mr Ferrari was one of the most precious aspects of my career, and at least my first grand prix win and my last F1 drive came in Ferraris."*



▷ *Mario the Messiah, Long Beach 1977. "There's nothing like winning your home grand prix. It was huge for me but also huge for Formula One in the US, though I didn't think in those terms at the time. Grands prix are international events, and when I stood on podiums around the world, I was so proud to represent the USA. The only place I had mixed feelings was in Italy; you know, the passport changes but the blood doesn't."*

CLASSIC AND HISTORIC

Confidence and enthusiasm remains strong at BCA

Monday 3rd December at BCA Blackbushe

The underlying strength of the Classic and Historic market was in clear evidence at BCA's late September auction of fine collector's vehicles. With over 70 lots on sale spanning more than eight decades of motoring heritage, both buyers and sellers enjoyed a very successful day, building on the notable achievements of BCA's previous Summer auction.

Robin Lawton, Head of BCA's Classic and Historic Division, commented "We have welcomed buyers in their hundreds at our auctions through the year with the resulting values reflecting the tremendous popularity of our events. This success will continue at our year-end sale on 3rd December and we are full of confidence and expectation for 2002 with 6 sales scheduled, evenly split between our Blackbushe and Bridgwater venues, that will also feature motorcycles and automobilia."



This 1917 Hudson Super Six Series 'J' Phaeton journeyed from Australia to be sold for £15,500

Over the 5 auctions held so far this year, there have been many significant results achieved especially for fine examples from Jaguar, MG, Ferrari and Lotus as well as rare models of Singer and Bentley motor cars. In a new initiative, enthusiasts of motorcycles and automobilia have also been well served with a wide selection of interesting items offered.



Dating from 1938, the charming and fully restored Talbot Ten Sports Saloon was successfully sold for £7,000

The final Classic & Historic sale in 2001 takes place on Monday 3rd December at 12 noon and returns to BCA Blackbushe (M3 J4a) as the Division's home venue. As ever, the auction entry will be limited to around 70 motor cars and collector's commercial vehicles from right across the Veteran, Vintage and Classic era, representing the perfect opportunity to invest in a significant vehicle before the end of the year.



With an aristocratic provenance, this 1953 Bentley 'R'-Type Coupe by James Young went to a new owner for £19,525

Building on more than half a century of experience, every customer is assured of a knowledgeable and enthusiastic service backed up by highly competitive commission rates. Confidential advice is offered on all aspects of buying and selling fine vehicles, together with valuations and expert guidance on collection management, both large and small.



In largely original condition, this 1959 Mercedes-Benz 190 SL with only 45,000 miles was much admired and sold for £20,000

If you are interested in selling or purchasing a collector's vehicle, please contact Robin Lawton or Peter Bourne to discuss your requirements on 01252 878317 (Fax 01252 878741 bcahistoric@bca-group.com). Catalogues at £15 admit 2 to viewing and sale. To view future sale catalogues, access www.classic-car-auction.co.uk.



Steeped in timeless tradition, this 1972 Morgan 4/4 Four Seater in a distinctive combination of Ivory and Dark Red sold for £12,100



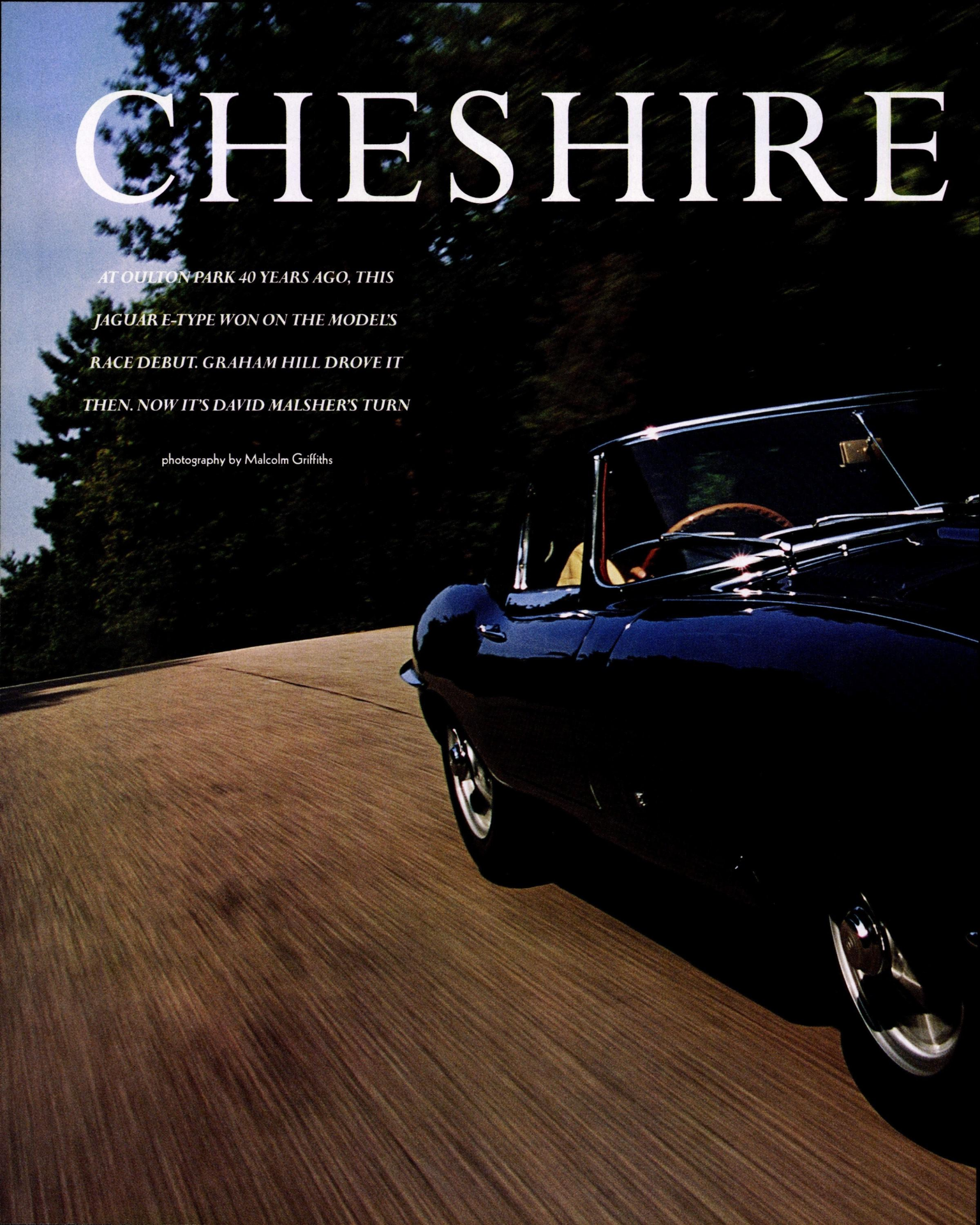
Expertly restored, this 1972 Jaguar 'E'-Type SIII Roadster generated much interest and sold for £24,600

FORTHCOMING AUCTION PROGRAMME

Monday 3rd December	**12 Noon**	**BCA Blackbushe**
Monday 11th February	**1 pm**	**BCA Blackbushe**

www.classic-car-auction.co.uk

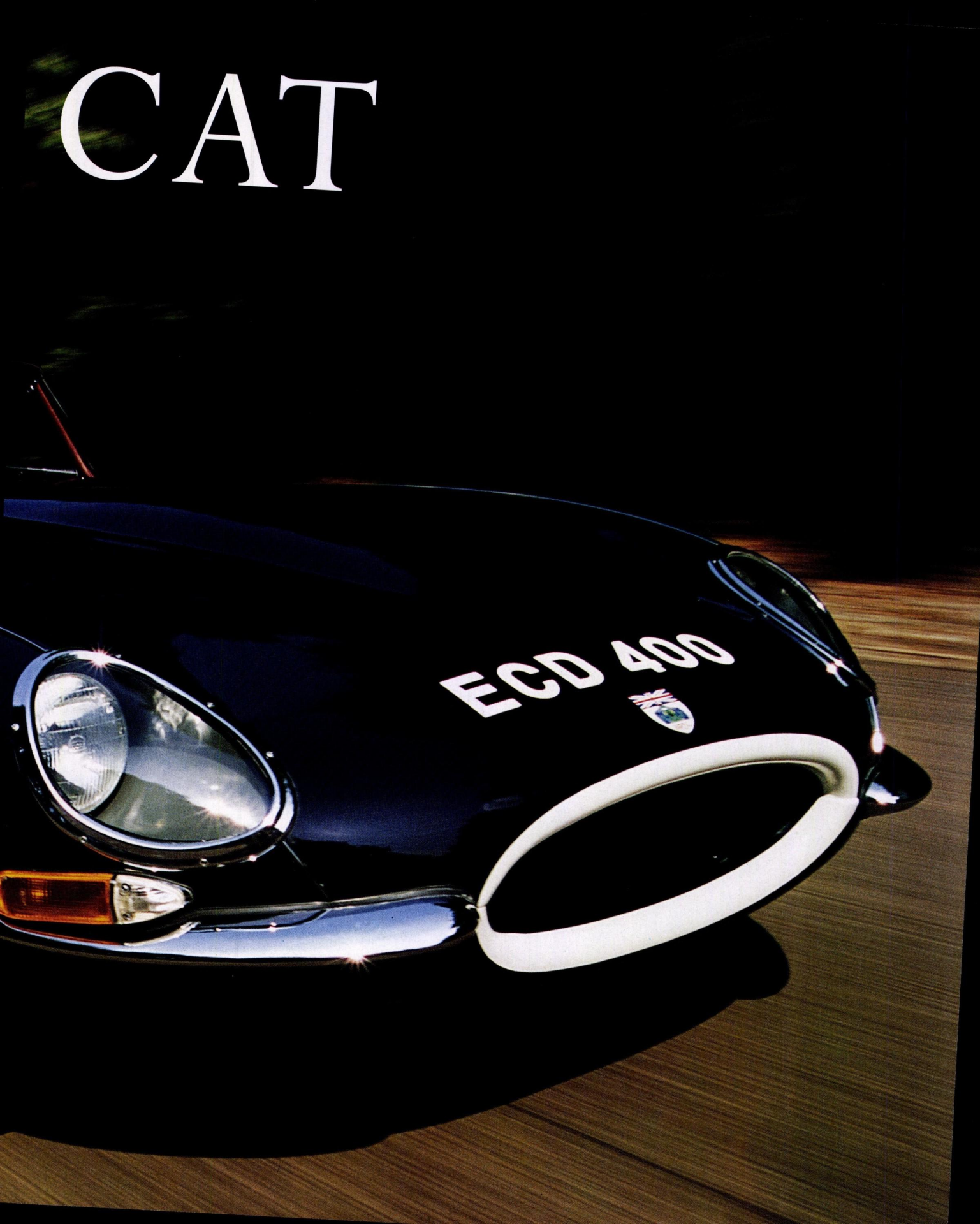
British Car Auctions



CHESHIRE

AT OULTON PARK 40 YEARS AGO, THIS JAGUAR E-TYPE WON ON THE MODEL'S RACE DEBUT. GRAHAM HILL DROVE IT THEN. NOW IT'S DAVID MALSHER'S TURN

photography by Malcolm Griffiths


CAT
ECD 400







Footwell scarily tight in these early flat-bottomed cars; choke unnecessary – ECD 400 ran like a dream throughout test; wheels wore standard road rubber

WHILE GAZING AT ONE OF THE MOST FAMOUS JAGUAR E-TYPES OF THEM ALL, ECD 400, I initially tried to push its heritage to the back of my mind, and just absorb its impact as 'an E-type'. No matter what a bargain it was in the 1960s, there are three fundamental reasons why I will never look on the Series 1 as a ten-a-penny car. There are its sensational lines (in both roadster and fastback form), its gem of an engine and its D-type bloodline.

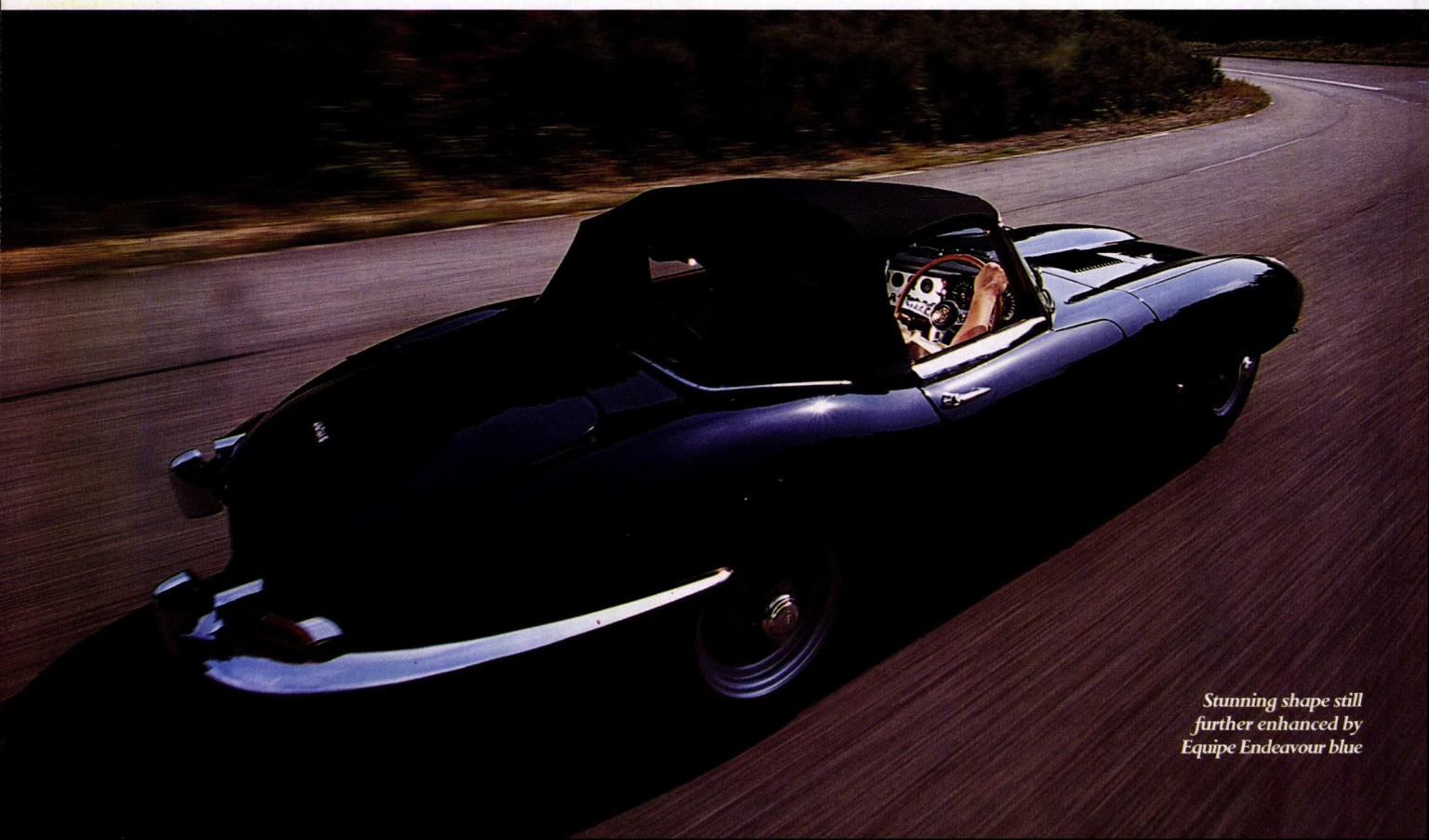
Look at the figures, though, and you have a car of bizarre proportions: at 4450mm, it is as long as a Fiat Ulysse people-carrier, but is no wider than a Punto. With that in mind the E-type's designer, Malcolm Sayer, has to be hailed as some kind of genius to make the overall effect so visually appealing. But I soon discovered that the eye doesn't lie: in roadster form at least, this Jag is all bonnet (beautifully sculpted) and tail (muscularly pretty). My 6ft 3in frame could not get in, and the wide sills and closed roof exacerbated the problem.

After two or three goes I remembered some moves from hard-fought games of Twister, put my hand on the seat, ducked my left leg under the steering wheel, and levered myself into position – knocking off a piece of door trim on the way. Next problem was that the steering wheel was jammed against my legs, just above the knees. With my legs splayed like a frozen chicken awaiting removal of its giblets, and my head jammed against the roof-frame, I realised this was not a day for heroics. Even with my hands at five-to-one on the tiller I was not going to have sufficient lock to catch any major slides.

It's amazing how humans can adapt, though. I soon forgot my discomfort. With the door shut, I looked around, and the car's history came seeping back. I was looking over the dials that Graham Hill had scanned in the fleeting seconds he had while dashing along Lakeside straight at Oulton Park on the E-type's victorious debut. That credit card-sized rear-view mirror was what he used to check his lead on Roy Salvadori's similar car after passing him at two-thirds distance. That gear stick was the one Graham used to grab third before drifting elegantly through Druids. Yep, I'm not afraid to admit I was slightly overawed.

Overawed but impressed that so little had been changed in the cockpit in preparing a road car for racetrack glory: the transmission tunnel houses radio speakers, and underneath the row of switches is an elegant push-round ashtray. The seats, steering wheel, crackle finished dash are standard E-type too.

Present owner Steve O'Rourke has owned ECD 400 since 1975. ➤



Stunning shape still further enhanced by Equipe Endeavour blue

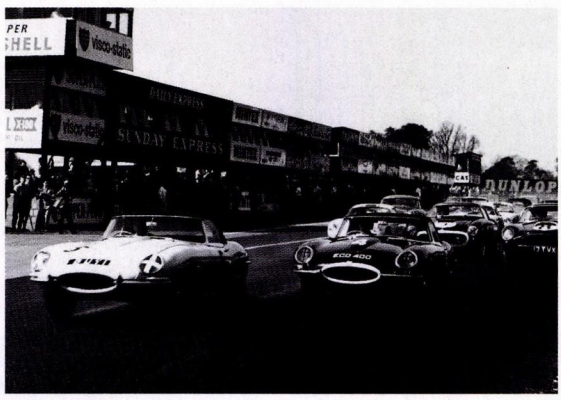
Cockpit bears some scars – which is how it should be. Respected, not pampered

WINNING WITH Es: THE FIRST CHAPTER

STEVE O'ROURKE WAS IN THE CROWD AT OULTON PARK to witness Hill and Salvadori give the E-type its resounding debut in the Spring Meeting, and still remembers his disbelief when these brand new cars conquered the established GT yardsticks from Aston Martin and Ferrari.

Salvadori himself was similarly shocked. "They were absolutely standard from what I recall; they were production cars before these were generally available, so Jaguar and [team owner John] Coombs hadn't had time to think in terms of modifications."

And therein lay the root of Salvadori's problems at Oulton Park's Spring Meeting. Since the cars had not made it to the Easter Goodwood event, this baptism was very much an exploratory affair. All credit then, that Hill in ECD 400 lined up third, with Salvadori in BUY 1 alongside. Ahead of them sat Innes Ireland's Aston Martin DB4 GT and the Ferrari 250GT SWB of Jack Sears.



"Lofty [England] had obviously rushed the two E-types to Oulton," says Salvadori, "and in fact we had very little warning we were going to drive them. And there were a couple of matters that prevented us getting onto the front row. For one thing, there was a fuel pump problem, which meant the engines were cutting out on corners. And then there were the brakes. They were probably fine for touring, but not track action, not even on a qualifying lap.

"The problem with the cutting out was soon sorted, but a decision was made to rush the Jags back to Coombs to sort the brakes. For some reason, Graham's Equipe Endeavour car was given new brake pads and discs, and I was just given pads."

That decision would cost Salvadori a chance of glory, though initially he looked a likely winner. When the green flag dropped, both he and Hill shot past the front-row starters (see pic) and Roy led an E-type 1-2 into the first corner. As BUY 1 eked out a small advantage, ECD 400 looked to be quite settled in second, though Hill was keeping a wary eye on Ireland's Aston.

But Salvadori was finding it harder and harder to stop. "Eventually the ridges on my discs from the day before had just chewed up the new pads, and Graham got past me at about half distance."

That left Salvadori embroiled in a battle with Ireland, but with two laps to go, Innes got his Aston into second place. ECD 400 was, however, too far up the road for the Scotsman to catch, and so Hill went on to a famous victory.

Salvadori was left impressed with the E-type. "We were lucky to finish the race – the Jag was in a dangerous condition. But when I drove E-types subseqently, the brakes had been improved enormously. Really, the car was a revelation. It wasn't the *best* GT you could drive – that was the Ferrari GTO – and it was a little short of power. But it was the most pleasant and the most comfortable. My E-type drive at Le Mans in 1963 was almost effortless."

LAT

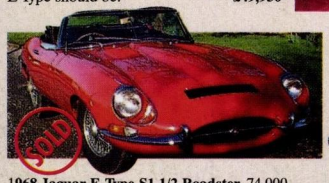
E IS FOR ELEGANCE



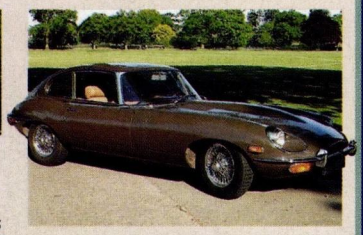
1966 Jaguar E-Type S1 4.2 Roadster. Immaculate and finished in gunmetal with red interior trim, this former Hurlingham Champion is thoroughly well-sorted. Fully restored at huge expense in the mid 1990's this is everything that an E-Type should be. **£49,950**



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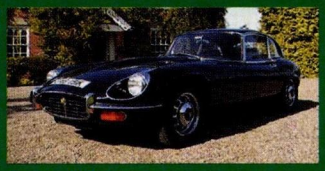
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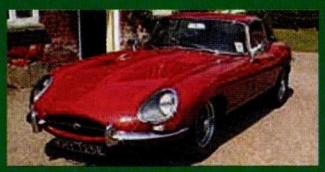
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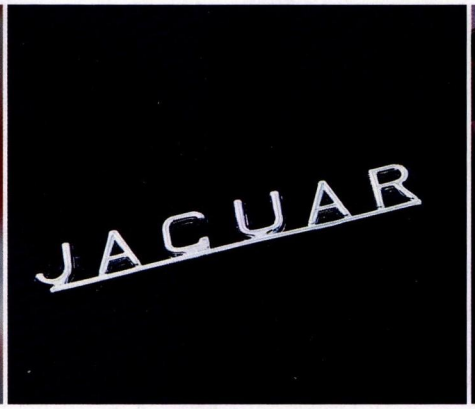
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Race-prepped? Hardly, hence all niceties remained – these are original items; Sir William Lyons' company had a winner on road and track; gearbox is positive

"A chap named Michael Scott had a tip-off about it, and we went round and checked its engine number and chassis number. But its owner had no idea of its history, and just thought it was a rusty old E-type. So I paid £600 for it, and I gave it to Michael Cane, who restored it for me over the course of two years.

"The only non-original item is the bonnet, because it was in such a bad way when we found it, but the engine, the chassis and the rear end are all the original car. We have restored it again recently, but it just needed refettling, really."

James Watkinson is in charge of maintaining the E-type, but he manfully hid his trepidation as I pointed out my misguided choice of footwear meant I could press all three pedals at once with one clumsy plate of meat. (This is, after all, a flat-bottomed pre-62 model without the enlarged footwell.) With that ill-timed declaration still hanging in the air, I turned the key, pressed the starter button and was in rapture as that wonderful 3781cc straight-six garumphed into life.

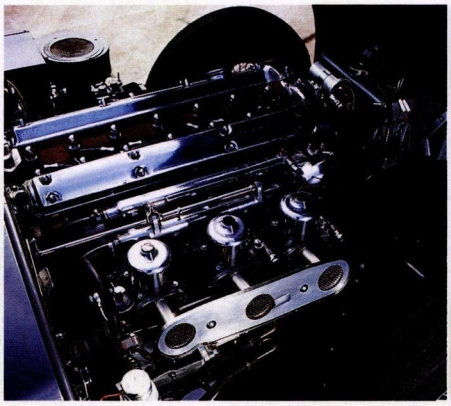
Edging towards the track, I found the Moss gearbox, though occasionally obstructive, was always positive. That lever was either going in or not – no crunching of cogs except on non-synchro first. Still tentative, reminding myself which way Chobham went, I rejoiced in the engine's flexibility. In third it pulled cleanly from 1000rpm, and was easily capable of going from standstill in second.

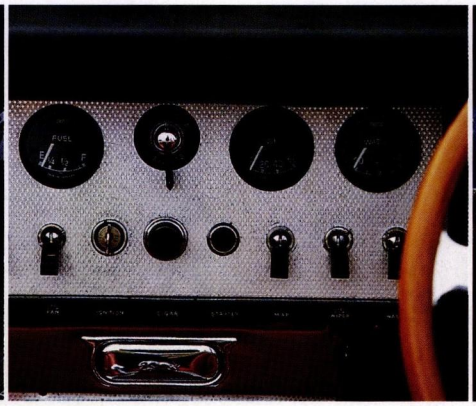
But if the car behaved itself, its driver was straining at the leash until finally, coming onto a straight, I floored it and with an angry growl the car sat on its haunches and surged forward. Up past 3500rpm that growl turned to a howl and at 4500, I grabbed third, where I was rewarded with more 265bhp surge, more animal noises. Not long into fourth, I was at three-figure speeds. At this point, I expected the car to wander further than Dion and the Belmonts, but instead it felt very secure. Okay, a 150mph car *should* be inherently stable at two-thirds of its potential, but there can be no doubt that this is an exceptionally well-sorted machine. I would have happily used ECD 400 to drive to Monaco and witness its original incumbent win the first of his five GP victories there.

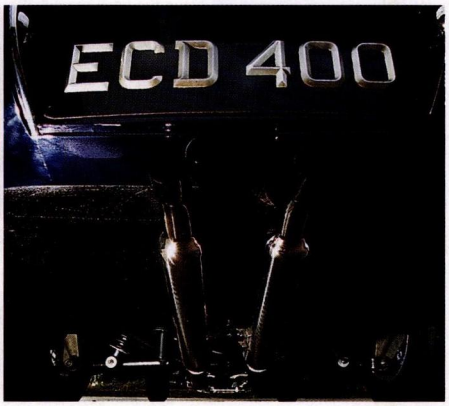
My misgivings about that lack of room to twirl the steering-wheel meant that confidence building was a gradual process. Pitching it on only part-throttle through Chobham's fast banked left-hander in top, the car followed my chosen route without deviation, but at this stage, I was barely stretching its talents. More impressive was the way it behaved when flicked left at 70mph before entering the twisty part of the course. Yes, by modern car standards ➳



Massive amounts of side overhang emphasise the E-type's narrow track







Famous 3.8 engine is beautiful to behold and use, providing crisp throttle response; original dashboard; car's recent (second) restoration has left it resplendent

there was quite a bit of body movement but it was well damped, and this softness would have made the car reassuringly predictable in the wet.

Drivers that starred in this car in 1961 such as Hill, Mike Parkes and Jack Sears would have taken some of Chobham's tighter corners in second gear, but I initially chose third, got on the throttle early and let the torque pull me through. But in fact, this cautious policy proved my undoing once or twice where the corner exit tightened; the power was chiming just as I was running out of road, and there was nothing for it but to lift the throttle, tighten the steering lock and pray no-one witnessed my cack-handedness.

Remarkably soon though, an E-type inspires confidence, and that is not just down to familiarity with its handling traits. It is more because the driver feels his backside is directly over the rear wheels, which communicate their messages straight up his spine to his grey matter. At that long banked first turn I was going quicker and quicker, well into E-type understeer territory, but flooring the throttle at the apex and minimising the steering input there was just enough tail drift so that its nose faithfully followed the arc of the corner. As we went faster on the infield section, that understeer was coming into play more and more in third gear; there simply wasn't enough room to alter the car's angle of attack with the throttle. Going for second was the answer, and suddenly everything felt right. Just as well really, since after 20 laps, the brake pedal was awfully long, and I was having to scrub off speed with the tyres.

The Jag is an easy car to place in corners. Because of its huge amounts of side overhang, when the front wing is clipping the apex, you know that the wheel it contains still has an inch or two to spare. And whenever there was a threat of understeer – and even when there wasn't – a prod of the throttle would bring first the predictable body roll, then the predictable bending of tyre-walls, and finally the predictable (but gentle) tail-end breakaway. Perfect.

Though the mantra 'this isn't my car' would keep me in check whenever I entered a corner, by the exit this had turned to 'I wish it was'. The glorious engine I knew about and the E-type's beauty is familiar too. But its agility was something I had never expected of a 40-year-old car, and of course ECD 400 offers the charisma of having a unique place in Jaguar E-type history.

But an earnest warning: don't hanker after it too much, because Mr O'Rourke intends never to sell it. Well, would you? M



Gaping white-lipped maw adds to E-type's already commanding presence

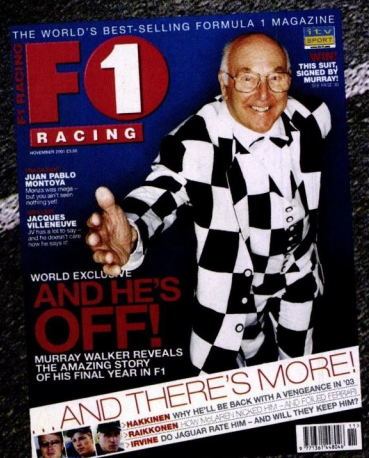
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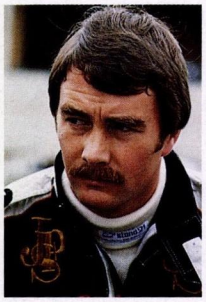
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The heat is on: Mansell prepares to dive through when Prost has a tiny lapse in the dreadful conditions – only to repent at leisure, right, when victory slips away



THE ONE THAT GOT AWAY

THE THIN WHITE LINE

NIGEL MANSELL 1984 MONACO GRAND PRIX

A WET MONACO IS AS TOUGH AND UNFORGIVING AS IT GETS. ADAM COOPER TALKS TO A MAN WHO SAW HIS PROBABLE FIRST WIN SNATCHED FROM HIS GRASP

SO MANY VICTORIES SLIPPED FROM HIS GRASP THAT Nigel Mansell could perhaps fill this series on his own. Indeed he could single-handedly keep The Championship That Got Away going for several months, should we ever decide to change the theme.

Of the many races that didn't work out for him the one that stands out is Monaco 1984, a race that could have produced Nigel's first victory. It was the first time he ever led a GP, and it ended in tears.

"It was very early in my career," he recalls, "but I remember it very vividly. The Lotus wasn't too bad, although it wasn't as quick as any of the front-runners. Obviously the McLaren was very, very strong, and Williams were very strong. We had a good balance, or at least a reasonable balance."

Most agreed that Mansell did a brilliant job to qualify second, behind Alain Prost's McLaren. Then Sunday brought torrential rain. It was a day for just bringing the car home.

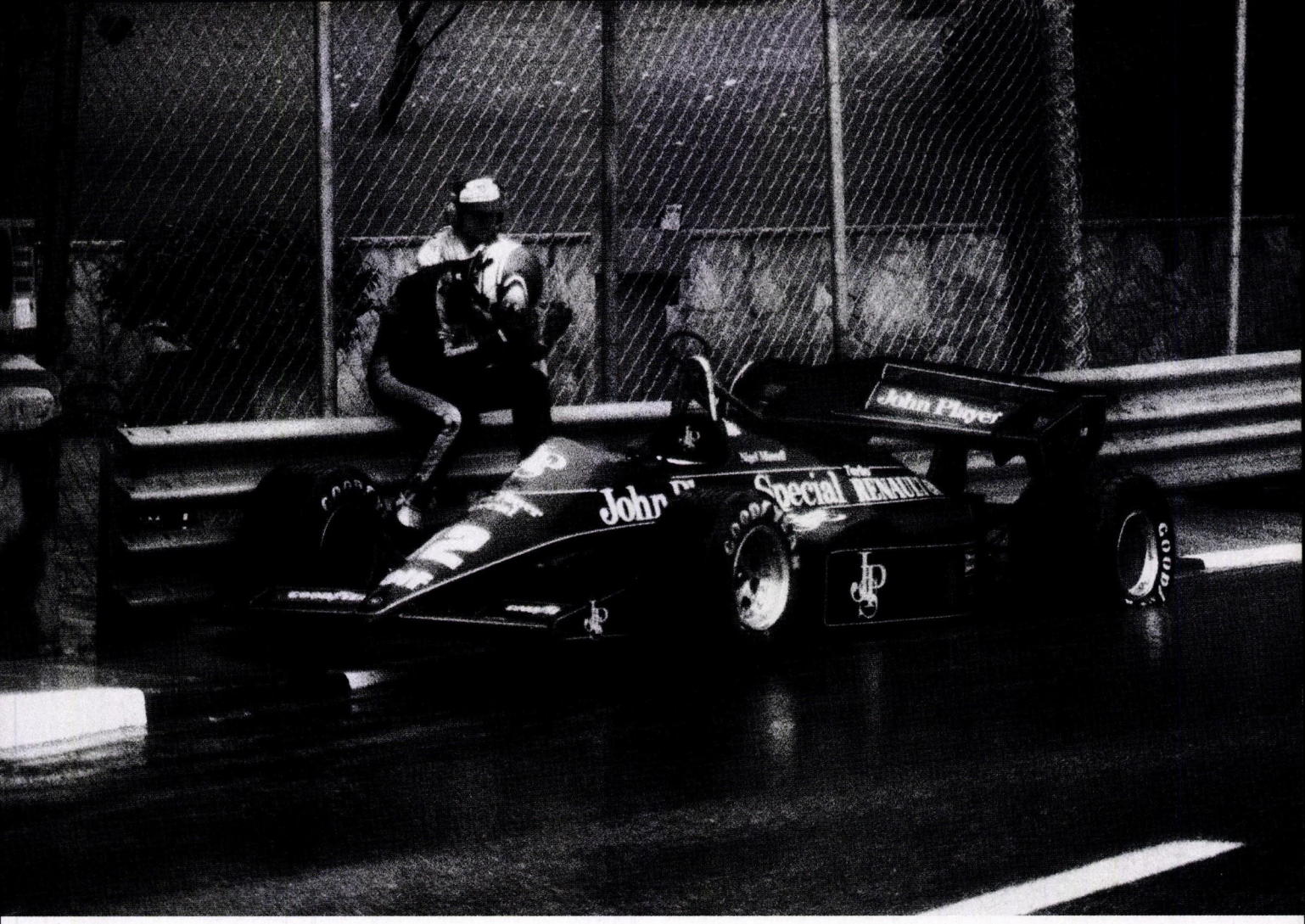
"Monaco is a very special circuit where especially in wet conditions you have to be a little bit brave and stupid to be quick. It's probably the worst circuit you could conceive of having a wet race anywhere in the world. Why? If you go to any other circuit in the world, you've got run-off areas.

"In Monaco you're just corralled. You've got Armco either side, you've got a few little run-off areas which are really just slip roads. If you lose the car at Monaco unless that run-off area is straight in line with where you're pointing the car, you're going to hit something. So 90 per cent of the time you do hit something."

And that's exactly what many people did. Renault team-mates Derek Warwick and Patrick Tambay were eliminated at the first corner, and several big names fell foul of the conditions.

"It was the most extraordinary race. Many, many cars dropped out. I remember I was in a great fight with Alain Prost. One time he almost lost the back end going through the tunnel, and he had to back off big-time. I managed to slip by at that point. So I got into the lead and was pulling away nicely."

It was only lap 10, and it was apparent that the



All photos: LAT

pace was so slow that the race would be stopped at the two-hour mark. Nigel still had a long way to go.

"I was concentrating so much on staying on the circuit. It was maximum concentration, and that's all you're thinking about – trying to stay out of the barriers, because every lap you came round there was another car off.

"Once I was in the lead I was very elated, but I was more concerned about staying on the circuit. It didn't really matter what track position I was, it was more important to keep going, and as I say every lap or every other lap there was debris you were trying to avoid. Then going up the hill I lost the back end..."

He'd been in front for just five laps when the Lotus snapped sideways and swiped the barriers on the run up to Casino Square. Nigel got going again, but the wing was crunched and his right rear wheel was now set at a drunken angle. At Mirabeau the crippled car spun again, and it was all over. On his return to the pits he made it clear why he thought the car had spun.

"It was a bit strange, but we found out that if you get on a white line in very wet conditions, you aquaplane. In those days the white lines weren't painted over with tar like they are today.

"It was a huge disappointment, but the biggest relief when you have an accident like that is you're able to get out of the car. You look at the cars we were driving then – our feet were within four inches of the nosecone. So the last thing you wanted to do was have an accident, because you'd get hurt. All these people who said you're pushing too hard or you're doing this, you're doing the other, they really don't know what they're talking about. The last thing a driver wants to do is hurt himself."

If there was any pain involved in the Monaco shunt, it was probably self-inflicted.

"I wasn't kicking myself as such. I knew what had happened. You have luck going your way or you don't. If people hadn't crashed at the first corner, and Niki Lauda hadn't gone off, perhaps I wouldn't have been in the lead anyway. They all had their crashes, but I got all the flak as one of the last ones to spin off!" Indeed, the white line saga became part of the Mansell legend.

"I think the press at the time were very unfair in saying, 'What an excuse!' and I'd just like to point out all these years later that those things do happen, and many drivers have had problems. So much so that the circuits now paint lines over. My tyre was punctured as well, and even these years later we don't know if that was due to impact, or whether I had a puncture as well from running over people's debris...

"It was very unfortunate for me from the point of view of losing the race and having an accident. What was so frustrating was that within a few laps the race was stopped, half points were awarded, and Alain was the winner.

"It was definitely the one that got away."

The media criticism hurt him for a long time, but Nigel's new role as a Formula One pundit has given him a chance to sample life on the other side of the fence.

"One thing I'm very proud of is that I'd rather give the drivers the benefit of the doubt until proven otherwise. I can be hard on drivers too, but I'll get my facts right before I jump. Whereas a lot of people who don't know what the facts are jump because they're prejudiced."

Mansell never did win a grand prix with Lotus, and 16 months passed before he finally broke his duck with Williams at Brands Hatch. But bad luck continued to haunt him even when the victories started coming. "The only time I remember hitting the steering-wheel really hard and being incredibly frustrated was when I made a pit stop at Estoril in 1991," he recalls. "I was in the lead, and came out on three wheels instead of four. I think any driver is justified in feeling quite frustrated at times like that!

"And I remember the '87 race in Hungary when I was 19 seconds ahead of Nelson Piquet, and you saw on the television my wheelnut went straight out and I was down to three wheels again. Another one got away there. There were quite a few of them..." M

DEVOTED TO SPEED

VERY FEW CAR BUILDERS HAVE COMPETED IN AS MANY DIFFERENT MOTORSPORT ARENAS AS SYDNEY ALLARD. FROM TRIALS TO DRAG-RACING, HE DID IT ALL. BILL BODDY RECALLS A TRUE ENTHUSIAST



Although Sydney Herbert Allard became a manufacturer of sportscars carrying his name, he was first and foremost an enthusiast who enjoyed all forms of competition driving. Born in 1910 in the London suburb of West Norwood, he was one of three brothers. His father owned various businesses, one of which was called Adlards Motors, causing some confusion when his son started to market Allard cars.

The boys had a liking for fast vehicles, in which Sydney was joined by Guy Warburton, who drove a 30/98 Vauxhall in trials, Alan May, who also had a decidedly quick 30/98, Reg Canham, who later became the Allard company's works manager and a director, and Alan's sister Eleanor, whom Sydney eventually married. Aged 18, Sydney shook off his father's desire for him to enter the family business and was apprenticed to a local garage, which increased his knowledge of cars, especially American ones, reflected in the use of proprietary American engines in his Allards.

This must also have been why he abandoned a project for cutting-and-shutting a Talbot 105 and fitted a Model-B Ford tourer with a 24hp BB power unit. Before this, Sydney Allard had sampled trials driving with Morgans, and from the side-car of brother Dennis's racing Brough Superior. His first event with his fast Super Aero Morgan-JAP was the 1929 Dartmoor trial, and at Brooklands he won the Novices' Handicap, at 73.37mph. Then among the elite of Morgan competitors, he was first at the New Cyclecar Club's 1930 meeting, at 83mph, and lapped at 96.71mph at a BMCRC meeting, belying his car's name 'Snail'.

Sydney now felt he needed a four-wheeler, which he contrived at his Putney works, using a BSA three-wheeler front-end as the back axle of his Morgan, thus obtaining all-round independent suspension. In my digs in West Norwood I used to hear this hybrid crackling past – no doubt Allard out on illicit tests round the quiet side roads.

This experiment proving unsuccessful, Allard bought a lightweight ex-TT modified 3.6-litre Ford V8. Making it lighter still, it proved a good investment. Allard used it in the 1935 Brighton speed trials, winning his class. On the mud and gradients, Allard took, it has been calculated, 17 awards including team prizes in the company of private entrant Ken Hutchison and S L Chappell.

Finding the TT Ford not entirely suited to trials work, Allard now built a proper car for the job. The Model-48 Ford had just been introduced, with the marvellous V8 engine and a strengthened back axle. Buying a crashed coupé, Sydney used it as the basis of the first Allard Special, incorporating a GP Bugatti scuttle, tail and steering-assembly. In 18 days' and nights' toil the famous CLK 5 emerged, with an 8ft 4in wheelbase, just in time for the Coventry Cup Trial. Teething troubles there were, ➤



An indefatigable competitor: Sydney Allard climbing Rest-and-be-Thankful in July 1949 in his famous Steyr-engined special

LAT

but it completed the course and won awards in later events. But now Sydney was eager for some racing. CLK 5 was driven from London to Southport for the 50-mile sand race. He was in his element on the damp course and won, at 61.7mph.

This charming but tough man sought a stiffer challenge – attempting the ascent of Ben Nevis. But the Allard encountered a deep cavity and slowly overturned, so it was back to trials. At Brooklands CLK 5 was stripped for the 1936 LCC Relay Race, but its engine boiled when asked to lap at 103mph. In 1938 Sydney shared Hutchison's 4.3-litre Lincoln V12-powered Allard Special 'Tailwagger 1' in the LCC 3-hour Sportscar Race, and was ninth out of 13 finishers, with many more successes.

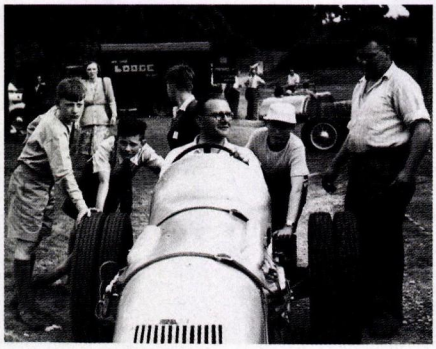
Friends were now asking Allard to build cars for them. His father had acquired a business in Keswick Road SW15, where workshop space was available. Thus Adlards Motors began to sell Allard sportscars and a more sober version was built for Mr Allard. But his son being an enthusiast first, a manufacturer second, the competition side was both hobby and publicity. Warburton persuaded Allard to sell him CLK 5 and Hutchison ordered a car with a Lincoln V12 engine. The 'Tailwaggers' team was thus formed, of Sydney's FGP 750, Hutchison's FGF 290 and Warburton's CLK 5. Trials awards accumulated in such numbers that I have to refrain from listing them.

Allard overturned on Colley in the 1936 Experts' Trial, he and Eleanor being pinned beneath CLK 5. They eventually got out, Sydney amused that he had sold the car and wouldn't the owner be cross! (I rode with Hutchison the following year and he just managed not to invert us!).

Apart from mud-storming, Allard was a regular Prescott hillclimb exponent. For the opening meeting there in 1938 he borrowed Hutchison's V12 and on a steady first run set a sportscar record of 54.35sec, beating a 57S Bugatti and a s/c 4.9 Bugatti. Reg Canham was now the Allard sales manager, the smart example in which he had arrived attracting much attention. Hutchison improved on Allard's record, Sydney having a mild accident; having gone through a hedge he continued down the field back to the paddock while first-aiders were seeking him. The spot where he departed became known as 'Allard's Gap'.

SHA had not deserted trials. In 1939, winning the Coventry Trial and Colmore Trophy event, the 'Tailwaggers' took the Ford E C Committee Team Trophy (Allard, Hutchison and Johnson). The Ford E C had occurred to me as a club for a neglected but prolific make and Sydney joined me as joint secretary; we ran trials, and even a speed trial until the war killed it, and had a 1912 Ford-T landaulette as mascot. Collecting this with Allard's old Armstrong Siddeley tow-car photographer, James Brymer was driving when we were stopped for going a bit briskly through Clapham. The policeman told me to get out and asked me to warn "my driver" to be more careful – he presumably thought I was 'the Guv'nor'!

At Shelsley Walsh, Allard's sportscar was beaten easily by Ian Connell's 4-litre Darracq but was



Prescott, July 49: Allard about to set FTD in Steyr

'I passengered Sydney; he lost it and we were both neatly deposited on our bottoms as the car rolled'



At Le Mans 1950, Allard and Cole made third o/a



Allard, Lush and Warburton, 1952 Monte winners

quicker than three 4.5-litre Invictas and an Atalanta, but he was fastest at Backwell where he won four classes in a sports Allard, on tour with his wife. New Allards had been built for Hutch and Sydney, but an experimental 10hp trials job, built in secret by Tom Lush, was a war casualty. At Weatherby in 1939 SHA set a course record, he broke his own record at Prescott (51.33sec) and then in the wet VSCC event achieved 56.37sec. Finding Eleanor too light in practice and Lush too heavy, I went on this climb, when the late braking and skid control was most impressive.

The year ended with the Horndean hillclimb. I passengered Sydney; he lost it and we were both neatly deposited on our bottoms as the car rolled, with crushed cockpit. I got up and went to see if Allard was OK, but a policeman stopped me saying "Get back, you, there's been an accident!"

During the war Sydney Allard was in a reserved occupation, repairing Service vehicles in the Keswick Road works. Afterwards he moved into premises in Clapham High Street, as Allards were now a saleable proposition (1900 sold in 11 years), liked especially by Americans who appreciated large, lazy US engines in light chassis. I thought Allards the most refined of such hybrids (the straight-eight Railton was in a different category). There were also Sydney's friends who wanted competition Allards.

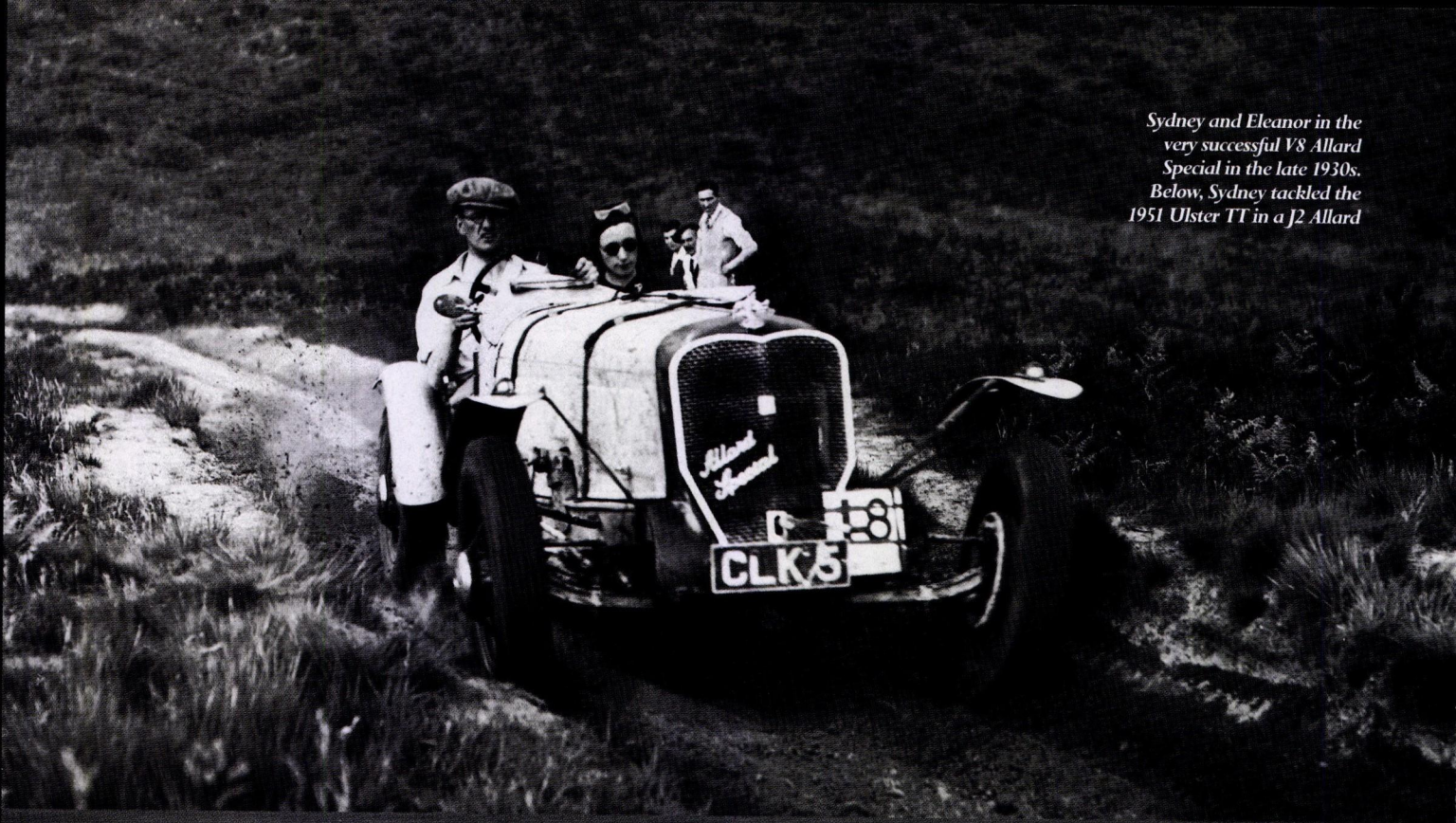
To improve road-holding Sydney adopted the LMB divided front axle and later improved it – possibly it did not then incur patent fees. Coil springs came later. In his new position SHA told me he was not happy in a suit behind a desk, and was glad when he could retreat to the basement workshop and work on his own cars, with Tom Lush his personal assistant. The standard Allard models L, M and P and the competition model-K were in demand, and 'proven' drivers could have a Special with 95bhp Ford Mercury power in place of the 85bhp Ford V8.

SHA was third in the Filton speed trials, and continued in 1946, winning the Barber Cup in the Fedden with a four-speed Allard (LMG 192) and with it took a First in the Lawrence Cup trial. He then won the Experts' Trial. In speed events he made FTD at West Court using crude ohv conversion heads on HLF 601 and won a sportscar class at Prescott. At Horndean he got his second run down to 20sec, and at Bouley Bay he won both sports and racing classes. He was now about to build a proper racing car.

He bought two war-reparations hemi-head V8 air-cooled Steyr engines, and one was prepared for a single-seater, its scuttle formed round a domestic dustbin! This Steyr-Allard became a potent car, of some 3.6-litres, sometimes with twin rear wheels. It broke the Prescott record on its first appearance, and made FTD at Craigantlet and Bo'ness. In 1948 the Steyr-Allard, now with de Dion back axle, made second-FTD at Prescott, Bo'ness and Bouley Bay, and was second fastest over the Brighton kilo (28.61sec). At Prescott again there was another second quickest to Walker's ERA.

There were many bad times as well, but the Steyr was developed and by 1949 had big-bore Alfin cylinder barrels, new heads based on those of ➳

LAT, National Motor Museum



Sydney and Eleanor in the very successful V8 Allard Special in the late 1930s. Below, Sydney tackled the 1951 Ulster TT in a J2 Allard



JAP speedway engines and eight Amal carburettors. This resulted in a new Prescott record of 46.12sec, reduced to 45.02sec at the next meeting, second at Bo'ness to Poore's Alfa, third at the July Prescott climb, and FTD again at Bouley Bay and Craigantlet. The season ended with yet another new Prescott record (44.26sec).

This established Allard as the RAC Hillclimb Champion, four places ahead of Poore, 10 in front of newcomer Moss. In addition many class wins had been gained with sports Allards, and Eleanor had more than once made Ladies' FTD. It was a great accomplishment, for Sydney himself had developed and built the Steyr. (Archie Butterworth also used a Steyr engine in his 4WD Special; I have not forgotten being towed fast in it from Camberley to Brighton in the dark, and back next day, behind his vintage Bentley, after he had made FTD on Madeira Drive.)

Allard was a popular driver, well over 6ft tall, broad-shouldered, with an engaging grin, his brusque approach to strangers hiding an element of shyness. He had several amusing habits, one being to refer to anyone he didn't know or had forgotten as 'Jumbo'. He had defective sight in one eye, so his driving skill and judgement were all the more commendable.

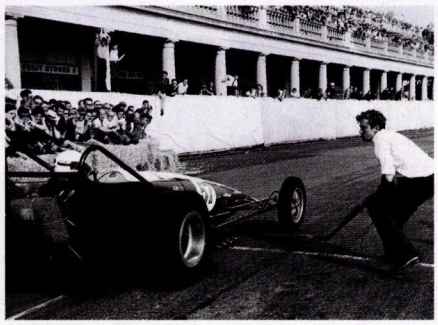
The Steyr-Allard was transported in a £225 ex-Canadian Air Crew coach on an LHD Ford truck chassis with Mercury engine, in the charge of Jim Mac. This provided accommodation away from hotels, as Jim was adept at finding food supplies at any venue for Tom Lush and himself.

Allard was now seeking wider fields. He had already done the 1949 Monte Carlo Rally with Lush, in an M-type coupé, but they were too fast in the regularity tests. In 1950 he tried again, with his wife, in another 4.3 coupé; they got eighth place. Tom Cole had been winning races in America, and he and Allard drove a 5.4-litre Cadillac-Allard at Le Mans, after a drive in the Tour de Sicily with Lush had ended in a prang when the Allard caught fire. He won two Goodwood races in a Caddy-J2 and the Steyr made FTD at Prescott and Craigantlet again.

At Le Mans only top gear was left for most of the 24 hours but they were placed a meritorious third behind two Talbots, the best British performance. Cole visited us and after tea insisted on helping – a Le Mans driver doing the washing up! A nice guy, destined to be killed at Le Mans in a Ferrari in 1953. The Leinster Trophy and Ulster Trophy races ended in Allard's retirement but SHA did the usual sprints and at Blandford he and Mrs Allard were first and second in their class. The Silverstone Production car race saw Allard third behind the Jaguars. At the very wet Dundrod TT, won by Moss, gearbox problems gave Sydney only a 27th placing.

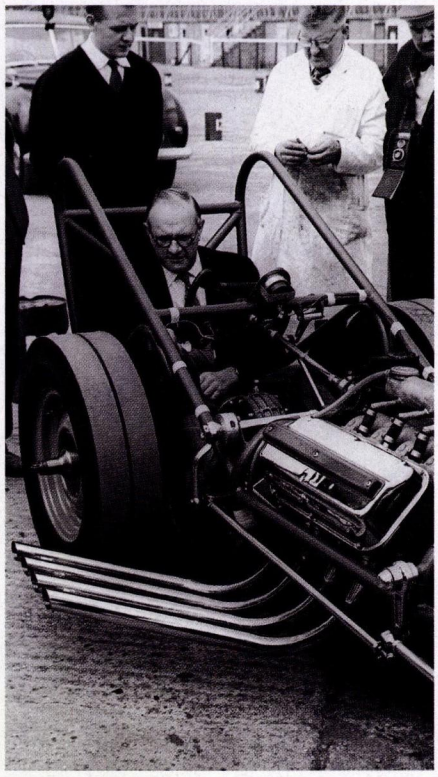
In the 1951 Tour de Sicily the Ardun-head engine broke a piston, while in the Mille Miglia, Allard and Lush went over an embankment. Sydney got a third at Goodwood, the now 4WD Steyr beat Butterworth's Steyr-powered Jeep to a second at Prescott, and there had been enjoyable club races. At Le Mans there were multiple troubles and after 13 hours the Allard's clutch gave out. The Steyr was third at Bo'ness behind a Cooper and an ERA.

LAT, Temple Press



Allard's dragster lights up Madeira Drive, Brighton

'Tom told me that, cramped in the back with maps and watches, and Sydney yelling for directions while driving like fury, it was not easy'



Allard loved drag-racing, and built a 400bhp Chrysler

Peter Collins now had a Cadillac-Allard, and in the USA these and Chrysler hemi-head 5.4 engines had made the marque popular. Cole tried Chrysler power in the Leinster race and made fastest lap but Sydney retired when the Ford gearbox resented the extra torque. Allard won his class at Goodwood and Ibsley, the Steyr made FTD at Craigantlet, and there were good wins at the next Goodwood Meeting. At Brighton Butterworth and Allard were paired, the former making FTD, but Sydney broke the sportscar record and Mrs Allard set Ladies FTD.

If this is becoming catalogue-like, I need to show what a versatile driver Sydney was. If his performances were good business publicity this was simply a bonus; he said he never intended to become a manufacturing tycoon, racing only for pleasure. How many others can claim this?

After further respectable results at Prescott, Shelsley and Castle Combe, Allard did another TT, but the prototype Chrysler-J2X broke a driveshaft and Collins's Cadillac-Allard broke its crown-wheel.

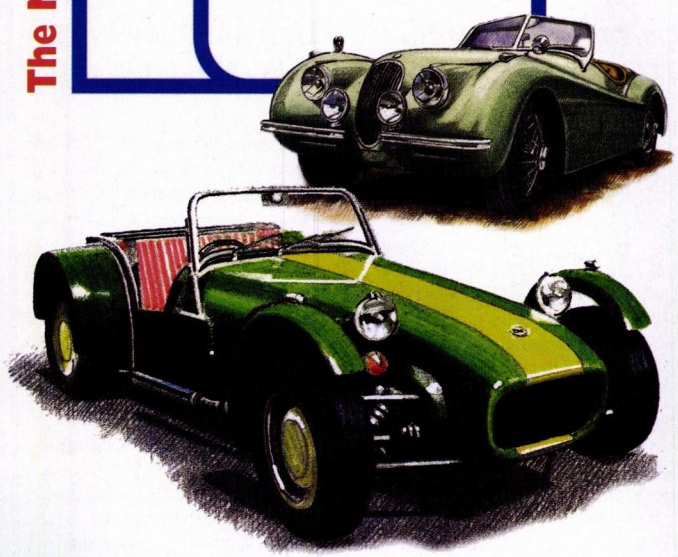
It was in 1952 that SHA gained one of his greatest achievements, with a P-type saloon, in the Monte Carlo Rally. He had recce'd some of the route with Eleanor and checked the odometers etc. at MIRA. Starting from Glasgow with Warburton and Lush, Europe was like a skating-rink, conditions in which Sydney excelled. Tom told me that, cramped in the back with the maps and watches, Sydney yelling for directions while driving like fury, it was not easy! On one hill where many cars had failed, some sticking out into the road, Allard yelled to the crews to stand back, as he was coming up. Cannoning off projections, he made it. Mrs Allard and her two sisters were also competing in another Allard, which they ditched. "Syd'll be here soon," Eleanor said. But hearing they were OK, he quickly restarted, calling "see you in Monte".

It was a close-run thing but, driving flat out in his shirt-sleeves, Allard was the only Glasgow starter to finish, and the first British driver to win since Donald Healey in 1931. There were only 14 clean sheets. On their return home a mayoral welcome was staged in Clapham and Sydney was invited to address an assembly of PR men. "I suppose your victory sold lots of cars?" he was asked afterwards. "Not that I've noticed" he replied, "but it was great fun".

This remarkable man went on as before – Le Mans (retired, big-ends); Monte Carlo Rally, ninth; 1953 Le Mans (retired, diff mounting), 1955 Lisbon Rally, 14th in a works Ford Zephyr, ditto RAC Rally, FTD in Allard JR at Gosport, the Liège Rally, sprints etc.

Consider the ingenuity of his cars. The Steyr, its engine later in a sports Allard, the Special with two such engines side-by-side and the little Dragon dragster, the 1961 Monte Carlo Rally Allardette, and the 400bhp s/c Chrysler Dragster, 0-150mph in 9.5sec – I enjoyed its stub-exhausts setting fire to some straw bales at the Brighton start-line – apart from the production cars ranging from the three-wheeled Clipper to J2 sports Allards. Dragsters fascinated SHA; he was President of the BDRA. Few car makers have been so consistently keen or such 'press-on' drivers as Sydney Allard. He died of cancer in 1966. M

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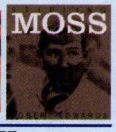
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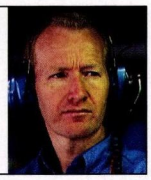
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ENZO FERRARI By Richard Williams
Chief sports writer of the *Guardian* and author of two highly acclaimed books, Richard William tells the story of one of the key figures of motorsport in the 20th century and whose influence remains undiminished today, more than a decade after his death. Publication scheduled November 2001. Price £18.00.

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BLUEBIRD CN7

WHEN FUTURE CHAMPCAR DESIGNER AND B.A.R. TECHNICAL DIRECTOR MALCOLM OASTLER WAS GROWING UP IN AUSTRALIA, DONALD CAMPBELL'S RECORD-BREAKING ATTEMPTS CAUGHT HIS ATTENTION AND ADMIRATION

MALCOLM OASTLER
British American Racing
Technical Director



YOU CAN'T IGNORE A CAR LIKE DONALD CAMPBELL'S Bluebird – it's so striking. It's so different from the earlier record cars, which in comparison were just trucks with big engines in them, whereas Bluebird was a new concept.

For one thing it's beautiful, and that's always fairly important! It was also unique, and successful, in that it achieved what it set out to do. And it had a gas turbine engine, which was very sexy at the time, in the age of jet-powered aircraft.

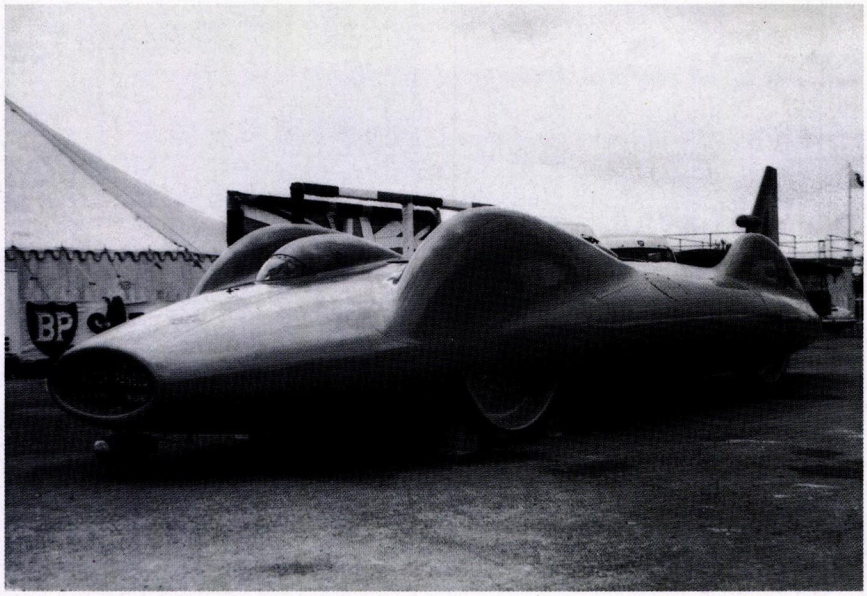
The whole effort was impressive. It must have cost British industry masses, because it was supported by the whole of the transport and technology industry, and everyone was into it. At the time, Great Britain was slipping away from having an Empire. The size of this enterprise was amazing, and the fact that it was basically out to maintain Britain's standing in the world meant that it was really a national project. So much of the country went into it, and of course it was still the romantic era of record-breaking machines.

So there was poor old Donald Campbell, who had the weight of the Empire on his shoulders as he sought to maintain the water and land speed records on behalf of Britain. It was an onerous responsibility. His father established them and it was his job to maintain them. So he must have grown up under massive pressure to carry Britain's pride. And he was under pressure forever, because when you take a record, there's always someone creeping up behind who wants to take it off you. He was quite a remarkable bloke, but what a tormented soul he must have been.

Bluebird was designed by Kenneth and Lewis Norris, and built by Motor Panels, which belonged to Alfred Owen of BRM fame. It was massively advanced for its time, and it was an aircraft technology project. It had a monocoque construction, with the engine in the middle. When you look at cutaway drawings you can see it was beautifully laid out, and very simple, which was the nice thing about it. You had the fuel, engine, axles, body and driver – that's about 'all' it is!

It was four-wheel-drive, with the 5000bhp Proteus gas turbine driving off both directions, front and rear. They had some air brakes, with covers that flipped up. It had special wheels and tyres from Dunlop, an aircraft style cockpit on the front, and it was all aluminium. It was just a really sexy bit of kit – it looked gorgeous. A lot of effort went into it.

There are lots of beautiful touches. I love the way the exhausts are fitted flush with the top bodywork, a bit like a top exhaust on an F1 car today, but just done so nicely. It had some very advanced systems, and the whole thing was cutting-edge technology in aircraft at the time, and nothing like anyone was building into cars. There was no comparison with a 1960s BRM, for instance!



Underneath the sensational bodywork lay a Proteus turbine, four-wheel-drive and a brave driver

When they ran it originally you weren't allowed to have fins on the cars – it was not done, not in the rules. So they went out and ran it without a fin in Utah in 1960, and Campbell crashed it quite heavily when he lost stability.

Meanwhile the Americans were running their jet-powered cars, which didn't comply with the rules at all. Craig Breedlove's machine had three wheels, and it wasn't wheel-driven. There was no category for it, so their speeds weren't properly recognised. Anyway, the American cars were back-yard projects – blokes that lived in the boonies, and got a jet engine out of some sort of service surplus. That was the American way.

After the crash in Utah, Campbell took it home and totally rebuilt it. They applied common sense and put a fin on it regardless. It's just engineering, really. At 400mph, subsonic dynamics aren't that much of a challenge. It's run in a straight line, after all!

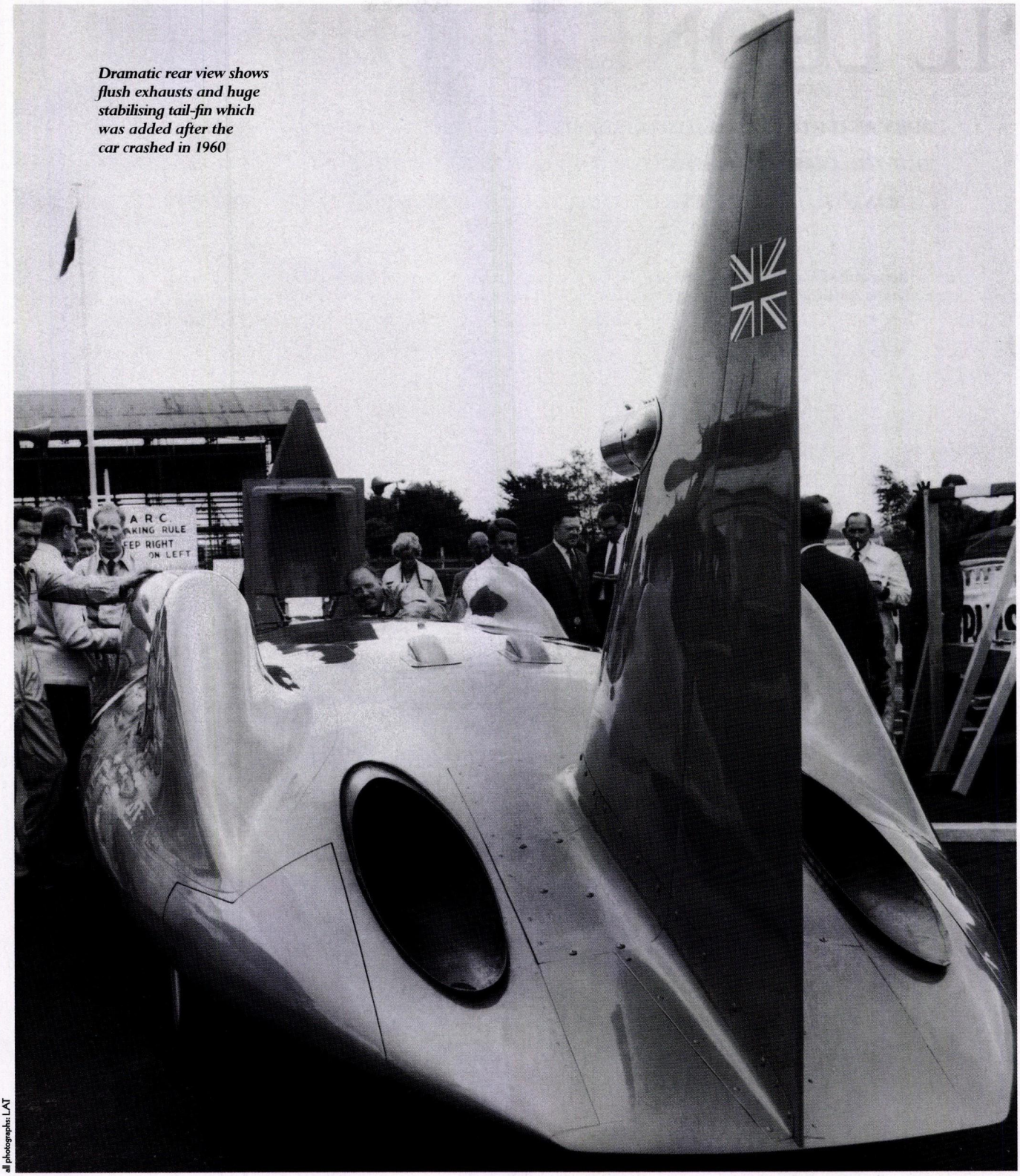
In early 1963 he went to Lake Eyre, and after a lot of problems caused by the rain, he eventually took the record up to 403.1mph in July 1964. I suppose I was more aware of it because it ran in Australia, although I was only four or five at the time. But it was still a pretty current thing when I was 10.

I also have a personal interest, in that Adrian Reynard's dad was there – he was the BP fuel technician that worked on the project. On that trip he bought paintings that he gave to Adrian who has since passed them on to me.

Bluebird was appropriate to the era. I think what Richard Noble has done more recently is great as well. Getting a supersonic record is remarkable in itself, but perhaps not as big a thing for the country.

I have to be honest and say I wouldn't be massively interested in doing an LSR project today, and it's not really my area of interest. Bluebird was just a beautiful car that was successful in its day. And it's my favourite colour as well!

Malcolm Oastler was talking to Adam Cooper M



Dramatic rear view shows flush exhausts and huge stabilising tail-fin which was added after the car crashed in 1960

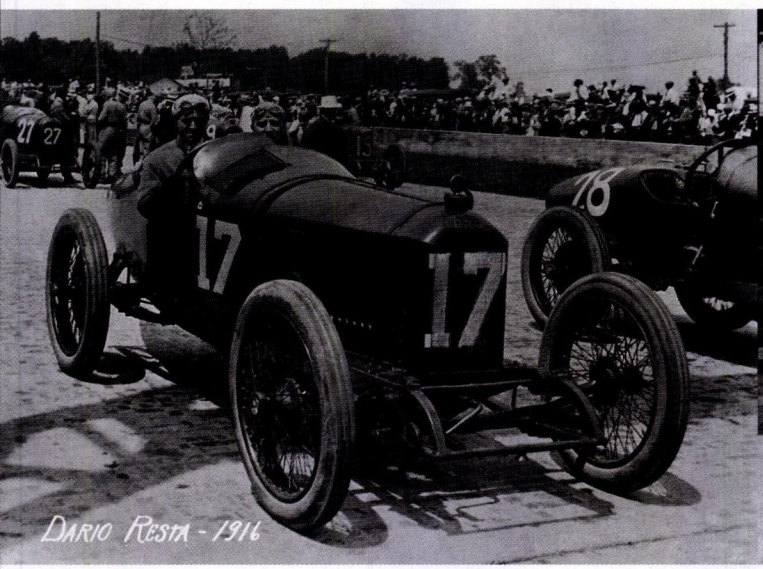
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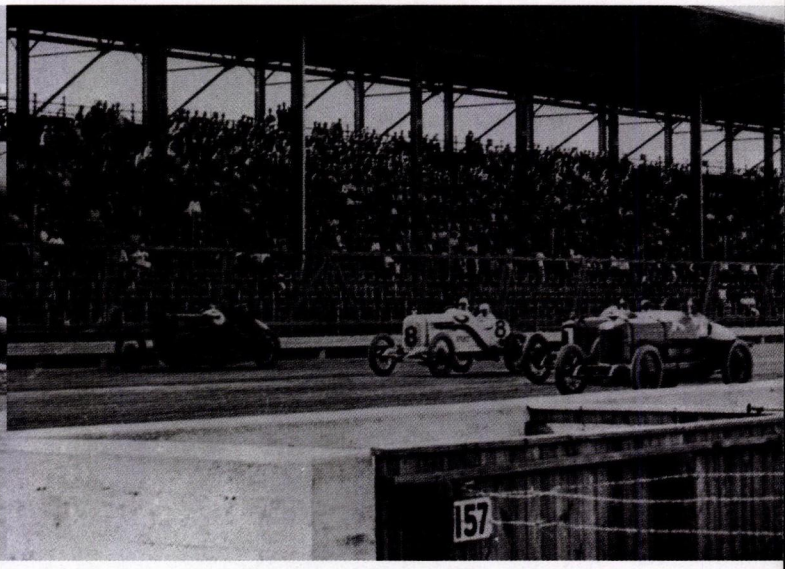
DARIO RESTA:
'IL LEONE PROTOTIPO'

BORN AN ITALIAN, NATURALISED AS A BRIT, A GUTSY RACER AND A MAN WHO LEFT EUROPE TO BEAT THE AMERICANS. DARIO RESTA WAS A BLUEPRINT FOR THE EXPLOITS OF NIGEL 'IL LEONE' MANSELL. HELL, HE EVEN RACED FOR PEUGEOT – 'THE LION' ITSELF. JOE SCALZO WRITES

Below: Resta at the wheel. Right: Resta's Peugeot with Gil Anderson's Premier before the 1916 Indy 500. Far right: In the 1915 Challenge Cup Match Race at Maywood, Chicago (left to right) Bob Burman, Earl Cooper, eventual winner Resta and Barney Oldfield start the 100-mile blast







Indianapolis Motor Speedway; Bob Sheldon Collection

IN 1993, MICHAEL ANDRETTI AND NIGEL Mansell exchanged addresses: Michael, then near the peak of his career in CART, crossed the salt pond for Europe and a season of rumbling in Formula One. And Nigel, the reigning world champion, abandoned F1 and lit out for America to graft his licks onto CART.

Europe caught the bad end of the deal; the colonies the good. Michael's aborted and disastrous visit was a horrible embarrassment, not only to Michael, but to all those who'd been hallucinating that US race drivers were still world class. By comparison, the Nigel of CART was overpowering like the Nigel of F1, except more so; doing battle royal on 10 road courses, two superspeedways and on three bull-ring ovals, he made himself champion and tournament sensation with five wins, five seconds and thirds, lap records and glory galore.

A maniac! A gas man! was how his mesmerised, admiring squad of mechanics at Team Newman-Haas characterised him, and racing accolades from Americans don't get any more sincere. Still, Mansell wasn't the first brilliant Brit to stand Yank sport on its lid. Back in the long-ago of 1915-16, the great Dario Resta embarked on his own visitor's *tour de force* and accomplished things even Nigel couldn't, including conquering the Indy 500. Mansell, furthermore, later had some of his US popularity fade. Resta never lost his. Grief on both sides of the Atlantic was apparently equally deep on September 2, 1924, when he met his end at Brooklands while typically in the middle of a 50-kilometre world record run.

The Dario Resta who came from the long-ago, and who never ever laid down in a race, was born in Italy, then raised, nationalised and educated in London. Verifiable facts are hard to come by, but apparently he apprenticed at roller-skating and pugilism before launching his racing career in 1907, the same year that Brooklands launched its own.

He had a *bona fide* flair for hurtling speed – which in the end caught up with him – and whenever he wasn't busy zapping Brooklands and setting sprint and enduro marks, could be found campaigning Sunbeams on the continent. A wealthy and well-bred dandy, he also found time to operate D Resta Co, the famous London agency called on to select and purchase horseless carriages for the well-off.

Everything changed dramatically in 1915. Manpower shortages brought on by World War One led to Resta's emergency hiring by Peugeot's US importers, who shipped him to San Francisco for a pair of 400 and 300-mile grands prix that were part of the Panama-Pacific International Exposition celebrating the opening of the canal.

Pre-WWI, American championship racing had been a rousing international fight with US marques Marmon, Maxwell, Mercer, National, Stutz and Duesenberg battling the Germans (Mercedes), the Italians (Fiat) and the formidable French with Bugatti, Panhard, Delage and, of course, Peugeot, which had possessed the brightest high-tech and maybe the best drivers, including Jules Goux and Georges Boillot. Champion of the 1913 Indy 500, Goux had won with Gallic flair: pounding a carpet of bricks for 500 miles had sounded like a cruel ordeal, so Jules, a *bon vivant*, selected champagne as the logical and civilised beverage to carry him through the six-and-a-half-hour slog; both he and his riding mechanic drove into the winner's circle righteously plastered, and whatever bubbly they hadn't personally consumed, they'd used during pit-stops to bombard and baptise their rubber and refuelling gangs. Boillot, meanwhile, was Peugeot's madman qualifier who, in 1914 nearly nailed the Brickyard's first 100mph time trial; it took five years for somebody to finally break his burning lap record of 99.86mph.

When he wasn't busy zapping Brooklands and setting sprint and enduro marks, he could be found campaigning Sunbeams on the continent

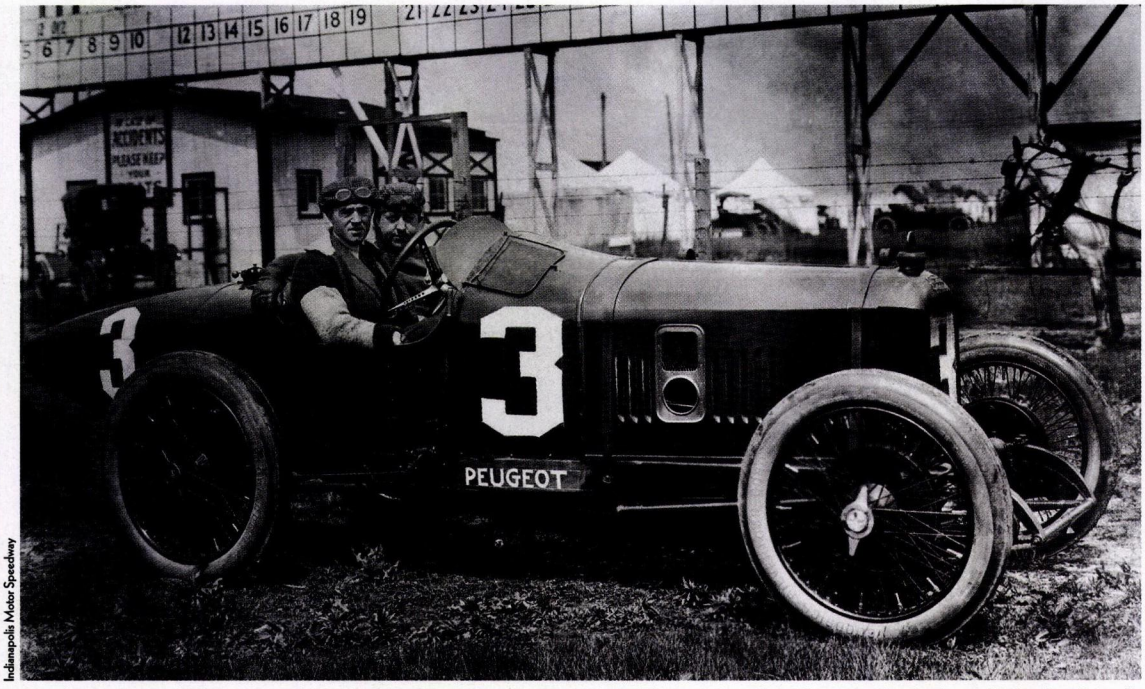
But because the French, Germans and Italians all had to abandon racing and go home to fight each other, WWI threatened to stop Peugeot successes cold. Which was why in 1915 the US distributors had expectantly presented Resta a blue-for-France Peugeot and shipped him to 'Frisco under orders to win.

Eight decades later in CART, of course, Nigel Mansell received identical battle instructions from Newman-Haas. Yet compared to Dario's, Nigel's was the far easier assignment. All he had for competition was, basically, a load of ex-Formula One has-beens or never-beens from Brazil, Italy, Colombia, Sweden and Holland, plus a tough Canadian, Paul Tracy, and one halfway decent American, Al Unser Jr. And once Mansell discovered a way to overcome 'Little Al's' deep-braking manoeuvres, winning was as easy as taking sweets off kids.

Dario, meanwhile, was confronting the very first generation of American race drivers, and those splendid fellows must have seemed like a real rogue's gallery. Among them?

Teddy Tetzlaff, aka 'Terrible Teddy', winner of Santa Monica and Tacoma who, three days before gambling-ravaged Tacoma, got kidnapped by the gamblers, rescued by the

National Automotive History Collection



Indianapolis Motor Speedway

Dario Resta would fight a race long duel for the 1915 Indy 500 with Ralph de Palma, but his Mercedes rival would finally triumph

police, then afterwards declared he was throwing in his lot with the kidnappers, who were not so bad guys.

Barney Oldfield, winner of Venice and Tucson, an ex-bicycle racer and saloon keeper, original test driver of Henry Ford's old 999, and under contract to the mountebank promoters J Alexander Sloan and William Pickens, who proclaimed him 'Master Driver of the World'. Oldfield was always in hot water for his uncouth ways and braggart mouth, yet managed to get off one of racing's funniest lines without ever knowing it. At a Santa Monica road race where 'Dirty Barney' had been in the employ of the hapless Delage team, the equipment was so bad that all the other drivers and mechanics had quit. Making a pitstop and finding nobody there to work on his car, Barney not so politely inquired what the hell was going on. When all the team manager could do was reply with a shrug, "We seem to be out of *esprit de corps*", Barney blew up. "Well go get some from Harry Stutz, godammit!", he demanded.

Earl Cooper, winner at Santa Monica, Corona and Tacoma, star chauffeur of the Stutz team, assisted by a genius riding mechanic, Reeves Dutton, but handicapped by a despotic boss, the aforementioned Harry Stutz.

Eddie Rickenbacker, Duesenberg hero and winner at Sioux City, Omaha, Providence, Sheepshead Bay and Ascot, former garage floor scrubber, car salesman, travelling daredevil, future air warrior and top gun of WWI.

'Wild' Bob Burman, winner at Lowell, Kalamazoo, Oklahoma City and Burlington, fast but ill-starred, racing a duplicate Peugeot to Dario's, and glitzing up the scene with a choking big diamond stickpin.

Ralph de Palma, twice national champion and winner at Santa Monica, Elgin, Milwaukee, Indianapolis, Kalamazoo, Des Moines, Minneapolis, Chicago and Sheepshead Bay. Italian-born like Dario, Ralph knew his medieval demonology and first had manhandled 'Mephistopheles', a gigantic Fiat, subsequently traded it for a Mercer and then for the Mercedes destined to be the worst enemy of Resta's Peugeot.

Mansell in '93 had faced 15 CART oval and road starts, all on pavement. Resta in '15 faced an almost endless 27 American Automobile Association oval and road competitions – on pavement, cement, bricks, dirt and boards! Three of them, at San Diego, Glendale and Ascot, had already been contested when he and the Peugeot hit 'Frisco that February.

He got off to a ripping start, winning both the 402-mile International Grand Prix and the 303-mile Vanderbilt Cup.

Not that Resta found the almighty Brickyard particularly intimidating; he was accustomed to Brooklands, and Brooklands was faster

He didn't bother going to the next three small-beer matches at Venice, Tucson and Oklahoma City, preferring instead to prime himself for Indianapolis in May, where de Palma, who'd started all four previous Indys, and who should have won in 1912, had his Mercedes primed and waiting.

Not, however, that Resta found the almighty Brickyard particularly intimidating – he was already accustomed to Brooklands, and Brooklands was faster. So, harbouring no freshman inhibitions, he was free to engage himself in a 500-mile-long war with de Palma that was eerily similar to 1993's Indy war between Mansell and former 500 champions Emerson Fittipaldi and Arie Luyendyk, which had concluded with Nigel a close but wounded third after brushing a wall.

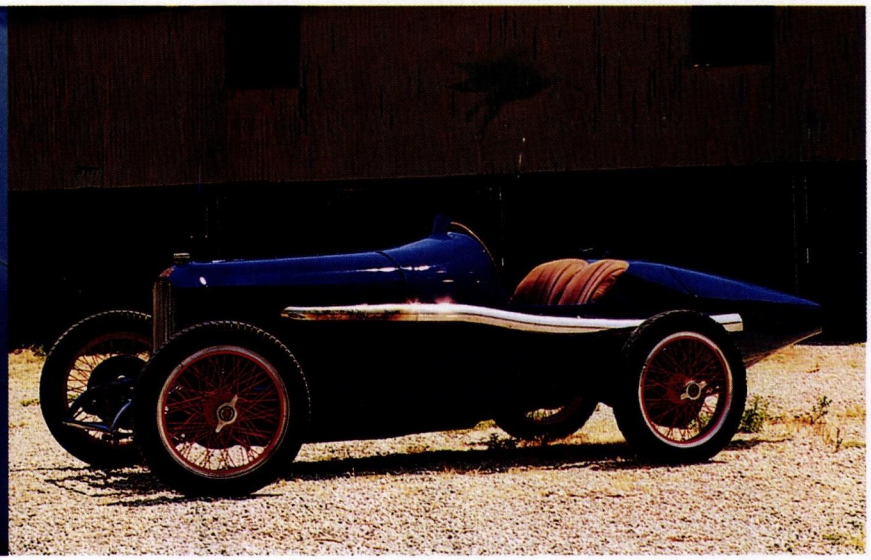
Well, Dario and Ralph – Peugeot and Merc – were already running one-two by the 100-mile mark. Always in sight of each other, obliterating all previous Indy speed records, they continued their nerve-biting chess game through the second 100 miles. Whereupon Ralph suddenly made a breakaway move and developed a lead of almost 40 seconds.

Resta was up to the challenge. But just as he'd methodically sliced the margin in half, the Peugeot cut a tyre and caught the wall. Re-emerging from the pits with a new shoe, he was suddenly at the controls of a cripple with four inches of play in the steering. Yet de Palma couldn't slacken his pace, for instead of lessening, Dario upped the pressure.

Ralph's overstressed Mercedes didn't like it. With only five miles to go, a connecting rod snapped and the Mercedes began to

ALL'S WELL THAT ENDS WELL FOR BOTHWELL THE DAREDEVIL





A WILDFIRE IN 1948 SWEPT THROUGH RURAL WOODLAND HILLS, burning down a ranch containing 32 irreplaceable antiques of the Lindley Bothwell car collection. Bothwell was left devastated by the loss and so, to cheer him up, a sympathetic fellow collector charged Lindley a $3000 pittance and gifted him the Dario Resta Peugeot, which had raced on the Beverly Hills boards as late as the 1920s.

Bothwell was a man of action. The following year, 1949, when the Resta Peugeot was 35 summers ancient, and Dario's Indy victory 33, Bothwell received permission to take it back to the Speedway for a daredevil assault on the all-time 'Peugeot' 100.01mph lap set in 1919 by one of the phoney Premiers.

Bothwell, in his quest for the record, enjoyed special advantages that Dario hadn't. Bud Winfield, inventor of the supercharged Novi, was providing advanced knowledge of engine timing. The Peugeot also had acquired wider tyres than those Dario had had, and somehow, between the time that Resta had raced it and the Bothwell record attempt, it had picked up front-wheel brakes. And silver-haired and still active Ralph de Palma – who'd had the hardest races of his career against this very car – had volunteered to be Bothwell's driving coach. One thing he must have remembered from 1915's wheel-to-wheel struggle with Dario was that the Peugeot's tail end was light; beware of oversteering, de Palma advised Bothwell.

Bothwell almost wore everything out, logging between 1000 and 1500 practice miles. Then he had his original riding mechanic quit him on account of nerves. But eventually Lindley did claim his reward – a record Peugeot lap of 103.250.

Above left: oil cap and cast badge on French blue coachwork

Above right: the Resta Peugeot as it is today, with front brakes

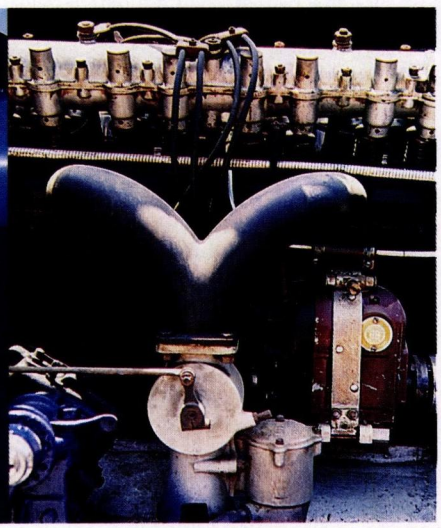
Below left: slender dampers had to deal with 500 miles on bricks

Below middle: delicate brake lever and pierced wheel for lightness

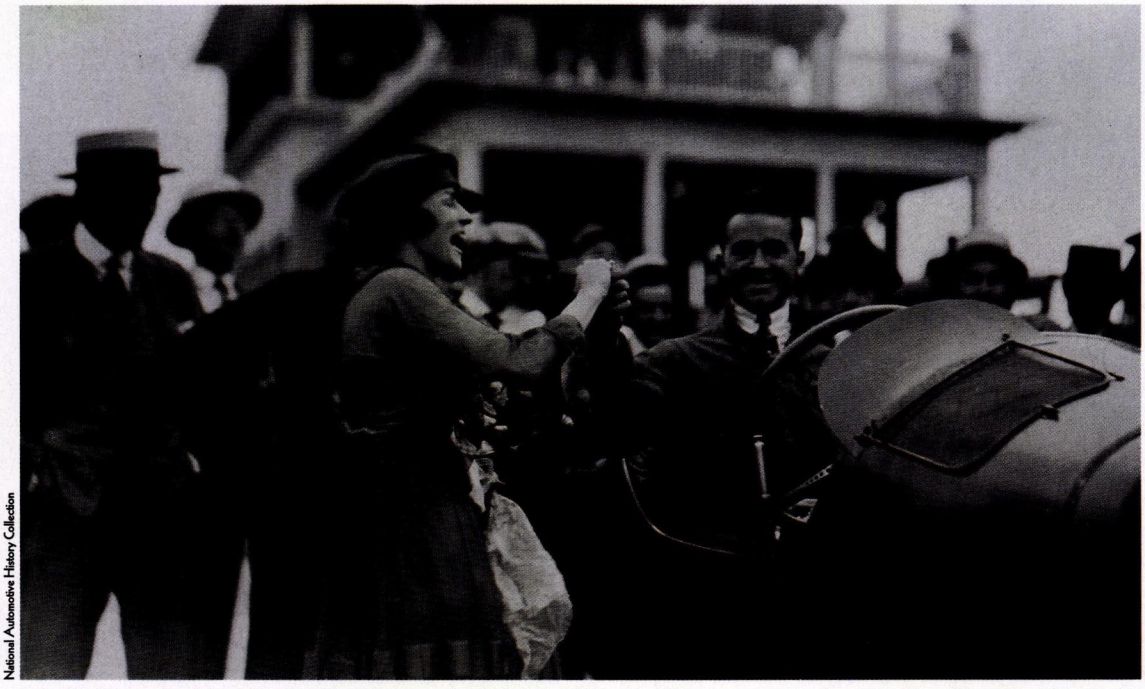
Below right: Peugeot's advanced double-overhead cam engine







All photography: Neil B Nissing/ Lindley Bothwell Collection



National Automotive History Collection

Dario Resta after his win in the 1915 Harkness Gold Medal at Sheepshead Bay, a superfast board track in Brooklyn, New York

haemorrhage oil. Frantically reducing his speed, perhaps fearful that he was in for a ghastly replay of 1912 – when he'd also broken while in the lead, then subsequently lost the 500 getting out and pushing the same overweight Mercedes to the chequer – de Palma anxiously held on. He won, but not by much. Resta's ferociously wobbling Peugeot was nearly back on the same straightaway by the finish; this remains one of the epic 500s.

Having passed with full honours his initation to bricked racetracks, it was time for Resta to take his act onto the boards. He did even better. Board track builders ripped off the idea of lumber speedways from bicycle velodromes, and for the first third of the century tried dotting the US landscape with the things. They really were econo-dreams. All you basically required was an army of carpenters hammering away for five days and, hey presto, instant racetrack. Chicago's two-mile-long timber monster called Maywood Speedway was even faster than Indy, and it was as if Dario had been born to race there. He won at Maywood in June, then returned seven races later to win again in August. Come October, high on the looming boards of Sheepshead Bay, he really wound the Peugeot up and won at 105.39mph, almost as fast as Brooklands.

The 1915 tourney wrapped up in San Francisco that November. The second busiest in US history, it had been an exhausting cross-continental nightmare, swinging from west coast to east four times. It was a logistical impossibility to compete in all 27 races, but Harry Stutz had sent Earl Cooper to 14 matches, and after Earl scored his fifth campaign victory in 'Frisco, he defeated Resta for the national three-A title by 460 points. Dario had done nine races, winning five.

Pleased, his Peugeot angels returned him to combat in 1916, when sanity temporarily returned to the three-A and the schedule was pruned to 15 meets. Aided and abetted by the collapse of Earl Cooper, who was unable to win a race, the similar collapses of Tetzlaff and Oldfield, the Corona crash and death of Burman (extra-ghoulish spectators pilfered the diamond stickpin from his corpse), the erratic wheelmanship of Rickenbacker; and the temporary Indy blackballing of de Palma, Resta became the first foreign driver to capture the American seasonal championship (it took 73 years for Fittipaldi to become the second). Resta won Chicago (twice), Omaha, Santa Monica and the big one at Indy – cut to 300 miles because of WWI considerations. His winning margin was better than two minutes, but his average of only 84mph suggests he probably wasn't trying too hard.

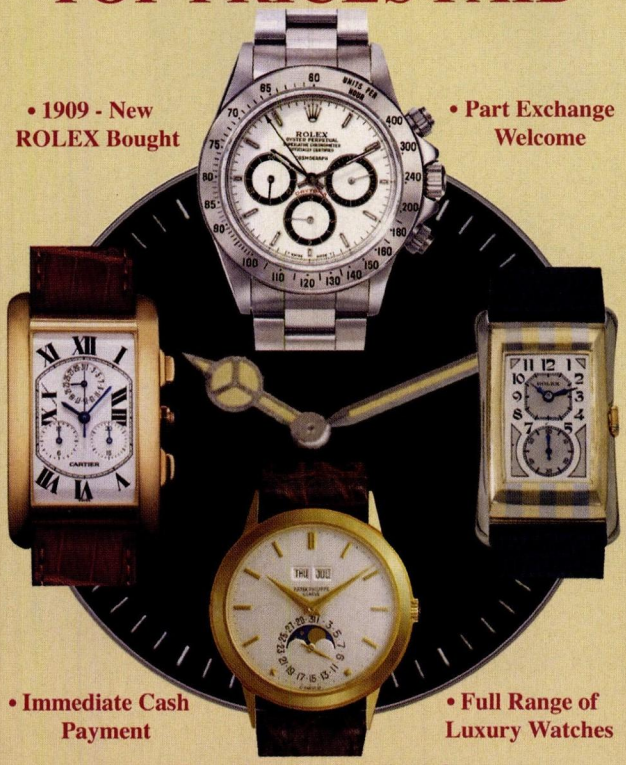
Resta became the first foreign driver to capture the American seasonal championship; it took 73 years for Fittipaldi to become the second

But he certainly tried hard winning the first of his two Maywood Speedway extravaganzas that June. The 300-mile action featured an impossible 29 lead changes, with Rickenbacker, Wilbur D'Alene and the riding mechanic-turned-driver Eddie O'Donnell starting the fun by exchanging first place three times in the opening 10 miles. Rimming the tall boards in a howling pack, they were caught and engaged by Resta and the Peugeot. De Palma and his fearsome Merc next appeared and, with Dario lashing along in Ralph's draft, the familiar pair left everything else behind. Then de Palma's Merc went soft and Resta and the Peugeot, averaging 98.70mph, won what was arguably the main event of the whole board track era.

It was pretty much Dario's last US main event too, although in later years he sporadically returned to the US and, as late as 1923, managed to park a Packard on the outside of Indy's front row. As for Resta's incredible Peugeot, the fame their little hot-rod achieved was surely not the sort that its US distributors had hoped for. Its design got counterfeited for the first time when the Indianapolis management – fearful that post-WWI conditions might prevent it from filling a starting grid – commissioned the construction of several copies and called them Premiers; one of these bogus Peugeots won the 1919 500.

The second, even more notorious, rip-off occurred when the double-overhead camshaft Peugeot design became Harry Miller's major influence when he was inventing his Miller-Offenhausers. Even Mansell didn't carry that kind of sway. M

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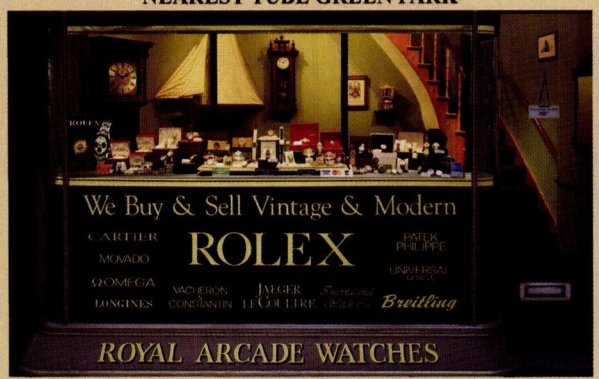
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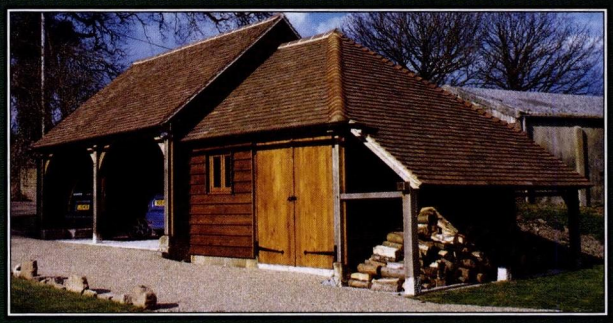
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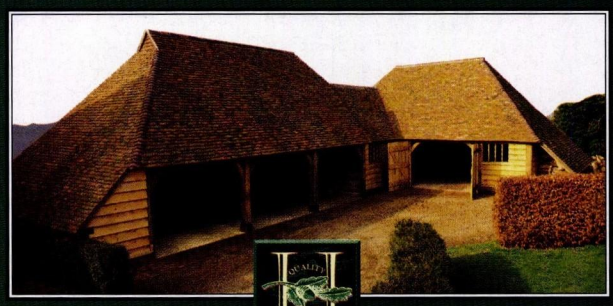
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PESCARA

RECKON NÜRBURGRING'S NORDSCHLEIFE WAS THE LONGEST TRACK TO HOST A WORLD CHAMPIONSHIP GRAND PRIX? WRONG, AS DAVID MALSHER EXPLAINS

photography by Ian Dawson

Shielding my eyes against the sun, I gaze back along the straight. Stretching to the horizon is a silver-black band of Tarmac spray-gunned with cars and shrouded by converging lines of lamp-posts. I do an about-turn and, with the buildings much closer to the road in this direction, I can make out, but only just, the first turn. By some margin, this four-mile haul is the longest straight piece of road I have ever seen.

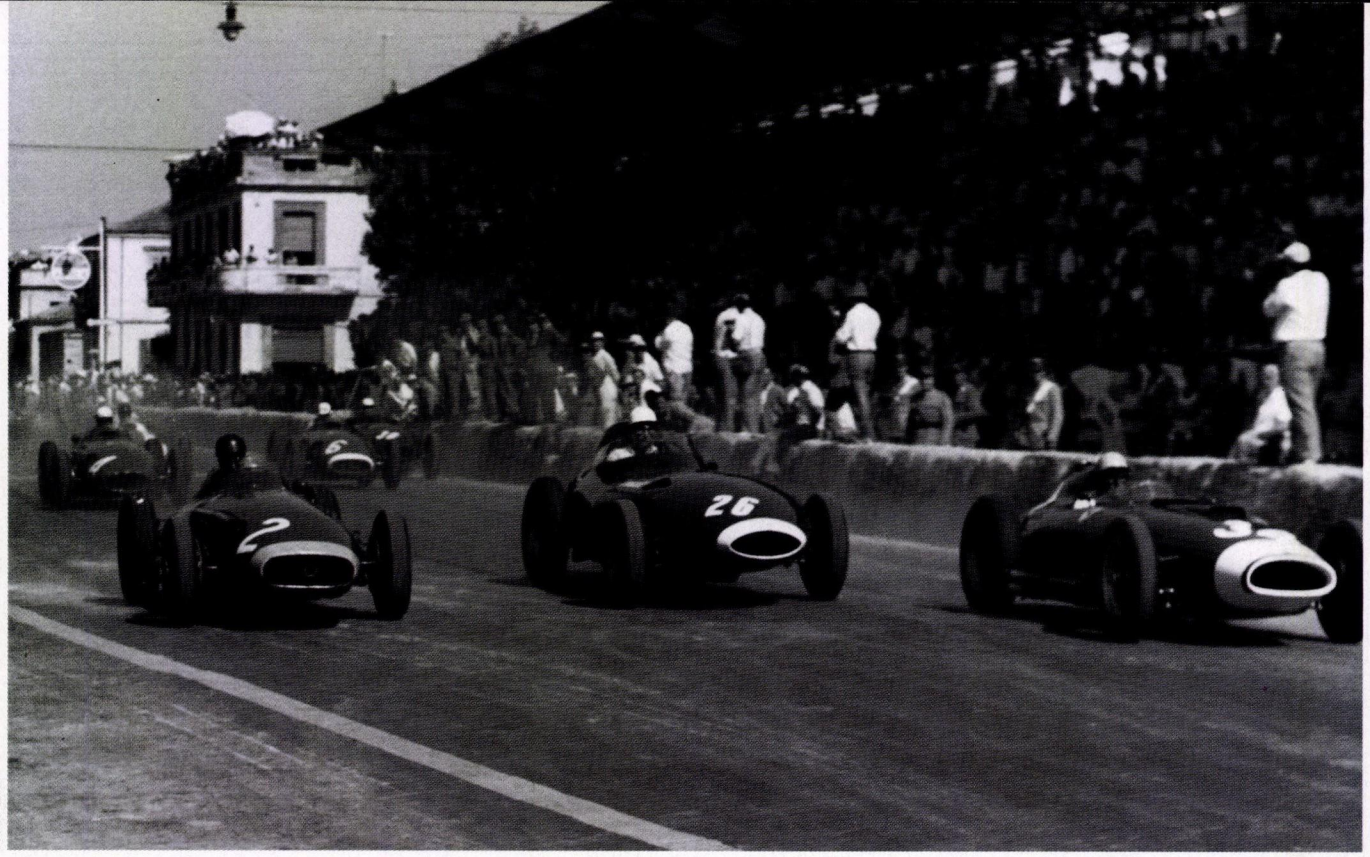
All round me is traffic bedlam, but it is of a kind one doesn't encounter in a British city, for it is free-flowing. Pescara is inhabited by people who go for gaps. The welcome result? No traffic jams. Drop into their mode of driving and you'll find forward progress inhibited only by traffic-lights. Drive like a Briton and you can guarantee you'll be in someone's way.

Ignoring the differences in architecture, the atmosphere reminds me of scenes from *Roman Holiday*. Sure, in 36-degree heat, I haven't a hope in hell of being as cool as Gregory Peck, and photographer Dawson is no substitute for Audrey Hepburn, but the rasping scooters, the beautiful language, the air of happiness express, exude, a vitality I have found only in Italy. People of non-identifiable walks of life are busy just *being*.

The Italian passion for things automotive has bewitched motorsport writers and photographers over the last century, and I am delighted to report it remains intact. On the *autostrada* blast from Rome, at 170km/h, I glance in my mirror to see a dark-blue Ferrari 355 gaining rapidly on our Alfa as we enter a tunnel. We lower our windows just in time to hear a slick downchange, followed by a blast of Maranello V8 fury as he ➳



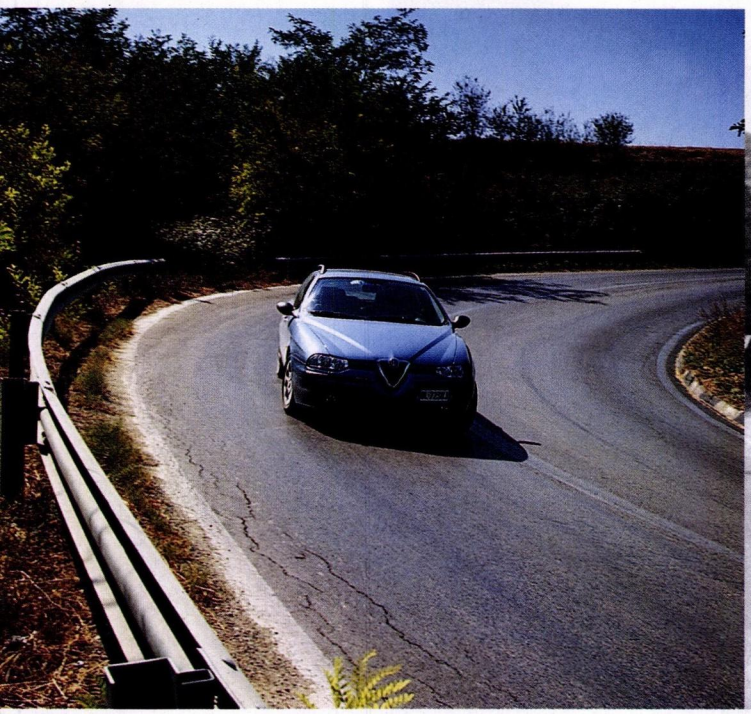
Capelle hairpin: Varzi's Auto Union, left, starts the dash to the Adriatic

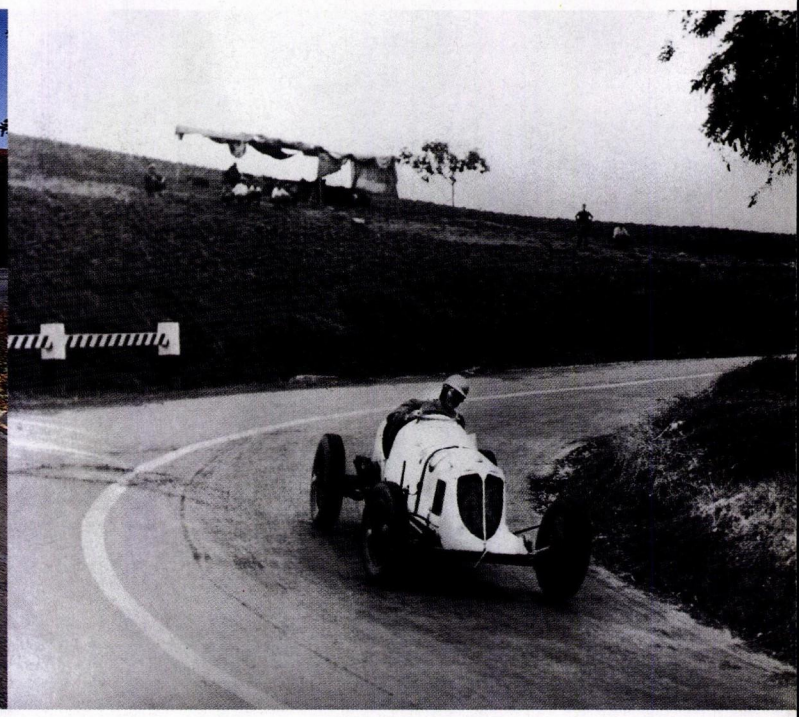


Bernard Cahier

Some buildings are recognisable from when Fangio, Moss and Musso blasted off in the 1957 Pescara GP. Grandstands replaced by fuel station and small park







Traffic rules force our Alfa Sportwagon into a wider line than the Whitney Straight Maserati 8CM in 1934 Coppa Acerbo on the descent towards Cappelle

guns past us in fourth, clearly savouring the thrill of reverberation – as are we.

At our hotel on the outskirts of Ripatransone, the *maître d'*, upon learning the purpose of his two British guests, demands to know my opinion of Jarno Trulli, the region's very own hero. I tell him I regard Jarno to be a very fast driver who deserves his chance in a better car than Jordan are currently giving him. Our host smiles and nods contentedly. He'd known all along. He just wanted confirmation.

Next we meet a bank manager who is at once captivated by our old photos of his town's glorious motor-racing vintage. 'Ah, Stirling Moss!' he gasps

Back in Pescara itself, we meet a bank manager who is at once captivated by our old photos of his town's glorious motor-racing vintage. With a gasp of 'Ah, Stirling Moss!', he grabs an image of the No26 Vanwall and shows it to his colleagues. He is also able to confirm what our own eyes had told us: his bank was once the Agip garage pictured opposite the pit exit.

Luca works at the Lancia dealership beside what was once the starting grid. Though way too young to have seen even Lorenzo Bandini and Giorgio Scarlatti win the final race at Pescara, in 1961, he proves as enthusiastic as the bank manager about our quest. He beckons us into his showroom and proudly points to a framed black-and-white picture of the same establishment with Stanguellinis on the grid outside. Standing on the balcony above the garage is a young couple, Tino di Domenico and Emma Biganzoli, who would later become Luca's grandparents.

Tino and Emma chose their vantage point wisely, for those opposite them, those at the very front of the grandstand, must surely have been overwhelmed by the sheer intensity of the spectacle, especially pre-1934, pre-chicane. In the furnace, surrounded by the excited hubbub of fellow spectators, seeing the cars flying down the straight before passing at around 180mph in a blast of hot air, fumes and yowl, is the sort of memory that would last forever.

Another advantage of that grandstand is that it provided a superb view of the pits, where the mechanics tended to engines that had suffered from the eight miles of flat-in-top thrash that constituted half of the circuit. Split only by the 100-degree right-hander at Montesilvano, these straights demanded masses of top-end grunt, and virtually no driving talent; just hang on, keep it away from the spectators who lined the road, and pray a tyre doesn't let go.

National Motor Museum

This ritual punishment was too much for Giuseppe Campari's Alfa Romeo P2, in the model's second race, in 1924. Its 2-litre unit expired as its pilot fought to stave off the challenge provided by Giulio Masetti's Mercedes. For Campari, there would be both short- and long-term consolations: Masetti, too, was forced to retire, while, over the next seven years, Giuseppe would win here three times.

Follow the course to the right at the end of the pit straight, under a railway bridge, and you will find yourself briefly on the Via Enzo Ferrari – in recognition of the winner of that inaugural race in '24 – before turning onto the even less imaginatively named Via del Circuito.

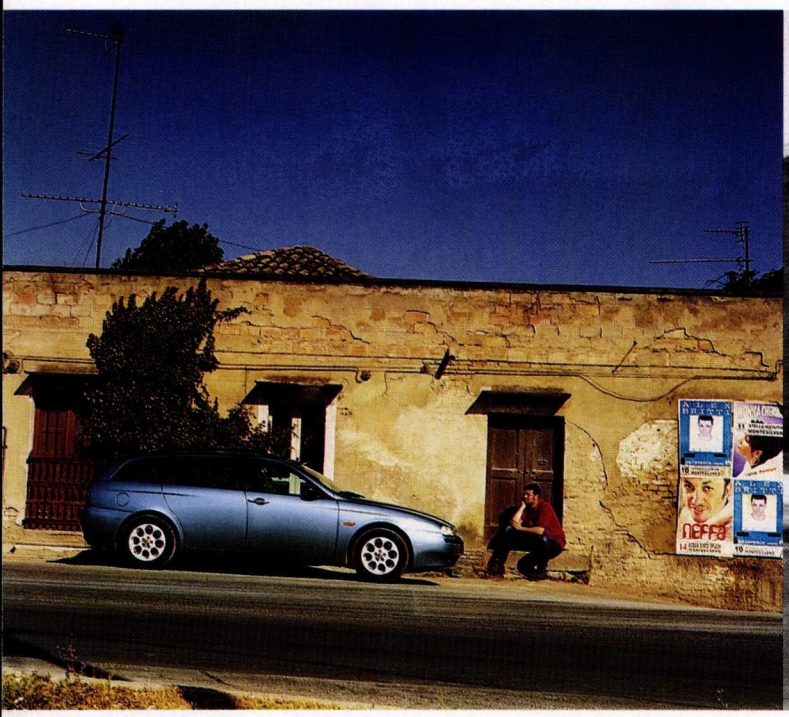
I have to confess that, at this stage, a visit to Pescara 40 years after its final race feels a little anti-climactic. The lovely V6 installed in our Alfa 156 Sportwagon is wasted in this 30mph trickle; the air-con seems unable to deal with the heat of an Adriatic summertime; I need a coffee, I need a smoke.



Village of Spoltore marked the end of Pescara's first climb

But I find something better. Up ahead, as the road rises gently, there is a signpost bearing a magic word: Spoltore. Having cautiously proceeded through the junction, I find myself with a clear, derestricted, road ahead. Suddenly, this assignment makes sense once more, and we are gunning up the road, noise reflecting off the walls of the last remaining town houses to throw shadows across the blacktop.

We burst into sunlight at the point where Moss made his decisive move on Luigi Musso in 1957, the only year in which the Pescara race was accorded world championship status. ➤





Traffic lights now break up the sprint to the sea, where Fangio was timed through the flying km at 192mph; Moss recalls a more modest 170 in his '57 Vanwall

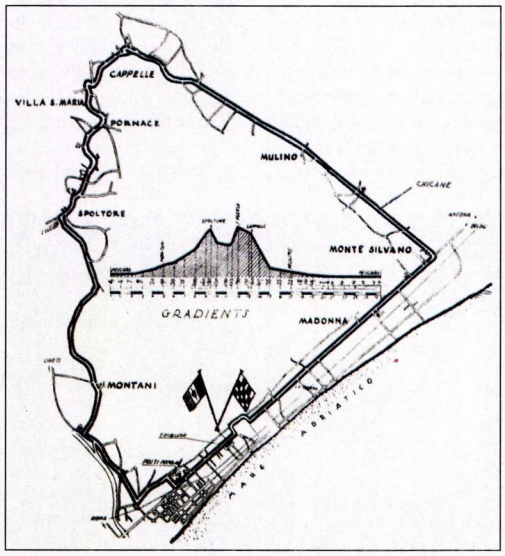
This passing manoeuvre was not the work of a moment for the Briton, for Musso was on a hot streak. Just a month earlier, in a year-old Lancia-Ferrari D50, he had won the non-championship Reims GP, against a full field of championship contenders. Now, with that year's 801 at his disposal, the only Ferrari in the race, and fired up by performing in front of his compatriots, Musso had qualified third alongside Juan Manuel Fangio's Maserati 250F and Moss' Vanwall.

And he left everyone for dead at the start. But however much inspiration and perspiration went into Musso's driving that day, it was never going to be enough to hold off the acknowledged masters of grand prix racing – even had his oil tank not begun to come adrift at the start of the second lap. Stirling swept past and went on to score one of his finest, perhaps his most underrated, grand prix victories, by over three minutes from Fangio. Poor Musso retired soon after when the engine seized.

"Pescara was an absolute classic, really," says Moss, "but I don't remember it like I remember the Nürburgring, because I think I only raced there twice. I remember those straights, though. You had so long to contemplate what could go wrong. In practice, I got 172mph, at 7200rpm. But not in my car, in Stuart Lewis-Evans'. Mine was wandering on the straights.

"For the first lap, I was second behind Musso, and no, I wasn't confident I had him handled. Luigi was pretty bloody good; I would perhaps compare him to David Coulthard. The Vanwall had better brakes than the Ferrari, and it was as good, if not better, in terms of aerodynamics. So I would have slipstreamed him up the hill away from the town. It was braking and slipstreaming that allowed me to gain on him, certainly not acceleration or cornering. But once past, I set a lap record which I thought was quite good because it equalled Fangio's pole time.

"Pescara was a challenging circuit, though not the equal of the 'Ring or Spa; I know that win meant a lot to me at the time."



Two drag-strips linked by a hillclimb – Pescara was unique

At Villa Raspa, the original circuit is lost, very briefly, now undercut by the A14 autostrada, but once past the flyover, we get back on track, and espy the faded, flaking black-and-white chevrons on the red brick walls, pointing the way up to Spoltore. At road speeds, we can see, too, the original kerbing and, in one instance, the original marker post. These days it proves a challenge to carry much speed through the sequence of S-bends while remaining on the correct side of the road, for the Tarmac here is worn to an almost glass-like finish. And I'm a humdrum driver having a bit of fun.

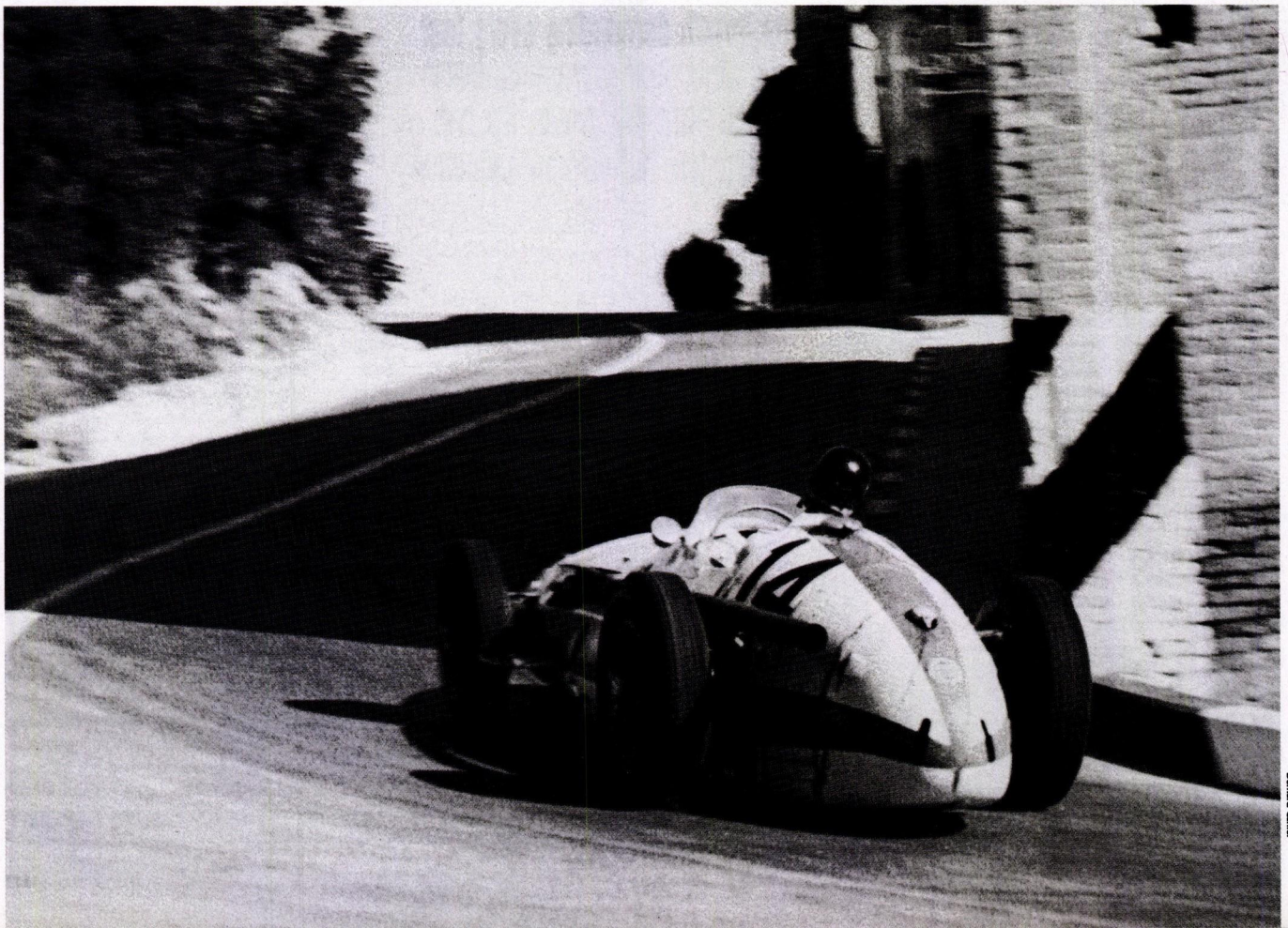
Putting it into perspective later, I wonder how the brilliant Algerian, Guy Moll, might have approached these turns for the first time in qualifying at the 1934 grand prix. Eager to add the Coppa Acerbo to his Monaco win, desperate to prove he had the talent to one day join Tazio Nuvolari and Achille Varzi in the ranks of the great, he no doubt had his Alfa Tipo B dancing over a poorer surface than I am encountering. And yet all the while he would have wondered whether that little extra squeeze of throttle in one corner might put him wrong for the next four. Pescara was one of those circuits.

There are driver/corner combinations from motor racing history I would love to have seen: Ronnie Peterson at Woodcote; Jim Clark through Eau Rouge; and Fangio at Flugplatz. I can add another to that list: Alberto Ascari slithering his Maserati A6GCS sportscar through the 90-degree uphill right that marks the end of a flying visit to Spoltore. He'd have turned in late, undaunted that the corner of a building was his apex. He would know instinctively that unless he got the outside front wheel nailed down, his car would want to understeer across the continuing incline rather than climb it. And so he would have applied enough power to set the tail drifting and, as he hit the crest to begin the run to Villa St Maria, the car would go light, his rear wheels would spin, enough to leave a whiff of burnt ➤

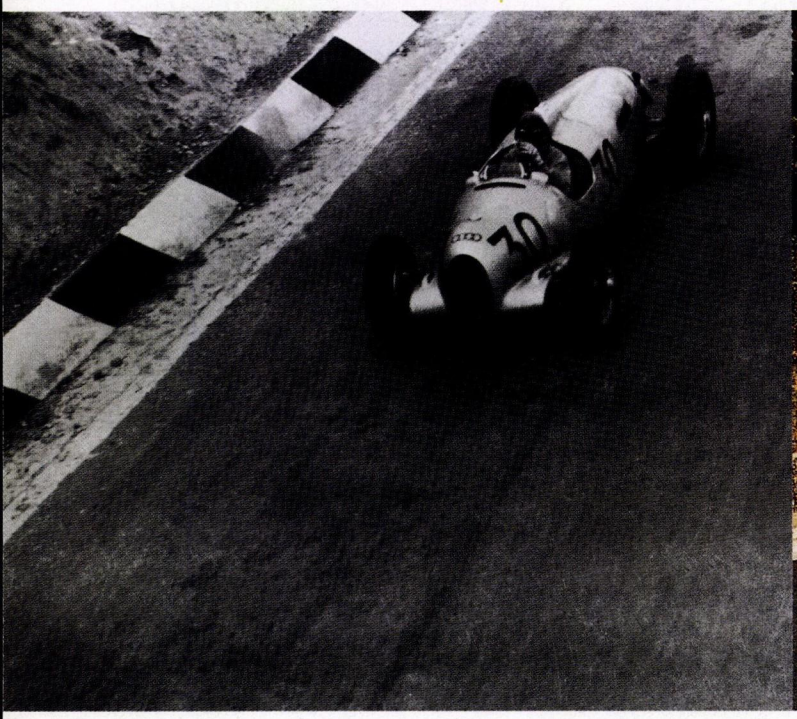
Bernard Cahier; map courtesy of Adriano Cimarosti

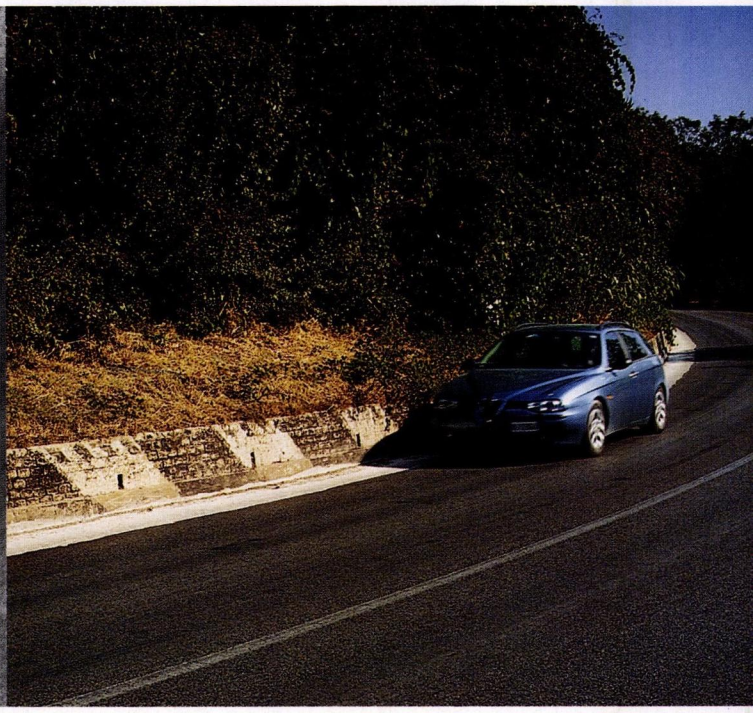


More rally stage than GP circuit, but uphill S at Spoltore threads the same path as when Masten Gregory hurtled through in his Centro-Sud Maserati 250F



Bernard Cahier





Bernd Rosemeyer's foot, as always, is flat as his Auto Union tackles the uphill drag towards Spoltore. The paint chequers which guided him are still visible

National Motor Museum

rubber mingling with exhaust fumes.

Or so I imagine. But imagination is a quality I'd have been better advised to leave behind. Believe me, the residents of Spoltore were perilously close to the action. Close enough to see into the cockpit of their heroes. Too close to utter more than a single-syllable oath should two open-wheeled racers knock each other onto unknown trajectories. Still, those brave enough to watch that sportscar race in 1948 were privileged to witness the arrival of a special Italian talent in an Italian car. It helped eradicate memories of the pre-WWII races that had seen German machines win the Coppa Acerbo five years on the trot. (In 1948, fascist ruler Captain Tito Acerbo was no longer commemorated, and the race was simply known as the Pescara GP.)

'Half its length demanding every last bhp, the other half extracting every last ounce from the driver; it's half Reims sequence, half dream sequence

There is a brief, steep plunge from Spoltore before the track climbs once more and snakes through Villa St Maria where the circuit reached peak altitude. The next mile or so is a gradual descent where the predominant factor is not car control, but bravery. Sunlight through the trees projects a chequerboard of shadows, heightening one's sense of speed. How confident are you in your brakes? Best decide soon, because the road is falling away at a rate now, and soon after a gentle left, you can suddenly find yourself carrying far too much speed into a hairpin, whose camber varies between sulkily unhelpful on entry to severely warped on exit. It's the sort of corner where Moss – a man who used brakes as much as throttle to alter his line into slow and medium-speed corners – would have excelled, could make up time, even on Fangio.

The entrance into Cappelle is tight, with its houses butted up to the road, offering another spectacular view for the spectators, but little choice in terms of racing line. To have your points of reference that close on either side could have been exhilarating for drivers, had they had time to register it. Instead, they were focused on the 90-degree left-hander ahead which, if taken wrongly, could waste heaps of time at the downhill hairpin that immediately followed.



Some details still exist, such as this original mile marker

As we set up the photograph of this hairpin (the opening shot in this feature), we catch the attention of the quiet, retired residents of quiet, retired Cappelle, who sit outside the little cafes, playing cards. But after I have driven past them 10 times or so, the novelty wears off and they return to their games.

This hairpin was the final challenge of the circuit, for the aces at least, who could now go flat out down the hill and onto the back straight. Of the old 'Flying Kilometre', there is no demarcation. That is no surprise, for it was not an officially-named part of the course. But it was here that Moll perished when, put off line at 175mph by Mercedes newcomer Ernst Henne, he lost control of his Scuderia Ferrari-run Tipo B Alfa. And it was here, 16 years later, that Fangio was clocked at 192mph as his Alfa Romeo 158 headed for victory. Quite how he had enough brakes or, indeed, braking distance, to get the car safely round the corner and onto the pit straight is baffling, even to one who acknowledges him as one of the top six GP drivers of the postwar era.

But then again, if Fangio had been a mere mortal, he would have thought twice about tackling Pescara. For it offered a unique challenge: half of its length demanded every last bhp from the straining engines, the other half extracted every last ounce of talent from the driver: it's half Reims sequence, half dream sequence.

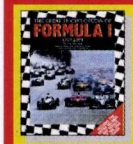
At just under 16 miles, Pescara will remain the longest circuit ever to host a world championship grand prix. That it enjoyed this privilege just once does not matter in the slightest. Just as a driver should not be judged by statistics alone, so a circuit should not be judged solely by its status. A course that boasts a winner's roster of Campari, Varzi, Nuvolari, Luigi Fagioli, Bernd Rosemeyer, Fangio and Moss has, in my eyes at least, little to prove. M

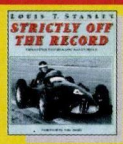
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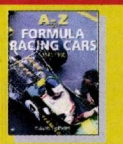
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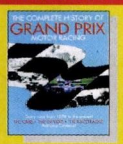
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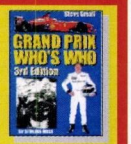
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RACING

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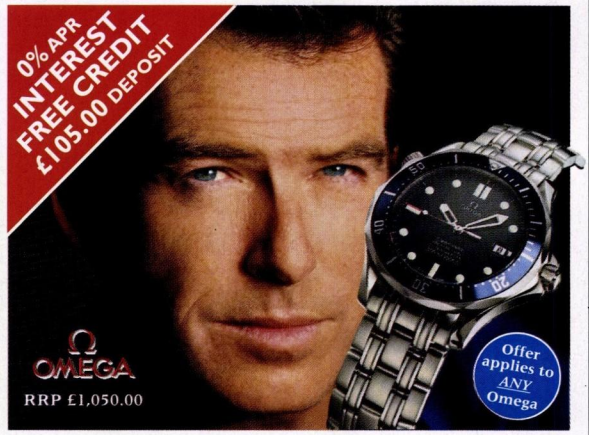
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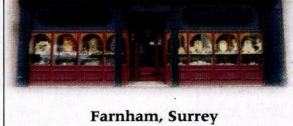
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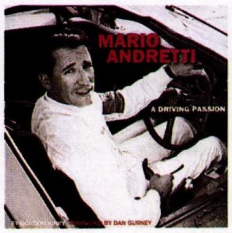
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MARIO ANDRETTI – A DRIVING PASSION

BY GORDON KIRBY
ISBN 1 893618 12 9
Published by David Bull Publishing, £21.99 (s/b)



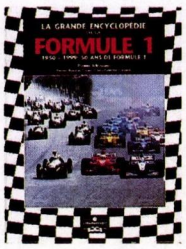
THE PERFECT BLEND OF author and subject? Probably. Gordon Kirby is renowned for letting his subject do the talking and then linking the quotes with facts and well-judged statements. That allows a driver of eloquence like Mario Andretti to inject his own style into Kirby's content.

Thus the entertaining tales in *A Driving Passion* are often humorous, occasionally poignant and – given Andretti's astonishing versatility – always authoritative.

Some of the book's wonderful pictures can be seen elsewhere in this magazine, but that is just a small sample. There are many more of similar quality and diversity. As a great work on an amazing driver, this deserves a place alongside Doug Nye's *Stirling Moss: my cars, my career.* **DM**

LA GRANDE ENCYCLOPEDIE DE LA FORMULE 1 1950-1999

BY PIERRE MENARD
ISBN 2 940125 18 X
Published by Chronosports Editeur, £75



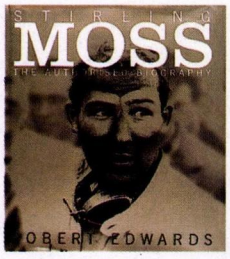
THIS MONSTROUS, TWO-tome box set joined the burgeoning statistical archive in time to celebrate the 50th anniversary of the Formula One World Championship. Fittingly, despite the language barrier (it's written in French) it is the best available, such is the level of factual detail contained within.

Introductions by Bernard Cahier (photos) and Nigel Roebuck (words) serve only to add to the book's authenticity.

If your French isn't up to scratch, the 1200-plus photos and the fabulous colour drawings of every car to have graced a grand prix grid should suffice, let alone the plethora of results involving drivers, cars, chassis numbers, engines, circuits, qualifying times, lap charts and reasons for retirement. I could go on... **HH-F**

STIRLING MOSS – THE AUTHORISED BIOGRAPHY

BY ROBERT EDWARDS
ISBN: 0 304 35904 1
Published by Cassell & Co, £30



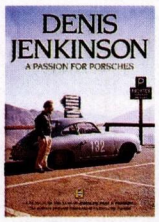
AS SPORTING ICONS GO, they don't come bigger. Sir Stirling Moss OBE dominated motorsport in all its forms 40-odd years ago, yet he remains held in great affection by fans old enough to remember and young enough to want to know. Jockeys, footballers, and boxers of the era were left trailing in his wake in the race for public attention.

This beautifully crafted book unravels the real Moss. The Moss who used being bullied at school to his advantage; the Moss who discovered a genetic desire to win and the Moss who suffered traumatic physical and mental trauma following his headline-grabbing crash at Goodwood in 1962.

With personal anecdotes and unseen imagery, as well as unparalleled co-operation from Sir Stirling, this authorised work sets new standards in sporting – let alone racing – biographies. **HH-F**

A PASSION FOR PORSCHES

BY DENIS JENKINSON
ISBN: 185960840
Published by Haynes Publishing, £19.99



WHETHER OR NOT YOU ARE a Porsche fanatic, you should get enormous enjoyment from this book. Jenks, more than any other writer, can make one yearn for the days of freedom on the Europe's roads and for long continental journeys at high speeds.

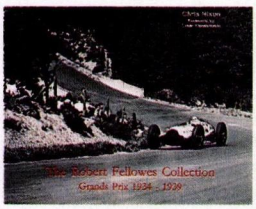
When he took delivery of his first Porsche, a 356, he gave me a demo of Porsche cornering, without the swing axle rear-suspension putting the car on its roof – which DSJ does not shirk from describing when it happened to Porsches owned by friends.

Indeed, although the book is an appetising feast for true-believers, Jenks is in his usual critical mood about the defects of the earlier Porsche 911, which he found inferior to the 4.2 Jaguar E-type.

Another reason why you should enjoy buying this book is that royalties go to BEN, the Motor Trade Benevolent Fund which looked after Jenks in his final days. Reading *A Passion For Porsches* again I could not put it down. **WB**

THE ROBERT FELLOWES COLLECTION – GRANDS PRIX 1934-1939

BY CHRIS NIXON
ISBN: 0 85184 066 3
Published by Transport Bookman Publications, £39.95



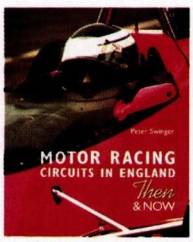
PAINSTAKINGLY EDITED by acknowledged pre-war grand prix expert Chris Nixon, *The Robert Fellowes Collection* is a wonderful assortment of images from the continental grands prix of the period 1934-39. Fellowes' work remained unseen for many, many years – he died from war wounds in 1945 – until purchased at auction by contemporary historic collector and racer Neil Corner.

The collection captures the spirit of pre-war racing and features snapshots of many of the era's gods – Nuvolari, Caracciola and Rosemeyer, as well as the fearsome racing machines produced by Auto Union and Mercedes.

The quality of the photography improves throughout the book and each image is accurately and insightfully captioned by Nixon. **HH-F**

MOTOR RACING CIRCUITS IN ENGLAND THEN AND NOW

BY PETER SWINGER
ISBN: 0 7110 2796 X
Published by Dial House, £19.99



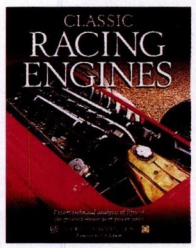
THOSE WITH AN AFFINITY for motorsport cannot fail to recall affectionately the great British circuits on which many of the UK's finest races have been fought. But if you're not familiar with *every* circuit in the country, this is the book for you.

From Aintree to Whitchurch, 38 venues are examined with superbly researched and easy-to-read historical synopses, including defining moments in each circuit's life. Diagrams, archive photography and event programmes of the period complete the analysis. The book is up-to-date and includes Rockingham Motor Speedway.

An excellent potted-history of Britain's eclectic mix of racing venues and one which ought really to find its way on to the bookshelves of anyone with an interest in the history of the sport. **HH-F**

CLASSIC RACING ENGINES

BY KARL LUDVIGSEN
ISBN: 1 85960 649 0
Published by Haynes Publishing, £25

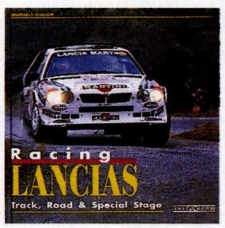


A BOOK DEVOTED TO THE technicalities of 50 significant racing engines from the early 1900s to the present day is a departure from the Ludvigsen driver biographies to which we have become accustomed. This book charts the development of the major grand prix and sportscar powerplants that have shaped the sport, and helps unravel the complexities of everything from the pre-war supercharged 6-litre V16 Auto Union monster to the 1000bhp, 1994 Indy 500-winning Mercedes 500I.

The in-depth text, excellent cutaways and technical drawings and specification tables are proof that Ludvigsen has researched his subject thoroughly, but as for the general appeal of a black-and-white book about engines, I'm not so sure. **HH-F**

RACING LANCIAS – TRACK ROAD AND SPECIAL STAGE

BY GIANCLARLO REGGIANI
ISBN: 88 7911 236 8
Published by Giorgio Nada Editore, £24.99

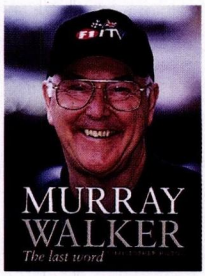


PERFECT FOR HARDENED *Lancistas*, this photographic celebration of the Turin marque and their competition pedigree scratches the surface of 50 years of Lancia race and rally cars.

With moody, studio-esque detail shots of the cars, followed by brief technical specifications and a picture gallery of each car in its heyday, it doesn't pretend to be an authorative marque history. The text is minimal and eccentrically translated. It is a pick-up-and-skim chance to rekindle great memories of some of the sexiest-looking cars ever to grace stage and track: from the D50 grand prix beauty through to Stratos, 037 and Delta rally cars, and the mid-80s Group C LC2 sportscar. Its elegance and style make this one for the coffee table rather than bedside table. **HH-F**

MURRAY WALKER – THE LAST WORD

BY CHRISTOPHER HILTON
ISBN 1859608515
Published by Haynes Publishing, £14.99



THE LAST WORD? NO, because Murray's own reminiscences will eventually be with us. Maybe this book should instead have been called 'Murray Walker – the last word but one".

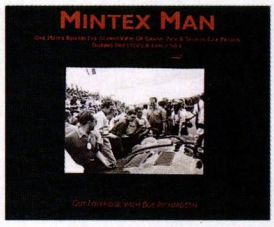
Presumably Walker's own forthcoming effort is the reason why there is no input from the man himself in this book. But most of the leading figures from his commentating career have been interviewed.

There are few of the revelations that we might expect from a biography, but to give Hilton his due, the subject matter doesn't help. After all, there are no real secrets concerning Murray Walker, surely the ultimate heart-on-sleeve enthusiast.

It's an affectionate (would you expect anything else?) look, at Walker's life, accompanied by some surprisingly good archive photos and, of course, plenty of those infamous 'Colemanballs'. **MS**

MINTEX MAN

BY GUY LOVERIDGE & BOB RICHARDSON
ISBN 1-900113-01-5
Published by Douglas Loveridge Publications, £27.50



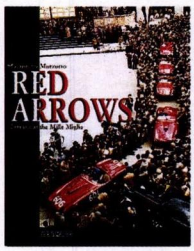
DRIVERS ALWAYS GET the glamour, but we know racing depends on people behind the scenes.

In the 1950s and '60s, one of these was Lionel Clegg, whose job with Mintex meant he worked and socialised with Mike Hawthorn, Peter Collins, Reg Parnell, Duncan Hamilton – all the figures in British racing at the time. He was rarely without a camera, and this is a collection of candid pictures of his racing life here and abroad, especially Le Mans.

They're not great art, but they are a fascinating record of life in the pits and on the test track. Panics in the paddock, worried confabs in the pits, drivers at leisure, team transporters – all the small uncelebrated details which pass by unless caught by someone on the inside. And most shots are in colour, making them a rare and atmospheric glimpse into long-gone days. **GC**

RED ARROWS – FERRARIS AT THE MILLE MIGLIA

BY GIANNINO MARZOTTO
ISBN 88 7911 240 6
Published by Giorgio Nada Editore, £50



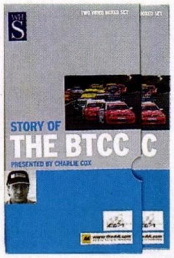
FERRARI HAS A MAGNIFICENT record on the legendary Mille Miglia – eight wins between 1947 and 1957. Originally published in 1987, and authored by the '50 and '53 winner (both occasions in Enzo's cars) this is a detailed account of those glory years.

This greatly revised and expanded version is a very worthwhile investment. Packed with rare photographs, driver reminiscences, biographies of Ferrari victors, stats on all its race entries and with a preface by *Il Commendatore*, I cannot do justice to the wealth of material available here.

Best of all is the section devoted to previously unpublished period technical reports and documents, including Alberto Ascari's hand-written pace notes. This is an invaluable volume for historians. **IM**

STORY OF THE BTCC

PRESENTED BY CHARLIE COX
Produced by Octagon CSI Ltd for WHSmith, 120min running time. £16.99



IGNORE COVER IMAGES FROM 2001: this double video reviews the BTCC's Super Touring era (1991-2000). when it was the UK's most exciting race series, and this is conveyed perfectly with great camera work, and consistently gripping on-board footage.

But we saw all that then. Rather than condense a huge number of races into less than two hours, something purporting to be a 'story of the BTCC' should retrospectively explain *why* things happened – drivers and teams reviewing their highs and lows, manufacturers describing the significance of success or failure in this arena, TOCA's Alan Gow explaining his evolution of the rules, etc. At worst, there should have been an analytical overview. There is none of this.

So don't believe the title; it's merely a compilation of great race action. **DM**



An aero-engined flyer

THE AERO-ENGINED CC, OF which I was once told I was president, seems to have died without trace. A pity! But VSCC racing continues to be enlivened by a goodly number of such cars. One of the worthy ones is the Hall-Scott Peugeot built by Richard Black, a Special made up of vintage components, and certainly not a replica.



Black's Peugeot Special on the grid at VSCC Mallory

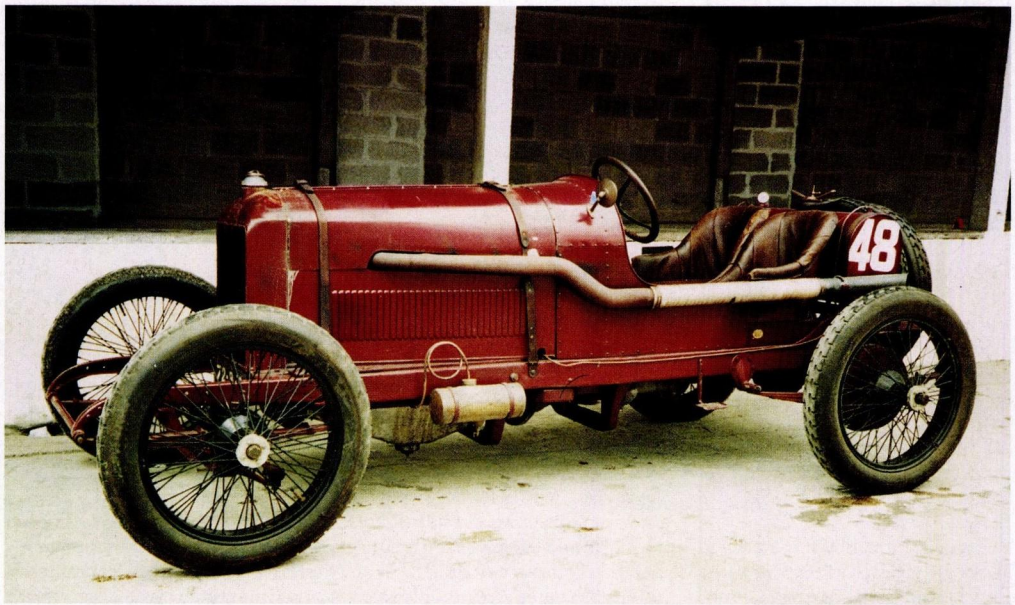
When I saw a picture of it in the VSCC Bulletin, I thought for a moment that one of the 1912/13 all-conquering 5.6-litre GP Peugeots had been found, or perhaps the 1913 Coupe de *L'Auto* 3-litre Peugeot which the son of French chocolate-maker Menier had bought. He refused FF60,000 for it when it came back to France after Arthur Duray had won the 1914 Indy 500 in it; alas, young Menier joined the Air Force as soon as war broke out and was shot down and reported missing. He came home three years later to find his prized possession had been sold for FF5000. But it turned out to be neither of these cars. Black built this car because he admired those pre-WW1 Peugeot racing cars which the great Georges Boillot drove so effectively.

Half a dozen or so years ago, Richard Black had acquired enough period pieces, mostly from France, to build a similar car, such as an original 1913 Type 148 Peugeot chassis with springs, radiator, gearbox, axles and some steering, brake and wheel components. This chassis was narrowed and shortened to match the GP cars, and the front axle reduced to comply. As none of the evolutionary twin-cam racing Peugeot engines was available, Richard installed a 1917 nine-litre four-cylinder Hall-Scott aero-engine.

The San Francisco manufacturer was early in the field of four-in-line water-cooled engines before concentrating more on six-cylinder and ohc V8 types. Introduced in 1912, the latter was then developed into the famous war-time V12 Liberty engine.

I had wondered whether the engine in Black's Peugeot Special could have come from the same Hall-Scott which Giulio Foresti built, before Chitty-Bang-Bang, for Count Lou Zborowski and which Lord Donegal, while he was at Oxford, found at Brooklands and used as an exciting road-going car. But presumably its crankshaft would have been altered to take a car-type clutch, whereas the engine in the Peugeot had not been altered. To obtain the higher gearing such a power unit prefers an 'over-drive' top gear, which was contrived by re-engineering the gearbox to drive through the layshaft and back through the output shaft.

This allows this desirable vintage Special to tramp on at more than 100mph with the engine turning at a mere 1000rpm. As Richard says, only for the foolhardy or very brave, as only rear-wheel brakes are available; which should warm Sadie Wigglesworth's heart. So, a fine fun-car, built from period parts and looking right, but never intended to be a 'grand prix original'.



Built with appropriate parts, the Hall-Scott Special has the look of the all-conquering 1912/13 grand prix Peugeots

The Bentley vs Bentley case

VERY DIFFERENT FROM THE CASE OF Lord de Clifford, which I related recently, was that of Bentley Motors (1931) Ltd vs Lagonda Ltd and W O Bentley, heard in front of Mr Justice Roxburgh in late 1946. It arose after Lagonda had advertisements in *The Illustrated London News*, *The Tatler*, *The Sphere Illustrated*, and *The Motor* in 1944. The advertisement which offended Bentley Motors had the words: "The products of LAGONDA and the designs of W O BENTLEY have always been fine fast cars... a proud possession... It is worth reflection that they have not always been large cars...". The word 'Lagonda' was displayed in large bold letters above that of 'Bentley'.

Bentley Motors were objecting to Lagonda using W O's name on the new twin-cam 2½-litre Lagondas, the old Bentley company having been absorbed by Rolls-Royce in 1931. W O Bentley counter-claimed for an injunction to stop the new Bentley company from interfering with the use of his name by Lagonda Ltd.

A Mr Phillips, who had been the Exhibition Manager of the SMM&T, said he had organised the Olympia Motor Show from 1919 to 1936 and the later Earls Court Exhibition, and handled trademark declarations. He knew the old Bentley company had gone into liquidation and in 1931 'Bentley' meant to him the name of a motor car; he did not know that Mr Bentley was the designer.

The judge said he thought the name 'Bentley' had originally been derived from the defendant Bentley and his brother, and was first used on motor cars in or about the year 1921. These cars and those in production up to 1931 had been designed under the superintendence of W O Bentley.

Mr Bentley had an agreement that if he left Rolls-Royce within 10 years of March 31, 1932 (he left on April 30, 1935) he had certain rights about the use of his name. "I admit I cannot follow the legal implications which appear to have overridden these," the learned judge said. Of the Lagonda advertisements he said that their "language appears sufficiently innocent, although not inserted in good faith, as Mr Bentley did not see the content before they were published.



LAT

The offending advert; a court ruled that only R-R had the right to WO's name

"The words which catch the eye," stated Mr Roxburgh, "are 'Lagonda' above and 'Bentley' below. It cannot have given Mr Bentley much satisfaction to have associated himself with the defence; the explanation, no doubt, is that he is apparently employed by the defendant company".

Defence counsel argued the *mala fide* advertisements were authorised by W O's '32 agreement. The judge said he never understood that argument and, as counsel abandoned it at an early stage of the case, he need not pursue it further. He found the general law governing trademarks was intended and he disposed of the defence; so there was not to be a Lagonda-Bentley. The 2½-litre Lagonda was designed by C W Sewell, with S Ivermee, who were part of W O Bentley's team.

The plaintiffs' counsel had an easy ride. W O's difficulty was that on joining Rolls-Royce in 1931 he signed an agreement that R-R had the right to use his name as a trademark for 10 years. They then contended that after W O had joined Lagonda as their technical director, he accepted a financial settlement allowing R-R the use of his name forever. This angered Alan Good, Lagonda chairman, who brought the case against R-R. It cost some £10,000 in legal fees, which Lagonda could ill-afford.

In such matters, legal luminaries consult past cases and I liked reference to one relating to footwear, in which the name 'Oomphies' was in contention. The judge held that it was acceptable, it not being a geographical name, so far as he knew or evidence showed, and, he hoped, not being a surname.

miscellany

A READER WHO STILL HAS THE MG TC he bought in 1967 has imported a J4 MG Midget formerly owned by Gerald Goyner. It is thought to be the car Luis Fontes ran in the 1933 TT, when it retired with a broken con-rod. The present reg no is TV 8371; confirmation that this *is* the ex-Fontes car is requested. Fontes achieved fame when he hired a Monza Alfa Romeo and won the 1935 JCC International Trophy race from Dixon and other top drivers. He bought the Alfa but later decided aeroplane racing was more fun.

* * *

I HEAR THAT THE ALLARD OC IS doing well, its rally to a restored steam railway at Pickering in Yorkshire producing three K1 Allards, a K2, a P-Model and a touring L-type, all apparently in nicely restored condition.

* * *

THE VSCC HELD ITS LAST hillclimb of 2001 at the challenging Loton Park venue last month, that course of many corners. FTD was made by Spencer Flack's 1952 Cooper-Bristol, in 62.88sec, a new class record. But a pre-war car (which is what the VSCC should be about), D Wenman's ERA R12B driven by Tony Stephens, was 0.78sec quicker – with a record for its class of 64.52sec – than a 1964 AC Cobra of 2890cc.

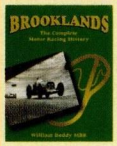
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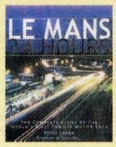
IN SPITE OF RISING CIRCUIT HIRE charges etc, Graham Chambers' season of sensible Austin 7 racing was successful, ending with Mike Gilbert the overall winner of the Phoenix Crankshafts Trophy by 1.3sec. Steve Whitby took the Dingo Award for the highest-placed road-going A7 and John Skevington won, from scratch, the Rawson Cup. Chambers was awarded the Dave Rees Trophy, for reflecting the true spirit of A7 racing.

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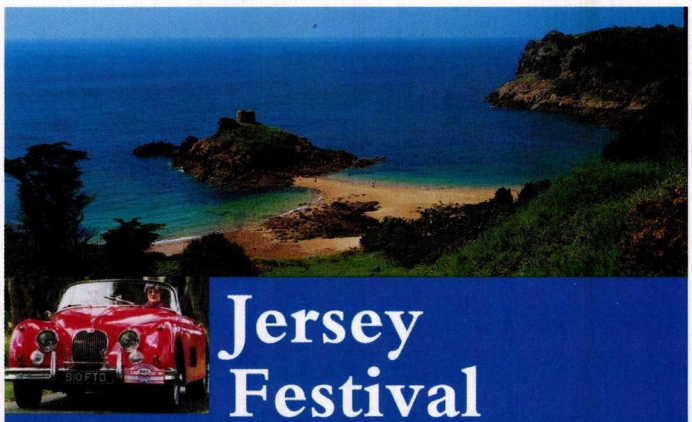
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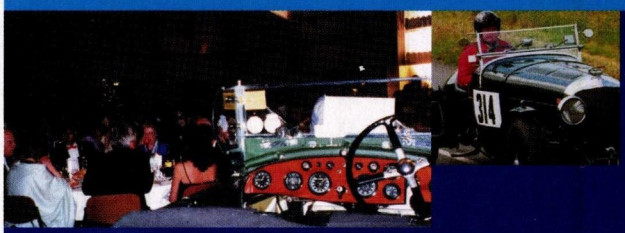
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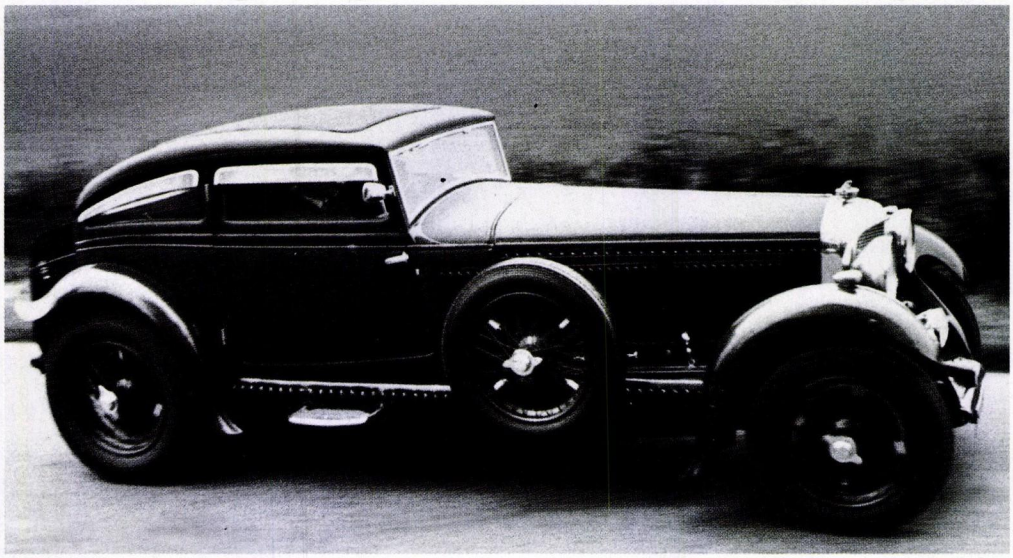
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Changing train of thought



LAT

Fabulous Gurney Nutting two-door coupé Bentley was previously accepted as being the famous Blue Train vanquisher

UNTIL RECENTLY THE SPEED SIX Bentley in which Woolf Barnato beat the Blue Train from Cannes to London has been recorded as Barnato's impressive Gurney Nutting two-door coupé. This enormously impressive car, Reg No GJ 3811, Chassis HM 2855, with sideways seat in its streamlined tail, has long been accepted as the one which, on March 13/14, 1930, arrived at the RAC in London 15 minutes before the famous express steamed into Calais. Now Bentley historian Michael Hay, in a recent article, debunks this, thus reversing his previous opinion.

In his *Bentley – The Vintage Years, 1919-31* (Dalton Watson, 1986, ISBN 0 901564 5), Hay quotes the above mentioned Bentley as the car with which the historic run was accomplished. At the time he reported it as virtually derelict by 1963 and rebuilt to a very high standard by Hugh Harben. But after the present owner Bruce McCaw asked Hay to research the car, Michael changed his mind and decided that Barnato had used not the coupé, but a normal four-door Gurney Nutting Weymann saloon Bentley, UU 5999, Chassis BA2592.

Hay bases this on evidence that the coupé wasn't passed off test and given its five-year guarantee until 10 weeks after the record run, and that Barnato himself said he had done this in a saloon. But Cuneo depicted the coupé racing the train in his famous painting, although the road and rail never ran together. This can be excused as artistic licence, but how could he have shown the incorrect car? He made a point of seeing both locomotive and car to get every detail correct, I believe. *The Autocar* did not however publish a picture of GJ 3811 until June 20, 1930, captioning it, "Capt Woolf Barnato and his latest Bentley sports saloon", with no reference to it beating the Blue Train.

Hay backs his assumption that a Speed Six saloon, not the coupé, was used by saying that Barnato had taken delivery of it in June 1929, had driven it over 16,000 miles in a year, and that a day after the Cannes-London run it was at Bentley's Kingsbury Service Station for a new starter bendix. Another author noted that if the coupé was used it would represent "the longest pre-delivery run on record". Hay maintains the coupé had not been built at the time of the run, a view backed by fellow Bentley historian Tim Houlding.

Ten years before Hay's book was published, the late Stanley Sedgwick painstakingly sorted out the pre-war Bentleys. He gave the coupé as being delivered in May 1930, whereas the run was in March.

All this surfaced when the so-called 'Blue Train' coupé formed the poster picture for the Pebble Beach *Concours d'Elegance* this August, at which both Bentleys were on display. The saloon had been found with a non-original body but the correct one was on another car, so was transferred.

Diana Barnato-Walker MBE, Woolf Barnato's daughter, who holds the unofficial Women's Air Speed Record at 1262mph, has asked me if MOTOR SPORT's readers can add anything. Can you?



Bill Boddy

Speed Six saloon is more likely to be Blue Train beater

miscellany

THE RILEY REGISTER IS ANOTHER club with an excellent *Bulletin*. The September edition has an article on the rare 17/30hp car, *Riley's Greatest Gamble* by Dr David G Stiles, the editor, and a nostalgic piece by the late Johnny Clough about his experiences in trials with Riley and Singer cars, the latter also in the VSCC's *Bulletin* edited by John Warburton – great editors think alike! The awards for the Riley Coventry Rally are too numerous to list in full, but the vintage closed and open 1926 and 1929 cars, of F Hodson and M McGuire, PVT ditto of M Mitchell and B Shepherd with 1936 Kestrel and 1937 Lynx, won their classes and the most original Riley was judged to be B Cassidy's 1932 Mentone. The long distance award went to a 1937 Continental and the overall winner was Hodson's saloon. The only Edwardian, A Tedder's 1911 V-twin Riley, naturally won its division.

* * * *

AT THE MAC'S AUGUST Shelsley Walsh hillclimb the fastest pre-war car was David Leigh's GN 'Spider' (41.79sec), the next quickest vintage car Westie Mitchell's GN-AC (43.61sec).

* * * *

ANYONE WHO REMEMBERS THE Shell films of the pre-war GPs, edited and produced by Bill Mason, with those great shots of the Mercedes-Benz and Auto Unions in action, should be delighted to learn that videos of them are now available in a set of three, covering the entire Mercedes racing activities from 1894-1936, 1937-1939 and 1945-1955. Total running time is approx three hours. The cassettes come in a neat carrying case and the set is priced at £45, from Motorfilms, as a David Weguelin Productions product, under Mason's copyright. Highly recommended.

Rolls-Royce's rivals

THERE IS GREAT INTEREST IN THE history of Rolls-Royce, especially when Sir Henry Royce was responsible for its perfection and it was an all-British car. Through the assistance of Peter Baines, Secretary of the R-R EC, I am able to divulge some more details of how Henry Royce compared his productions with other, possibly mildly rival, makes.

He did not ignore the notable successes of the Austro-Daimlers in the 1910 Prince Henry Trials, when they finished 1-2-3. Royce remembered the old Pipe, which Claude Johnson had once owned, with "a similar form of cylinder and arrangement of valves" (the A-Ds had ohc engines) but thought this "would be exceedingly impractical for a commercial engine – as I think all forms of overhead valve motion to be". However, by 1922 the R-R 20 was fitted with conventional push-rod overhead valvegear.

By October 1912, Royce had requested particulars of the 120hp six-cylinder A-D engine used by Cody in his aeroplane for the Military Trials. It was apparent that this engine used the push-pull means of actuating the overhead valves, as on four-cylinder eight-push-rod Salmson cars. He dismissed this aero-engine as "very good indeed but nothing wonderful", adding "...generally speaking a first-class job on orthodox lines seems preferable to freaks".

However, by 1925 Royce was aware that the Austro-Daimler "had some novel features which promised to compete with the R-R Goshawk (which became the push-rod ohv 20) and that its performance appears better than ours". He was also aware that "Bentley are evidently out to capture some of our trade", but told Johnson he did not think they would learn very much from buying a Bentley to test, as it was a high-performance car with four valves per cylinder and he considered that it would be difficult for it to turn out well for silence, rigidity of frame and many other features. Presumably he was thinking of the Bentley Big Six, against an Rolls-Royce Phantom I.

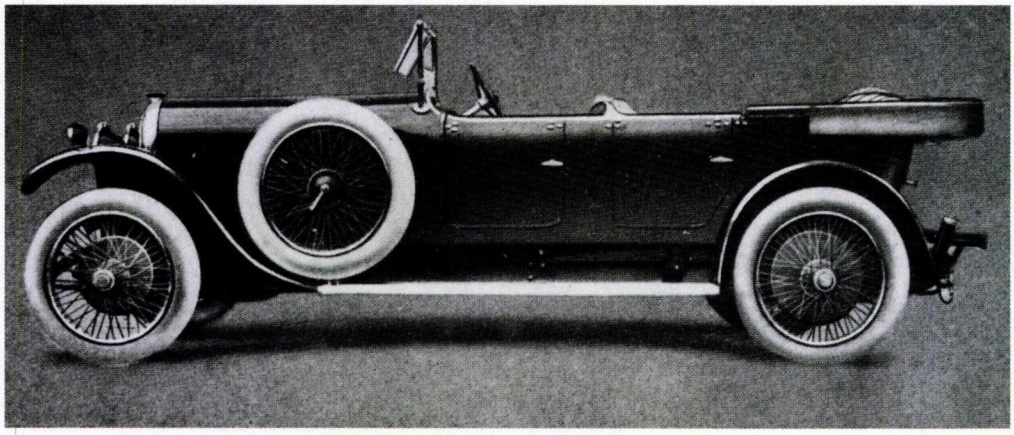
Royce was, however, anxious to hear what Hives thought of the 40hp Fiat and the 19/70hp Austro-Daimler. Through the courtesy of Mr Baines, and the R-R EC Archives, I can expand on what Rolls-Royce thought of these 1925 cars. As he was going to West Wittering, Sir Henry left Robotham ('one of my assistants')to try the cars, lent by Barker's.

Of the 2650cc A-D tourer, "its ohcamshaft and auxiliary drives were quiet, slight valve clatter was noticed, but exhaust boom drowned most of the not-excessive valve gear noises". There were two Zenith carbs. "The four-speed gearbox had an easy, rapid change, the gears reasonably good, but not sounding like ground gears. The clutch was heavy, shuddered, and was not good. Bad howl on overrun from back axle but suspension 'quite good', with little roll. Very lively car and flexible on top in London traffic! Engine very vigorous, but rougher than 20hp R-R under full torque." Top speed was only 58mph.

It was concluded that the only useful information was from the engine, which was more efficient than the 20hp R-R at the expense of sweet running. With twin carbs and higher compression ratio it would "not be very much inferior. A-D in class of Chrysler for performance and much above for general finish, with better steering but inferior brakes".

R-R queried the poor top speed, thinking it the low-geared non-sports model. Afterwards Barker's wrote to say George Newman & Co would guarantee 70mph from the car R-R had tried. "Either an inaccurate speedometer or bad driving had prevented this," George Newman, the racing driver, had reported!

By 1928 Royce was more concerned with suspension design. Lord Hives was going to the Salon and hoped to try Austro-Daimler's latest springing system and to sample the FWD Tracta. A Lancia had already been appraised, as had the Cottin-des-Gouttes, the latter "not liked enough to buy one." Next time we will see what Rolls-Royce thought of the Fiat Forty.



National Motor Museum, LAT

One of the cars Henry Royce saw as a possible rival in 1925 – the 19/70hp Austro-Daimler, slower but more efficient

miscellany

A PERSONAL MEMORY OF 'Wilkie' Wilkinson, who died recently. As he returned to the Paddock at Shelsley Walsh I said to him "You are in trouble!" "Why?" "You have just made a better time than the Guv'nor." I was referring to Kenneth Evans, of the Bellevue Garage team, whose racing cars 'Wilkie' looked after. No animosity of course, I was joking; 'Wilkie' was made a director of this likeable family equipe.



'Wilkie' with the Duke of Kent

* * *

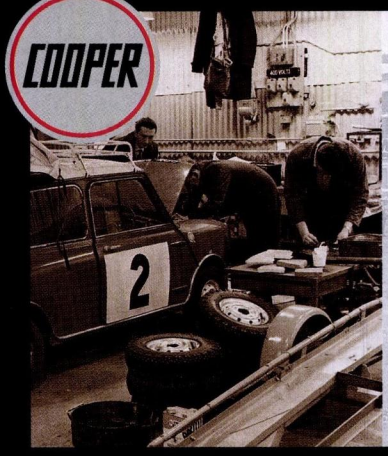
THE BUGATTI OC HAS A NEW edition of its Register of these cars. It is an impressive feat of research and compilation. Not only is the specification of each Bugatti Type, from 13 to EB110, and of the Bugatti-designed Peugeots from Type 19 Bébé to 201X, detailed, but there is incredibly complete data on owners' cars, both here and abroad, which includes neat pictures of most of these Bugattis.

There is a complete Type Numbers list with explanations, a sort-out of Bugatti cross-breeding, data on chassis plates and of Bugattis under British Reg Nos linked to Type and chassis number, this alone taking up six-and-a-half of the large pages. Formidable! Those interested, apply to the BOC, secretary Sue Ward.

I am so glad the Foreword is by Barry Eaglesfield because his *Bugatti Book* of 1954, which ran to four editions, started this valuable sort of thing and is still a bible today.

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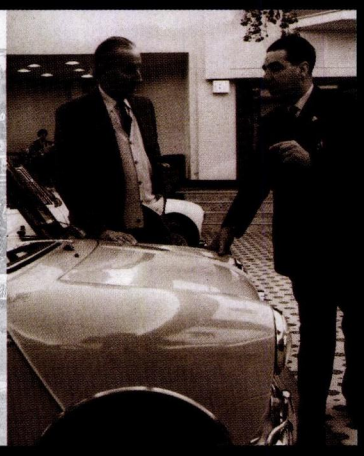
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PARTING SHOT

FORMULA THREE, 1968
Peter Gaydon in a Titan goes for the brave outside line around Reine Wisell at Mallory Park

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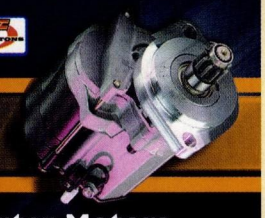


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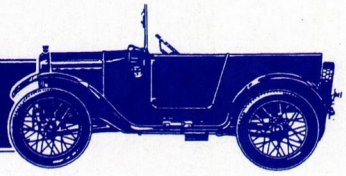
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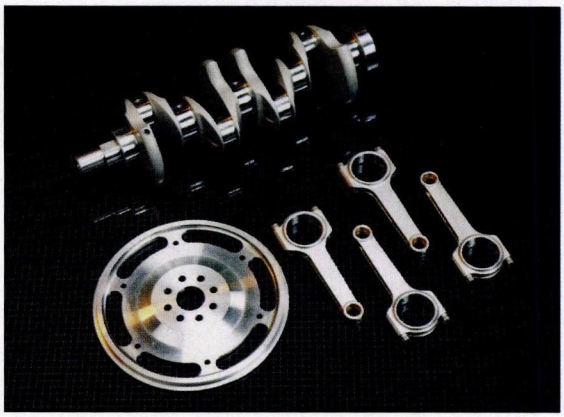
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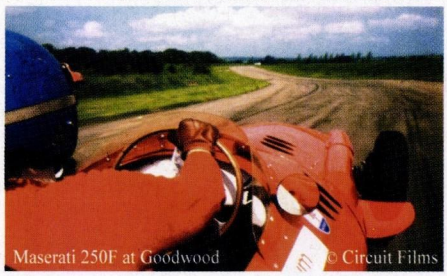
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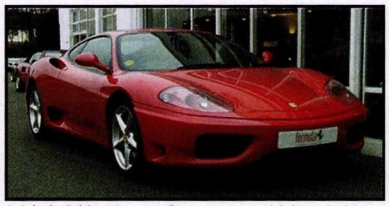
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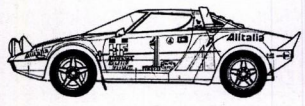
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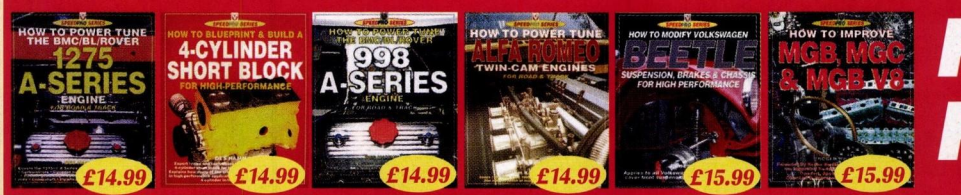


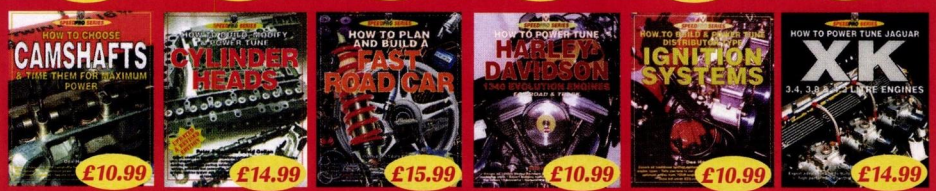


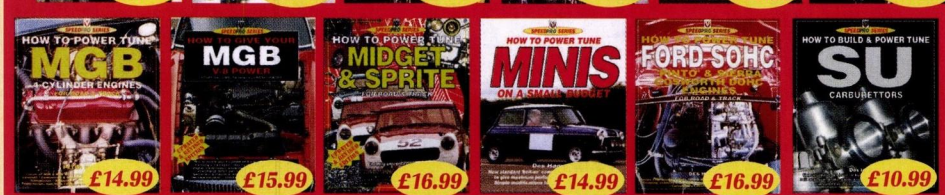
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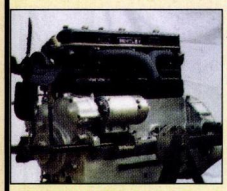
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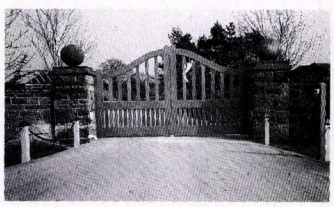
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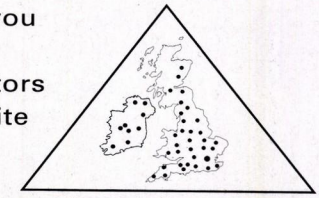


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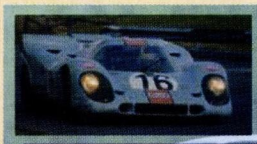
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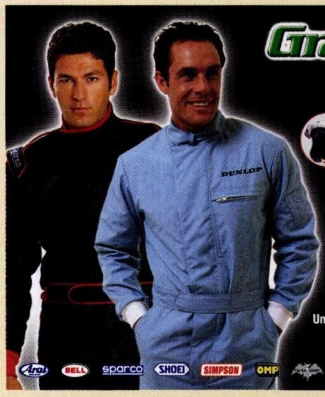
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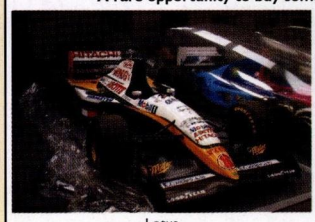
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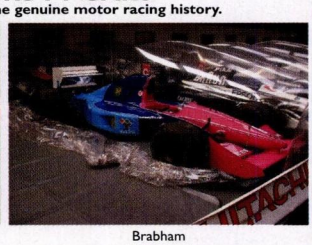
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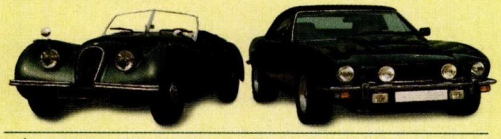
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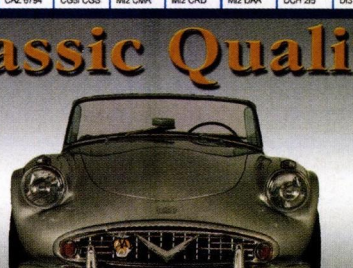
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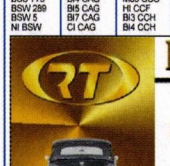
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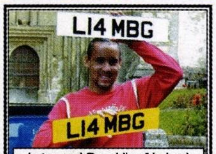
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NI JPD, NI JPF, MI2 JPG, MI4 JPH, NI JPK, SI JPL, DI JPM, MI4 JPM, TI5 JPM, JPN 935, 330 JPO, NI JPO, MI2 JPP, JPS 786, MI7 JPS, RI JPS, B20 JPT, BI JPT, NI JPT, SIII JPW, GI JRB, N5 JRB, VI JRB, NI JRC, MI2 JRD, MI2 JRE, BI7 JRG, CI JRH, GI JRH, VI JRH, B7 JRJ, MI2 JRK, MI2 JRL, NI JRL, CI JRM, H6 JRM, M77 JRM, 632 JRO, I45 JRR, MI2 JRR, 25 JRS, MI6 JRS, VI JRS, CI JRW, SI JRW, 22 JS, 99 JS, JS 9494, JS 9595, BI JSA, MI2 JSA, CI JSB, KII JSB, MI4 JSB, VI JSB, BI JSD, BI4 JSD, BI5 JSD, NI JSE, JSG 792, BI JSL, NI JSL, W4 JSL, MI4 JSM, A9 JSV, B8 JSV, B9 JSW, BII JSW, NI JTA, BI JTC, MI2 JTC, AI JTF, HI JTF, NI JTJ, MI JTK, H3 JTL, BI JTM, NI JTP, JT5I JTS, JTS 4, JTS 4G, BII JTT, I62 JTU, MI2 JTW, JU 33I5, JUD 63S, JUD IIIE, VI JUD, CI JUE, MI4 JUE, VI JUE, CI JUL, JU5I LET, JUL I3T, JUL IIIA, W7 JUL, BI9 JUN, CI JUN

NI JVR, JVS 944, JVS I, NI JVW, 8774 JW, 959 JWA, BI JWA, HII JWA, JWA 74, PI JWB, MI JWC, 6I8 JWD, MI2 JWD, MI2 JWF, BI JWG, NI JWG, BI JWH, SI JWH, B8 JWJ, NI JWJ, BP5I JWP, BI4 JWS, BI5 JWS, KII JWS, MI2 JWT, MI2 JWW, 5I JY, 96 JYA, AI9 JYB, HI JYS, III KA, AI7 KAA, JI KAB, MI2 KAC, MI2 KAD, MI2 KAF, MI2 KAG, NI KAG, MI2 KAH, SI KAH, JI8 KAJ, NI KAK, K444 MLA, M77 KAM, K444 PUR, MI2 KAP, CI KAR, K88 RLA, K88 ROL, K888 RAN, KAR 33M, MI2 KAR, B20 KAS, CI KAS, GI KAS, KA5I XXX, KAS 54M, KAS IIIF, SI KAS, CI KAT, GI KAT, K888 THY, VI KAT, KAV I, BI KAW, 33 KAY, CI KAY, CI2 KAY, DI KAY, DI2 KAY, GI KAY, JO5I KAY, K444 YES, M55 KAY, S20 KAY, SI8 KAY, XI KAY, KAZ 3, KAZ 35, KAZ 400, KAZ 63, KAZ 6808, KAZ 8064, KAZ 9, KAZ I80I, 47 KB, I369 KB, I KBA, NI KBB, KBD IN, 307 KBJ, 379 KBM, HI KBM, 7479 KC, AI2 OKC, M200 OKC, HI KCA, KI KCD

NI KDR, KDW 20, KDY IH, 55 KE, 203 KEA, K333 ANE, K333 ARY, K333 AST, K34 TES, MI2 KEB, AI7 KEC, MI2 KEC, K33 DDY, K33 DGE, K33 ERS, K333 ENE, KI3 ECH, KI3 EFE, K33 HOE, KI3 HOE, MI2 KEH, KEJ 78, C5 KEL, C6 KEL

NI KHW, KIJ 4000, K7 LTY, KI7 CHN, KIW 686, VI KJB, KJC 432, MI2 KJD, MI2 KJF, I KJG, BI KJH, BI0 KJH, BI4 KJH, BI7 KJH, V6 KJH, KJI 23, I KJJ, NI KJJ, HI KJK, MI KJL, MI2 KJL, M7 KJN, NI KJN, MI2 KJR

6I6 KPJ, 6 KPK, KPK 2C, I KPN, KPR 34, KPR 90I, KPU 689, NI KPW, 279 KR, 8220 KR, KRC I, 957 KRE, MI2 KRH, NI KRL, KRP 772, NI KRP, MI2 KRS, MI KRW, NI KSC, HI KSE, KSR III, MI KSW, AI2 OKT, KT 8034

V6 LAM, VI LAM, L20 LAN, L444 NGE, L4II DER, L88 NDY, L888 NCE, LAN 6, MR5I AND, MR5I ANE, MR5I ANG, MI2 LAP, L2 ARA, L44 RBY, L44 RKE, L888 RGE, L9 RCH, LI4 RBY, BI2 LAS, L45 KEY, LA5I TER, MI2 LAS, L44 TTA, L44 TTO

GB

G8 EST, G8 FLY, G8 JMH, G8 BOB, G8 FRY, G8 ROB, G8 URN, G8 EFC, G8 STE, G8 CAR, G8 JEF, G8 XKR

OTHERS AVAILABLE

DI KEL, P80 KEL, VI KEL, MI2 KEM, 26 KEN, K333 NCH, K333 NNA, KI3 NCH, S3 KEN, V8 KEN, VI0 KEN, VI2 KEN, K33 OGH, K33 OWN, KI3 OGH, MI2 KEP, CI KER, K333 RBY, KI ERR, MI8 KER, VI KER, CI KES, GI KES, KC5I REL, KE5I REL, AI KEU, K3 VSA, K3 VSP, S6 KEV, S9 KEV, VI KEV, VI2 KEV, 8I KEW, DI2 KEW, AI KEX, CI KEY, DI2 KEY, K33 YSE, K333 YES, K333 YTE, KEY 657P, KI3 YSE, KF II90, NI OKF, KFA 985, NI KFB, I KFD, I KFG, NI KFH, KFL 3, HI KFM, NI KFM, NI KFS, NI KFW, 26 KG, 60 KG, A9 OKG, M200 OKG, KGA 862

KJS 22, SI KJS, MI2 KJT, C7 KJW, MI2 KJW, PI KJW, A3 KJY, M200 OKK, KKG II5, AI KKR, A6 OKL, I3 KL, M200 OKL, MI2 KLB, MI2 KLC, NI KLC, MI2 KLD, NI KLD, MI KLH, MI2 KLH, MI2 KLM, KLP 287, MI2 KLP, AI6 KLR, MI2 KLR, NI KLR, KL5I KLS, KLS 3, AI6 KLT, NI KLV, MI2 KLW, 35 KM, 8602 KM, MI2 KMA, BI2 KMB, MI2 KMC, SI KMC, 279 KMD, MI2 KMD, HI KME, MI KME, 64I KMF, NI KMF, M8 KMH, MI2 KMH, SI KMH, MI KMJ, MI2 KMJ, MI2 KML, BI KMM, MI2 KMM, MI2 KMP, MI2 KMR, BI9 KMS, M200 OKN, KII APP, I KNH, 397 KNK, KI7 OXX

M200 OKT, AI KTB, KTK 9, KTR 630, 530 KTW, I KU, KUE 849, KUI 80, KUI 800, KI KUL, 452 KUR, I KUT, 3I39 KV, 6I2 KVA, 8 KVP, KVS 952, 6I4 KVT, I KVX, 7034 KW, NI KWC, 33 KWD, NI KWP, 3762 KX, M200 OKY, KYB I53, KYD 469, CI KYM, GI KYM, MI2 KYM, S2I KYM, S50 KYM, SI KYM, 3I LA, MI2 LAA, G5 LAB, L444 BAN, L66 BEL, VI LAB, 6 LAC, BI2 LAC, I4 CEY, MI2 LAC, PI LAC, BI7 LAD, DI2 LAD, I4 DY, L44 DDS, L44 DVA, L44 DWA, SA5I LAD, V8 LAD, MI2 LAF, BI LAG, L88 GAN, MI2 LAG, L444 HER, MI2 LAH, HI4 LAJ, DI AKE

L444 TTO, L444 TTY, MI2 LAT, B7 LAU, DI LAU, DI2 LAU, VI LAU, HI LAV, L444 VER, LAV 3R, VI LAV, DI2 LAW, L444 WES, MR5I AWS, N444 LAW, N800 LAW, S25 LAW, S30 LAW, S900 LAW, V6 LAW, VI2 LAW, B9 LAY, CI LAY, DI2 LAY, I4 Y, L444 YNE, L88 YLA, TI LAY, VI LAY, LA5I FKR, M200 OLB, 3 LBA, I LBA, NI LBB, AI LBD, I LBG, HI LBH, AI4 LBL, 2 LBS, 2I LC, I LCB, MI2 LCC, NI LCC, MI LCD, NI LCD, NI LCF, NI LCG, MI2 LCH, NI LCJ, MI2 LCM, NI LCM, HI LCN, 2 LCP, J900 LCP, MI2 LCP, MI2 LCS, NI LCT, BI6 LCV, MI2 LCW

LDN 79, HI LDP, NI LDR, MI2 LDS, NI LDT, NI LDW, I LE, LE5I AUX, M200 OLE, DI2 LEA, L33 AFE, L33 AHY, L33 ARY, L33 AVY, L333 AKE, L34 NNE, LI3 AFE, LI3 AHY, LI3 AVY, RI LEA, VI EAH, VI LEA, MI2 LEB, MI2 LEC, LI3 DDY, NI LED, C8 LEE, DI2 LEE, L33 ECE, L33 ETE, LI3 ECE, LI3 EKE, LI3 ESE, MR5I EES, T27 LEE, VI2 LEE, HI LEF, NI LEF, B8 LEG, L3 GGE, L33 GGE, LI3 GGE, MI2 LEH, L3I GHS, L3I TCH, NI LEJ, HI LEK, LEK 3I6, BI0 LEL, CI LEN, DI ENA, I ENA, L33 NCH, L333 NEY, LEN 444, LEN 722, R999 LEN, S2I LEN, T9 LEN, VI LEN, F63 LEO, L33 ONG, MI4 LEO, V6 LEO, VI EON, VI LEO, VI2 LEO, I LEP, LER 349, NI LER, LC5I CYS, LC5I EYS, LC5I LCY, LC5I LEY, LC5I TER, LE5I BOY, LE5I COX, LE5I CYA, LE5I CYB, LE5I CYC, LE5I CYD, LE5I CYE, LE5I CYF, LE5I CYG, LE5I CYH, LE5I CYJ, LE5I CYK, LE5I CYL, LE5I CYM, LE5I CYN, LE5I CYO, LE5I CYP, LE5I CYR, LE5I CYS, LE5I CYT, LE5I CYU, LE5I CYV, LE5I CYW

LE5I LYJ, LE5I LYK, LE5I LYM, LE5I LYP, LE5I LYR, LE5I LYT, LE5I LYW, LE5I LYX, LE5I LYY, LE5I TER, LE5I YCS, S22 LES, S26 LES, B20 LET, BI7 LET, LI3 TTS, LI3 VEY, MR5I EVY, CI LEW, L33 WRY, LI3 WER, MI4 LEW, VI LEW, VI LEX, DI2 LEY, LF I, M200 OLF, L4 LFB, NI LFB, LFC 58I, LFE 766, LFF 809, LFG 7, NI LFH, II LFK, NI LFM, 3 LFS, A9 LFS, G6 LFS, LFS 72, NI LFW, 27 LG, LGL I58, NI LGM, NI LGP, NI LGW, I LHB, LHB I, NI LHB, 2 LHD, HI LHD, II LHG, NI LHH, 785 LHK, AI LHK, NI LHM, I LHS, L8 LHT, NI LHW, LIB 544, LIB 88, LIL 7727, LI7 TLC, LII YOD, 8006 LJ, M200 OLJ, VI LJB, VI LJC, MI2 LJD, NI LJD, NI4 LJD, GE5I LJE, MI2 LJE, NI LJE, MI2 LJF, S5 LJF, MI2 LJG, BII LJH, MI2 LJH, SI LJH, VI LJH, AI4 LJJ, MI2 LJJ, NI LJJ, LJK I, LJL 550, MI2 LJL, NI LJL, BI2 LJM, CI LJM, VI LJM, I9I LJO, NI LJO, 2 LJP, MI2 LJR, NI LJR, CI LJS, MI2 LJS

NI LKH, AI LKJ, NI LKM, 7I LKN, I0 LKR, I00 LL, NI LLH, MI5 LLM, LLS I, AI4 OLM, LM I, 264 LMB, BI5 LMB, BI6 LMB, MI2 LMB, BI9 LMC, DI LMC, VI LMC, BI LMD, MI2 LMD, AI2 LME, MI2 LME, MI LMF, MI2 LMF, NI LMF, BI LMG, MI2 LMG, NI LMG, BII LMH, MI2 LMH, SI LMH, VI LMH, HI LMJ, MI2 LMJ, AI6 LMK, MI2 LMK, NI LMK, MI2 LML, NI LML, JI LMM, MI2 LMM, SI LMM, VI LMM, LMO I, MI2 LMP, MI2 LMR, BI LMS, BI4 LMS, R3 LMS, VI LMS, MI2 LMT, NI LMT, MI2 LMW, NI LMW, SI LMW, AI LMY, 5I LN, M200 OLN, AI LNL, I LNL, LNR 446, HI LNS, LO I, LI00 DGE, 53 LOJ, LOJ 596, LOJ 896, CI LOL, V8 LOL, DI ONG, LON 909, VI ONG, DI ORD, I0 RD, MR5I ORD, VI LOR, 20 LOT, BI7 LOT, VI LOT, CI5 LOU, J22 LOU, L6 UCA, L6 UCH, L6 UND, L6 UTH, L9 UND, L9 UTH, LI0 UCH, LI6 UGH, S22 LOU, S25 LOU, DI0 VEY, MR5I OVE, YE5I OVC, CI LOW, DI2 LOW, FA5I LOW, L8 WTH

20 LPO, 2 LPR, HI LPR, LPR IW, NI LPS, AI2 OLR, MI LRB, MI2 LRB, NI LRB, MI LRC, MI2 LRC, NI LRC, II6 LRE, I LRG, NI LRG, AI5 LRH, MI2 LRH, NI LRH, AI7 LRM, HI LRP, NI LRP, NI LRR, LR5I LRS, MI2 LRS, NI LRS, NI LRT, AI7 LRW, MI LRW, NI LRW, I LRY, AI7 OLS, M200 OLS, MI2 LSB, NI LSG, LSJ 2, HI LSN, B2 LST, LSU 827, LSV 736, LSV I66, 4 LT, BI GLT, LTC IY, BI6 LTD, 84 LTJ, AI LTJ, SI LTO, AI LTR, SI LUA, AI9 LUB, I LUB, JU5I UCY, LUD 927, LUI 5802, LUI 5803, LUI 5804, LUI 5805, LUI 5806, LUI 5807, LUI 5809, LUI 580I, LUI 5869, LUI 58I0, LUI 58I3, LUI 58II, MR5I UKE, VIII UKE, LIII NAN, MR5I UND, MR5I UNN, MR5I UNT, LIII SBY, LIII STY, HI6 LUX, 4I8 LUY, 8 LV, LVN 428, LVN 7I6, 35 LW, M200 OLW, I LWF, JI LWF, NI LWH, BI6 LWK, HI LWK, 64 LWP, BI LWS, I LX, LXI 750, AI LXJ, M200 OLY, 952 LYC, A4 LYC, L777 ELL, I YLE, MR5I YLE, EI80 LYN, I YNE

MI2 MAA, DI MAB, J900 MAB, M44 BEY, M44 BLE, M444 BEY, M444 BLE, M444 BON, M80 MAB, V40 MAB, M4 CCJ, M44 CER, M44 CRO, M444 CER, M444 CEY, MI4 CRO, VI2 MAC, CI MAD, G3 MAD, GI MAD, M4 DGE, M88 DDY, M888 DGE, M99 DGE, N22 MAD, VI MAD, XI MAD, B7 MAE, BI MAE, GI MAE, MI2 MAE, VI MAE, BI2 MAF, BI4 MAF, BI7 MAF, DI MAG, I8 MAG, M44 GOR, M444 GER, MAG 402V, MI4 GOR, W44 RDE, CI MAH, DI MAH, GI MAH, M44 HON, MI9 MAH, N9 MAH, PI0 MAH, S4 MAH, VI MAH, BI3 MAJ, BI8 MAJ, CI MAJ, M88 JOR, VI MAJ, CI MAK, GI MAK, M8 KDA, M888 KER, VI MAK, M444 LAM, M444 LDE, M444 LEK, M4I0 NES, MI4 LDE, S22 MAL, SI8 MAL, V6 MAL, BI7 MAM, CI MAM, GI MAM, MAM IN, VI MAM, M44 NLY, M444 NKU, M444 NLY

MI4 NBY, MI2 MAO, BI5 MAP, CI MAP, GI MAP, M44 PES, M44 PLE, M444 PLE, L300 MAR, M444 RRS, M6 RCS, M8 RYR, M88 RGE, M88 RTA, M888 RCH, M888 RCO, M888 ROO, M888 RSH, MAR I0A, MI7 ARY, N33 MAR, S22 MAR, S30 MAR, V50 MAR, V6 MAR, VI MAR, M444 SEY, MA5I COT, MA5I ERS, MA5I SCY, N60 MAS, M44 TON, M444 TES, M444 THW, M444 TTU, M555 MAT, MAT I43P, MI4 TEE, TI00 MAT, VI MAT, M4 VLE, M4 VND, M44 ULL, M444 UDE, M444 UND, M8 UDE, MAU 254, MI4 ULE, BII MAV, BI6 MAW, BI8 MAW, DI MAW, DI2 MAW, GI MAW, M44 WER, M444 WBY, P6 MAW, AU5I MAX, MI4 XEY, S400 MAX, DI2 MAY, M4 YDR, M44 NBY, M44 YLE, M44 YOH, M44 YOR, M444 YES, M444 YLE, M444 YOR, M88 YER, MI4 YLE, S3 MAY, XI MAY, MAZ 999, MAZ I085, MAZ I74, MAZ II, J6 OMB, MB I, R4 MBA, 4 MBC, MBC II, C5 MBE, I MBG, BII MBH, NI MBJ, NI MBK, T7 MBM, NI MBR, BI9 MBT, I MBT, NI MBW, MBZ 6666, 5283 MC, 8897 MC, MC 22, MC 3365, 4 MCA, BI6 MCA, 8 MCB, MI4 MCB, MI6 MCB, MCC 98, B20 MCG, G2 MCM, MCM 206, M66 NEE, BI4 MCP, MI2 MCR, NI MCR, M66 VEY, BI4 MCW, BI5 MCW, NI MCW, M200 OMD, MI2 MDA, MI2 MDD, NI MDD, NI MDE, MDF 520, NI MDF, BI8 MDH, V2 MDH, BI MDJ, 2 MDK, NI MDK, BI MDL, BI MDM, BI MDR, MDZ 900, 2737 ME, 8496 ME, M200 OME, M333 ADE, M333 ADS, CI MEB, DI MEB, GI MEB, P99 MEB, VI MEB, BI5 MEC

BI7 MEC, BI8 MEC, CI MEC, GI MEC, VI MEC, B20 MED, BI7 MEE, BI8 MEE, BI9 MEE, CI MEE, DI2 MEE, M33 EDS, MI3 ECH, MI3 EKE, MI3 ERS, MI3 ESE, VI MEE, DI MEG, GI MEG, K7 MEG, MI3 GAW, BI9 MEH, GI MEH, M3 HTA, M333 HRA, VI MEH, BI MEJ, MEK II, MI2 MEK, E242 MEL, ME5I MEL, SI8 MEL, SI9 MEL, VI2 MEL, CI MEM, GI MEM, SI MEM, VI MEM, FA5I MEN, M3 NUX, M33 NON, MI3 NON, I MEO, MI2 MEO, NI MEO, PI MEP, CI MER, M33 RCY, M333 RLE, M333 RRY, M333 RSH, M333 RYL, MER 50N, MI3 RCY, MI7 MER, BI5 MES, CI MES, ME5I FKR, VI MES, I68 MEV, GI MEW, M333 WES, MI3 WSE, VI MEW, M333 YER, 23 MF, 35 MF, MFB 96I, MI2 MFB, I MFE, I MFF, NI MFG, B9 MFL, BI MFL, NI MFL, NI MFM, MFN 343, NI MFR, BII MFS, MI2 MFW, NI MFW, MG 7840, MG I959, 8 MGB, BI6 MGB, C5 MGB, GI MGB, MI8 MGB, VI MGB, BI3 MGC, BI4 MGC, MI2 MGD, C7 MGF, GI MGF, MGF 39Y, VI MGF, BI MGH, II MGH, 2 MGJ, B4 MGJ, I MGJ, NI MGJ, NI MGK, NI MGL, H3 MGP, MGS 72V, MI2 MGW, 4425 MH, MHA 886, I MHC, 3 MHE, NI MHF, NI MHG, I MHJ, NI MHJ, NI MHK, NI MHL, BI MHS, MHS I62, PI2 MHS, NI MHT, MHW 44, NI MHW, 92 MHY, MI4 DAS, MIJ 83, MIL 8266, MI2 SER, 2000 MJ, YI MJB, M88 MJC, DI MJD, MJE 435, MJE 98, 6 MJF, CI MJF, MI6 MJF, VI MJF, VI MJG, LI7 MJH, MJI 24

MJI 4, MJI 95, CI MJL, GI MJL, VI MJL, DI MJM, GI MJM, J9 MJN, CI MJP, DI MJP, GI MJP, VI MJP, GI MJR, M30 MJR, VI MJR, DI MJS, GI MJS, M700 MJS, M800 MJS, VI MJS, BI6 MJT, GI MJT, MI4 MJT, N22 MJT, M700 MJW, SI MJW, VI MJW, XI MJW, 9000 MK, A7 OMK, MK 228I, MK 4000, MK 9000, MI2 MKC, MI2 MKH, I07 MKJ, 93 MKK, RI MKK, NI MKL, MKP 266, MK5I MKS, NI MKW, 6566 ML, 8 ML, AI4 OML, B8 MLA, RI5 MLA, BI MLB, BI6 MLB, BI2 MLC, BI8 MLC, MLE IV, MI2 MLF, MI2 MLG, BI MLH, MI2 MLJ, NI MLJ, MLO 295, MI2 MLR, MI2 MLW, 2522 MM, 422I MM, 447 MM, 83 MM, B9 OMM, MM 20, BI MMB, BI2 MMB, MI2 MMD, DI2 MMF, MI2 MMF, NI MMF, MI2 MMG, B8 MMH, LI MMH, MI2 MMJ, NI MMK, 264 MML, CI MMM, GI MMM, NI5 MMM, NI MMP, MI2 MMR, NI MMR, B6 MMS, B7 MMS, BI8 MMS, MI2 MMT, NI MMT, BI MMW, LI MMW, MI2 MMW, RI MMW, S4 MMY, NI MNC, 96I MNP, NI MNS, HI MNV, 562 MOA, MI00 BBS, MI00 BEY, VI2 MOD, M70 MOG, MI00 GER, 222 MOH, AI MOL, T3 MOL, VI MOL, MI00 NKS, VI MON, MI00 ORS, M6 RBY, M66 RAN, MI0 RBY, MI8 RGN, MOR I5S, DI4 MOS, MD5I EYS, MO5I AFA, MO5I LEY, MOS 5, MOS 50, BI8 MOT, MOT 509, M6 ULT, MI00 ULE, M8 WLE, MI0 WLE, MI00 WER, MI0 XOM, MI00 XEY, DI2 MOY, M88 YES, M9 YCE, 47 MP, MP 32, BII MPB, LI MPB, RI MPB, BI MPC, BI2 MPC

MI2 MPC, P6 MPC, NI MPE, MI2 MPF, NI MPF, B9 MPG, BI9 MPH, A2 MPK, MI2 MPM, SI MPM, NI MPN, NI MPO, MI2 MPP, 3 MPR, MI2 MPR, BI7 MPS, MPX IJ, MI2 MRA, DI MRB, MI9 MRB, VI MRB, MI6 MRC, MI2 MRD, MI2 MRE, MI2 MRF, BI0 MRH, DI MRH, MI4 MRH, S55 MRH, VI MRH, BI MRJ, B20 MRM, BI0 MRM, BI7 MRM, BII MRM, NI MRO, BI4 MRP, MI2 MRP, MI2 MRR, B20 MRS, BI5 MRS, BI7 MRS, VI MRS, DI3 MRW, H4 MRW, BI MSA, RI MSB, NI MSJ, B8 MSK, MSK 405, MSL 8I2, BI MSM, 2 MSN, B7 MSR, MI4 MSS, MST 800, 460 MT, 766 MTA, PI MTE, 834 MTF, NI MTF, NI MTH, I65 MTJ, NI MTJ, NI MTK, MI2 MTM, NI MTR, 700 MTT, I3I MTT, NI MTW, M200 OMU, DI MUM, HI4 MUM, K4 MUM, MUM 690, BI2 MUR, MII2 PHY, MIII RBY, MU5I AFA, MU5I ARD, MU5I ELL, MU5I KNK, MU5I OES, MU5I TDE, MU5I TOE, MUS IIIC, I4 MV, MV 3I0, NI MVC, NI MVH, NI MVM, A8 MVO, NI MVP, NI MVW, 5703 MW, 737 MW, H8 MWA, NI MWA, 22 MWC, BI MWC, MI2 MWC, NI MWH, NI MWJ, BI0 MWM, MI2 MWP, B6 MWR, NI MWR, MWS 227, L9 MWW, 7223 MY, M777 ALL, BI MYK, R5 MYN, M777 RNA, MIII MYS, MZ 3299, 9II N, I888 N, M200 ONA, MI2 NAC, BI0 NAD, BI7 NAD, CI NAD, NAD 33N, VI NAD, 8 NAE, N444 GLE, N888 GRA, NAG 902, NI4 GLE, MI2 NAH, N44 HAR, N444 HAR, N444 JMA, A4 NAL, N444 LLY, MI2 NAM, NAM 67, RI8 NAN, NAP I3R, NI9 PPY, VII NAP, N44 REY, N8 REY, N444 SON, NA5I SER, R90 NAS, V6 NAS, VI2 NAS, 5 NAT, J6 NAT, NAT 52A, X33 NAT, MI2 NAW, NAW 294, N44 YEE, N444 YAR, N444 YEE, NI4 YEE, 2 NBC, 2200 NC, 6I NC

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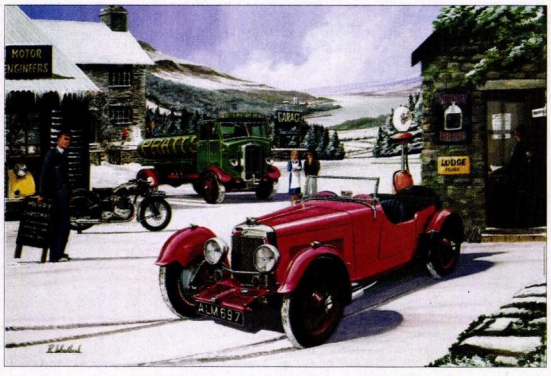
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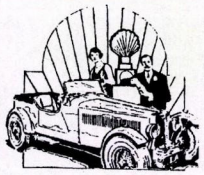
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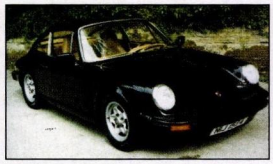


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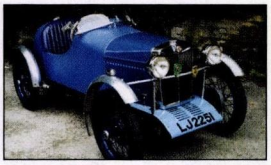
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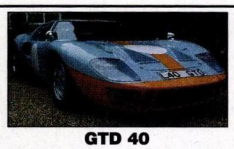


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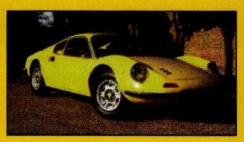
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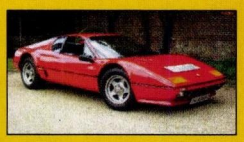
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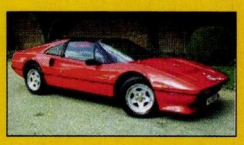
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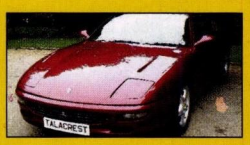
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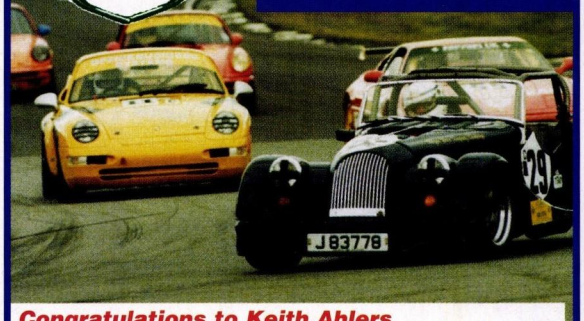
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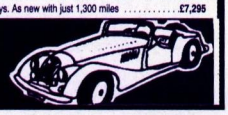
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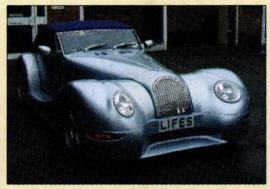
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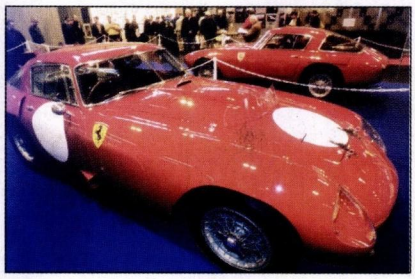
The International Classic Motor Show, 10 & 11 November 2001, will be bigger and better than ever as it opens a third hall for the very first time.

With visitor numbers increasing year on year to over 30,000, the UK's largest Classic Motor Show will now be able to offer visitors a whole new hall, packed with attractions, displays and new car clubs - many of which have never exhibited before.

The additional hall will mean a record 177 car clubs will exhibit at the event, reaffirming the show's position as the most important event in the classic calendar.

Over 1000 cars will be on display which will cover the whole motoring spectrum with entries from Bentley, Jaguar, Porsche, Aston Martin, TVR, Morris, Ford, Bugatti, Vauxhall and Austin, to name but a few.

Special attractions will include: the finals of three major concours - Jaguar, American Classics and Autoglym. The World's Lowest Vehicle will also be on display - a mini by name and a mini by nature. At only 24 inches from the floor, the stunning vehicle, owned by Birmingham - based Adrian Beale, is recorded in the Guinness Book of Records as the "World's Lowest Vehicle".



An area has been dedicated to Classic American Cars and their heritage from Pre 1950's Classics to Mustangs and Corvettes.

For the "hands on" enthusiast there will be the Restoration Workshop feature sponsored by Practical Classics Magazine and Frost Auto Restoration Techniques, with demonstrations throughout the weekend by Leeds College of Technology.

A range of fine classics will be offered for sale by some of the UK's top classic car dealers.

The Autojumble area, supported by Classic Motor Monthly, will be packed with over 300 stands offering bargains in parts, accessories, tools, models, books, literature, prints, paintings and much more.

The International Classic Motor Show will be held in Halls 5, 4 and now 3A at the NEC, Birmingham and is open from 9.30 until 5.30pm daily over the weekend of 10 and 11 November. Entry is just £8.50 for adults on the door. In advance tickets cost just £6.50, with further discounts available for families - just £17.00 for 2 adults and up to 3 children (in advance only).

Group bookings of over 10 persons receive a further 10 per cent discount (in advance only). The ticket hotline is 0121 767 4767. There is a transaction charge of 50p per booking and car parking is £5.00 per day.

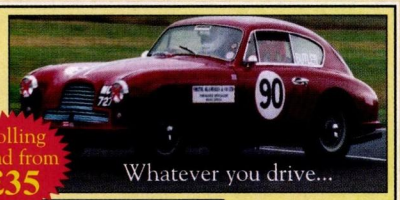
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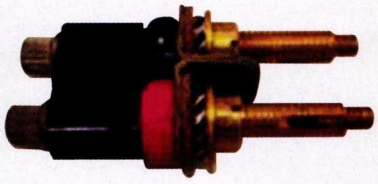
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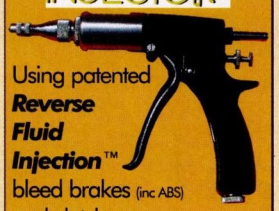
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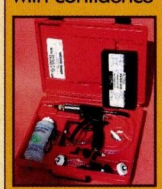
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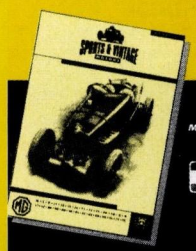
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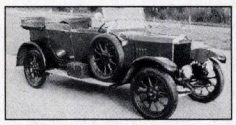
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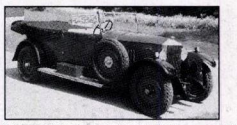
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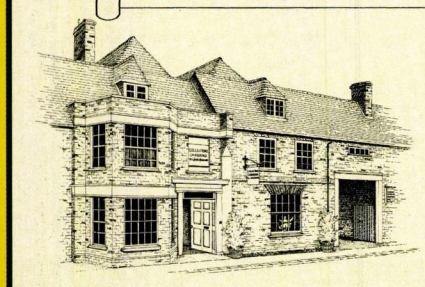


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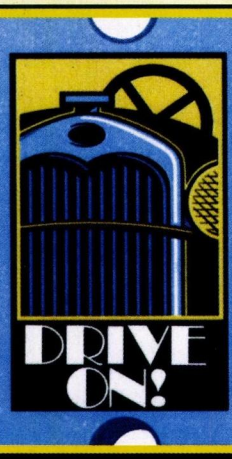
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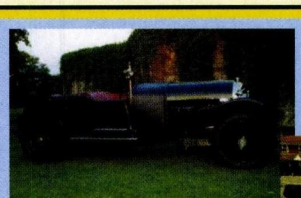
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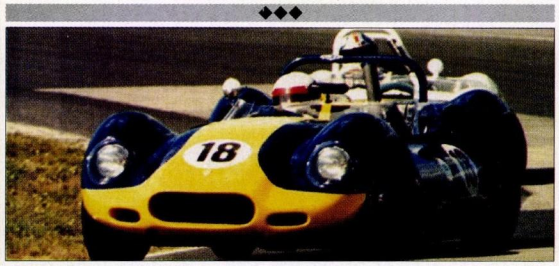
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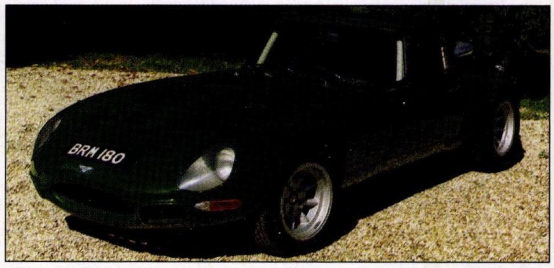


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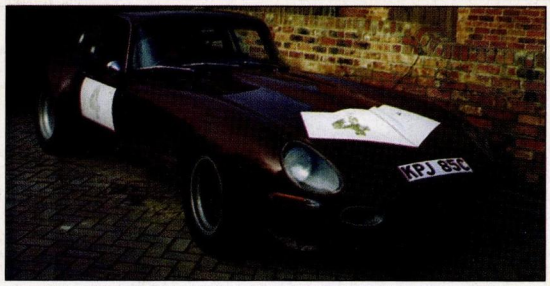


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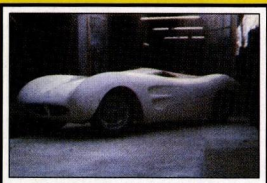
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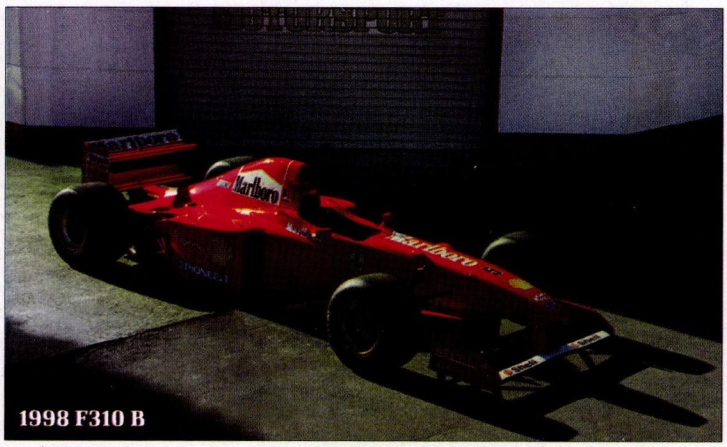
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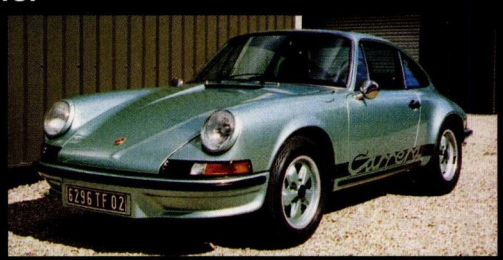
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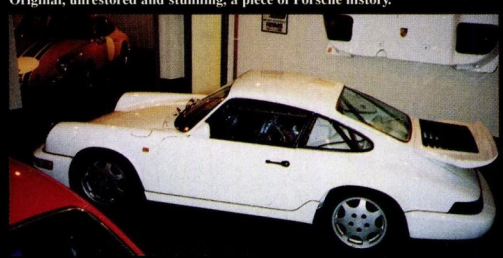
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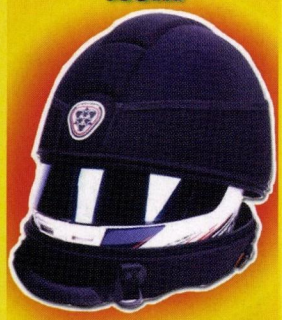
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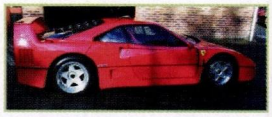
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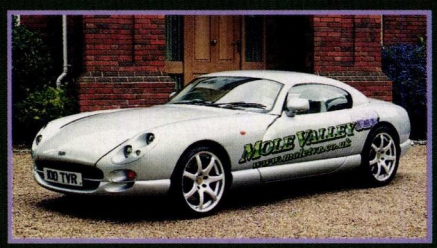
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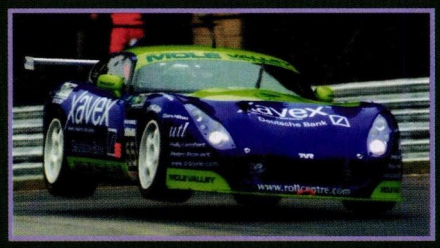
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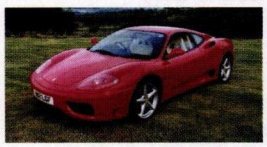
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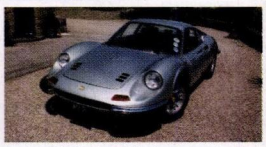
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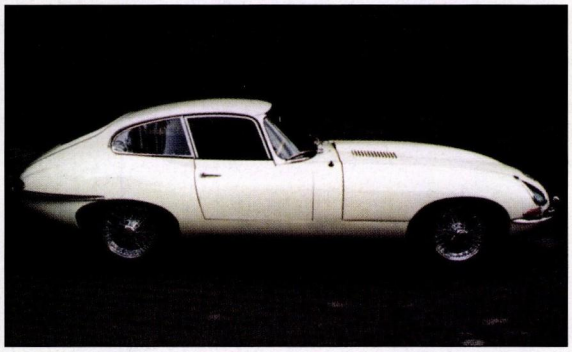
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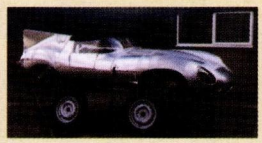
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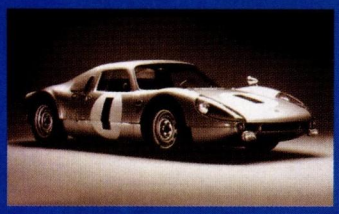
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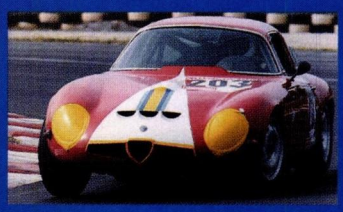
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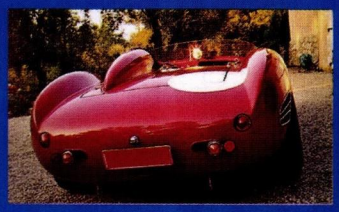
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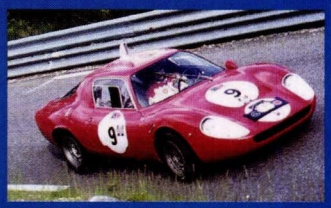
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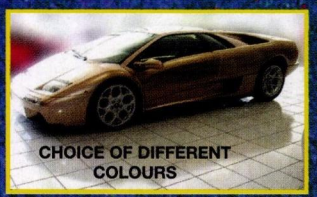
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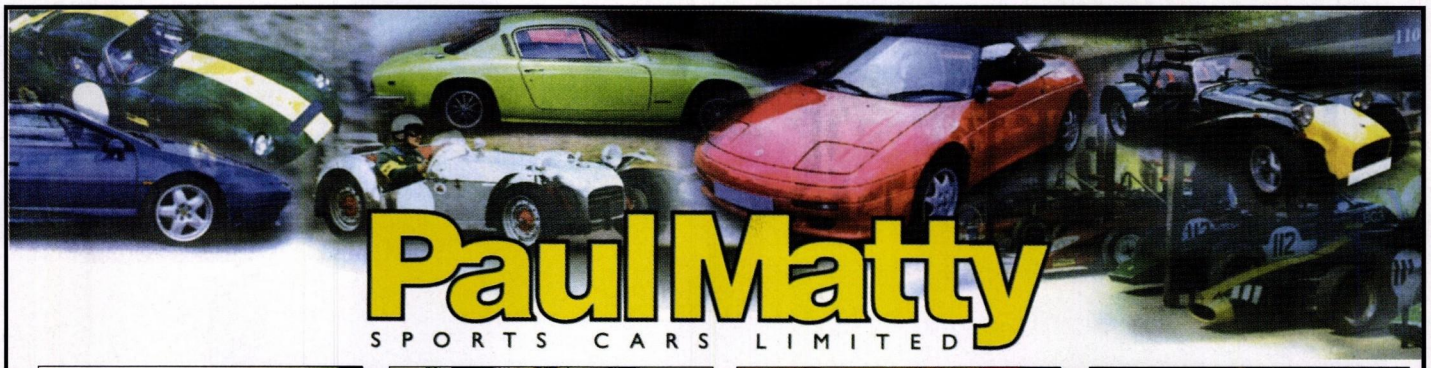


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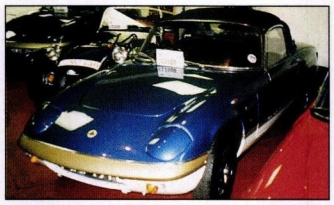


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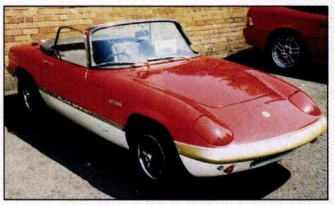
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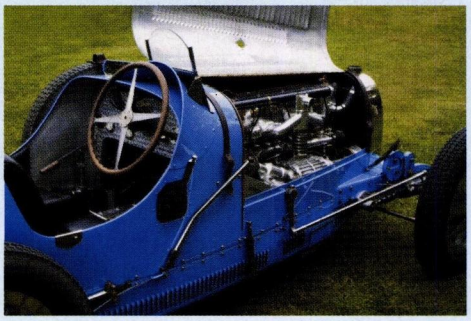
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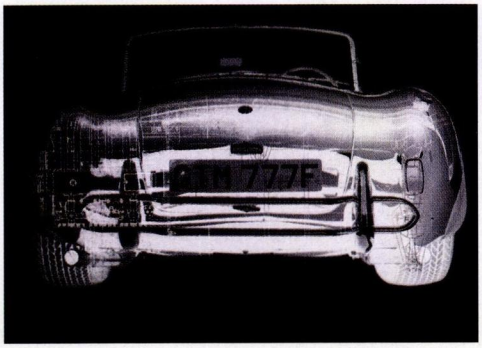


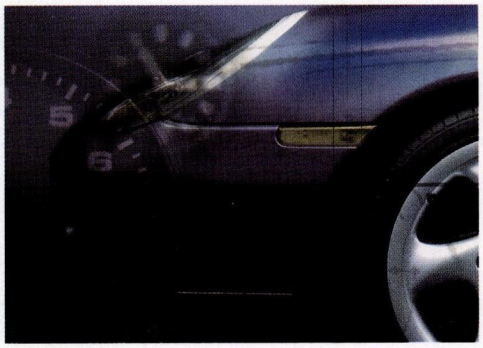
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1997 PORSCHE 993 TARGA SILVER 30000 miles
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1996 PORSCHE 993 TIP COUPE MET BLUE 22,000 miles
1995/6 PORSCHE 993 COUPE SILVER 22,000 miles
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1980 FERRARI 308 GT4 RED 78500 miles
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1975 FERRARI 308 GT4 RED 63000 miles
1974 FERRARI 365 GTB/4 BOXER RED 16000 miles
1972 FERRARI 246 GT AZURE 48000 miles
1967 FERRARI 275 GTB4 RED 27000 miles

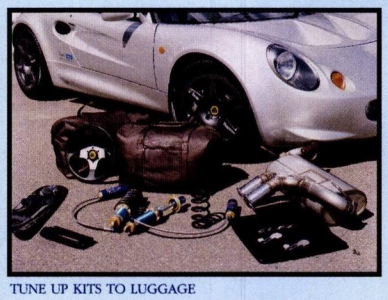
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For over 30 years Bell & Colvill have been closely involved with Lotus, being the longest serving dealership we love and understand the marque. If you too are a Lotus devotee then a visit to our Horsley showrooms is well worth while.

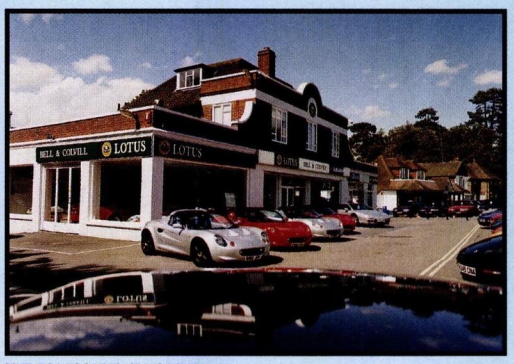
The open country roads around our garage provide the best place to test drive one of our demonstrators- Esprit V8-GT, new Elise, Exige or the 340R. If you are interested in a second-hand first rater, then we have a large stock from which to choose. To complete your visit a look around our shop is a must, as it is packed with all things Lotus.

If you wish to enhance the performance of your Elise, then Bell & Colvill can put you on the right road or track! Call us on 01483 281000 and we will happily send you our free, comprehensive modifications catalogue. This gives details and costs of tweaking your road car from a basic level, right up to full race specification. For those of our customers that live further afield our parts department offer an unsurpassed worldwide delivery service.

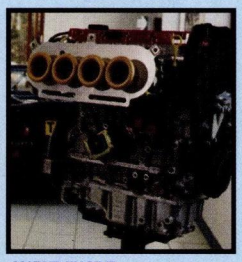
We look forward to your visit, above all.



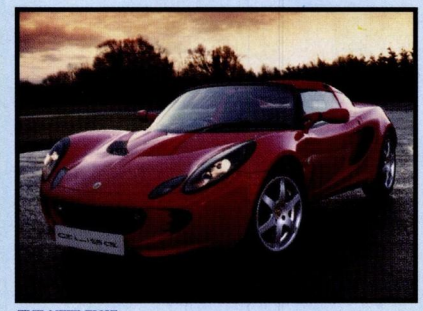
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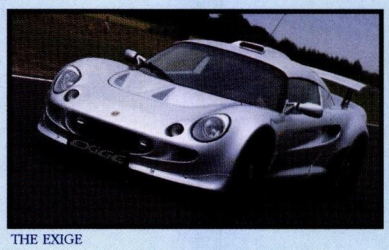
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THE NEW ELISE



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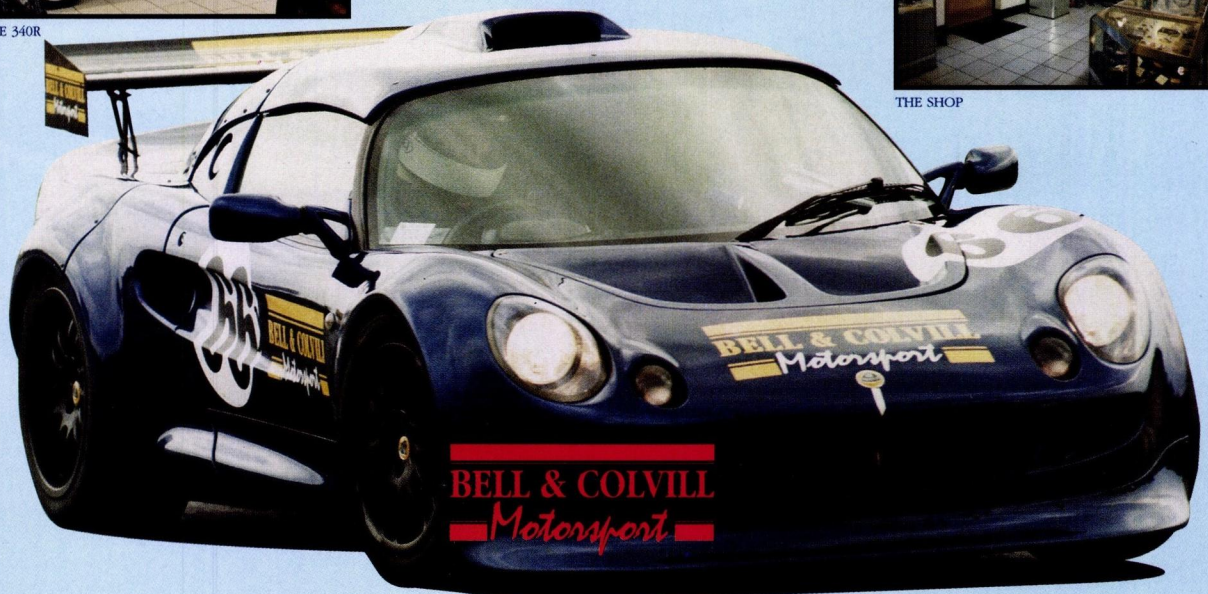
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THE SHOP



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MERCEDES E260. 1990/1 6-door limousine by Mercedes, finished in metallic black with dove grey interior, headrests all round, A.B.S., power windows, air conditioning, radio/stereo, alloys, very low miles, one owner, service history, mint condition throughout, choice of colours, some black **£17,500**



BENTLEY SERIES III 1964. Sage over smoke green with matching hide interior. Auto, power, footstalls to rear, power windows. Picnic tables. Tow owners low miles, history. One of the finest original examples we have seen **£28,750**



JAGUAR XK140. 1955. Special equipment, left hand drive, 37,000 miles, British Racing green with tan hide interior. This Roadster is equipped with overdrive, twin spots, wire wheels. The one to own, unmistakable from new **£49,500**



DAIMLER 8 SEATER LIMOUSINE, 1989, finished in Royal blue with superb interior, walnut veneer cocktail bar, cut-glass decantor set, occasional seats, lambswool over rugs, many more extras, LHD. We have a choice .....**POA**



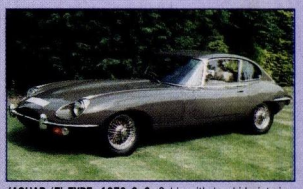
BENTLEY TURBO 'R'. 1990 model, left hand drive, metallic black with matching soft black hide interior, every extra, lambswool over-rugs, active ride, only 18,000 miles from new, impecable.....**£35,500**



MERCEDES E280. 1993, 6 door limousine finished in burgandy with superb interior, auto, power alloys, ABS, twin airbags, air conditioning, radio/stereo, very low miles, one owner, full history, just magnificent.....**£19,750**



MERCEDES SPORTS 1985. 280SL. Finished in Smoke Silver with superb interior rear seat, hard/soft tops, alarm ABS alloys, auto power etc etc. Service history, excellent throughout. **£11,750**



JAGUAR 'E' TYPE, 1970 2+2. Sable with tan hide interior. Auto, chrome wire wheels, radio/stereo, detailed history. This original example is remarkable and magnificent in every detail, must be the finest available.....**£19,750**



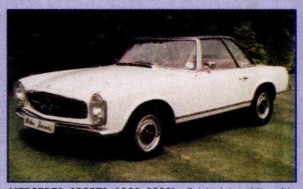
BENTLEY 1965 SERIES III. Finished in Dawn blue over Silver Chalice with Blue/Grey hide interior. Only two owners from new, service history, usual extras, original tools, handbook etc. Probably one of the most original examples available. Excellent throughout **£28,500**



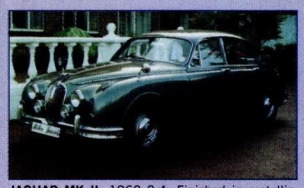
ASTON MARTIN V8 SERIES III. 1976/7. Finished in metallic silver blue with cream hide interior piped blue, auto, power, usual Aston extra's, only 52,000 miles with impecable service history, totally superb **£24,950**



MGB GT. 1977/8. Blue with matching interior piped blue, manual overdrive, Rondstyle wheels, very original and virtually unmarked, excellent motoring in classic style **£5,750**



MERCEDES SPORTS 1966 230SL, finished in white with cherry red hide interior, auto, power, hard and soft tops, radio stereo, imobiliser, lots of history, this car is totally original and excellent throughout **£23,750**



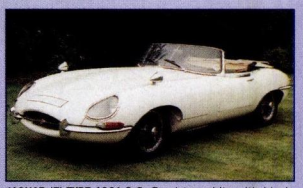
JAGUAR MK II, 1962 2.4. Finished in metallic silver with matching hide interior, manual transmission, very original and superb example, always garaged, very well maintained, none smokers car, excellent throughout **£9,750**



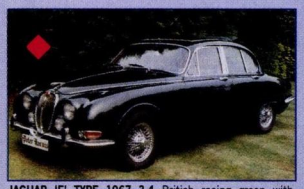
BENTLEY TURBO, 1984, finished in unmarked Turquoise blue with hide interior and piping. Alloys, twin headlights, colour coded, looks much newer. Lovely example. Service record **£15,750**



BENTLEY SERIES 1. 1959. Shell over Tudor, auto, power, high compression engine, power windows, only 90,000 miles, bills etc. One of the most original examples available. Totally superb **£16,750**



JAGUAR 'E' TYPE 1964 3.8. Roadster, white with black hide interior, chrome wire wheels, radio/stereo, only 36,000 miles virtually one owner from new, very original, drives superbly **£19,750**



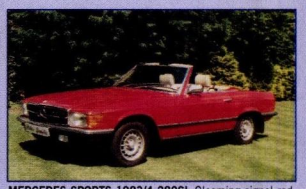
JAGUAR 'E' TYPE 1967 3.4 British racing green with matching hide interior, manual, overdrive, power steering, chrome wire wheels, webasto sun roof, only 34,000 miles from new full history. This must be the finest original example in the world. **£19,750**



MERCEDES SPORTS 1970-1 MODEL 280 SL. Finished in Signal Red with Black interior, hard and soft tops. Auto, power, only 79,000 miles from new. Always garaged. This car has been nursed and cherished from new. Probably one of the finest available. Must be seen for its condition **£25,750**



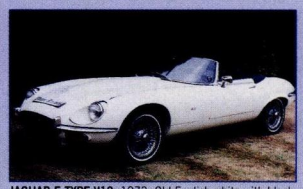
MERCEDES E260. 1991. 6 door limousine, midnight blue with superb interior, auto, power, air conditioning, ABS, radio/stereo, very low miles, one owner, full history, mint condition . . . . . .**POA**



MERCEDES SPORTS 1983/4 280SL Gleaming signal red with cream interior, rear seat, hard and soft tops, auto, power, alloys, ABS, power windows, history. Always garaged, superb. **£11,750**



MERCEDES 230 SL SPORTS. 1966, left drive, hand and soft tops, power steering, radio/stereo, 79,000 miles, white with dark tan hide interior, recent expense at Mercedes, bringing the car to one of the best example's available. **£22,500**



JAGUAR E-TYPE V12. 1973. Old English white with black hide interior, chrome wire wheels, Whitewall tyres, auto, power, only 49,000 miles from new. Bills, MoT's, Ziebarted from new, absolute show condition.....**£35,500**



JAGUAR SERIES II 3.4. 1965, midnight blue with dove grey hide interior, auto, chrome wire wheels, rado/stereo, restored to a very high standard to detail, this car is in show condition **£23,750**



JAGUAR SERIES II. 1962 3.8 left hand drive, metallic ice blue with navy hide interior, 4 speed manual overdrive, uprated brakes, rack and pinion stearing. Chrome wire wheels, only 573 miles since profesional restoration to every nut and bolt. This car must be the finest available like new condition.....**£29,750**

OTHER MAKES OF CARS IN STOCK

MERCEDES BENZ 8 SEATER LIMOUSINE. 1984. Left hand drive. Finished in metallic Silver and Blue interior. Headrests front and rear. Occasional seats to rear. Air conditioning, power steering, power windows, auto transmission . .**£9,750**

JAGUAR 3.8 MK II. Left drive, mint **£16,750**

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1965 FRUA JAGUAR 3.8 COUPE. The 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. Equipped with overdrive, PAS, CWW, restored in 1990/95 at a then cost in excess of £100,000 to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why, other than maybe the cost of production, as the whole concept is absolutely stunning - 'unrepeatable' ..... POA - LHD



1962 TRIUMPH TR4 SURREY TOP. Blue with Black top and trim. 415 VC is one of the most important TR4's available, to works spec, stage 2 head, overdrive, wire wheels, twin spot lamps, Kenlowe fan, features in numerous books and magazines incl. The Original TR by Bill Pigot, Classic & Sports Car - July '95, TR Action etc. Winner of many concours. A very special car ..... £19,995 - RHD



1963 JAGUAR 3.8 MKII BEACHAM. Old English White with Red hide. All synchro O/D box, PAS, air con, uprated suspension/brakes/steering. Only 6,000 miles since the Beacham restoration and upgrade. Cost today to this spec, £65,000. Absolutely stunning ..... £29,995 - RHD



1955 JAGUAR XK140 DHC SE. Original UK car in Signal Red with Biscuit hide and weather equipment. CWW, O/D, C-Type head, disc brakes etc. Total body off restoration to the highest standard, only 700 miles since. It would be advisable to view all others first, then view the best ..... £54,995 - RHD



1971 TRIUMPH TR6 150 BHP. In BRG with Biscuit hide. CWW, O/D, works hard top, wood rim wheel etc. Restored to perfection some years ago. Benson & Hedges concours winner, used sparingly since, superb ..... £16,995 - RHD



1959 AUSTIN HEALEY FROG EYE SPRITE. Just undergone a total concours restoration on the most original rust-free shell imaginable. Has been uprated, modified and fitted with hard top, mag. race wheels, built to Sebring spec. The finest example available ..... £14,995 - RHD



1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order. ..... £31,995 - RHD



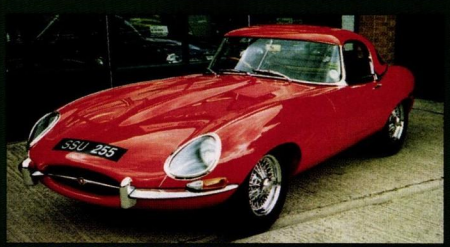
1956 JENSEN 541 DELUXE. Steel Blue with Biscuit hide, ex motor Show car. Restored to the highest of standards in the late 80's. Completed the Monte Carlo rally, finishing 9th. Wire wheels, overdrive, triple carbs. Excellent value ..... £18,995 - RHD



1964 DAIMLER DART SP250 C SPEC. Ivory with Black hide piped Cream. Rack & pinion steering, tonneau cover, over riders, wood rimmed wheel, fuel reserve etc. History from new, unrestored but lovely ..... £13,995 - RHD



1966 AUSTIN HEALEY 3000 BJ8 PHASE 3. Healey Blue over Ivory with Dark Blue hide and weather equipment. Overdrive, wire wheels, adjustable steering column, detachable boot rack. Ground up restoration by Marque specialist Big Healey. Superb ..... £29,995 - RHD



1961 JAGUAR E-TYPE 3.8 ROADSTER. With works hard top. Red with Black hide piped Red. CR all synchro gear box. 280 BHP eng on triple webers, uprated suspension, brakes, cooling etc. Alloy doors, vented boot, restored to perfection. Scintillating performance and absolutely stunning ..... £39,995 - RHD



1964 JAGUAR E-TYPE 3.8 FHC. Opalescent Blue with Dark Blue hide. Group up restoration carried out 99/00 at a cost of £30K. Unleaded head, Kenlowe fan, Spax adjustable shockers, sports exhaust, Sony music system etc. Impeccable ..... £29,995 - RHD

1967 LANCIA FLAMINIA 2.8 3C. Ivory with Black hide. Last owner since 1972, a warranted 25K. 1 of only 17 RHD, out of a total production of 180. Works hard top, Nardi steering wheel, period radio. Quite unrepeatable £29,995

1962 MERCEDES BENZ 190 SL. Silver with Dark Blue hide, 3 owners, 47K miles with extensive history believed genuine. Comprehensive restoration carried out including complete engine overhaul. An exceptional example £29,995

1964 JAGUAR 3.8 MKII AUTO SALOON. Opalescent British Racing Green with Champagne hide. Restored and uprated to the highest of standards at a cost well in excess of £60K. PAS, CWW, unleaded head, Koni shockers, LSD wood rimmed wheel, Reuters reclining seats, radio, drving lamps, large capacity radiator, Kenlow fan. An English matching number, very low mileage car that is hard to better £29,995

1988 (F) BENTLEY MULSANNE S. Finished in Balmoral Green with Parchment hide piped Green. This example is impeccable in every respect and has a complete dealer service history. Hard if not impossible to better £17,995

1965 MORGAN 4/4 1500. Oxford Blue with Black trim piped Cream. Total ground up restoration on a new galvanised chassis. Uprated suspension, bucket seats, Minilite wheels, roll cage etc. A stunning example £16,995

1964 TRIUMPH TR4 SURREY TOP. British Racing Green with Tan hide, restored to the highest of standards in 92/97. Second in class at T.R. concours, Malvern 1999. Overdrive, wire wheels, immobiliser, unleaded head etc. An exceptional example £15,995

1978 MERCEDES BENZ 450SL. Ice Blue Metallic with Biscuit trim. 90K miles, used in summer months as a second car. Auto, PAS, radio, wash wipe, boot spoiler, front fogs, top tint etc. A stunning example £12,995

1966 JAGUAR 3.4 MK2 MOD. In Golden Sand with Red hide. All syncro gearbox, original radio, ace wheel discs, 61K. 3 owners, history from new, rare to find in such original condition and very sensibly priced £12,995

1972 LOTUS ELAN S4 SPRINT. Positano Green with Black trim. 2 owners, 57K miles with considerable history. Extensively restored to an exceptional standard. Big bore exhaust, centre lock wheels, electronic ign. In my opinion the most exciting small sports car on offer..£12,995

1987 FORD SIERRA COSWORTH 3DR. Polar White with Anthracite cloth. 3 owners, 50K, FSH, original unmodified, unpainted and simply stunning. I have not seen a better example...£8,995

1975 JENSEN HEALEY GT COUPE. Primrose with Black trim. 66K with supporting history. Total restoration to the highest standard, multi concours winner. Impeccable condition and very rare £6,995

1972 TRIUMPH SPITFIRE MKIV. In Magenta with Black trim. A total body off chassis restoration carried out 96/97 to the highest standard, very little use since. Only three owners from new and low mileage. They don't come any better £6,995

1978 PILGRIM FAMILY TOURER. Finished in Primrose with contrasting Black interior. This fine example is fitted with the 2.3 V6 engine and Cortina running gear. Built to an exacting standard and totally detailed throughout. An awful lot of fun £6,495

1985 PORSCHE 924 LUX. In black with Black pinstripe trim. One family owner, 70,000 miles with the most comprehensive service history imaginable. A potential concours example, they don't come any better £5,995

1964 MINI COOPER 1275S. Blue, White roof, Black trim. 1340 eng, minilite wheels, twin tanks, Monza fillers, wood rimmed wheel. Not for the faint hearted £4,995

1975 ROVER P6 3500 S. Burnt Orange with Biscuit hide, PAS, CD, HRW etc. Just had £6,000 spent on total body chassis restoration by marque experts. Outstanding value £2,995

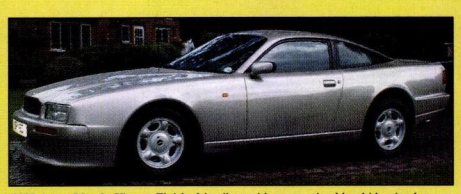
1974 ROVER 2200 SC AUTO. Autumn Leaf with Tan trim. Demo & 1 owner from new. 60K with extensive history & in exceptional condition. Rarely found in this condition £2,495

1972 ROVER P5 B COUPE AUTO. Ivory with Sandstone roof & hide. 86K miles believed genuine and new original wings. Needs a little TLC, they don't come any cheaper £2,000

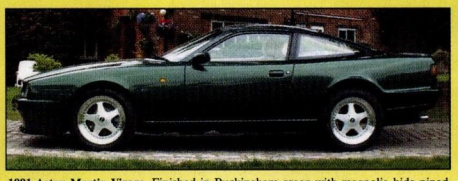
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1990 Aston Martin Virage. Finished in silver with contrasting blue hide piped cream with blue carpets. This car has covered only 19,000 miles from and it's condition is comesurate with it's low mileage. Fitted with 5 speed manual transmission and air conditioning and easy and rewarding to drive, wonderful value at only **£33,950**

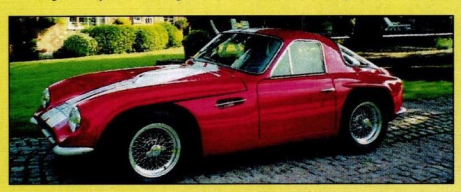


1991 Aston Martin Virage. Finished in Buckingham green with magnolia hide piped green. This is probably the best colour combination and specification for a Virage having automatic transmission and fitted with the 6.3 style OZ alloy wheels. Previously registered as A8TON this car comes with detailed service history and is in excellent condition..... **£35,995**



1991 Aston Martin Virage Auto. Finished in Cumberland grey with pale grey hide piped black, fitted with DB7 wheels & low profile tyres, and in fine condition throughout .. **£36,950**

Another similar to the above in Buckingham Green at £38,950.



1965 TVR Griffith. This is undoubtedly the finest example of this very rare model having just undergone a full chassis up restoration by David Gerald TVR. No expense was spared in the reconstruction of this original Griffith and we have invoices with the car which exceed £40,000. Specification too detailed to print, please enquire for more details **£29,950**



1966 MGB Roadster (chrome bumper model) Finished in dark metallic blue with black full leather seats. This car is in very nice condition having had the benefit of some restoration. It is fitted with a new mohair hood, overdrive and wire wheels and has an immobiliser alarm system. Very sensibly priced at **£5,995**



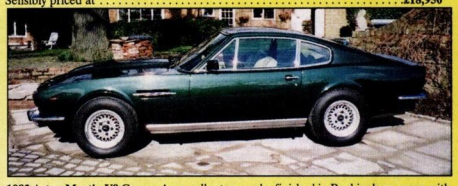
BMW Z1. If you read the recent write up on these cars in Classic & Sportscars your next move is to call for an appointment to come and buy this fine example. Finished in bright red with black camoflage leather interior, this car has covered only 26,000 miles from new and has a full BMW service history and it would be difficult to find a better one. Sensibly priced at **£18,950**



1989 Aston Martin Vantage. Finished in Buckingham green with magnolia hide piped green. Returned to the factory in 1992 and at great expense was converted to automatic transmission and the rear axle ratio changed to suit. The car is in excellent condition and comes with a full Aston Martin service history **£49,950**



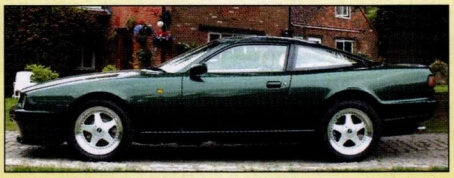
1988 Aston Martin Vantage. Finished in Royal cherry with contrasting pale grey hide piped red. Prefered by many to the later Virage model these cars are very quick, handle well and are comfortable high speed tourers. This late model example previously owned by Lord Gapp of Aylesbury has 5 speed manual transmission, Ronal wheels & air conditioning and comes with the benefit of a comprehensive service history **£54,950**



1982 Aston Martin V8 Coupe. An excellent example, finished in Buckingham green with blue hide piped green. It is in truly remarkable condition having covered only 37,000 miles. It was originally supplied to the 1st owner in Jersey and has had only 2 owners since. Fitted with auto transmission and BBS cross spoke alloys **£29,995**



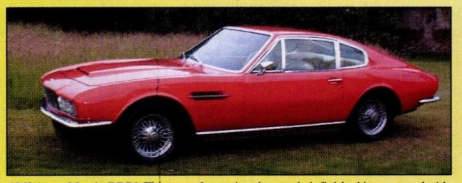
1980 Aston Martin V8 Oscac India. Newly repainted in it's original Chichester blue with beige hide interior. The car has the benefit of new sills and refurbished original GKN alloys. It has two fully stamped service books with all servicing carried out by HWM. It is fitted with automatic transmission and air conditioning and is in beautiful condition and is in beautiful condition throughout **£25,950**



1979 Aston Martin V8 Oscar India. Finished in British Racing green with beige hide interior. This car is in extremely nice condition and comes with a very well documented history file detailing the considerable expenditure spent on the car. Fitted with automatic transmission and air conditioning and the later spec BBS cross spoke alloy wheels **£25,950**



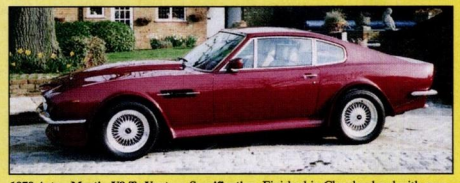
1979 Aston Martin V8 Osca India. Midnight blue with beige hide interior. This car has been in the same ownership for the last 5 years and comes with a thick history file detailing previous expenditure. It is in very nice condition throughout and is fitted with automatic transmission and newly refurbished GKN alloy wheels. Excellent value at **£24,950**



1969 Aston Martin DBS6. This recently repainted example is finished in storm red with beige hide interior has been very well kept by it's previous enthusiast owner. It has a very nicely detailed engine bay, chrome wire wheels and automatic transmission and drives very well. An entry point Aston at only **£11,950**



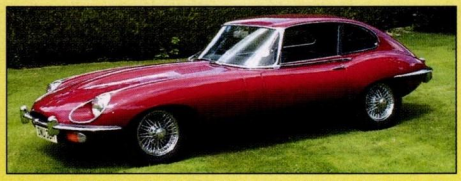
1959 Aston Martin DB4 Series I. Finished in British racing green with tan hide interior. Fitted with chrome wire wheels and webasto sun roof. This car is in very good condition, the engine was completely rebuilt three years ago by RS Williams and was also repainted at that time.



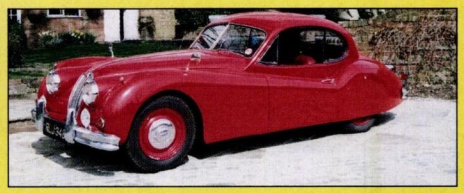
1979 Aston Martin V8 To Vantage Specification. Finished in Cleveland red with magnolia hide piped red and fitted with numerous later upgrades which include tilt steering, Ronal wheels, sports exhaust, Vantage grill & driving lamps, stunning throughout **£29,995**



1969 Triumph TR5 Fuel Injection. Finished in Triumph red with new black interior & new hood. This car was supplied new to Zambia from where it returned as a completely rust example in the early 90's. Since then it has undergone a complete repaint, retrim, engine rebuild by TRGB of Huntingdon and practically every moving part has either been overhauled or replaced. This is a rare opportunity to acquire a really nice example of the marque **£12,950**



1969 Jaguar E-Type Series Two 2+2. Finished in Damson with black hide interior. This particular example is fitted with the more popular manual transmission and has the benefit of chrome wire wheels. It comes with a comprehensive history file and has been kept in very nice condition by it's previous owner. Sensibly priced at **£11,950**



1956 Jaguar XK140 FHC. Finished in red with new red hide interior. This car has been in the same ownership for the last 20 years during which time it has been regularly used and well maintained **£19,950**

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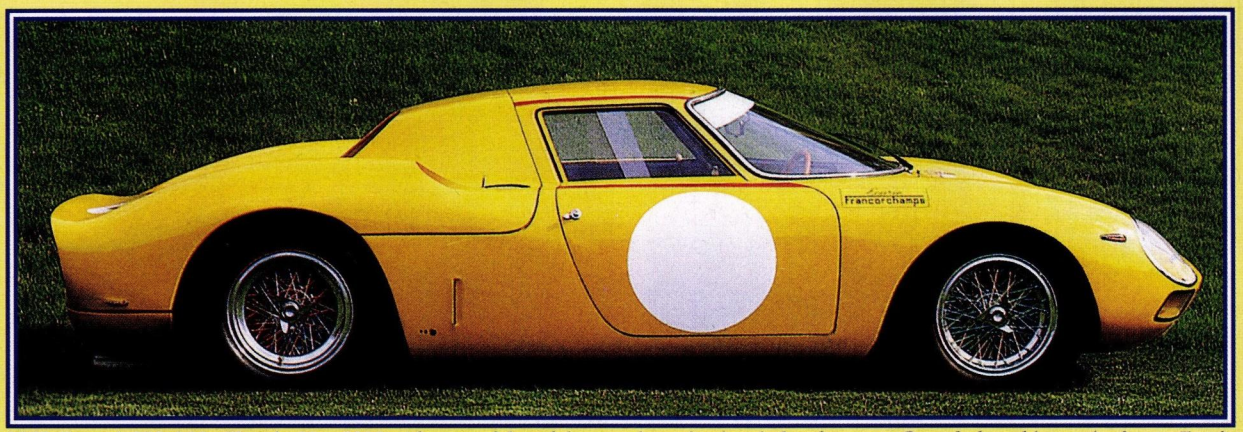
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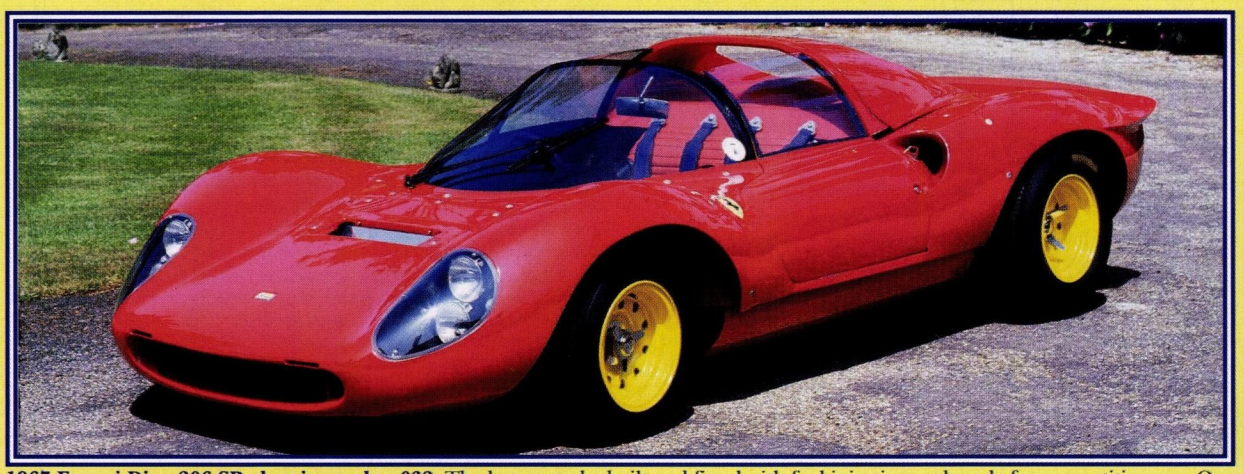
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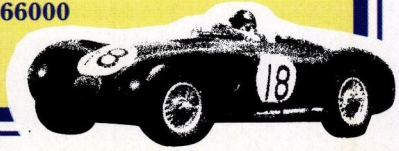
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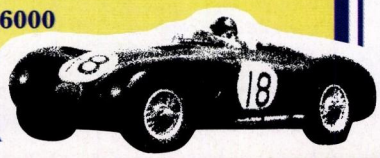
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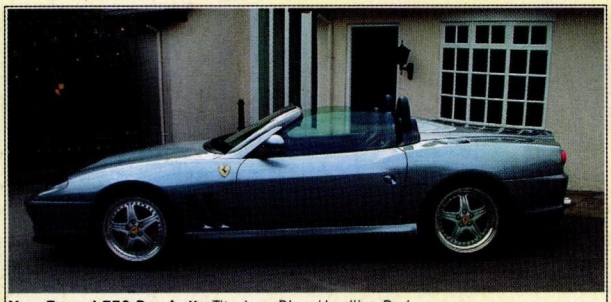
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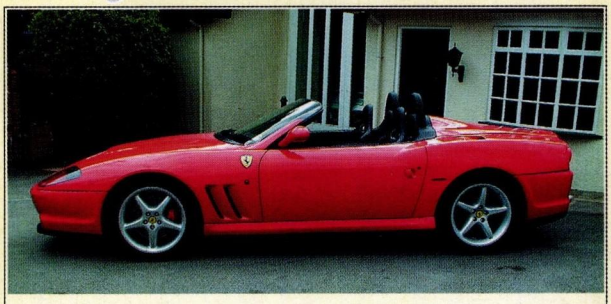
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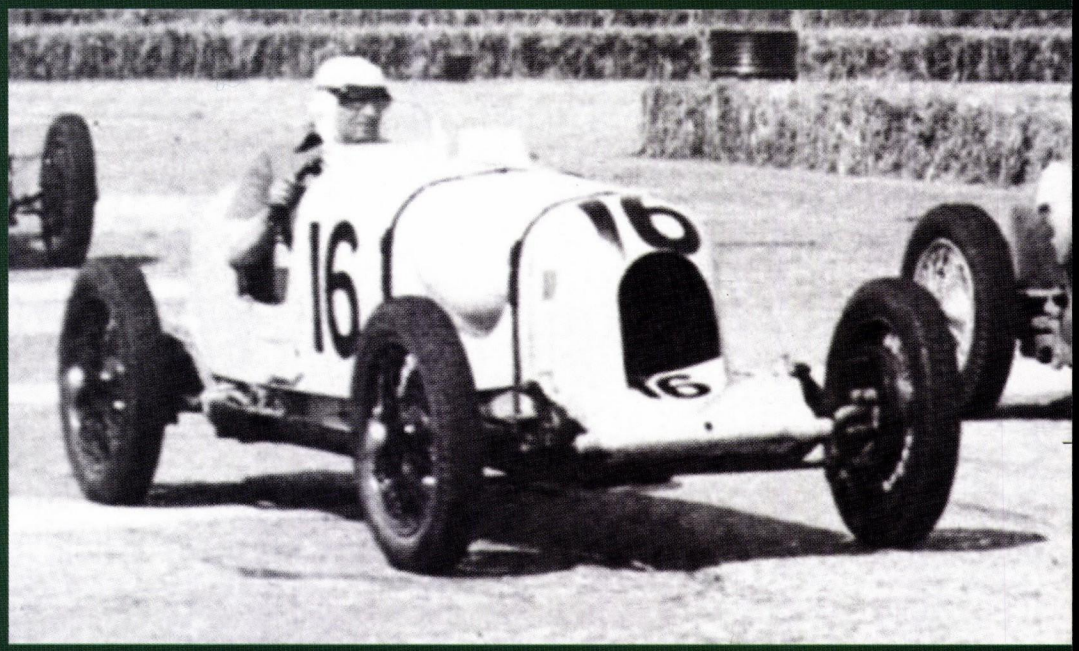
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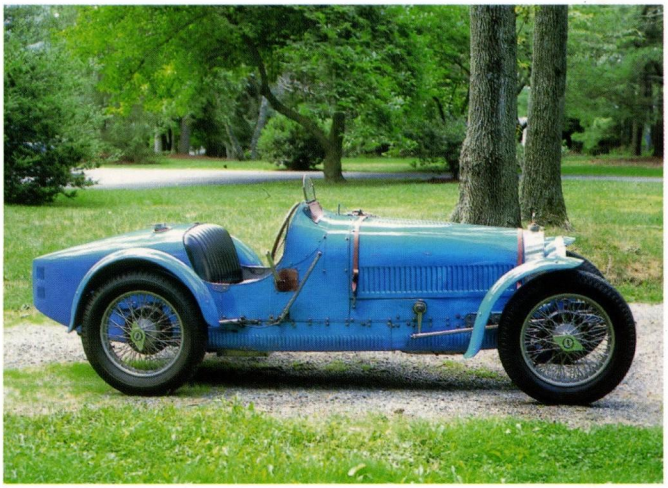
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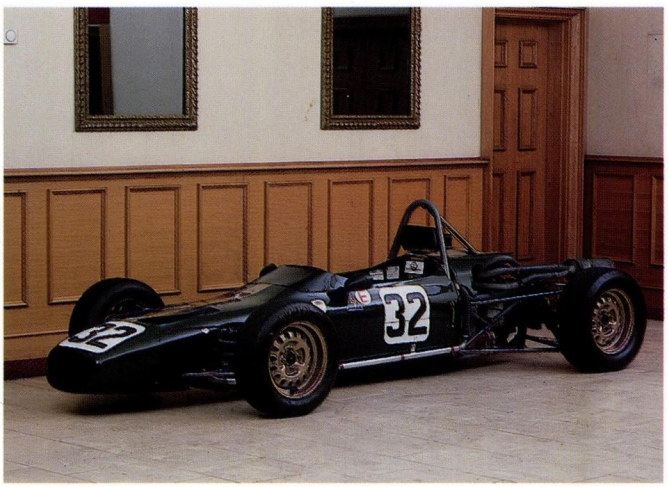
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