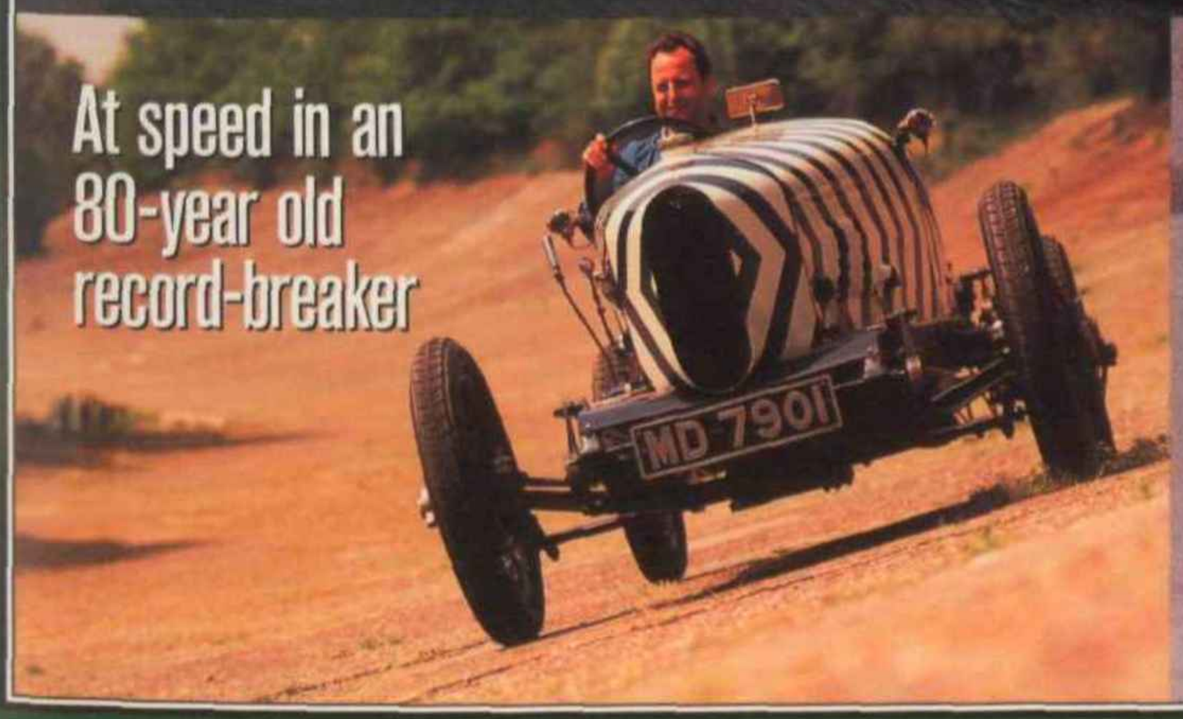
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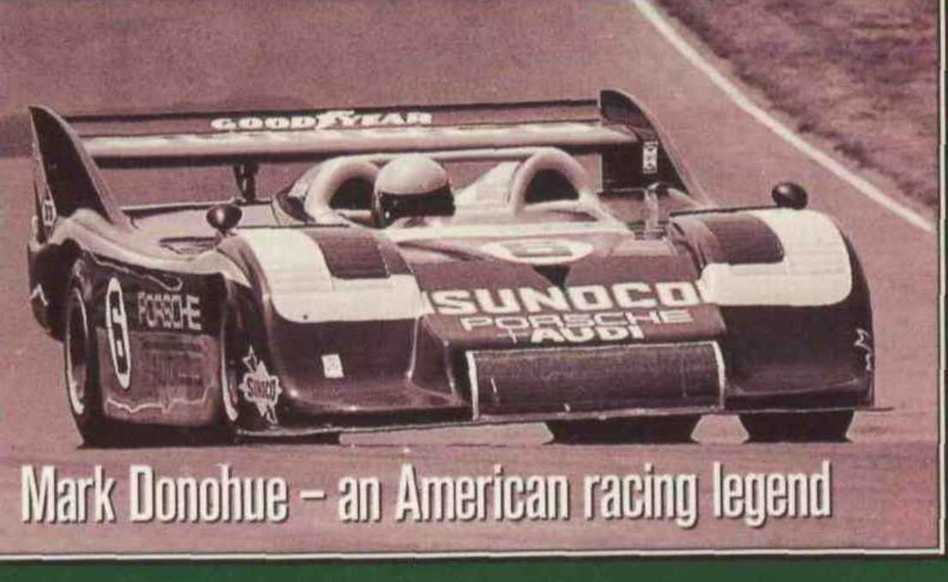
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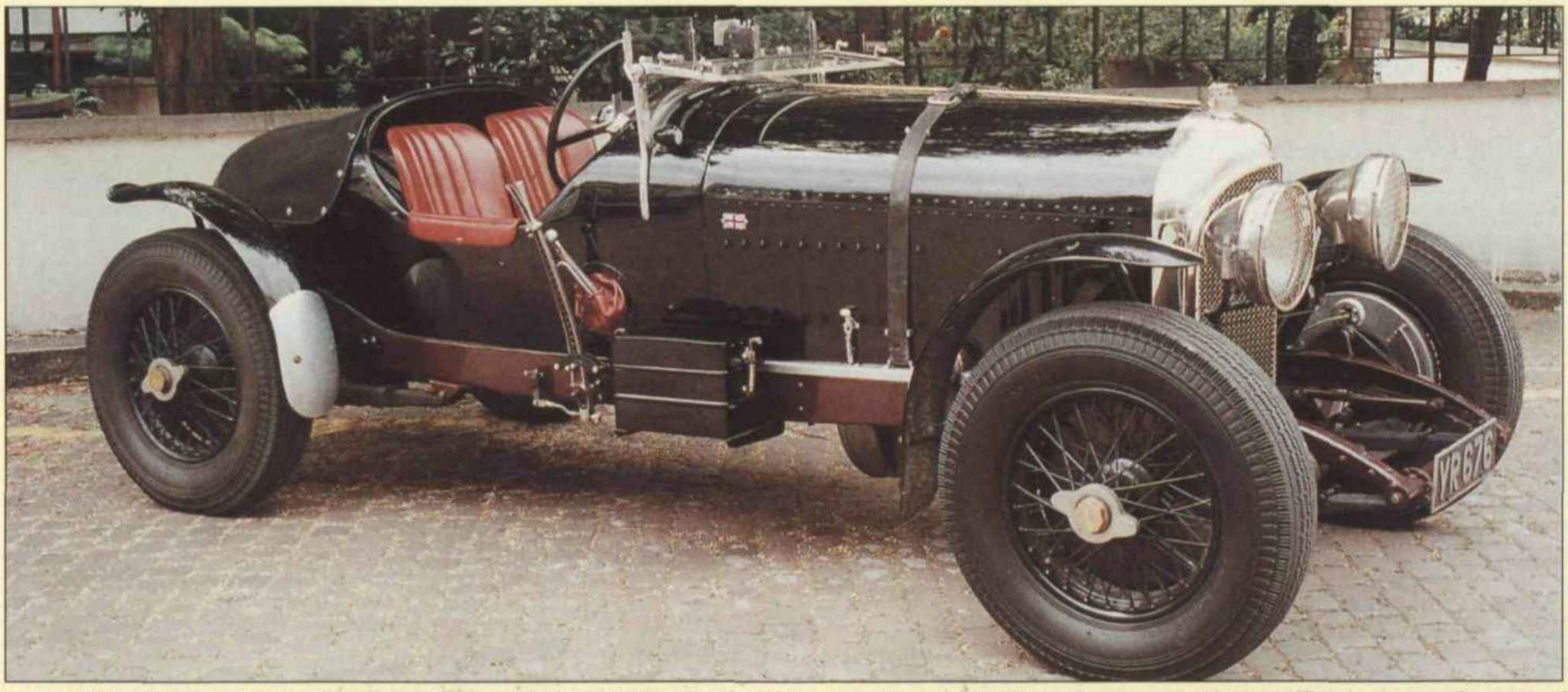
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1934 Bentley 3½ Litre Cutaway door Tourer by Vanden Plas
1936 Bentley 4¼ Litre Malcolm Campbell design Sports Tourer
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1932 Bugatti Type 37/44 Grand Prix Monoposto Ex Lemon-Burton
Bugatti Type 59 Grand Prix replica
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1960 Ferrari 250SWB Competition
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1956 Fraser-Nash V8 Continental Le Mans Rep
1955 Jaguar D-Type, XKD 527, exceptional car
1937 Lagonda LG45 Rapide Type Tourer
1955 Lancia B24S Spyder by Pininfarina
1965 Lola T70 Spyder, F.I.A. papers, ready to race
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1961 Rolls Royce Silver Cloud II, LWB w/division

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Vol LXXIV No 7

JULY 1998

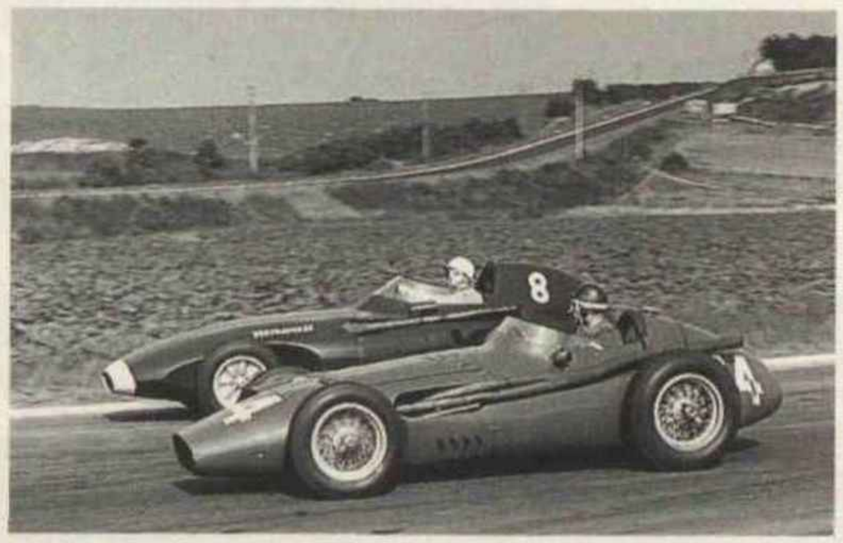
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THE BRITISH GRAND PRIX

Our look at Britain's most famous race includes the first winner Baron de Graffenried, Keke Rosberg's record lap and some '98 predictions from Coulthard and co. Page 28





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MATTERS of MOMENT

NEWS, VIEWS AND COMMENT

editorial



Andrew Frankel
EDITOR

I'LL BE HONEST WITH YOU. SAM POSEY WAS NOT the first person I asked to write an appreciation of the extraordinary Mark Donohue. Though I knew Posey to be an accomplished racer in both Indycars and sportscars (at Le Mans in '70 and '71 his Ferrari 512 was first car home behind the uncatchable Porsches), I did not consider him as I had always had Brian Redman in mind for the job. Redman thought otherwise. As you will read in Nigel Roebuck's column, Brian is a man unburdened by ego and ruled himself out. "I could do it, but I'm not the right man. You have to ask Sam Posey. He knew and raced him much more than me. There is no one better." And so it proved. Sam's account of the life of Mark Donohue is one of the finest essays I have read within the pages of a motoring magazine.

I discovered some time ago that I'd never find the talent to earn a living by racing cars and have spent the intervening years sweating blood trying to do as much by writing about them; Sam Posey manages to do both seemingly without effort. From where I'm sitting, there doesn't seem to be much justice in this world.

◆ ◆ ◆

ONE OF THE GREAT SIGHTS OF LE MANS WAS THE BENTLEY ARNAGE LEADING the racers on the parade lap. Apparently many of the factory teams had lobbied the organisers to supply the course cars, as rarely will a manufacturer have a better chance to display its wares in action before a larger crowd of heartland punters. Assaulted by pitches from billion-dollar corporations, the organisers took the only impartial option and turned down the lot. Instead, a marque that's not raced officially at Le Mans since 1930 upstaged them all. Listen carefully and you can probably still hear the sniggering in Crewe. And we should thank heaven for VW. Bentley now has the resources of the world's fourth largest car company behind it with the man who created the Porsche 917 at its helm. A Bentley doing more than parading at Le Mans? It could now happen.

◆ ◆ ◆

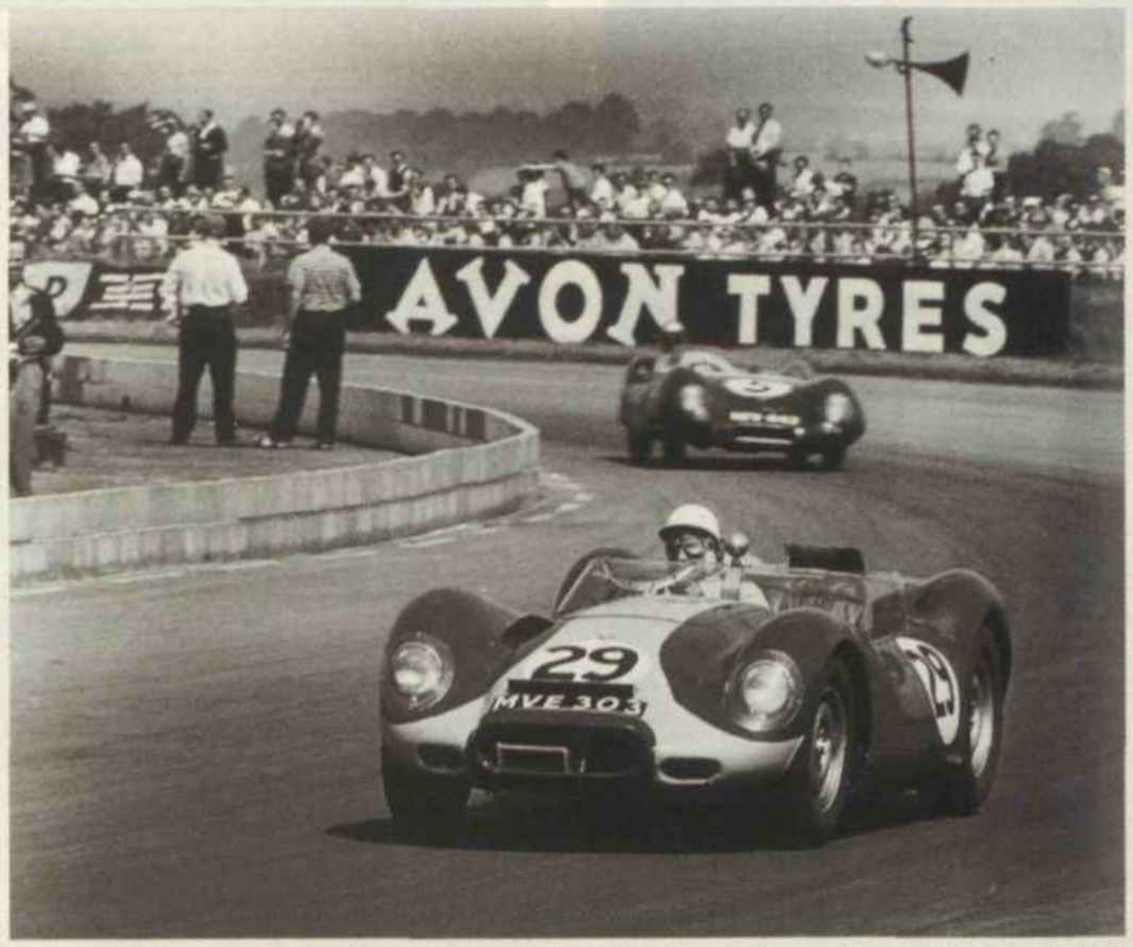
PURSUANT TO THE ABOVE, THE MANAGING EDITOR HAS HAD A RATHER GOOD idea which would guarantee the course car prize to any manufacturer who wanted it. All any works team taking part in GT1 would have to do is to supply the road-going models upon which their racers are based. This would ensure the safety car was capable of leading the field at a decent pace. Others may choose to be cynical but I'm sure none would have the slightest problem supplying the eight examples that are typically required for the job.

◆ ◆ ◆

SLIGHTLY BEWILDERED TO HEAR MAX MOSLEY, THE PRESIDENT OF THE FIA standing on the grid at Monaco suggesting that though more overtaking would be beneficial to Formula One, it should not return to the levels experienced "in the old days." I have a question for the President. Why not?

◆ ◆ ◆

MOTOR SPORT COSTS AN EXTRA 30P, JUST FOR THIS MONTH. I HOPE YOU AGREE it's not too much to ask for one of the finest motor racing videos ever made.



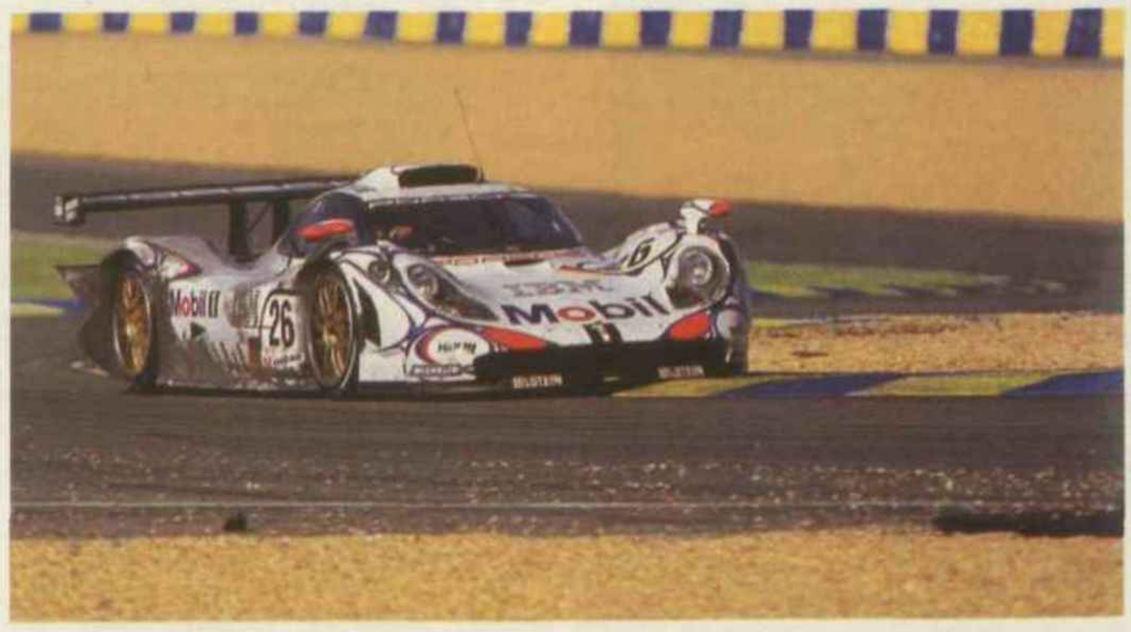
Lister tribute at Coys Festival to recall 1958 Moss victory in works 'knobbly'

MOSS IN SISTER LISTER AT COYS

Stirling Moss will turn the clock back 40 years to July 19, 1958, and his victory in the sportscar event supporting the British Grand Prix at Silverstone, when he races the ex-Equipe National Belge Lister-Jaguar in a tribute to Brian Lister's cars at next month's BRDC Coys Festival.

Moss has happy memories of the sister works chassis. "I liked my car, with its pugnacious knobbly body, and was able to lead from start to finish, averaging 97.2mph, quicker than my fastest lap in the F1 Maserati four years earlier," he said in his book *My Cars, My Career.*

Fewer than 50 Listers were built in Cambridge, the first in 1954, but they boast a remarkable competition record. Around 20 are expected at the Festival, either racing or in a special marquee. Among those promised are the 'Monzanapolis' single-seater, a 1955 Lister-Bristol and the Frank Costin-designed spaceframe coupé of 1959. The latest Lister Storm will provide contrast. **MP**



Porsche's last hour victory in the Le Mans 24-hours brings its total wins to date in the race to 16 while no other marque has made it into double figures. With little more than an hour to go a repeat of the 1969 grandstand finish was promised with Boutsen's Toyota being hunted down by the Porsche of Allan McNish. But when the Toyota broke its gearbox, Porsche was handed a one-two victory. The prototype class was claimed by the evergreen Ferrari 333SP of Giampiero Moretti AF

ANDY GREEN TEAMS UP WITH MG TO CRACK 300MPH

MG has announced plans to go to the Bonneville salt flats this summer with a much modified MGF to pick up the strands left on the salt after the '50s record-breaking runs of Stirling Moss, Goldie Gardner and Phil Hill. The latter was the last to streak across the flats in the famous MG EX181 and it is his speed, 254.91mph, that the team is aiming to beat.

The aptly named EX255 will be driven by Andy Green, holder of the world's first supersonic Land Speed Record. He will take time off from his day job flying Tornados for the RAF to travel to Utah in August having previously put the car through its paces at an airfield in the UK.



Though EX255 is recognisably an MGF, remaining largely true to the original's structure from its cabin to its nose, there is a distinctly un-MGF power-unit behind Green. Instead there will be twin supercharged variant of Rover's redoubtable V8 producing around 800bhp and running through a six speed Hewland gearbox.

The reason approximately four times more power will be needed to exceed the old record by potentially a single mile per hour is that Rover's marketing people insisted the car be based upon a road MGF rather than building a one-off teardrop prototype like EX181. Not only does this make the new car heavier, it has a markedly higher frontal area, and is therefore harder to push through the air. The other reason is that it seems possible that Phil Hill's record is only an opening bid. If the salt is in decent condition EX255 could crack the 300mph barrier, some 460mph short of the 760mph achieved by Green and ThrustSSC at Black Rock. **AF**



EX255 is more or less an MGF, though as yet the supercharged 800bhp Rover V8 variant is not at your local dealer



Amazingly untouched Lightweight E comes with spares, and 2600 miles up

MISSING LIGHTWEIGHT E-TYPE UNEARTHED

One of the 12 lightweight E-types built by Jaguar has been unearthed in a Los Angeles garage. Unaccounted for since 1964, the car has languished all that time under boxes of household rubbish, and only emerged on the death of owner Howard Gidovlenko. Originally bought by Kjell Qvale, West Coast importer of British cars, who entered it in the 1963 Sebring 12 Hours, it then went to Gidovlenko for $5230. A fighter pilot with both RAF and USAF during the war, he later became a test pilot for the Bell X2 rocket-plane, as well as racing P51 Mustangs and tuning aero-engines. He rebuilt the Jaguar's engine, but then the car lay forgotten until Jaguar specialist Terry Larson identified it. The car and unused spares go to the Monterey Sports Car Auction in August. **GC**

obituary

IAN APPLEYARD

Ian Appleyard BSc, arguably Britain's most successful international rally driver of the early post-war years, died in early June. An Olympic skier, he had an uncanny affinity for the Alps and scored his most famous successes in the Alpine Rally, driving initially SS Jaguar 100s and later his famous semi-works XK120 registered NUB 120. In 1949 he put up best performance in the Alpine, and from 1950 to 1952 Appleyard and his wife Pat (daughter of Sir William Lyons) won successive *Coupes des Alpes*, thereby becoming the first crew ever to win an Alpine Gold Cup for three *Coupes* in a row. He built up the Appleyard garage group and in retirement wrote a nature book called *Ring Ouzels of the Yorkshire Dales*. **Philip Porter**



***COMPETITION** Silverstone wants MOTOR SPORT's readers to decide on the greatest-ever Formula One car. Your reply could win you an amazing multiple prize – British GP tickets, VIP visit to an F1 test day, a day's rally tuition, a ride on the GP circuit with John Watson just for starters. Turn to page 68 to enter*

MATTERS *of* MOMENT



Mike Johnson

Former Ferrari Grand Prix star Clay Regazzoni was the star among drivers on the recent Classic Malts Scottish Trial. Confinement to a wheelchair since the US West Grand Prix 20 years ago hasn't dinted the great driver's spirit... he imbibed a few during 'service intervals' as well. Regazzoni drove a Mercedes 220 convertible which he had bought only a week before the event. **Malcolm McKay**



Mike Johnson

RONCHI DRIVES BRABHAM TO 'REPEAT' WIN AT ITALY

Ermanno Ronchi won a nail-biting second round of the MOTOR SPORT-supported FIA Thoroughbred Grand Prix Championship at Monza, in the Brabham BT49 owned by Bernie Ecclestone. It was the chassis's third triumph on Italian soil, for in Nelson Piquet's hands it won the 1980 Italian and '81 San Marino GPs at Imola.

Ronchi qualified second, behind Ian Giles's ex-Riccardo Patrese BT49D, and battled it out in a train with Giles and the Lotus 87 of Joaquin Folch and Paul Ricard winner Steve Hitchins' Lotus 91. After wishbone failure and a broken fourth gear put Giles and Folch out, an inspired Ronchi passed Hitchins at Roggia on the last lap.

Third, as in France, was Paul Ingram's Samson Shadow DN9-2B, which pipped Helen Bashford's DN9-4B. A superb effort by Chris Perkins in his lively Surtees TS19 netted a maiden Class B victory and seventh place, behind Michael Schryver's Lotus 72-3. **MP**



Ian Giles looked set for TGP victory before wishbone collapse

MAW/P+Sport

If you enjoy being in with the in-crowd or just have a head for mindless figures then you might appreciate the following fact, courtesy of Silverstone. On July 12 the British GP is followed by a small football match in Paris – the World Cup final. According to those in the know, a fifth of the world's population will be tuned in to both. So if you don't want to know the result, look away now... **MF**

The Alfa Romeo 6C-1500 Zagato Spider in which Giulio Ramponi won the 1929 Brooklands Double-Twelve race sold for £210,945 (including premium) in Brooks' auction at the Monaco GP. The successful American bidder first tried to buy the car 52 years ago when, as a GI returning from service, he was offered it by George Abecassis. Alas, he could not afford the $1800 asking price. **MP**



ERA GP1 back on track in the hands of Duncan Ricketts

Eric Sawyer

DAWN OF A NEW ERA...

ERA GP1 raced for the first time in original trim since 1950 at the VSCC's Donington meeting on May 31, when Duncan Ricketts ran the ex-Charlie Dobson 1939 E-type machine in the Richard Seaman Trophy and the Historic Grand Prix Cars Association events.

Despite fluctuating fuel mixture, and losing a front wheel through hub failure, Ricketts is encouraged by the car's feel. "It handles very well, and is really controllable even though the steering is complicated," he said. Ricketts qualified the car - last raced in the late 1950s with a Jaguar engine - a splendid fifth for the HGPCA event in wet conditions. "Every outing is a test session, but once I get the engine running cleanly, I think it will be good." **MP**

VSCC Donington boasted another milestone in the vintage racing world. Parked amongst the motorhomes was the first articulated transporter I've seen at a VSCC meeting. Team uniforms and pits-to-car radio next? **GC**






Nürburgring

8th August 1998

OLD TIMER GRAND PRIX

A Sale of Highly Important Sporting Motor Cars and Automobilia to be held at the Old - Timer Grand Prix, Germany.

Brooks Europe return to the Nürburgring for their second sale at Europe's oldest and largest *historic car meeting*.

This nostalgic venue has become a focus for the sale of such evocative machines as the ex-Phil Hill Jaguar C Type, the ex-Casoni/Maglioli Ford GT40 and the ex-Gerhard Berger Ferrari F187/88C in which he won the 1988 Italian Grand Prix.





Entries for this important sale are now invited

If you are considering the sale of an historic motor car, please telephone Simon Kidston on +41 (0) 22 300 3160 or our German representative Hans Schede on +49 (0) 211 404 202.

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EVENTS OF NOTE



Coys Historic Festival hits Silverstone on July 24. For our full preview turn to page 66

JUNE

19-21 MOST (CR)
FIA Thoroughbred Grand Prix Championship and International Supersports Cup double-header promise a memorable weekend for Czech fans.
☎ 01451 810855

19-21 MONTLHERY (F)
BRDC Sportscars, HGPCA and Group 4 Prototypes tackle the awesome banked Paris speedbowl in Grand Prix de l'Age d'Or.
☎ 00 33 1 45 11 11 11

19-21 NURBURGRING (D)
Jan Wellem Trophy Historic race meeting includes round of the CGE German Open Championship.
☎ 00 49 2691 3020

20 SILVERSTONE (GB)
MG Car Club race meeting features Triple M Register race with Don Moore Trophy for first unblown four-cylinder car home.
☎ 01635 555552

25-28 MID-OHIO (USA)
SVRA racers visit one of North America's favourite drivers' circuits.
☎ 00 1 603 643 6161

26-28 FRENCH GP (F)
FIA Formula One World Championship, round 8, Magny-Cours.

26-27 24 HOURS OF YPRES (B)
Short, sharp, Belgian rally run at cracking pace.
☎ 00 32 4254 1950

27 OULTON PARK (GB)
Sir Henry Segrave Memorial race meeting sets fearless vintage racers against the backdrop of rural Cheshire. Formula Junior also makes a rare appearance.
☎ 01608 644777

27-28 DONINGTON (GB)
Biggest ever gathering of Jaguar XKs, from all over the world, promised at meeting to mark 50th anniversary of the famous engine.
☎ 01332 810048

27-28 KNOCKHILL (GB)
MG Car Club racing on Scotland's super little circuit near Dunfermline.
☎ 01235 555552

27-28 ST JOVITE (CDN)
NEHR Historic Festival on the demanding Mont Tremblant circuit, home to Can-Am in the 1970s. ☎ 00 1 860 542 5351

JULY

3 GAYDON (GB)
Event to commemorate the centenary of Donald Healey's birth at Heritage Motor Centre. ☎ 0121 383 3223

4 SHELSLEY WALSH (GB)
Classic VSCC hillclimbing on the grandfather of British courses, now in its 94th season. ☎ 01608 644777



Thoroughbred GP cars are out at Most and Brands

4-5 BRANDS HATCH (GB)
Full grid of 3-litre Formula One cars on the wonderful Grand Prix circuit is centrepiece of the big HSCC Superprix meeting. Second annual three-hour Motor Classic Sports GT enduro will also be entertaining.
☎ 01327 858400

4-5 BEAULIEU (GB)
36th National Austin Seven Rally, organised by the 750 Motor Club. Britain's biggest gathering of roadgoing and competition Sevens, and associated marques.
☎ 01825 750760

5 BERN (CH)
Road racing returns to Switzerland in the Bern Grand Prix revival on a reconstruction of the Bremgarten circuit, last used in 1954. For British info contact TOPS.
☎ 01803 722357

5 THRUXTON (GB)
Aston Martin DB4s, Jaguar Es, TVRs and MGs stretch their legs round the sweeping Hampshire track in Flemings Thoroughbred Sports Car round. ☎ 01264 772607.

5 MALLORY PARK (GB)
Historic, Inter-Marque and Anglo-American Challenge action will be fraught on the Leicestershire circuit.
☎ 01353 777353

5 CHANNON DORSET RALLY (GB)
Ever-efficient Woolbridge MC is in charge of Safety Devices Rally Challenge round, based on Dorchester.
☎ 01305 251662

10-12 RAC BRITISH GRAND PRIX (GB)
Formula One World Championship, round 9, Silverstone. See *50 years of Silverstone Grands Prix* feature in this issue. ☎ 01753 681736.

10-12 WATKINS GLEN (USA)
Formula One Tribute, with cars coming from Europe and USA's West Coast to celebrate 50 years of the Glen. Major race meeting on brilliant circuit within easy driving distance of New York.
☎ 001 607 535 2486

11 GOODWOOD (GB)
Aston Martin OC Sprint on the 2.4-mile race circuit, set to reopen in September.
☎ 01353 777353

11 ANGLESEY CIRCUIT (GB)
Classic car sprint at Ty Croes counts towards MG Abingdon Trophy and Bert Hadley Austin Seven Series.
☎ 01407 840243

11-12 NURBURGRING (D)
FIA Thoroughbred Grand Prix cars contrast with the leviathans of the European Truck Racing Championship on extraordinary all-action bill. ☎ 01451 810855.

18-19 DONINGTON (GB)
International Supersports Cup and Flemings Thoroughbred Sportscars support the promising International Sports Racing Series. ☎ 01332 810048.

18-19 CROIX-EN-TERNOIS (F)
HSCC weekend in France features wild RJB Thundersports, nippy Richardson Hosken Classic Sports and Classic Racing Cars. Twisty circuit is an hour from Calais. ☎ 01327 858400



Donington hosts mighty Supersports

19 MALLORY PARK (GB)
VSCC racers do battle round the lake in memory of local Grand Prix hero 'Mr Bob' Gerard. Courageous Morgan 3-wheeler racers also star.
☎ 01608 644777

24-26 COYS FESTIVAL (GB)
Annual return of Europe's premier historic race meeting to Silverstone with celebration of circuit's golden jubilee and 1948 RAC GP as centrepiece. See full preview on page 66 for further details.



Quail Lodge

15th AUGUST 1998
CARMEL, CALIFORNIA

AN AUCTION SALE OF IMPORTANT ANTIQUE, VINTAGE AND CLASSIC MOTOR CARS.

ENTRIES NOW INVITED







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1922 12.5-litre Land Speed Record 'Wisconsin Special' (above)
'Outlaw driver' Sig Haugdahl's famous razor-slim Daytona Beach car has a 250hp 6-cylinder Wisconsin aero engine and claimed the Land Speed Record at 180mph.

1908 12.5-litre Grand Prix Mors (left)
As driven by the legendary 'Red Devil', Camille Jenatzy, in one of the greatest Grand Prix races ever, this giant Mors is one of the earliest surviving Grand Prix greats.

1912 Rolls Royce Silver Ghost 40/50hp London to Edinburgh style Tourer (middle)
A very handsome original brass fitment car in outstanding condition with an exacting body after "Mystery".

The Middleton Hispano Suiza H6B Tulipwood Torpedo Tourer (bottom)
A superb re-creation of the Andre Dubonnet Hispano in its 1920s form.

1927 3.3-litre Bugatti Type 43 (not shown)
The best of both Bugatti worlds - the fine Type 43 *sporting chassis powered by the Type 49 power* unit - 'Bugatti's best single overhead-cam engine'.

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SPECIALIST AUCTIONEERS & VALUERS

Vol XLII No 3 March 1966

Ferguson Research

by DSJ

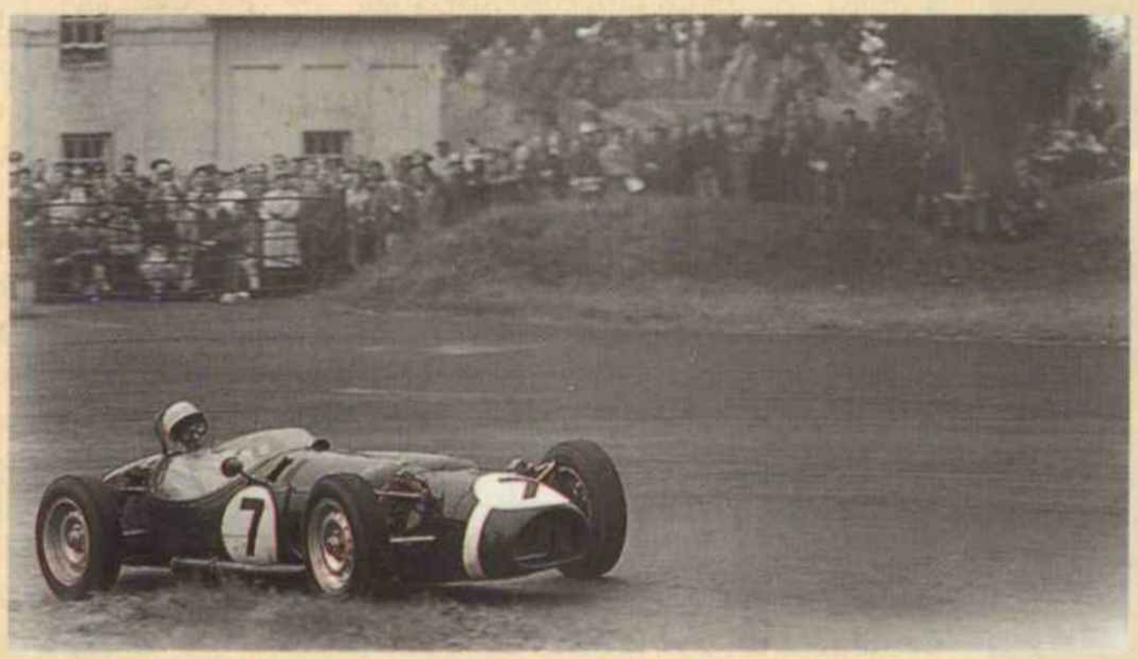
After Stirling Moss had won the 1961 Oulton Park Gold Cup race with the Ferguson P99 four-wheel-drive car, in a most convincing manner, it looked as though the racing world might start to take seriously the advantages of the Ferguson ideas. Not just the 4WD arrangement, for many people had tried this in the past, but the Ferguson patent central differential which ensured complete control of the power spread between front and rear pairs of wheels. Ferguson had also demonstrated most convincingly that a properly designed 4WD layout need not suffer any weight penalty compared with a two-wheel rear-drive layout.

Ferguson Research, who designed and built the P99, did not intend to extend their racing programme, offering their knowledge and facilities to any of the British racing teams who cared to take an interest. In their own factory they continued work on 4WD for passenger cars, which was one of the prime objectives. After that Oulton Park victory there was not a great upsurge in 4WD interest, for anything unusual seems to take a long time take hold, as, for example, the idea of putting the engine of a racing car behind the driver instead of in front. Today a young student of design might ask why anyone ever considered putting the engine anywhere else, but it was in 1923, that Dr Rumpler's Benz cars appeared with engine behind the driver, and in 1933 Dr Porsche's Auto-Union cars followed this trend. In 1940 Alfa Romeo joined in, but it was not until 1960 that such a layout was considered to be the ideal for Grand Prix cars, even though Cooper had been battling away with the idea for many years. It would seem that good ideas take a long time to break down conventional thought. Although the progress with 4WD has appeared to be slow, there have in fact been quite a number of interesting moves forward in the past four years.

After some private tests at Wiscombe Park Hill Climb, at the end of 1963, Ferguson Research agreed to lend the P99 to Peter Westbury for the RAC Hill-Climb Championship in 1964, after his successes in 1963 with his own Felday-Daimler hill-climb car. Although the P99 was by then a two-year-old design, Westbury won the 1964 Hill-Climb Championship. Before this the car had been sent to New Zealand for Graham Hill and Innes Ireland to drive in the Tasman races, in which Ireland scored a couple of third places. While there were no complaints about the 4WD system, both drivers did find the handling and suspension a bit "dated". After this the P99 was pensioned off, except for a brief outing at the 1964 British Drag festival.

Meanwhile Ferguson Research were continuing work on a passenger car of their own design, including a flat-four engine, and on their torque converter transmission. During 1964, Ferguson built a special 4WD car for Indianapolis at the instigation of Andy Granatelli and STP, using a V8 Novi engine. This powerful monster, giving 500bhp to 700bhp, depending on whose figures you care to believe, was like a large P99 and performed well during the qualifying trials for the 1964 Indianapolis race, but was unfortunately involved in a multiple crash on the second lap of the race.

"There are no signs of 4WD being accepted as the conventional"



Moss wins at Oulton Park; recently he cited the P99 as his greatest F1 car

During this same year, the Grand Prix scene took a revived interest in Ferguson 4WD when BRM built an experimental car with the assistance of the Coventry firm. This followed now-conventional Grand Prix lines, with the engine behind the driver, and used an identical 4WD layout to the P99 car. It was built purely as a travelling test-bed, using many existing components, so that it was bigger and heavier than it need have been, but it provided BRM with a lot of useful information during test-running, though it was never raced. Its only public appearance was during practice for the 1964 British Grand Prix at Brands Hatch, but it did a lot of private running at Snetterton and Silverstone.

In the spring of 1965 the Ferguson Research people were to be seen at another motor race, this time with an entirely different project under way. This was at the Tourist Trophy race at Oulton Park, where Bruce McLaren was using a Ferguson-Teramala torque converter in place of a gearbox on his McLaren-Oldsmobile sports car. This was continually described loosely as an automatic gearbox, whereas it was a hydraulic torque converter combined with a two-speed gear train. In principle it worked admirably and during private testing at Oulton Park it ran great distances at racing speeds, with no trouble at all, but as soon as the meeting began, tiresome little bothers with oil seals plagued it and caused the car's abandonment. It showed good possibilities, especially for a large-engined sports car, and on the other side of the Atlantic Jim Hall has taken a similar principle to successful conclusion in his Chaparral sports cars.

There should have been a Ferguson-patent 4WD sports car running in British events by this time, as Peter Westbury was building a 1.8-litre BRM-engined car, but progress was slow, and it was not until the end of 1965 that the car was completed. It raced very successfully at the Christmas Club meeting at Brands Hatch, scoring yet another victory for the Ferguson 4WD, and we have obviously not heard the last of this car, the Felday-BRM. This all-enveloping sports car has the V8 BRM engine behind the driver, with a mechanical layout not unlike the experimental Grand Prix car built by BRM themselves.

At the 1965 Earls Court Motor Show, Tony Rolt and Claude Hill could be seen on the Jensen stand, for that firm were exhibiting the Jensen FF, a four-wheel-drive version of the successful Jensen C-V8 MkIII. Produced for general sale, the FF model marked a great step forward in the research and development programme of the late Harry Ferguson's brain-child.

Although there are no signs of 4WD being accepted as the conventional, there are definite indications that progress is being made in the battle to break down conservative thought in automobile engineering, and on balance Ferguson research would seem to have made more rapid progress than either Dr Rumpler or Dr Porsche, both of whom pioneered landmarks although the world in general were slow to appreciate the fact.



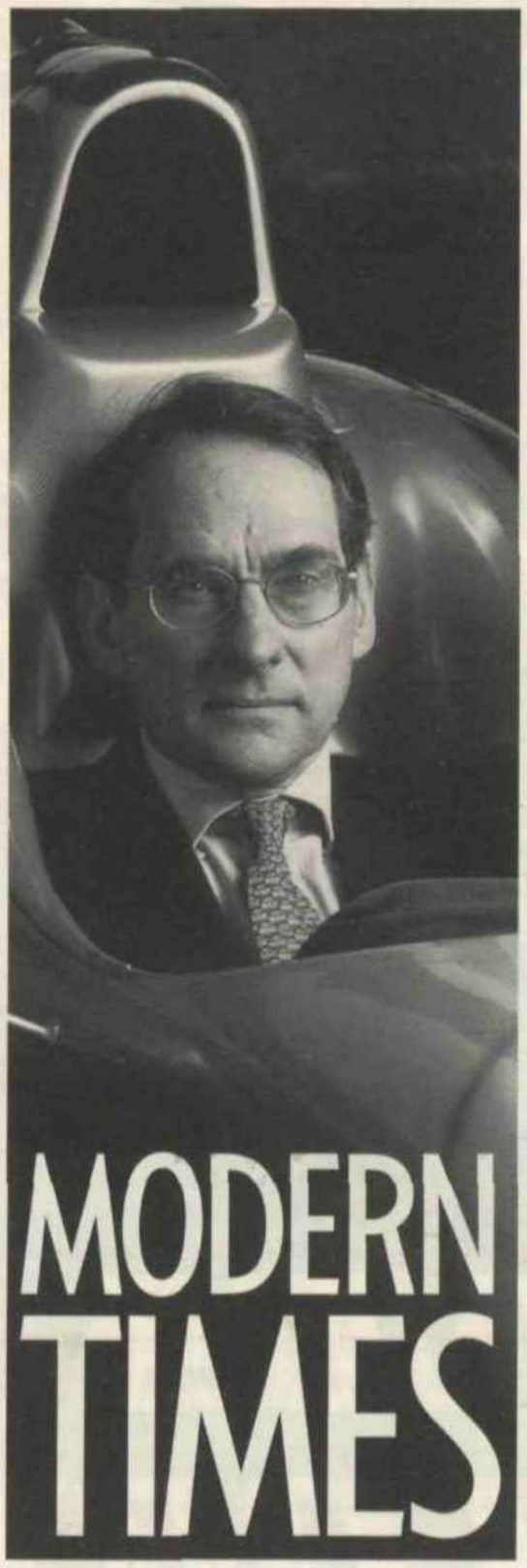
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Here is a weekend to really look forward to. Formula One cars return to the Grand Prix circuit at Brands. Williams, Brabham, Lotus, Tyrrell, Ferrari. All the famous names in their original 1966-85 livery racing for the FIA Cup for Thoroughbred Grand Prix Cars. This series is regarded as Europe's top historic championship and definitely shouldn't be missed. Or any of the other exciting historic car races over the weekend. The Three-Hour Sportscar Endurance, so popular at its debut last year. The Derek Bell Trophy. The Classic Sports Car Championship. And many others. All these cars are from a golden age of racing so phone for your advance tickets now to ensure you don't miss any of them. Just £17 for the weekend, £12 on Sunday (£15 on the gate). Entry includes free parking, programme and stand seats.

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SIMON TAYLOR



MODERN TIMES

CHOICES, CHOICES. THE FIRST WEEKEND of June offered the Canadian Grand Prix and the chance of another McLaren demonstration; or the Le Mans 24 Hours. Should I escape World Cup-torn Europe and go to Montreal, perhaps the most enjoyable venue in the F1 season? Or should I join 200,000 dusty, dirty and often inebriated enthusiasts, a third of them British, and make a pilgrimage to the event regarded by its detractors as a monotonous grind requiring little driving talent, and whose supporters call the Greatest Race in the World?

No contest. I belong to the latter category and have done ever since I smuggled a radio into my prep-school dormitory in the '50s to listen to Raymond Baxter under the bedclothes. For me D-types, DBR1s and Testa Rossas held even more magic than Vanwalls and 250Fs: still do. Twenty years later I found myself doing those same BBC bulletins, on the hour every hour, which helped me understand the extraordinary rhythm of this giant event, the relentless cycle as hot afternoon yields to cool evening, a hard night punctuated by treacherous rain, a fitful dawn, a sour-mouthed morning and back to the same hot afternoon. All the time the cars churn on, ever more stained as the exhausted crews, progressively grimier, try to keep them churning. *Les Vingt-Quatre Heures* is a huge happening, and it cannot be categorised into an easy pigeonhole.

As everyone has their own romantic ideas of Le Mans, there's no shortage of people to say the race isn't what it used to be. It was first run 75 years ago to show who built the fastest, most reliable production cars. The traditional sprint start (killed in 1970 by seat belts) ensured you had a starter that worked, and in the early years you had to run the first hour with your hood up.

And, while the cars got faster, the link with production cars continued. In the '50s Jaguar's D-type was designed only to win this race, and shaped by Malcolm Sayer to be as fast as possible on the straight. But it spawned the E-type, one of the most effective mass-production sports cars of the century, which bore its aerodynamic shape and monocoque its construction, proving that racing does improve the breed.

But now, say some, Le Mans has moved so far from its original aims that it has lost its relevance. Look at a projectile like the GT-One Toyota and the link with road cars is hard to make. Which is why I was so pleased that Porsche, in their 50th anniversary year, won this year's race. Down the years, Porsche have, more than most, kept faith with the original concept of the race. Of course their GT1-98 is not a car you'd like to drive through traffic – but the streamlined Bugatti that won in 1939, and those D-types, seemed just as outlandish in their time.

Porsche have been racing for most of their half-century: at Le Mans they've been class winners since the '50s, and in the last 29 years they've now won outright 16 times. If you look at a 911 in the showroom you'll see countless features that are on the car because of that relentless competition development. Racing improving the breed again: it's much easier to say that about Le Mans than Formula One.

More telling is the GT2 category. Instead of encouraging pure race cars which may eventually influence road cars, GT2 does it the other way round: it admits production cars and, with suitable modifications, lets them race. Which is what the Le Mans organisers were about back in 1923. While the good burghers of the Bentley Drivers' Club might dislike the analogy, I see a close link between the Speed Sixes of the '20s and the 8-litre Chrysler Viper. The Viper is basically a road car. There were five in the race, grumbling down the Mulsanne Straight at 197 mph. Four finished, with Justin Bell and teammates winning the class by completing 2647 trouble-free miles in the 24 hours. A grand bit of touring indeed.

This year's race promised much, in particular the greatest battle in recent years between major manufacturers: real works teams from BMW (new Williams-built prototypes), Toyota (devastatingly fast new coupes), Mercedes-Benz (a lighter V8 version of the CLK racer), Nissan (four updated versions of last year's R390s and 25,000 miles of testing) and Porsche, with their so far fragile GT1-98s.

Mercedes took pole but, in an utter catastrophe of unreliability, lost both cars in the first two hours. Nissan opted for a steady pace strategy which, given the race's reputation for seeing the fastest cars drop out, could have won the race. As it was, all four finished in the top ten, but their best was only third. But this in itself made history, as Kazuyoshi Hoshino, Aguri Suzuki and Masahiko Kageyama are the first all-Japanese team to stand on the Le Mans podium, drivers and car – even if Tom Walkinshaw had a fair bit to do with the latter.

The much-fancied Toyota team provided this year's Sarthe heartbreak when its transmission proved to be its Achilles heel. Martin Brundle crashed during the night-time rain, but the Boutsen/Lees/Kelleners Toyota, after five changes of gear clusters, gradually climbed back into the lead. Then, with just 80 minutes to go, Boutsen stopped out on the circuit – with a broken gearbox. Seeing it on their TV screen in the pits, the exhausted mechanics' oily faces were streaked with tears.



More controversy for Schumacher...

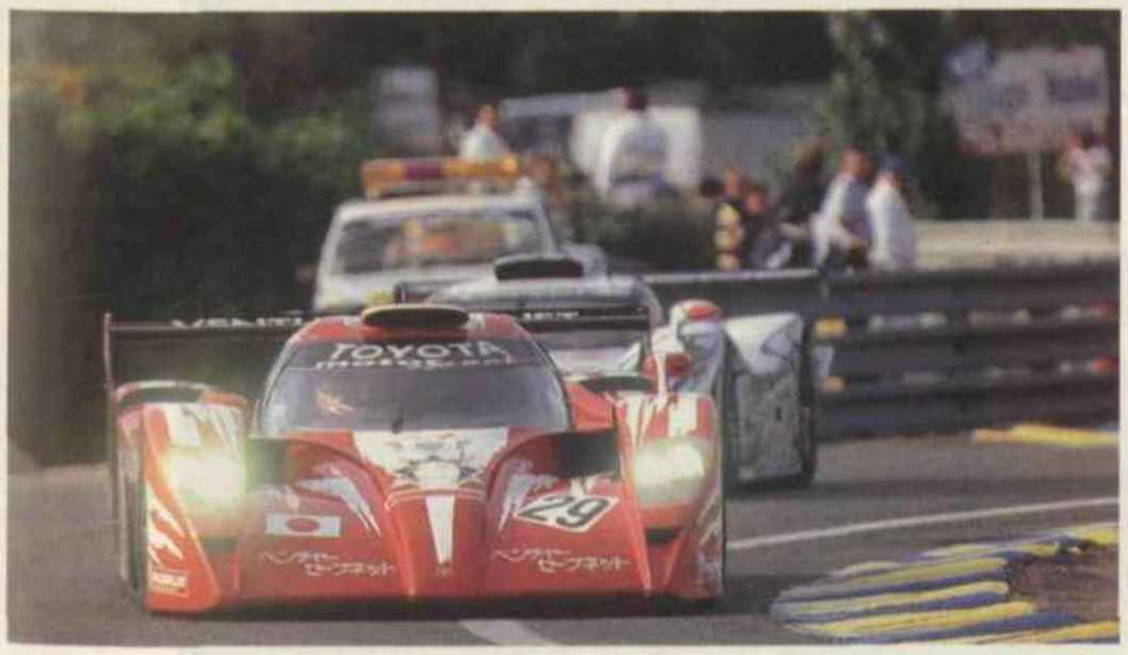
So the GT1 Porsches, which, this year have had difficulty finishing three-hour FIA GT Championship rounds, scored a great one-two, crossing the line in photogenic echelon exactly a lap apart. The leading driver in the winning car, shared with Frenchmen Stephane Ortelli and Laurent Aiello (standing in for the injured Yannick Dalmas), was Scotsman Allan McNish. Throughout qualifying and the race McNish was quick,



Outlandish Bugatti Type 57C won Le Mans in '39 with Jean-Pierre Wimille



The Porsche GT1-98s kept up relentless pressure on Toyota, outpacing Nissan and ensuring victory in the final hour



Quick and controversial...Toyota's GT-One led Le Mans with 80-minutes to go

consistent, far-sighted and controlled – exactly what an endurance racing driver has to be. Various setbacks have blighted his career path when it seemed clear all the way to F1, so it is good to see McNish's talent finding a worthy outlet in the Porsche team.

At Le Mans the race is only part of it. I've been there as journalist and broadcaster some 24 times, and still its atmosphere remains unparalleled in motorsport. I watched the GT40 of the Jacky Ickx beat Hans Herrmann's Porsche by a few feet in 1969, and I saw Jaguar's triumphant victory end Porsche's run of seven wins in 1988 – which produced from the British spectators scenes of jubilation more heart-warming than anything Nigel Mansell's fans could do at Silverstone. Always the scene as the race finally ends on Sunday afternoon, and the crowd are allowed to swamp the track while the drivers come out onto the podium balcony, brings a lump to the throat. Even though there were no British manufacturers to cheer this year a lot of Union Flags, and several St Andrew's Crosses, waved in the huge crowd to greet the British winner.

There was time to talk to the weary but happy finishers in the pits – British privateer Hugh Chamberlain got both his Vipers home – and hear stories of glory, disappointment and might-have-been before finding a television to watch the Canadian Grand Prix. With McNish's victory at Le Mans and Coulthard on pole in Montreal, the tabloids were doubtless preparing headlines about Scotland's Great Motor Racing Weekend. In Canada it was not to be, with both McLarens failing. A more apposite link between the two events would be Weekend Mercedes Would Like To Forget.

Watching on TV, I'm not really in any position to comment on Michael Schumacher coming out of the pits and apparently driving poor Heinz-Harald Frentzen straight off the road. If Schumacher was truly innocent and unaware of Frentzen's presence as he claimed, then his 10-second stop-go penalty was unjust. If however he did know that Frentzen was there in third place – and Schumacher, whatever else he may be, is the most intelligent of racers, and with the help of his pit crew and his radio usually knows exactly where everybody else is – then the stop-go was a footling penalty for a deliberately dangerous act.

All race long we were, of course, watching another superbly aggressive, fighting drive from Schumacher, and one wonders what the outcome might have been of his pressure on David Coulthard had not the MP4/13's fly-by-wire throttle stopped flying. But, in the worst way as well as the best, his Canadian display reminded me of no-one more than the great Ayrton Senna. Ayrton was unstoppable when he was on a charge, but he drove as though the other drivers didn't exist, and he was not above using his car as a weapon. Ask Alain Prost.

Nevertheless Schumacher was perhaps justified in his ire at Damon Hill's weaving efforts to stay in front when he was coming back through after his stop-go. There was no way the Jordan could keep the Ferrari behind, whoever was driving: the most charitable view one can take is that, between Mr Schumacher and Mr Hill, there is a bit of history when it comes to overtaking and blocking...

One way and another, F1 didn't come well out of the Canadian GP. Jacques Villeneuve got it completely wrong in his home GP for the second year running, while Schumacher's little brother Ralf had more than a little to do with both first-corner incidents, stalling on the grid first time round and spinning in the middle of the pack on the second. Still, I have to admit it made dramatic viewing as I sat on the terrace of my hotel in the Sarthe countryside, glass in hand: and losing both McLarens did put an unusual cast on the race. Giancarlo Fisichella was an impressive second for the second race running, and Alex Wurz did a good job in the spare Benetton to take fourth behind Irvine's Ferrari after his first-corner roll: two Ferraris on the podium, both David Richards' lads in the top four – and, hooray, both Stewarts in the points. Rubens Barrichello in the early stages was wonderful to watch. And, whatever you feel about the complaints of M Schumacher, it was good to see Damon get the recently pathetic Jordan up into second place – and sad to see it eventually fail him with an electrical problem.

It was a very different sort of circus from the one in France. Driving back among all the British enthusiasts on Monday morning, I reflected that Formula One continues to be what I want to watch most weekends of the year. But Le Mans is like Christmas. Once a year is enough – but you can't miss it when it comes around. M

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LETTERS FROM READERS

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The Editor reserves the right to edit all letters

ON HER MAJESTY'S CIRCUIT SERVICE

SIR,

I have been reading the bits and pieces about the 1957 German Grand Prix at the Nürburgring and can't resist getting my tuppenceworth in.

Late 1955 Her Majesty wrote to me asking if I would look after her interests in Germany for a couple of years (RAF National Service they called it!), giving me a wonderful opportunity to visit the Continental circuits on several occasions.

The most notable of course was the 1957 GP at the Nürburgring. I was fortunate to be there to witness the Master at his best.

Fangio as we all know was a great driver but that day was exceptional, the crowd standing in awe, but the icing on the cake for me came some 40 years later when I raced the *Nordschleife* in my Cooper-MG Prototype. I don't think many people can equal that.

I AM, YOURS, ETC.

GEORGE COOPER, KILSYTH, GLASGOW

* * * *

IN PRAISE OF TRACK TESTS

SIR,

I would like to say how very much I enjoyed the articles retracing some of the old circuits. They brought back fond memories. I particularly remember Dan Gurney's victories at Rouen and Pedro's victory with the BRM at Spa. We never thought the BRM would last and it was, for me, a very memorable occasion. What happy memories!

We used to camp at the circuits from Friday onwards and watch practice and, best of all, seek out all the garages to see the car being prepared. One knew all the mechanics by name and they seemed to be pleased to see a few English enthusiasts. There were no restrictions. At Spa, it was nothing for the cars to be started up and taken for a quick blast on the public road to test something.

I agree with Andrew Frankel that the section from the pits to Nouveau Mode at Rouen was very special. Listening to the cars on the Masta straight at Spa when they seemed to be on full noise for ages barring a slight lift for the kink was awesome.

I said after dear old Jenks died that I would never buy MOTOR SPORT again but I must admit I am thoroughly enjoying the new format.

I AM, YOURS, ETC.

KEITH WILSON, BATH, SOMERSET

* * * *

ON BOARD WITH HORSFALL

SIR,

Bill Boddy's splendid story of *St John Horsfall – Secret Agent* gave me the opportunity to relive a precious memory. In 1946-47 Jock sometimes drove the black car up the long village street of Botesdale and Rickinghall Superior where it was settled at the local village garage. Sometimes a mechanic would be riding side saddle on the petrol tank at the usual high speeds employed by Jock. To us kids this sort of behaviour was as delectable as when, in 1944, our local friendly B17 pilot had made extra low runs over our farm at Stiffkey just to say hello from 40 feet.

Jock also tested his motorbike along local lanes. The look of intense pleasure on his face as he almost terminated himself several times at the junction with the main road was one we all understood.

But to the point – one day I saw Jock standing next to a car and taking courage in both hands marched up and said, "I've come to look over your car." He had perfect manners of course and there was no hint of displeasure at such juvenile intrusion. He explained modifications and recent body work alterations – there was a lot of new aluminium. This may have been EML 129. He asked if I would care to sit in the driver's seat and check the steering. Last summer the black car was again at Goodwood's Festival of Speed looking much smarter and blacker and without the oily imprint of the mechanic's trousers on the rear eggshell.

I AM, YOURS, ETC.

RICHARD WILLIAMSON, CHICHESTER, WEST SUSSEX

* * * *

GAME ON

SIR,

Could I please put a plea to your readers. For a board game project with all other sources running up blanks, I need to obtain either top down photographs or plan drawings of the following Le Mans cars.

1954: Aston DB3, Bristol, Frazer-Nash, Gordini, Maserati A6G, Panhard, Porsche 550, TR2;

1964: Alfa Giulia, Alpine, Aston DB4, ATS, Sprite, Iso Rivolta, Lotus Elan, Maserati Tipo 152, MG B, Porsche '8', Porsche 904, Rene Bonnet, Sunbeam Tiger, Triumph Spitfire;

1969: Alfa 33, Alpine Renault 210/220, Chevron B8, Ferrari 312P, Lola T70, Matra-Simca 650;

1970: Ferrari 512M;

1972:Chevron B21, Ferrari 365, Ford Capri, Ligier JS2, Lola T290, Matra-Simca 670;

1989: Aston Martin AMR1, Cougar, Jaguar XJR9.

Copies are perfectly acceptable and I will happily reimburse all costs. Please respond to the address or e-mail below. I would also be pleased to hear from anyone interested in testing or contributing to the Le Mans game design.

I AM, YOURS, ETC.

MIKE SIGGINS, PO BOX 2062, WOODFORD GREEN, ESSEX IG9 5DL; E-MAIL: MSIGGINS@AOL.COM

* * * *

F1? TIME IS RUNNING OUT

SIR,

Formula One? Scrap the whole shebang. The priorities are all wrong.

For years they have, at fabulous cost, been developing mechanical and technological marvels that go faster and faster, stop quicker and quicker, create more and more rear-end turbulence. Result: processions. Processions of cars indistinguishable except for the sponsors' paint work.

Drivers? All the poor spectator/viewer sees is the top of his helmet – and the paying customers are lucky if they see that, banished as they are to the extremities of sand-trap deserts. Spectacle? Mickey Mouse circuits have all but put an end to that.

Spectators couldn't care less if a wondrous gearbox is made of carbon fibre, magnesium or old tin cans. They don't rush to the turnstiles because a steering wheel has six paddles and 10 buttons. They don't crouch over the box in tense exhilaration because a new nose cone adds a mite more downforce.

In fact spectators are getting cheesed off and never mind the billions of viewers quoted by Bernie Ecclestone. The press says the races are getting boring, frenetic Murray hints at it and even the technical press acknowledges it.

What to do? For the spectator/viewer: Watch the motorbikes, whether Grand Prix or Superbikes. Just as fast as Formula One, lead changing almost every lap, wheel-to-wheel dicing, bags of excitement. Short races, too.

What should Formula One moguls do? Face the facts and get their priorities right. Time's running out.

I AM, YOURS, ETC.

BILL DAWSON, MILTON KEYNES, BUCKS

* * * *

FALL ON OUR SWORDS?

SIR,

I must say during the short period I have purchased the magazine I have found it shorter and shorter on substance as each month went by. The total lack of editorial direction is quite evident.

I feel that you do not know which direction to head the magazine, it contains a hotch potch of vintage, classic, retro and techno that really doesn't stitch together.

It would seem to me that directional stability is required, otherwise I suggest you hand over your stewardship to



St John Horsfall was not averse to a quick blast down country lanes

LETTERS FROM READERS

someone who can give the readers a cohesive, fluent magazine of interest to the readership. Seventy-four years is a lot of history to rewrite; so far you are making a mess of it.

I AM, YOURS, ETC.

MICHAEL A MENDOZA, VICTORIA, AUSTRALIA

* * * *

BANKING ON MOTOR SPORT

SIR,

My wife and I have just returned from a trip to Monza where we were privileged to attend the Coppa InterEuropa historic meeting. As we had anticipated the racing was superb, particularly that provided by the burgeoning Formula Two championship which has never failed to entertain.

My lasting impression, however, will be of the extraordinary banking, largely hidden in the trees and, perhaps, all the more impressive in its overgrown decay.

The news, in your May issue, of its imminent demise, will sadden all enthusiasts of the few remaining truly great circuits. If it were a building, in the conventional sense, its future would probably be assured by its historical significance.

Finally, as a relatively recent convert to MOTOR SPORT magazine, may I take this opportunity to congratulate you on the exceptional quality of your content and presentation. You have set a new standard in motor sport journalism.

I AM, YOURS, ETC.

ANDREW TANSLEY, KIDLINGTON, OXON

* * * *

ANDREW COWAN

SIR,

I have just finished reading your excellent article on Andrew Cowan, one of the most likeable and under-rated of rally drivers. Everyone remembers his fabulous drives on the likes of the London to Sydney Marathon, the Southern Cross, Bandama etc., but who remembers his stirring battle with Simo Lampinen to second place on the 1969 Scottish, with what was probably the last works Imp falling to pieces around him? Or his magnificent drive with the unwieldy Tiger to 11th place and second in class on the extremely snowy 1965 Monte, driving to team orders, to 'take it easy' to assure Rootes of the class win, and the perfect team-mate to that other unsung hero, Peter Harper.

You say that he never took a real interest in racing, but my own favourite memory of Andrew was at Ingliston. Seeing him tigering round the track in Iain Scott-Watson's brand new Elan Plus 2, resplendent in crisp white shorts and SMRC tie, with his blazer lying on the back seat, more than often finishing in the lead. Marvellous, a true gentleman competitor!

I have been a fan of MOTOR SPORT since the early 1960s, and felt it was losing its way, but your new format is like a breath of fresh air. Well done!

I AM, YOURS, ETC.

J ROSS BAIRD, ABERDEEN, SCOTLAND

* * * *

TONY ROLT REPLIES

SIR,

In one of your articles in last month's feature on Le Mans, you described how my father, Tony Rolt, and Duncan Hamilton, won the race for Jaguar in 1953 in a famous victory.

What most readers will remember from your article is that apparently two top-level works drivers, believing they had been disqualified, drank huge quantities of alcohol the night before the race, had no sleep that night, were reinstated on race day morning, started the race having had a further injection of alcohol and then went on to win.

Your source for this story (your only source?) which you acknowledge is Duncan's very entertaining book *Touch Wood*. Entertainment that book is, but a work of historical accuracy it is not. Duncan was one of life's great story tellers, and never failed to exaggerate when it might improve the story. *This is what he did on this occasion.*

Perhaps a call to my father to discuss the story before publishing would have been productive. He would have given you the same account that Lofty England gave in an interview with Neville Hay in 1995, the whole of which appears in the video *The Engineers – Lofty England*. The actual story is as follows.

After Thursday's practice, there was an objection by another team to the appearance in the pit row of two number 18 Jaguars, and there was a threat of disqualification. However, Lofty settled the whole issue with the organisers on the Friday morning (not the Saturday morning), over 24 hours before the race, and agreed to pay a nominal fine of 100 (not 25,000!) Francs, which the organisers never in fact enforced.

My father and Duncan, and wives and friends (they did not "abandon their team and families") had indeed gone out to dinner in Le Mans on the Thursday night, and they both had their share of wine and brandy. But they also knew very well that it was most unlikely that the organisers would disqualify them. Yes, they had a late night, but it was almost 48 hours before the start. Duncan's story of them being found by Sir William Lyons in Gruber's restaurant at 10.00 on the morning of the race is simply untrue.

I had thought that this story had been finally put to rest by Lofty's interview in 1995, and for years my father has been telling the true account to all who cared to listen.

Gregor Grant's marvellous report of the race for *Autosport* that year makes no mention of the 'disqualification', and MOTOR SPORT says, "Jaguar had a spare car in attendance with the Rolt-Hamilton number on it, but fortunately it did not use it, for later it was discovered that this would have disqualified them."

I know my father would like his and Duncan's efforts that year to be remembered for their sheer speed and endurance, rather than for overcoming hangovers that in fact never existed. I must add that my father found your title for the article (*Drunken Charge*) to be in particularly bad taste.

One other small point: there is a photograph accompanying your article of my father and Duncan on the pit wall, "comparing helmets after their epic drive", in which you mysteriously refer to my father being "in civvies". In fact the photograph was taken in practice, and my father is wearing his racing clothes, which, like Duncan's, include the extra wide stomach belt which many drivers wore.

As a matter of historic record, I wonder if there is a Le Mans winner from earlier than 1953 still alive.

I AM, YOURS, ETC.

STUART ROLT, BANBURY, OXON

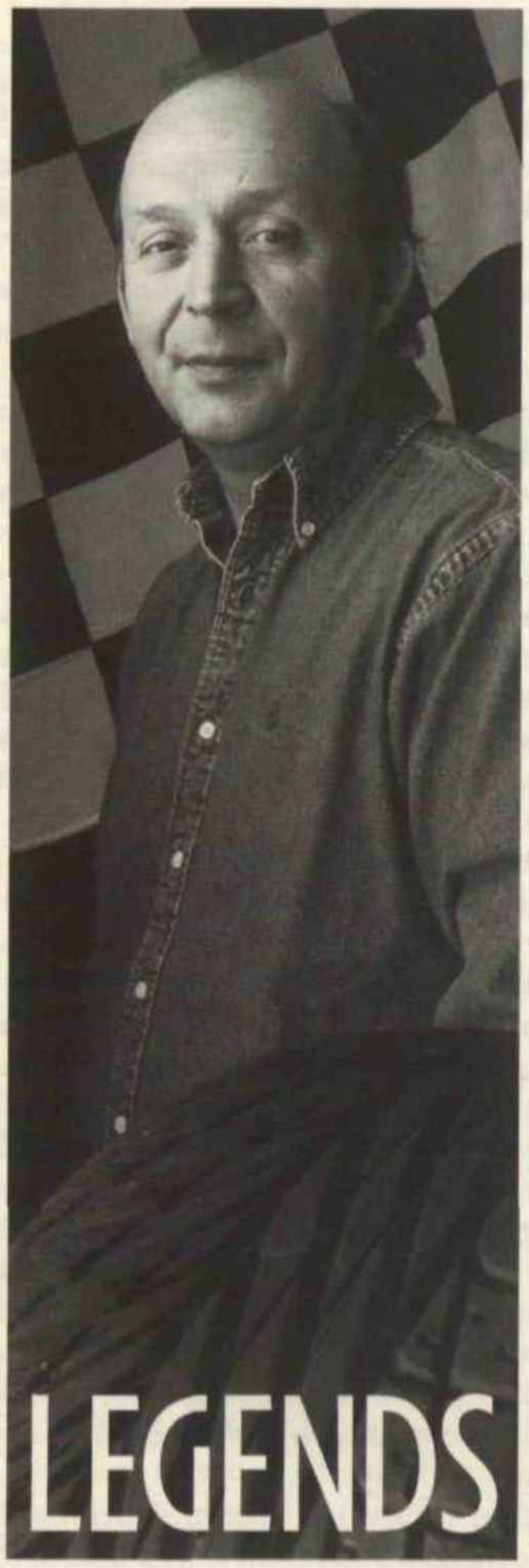
(You are correct that the primary source for this story was indeed the autobiography of Duncan Hamilton which was first published in 1960. I, however, used the revised edition, published in 1990, on the now clearly erroneous assumption that any fundamental inaccuracies would have been omitted.

I have spoken to Duncan's son, Adrian, and it is clear the account in 'Touch Wood' is more than somewhat embellished and that the truth accords precisely with your father's recollections. Given this, I can see entirely why he was upset by the piece and offended, in particular, by the headline. This I deeply regret and I extend my full and unreserved apologies to your father.

All I would add is that it was never my intention to belittle your father's victory. On the contrary, I sought to use Hamilton's now clearly fictional account of the run up to the race as a way of emphasising just what an extraordinary achievement it was to win that race under such circumstances. –Ed)



Rolt and Hamilton's victory was less outrageous than it might seem



LEGENDS

BRIAN REDMAN

ONE EVENING, SEVERAL YEARS AGO, and over a *degustivo* or two, Jenks was reminiscing about the Mille Miglia. "I've often thought," he said, "what fun it would have been to do it in a Porsche 917."

Driven by whom? I asked. Rodriguez? Siffert? "No, no," he replied. "Given a choice, I'd have chosen Brian Redman. He was as every bit as quick as they were, and far more intelligent. With Brian, there'd have been much more chance of getting to the finish..."

There is, I think, a strong case to be made for proposing Brian Herman Thomas Redman as the most underrated racing driver this sport has known. True, he drove in only a dozen Grands Prix, but then it was always important to Brian that racing be fun, as well as provide him with a living, and even back in 1974, when last he drove a Formula One car, he thought the paddock a touch precious.

It wasn't that Redman lacked the ability to hack it in Formula One. On the contrary, he finished third in his first Grand Prix, at Jarama in 1968, and in the rains of Monaco in 1972, subbing for Peter Revson at McLaren, he was fifth, in the process neatly trouncing team leader Denny Hulme.

Although Redman made his name primarily as a sportscar driver, his prowess in single-seaters was amply displayed in Formula 5000, notably in America, where he defeated arch-rival Mario Andretti more often than not. "A good professional," is probably how he would describe himself; he was much more than that.

He has lived in Florida these 18 years now, but his Lancastrian accent is happily intact, and complements a wonderfully dry wit. Among his interests these days is an F3000 team, which is what brought him to Imola in April. While there, he stopped by for lunch at the Ford motorhome, and thus provided us with the highlight of our weekend.

Now 61, Brian looks remarkably well on it, and the once cruel scars on his face – legacy of an accident at the 1971 Targa Florio – have faded to nothing, absorbed into a deep tan. He talked about the Porsche 908/3 in which he crashed that day.

"I first saw the car at Weissach, at Porsche's Christmas party. This thing was in a corner, under a sheet. 'Herr Redman, you would like to look at the new 908/3?' I said yes, I would, and I took the sheet off. Then I took the front bodywork off, and sat in the car – and saw that my feet were sticking out in front of the front wheels. I got out, and Helmut Flegl said, 'So, Herr Redman, so what do you think of the 908/3?' I said, 'It looks like a bloody good car. For Douglas Bader.'

"Before the start of the Targa, Flegl advised me that if I was going to have a shunt, I should have it on the left side of the car – because the fuel tank was on the right... Seppi (Siffert) had crashed it in practice, and although they repaired it, the steering broke on the first lap. I hit a wall. On the right, of course.

"I was on fire from head to foot, and couldn't see a thing. I somehow got out of the car, and ran across the road, but it was 45 minutes before the helicopter came. Then they couldn't find anywhere to land and then they couldn't find me... Finally they took me to the wrong hospital, and nobody knew where I was. I was there for twelve hours, without being able to talk to anybody and without being able to see. Not what you'd call a pleasant experience."

"There is a strong case for proposing Brian Redman as the most underrated racing driver that this sport has ever known"

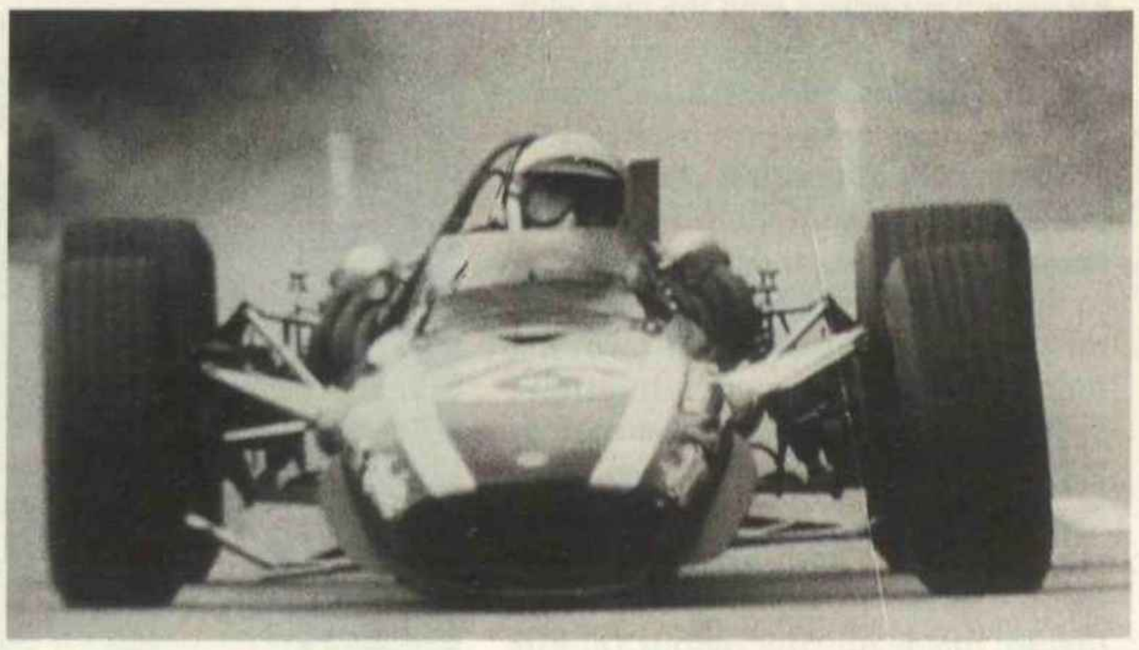
Redman first came to national prominence in 1965, winning endlessly in a lightweight E-Type, entered by Red Rose Motors of Chester, which was owned by Charles Bridges. The following year Bridges bought a new Lola T70 for Brian to race, which he did with distinction, and in 1967 another member of the family took him into single-seaters.

"What a family that was... When Charles got out of racing, at the end of 1966, his brother David says to me, 'D'you want to drive Formula Two, spud?' – he always called me 'spud', for some reason. Yes, I said, what's the deal? He says, 'I'll give you thirty pound a week, guaranteed for a year.' Right, I said.

"He never came to a single race. We'd be away for a month, racing all over Europe, and we'd get back. He'd be sitting there, 10 o'clock in the morning, having a glass of whisky. 'Hello, spud. Where've you been?' 'Well, I've been to Barcelona, and the Eifel race at the Nürburgring, and so on.' 'Eeh, that were a grand trip. How did you do?' I said, 'Well, we were fourth here, and sixth there...' 'Eeh, well, that's all right, then. Where are you going next?' Very casual it was, really."

That same year, 1967, took Redman to Spa-Francorchamps for the first time, there to share a Ford GT40 with Peter Sutcliffe in the 1000Kms. "Red Rose Motors paid for me to drive with Peter. You know how much? Sixty pounds."

Twelve months on and now a member of John Wyer's legendary JW Automotive squad, Redman won the Spa 1000Kms in a GT40 with Jacky Ickx as his partner, but when he returned, a fortnight later, to drive a Cooper T86 in the Belgian Grand Prix, a horrifying accident awaited. At Les Combes, the left-hander at the top of the hill after Eau Rouge, his car's front suspension broke.



Peter Burn

The suspension breaks on Redman's Cooper at Spa. He was lucky to survive



LAT Archive

No one loves winning more than Redman and few ever won more frequently. Yet for all his success, he consistently refused to take the sport too seriously.

"I went over the Armco, and as I did so my right arm was trapped between the car and the barrier. As it turned out, I was very lucky not to lose it. Big one, that. When the car landed, it hit a Vauxhall Cresta that someone had thoughtfully parked there. I suppose he probably thought it was out of reach..."

For all that, Brian adored the 'old' Spa circuit. "I thought it was the most difficult circuit, because mentally it was so hard, simply because the corners were so fast. I derived more satisfaction from a good race there than anywhere else. And generally it was a lucky circuit for me: I think I won five times there."

Years later, the accident at Les Combes was to pay him a dividend of a kind. In the 1972 Spa 1000Kms, Redman was leading in one of the factory Ferrari 312PBs, but Ronnie Peterson's similar car was closing. "After my shunt at Les Combes, I always took an odd line there, went in early, to give myself a little more room. I saw all this activity, which always means an accident round the corner or something, and I backed off and just got round. It was raining at that part of the circuit, and the activity was people putting up their umbrellas. And Ronnie never made it – he went right round the corner on the barrier. We won."

In my mind, though, Redman is synonymous more with Porsche than any other marque, and doubtless his remarkable lack of ego was as much appreciated there as it was elsewhere. "When I first drove for them, back in 1969, they were running five 908s, and 10 drivers. And after the first race, the Daytona 24 hours, they asked me if I wanted to be the Number One in my own car, or drive with Jo Siffert. I knew that in going with Seppi I'd be the number two, but I thought we'd win more races that way, so it didn't bother me."

He got along famously with the mercurial Siffert, but admits that the partnership was not entirely without its frustrations. "Seppi only had one speed – flat out all the time. We had accumulated a four-lap lead at Le Mans in 1970, and when he missed a gear, right in front of the pits... that was mildly distressing.

"The 917 evolved into a very good car, but at first it was terrifying. Very early on, I got a call from Porsche to come and test it, and I thought, 'Hmmm, they've got 10 drivers in the team – why do they want me?' So I said I had some very important business, but I'd see if I could put it off, and I'd call them back in an hour. I rang Siffert: 'Seppi, have you tested out the 917 yet?' 'No, no, Brian. Not me. We let the others find out what breaks first...'

"I drove one in practice at Le Mans in '69, and it was the fastest I ever went there – 238mph. But the thing was *all over the road*; going down the Mulsanne Straight you were constantly having to correct the steering, and you just hoped that when you arrived at the kink you were on the right side of the road... If you weren't, you had to brake!

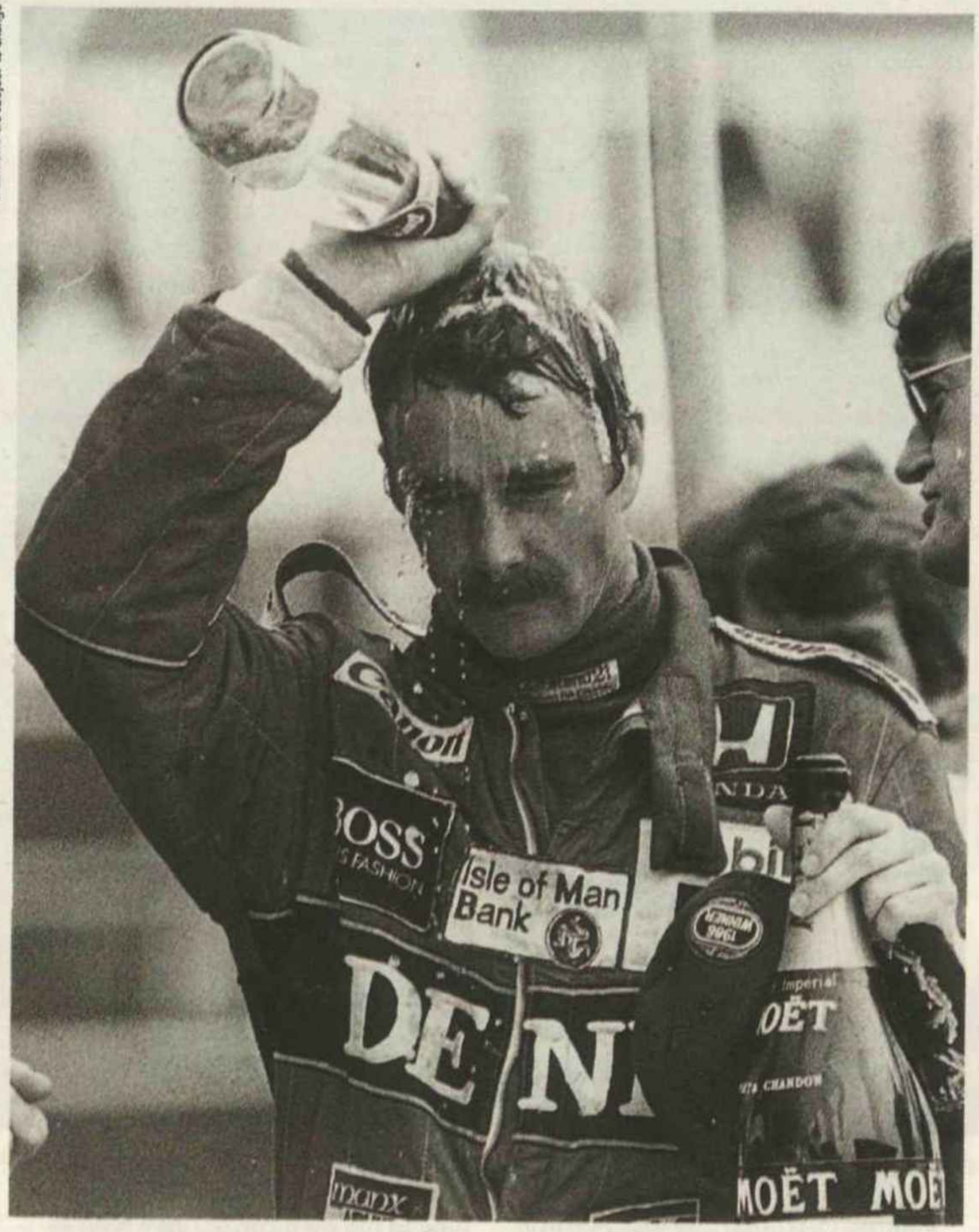
"The spaceframe of the original 917 was pressurised, gas-filled, so that if the gauge lost more than so much pressure, you knew you had a crack. When that happened, they'd go around all the joints with a cigarette lighter!" Redman rocks with laughter at the memory. "Times have changed a bit, haven't they?" M

NEXT MONTH

On sale July 17

In the August edition...

All contents are subject to change



BRITISH BULLDOG

Love him or loathe him, no British driver has worn his heart more fervently on his sleeve. We look at the enigma that is Nigel Mansell

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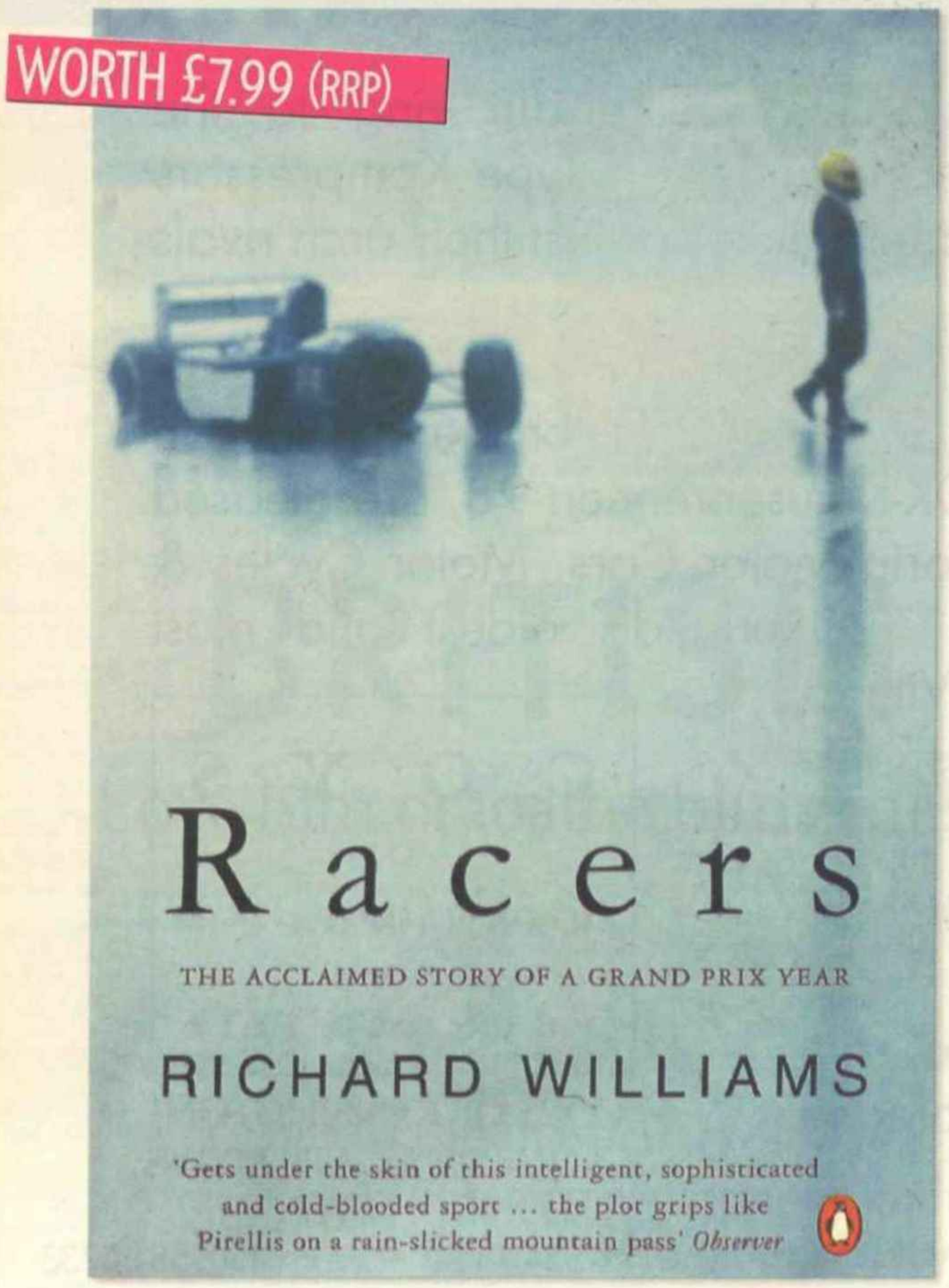
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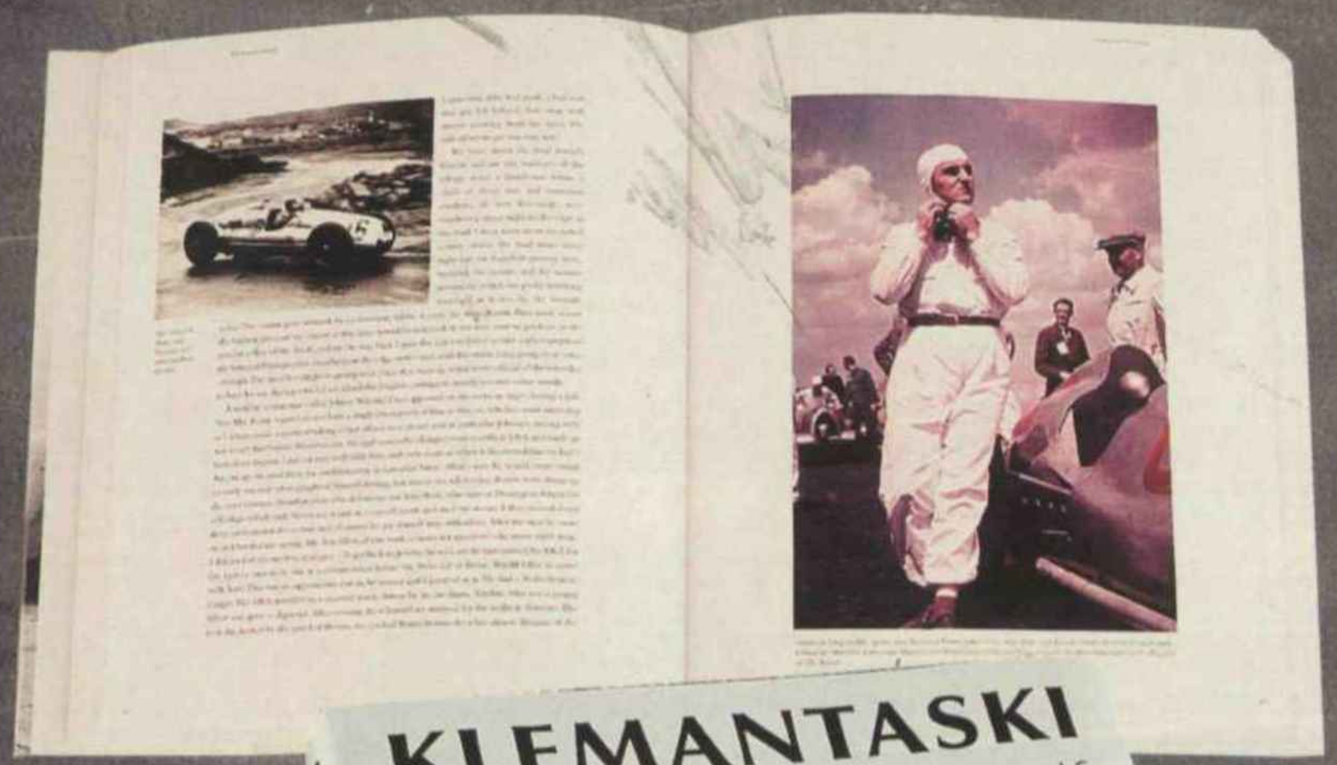
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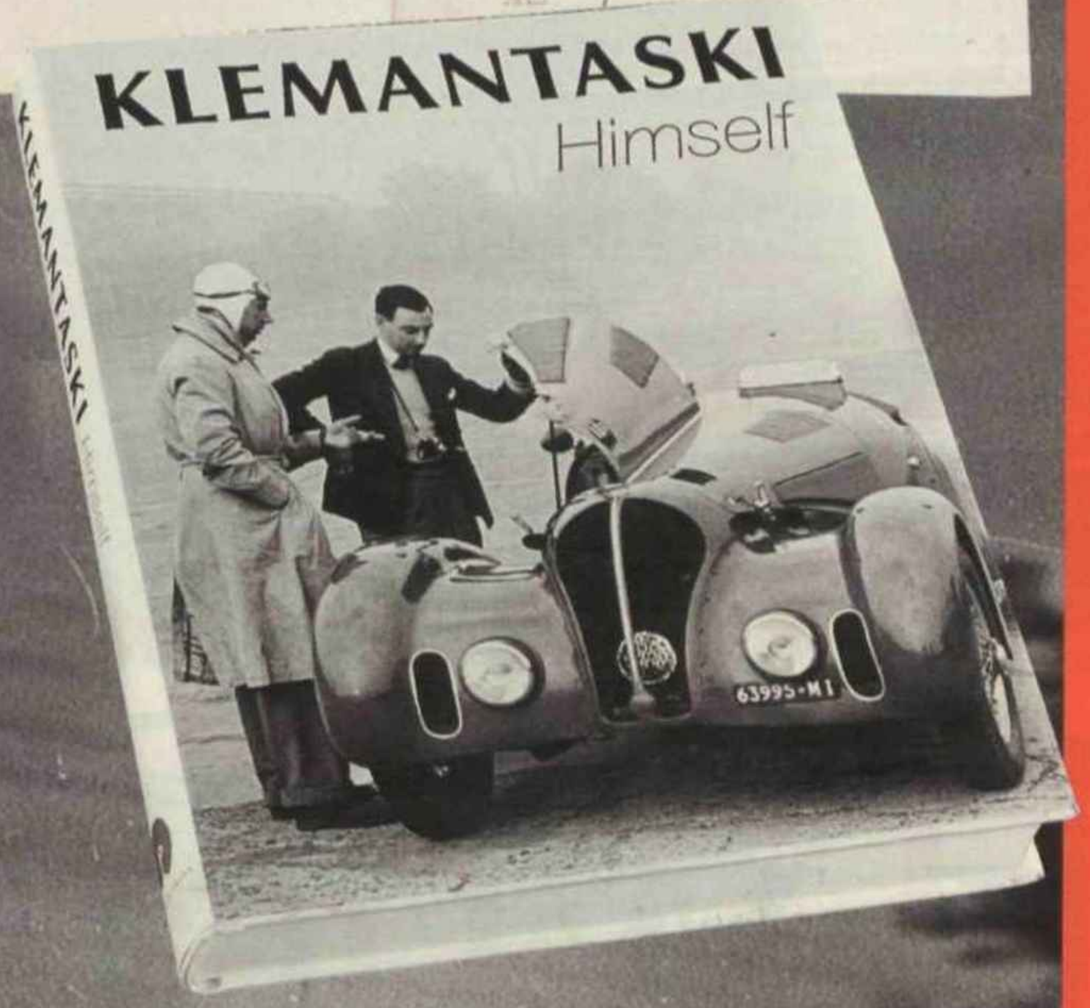
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THE BRITISH GRAND PRIX

The British Grand Prix is the father of Formula One. On the pages that follow Keke Rosberg remembers completing the fastest ever lap by a Formula One car, Jabby Crombac recalls the highs and lows of 50 years in attendance at Silverstone, Brands Hatch, and Aintree, while Baron de Graffenried re-lives his triumph in 1949. Also our current F1 stars, Messrs Coulthard, Hill, Irvine and Herbert, say what the event means to them and who's going to win in July.

Blast off at Brands Hatch for the 1964 British Grand Prix. Jim Clark's Lotus 25 led from flag to flag



In at the beginning...

VETERAN FRENCH JOURNALIST 'JABBY' CROMBAC HITCHED TO SILVERSTONE FOR THAT 1948 RACE, AND HAS ATTENDED MOST OF BRITAIN'S GPs SINCE. BUT WHILE HE RATES THE NORTHAMPTON TRACK AS ONE OF THE BEST, IT WAS VERY DIFFERENT THEN



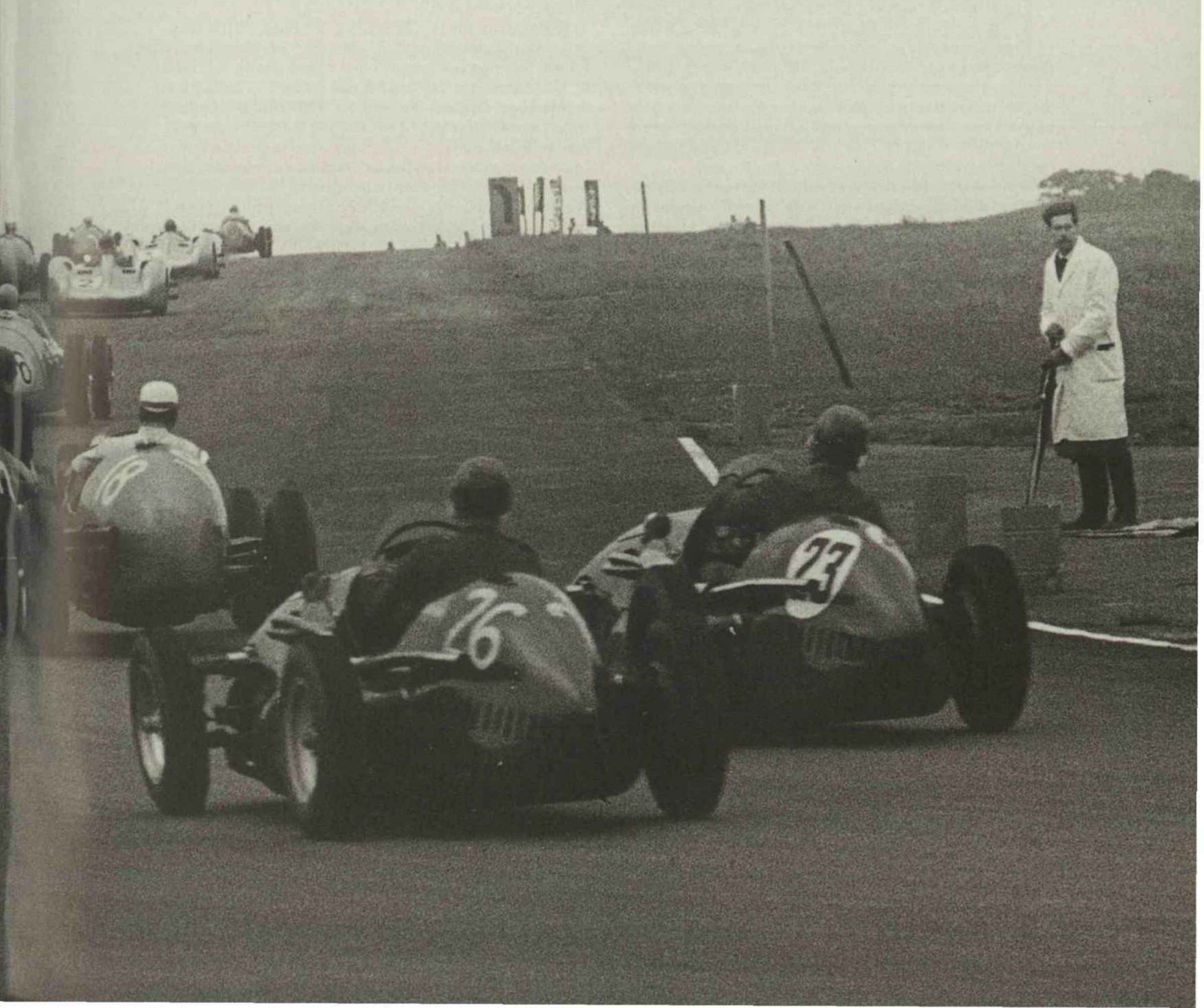
We are celebrating this year the fiftieth anniversary of the British Grand Prix of the modern era, leaving aside the Brooklands races of 1926-27 and the Donington ones – on a proper road circuit, these between 1935 and 1938. The latter were of course only demonstration runs by the German teams with absolutely no opposition. But nevertheless, Donington assumed a great importance because many of the initiators of Britain's climb towards complete domination in recent years recalled their enthusiasm for Grands Prix had been fired up by watching the Donington races.

Road-racing was revived after the war in England with difficulty, and apart from more or less clandestine club events here and there, British enthusiasts had to go to Jersey or the Isle of Man to watch it. So it was good news when the RAC finally decided to do something about it in 1948 and organise a proper circuit event, on a suitable private course as dictated by British laws. And after a long search, they came up with a disused wartime airport near Towcester, Northamptonshire, which was hired from its owners.

The first GP which took place there in October 1948 was not taken seriously enough by the FIA to be granted the title of 'British Grand Prix' and the rank of 'Grande Epreuve' equivalent to a World Championship event of today. So it was just 'the RAC Grand Prix' and in 1998 we should celebrate in fact not 50 years of the British GP, but 50 years of Silverstone. Alternatively, one could call it 50 years of F1 in Britain, because the appellation Formula One began in 1948!

The cautious executives of the organising club did not allow it a budget large enough to attract the stars on the day: the ➳

The 1954 season was a Mercedes triumph – except at Silverstone, where Gonzalez scored over the streamliners



Alfa-Romeo Alfettas. Despite that, such a large crowd turned up that the traffic jams were even worse than they are today! As an avid follower of *Motor* and MOTOR SPORT, when I read about that first Silverstone I simply *had* to be there. But the British touring agency in Paris really knew nothing about Silverstone, so the trip was an eventful one and finally I hitchhiked from Dover in the lorry bringing Louis Chiron's Talbot T26C.

On race day, I was put in charge of the lap-chart. That first Silverstone was something quite incredible. Having watched several Grands Prix on the Continent, I wasn't too impressed by the actual organisation. Of course, this was the first important event in England since the war, while on the Continent we had had already a dozen proper GPs. But one easily forgave the weaknesses as the enthusiasm was simply unbelievable. Today, the BRDC Committee has understood it can keep the GP only if the track is regularly kept up to date and it has lavished a lot of money to please both the FIA and the spectators, as a result of which Silverstone is now one of the world's best tracks.

But in those days, it was frankly not on par. The use of the actual aerodrome's taxiways and landing strips made it terribly flat and dull. It was also rather bumpy but the cars of the period could put up with it, and many drivers wore stomach belts. The pits were rather rudimentary. They were located after Abbey curve, not at all where they are now as the track layout was completely different from today's. I remember the paddock accommodation was so primitive that the men's toilets consisted of a tent under which a large hole had been dug and people were circling the hole!

However, one of the most impressive things was the car park. This was at a time when new cars were reserved for export, so all the spectators turned up in pre-war cars; being enthusiasts many of them were driving cars which now change hands at Brooks for small fortunes. And they had been shepherded by makes. So Gregor Grant, *Autosport*'s future founder, whom I had met there, took me round the 'corrals' to show me a gaggle of Alvis 12/50s next to a fleet of 4½-litre Bentleys (funny, I didn't see a single 'Blower' and nowadays so many Bentleys are supercharged!). The MG corral was by far the largest one, there were rows and rows of every model.

The track layout was changed the next year and again for 1950 which was the third Silverstone, the second post-war British GP and the first one to count for the World Championship. Frankly, the Brits didn't give a hoot about the World Championship in 1950. It was rightly perceived as a manoeuvre from the Italian Federation within the FIA to create a championship which at this period could only crown the driver of an Italian car. Nor were people much concerned by the fact it was granted its title of *Grand Prix d'Europe*. What interested the media as well as the public was the fact it was the 'Royal Silverstone' attended by the King, to whom the drivers were introduced.

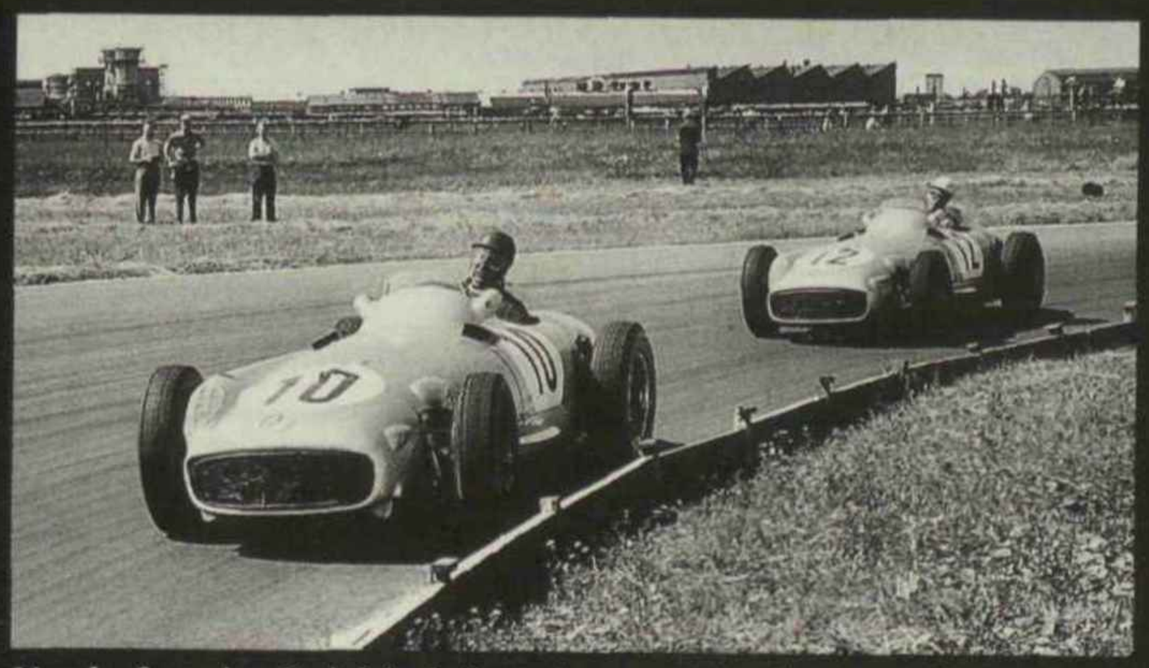
I didn't watch this one, but perhaps the British GP I remember best is the next one, in 1951, when the burly Gonzalez beat Fangio. The important thing of course is that it was the first defeat of the Alfettas since they had failed at St Cloud in 1946, when they had been too hurriedly taken out of hibernation. The thing is that Gonzalez's Ferrari V12 was a simpler but much more modern car. To stay ahead of it, Alfa-Romeo had pushed the power so far that to avoid refuelling too often the car was carrying a massive 332 litres of fuel in several auxiliary tanks — one of which was alongside the engine, another one next to the legs of the driver. With the fuel level changing, it was impossible to keep



It began here, in 1948: Alfa's fees too high, but Maserati came – and won



1949 winner Baron de Graffenried (centre) attends pre-race drivers' briefing



Nearby factories diminished Aintree's appeal, despite Moss's '55 home win



Aintree brought an all-British victory for Brooks, Moss and Vanwall, 1957



One of Crombac's highlights: 1951, when Froilan Gonzalez sparkled to beat even Fangio. The new V12 Ferrari had given notice to the ageing Alfas

the car in balance for more than a few laps, and on this day Fangio just couldn't cope with Gonzalez, who was in scintillating good form all week-end. He had taken pole position as well, despite the power handicap of his Ferrari 375, which was the 'T-car' for the team with single ignition.

Actually Gonzalez wasn't supposed to drive for Ferrari at all that season; the car was destined for Taruffi, but the latter was also the team manager of a motorcycle team which had kept him busy during the previous GP in Reims, and Gonzalez had given up his Maserati-Milan to deputise for him. He did well and kept the drive for Silverstone. Gonzalez wasn't as consistent as Fangio, but, on his day, he could beat the Great Master fair and square. After 1951 he did it again in 1954, also at Silverstone.

This was another epic 'David and Goliath' affair I am not likely to forget. Ferrari was having terrible financial problems and Mercedes was making good use of the Marshall plan of US financial help to steam-roller Formula One. The German firm probably had eight times more engineers and mechanics than the Italian one, but it was defeated on the wet circuit because Mercedes insisted on a hundred per cent German machine, and Continental, who supplied the tyres, lacked the experience of Pirelli or Dunlop. Poor Fangio was all over the place and dented his all-enveloping bodywork against the marker drums. This was the only time a W196 was beaten without having suffered a mechanical gremlin. Each of the nine Mercedes victories in 1954-55 were Fangio's, except the one which went to Stirling Moss at the British GP in 1955.

All previous British GPs at Silverstone had been organised by the BRDC, which had taken over the lease on the circuit from the RAC and later bought it altogether. But the RAC was tempted into taking back the GP (which belongs to them according to the rules of the FIA) and made a deal with Aintree where the GP would be held alternately with Silverstone. Officially this was to hold a GP more conveniently placed for the enthusiasts of the North. I felt this was more a matter of inter-club politics... and money! Aintree was built around the horse-racing track and only five GPs took place there, which was just as well: the industrial environment made it a nightmare. The nearby factories were spitting pestilential smoke. How far from the pleasant environment of Silverstone or Brands Hatch.

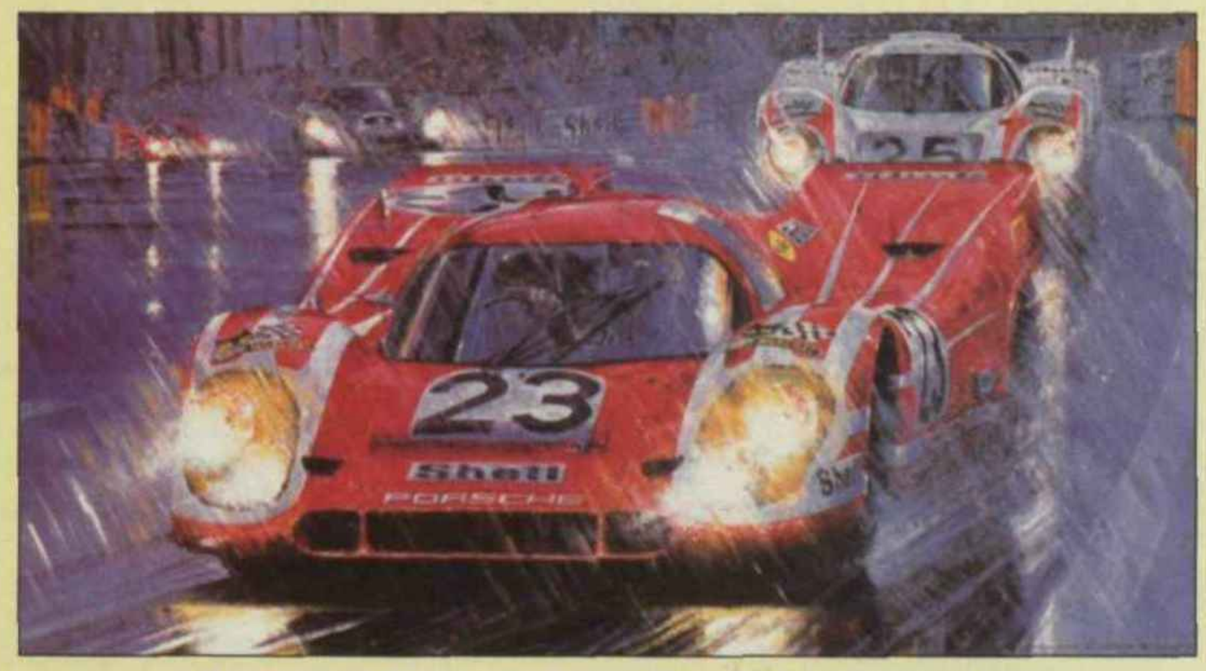
I only went there once so I missed the big event of 1955: Stirling Moss had joined Fangio in the Mercedes team and of course he wanted to win his home GP and stated it firmly in qualification when he put his W196 on pole, 2/10th quicker than his team-mate. They were going to trade first place throughout the 90 laps but in the end Moss was ahead. Just to prove this was well deserved, he equalled his qualifying time two laps before the finish, then he slowed down to allow Fangio to catch up and they crossed the line separated by only 2/10th. This was the first time a British driver won the British GP. I can imagine the enthusiasm was tremendous, but had Fangio deliberately let Moss win at home? To this day, Moss doesn't know, but he told me: "If Fangio gave me the victory, he certainly had the elegance never to tell me!"

Funnily, Aintree was the scene of another blockbuster which I didn't watch either: Vanwall's first GP victory in 1957. As he was leading from Behra's Maserati, Moss's Vanwall engine started misfiring and he had to pit. Brooks, lying fifth, wasn't feeling well because he was suffering from the effects of a recent crash in an Aston Martin at Le Mans, so he was pulled in to switch cars and Moss restarted in anger, caught up with the leaders and won the race...

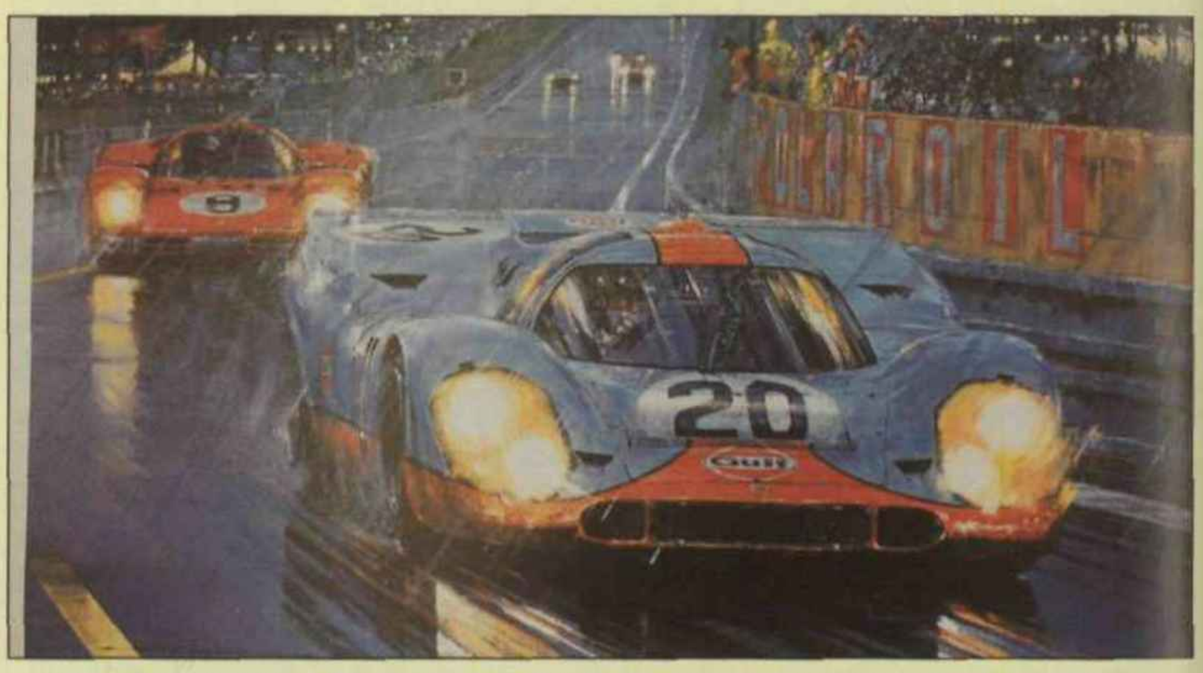
After Aintree, the RAC decided to alternate Silverstone ➤➤

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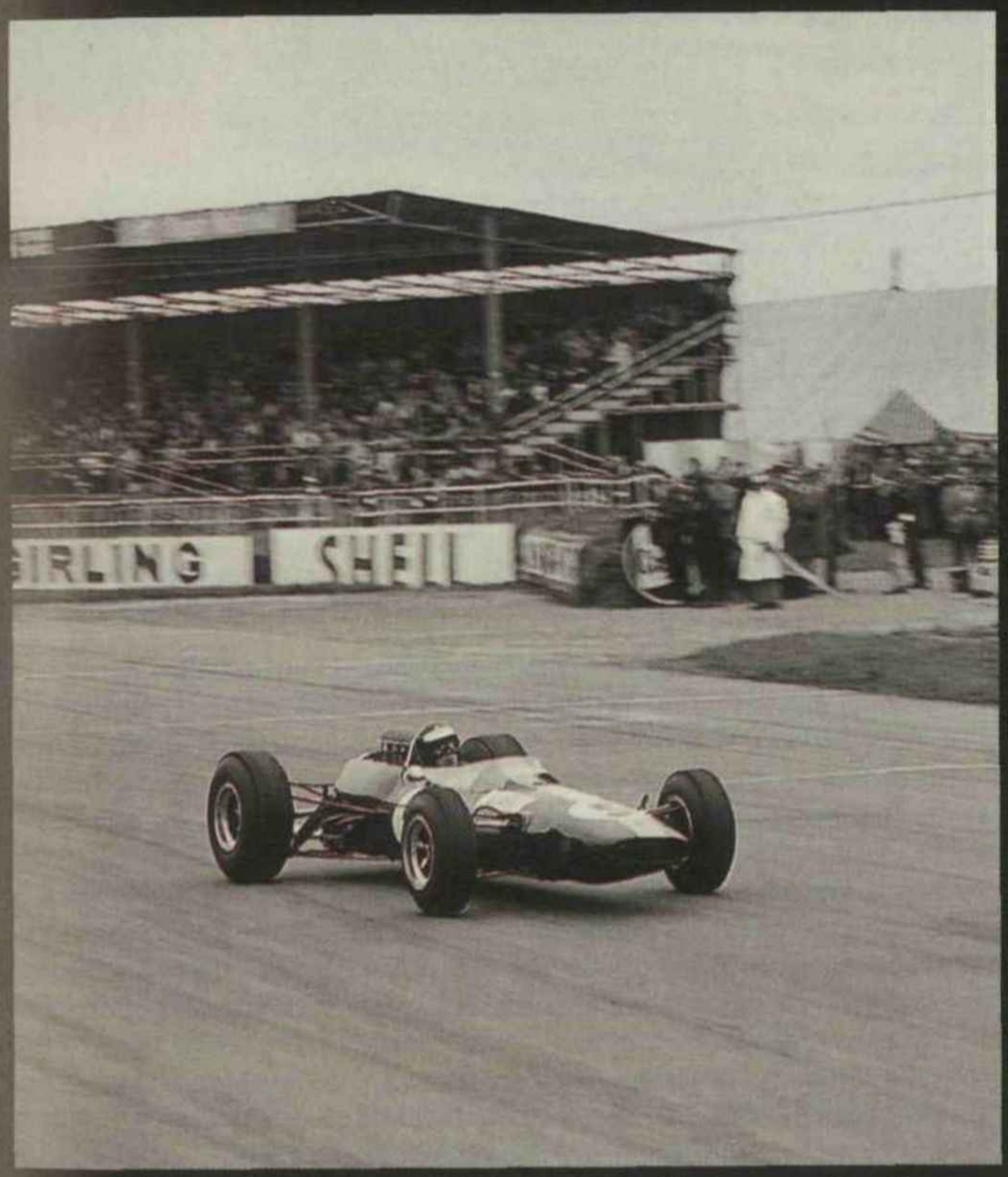
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Even driving on the ignition switch in 1965, Jim Clark won with style



Graham Hill's British Grand Prix jinx became legendary; this was 1967



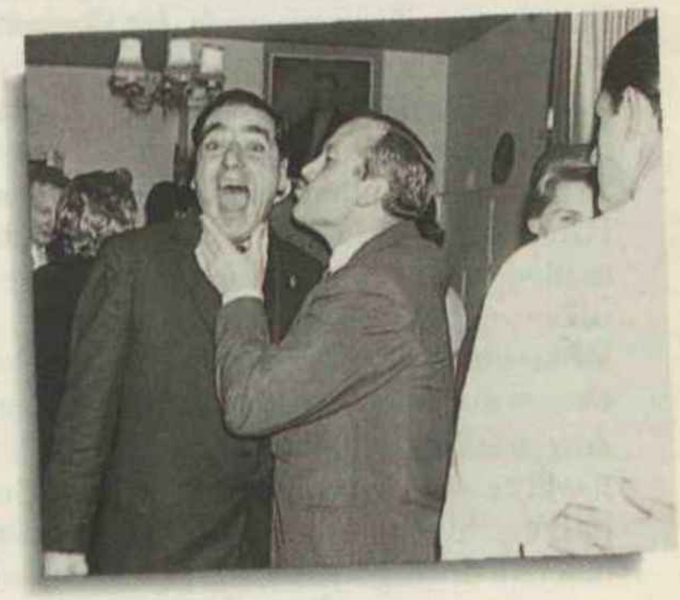
Mob rule at '76 Brands when stewards buckled to crowd over Hunt's restart

and Brands Hatch, and Kent was much more pleasant than Liverpool. Brands Hatch really was my favourite. It scored over Silverstone on the ease of getting in and out. The trouble at Brands Hatch was the pits. They were linked to the paddock by a tunnel for both cars and pedestrians, and this was not at all convenient. Against this, the visibility for the public was fantastic, at least on the old small circuit. To get the Grand Prix, Brands Hatch had to build an extension to bring it up to the minimum lap distance and this was out of sight from the main grandstands.

I do remember Brands had plenty of atmosphere of its own. I will probably be sneered at by BRDC members but may I suggest that Silverstone isn't the cradle of British motor racing? Silverstone in the early days is where one invited the foreign teams to cane the local ones. Meanwhile, at Brands, the 500cc movement was gathering strength and it is out of this movement that one finds the oldest roots of modern British motor racing: don't forget the Vanwall started with a Cooper chassis!

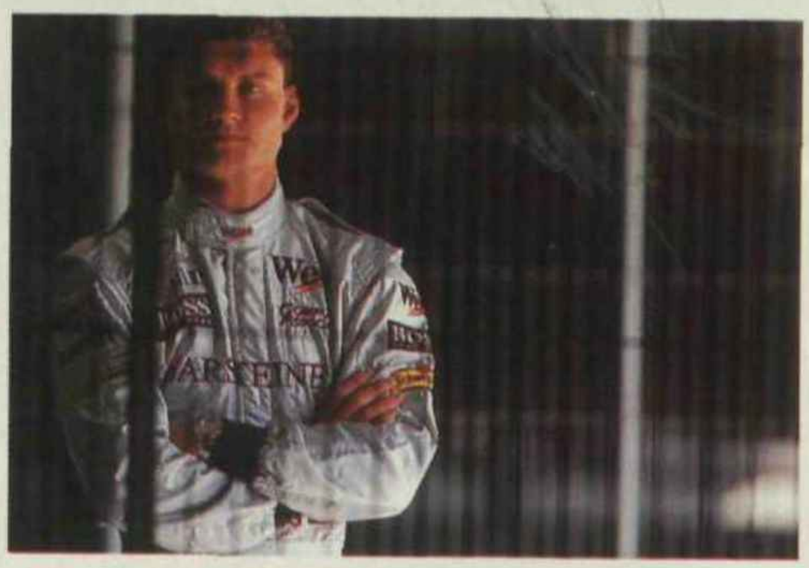
Excluding the bad crashes I don't wish to recall here, I think the worst British GP was at Brands Hatch in 1976. The fight for the World Championship was between Hunt and Lauda. The former had won at Madrid, only to be excluded because his car was a couple of centimetres too wide. Come the British GP at Brands Hatch and there was a massive collision on the first lap. The regulation then stated that only the cars which had completed the first lap by their own means were allowed to restart. This wasn't Hunt's case: his car was damaged and he had to take a short cut to get back to his pits. Ferrari protested and the stewards upheld the protest. Hunt couldn't race. But the public became so vociferous that he was allowed to start. He won the race but was obviously excluded later. The thing is that it is most unsavoury to see the stewards let the public run a motor race for chauvinistic reasons. One expects this in Italy, not in England...

Of course I have many other fond memories of the British GP, especially Jimmy Clark's victories, because I was so close to him. He won four times in succession from 1962-65, then another time in 1967. I watched all his victories except, sadly, the most sensational one, which clashed with the F2 race in Rouen where I was working on the organisation. It was in 1965 when he dominated even though he suffered an engine misfire after 20 laps, then an oil pressure drop in the corners. He showed his mastery by completely altering his driving style and switching off when the needle of the gauge was down round the corners. He still beat Graham Hill by more than three seconds. Graham was the perennial loser at the British GP; he never won it but finished second twice. They told me all about it in the evening when I picked them up at the Rouen airport: in those days the Silverstone GP was run on the Saturday – at the church's request – and the drivers were free to race on the Sunday as well.



Merger news: Lotus makes overtures to Cooper... Hill's post-GP party, 1963

In the Sixties, Graham Hill gave a party on Sunday night after the British GP. If the race was at Silverstone, it would be in his home in Hampstead; if it was Brands' turn, we went to the cottage he hired near Maidstone from Lord Brabourne. There were also Les Leston parties and the cricket match. All the drivers attended; in those days there was social life within motor racing. It was a happy time... M



DAVID COULTHARD

What's your first memory of the British Grand Prix as a spectator?
I was driving in the Opel-Lotus support race in 1990. I can remember being down at the inside of Stowe on my little scooter, watching the cars head out on the track first thing in the morning. The Ferrari V12 came screaming down Hangar Straight. I was never the sort of person to go to events and hang around unless I was taking part.

What's your most memorable British Grand Prix as a driver?
It was 1995 probably, because I got into the lead. I could hear the cheers of the crowd when I passed Alesi down the inside. Then of course I had the stop and go penalty for speeding in the pitlane, so that was it.

What's your worst memory?
Probably finishing only third in that same event...

Is it more important than the other races?
It is important to me. It's one of the big three – Monaco, Silverstone and Monza are the three big races which you can win as a driver. I've won in Monza but not at the other tracks yet.

Are there any extra pressures?
You can't move anywhere, and everybody expects a little bit of your time. But of course if you give each one 10 seconds of your time, you don't actually get to go anywhere.

What do you like least about the weekend?
Traffic!

What do you think of the current Silverstone layout?
I liked the old fast circuit, but they've come up with an interesting solution to modern day tight tracks. It's still not the track it used to be, but it is at least still recognisably Silverstone.

What about the atmosphere?
One of the best traffic jams you can find anywhere in the world.

Any predictions?
It will be a McLaren circuit, but Ferrari, Benetton and the rest will be pushing. In Silverstone, Mika has tended to be quicker than me. It's just our different driving styles suit different tracks better.



EDDIE IRVINE

What's your first memory of the British Grand Prix as a spectator?
I went so young and so many times, I don't really remember which was the first. But I've got good recollections of being around the Clerk of the Course's tower when the Hunt thing was happening in 1976. And I can remember sleeping on South Bank, digging holes underneath the fence to get in, climbing through a hole in the Silverstone fence. I can remember seeing a 246 Dino in dark brown, and a black Jaguar E-Type. Things like that. I can also remember seeing Alvin Stardust...

What's your most memorable British Grand Prix as a driver?
I've had good races, but no real results. Last year's was pretty good, and I really enjoyed it. I was very close to Villeneuve when I broke down.

What's your worst memory?
I broke down before the race even started with Jordan in 1994.

Is it more important than the other races?
No, not at all. I don't really see it like that.

Are there any extra pressures?
No.

What do you like least about the weekend?
The traffic, but I'm bringing the helicopter this year. Hopefully the weather's good enough to fly it in.

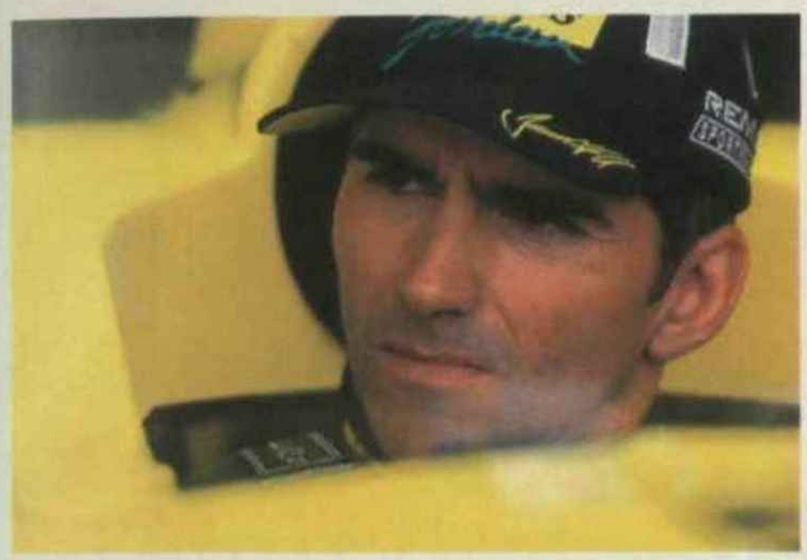
What do you think of the current Silverstone layout?
I think it's great. They've done a really good job. All the changes have been good, and you now have a rhythm.

What about the atmosphere?
You have to say it's mega. The parade lap is pretty awesome, isn't it?

Any predictions?
It's going to be us and McLaren. I'd say there could be a slight advantage for Goodyear. I hope that I finally get to see the chequered flag; there's no reason why I shouldn't this year.

OUR BOYS ON THE BLACK STUFF

RARELY HAVE BRITISH GRAND PRIX DRIVERS BOASTED MORE TALENT THAN TODAY'S CROP. WE WANTED TO KNOW WHAT THEY THOUGHT OF THEIR HOME GP AND SENT ADAM COOPER TO ASK THE QUESTIONS



DAMON HILL

What's your first memory of the British Grand Prix as a spectator?
It's very hazy, because I think we went every year up until my dad retired. The one I actually remember most is the International Trophy in 1971, when Arsenal won the FA Cup the same day! I went later on to Brands Hatch when James Hunt got tipped over at the start and they wouldn't let him restart. It all got very ugly!

What's your most memorable British Grand Prix as a driver?
I think winning it in 1994. Let's put it this way, I wouldn't say it was one of my best races, but it certainly was the best feeling afterwards. Especially after coming close in 1993, when I could have won it on merit, until we had an engine problem. Alain Prost was convinced I turned off the rev limiter, so I was quite proud of the fact that I was going faster than he obviously thought I should have been. I got presented with the trophy by Princess Diana, and it was a great feeling. The strange thing is that I heard since that the guy who handed me that whopping great flag has died.

What's your worst memory?
Probably 1996. I wanted to win that one, but I made a complete balls-up of the start. Then a wheelbearing failed and that threw me off the road at Copse. The year I won the championship there were two races I would have liked to have won – Monaco and the British GP.

Is it more important than the other races?
I think so, more or less. It's different, it's special, in a way that no other race can be. It's the British GP and I'm British. It's like playing football at Wembley.

Are there any extra pressures?
Of course the team is based next door, and there's always the post-race party. But it's going to be a bit different this year, with the World Cup final on that day.

What do you like least about the weekend?
It's not always raining, but it can be bloody cold! So you hope for good weather. That's the only thing that's a bit dodgy.

What do you think of the current Silverstone layout?
I'm not a big fan of the way the circuit is. I think it's mostly good, but the bit I don't like is Club and Abbey. Speeding up the infield and the changes to Copse did help, but it's still very difficult to overtake there.

What about the atmosphere?
It's always good fun at Silverstone. You get a good lot of support, and I don't mind that at all.

Any predictions?
I think we'll be better there than we have been at some other places. I think it will suit McLaren down to the ground. Schumacher is always going to be a dark horse, and the weather could play into his hands.



JOHNNY HERBERT

What's your first memory of the British Grand Prix as a spectator?
Brands Hatch, in I think 1976. It was in the days of the Martini Brabham-Alfa. It had that real screamy 12-cylinder engine. That was really my first impression. I liked that noise. It used to send shivers down my spine.

What's your most memorable British Grand Prix as a driver?
From my point of view, 1995. It was obviously my first GP victory, and I remember everything. It was mainly the last couple of laps when you could see everybody waving the flags. I never had this Nigel thing, "I could hear everybody!" There was too much engine noise to hear a damn thing, so I never got any of that.

What's your worst memory?
Probably 1994 when I was still at Lotus, because the car was so dreadful. Doing your home race you want to try and do well, but the car was absolutely useless. I remember getting so bored in the race, when I was about 14th or something, I reverted to left foot braking. I'd never done it in an F1 car, and we still had the three pedals. It was something different to do, just playing around basically, and I did over half the race like it! I told the team a couple of races later...

Is it more important than the other races?
I think you want to do well, but I wouldn't say that makes it any more important than any other GP. You've got to achieve your best at every single one. I think Nigel always said he found 3 or 4 seconds just by being at the British GP, but I think you've got to have that at every single GP. If you find it just at that one race, then you shouldn't be doing this! But it does make it a bit more special.

Are there any extra pressures?
No particular pressures from the outside. I think most of the British fans are supportive of all the British drivers, and they'll expect a good result from say, David this year, like Damon in the past. But for me it never made any difference whatsoever.

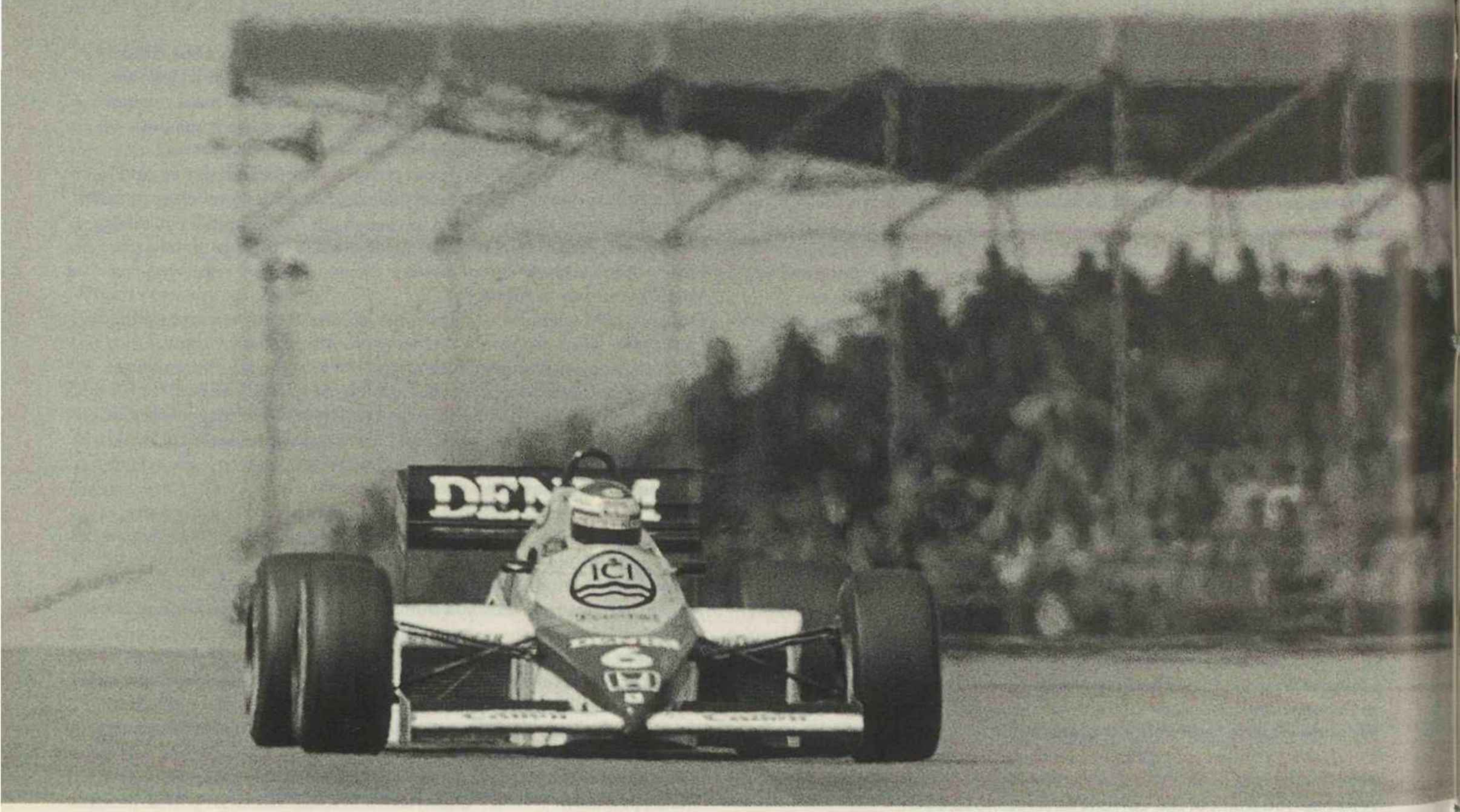
What do you like least about the weekend?
Traffic, probably.

What do you think of the current Silverstone layout?
I think it's good. Copse is almost similar to what it used to be. I always remember watching F1 cars there when it was the old Copse, and the things used to come up from Woodcote, and you almost felt the ground shuddering. It's still very impressive to watch, and it was very good to go back to a quick layout. Stowe is better, because it was way too tight. Now it's more demanding again. And the complex is much, much better.

What about the atmosphere?
It's always fun, because of all the campsites outside and so on. The atmosphere is already there before you get in. It does give you a good feeling, and when you do well they are very supportive the whole way round the track.

Any predictions?
I would imagine it's a McLaren track. Ferrari have an opportunity to do something, but that will be down to Goodyear. Because it's high speed it may suit Goodyear slightly more. The problem we have at Sauber is the engine; we're too far down on power, and it's an engine track. We could well find ourselves struggling.

Date 20 July 1985, 3.12pm
Location Silverstone Circuit, Northamptonshire
Event Final qualifying, British Grand Prix
Point of interest The fastest F1 lap of all time



BEFORE QUALIFYING FOR THE 1985 BRITISH GP, NO FORMULA ONE CAR HAD EVER LAPPED A TRACK AT OVER 160MPH AND NONE HAS SINCE. KEKE ROSBERG TELLS ADAM COOPER HOW HE AND WILLIAMS MADE F1 HISTORY THAT DAY

Not many Formula One races are best remembered for qualifying rather than the race, but that is certainly the case with the 1985 British Grand Prix. On a July Saturday Keke Rosberg ensured himself a place in the record books; he remains the only man to have set a Grand Prix pole position at an average speed of better than 160mph. What's more, he did it twice in one session.

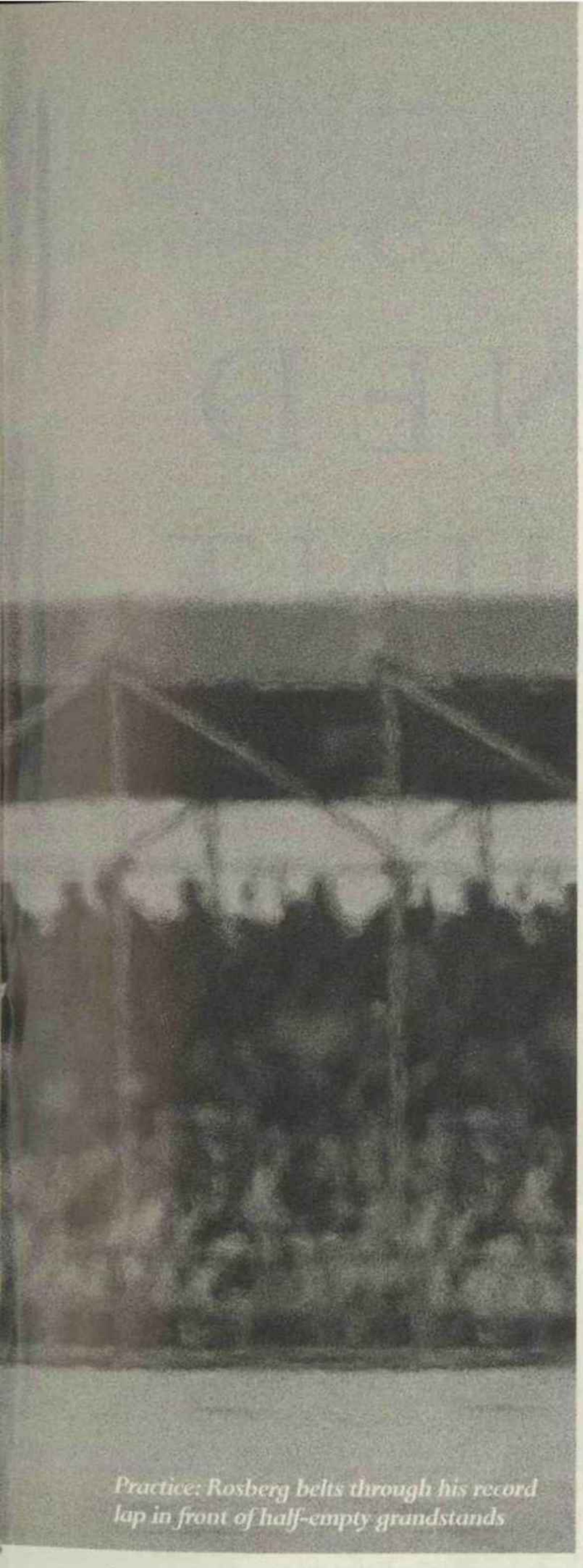
"It's very important for a driver to control himself," recalls Rosberg today, "but that was one of the few days in my F1 career when I got carried away..."

In 1985 Keke was into his fourth year with Williams. World Champion in his first season back in 1982, he'd subsequently struggled to get results. The team was among the last to abandon the DFV for a turbo engine at the end of '83, and the first Williams-Honda wasn't up to much, as the engine had throttle response of the on/off switch variety. However, Keke did luck into a win in the 1984 Dallas GP by staying in one piece on a deteriorating track.

"It was horrible in '84," he remembers, "and it was still horrible at the beginning of '85. But by the latter half of '85 the Honda power started to be fairly sophisticated, and the car was quite good."

As the 1985 season progressed, so the Williams package became consistently competitive, if not always reliable. In June Keke won the Detroit GP, and then next time out at Paul Ricard he gave Williams-Honda its first pole. The race after that was at Silverstone, then just edging out the Osterreichring as the fastest venue on the calendar. Testing had suggested that the 160mph barrier was under threat.

Perhaps only in hindsight can we appreciate the quality of a field which included Alain Prost and Niki Lauda at McLaren, Ayrton Senna and Elio de Angelis at Lotus, Nelson Piquet at Brabham, Michele Alboreto and Stefan Johansson at Ferrari, and of course Keke's own upstart team-mate



Practice: Rosberg belts through his record lap in front of half-empty grandstands

breaching the 160mph mark. When he got back to the pits Keke discovered that his front left tyre had all but deflated, which at least explained that moment on the final corner.

Others went out and tried, but only Piquet's 1m06.249s came close. Some, including Senna, couldn't better their Friday times; indeed as the session drew to a close nobody had beaten Keke's first day pole, so the Williams man held the top two times. But evidently that still wasn't enough. With just a few minutes to go he slipped on his helmet and set off again on his second set of qualifiers.

"Patrick Head said 'We don't really need to', and I said 'Give me the tyres, I want to go out again.' I was just on a high."

So was the car that good?

"It must have been good if it was so enjoyable! There wasn't pressure, I was on pole anyway. So it was pure enjoyment. And I'm glad that somebody like Patrick or Frank would sometimes allow you to enjoy yourself. I don't know if the current system would allow it, but in those days it was acceptable."

Some corners were still a little damp, but this lap was something special; a 1m05.591s, good for 160.925mph.

"Stowe, Club... it was just fantastic. I can remember coming out of Woodcote with a completely blistered left rear, hardly able to keep it on the road any more in the last corner. But I beat my own time."

Keke denies that records were on his mind that day.

"Not really that consciously, but we knew that we were quick. You knew that you were travelling really fast, and that's what it was about. The statistics came after. Setting a 160mph lap wasn't the target; our target was to get the pole with the first set, and with second set have some fun.

"I remember Niki Lauda criticising me – what was the point and all that? I felt that there has to be some fun left in driving racing cars. It can't be all mathematics and numbers, you know. It was one of those days when driving the car was just tremendous fun. At the same time I knew that professionally, you shouldn't get carried away, you shouldn't have fun, you should just concentrate on the job. The left hand said it was great to have fun, the right hand said you shouldn't do that."

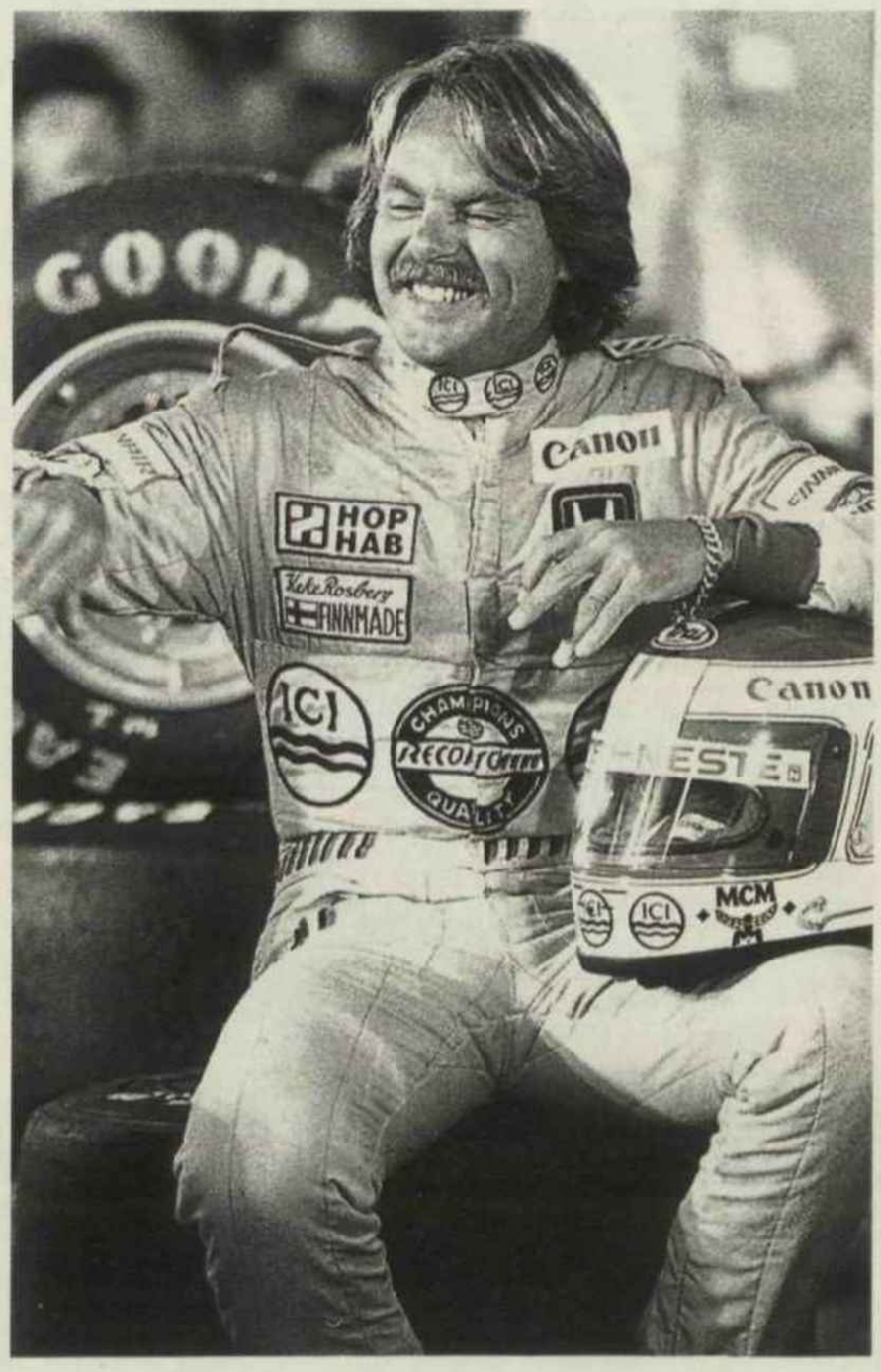
The left hand won on the day. The result was a standing ovation as Rosberg toured back to the pits for the inevitable drag on a cigarette. But while the public was delighted, Keke says the reception back at the garage was a little cooler.

"They never said a lot. Frank would smile a little bit out of the corner of his mouth. I think it's one of the things missing from F1; there isn't this back-slapping and saying, 'We enjoyed that.' When you see other forms of racing, there's more of that. But then they probably don't work as intensely and in as well-controlled an environment as F1."

For Rosberg, Sunday was one of anti-climax. Senna put the Lotus into the lead at the start, and later Keke lost second to Prost before slowing and retiring with a turbo failure. Curiously, after two in a row, Rosberg would get no more poles that season.

It was two years before the F1 cars returned to Silverstone. By then Keke had retired and a new 'left-right' had been added before Woodcote. In theory the Finn's record was safe, but such was the pace of development of the turbo cars that Piquet's pole for Williams was a pretty impressive 159.267mph. In later years the circuit would change beyond recognition and lose its place as F1's fastest track.

Despite the FIA's ongoing attempts to slow circuits and rein in car technology, the 160mph barrier



at Williams – Nigel Mansell. At Silverstone, Rosberg humbled the lot.

Back then qualifying was spread over two days, and on a rain-affected Friday, Keke first laid claim to pole with a lap of 1m06.107s – just off the magic 160mph mark. The changeable weather stayed on for Saturday, and final qualifying was interrupted by brief showers, but the track dried pretty quickly.

During a break in the weather Rosberg climbed aboard his FW10, bolted on his first set of sticky qualifiers, and set out to improve on Friday's pole time. Despite the tricky conditions, it was clearly an impressive lap, but at Woodcote – in those days still a fast flick of a chicane – he had a big slide.

It took a few seconds for the time to register on the monitors, but he'd done it; 1m05.967s, just did subsequently come under threat from two of Keke's old rivals – although not in Northamptonshire. In 1991 Senna hustled his McLaren-Honda around Monza in 159.951mph, while in '93 Prost managed 159.822mph at the same venue for Williams-Renault. The accidents of the following spring sounded the death knell for such average speeds.

"It's a shame we don't have tracks like the old Silverstone," says Keke. "I can understand that the game has been made safer and safer. Professionalism has increased in all areas, and it should increase in safety too. Of course a lot of changes have taken place, and it's good that it's so. But back then driving F1 was not only about the millimetre work to make a good time, it was also about challenging yourself in fast corners." M

THE SWISS WHO OPENED THE ACCOUNT

IN THE SPRING OF 1949, A MASERATI DRIVER FROM SWITZERLAND BECAME THE FIRST MAN TO WIN A BRITISH GRAND PRIX. FIVE DECADES ON BARON EMMANUEL DE GRAFFENRIED TALKS TO SIMON TAYLOR

A tall, upright figure, elegant in blazer and tie, white hair and moustache lending him a patrician air: you see him at Monte Carlo or Silverstone, swapping old racing anecdotes in several fluent languages, shaking hands on the grid with people who matter, or presiding over meetings of the Association des Anciens Pilotes. For this distinguished man is indeed an ancient pilot: he is Baron Emmanuel "Toulo" de Graffenried, the winner of the first race to be called the British Grand Prix.

Toulo is Swiss, the first from his country to win a post-war Grand Prix (and still one of only three, with Jo Siffert and Clay Regazzoni). He is 84 now: but meeting him in the bar of the Hotel Metropole in Monte Carlo – where he has stayed during Grand Prix week for half a century – the first impressions are of a clear blue-eyed gaze, a firm handshake and a broad grin that shows a lot of straight white teeth. The teeth can be seen in almost any photograph of Toulo hunched up in the cockpit of one of his Maseratis in the 1940s and early 1950s, because when racing his lips would draw back in an involuntary grimace, giving him an expression of desperate effort.

In fact his style was always one of unflurried, reliable consistency. As a private owner, he needed to avoid mechanical disasters at all costs. He'd raced first in the 1936 Mille Miglia in an Alfa, and then began sportscar racing around pre-war Europe with an American friend, John Dupuy, in a pair of 1500cc Maseratis. "Our aim always was to finish. We went everywhere: Italy, Germany, France. The old Donington – you went under that narrow bridge part way round the track. And the Isle of Man, in the pouring rain, where I first met Prince Bira. He became a very good friend, and eventually my team-mate."

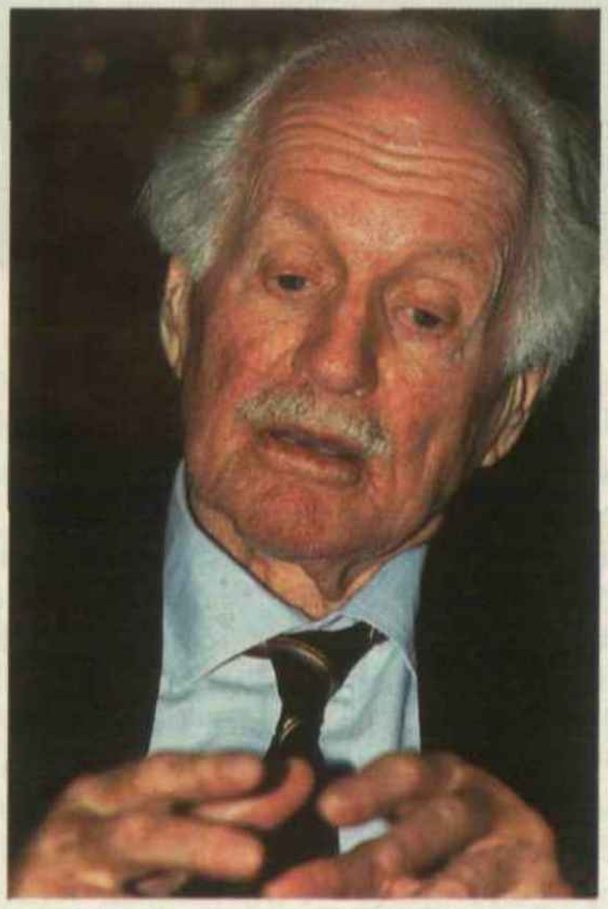
Just after the war, at a race in Marseilles, Toulo met Enrico Platé. "He was a Maserati driver from Milan, but he was also a fantastic mechanic. He wanted to give up driving, and he offered me his car for a race in Geneva. After that we worked together, and we were friends, we were a team. Later it became a two-car team: Taruffi or Schell in the other car at first, and then Bira."

Apart from a spell in 1951, when he joined the works Alfa Romeo team (he substituted for the injured Sanesi, and drove a 159 into fifth place in his home GP), Toulo's partnership with Platé was to last virtually his entire racing career. Then, in a freak accident in the 1954 Buenos Aires Grand Prix, Platé was knocked down in the pits by an inexperienced local driver, and died on his way to hospital. The grieving de Graffenried more or less retired from racing there and then – although he had a last outing in the 1956 Italian GP in a Scuderia Centro-Sud Maserati 250F. Typically he brought it home, just out of the points in seventh place.

That memorable win at Silverstone, on May 14th 1949, came on Scuderia Platé's second visit to the new airfield circuit. De Graffenried and Bira had run Platé Maserati 4CLTs the year before in the inaugural meeting, when Toulo had distinguished himself by going off the track and severing the cable to the public-address system. But he still got the now overheating car home, in ninth place.

Scuderia Platé's resources were always limited. Apart from Enrico himself, there were just two mechanics to look after the two cars. Toulo often drove the van as well, so the weary mechanics – who always had a lot of work still to do on the cars once they arrived – could snatch some sleep. Toulo chuckles at the thought of one of today's Formula One drivers forsaking his executive jet to drive one of the transporters...

On that first 1948 trip, having driven across war-ravaged France, they docked tired and hungry at Dover and went in search of a meal. It was their first taste of our post-war austerity. "British food then was, you know, like nothing else in the world. Terrible. They brought us porridge. Platé had never seen such a thing before. He thought it was some strange sort of pasta, and trying to make it eatable he poured olive oil over it. After ➤➤



LAT/Steven Tee

A victor in 1949, Toulo de Graffenried remains only one of three Swiss drivers to win a post-war Grand Prix

Ludvigsen Library

Wreathed in smiles… 'Toulo' enjoys his moment of glory at Silverstone, '49

WICKED PLEASURES.

CLASSICS

FERRARI

1985 F1 ..... Ex-Alboreto
1974 246 GTS ..... Chairs & Flares
1973 365 DTB Daytona Coupe ..... Red/Tan
1973 365 GTC/4 ..... $45,000
1971 365 GTS Daytona Spyder ..... National Show Winner
1967 275 GTB/4 ..... Black/Black
1967 275 GTB/4 ..... Absolutely Original
1967 P3 Replica ..... 500 Bhp
1961 250 SWB Competition ..... Lightweight Comp Car
1961 250 SWB ..... In Restoration
1959 250 GT Cal Spyder LWB ..... Fresh 2 Year Restoration
1958 250 GT PF Series 1 Spyder ..... Covered Headlight
1954 500 MD Pininfarina Spyder $595,000
1953 250 Mille Miglia Vignale ..... Red/Tan
1953 340 Mille Miglia ..... Vignale Spyder
1951 212/225 Touring Barchetta .... Early Rare Race Car

CADILLAC

1931 V16 Sedan ..... Over Restored

ALFA ROMEO

1965 TZ-2 ..... Great History
1929 1750 ..... $395,000

PORSCHE

1969 908/2 ..... Special Race Car

JAGUAR

1973 XKE Roadster ..... White/Red
1955 D Type ..... Ex-Works Race Car

INDY

1955 Streamliner Special ..... Own Something Unusual

MERCEDES BENZ

1971 3.5 Cabriolet ..... 33,000 Miles
1956 300SL Gullwing ..... Grey/Red

SIATA

1953 208CS Mexico Coupe ..... Rare Race Car

MASERATI

1954 250F ..... Good History

CONTEMPORARY

FERRARI

1997 355 Spyder ..... Red/Tan
1997 355 Coupe ..... 9,000 Miles
1994 348 Spyder ..... Red/Tan
1992 512 TR $105,000
1991 348 TS ..... 7,000 Miles
1990 348 TS ..... Red/Tan
1990 Testarossa ..... 1,600 Miles
1989 Mondial T Cabriolet ..... Red/Tan
1986 328 GTS ..... 29,000 Miles
1986 Mondial Cabriolet $39,000
1985 308 GTS $29,500
1985 Testarossa ..... Red/Black
1984 400i ..... 5 Speed
1984 512 BBI $75,000
1980 512 BB ..... Red/Tan



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1997 Continental T ..... Custom Ordered
1996 Brooklands ..... 8,000 Miles
1996 Continental R ..... Black/Black
1991 Turbo R ..... 24,000 Miles
1990 Turbo R ..... Black/Parchment
1988 Mulsanne S ..... 45,000 miles

ROLLS ROYCE

1998 Touring Limousine ..... Custom Interior
1991 Silver Spur Limousine ..... Fit For Royalty
1990 Silver Spur ..... Royal Blue/Parchment
1989 Corniche ..... 22,000 Miles
1989 Silver Spirit $45,000
1981 Corniche ..... 19,000 Miles
1980 Silver Wraith ..... Contemporary Classic

PORSCHE

1997 Twin Turbo ..... Silver/Black
1996 C4S ..... Yellow/Black
1995 993 Cabriolet $57,500

MERCEDES BENZ

1997 S600 4 Dr ..... Black/Cream
1996 S600 Coupe ..... 11,000 Miles
1991 560 SEL Limousine ..... 100" Stretch

DODGE

1996 Viper Roadster ..... Black/Black
1994 Viper Roadster ..... 5,600 Miles

ASTON MARTIN

1997 DB7 Convertible ..... BRG/1,900 Miles
1991 Virage ..... 5 Speed

LAMBORGHINI

1991 Diablo ..... 12,900 Klms
1989 Countach Anniversary ..... 3,000 Klms

BOATS

1991 32' Riva Ferrari ..... Unused & Magnificent
1989 46' Cougar ..... With Tractor/Trailer

It's not how much business we do, but how we do business.

Ludvigsen Library



De Graffenried started the British GP behind favourites such as Villoresi and Prince Bira, but as the long race took its toll, the Baron's Maserati was ideally placed to pick up the pieces

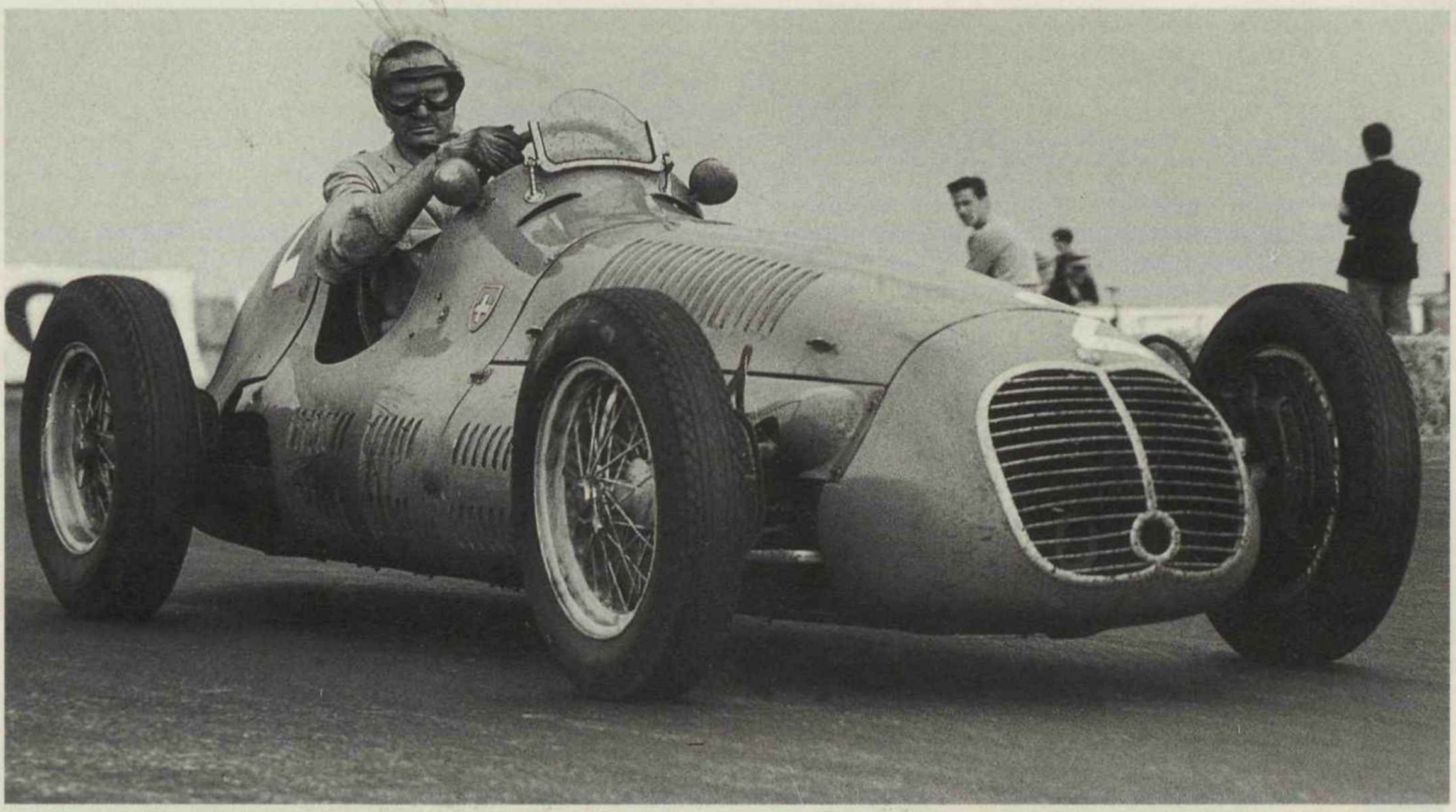
that we learned to stop at those, you know, transport cafés, and there the food was fine."

He has much fonder memories of the hotel they found near the circuit, which became a fixture on all future Silverstone visits. He doesn't remember which town or village it was in, but the name has remained with him: The Cornhill Hotel. "It was a wonderful place. The very grand lady owner had a French boyfriend, very different from her, from Marseille. It was an interesting situation for England in those days..."

In 1949, on their way from Dover to Silverstone on the tortuous country roads of the day, they got lost more than once – many of the signposts removed as a war-security measure had still not been replaced – and so they missed the first day's practice altogether. Prince Bira meanwhile had turned up looking as immaculate as ever in his Farina-bodied road-going Maserati coupé, and in the second day's session he and Toulo qualified second and fourth on the front row of the five-four-five grid, split by Peter Walker's indecently quick ERA. Then the cars were taken back to the Cornhill Hotel's garage for final overnight preparation.

Race day was clear and warm. The low-chassis 4CLT Maseratis, particularly the works car of Villoresi, were the pre-race favourites in the 24-car field, but the Lago-Talbots had huge fuel tanks and were said to be able to do the full four-hour race without a pitstop. It was the first time Silverstone's perimeter track had been used in its entirety, avoiding the main runways and tracing more or less the same route that has remained to this day – except that an absurdly tight chicane was created out of straw bales and marker barrels at Club Corner. It was very unpopular with the drivers, and was not used again.

From the start Villoresi and Bira began a tremendous wheel-to-wheel battle for the lead which lasted for the first hour or more, while de Graffenried paced himself back in fourth place ahead of the Talbot of Chiron. Eventually Villoresi's engine ran its bearings, and then ➳



Ludvigsen Library

Without the luxury of a works drive, de Graffenried took care to ensure his cars stayed in one piece. Concentration is clear, above



Team-mates together... De Graffenried, Schell and Bira, pictured in 1951, all drove for Enrico Platé



Ludvigsen Library

Team owner Platé pushes his driver to the winner's enclosure at Silverstone in '49. The celebrations went on all night

Bira hit a marker barrel at the chicane and bent his front axle. Reg Parnell's Maserati inherited the lead until an oil leak intervened: the track became very slippery, and John Bolster's ERA turned over at Stowe, injuring him seriously. Chiron's transmission broke and the gallant Walker, driving bare-headed and without goggles, survived a hair-raising trip across a cornfield when his brakes failed.

All this left the metronome-regular de Graffenried in front. He made two fuel stops: MOTOR SPORT records his second one, including jumping out for a quick drink and donning a fresh set of goggles, as taking a brisk 25 seconds. The unemployed Villoresi had now become his pit signaller: "He was giving me the gap to Bob Gerard in second place, but then as Gerard's exhaust note went flat he just held up a board with a single word: *Bien*."

So Toulo reeled out the last 150 miles ahead of Gerard's elderly ERA and Rosier's Talbot, which as predicted had not stopped for fuel. "Once I finally allowed myself to think that I might win, those final laps were a nightmare. I was afraid that the engine would not hold out, and my eyes were stuck on the oil-pressure gauge for lap after lap. But my luck stayed with me. I was still there when the chequered flag was waved, and I'd won by just over a minute.

"After the slowing-down lap my mechanics pushed me to the winner's enclosure and I got the laurel wreath from Countess Howe. Then we all went back to the hotel. It was a beautiful English summer's evening and we celebrated, as you say, not wisely but too well." The broad grin becomes the famous grimace as, across almost 50 years, Baron Emmanuel de Graffenried relives the next morning's hangover.

So, if any MOTOR SPORT reader knows if the Cornhill Hotel still exists in any form, give me directions and I'll pass them on to Toulo. When he comes to the Coys Festival at Silverstone for the half-century celebrations in a few weeks' time he'd like to go there, and revive over a glass of good English beer a few memories of the day, 49 years ago, when he won his greatest victory. M

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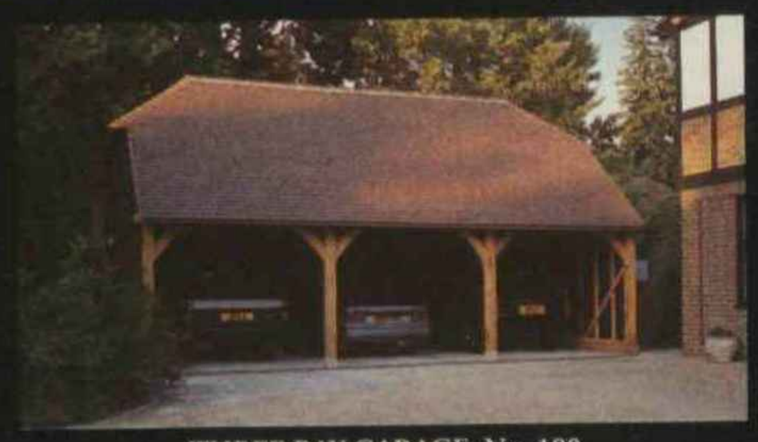
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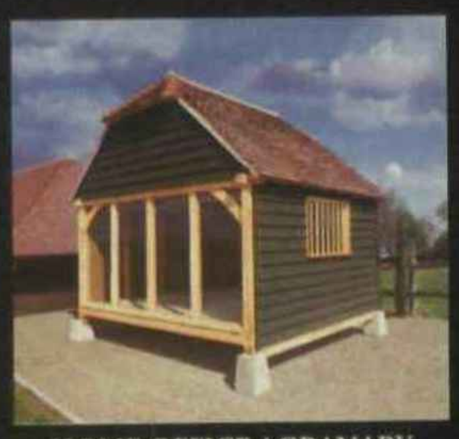
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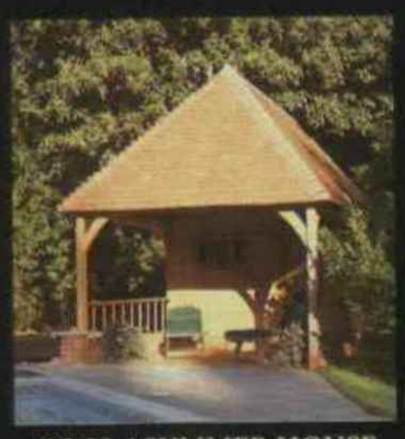
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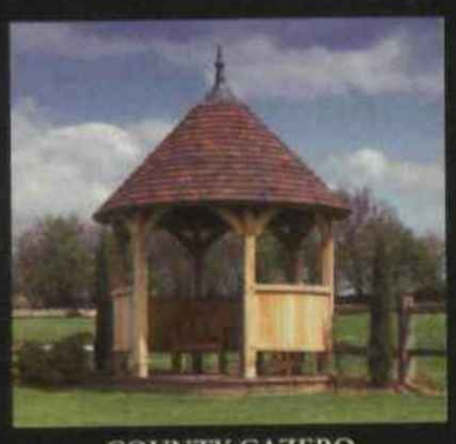
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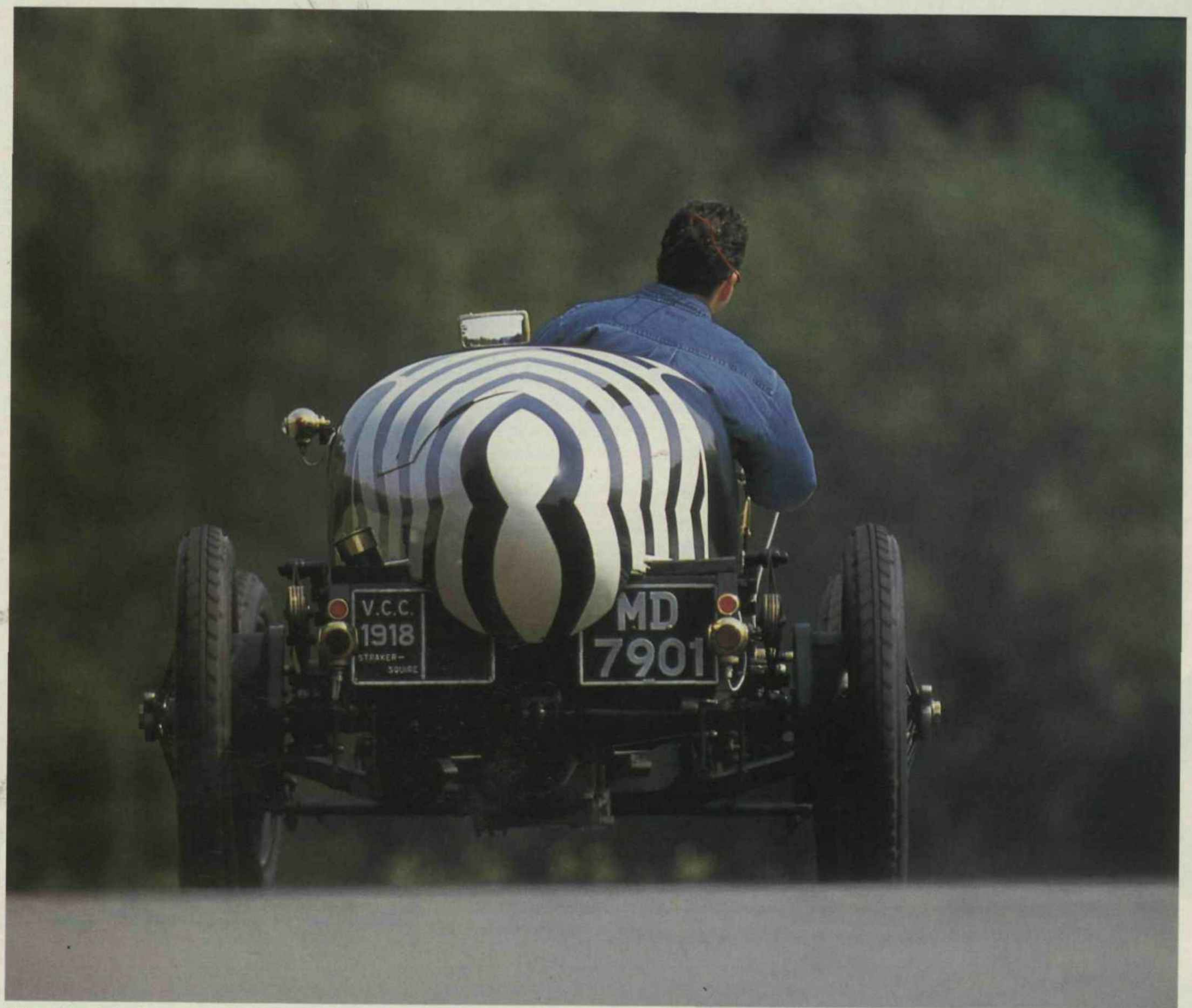
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STRIPED TEASE

THIS BROOKLANDS STRAKER-SQUIRE IS EVEN MORE REMARKABLE THAN IT LOOKS SAYS ANDREW FRANKEL AFTER ONE RATHER TOO BRIEF ENCOUNTER.

photography by Andrew Yeadon

Glorious Brooklands racer, the Straker-Squire. Paintwork for effect, but car good for 110mph



Skinny beaded-edge tyres grip well at first then drift pleasingly as speed increases. Straker also possesses surprisingly reassuring steering and brakes

It was quite gratifying really. We managed to bring Brooklands to a standstill. The Straker-Squire didn't need even to be started, let alone be driven on the track at which it made its name for crowds of stupefied onlookers to gather around it. Few, in truth, knew what it was yet almost all recognised the car in an instant even if they could not pin a name to it.

Well you would wouldn't you? Once glimpse of a faded photograph in a magazine such as this at any time in the last three generations would be enough to create an image in your mind that would be unlikely thereafter to leave. And if a faded snapshot can clasp your memory so securely, the real thing is something else again.

That paintwork is a publicity stunt pure and simple. The purpose of the Sidney Straker's Roy Fedden-designed X2 prototype racing car was to sell the road cars that would follow. This it would do by attracting the public's attention by not simply winning innumerable races but also by ensuring that those that saw it in action would be unlikely ever to forget it. And so, thanks to the berserk chevron paint scheme, it proved.

Raced by Straker's nephew, the young and talented Bertie Kensington-Moir, the car passed into Brooklands history almost as soon as racing resumed in 1920 at the Byfleet track. It sprinted to one race victory after another that year, triumphing in sprints around the country and claiming the record for an ascent of the Brooklands test hill, cresting the summit completely airborne, just 9.45sec after departure. The following season was still more successful, dominating in Brooklands races, claiming hillclimbs and winning four different awards at Brooklands' Surbiton Sprint meeting. During the season Ebby Ebblewhite timed X2 at a lap average of 103.76mph, not bad from a car built in 1918 with an engine designed during the Great War displacing just 3.9-litres.

Today, back at Brooklands, such feats are nowhere near the agenda, though be in no doubt it is the track rather than the car that prevents a repeat performance. Brooklands is a wonderful place, seeping nostalgia from every one of its brilliantly

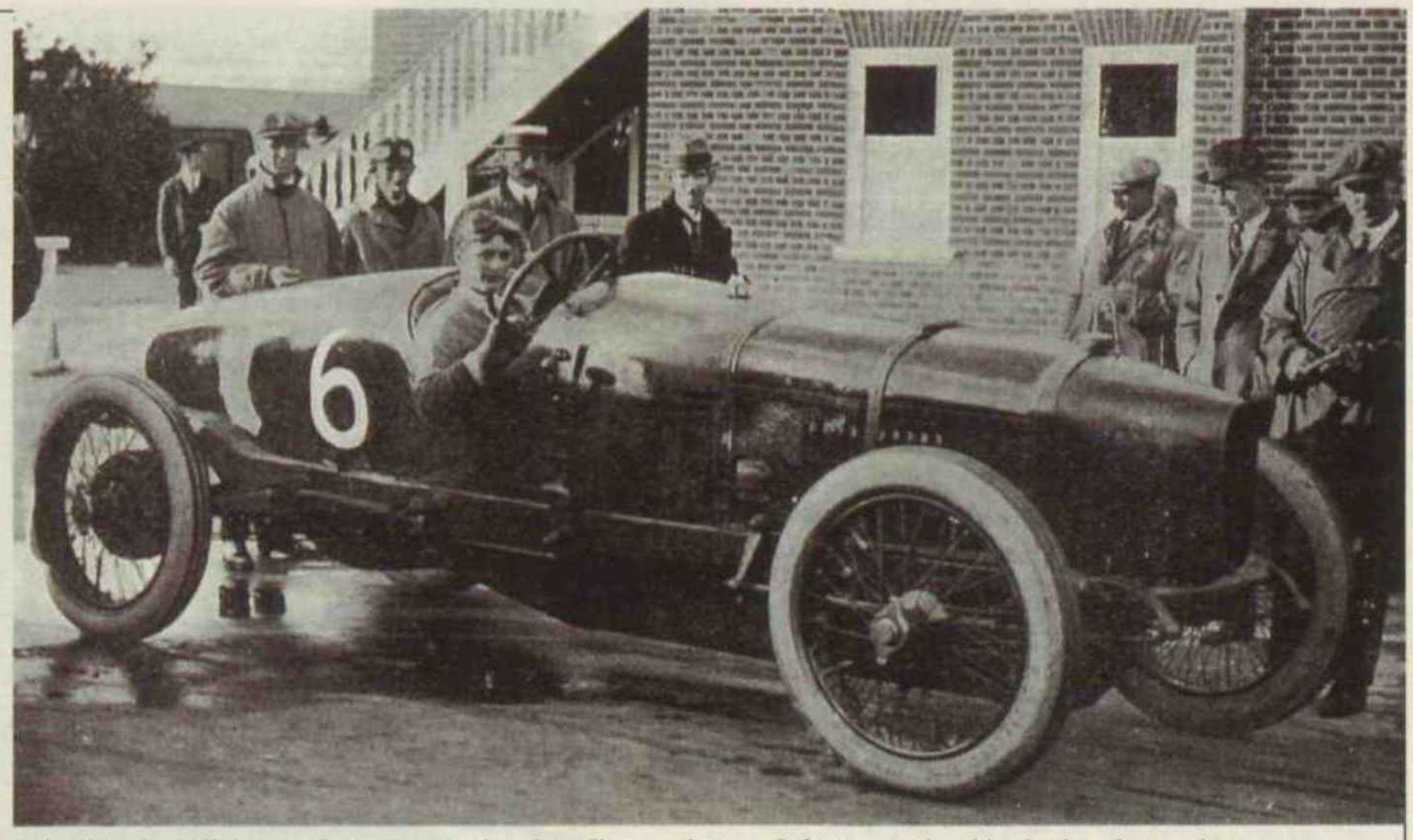
HOW WB FOUND THE STRAKER

A long time ago I was in my office at MOTOR SPORT waiting for something to happen, like galley-proofs to correct or for a long-awaited road-test car to arrive, when the 'phone rang and I was told that some old cars were stored in the basement of a Maples building due for demolition because of the Euston Road underpass project. They sounded interesting and I made arrangements to have a look. But I was unprepared for what I was to see...

A caretaker was found to give me just a brief visit to the dingy basement, which was scarcely lit, so that my inspection was restricted, with no hope of taking notes. Yet what I was able to see was both interesting and a surprise. A surprise because a Director of Maples, had indulged in the unique taste for one car of which the radiators were changed for those from other makes... After the passage of time and the dingy viewing, and so much to take in, I cannot now recall quite what was what.

Memory, however, recalls an early chain-drive Mercedes, an Edwardian Straker-Squire, a Buick, and a 20/60hp Sunbeam, and in dim corners, others difficult to recognise because of their substitute radiators. But what really confused me was a two-seater with a Vauxhall radiator of the kind found on the 1910/14 cars but with a six-cylinder, overhead-camshaft engine with separate cylinders. An experimental Vauxhall I supposed. My guide, pointing his torch, said there was a racing body up on a shelf, but still the penny did not drop for me.

What I had missed, as was subsequently proved, was the chance of finding a Brooklands racing car. For this apparent 'Vauxhall' was a Straker-Squire, as



The Straker did not always carry its dazzling paintwork but acquired it during its racing career

driven to many successes at the Track and in hillclimbs, etc, by Kensington Moir for his uncle Sidney Straker. The racing body was a legacy of those days and the radiator was presumably another fad of that Maples director.

Be that as it may, the famous racing car was bought by someone in nearby Warren Street, and then rescued by Tony Armato and H Bateman, who gave me a brief but rewarding run in it. It was acquired later by Philip Mann, who did a splendid restoration job on it and used it to good effect in VSCC events. The next owner was Adrian Liddell, who continued to drive the car on the road and very notably in VSCC events, in the 1970s.

In 1989 this Straker-Squire went into the trade again but was soon acquired by NJ Howell, who embarked on a complete rebuild in 1991, after driving it for a year. This was completed in time for last year's Goodwood Festival, where the Straker-Squire formed part of the Brooklands Society's display, attracting much attention, especially as it had the black and white zig-zag 'dazzle paintwork' which Liddell had reinstated and which Mr Howell has retained, a finish worn by the car at Brooklands, no doubt the better to bring it to the notice of the spectators. They would have seen it win at least six races, break records, lap at 103.76mph and set the Test Hill record to 9.45sec in 1920.

My dismay at not recognising this desirable racing car in the Maples' basement deflected my attention from the remarkable transformation which the Maples director had effected on his new motor cars. It really is a fascinating quirk. If any of the family or company can tell me more, I would like to hear from them. **WB**

External exhausts used at Brooklands. Note single pipe exit in bulkhead



restored and maintained buildings and exhibits. The banking, however, has largely been destroyed by the combined ravages of war and property developers. Just a section remains, enough for sure to hint at the bravery required to circumnavigate it at speed in a leaf-sprung, aero-engined monster, but not sufficient to do much more than briefly rumble along for the camera's lens. Even so, as you look towards the top of the banking and realise you'd need a rope-ladder to reach it on foot, your thoughts flick back once more to those who lived for and, on occasion, died by this track.

Happily, the Straker is in rather better condition. It is the flagship lot in Brooks' Beaulieu sale in July and he or she whose hand remains in the air as the gavel comes down will have bought nothing so trivial as a motor car. The Straker-Squire is no modern recreation with a few period parts to lend authenticity; it is pure history. The engine, chassis, gearbox, front and rear axles as well as a sizeable chunk of the body are the very same that pushed X2 to over 110mph in its day. You can see hammer marks, where the prototype chassis was hand beaten into shape 80 years ago and spot the letter box slot where, when it once ran with an external exhaust, the sixth pipe protruded from the bulkhead.

Recently, it has been rebuilt, possibly for the first time in its career. It took six years, the car breaking cover again at last year's Goodwood Festival of Speed. And while this means the engine has still some running-in to do, the brief throughout was to maintain the car's stunning authenticity.

I never cease to be amazed by the faith owners of cars such as this place in people such as me when asked if we might be allowed to drive. The Straker's owner sent me simply a fax detailing how to start the thing, a request to keep the revs to 2700rpm as it has done just 800 miles since its rebuild and a command to enjoy it.

The starting procedure is lengthy but not complicated. A tap underneath the car turns on the fuel (the original Brooklands tanks located in the forward bulkhead and tail having been discarded on safety grounds) and a traditional lever in the cockpit will eventually pressurise the tank to the desired 2psi after a considerable effort. Then you flick on the magneto and dynamo and, having made sure the ignition is retarded, hit the starter. Ki-Gass enrichment is ➤

available for cold starts but, on the warm spring's day of our encounter, was not needed.

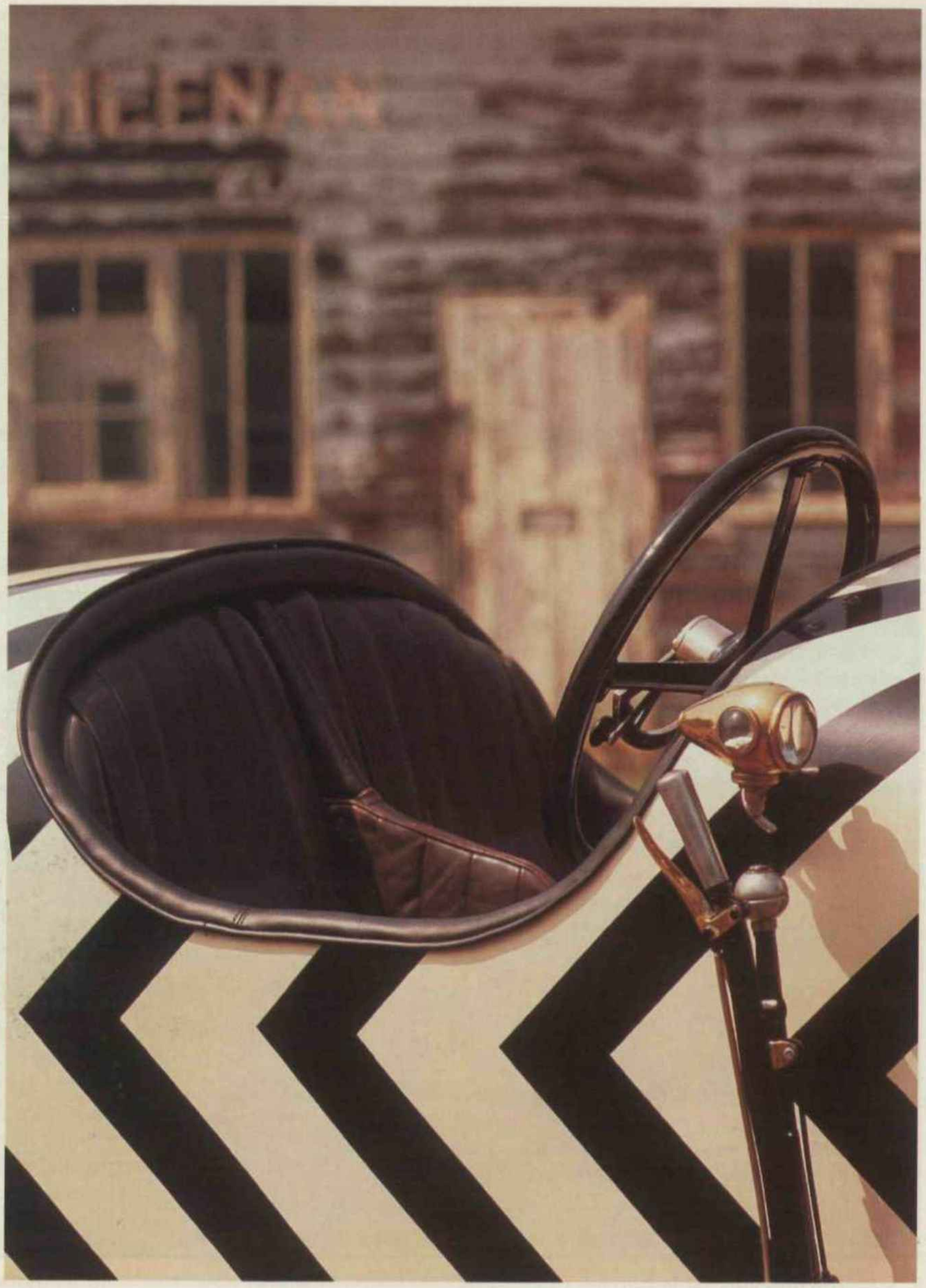
At Brooklands, the results of such labours are rather pleasing. Faces appear in windows while people talking into mobile telephones flee for cover before realising their flight is in vain. The noise gets everywhere, a loud, slow rumble, deep enough to envelop and overwhelm all competing sound sources. The engine itself is a development of the Eagle aero-engine Straker-Squire built for Rolls-Royce during the Great War. It features an overhead camshaft, operating valves with exposed springs and individual cylinders, between which daylight can be seen. By modern standards, it is an absurdly low-revving unit, but in its day, its day and night peak of 3000rpm was indeed heady stuff for a 3921cc engine. Kensington-Moir would often push it to 3500rpm if it spelt the difference between outright victory and a mere placing.

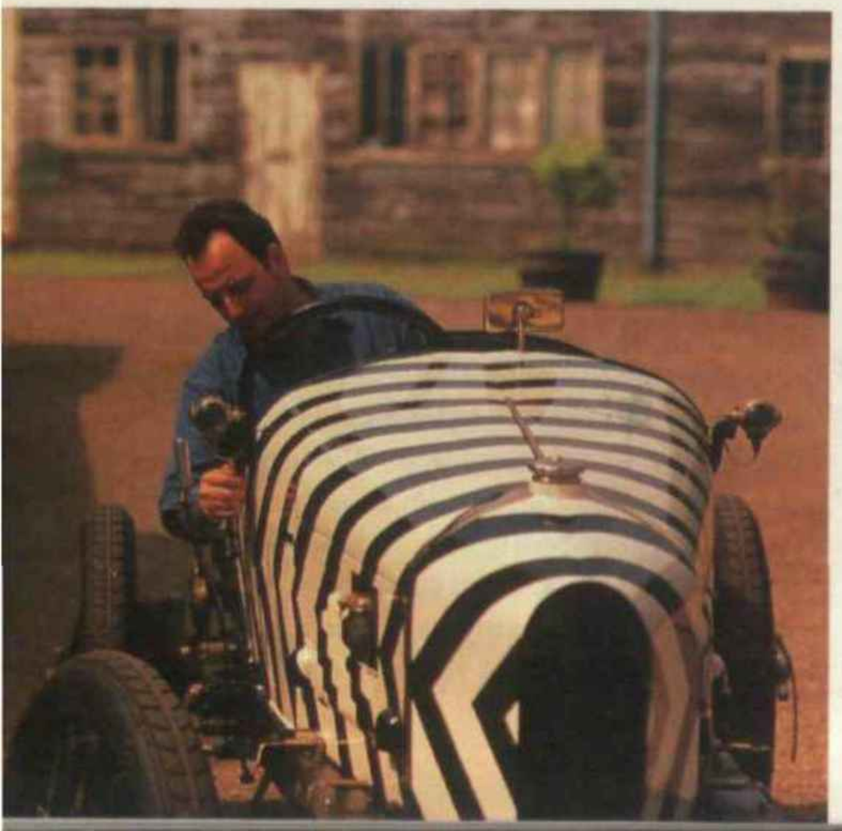
The power is diverted through a four speed gearbox with an external change and an exposed gate before being shuttled rearward, through a huge rear diff and out to beautiful wire wheels with implausibly skinny beaded-edge tyres running at 60psi. Braking followed the convention of the day with both the foot-pedal and hand-brake operating large, unfinned drums on the rear wheels alone. The suspension – semi-elliptic leaf springs with André Hartford dampers – does a notably poor job of absorbing bumps, despite the inverted rear springs being fitted with double shock absorbers.

The cockpit is similarly straight forward. The ignition and hand-throttle controls are on the steering wheel as you'd expect while the beautifully simple instruments monitor oil and fuel pressure, water temperature, engine and road speed. The pedals follow the period tradition of placing the accelerator in the middle, displacing the brake to the right.

And that's it. That is all that's needed to be known to jump aboard this time capsule and head off anywhere you like though, without headlights or wings today, this means a private test track.

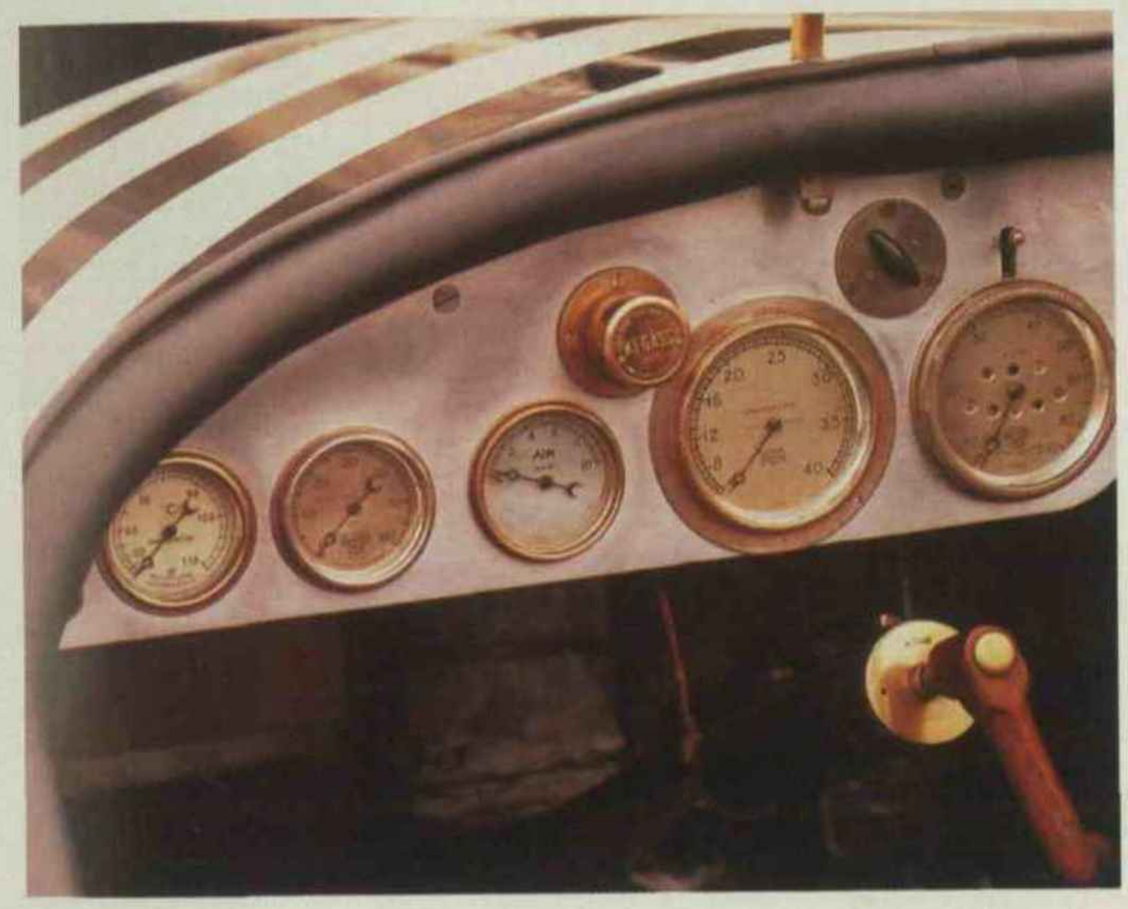
Having never driven a purpose-built Brooklands racer before, I had little idea what to expect. Would it handle at all? Though a car would have had to have been manageable on the obscenely bumpy banking, little demand would have been placed on its ability to corner in a more conventional sense. Would it stop? Again, Brooklands placed no premium on stopping power and actively militated against it as every extra scrap of retardation would be achieved at the expense of weight, unsprung weight and aerodynamic efficiency.

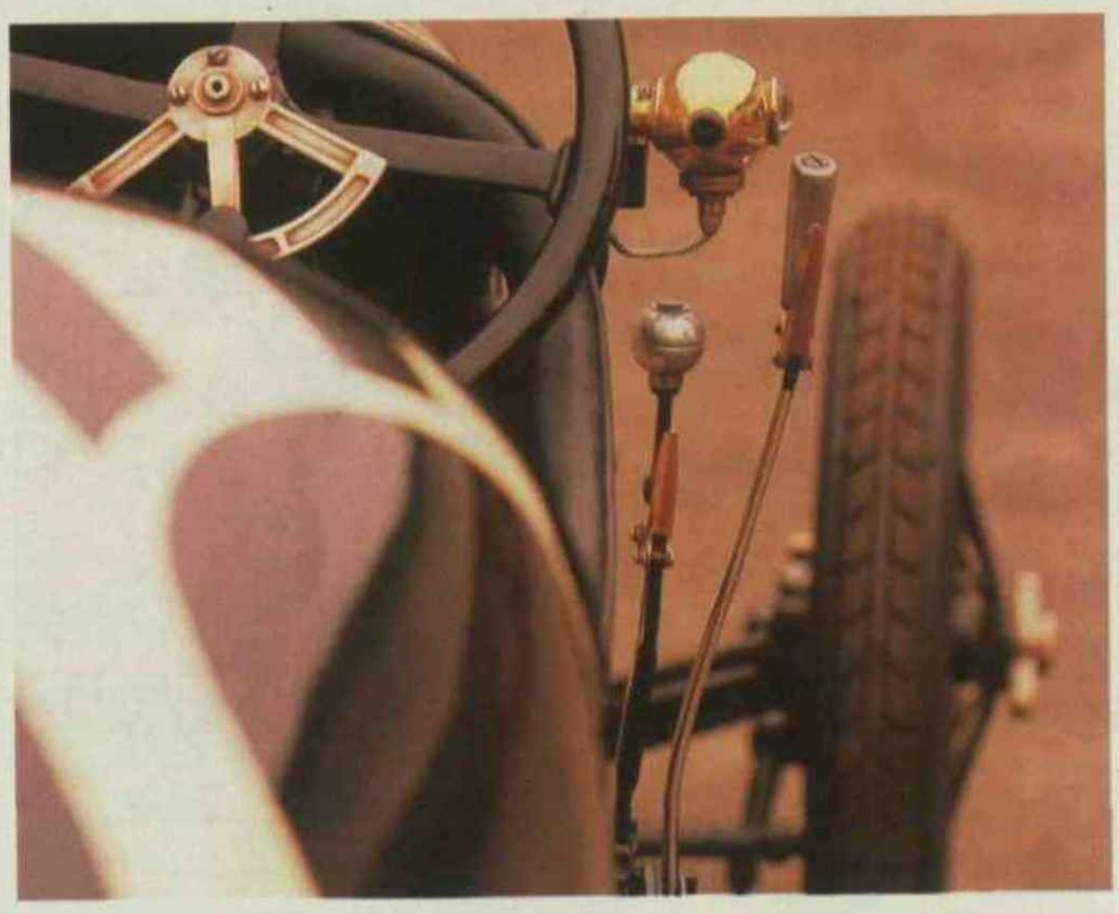




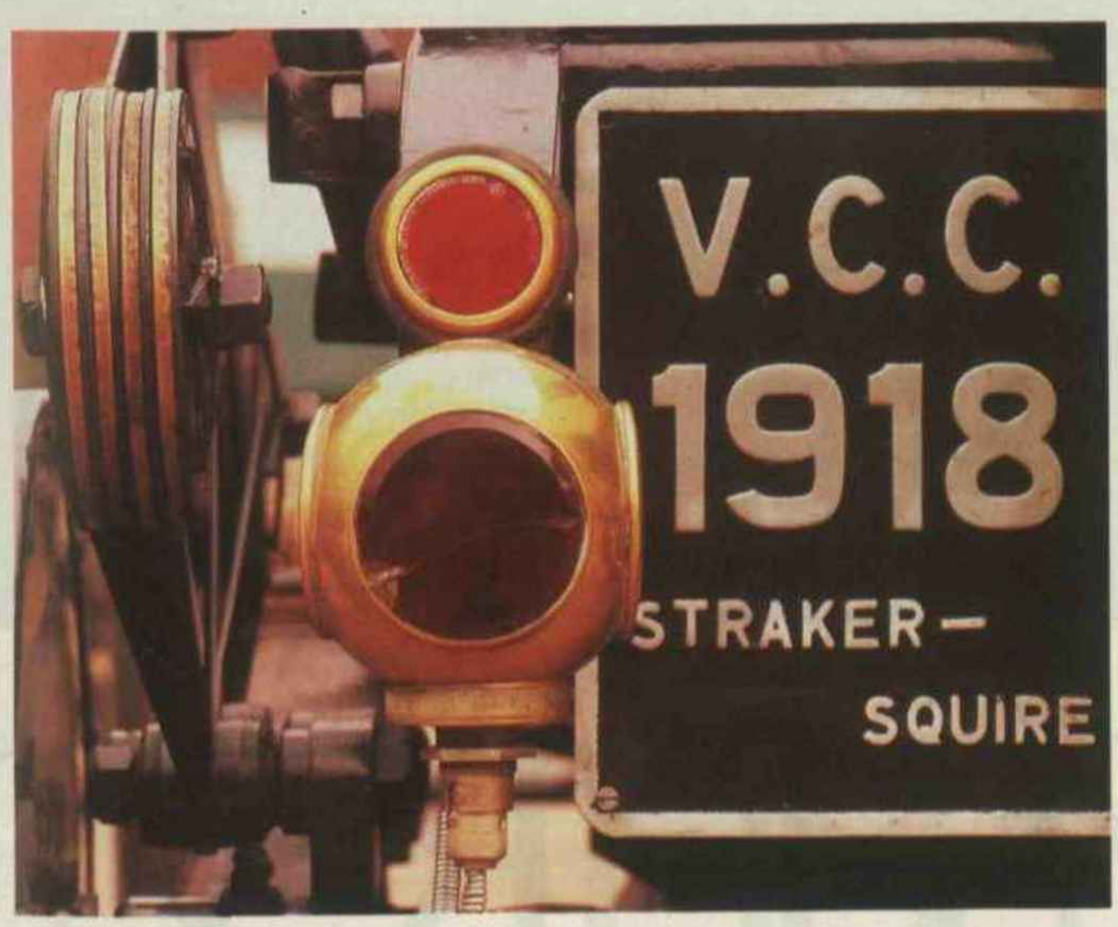
It is a common suggestion that manufacturers of this era knew little of and cared still less for easing a car's path through the air around it but the Straker begs to tell a different story. Place it beside a more conventional racing car of the era and it looks fabulously low and sleek. Look me in the eye and tell me its shape doesn't look at least as modern and a deal more efficient that that of, say, the Bentley that won the Brooklands Double Twelve in 1930, a full decade after the Straker's debut on the track. In 1918 it must have looked like a creature from another planet.

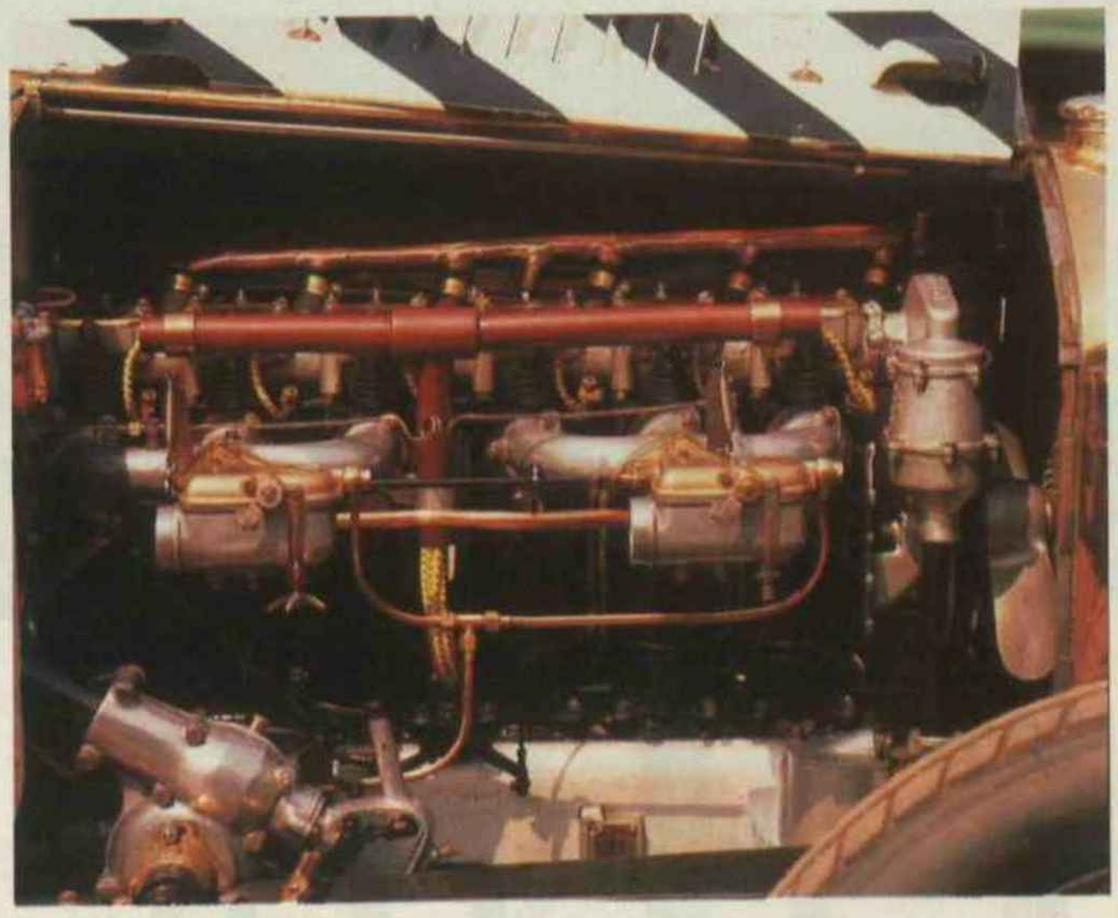
And when you drive it, you realise the looks do not deceive. A true 70mph is a mere canter, even within my religiously observed 2700rpm limit but what is more remarkable is what happens when you ask for another 10mph. Such speeds are modest by modern standards but if you gave a less remarkable but similarly powerful 1920s racing car a similar request, you'd be asking it to fight its way through an increasingly impenetrable wall of air. Not so the Straker. Its sharp snout pierces a hole in the wall while its long, elegant, tapering body slips through effortlessly behind. Given the full 3500rpm, my fag-packet calculations say it would be turning its wheels at exactly 110mph, a speed I do not doubt for a moment that the Straker would reach today given sufficient time and distance.





Straker-Squire underwent stunning restoration in 1991 (far left) and is set to go under the hammer in immaculate condition. Fuel pump handle rests below beautifully crafted instrument panel (top left), gearshift and handbrake (top top right) sit outside cockpit. Hartford dampers (below left) fail to absorb too many shocks, but torquey six-cylinder engine (below right) roars with conviction





Today, we have no such luxuries and we flatten out at 85mph, the straight-six now roaring for more. Conversation, even if it had had a windscreen, would have been by sign-language.

Less ambitious velocities reveal a rather gentler side to the Straker's nature. Though its piston to displacement ratio is unusually high for the era, the long stroke ensures torque in abundance at all engine speeds. Swapping between the gears takes a little thought and timing but would hold no fear to anyone who had handled any pre-war British sportscar from an MG PA to the Forrest-Lycett 8-litre Bentley described by WB on page 60. The trick, as ever, is to learn from the inevitable early mistakes and the lever and its gate soon hold no further fears.

The brakes, contrary to expectations, are superb, quite the best single axle system I have tried, though I do not pretend for a moment to be any kind of authority on the genre. All I do know is that, in a day's running I never had cause to worry about them which is as high praise as any brake system can expect.

It even handles, so long as your route through any given corner is devoid of bumps. It has particularly pleasing steering, much more vintage than Edwardian in feel, while its brand new beaded-edge boots grip surprisingly well and then drift gratifyingly easily.

I drove the Straker back onto its trailer for its return to Brooklands with mixed feelings. I was delighted that a car I had feared would charm only for its historical significance had proven to be so startlingly able in almost all disciplines it attempted. It is a charming car and one which belies its age almost entirely. Eighty years ago and without the history it has since acquired, you know it would have felt and appeared no less special.

But I was and remain saddened that, like so many cars I drive for this magazine, the encounter was so brief and, in all likelihood, never to be repeated. This Straker-Squire is, of course, unique; but rather more importantly, it is also a delight both to look at and drive. I hope only that whomsoever still has their hand aloft when the bidding stops in Brooks' auction room on 23 July, will spend the next few decades doing a great deal of both.

Our sincere thanks to Brooks auctioneers and Nick Howell for making this feature possible. Readers wishing to see the Straker at auction can order a catalogue from Brooks on 0171 228 8000.



Mercedes brought lavish rally support for its 450SLC, though this 1978 halt in Argentina is a long way from today's slick image

FULL SERVI

FROM ILLICIT RENDEZVOUS IN FORESTS TO TODAY'S FLOODLIT PORTABLE UNDERCOVER WORKSHOPS, JOHN DAVENPORT CHARTS THE CHANGING LOT OF THE RALLY MECHANIC

SINCE BERNIE ECCLESTONE RE-INTRODUCED THE PIT STOP TO Formula One, there is little doubt that this has increased the entertainment value of the racing. In rallying, the equivalent of the pit stop is the service point where often greater miracles are performed than the exchange of four wheels and the addition of fuel.

It would be very difficult to say exactly when rally servicing started, but it is recorded that on Thanksgiving Day 1895, Frank and Charles Duryea used a fully equipped horse-drawn sleigh to support their entry in the Chicago Times-Herald event. This was run over a 54-mile course between Chicago and Evanston in very snowy conditions. Frank drove a prototype built by himself that was basically a horse buggy with a two-cylinder engine. He took 8hrs 23mins to cover the course during which time brother Charles kept nipping ahead of him with the sleigh in a manner familiar to any modern rally mechanic.

Back in the Old World, outside assistance in rallies was frowned upon and, as rallying grew up, this was formalised in all kinds of regulations, some of which survive today. In a modern rally, if you leave the road accidentally, you may receive any assistance to regain the road provided that you regain it at the same point where you left it. But this means help of a serendipitous nature and not organised service. If one knows in advance where one is going to leave the road, then it can hardly be called accidental.



Arc-lights, generators and portable buildings help service crews on today's compact rallies with their restricted servicing intervals

CE HISTORY

Rally servicing during the 1930s was thus a hide-and-seek exercise, with factory supported teams having off-route service that no organiser could possibly police. In the post-war era, with the resurgence of interest in rallies, the gloves came off and rally organisers removed the blanket ban. Servicing was allowed everywhere, and the only restriction was on the ability and the budget of the teams to provide it. As late as 1961, Erik Carlsson finished fourth overall on the Monte Carlo Rally in a Saab 95 estate car – it was the only model fitted with a four-speed gearbox – doing his own service. He even changed his own brake linings using spares carried in the car.

To start with, teams used ordinary cars to provide mobile service since they were the only things quick enough for the job. It rather limited the amount that could be carried but the demands made on them were quite modest – a few tyres, some petrol, oil, water and a tool box. Mercedes used their 220 SE while BMC used Austin A90 Westminsters, known affectionately as 'barges'. As a final resort, either of these could be cannibalised for parts to keep either another 220 SE or an Austin Healey 3000 running. And then the Citroën team under René Cotton came with two new departures: the first was the estate versions of their ID and DS saloons, equally quick but much more room for bits, and then they used their ubiquitous crinkle-sided vans. Within a very short time, estate cars and vans were the vehicles to have for servicing.

My first view of professional rally servicing was the Monte Carlo Rally of 1963, the occasion of Erik Carlsson's second outright victory and a nasty, cold, icy event. I was following the event for *Motoring News* with photographer Laurie Morton. We saw at first hand the dangers of this new breed of service cars when we were first on the scene of an accident involving Piero Frescobaldi's Lancia Flavia service car and a tree on the Col de la Croix Haute. The spares and tools from the rear had shot forward and ➤

crushed the three mechanics, two of whom succumbed to their injuries. It was as a result of incidents like this that much more thought was put into the preparation of service cars and their use.

It was this latter aspect that benefited quickly from a more scientific approach. The careful planning of service car routes and schedules meant that they could move around more sedately – and there was consequently a much better chance of finding them where you needed them. Bill Barnett of Ford Motor Company was at the leading edge of such refinements. His calculations and instructions when gathered together formed a book that was known as 'Bill's Bible'. No member of the Ford team could afford to be without it. Other teams did similar exercises but there was nothing on the scale of the Ford product.

Bill was not a man to easily lose his temper but I did see him go ballistic once with the enigmatic Jean-Francois Piot. The event was the 1969 Coupe des Alpes and Piot had recently joined Ford from Citroën. During the event, it became evident that Jean-Francois was not stopping at the Ford service point locations but was looking for them elsewhere. It transpired that before the event, he had told his co-driver to get a copy of the Citroën service list and enter them in their road book, as "René Cotton always picks the best service points". Bill did not have to translate his comments into French as they would have been understood in any language.

In those days, rally cars were usually driven to the start of events on the road. For the 1966 Monte Carlo Rally, I took our works Lotus Cortina to a dock adjacent to Tower Bridge where I had it craned onto a Polish freighter. I then spent four days reading books as the boat swept through the Kiel Canal into the Baltic Sea before driving the car from Gdansk to the start in Warsaw.

Getting the rally cars back from the end of rallies was OK if they were still driveable, otherwise the only solution was a tow-rope. After the Coupe des Alpes that year, I volunteered to steer a dead Lotus Cortina back up the N7 to Paris behind one of Ford's Zephyr Estate service cars. Visibility out of the back of the Zephyr was not great so that, after a while, the mechanics tended to forget about their little follower. This meant that, as they swung out to try and leapfrog the *poids lourds*, I was often left in the wrong lane facing an oncoming tanker with no gap to pull into. I must have broken the towrope at least a dozen times in last-minute efforts to save my life.

Pre-planning along the lines of Bill's Bible meant that, as the 1960s progressed, the logistics of servicing became more organised. But there was still plenty of scope for drama in the service points themselves. In 1969, the Porsche team under Rico Steinemann arrived in Monte Carlo at the end of the Common Run in first, second and fourth places. But at the first major service point on the Mountain Section, Bjorn Waldegaard's 911 needed new brake pads. The mechanics had the car in the air with the front wheels off and the old pads out when someone thought to remind the driver not to brake at this critical point and shouted 'nicht bremse'. Bjorn only heard the last bit and promptly hit the pedal. All the pistons popped out and there were enough Swabian oaths to melt all the snow on the Turini. They got it all back together eventually, but Waldegaard lost four minutes on the road and the lead. It took him the rest of the night to pull back into the lead – and for Rico's blood pressure to revert to normal.

As servicing techniques improved, so more and more complicated jobs were attempted. It was not unusual to change a gearbox or differential especially in a front-engined, rear-wheel-drive car like a Ford Cortina. The original differential on the Cortina was only just adequate for the power of the Twin Cam engine and was prone to fail. It had to be taken out from the front of the axle casing by first removing the propeller shaft. The normal *modus operandi* was to hold a plastic bucket underneath to catch the oil and the outgoing differential. On the Gulf London Rally of 1967 – an event held in the proud tradition of the Mille Miglia, ie a bit of a road race – I was sharing a Lotus Cortina MkII with Ove Andersson. Coming out of Wales to the half-way halt in Manchester it needed a new differential as the old one was singing *Ol' Man River* half an octave below Paul Robeson. The Ford mechanics were on the job like a flash but, when it was dropped out, the differential was so hot that it melted the bucket and it looked as if there were two Robesons under the car.

On front-wheel drive cars where the gearbox/differential unit was tucked away under or behind the engine, any such operation was a bit more tricky. On the 1968 RAC Rally, the works Saab 96 V4 that I was co-driving for Simo Lampinen needed a new gearbox coming out of Wales. I don't think I have ever been so impressed by a piece of servicing. The first thing was to take out the radiator. Then drop the sump guard, undo the two wishbones and pop the drive shafts. Next the engine and gearbox were released and came forward, the old box was detached, the new one put in and the whole process reversed. It took 35 minutes, and at one point I counted seven mechanics actually working on the car.

The Saab boys were good. They used to practise changing the front coil springs on the 96. It was not sufficient to have the car wheel-free to get the old springs out so they used to cut them out with a welding torch. The new spring, ready compressed and held by two clamps, was offered up and the two clamps cut simultaneously by the welding torch. If it was done wrong, the released spring would miss its platforms and probably take the mechanic's ear off. If it was done right with one mechanic each side, you had new front springs in less than a minute.

A Lancia Fulvia had the gearbox in the same place as a Saab



Paddling in the mud is an occupational hazard at service halts. Left, a fuel halt on the 1963 RAC Rally for John Cuff's Cortina and the 3-litre Rover of Toney Cox and John Davenport. On the '68 RAC, above, Saab's mechanics impressed Davenport and Simo Lampinen, swapping a 'box in 35 minutes

but it was by no means an easy job to change thanks to being enclosed by the sub-frame and transverse leaf spring. Thus Lancia were not in the habit of changing them on rallies. But on the Spanish Rally in 1967 we needed a long final drive for the last test at Jarama. This was the first rally where Lancia had used a full-size car transporter to move the rally cars and it occurred to Cesare Fiorio that the rear part of the upper ramp could be used like a garage lift. Hence, in a lay-by on the main road into Madrid, the complete gearboxes and final drives on the two works Lancias were changed using the truck's hydraulics to lift the cars.

By the end of the 1970s, rally servicing had become a massive operation for the works teams. When Mercedes joined the fray with their 450 SLCs and extensive budget, the back-up they provided even on a European rally comprised chase cars, estate cars, vans, trucks, helicopters and aeroplanes and well over 120 personnel. It was almost beyond the ability of the rally organisers to cope with the enormous demands that these entourages made on the areas in which the rallies were run.

"Mercedes' back-up comprised chase cars, vans, trucks, helicopters and even aeroplanes"

By the mid-1980s, those works teams still in the fray were already beginning to talk of self-imposed limitations on the amount of servicing allowed. The FIA took up the idea and, not without some small hiccoughs along the way such as drivers having to service their own cars while the mechanics stood and watched, a system is now in operation on the major rallies where tyre changing and servicing has been reduced. The method is to provide official service areas every three or so stages and not to allow any organised service in between. With the compact nature of modern rallies, this is relatively easy to police.

It also provides an opportunity for the whole business of servicing to become a spectacle in itself, accessible to spectators who will be able to appreciate for themselves the skills needed to change both front springs in less than a minute. ■

FRENCH FARCE

TIM HARVEY RENAULT 19

RENAULT'S F1 DOMINATION BODED WELL FOR ITS NEW TOURING CAR – BUT, AS TIM HARVEY TELLS MARK HUGHES, THERE'S MANY A SLIP...

THOUGH MERELY A THIRTY-SOMETHING, TIM HARVEY is the longest-serving member of the British Touring Car Championship. Since making his debut in the series 11 years ago in a Rover SD1 Vitesse, he's seen it transform itself from the status of glorified club racing to the multi-million pound manufacturer battleground of today, with crowd and television audiences that in the UK can rival those of F1.

His is a career which has grown with the championship and his CV encompasses the 1992 title for BMW as well as numerous race wins with Ford, Renault and Volvo. He currently races for Peugeot.

Asked to name the worst of all these, he hesitates, uncertain of whether it's the underfunded Sierra RS500 he campaigned for privateer Terry Drury in 1988 or Renault Sport's first attempt at a super touring car, the 1993 19 model.

"I'll tell you about the Renault first," he decides. "I'd been told that this was going to be absolutely the dog's – the latest all-singing, all-dancing machine with no expense spared." Indeed such promises eased his concern about transferring from the spectacularly successful BMW marque. Coming off the back of Renault's domination of the 1992 F1 world championship in the back of Nigel Mansell's Williams, it's easy to see why Harvey believed he'd made the right move. Then he saw the car...

"The first time I saw it was in Renault Sport's HQ in France and I was horrified. It was basically a converted road car – I mean it had road car pedals and a handbrake! I was absolutely aghast at their lack of understanding of what was required. I asked why it had a handbrake and they said it was because (former rally star and sometime Renault test driver) Jean Ragnotti liked to do handbrake turns..."

This was at a time when the touring car game had long ago moved on from such direct road car links. F1-style technology was by then being applied to calculating the ultimate roll cage configuration within the constraints of the floorpan and general layout of the model concerned. It was the cage which by then was largely determining the effectiveness of the chassis. The car – most of them at any rate – would then be built around this, using tiny F1-style sequential gearboxes to enable roll centres to be lowered and having the car run with its sills virtually scraping the track. In comparison, the 19 looked like an off-roader.

"The confirmation of all my worst fears came when I went over to France to test it for the first time," continues Harvey. "Apart from the fact that it was absolutely awful, they had Ragnotti there to drive it too and, yes, he did do handbrake turns! Then, to cap it all, they stopped for three hours to have wine and cheese for lunch.

"In fairness, the car that I raced was built by GB Motorsport and was a lot better than the one I drove in France but it was still a really ungainly, unsorted motor car. The 19 was never going to be the right platform to start with." Michelin tyres and Harvey's wet-weather skills nonetheless gave him an unexpected victory in the 1993 Donington race immediately after Ayrton Senna's mesmerising win there. Other than that it was a barren season, but one which Renault, the reigning British Touring Car champion manufacturer, clearly learned a lot from.

Rewind five years from that Renault season and Harvey was still struggling to establish himself even within the modest framework of the 1988 BTCC. He wasn't long out of MG Metro racing and his single-seater aspirations had been quashed through a nasty foot injury in a Formula Ford race. He was thrown a lifeline by Terry Drury, a former racer and loveable wheeler-dealer who specialised in building outrageously chipped Sierra Cosworth engines. For '88 he'd got his hands on a Touring Car RS500, but had very little money to run it, partly explaining his permanent grease-monkey appearance. Harvey still quakes at the memory of that car.

"It was a combination of rally car bits that he'd got out of the back door at Ford, road car bits and some Group A bits. So sometimes we'd have a standard gearbox in it, sometimes a standard diff but the one thing we always had was loads of horsepower. But it was all fairly unusable in that it arrived with a massive chunk of turbo boost, toluene fuel – I think it was NASA research stuff – and Christ-knows what else." It was a common sight to see the paint around the filler of the car blistered from the spilt fuel...

"Considering how much he ran it on, Terry did very, very well. But I really did fear for my safety. He was buying secondhand tyres from other teams, and we didn't have proper brakes." All this on 550bhp plus. "I remember one day at Silverstone, Andy Rouse was testing his RS500 and Terry was just determined that we were going to go quicker, so he just kept winding the boost up and on the old Silverstone GP circuit I was putting my foot down in fifth gear and having it spin both wheels. That was the most powerful Sierra I ever drove, but it was a bit like having an F1 engine in your road car. It was an animal. We did end up quickest on the day though."

In the early part of the season Rudi Eggenberger – who ran the works RS500s in the German, European and World Touring Car championships – brought one of his machines over to race at Thruxton. Harvey was there in his Drury parts-special. "At that time," remembers Harvey with a cringe, "I was still trying to build a career for myself and Eggenberger was someone that I would have liked to impress. So we're waiting to go out and Terry wanders over to him and asks him straight, 'How much horsepower have you got?' Rudi looked a bit perplexed and obviously didn't answer the question, whereupon Terry told him that if he didn't have 600bhp he was wasting his time, didn't know how to build an engine and might as well go home. I sunk right into the background and thought if there'd ever been a chance of me driving for Rudi, it was well and truly gone now." Needless to say, Eggenberger's car won the race. And Tim's? It broke. M



Five hundred bhp on a good day, 600 on a bad... RS500 scared Tim witless

Tim Harvey moved to Renault in 1993 to drive their new car. It was more of a dog than 'the dog's…'



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Brighton Speed Trials 1935: Lycett and Bentley tear up Madeira Drive



FORREST LYCETT and his amazing 8-litre Bentley

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FORREST LYCETT'S 8-LITRE BENTLEY WAS PROBABLY THE ULTIMATE ROAD-RACING CAR OF ITS ERA. BILL BODDY RECALLS ITS ACHIEVEMENTS AND THOSE OF ITS REMARKABLE OWNER

■

THE 8-LITRE BENTLEY CAMPAIGNED BY THE LATE FORREST Lycett was a very impressive sportscar a long time before highly-tuned 8-litre Bentleys and later Bentley Specials appeared on the vintage scene. Certainly, in its day this car had not only high performance capabilities but was also a road-going car of special allure. Mr Lycett, who commissioned it from L C McKenzie, his regular engineer and advisor, was quite a Bentley man. His motoring experiences dated back to the early days, with rides in Benz and Mercedes cars in Germany as far back as 1901 and his education extended in the ways intended back in England on a six-day tour with his father in 1903 on a 4hp De Dion Bouton. That in turn took him on to motorcycles, and to a Mars Carette by 1905, which those who loved them dubbed 'Mummy's Little Carrot' but which gave Lycett much trouble, and prompted a move to proper cars in the form of Sizaire-Naudins and more exciting machinery.

But Bentleys predominated. Altogether, Lycett had nine of them. He bought the first in the summer of 1924, influenced by the victory of Clement and Duff at Le Mans, which turned his mind away from a Vauxhall 30/98, which he thought was "hardly a 100 per cent job". Up to the outbreak of the war Lycett had covered about 280,000 miles in his Bentleys with a minimum of trouble and just a single breakdown, in 1938. He said that of the other cars he owned at the same time, by far and away the best was a 1930 Aston Martin, and quite the worst a 4½-litre Invicta with which he replaced a 4½-litre Bentley but, after much financial loss due to breakdown, quickly bought back. Of the Bentleys, Lycett owned five 3-litres, two 4½-litres, a Speed Six, and the special 8-litre.

Besides his liking for vintage Bentleys, Lycett also enjoyed driving. Taking into consideration the fact that the roads may have been less congested but were far more narrow and tortuous than they are now, with fewer by-passes round towns, I think he did pretty well. For instance, with the Aston Martin he often covered 400 miles in a day, and on the first Sunday after acquiring his first 3-litre Bentley Lycett drove from London to Nottingham and back with an ease that amazed him, and thereafter 300 miles in one day became an accepted standard.

That he appreciated a Bentley's ability to easily and effortlessly eat the miles he once demonstrated to a business colleague who would boast of how he had motored all the way to Newcastle in a day. Lycett invited the man to accompany him in his 1926 3-litre to see whether, in his mid-forties, ➤

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he was equal to this feat. At Catterick Bridge Lycett feigned distress and was advised by his passenger to give up; after a drink at their destination he announced that they would go on to Alnwick. There the victim complained about the hotel but was told not to worry, because Lycett was about to drive him back to London! Before they had commenced the run, Lycett's man had removed the passenger's suitcase from the Bentley and so it was in London that they ended this little jaunt...

On other occasions a bragging victim was driven non-stop to Land's End after he had told of a wonderful endurance trip he had made as far as Honiton, and another was driven to Edinburgh and back to Newcastle in a day and home via the Lakes on the day following, 1000 miles all-told. The 3-litres had auxiliary petrol tanks, so all this was virtually non-stop. With a 4½-litre Bentley the longest day's trip was to beyond Berwick-on-Tweed, where fog spoilt going on to Edinburgh, and back to London. On the Continent the trips were rather more leisurely, such as Dieppe to Basle on the second of the 4½-litres, Evreux to Bordeaux and Cadiz to Madrid on the Speed Six, and Heidelberg to Dieppe on the 8-litre. 'The Ton' (100mph) was first seen on a public highway with the Speed Six and after that the second 4½-litre, and of course the 8-litre did this as a matter of course. I think it can be agreed that Forrest Lycett liked pre-war driving; as he would say, all the Bentleys proved the truth of that saying "Distance no object".

I think it also fair to describe the 8-litre Bentley as an exceptional car for its time and purpose – that of a fast road-car, and a competition performer from 1934 with a truly exceptional maximum speed (somwhere in the region of 140mph). It can be called post-vintage, as it used a 1931 chassis.

Not everything 'Mac' had done to it at his works at 1 Spring Gardens, London SW1, was ever divulged but it can be said with certainty that it had an 11ft-wheelbase thanks to its 4-litre chassis. On this was mounted a smart two-seater body to Lycett's design, made by Corsica. The engine had three SU carburettors fitted with McKenzie's special throttle -slides to obviate binding, instead of the twin H08 SUs of the standard power-unit, while the compression ratio was raised from the normal 5.5:1 to 7:1. Ignition was by two Bosch GF6A magnetos, replacing the dual ignition normally supplied from a coil-set and a single Bosch magneto.

The radiator was considerably lowered and cut away, the dynamo which protruded from its base being moved to a chassis location and driven from the prop-shaft, the opening for it below the radiator covered by a polished plate. Weight was saved wherever possible, without resorting to lightening holes, the scuttle being lowered to line-up with the lightweight bonnet, and abbreviated mudguards and small Lucas long-range lamps being used in place of the large head lamps of standard Bentleys.

'Mac' also fitted a one-shot plunger-pump chassis lubrication system, the auxiliary fuel tank, and a separate accelerator so that low speed could be maintained without snatch. He also cord-bound the road springs and fitted both Hartford friction-type shock absorbers and Luvax hydraulic dampers. To save further weight the vacuum brake servo was removed. The result was this lean, handsome car, with a top speed of an easy 110mph in road-trim, which was rather impressive 67 years ago.

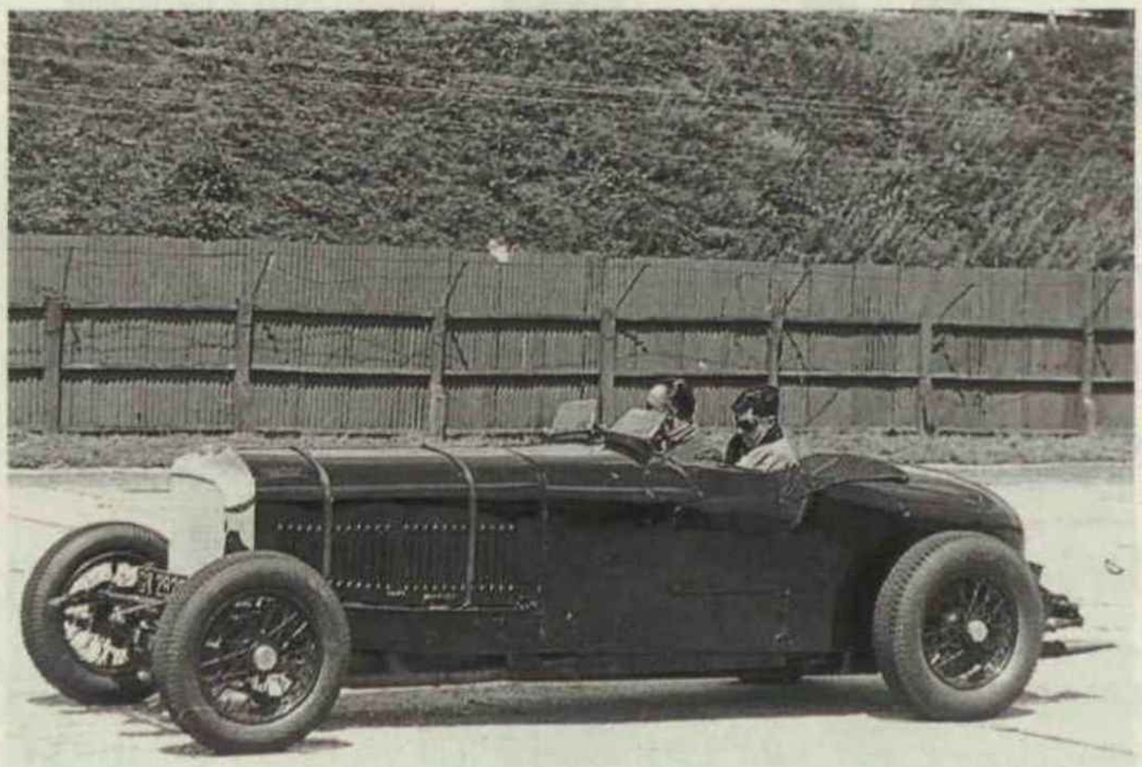
Remember that this great Bentley was no simple cut-and-shut special, was used primarily as an every-day car for pleasure and business journeys, and that when entered for competition events it was never conveyed to the venues in a truck or van...

For such purposes Lycett had a selection of six back-axle ratios. For road-going occasions he was apt to employ gearbox ratios of 7.814, 5.376, 4.035 and 3.0 to 1, in conjunction with Dunlop Fort-90 tyres of 7.00x21 on the back wheels, 6.00x21 at the front. This gave maxima in the gears of 51, 72 and 96mph, without exceeding 4000rpm – and Lycett insisted on an absolutely accurate speedometer. Yet the big engine was quite docile at a mere 450rpm (15mph) in top gear.

In this form, with driver and passenger (me), the 8-litre weighed just over 2 tons 2 cwt with about 112lb of fuel in the tank, compared to 2 tons 3 cwt of the average open 8-litre Bentley and 2 tons 10 cwt of a saloon, which would be capable of just over 101mph in good condition. As for reliability, Lycett drove his 8-litre 70,000 miles up to 1940 with the only major trouble being a gear wheel that picked-up on its shaft during a Lewes speed-trial, resulting in a long coast to the finish but still a second place in the unlimited sportscar class.



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Ted Walker

Stripped 8-litre in action at the Lewes Speed Trial (above) and with WB enjoying one of many passenger rides around Brooklands in 1939 (below)

Dear old 'Mac' who achieved this result and whose McKenzie's Garages specialised in Rolls-Royce and Bentley work was himself a pioneer motorist. As a good Scot he began with steam but the first car 'Mac' drove was one of the earliest of Daimlers. He later drove both No1 Rolls-Royce and No1 Bentley, and followed his career at Napier's, Wolseley's, Daimler's and then at the R-R Derby works, in the days of the pre-WWI competition 40/50hp Royces. He raced vintage Bentleys like his 4½-litre two-seater 'Bluebell', the special engine of which was transferred to his green 4-seater. He won two races in a day at the Crystal Palace and Lycett and he took part in the 1936 Bentley Handicap at Brooklands with 4½s, respectively lapping at 97.46 and 91.05mph. In 1957, the Bentley Drivers Club commemorated 'Mac' with the scrutineering bay which until recently stood in the paddock at Silverstone.

Space precludes a full list of all Lycett's competition appearances but he started well, winning the unlimited sportscar class at the Lewes speed-trials in 1934, in 23.4sec, beating an Hispano-Suiza by 2.2sec and a Railton Terraplane by 3.0sec. At the next Lewes meeting he was second in a handicap class, from scratch, and at the Brighton speed-trials won his class, devouring the standing start half-mile in 27.8sec (64.75mph). In VSCC events, to which Lycett was elected a Vice President in 1937, and then its President for two terms of office before the war, he demonstrated the now-famous Bentley at the Crystal Palace circuit.

Forrest had asked 'Mac' to find him a car for the Edwardian section of the VSCC and an Alfonso Hispano-Suiza was duly discovered. But when it shed a wheel at Littlestone speed-trials, the car's new owner was so disgusted when lots of rusty razor blades fell from the hub, obviously to cope with worn splines (not 'Mac's' doing, I am sure) that he gave the car to me and, a further aspect of his generosity, wanted to reimburse me for collecting it. As some compensation, he had won his class ➤

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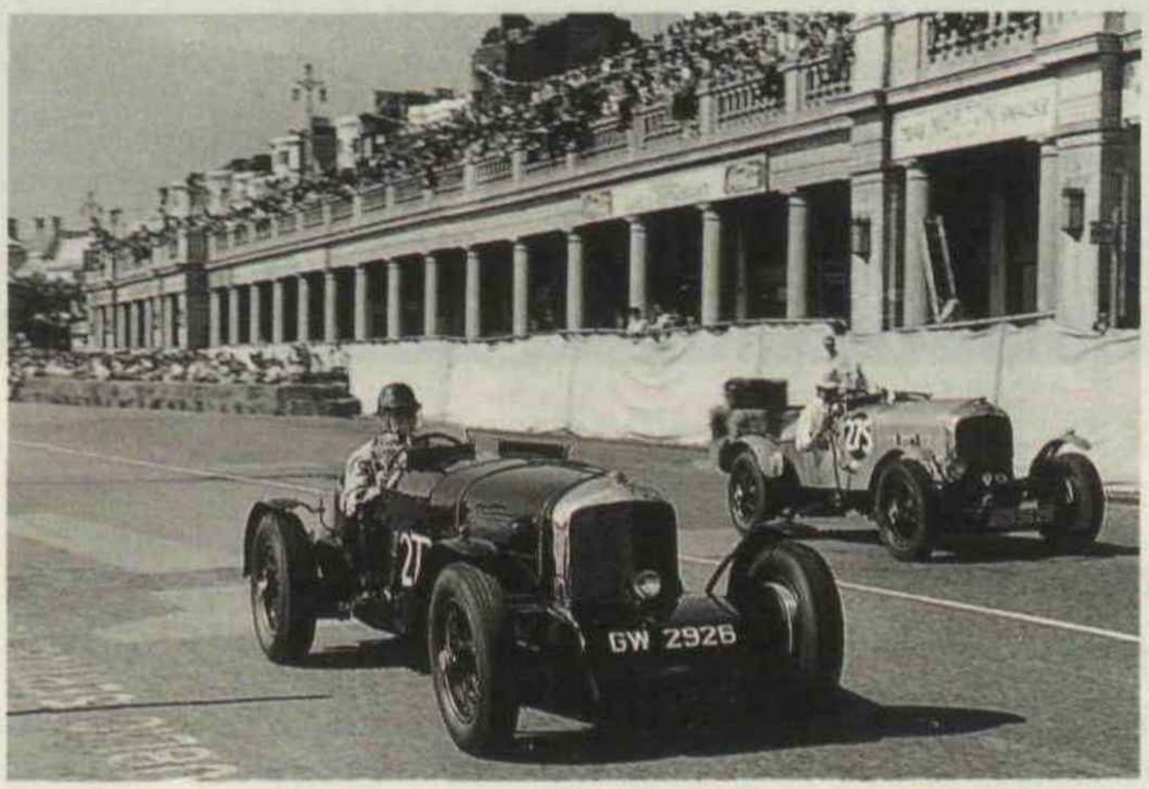
with his 4½-litre Bentley. He had already presented the VSCC with the Lycett Trophy for best aggregate performance during a season, which remained one of its most prestigious awards, ironically being-first won in 1935 by Donald Monro's 4½-litre Invicta.

Other good performances included further class-wins at Shelsley Walsh where the 8-litre beat E R Hall's TT Derby Bentley in the rain in 1936 and got its time down to 46.42sec by 1937. It was quicker up the famous hill than Fane's 328 FN-BMW by 1.66sec in 1938 and beat it again on time in 1939. At Brighton it beat a Railton Terraplane in the 1934 half-mile speed-trials by three seconds and won its class there in '35, accelerating faster than Gardner's supercharged Mercedes-Benz, and s/c Bugatti, Frazer Nash and MGs. In 1936 Lycett took his 4½ to Brighton, and was first and third in the appropriate classes and he repeated this in 1937, with two class-firsts, and a third with the 1913 Hispano. The 8-litre Bentley held the sportscar record for the Brighton course, and in 1936 it had been only 0.4sec slower than Fane's supercharged Frazer Nash at Southsea and had won its class at Poole. Finally, before Hitler stopped play, the 4½ Bentley took another Brighton class win, and the Hispano was second in its class.

The 8-litre Bentley continued to chalk up many successes in sprints and in 1937 at Brooklands had broken the International and British Class-B records for the s s kilometre at 81.5mph, bettering by 3.58mph that of the racing single-seater 8-litre Panhard-Levassor. Yet it remained a perfectly practical road car, as I was to discover on a number of occasions.

Lycett would meticulously observe every speed-limit, even to braking hard before '30' signs, in spite of there then being no hidden cameras or radar traps. As a de-restriction sign came up he would transfer his foot from auxiliary accelerator to the loud one and the Bentley would go rapidly up to 90, 100, even to 110 mph, accelerating so fast that sometimes Forrest would be braking as he overtook groups of little saloons, aiming for a traffic gap ahead.





The 8-litre takes a last run up Shelsley Walsh before the war (above) and was still going strong in Brighton years later; this is 1958 (below)

These runs were magic to a young enthusiast (me) but there were comic interludes. As when we got drenched (there was no hood) and Lycett swung into the yard of The Bell at Henley-on-Thames, demanding hot baths, at 3.30 in the afternoon. When refused, he was distinctly surprised and I sensed a strong letter to the management... You might be invited to breakfast, then be driven, very swiftly but safely, perhaps to see Lycett's solicitor in Salisbury, then even faster to Weybridge, for a spell on the Track.

During the war the 8-litre was kept as a tight fit in a wooden shed near the cottage to which its owner had moved, from bomb-ridden Kensington. I was invited for another run in it, while the last few gallons of Discol lasted. Lycett's man was set to crank-up, his master helping by using the starter at intervals, which served to lift the luckless servant off his feet every time the button was released. Then the carburettors caught fire. The man ran out of the shed and I tried to do likewise. But my belt had caught on a nail, so I quickly began to remove my leather coat, likewise to escape. At that moment the flames were sucked into the engine, Lycett having remained in his seat. He immediately castigated his man-servant for cowardice, "while Boddy was about to use his coat to douse the fire..." From then on, I was always "the courageous fellow"...

I have not compared the 8-litre's performance with that of more recent Derby and Crewe Specials or today's vintage hybrids. But in 1938 I timed it to do 0-50mph in 5.2sec, 70 in 10sec, 90 in 16sec and 100mph in 23sec. The s s ¼-mile took 16.4sec, the s s ½-mile, 26.2sec against the wind, two up, and that after a fast road run, cruising frequently at 'the ton'. With sprint ratios these figures might have been lowered, but as it was, 10-30mph was timed to take 1.8sec, 3.0sec and 4.8sec in the indirect gears, 30-80mph 10.4sec and 50-70mph in top gear took 9.0sec.

A few days before war broke out Lycett drove the 8-litre to Brooklands, where 'Mac' awaited him with his own 4½-litre and his lads in the hack Big Six tourer. The Bentley was now *sans* front brakes, had a cover over the passenger's seat and its road-clobber was quickly removed. Handing his bowler to someone, Lycett went out and raised the Class-B s s mile record by 4.43mph, to 92.9mph, on a 2.6 to 1 axle ratio. The stiff front springs made coming off the Byfleet banking rather tricky, at some 135mph. After this Lycett retrieved the bowler and drove off to a board-meeting in the City. 'A record record', as it were – it took an Auto-Union to beat it...

I had by then timed the 8-litre to do a s s ¼-mile in just 15sec and 0-100mph (3500rpm) in well under 20sec on the 3.3 axle-ratio and 700x19 racing back tyres. Its Lewes time had come down to 20.2sec. Calling at 'Mac's' workshop during the war, I found him lowering and lightening the famous Bentley, supposedly using light-alloy cross members, a lighter prop-shaft, and a new body. The gearbox was to be moved rearwards to improve weight distribution and the gear change, the lever now external like the brake lever, was now spring-loaded, after it had proved unsatisfactory when Lycett was demonstrating the car at Syston, beating Hunter's s/c 2.9 Alfa Romeo by 0.38sec. On PMS2 fuel its power output was about 250bhp (from 220bhp) yet in road motoring it had given 13mpg. The unladen weight was now quoted as 1 ton 4 cwt. Incidentally, the dynamometer 'Mac' used had previously belonged to Count Zborowski, and then, in turn, to Bentley Motors.

When peace broke out Forrest Lycett resumed competition driving, at first racing his 4½ Bentley, which lapped Silverstone's then Club circuit at 71.3mph. In 1948 the 8-litre came out again, when Leslie Johnson drove it in a VSCC kilometre sprint and was third in a race against a supercharged racing Alta and a T35B Bugatti. Perhaps Lycett's finest post-war performance was in 1959, being timed for a kilo at 141.131mph in Belgium, at a BDC meet, at the age of 74. Sadly, the following year he was knocked down and killed by a London taxi, when crossing the road on his way to a football match, as a director, I think, of one of the clubs.

Delahaye, Darracq, Lago-Talbot, Alfa Romeo and Bugatti folk may not have seen the point of his 8-litre Bentley but I feel sure that in vintage circles there were those who approved of the slogan "Still The World's Finest Sporting Car" which it carried unobtrusively on a dashboard plaque. M

JUST A PE



For stunning sportscars, head for Silverstone...

COYS FESTIVAL PREVIEW

IF YOU'VE NEVER SEEN A MASERATI 250F IN FULL FLIGHT OR A PORSCHE 917 FLAT OUT, THEN YOU'D BETTER HEAD FOR THE COYS FESTIVAL IN JULY. AS MARCUS PYE REVEALS, THERE REALLY IS NO FINER HISTORIC RACE MEETING

EUROPE'S PREMIER HISTORIC RACE MEETING, THE British Racing Drivers Club's Coys International Festival, presented by Chrysler on July 24-26, assumes even greater importance this year with the 50th Anniversary of Silverstone foremost among many landmarks to be celebrated.

This will be marked with typical BRDC panache – thanks to the tenacity of co-ordinator Sheridan Thynne – not only by a remarkable recreation of the 1948 RAC Grand Prix grid, featuring around 20 original and sister cars and several surviving drivers, but also by a pageant of significant machines from each of the circuit's years.

Maserati's 4CLTs dominated Silverstone's inaugural Grand Prix, and the venue will again reverberate to the Italian cars' rich engine note. What's more, the sprightly Swiss Baron de Graffenried is to be reunited with the 4CL he raced that day.

The 50 car display – most will also be demonstrated – sets out to evoke memories of all aspects of the circuit's past. Stirling Moss will drive the Kieft 500 he raced in 1951, while Jack Sears's Ford Galaxie, Nelson Piquet's F3 Ralt and an Ecosse sportscar are all in the line-up.

F1 fans will delight at the return of Ronnie Peterson's Lotus 72, James Hunt's McLaren M23, the ex-Carlos Reutemann Brabham-Alfa Romeo BT45, Ayrton Senna's Toleman turbocar and Nigel Mansell's 1992 British GP-winning Williams FW14B, to be contrasted with a current Stewart-Ford.

Coinciding as it does with the annual meeting of the *Anciens Pilotes*, expect appearances from World Champions Sir Jack Brabham and Jody Scheckter, as well as many other celebrated personalities.

The special features will open the programme, running on both Saturday and Sunday, rather than being split over two days as before. Parades of Jaguar XK, Lotus, Lister and Mini Cooper cars are set to commemorate marque jubilees. A reunion of the JW Automotive/Gulf Ford GT40 and Porsche 917 team will also wow the crowds before the programme of wall-to-wall racing action, for which the event is renowned, gets under way.

Five of the events are double-headers, with a race each day and positions to be decided on aggregate. No fewer than 14 Maserati 250Fs are on the entry for a 1950s front-engined Grand Prix car showpiece, the like of which has not been seen for years.

R F E C T D A Y



Mansell's title-winning Williams returns to the fray

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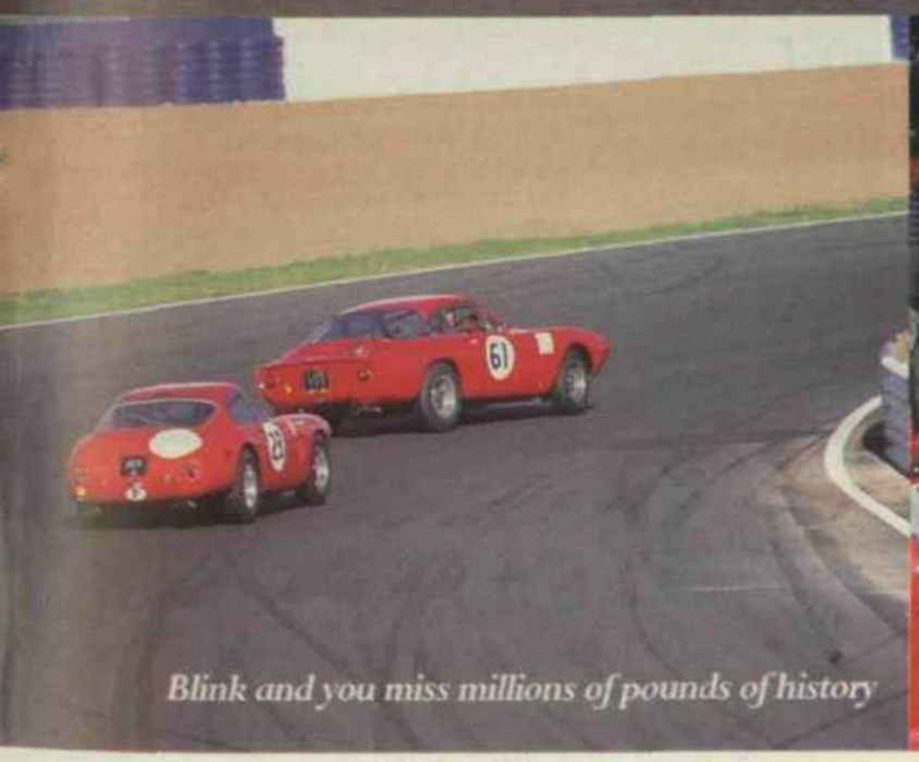
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Historic Rallysprint 17.00

Saturday July 25
Qualifying 09.00
1948 GP Retro/Parades 12.00
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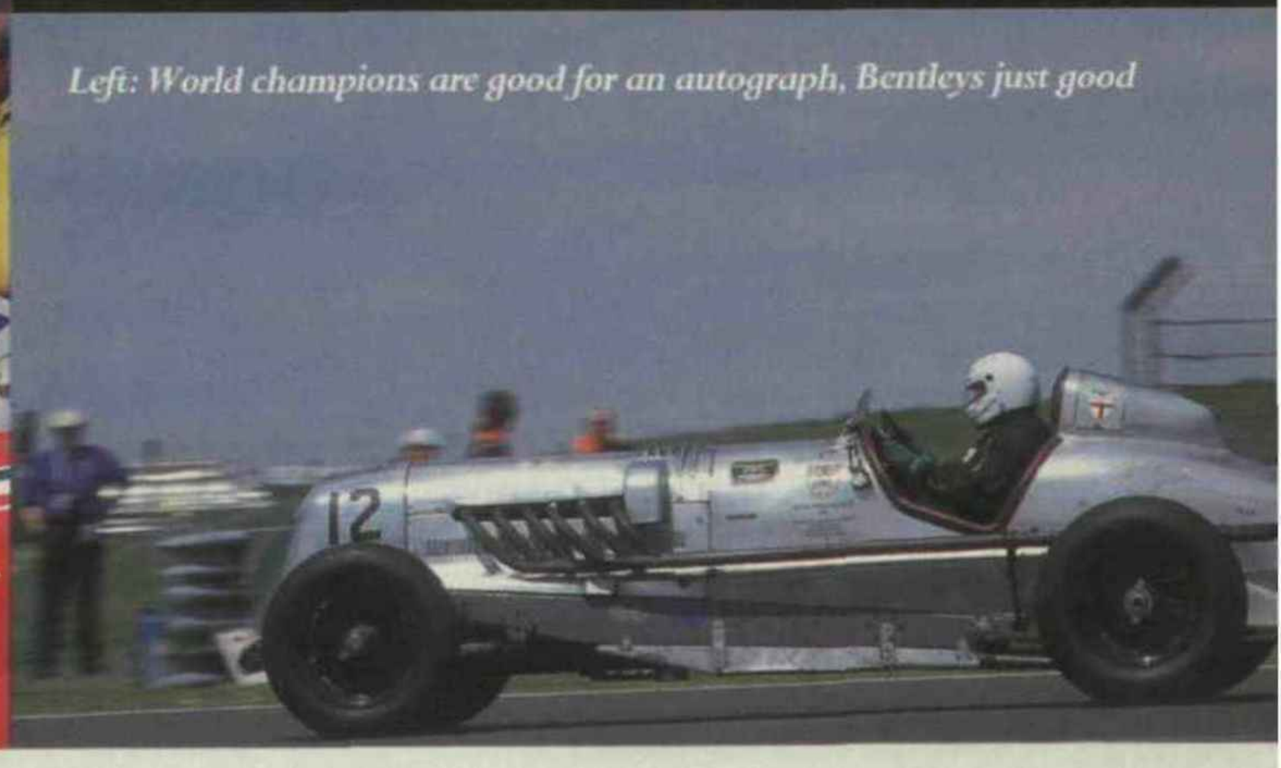
Admission: £25 at the gate on Saturday and Sunday, but a £50 Super Weekend ticket also admits to Friday's VIP and practice day. Those wishing to attend the Rallysprint may do so from 1600 for £5. Book before June 30 on 01327 857273, and it's £20 per day; £40 for the weekender – available to bona fide car club members for a bargain £25. Accompanied children under 15 get in free.

How to get there: Silverstone is on the A43 between Brackley and Towcester, and is well signposted. Bus services run from Northampton rail station.



Blink and you miss millions of pounds of history





Left: World champions are good for an autograph, Bentleys just good

The pre-war ERAs – including R14B in which Reg Parnell finished third in the 1948 Grand Prix, and R5B 'Remus' which Peter Bell and John Bolster piloted to sixth place that year – will again be out in force, alongside Sir John Venables-Llewellyn in Rodney Felton's Alfa P3.

Talbots, Alfa Romeos and Lagondas star in the Pre-War Sports Car events, while the pre-'65 equivalent provides a rare opportunity to see Rob Walton's Shelby Daytona coupé square up to the ACs, Aston Martins, Bizzarinis, Ferraris and Jaguars.

Peter Hardman leads the BRDC 1950s Sportscar title race, following a superb victory last time out at Silverstone in the 1959 Le Mans-winning Aston Martin DBR1, but Frank Sytner (Lister-Jaguar), Barrie Williams (Tojeiro-Jaguar), Robert Brooks (Lotus 15), the 19s of Richard Austin and Otto Reedz-Thott, Jeffrey Pattinson's Cooper Monaco and a host of 'birdcage' Maseratis guarantee tough opposition.

Back by popular demand is the two-part Shell Historical Ferrari Challenge, in which at least two (possibly three) of the all-conquering flat-12 engined 312PB prototypes are set to appear among a selection of Prancing Horses of previous eras.

Saturday's singleton race for pre-'52 Grand Prix cars gives the Alfas, ERAs and Altas a chance to shine. The pre-'65 rear-engined cars are out on Sunday, when the ex-Jim Clark 1967 Lotus 48 Tasman/F2 chassis will hopefully race for the first time since 1970.

Another eagerly awaited debutant on the Historic scene should be the Cosworth DFV-powered Ligier JS3, which is due to take on the proven Lola T70s in a bumper field for Sunday's European Sports Prototype round, having not run since the Le Mans 24 Hours in 1971.

New for rally fans is a Historic Rallysprint on the Roger Clark Circuit on Friday afternoon. With such stars at Bjorn Waldegaard and Timo Makinen planning to appear, and cars ranging from Austin-Healeys to a Lancia Stratos, it will be a popular addition.

The vast array of sideshows, marque and motor club displays (this year with a stronger competition theme) and trade areas are always worth exploring for gems. The major draw for car collectors will be Coys' traditional Saturday evening sale, which features Lotus sports and racing cars, some of which are from the late Colin Chapman's own collection. M

COMPETITION

Vote for your greatest F1 car ever...

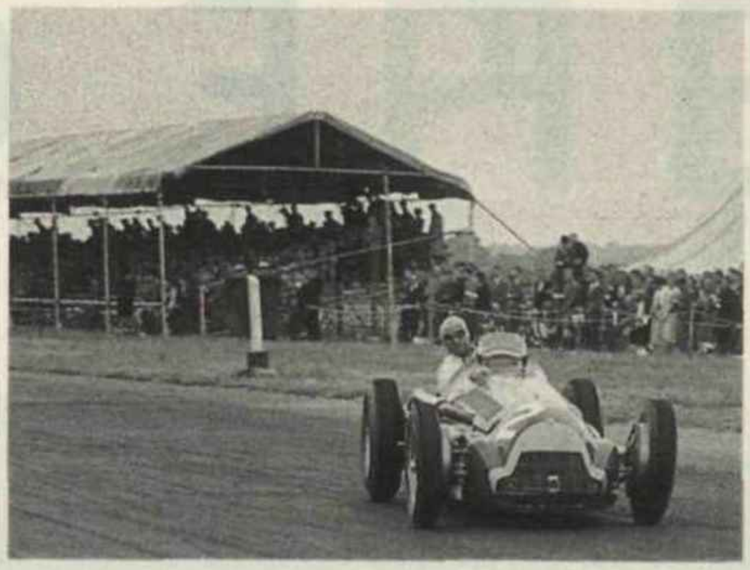
Silverstone is celebrating its 50th anniversary this year and, to help celebrate, they want MOTOR SPORT readers to choose the greatest Formula One Car of all time. The winner of this historic award will be decided exclusively by the readers of this magazine. Silverstone is not simply the home of the British Grand Prix but also the birthplace of Formula One, hosting the first ever round of the World Championship, back in May 1950.

In exchange for your efforts, Silverstone is offering an extraordinary prize for the first name we pull out of the hat once all entries are in. The winner and a guest will not simply get tickets to next year's British GP complete with Grandstand seats and the full hospitality, they will also have a private visit to an F1 test day with a VIP tour, a day at the Silverstone Driving Centre in a rally car, a pair of tickets to the Golden Jubilee Party and, for the winner alone, the chance to take to the Grand Prix circuit with John Watson in a Lotus Elise.

There are also five runners-up prizes each offering two people tickets to the party, weekend passes for the finals of the British F3 and Privilege GT championships plus a Silverstone sweatshirt, cap and race programme.

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5. LOTUS-CLIMAX 25

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8. McLAREN-HONDA MP4/4

The most successful Grand Prix car of all time driven by the two greatest drivers of their era, Ayrton Senna and Alain Prost. Explaining why it was his favourite racing car, McLaren boss Ron Dennis said it all: "Sixteen starts, fifteen wins and we built it."



2. BRABHAM-BMW BT52B

No less than the most powerful racing car ever built with peak readings of 1400bhp coming from its four cylinder, 1.5-litre BMW motor. Not only that, it was also beautiful to look at and took Nelson Piquet to the second of his three world championships.



3. COOPER-CLIMAX T51

The car that changed Formula One forever. At the beginning of 1959 it was the only mid-engined car on the track; by the end it was clear that, unless your driver was in front of your engine, you were going nowhere. From then until now, just a single GP has fallen to a front-engined car.



4. FERRARI 312T/T2

But for Niki Lauda's terrible accident at the Nürburgring in 1976, the 312T and closely related T2 would have won three world championships on the trot. It is, quite simply, the most successful Formula One car from F1's greatest manufacturer.



6. LOTUS-FORD 79

Not the first ground-effects Lotus but the one which perfected the art and set the template for a generation of Grand Prix cars. Almost indescribably beautiful and just about unstoppable when running reliably. It claimed Lotus' last world championship.



7. MASERATI 250F

The definitive 1950s Grand Prix car, competitive over four seasons and, in the right hands, namely those of Juan Manuel Fangio, proved better than any in F1 history at demonstrating pure genius. A winner on its debut, it dragged Maserati's racing team to the forefront of GP technology.



9. MERCEDES-BENZ W196

To date, Mercedes' only Formula One car. In typical style, it appeared, made the opposition wonder why they bothered for two consecutive seasons and then promptly disappeared. Awesomely engineered, beautiful to look at and, more often than not, unapproachably swift.



10. WILLIAMS-RENAULT FW14B

In 1992 Mansell's FW14B drove 2046 miles while leading Grands Prix. All the other drivers in Formula One put together managed just 967 miles. Thanks to the brilliance of this car, he finished the season with almost twice as many points as anyone else.

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- ☐ 2. BRABHAM-BMW BT52
- ☐ 3. COOPER-CLIMAX T51
- ☐ 4. FERRARI 312T/T2
- ☐ 5. LOTUS-CLIMAX 25
- ☐ 6. LOTUS-FORD 79
- ☐ 7. MASERATI 250F
- ☐ 8. McLAREN-HONDA MP4/4
- ☐ 9. MERCEDES-BENZ W196
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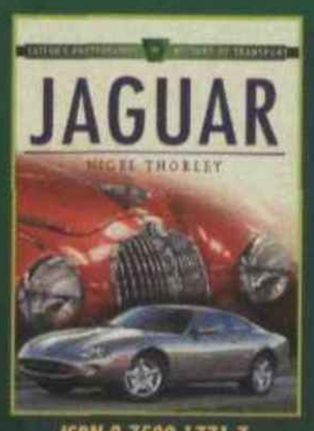
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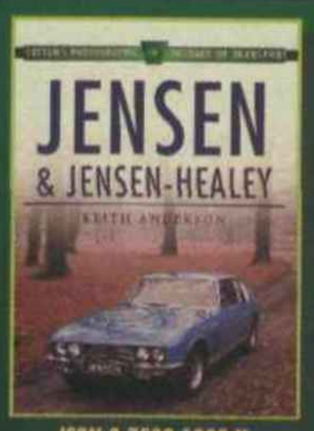
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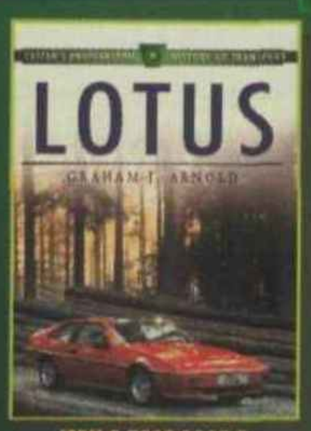
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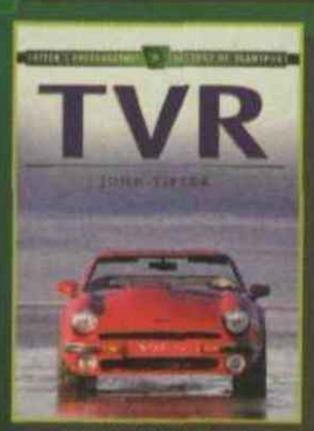
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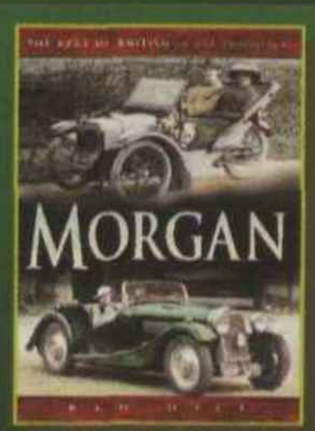
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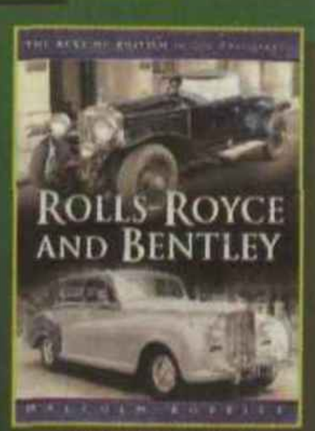
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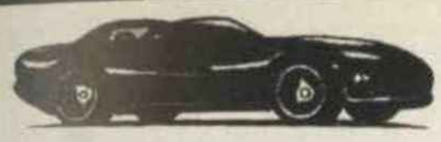


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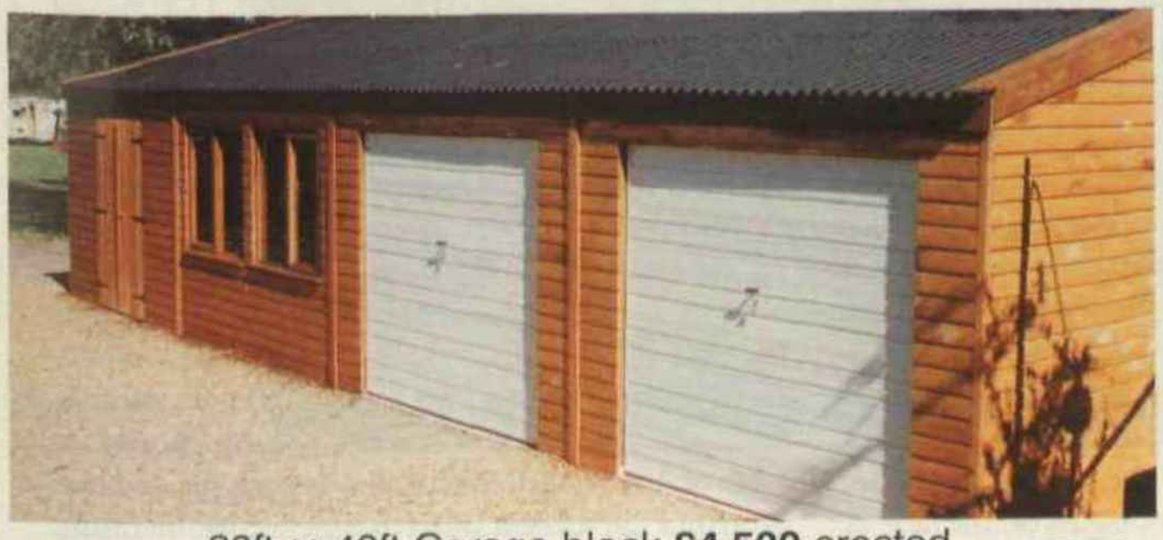
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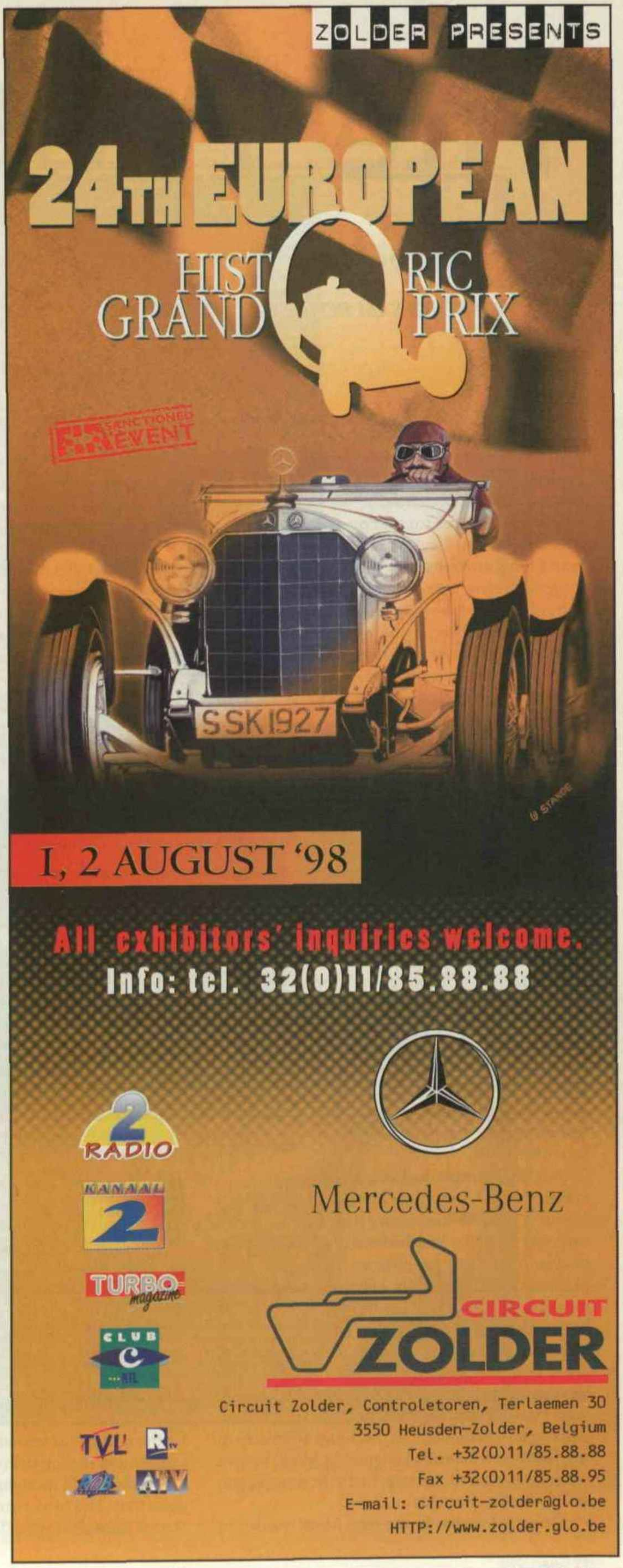
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MARK DONOHUE WAS NOT SIMPLY QUICK, HIS APPROACH TO RACING CHANGED THE SPORT. SAM POSEY, HIS FRIEND, RIVAL AND TEAM-MATE, REMEMBERS HIS TOO SHORT LIFE.

TWENTY SIX YEARS AGO, ON MAY 28, 1972, A DRIVER with a degree in mechanical engineering from Brown University won the Indianapolis 500. His name was Mark Donohue.

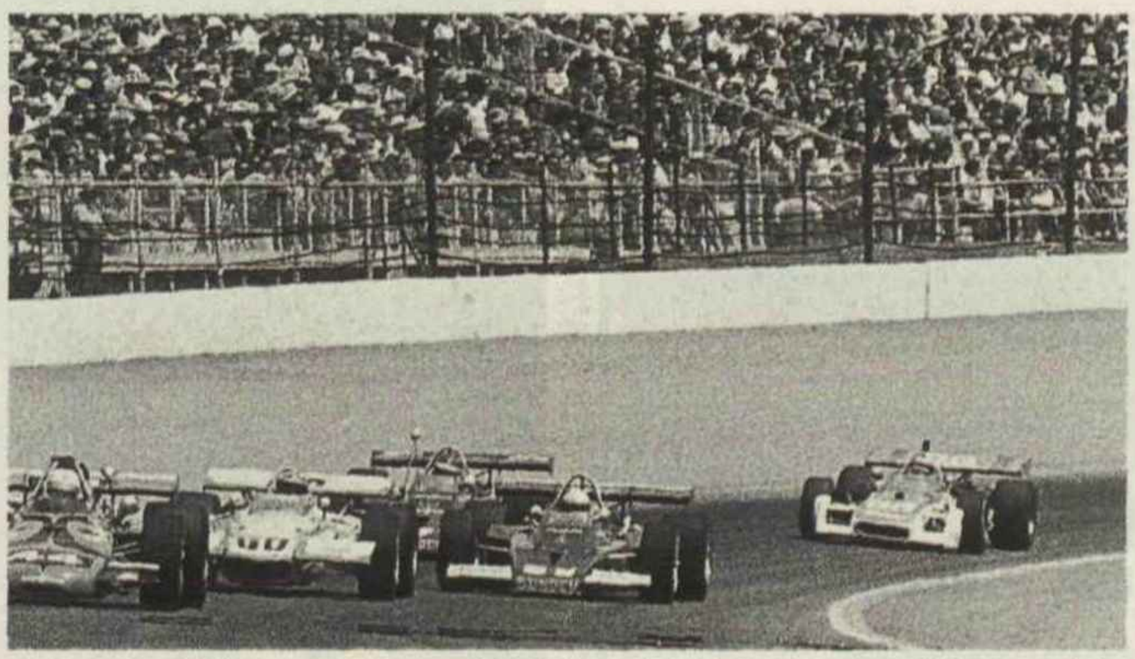
It was a time of change, a time when technology was transforming the American racing scene, often with Donohue himself in the vanguard. He was something new, a gunslinger who also happened to have designed the gun. He was admired, feared or emulated, depending on your perspective. You knew, seeing him with his briefcase, his charts and formulas, that racing would never be the same. When you heard he was working so hard that he was sleeping on the floor of the shop, you knew the days of racing as a romantic hobby were over. He made you look at yourself and wonder just how committed you really were.

He was very fast, but he didn't have true virtuosity to fall back on. In the heat of the battle, when you were so close to him that you and he were doing the same things at the same moment, you could feel him working for every inch. There was nobility in his effort. He showed how a man can be lifted far above himself by the sheer force of his will. People were drawn to him because of that, and few of his rivals begrudged him his victories. You could sense so clearly the strain, you felt he was reaching beyond himself out of some dark duty and it seemed that no matter what he accomplished, he couldn't rest.

Indy, for example, had been a long cherished goal, but when he won it, he couldn't savour it because the victory hadn't come on his own terms. As that May had unfolded he had been unable to find a competitive set up for the chassis of his car, a McLaren-Offy. Having dominated the race in a similar car the year before, until let down by transmission failure, he was bewildered. With time running out, his car owner, Roger Penske, asked that he adopt the chassis settings of Mark's close rivals, the McLaren factory team. At the same time, Penske's Offy engines were flawed, and Mark had to go to Parnelli Jones, his bitter adversary in the Trans-Am, to rent an engine. To Mark, he was suddenly the gunslinger who had to borrow his gun and the bullets from his enemies.

Things got worse. In the race, Mark was left in the dust, first by Bobby Unser's Eagle, then by his own team-mate, Gary Bettenhausen. It wasn't until the star-crossed Bettenhausen suffered a pinhole leak in the car's header tank that Mark inherited the lead just 12 laps from the end.

To him, it was a victory he backed into, and less than an hour after the chequered flag, with the crew beginning to pack up, Mark volunteered to drive the team's timer, Judy Stropus, to the airport, and on the way barely mentioned the race. He could not have known that his race average of 162.962mph would become an Indy record that would stand for 11 years, or that he had laid the cornerstone for a dynasty (Penske's team has won, to date, nine more Indy 500s). Clearly he could not have foreseen that this win would be publicly regarded as the high point of his career, bringing him considerable celebrity, or that in little more than three years, on August 19th 1975, he would be dead.



Donohue's Sunoco McLaren M16B won '72 Indy at a speed that would not be bettered for over a decade. Yet he was not even remotely satisfied

I knew Mark Donohue and raced with him. But I was seven years younger, and most of the time I thought more in terms of trying to follow in his footsteps than of beating him. In a race at Watkins Glen in 1967, I was behind Mark when Bob Bondurant had the big accident that ended his career. The yellow flags were waving, and Mark slowed. I slowed even more, then got a run on him and passed him for the lead just as we exited the yellow-flag zone. I remember the look of utter disgust on his face as I swept by, and I thought, uh oh, I shouldn't have done that. The next year I was his team-mate for several Trans-Ams when he won the championship for Chevrolet. And the day he won Indy, I was fifth. To me it was business as usual: Mark winning, me trailing along behind thinking maybe my day would come sometime.

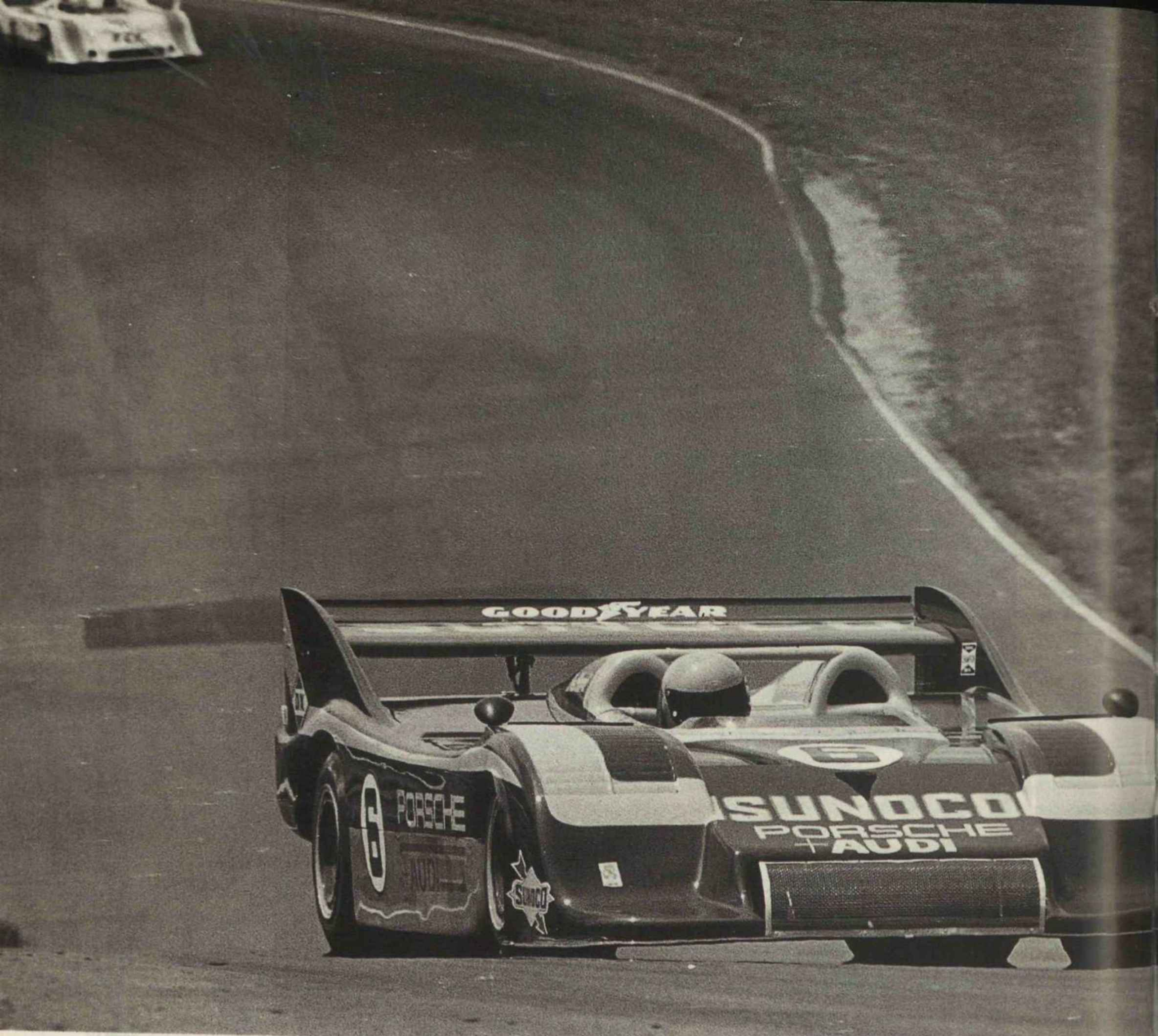
But then he was killed. My wife-to-be, Ellen, and I were watching TV in her apartment in Los Angeles when we heard the news. In those years, a lot of the drivers we knew had been killed, but I always found ways to rationalise it and keep going. This was different. I knew Mark was better than I was, and smarter. Luckier, even. If it could happen to him, it could happen to me. I couldn't escape that logic. I turned to Ellen, and she looked at me and said, "You're going to quit, aren't you?" And I did quit. I continued racing saloons, but I stopped driving open-wheelers. The light at the end of the tunnel had gone out.

The point was often made that Mark didn't look like a race driver. He had a roundish face and until the last two years of his life, he seemed a bit overweight. Nor did his upbringing hint at his future. His father was a earned a living as a patent attorney, a very proper Easterner. Mark and his two sisters were reared as good Catholics in Summit, New Jersey. When he was six, Mark contracted polio but recovered fully. After graduating from Brown in 1959, he worked for Raybestos in Passaic and then had a stint selling industrial dust collectors. Neither job held much appeal, and he certainly was not at all ready to settle down in a regular job.

He loved practical jokes. Mark and his friend Berge Hewlett had an arrangement whereby, upon spotting the approach of the other's car, each would veer into the left lane, thus passing on the wrong side of the road, leaving their passengers breathless.

And then there was his interest in cars. His early racing efforts showed he had driving talent. While a senior in college, he entered his first event, a hill-climb, and won it with his two year-old Corvette. In 1961 he bought an Elva and battled with another young Easterner, Peter Revson, for the Sports Car Club of America's divisional championship. Donohue won, but the success failed to generate momentum. Unable to raise enough money to continue, he raced very little in 1962 and 1963. In 1964 he was hired by Jack Griffith, a Long Island Ford dealer, as ➤


Mark
Donohue
GOODYEAR



chief engineer for Griffith's ill-fated car-building venture. Mark was 27, apparently just another guy trying for something that would keep him around cars. And yet, despite his only sporadic successes, certain people were beginning to believe that Mark Donohue was special.

One was the established pro Walt Hansgen, who arranged for Mark to drive with him in John Mecom's Ferrari 250LM at Sebring in 1965. The same year Malcolm Starr gave Mark rides in a Mustang and a Lotus 20B Formula Junior. When Mark won divisional championships in both cars, Hansgen was able to persuade Ford to hire his young protégé for its team in 1966. Hansgen and Donohue drove their GT40 to third at Daytona and second at Sebring. Yet weeks later, testing for Le Mans, Hansgen was killed. It is a considerable irony that it was at Hansgen's funeral that Roger Penske broached the subject of Mark's driving for him. Now Roger recalls, "Mark was known to have a methodical approach, and he was willing to commit to working for me full time, which counted for a lot."

Penske had ace mechanic Karl Kainhofer installed in a small shop with a Lola T70 he'd bought from Mecom. The Lola was ready to go by midsummer, just in time to take part in the US Road Racing Championship, the precursor to Can-Am, at Watkins Glen. John Hilton, who was managing his father's team, recalls the moment. "Four of us were battling for the championship, all running McLarens. Then off rolled this Lola, and it was absolutely immaculate; nobody had ever seen anything like it. It was so sleek and clean. And Mark just jumped into the car and smoked us all in qualifying." In the race, he crested a rise and crashed into another car that was spinning across the track. The Lola was destroyed. Roger persuaded his sponsor, the Sun Oil Company, to advance money against the contract, and a new car was purchased. Just a few weeks after the Watkins Glen crash, the Penske/Donohue combination won the USRRC in Kent, Washington. It was to be the beginning of an era.

My brief stint with the team came in the summer of 1968, four races in a second Camaro to Mark's. Our opposition was Ford's team of George Follmer and Parnelli Jones, and I was brought in because Roger thought George and Parnelli might gang up on Mark. I was the team's insurance policy. In my



Porsche's 917/30 was the most powerful car ever to race. In it, Mark annihilated his rivals in CanAm during the 1973 season, sparking the series' downfall

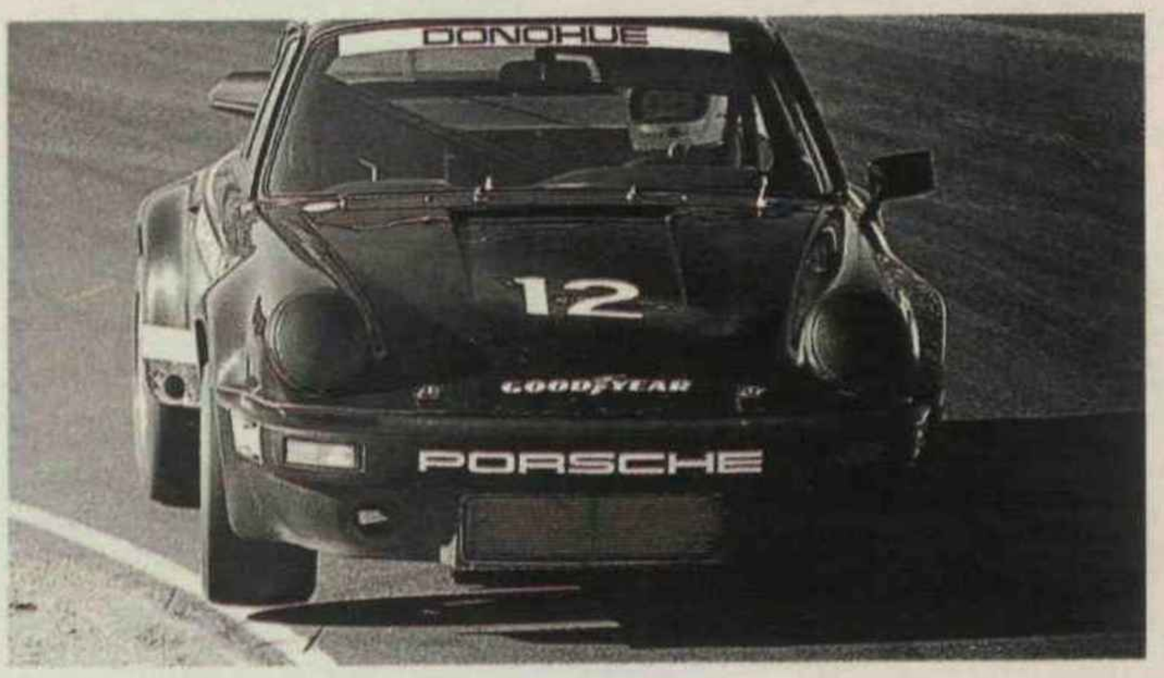
Donohue's debut race in Formula One came at the 1971 Canadian GP. In a McLaren M19A, he was beaten to the flag by only Stewart and Peterson



This is the fearsome McLaren M8A racing at Riverside in 1968. Mark revelled in the power of these 800bhp monsters and would win regularly



F1, CanAm, Indy or sportscars... Mark raced each with relish. This is 1973 IROC race at Riverside and he is trying as hard as ever in Porsche RSR



first race, Bridgehampton, we were headed up the straight on the first lap, with Mark leading and me off to his right, the Mustangs on our bumpers, when I saw Mark reach for his rear view mirror and twist it up sending a signal to George and Parnelli that he didn't much care what they had in mind.

Those were tough races, three hours long. I would sweat so much my ear-plugs would wash out, and I'd be deafened by half-distance and for two days afterward; when I called home after a race, Mark would have to talk to my Mom for me because I couldn't hear. The steering was brutally heavy because he used so much caster. It oversteered out of every turn, which I found was very fast until I got tired. But Mark never tired. He might have looked soft, but he was made of iron.

He believed that Dan Gurney, Jones and a few others were faster than he was, but that only meant he had to try harder and plan more elaborately to beat them. Willpower. Duty. And Engineering. He had terrific confidence in his engineering. Cause and effect. Thinking that was linear and sequential. And it was seductive how well it worked. He'd say that out of ten things he'd try, only three would help, but with Roger footing the bills, Mark had the luxury of trying almost everything he could think up.

And he had a very curious nature. Finding loop-holes in the rules, the quest for what he and Roger called the 'unfair advantage,' became obsessive. One week they sped up refuelling with a 25 foot tall tower. Another week they squeezed more into the tank by cooling the fuel with dry ice. Terms like 'friction circle', 'roll couple' and 'centre of pressure' were now in everyday use.

The team was something entirely new. Partly it was The Look. The gleaming, pinstriped car, elegant in the deep blue hue of Penske's patrician sponsor, Sunoco, was the centre of the universe. Then add the matching uniforms, the custom slantback trucks (which Mark designed), the racks of spares, the Lear jet. In time, others would emulate The Look; what they could not attain was The Attitude. This was more than commitment and dedication; it was an approach to racing as a condition of war.

From the outset, a synergy existed between Mark and Roger that enabled each to submerge his own ego for The Cause. Life in the team was a hermetic cocoon. Events of the day – Vietnam, Watergate ➤➤


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– went virtually unnoticed. Young Al Hobert, who was working as an apprentice mechanic, was so drawn into this world he changed his handwriting, patterning it after Mark's.

Mark was his own harshest critic. Out-qualified by Jerry Titus at St Jovite in Canada, he went to the hotel bar, ordered a double bourbon, and then another, gulping them both down, and without a word to anyone he headed off for bed. The next day he blew Titus' doors off.

Mostly, life was good. Practical jokes were in high gear. It was unwise to stop at an intersection with Mark behind; you would be pushed out into traffic. In the races, he would play tricks with his brake lights, which he had wired to a hand-operated switch. A naturally shy person, he had the team, which he could trust, as his extended family. Secrets were the order of the day, and outsiders were made to feel uneasy. When you went to greet Mark, he'd extend his hand, then snatch it away leaving you grasping the air. Thin air was about all the rest of us were left to win with. In 1967 he became the USRRC champion. Winning six out of eight races. In 1968 he was USRRC champion again, winning five of eight, and he was also Trans-Am champion, winning 10 of 13. In '69 Mark repeated his Trans-Am championship, winning six of 12.

And then, about the time he won Indy in 1972, things began to unravel. Basically, Mark was overworked. Other drivers could maintain heavy racing schedules because during the week they could rest, but for Mark the week meant 20-hour workdays at the shop. He wanted it that way but gradually it became too much. The team's success enabled Roger to make more deals, bigger deals and Mark became crushed by his responsibilities.

He was having to make too many decisions too fast, and he didn't have time to think things through. Often he had to rely on instinct, which is anathema to an engineer. Exhaustion alternated with the adrenalin rushes of the race weekends. He began sleeping on the floor of the shop. His relationship with his wife, Sue, self-destructed, and from now on he would see less than ever of this two young sons, David and Michael. When a friend, George Lysle, persuaded him to let International Management Group handle his personal affairs, Mark brought in two shoe boxes full of unpaid bills to their offices, his personal life in chaos.

In the early years he and Roger had been roped together like mountaineers but now Roger was moving ahead in a world of his own, building an empire and amassing a fortune. Where now Roger was a young corporate executive with an unlimited future, Mark was an ageing driver starting to run out of time. Jody Stropus was very close to Mark during this period, and she recalls that he became terribly insecure, convinced that Roger could replace him with AJ Foyt or anyone else he might want.

Much of this was abstract and might have blown over in time. But five weeks after Indy, on July 3, he was testing his Can-Am Porsche, the 917-10 at Road Atlanta and got airborne at 160mph, executed two cartwheels and wound up in the hospital. His legs were broken, and to control the pain he was kept on drugs, which affected his memory and produced a sense of dislocation.

His return to racing saw him winning again by September, but now he was acutely aware of the price at which his success was achieved.

The winter of 1972-1973 brought frequent trips to Germany to test the Porsche 917/30. Mike Knepper, whose article for *Road & Track* captured the grimness of this period, quotes Mark as saying "When it snowed in Germany and we couldn't test, the boredom became intolerable. After I'd read everything I could find in English, I'd just sit in my room and stare."

Indy approached. Still agonising over having won 'by default' the previous year, Mark persuaded Roger to buy him an Eagle. But from the beginning, he was in trouble. To sort out the Eagle his way would take more time than he had. He hit a desperate low. Without telling anyone, he decided to quit racing. He managed to qualify third and was running third at 91 laps when the engine failed. During the delay caused by Swede Savage's fatal crash, writer Charles Fox approached Mark, noticed that he was ashen, and asked how he was doing. "Just trying to keep my ass in one piece and make a buck," came the distinctly terse reply.



Last time out. Donohue splashes through qualifying for the '75 Austrian GP. In the warm up on race day, tyre failure claimed the life of one of the greats

It must have been bittersweet that the rest of the 1973 season produced two major championships: Can-Am (he won six races in a row), and the first-ever International Race of Champions series. But despite the success people close to him ceased calling him "Captain Nice" and referred to him instead as "Dark Monohue".

In retirement, he became president of Penske racing, and his responsibilities were much as before except now the satisfaction of driving belonged to someone else. Brian Redman, who drove for the team in 1974 recalls that Mark was distant and jealous; Mark admitted that "having someone else in the car is like someone sleeping with my wife."

Even so, for the first time in eight years, Mark had some semblance of a private life. He bought a boat and moved into a bachelor pad. And, most significantly, he was in love. Eden White was an Atlanta socialite, seven years younger than Mark, a delicate beauty who spent her summers modelling and her winters skiing in Vail. They had met when Mark was hospitalised in Atlanta, and now their lives pointed beyond racing – except Mark could not fully envisage what such a life could be. He was not easing gracefully into the role of team manager, nor did his salary (about a third of what he had earned driving) seem adequate. Drivers need time to get over racing, to find that another life can be fulfilling too. Mark never gave himself the chance.

Less than a year after Mark retired, Roger offered him a Formula One ride. He wanted to be challenged again. He wanted Eden to know *that* Mark Donohue. "He wanted to show he could do it all again," Roger recalled. Mark came out of retirement for the last two Grands Prix of 1974, and that winter he and Eden married and honeymooned in Jamaica. He began the 1975 Formula One season as a 38-year old rookie, the oldest driver on the grid.

The last time I saw him on the morning of the Dutch Grand Prix, eight weeks before he was killed. The season had been a disaster, a litany of crashes and poor placings. I found him crouched on the upper ramp in the transporter, the rain beating on the roof. This time he did not refuse my hand. "Roger won't talk to me," he said, obviously in anguish, and I was miserable for him. But I didn't blame Roger; he was busy entertaining the sponsors who had paid for the Penske/Donohue magic and were not getting any.

Then came the Austrian GP, and the Osterreichring. He was running the car on full tanks during practice the morning of the race when he under steered off into a catch fence. A post struck him on the helmet. He returned to the pits and talked to the crew. He seemed unhurt, but it was fate's turn to play a practical joke because, in fact, Mark's brain was haemorrhaging. Soon he said he had a headache. Next, he collapsed. He was flown to a hospital and operated on, but it was too late.

His heirs contended the crash was caused by a tyre failure, and a law-suit was brought against Goodyear, resulting in a $12 million settlement. In death, Mark made his family rich. He died as an era of safer cars was dawning, cars that his own engineering expertise helped to bring into existence. In hindsight, it can be seen that his return to racing was a tragic mistake, but at the time it made sense to him, and he was responding to the instinct that had made him great, as well as, possibly, that sense of dark duty that seemed to drive him. At the end, he became a hapless victim in a freak crash. Does that diminish him? I do not think so. To me, it only underscores how human he really was.

I once asked John Hilton how he remembers Mark, and he said, "Laughing. We always seemed to do a lot of laughing." I will tell you that John Hilton was crying as he said that. As Roger Penske says, "Mark wasn't flashy, but he put the numbers on the board." And made a lot of people realise that the racing world would never be quite the same without him. ■

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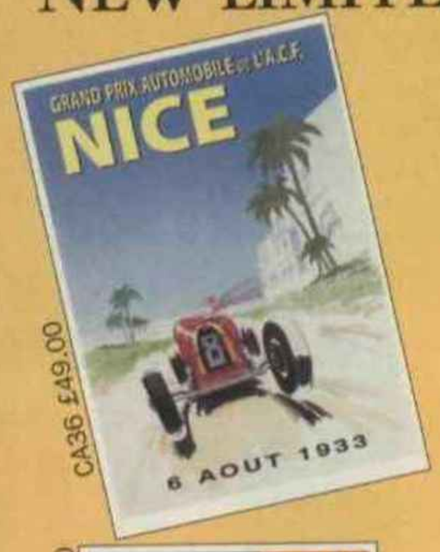
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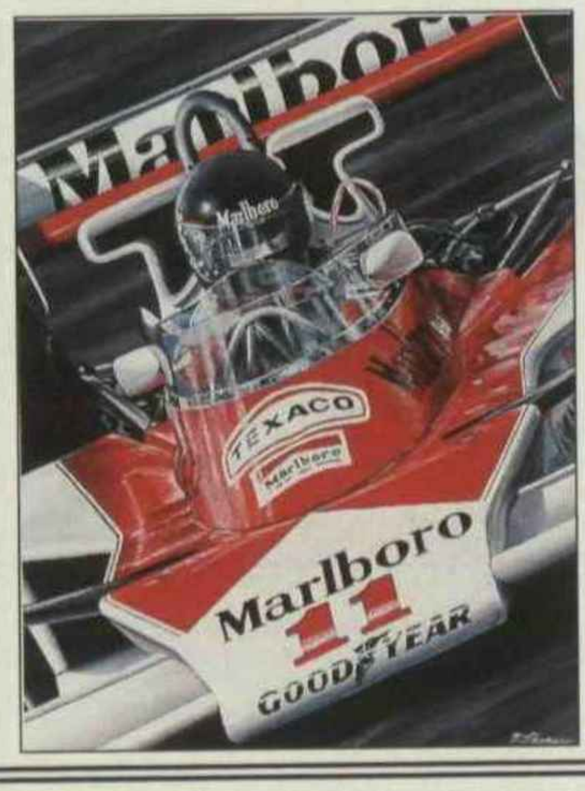
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REIMS

REIMS WAS NOT THE VERY GREATEST TRACK BUT IT STILL HELD A WEALTH OF GREAT RACES. SADLY, FINDS ANDREW FRANKEL, ITS HISTORIC REMAINS ARE RAPIDLY CRUMBLING TO DUST

photography by Andrew Yeadon

STRICTLY SPEAKING, I'D NEVER BEEN TO REIMS BEFORE. BUT I HAD, like millions of others, been through Reims dozens of times. Every time I had cause to be almost anywhere in Europe in fact. It doesn't matter if you need to be in Stuttgart, Geneva, Nice or Milan, if you're driving from the UK, you drive through Reims.

Once, in another life, I had even been through Reims four times in a single day during a team attempt to drive a Ford Mondeo 12,000 miles around Europe in a week. On that desperate last day, two of us put 2326 miles under the tyres of that poor car, completing the last one with less than 90 seconds of our week remaining. There was not, you will appreciate, a great deal of time for sight-seeing.

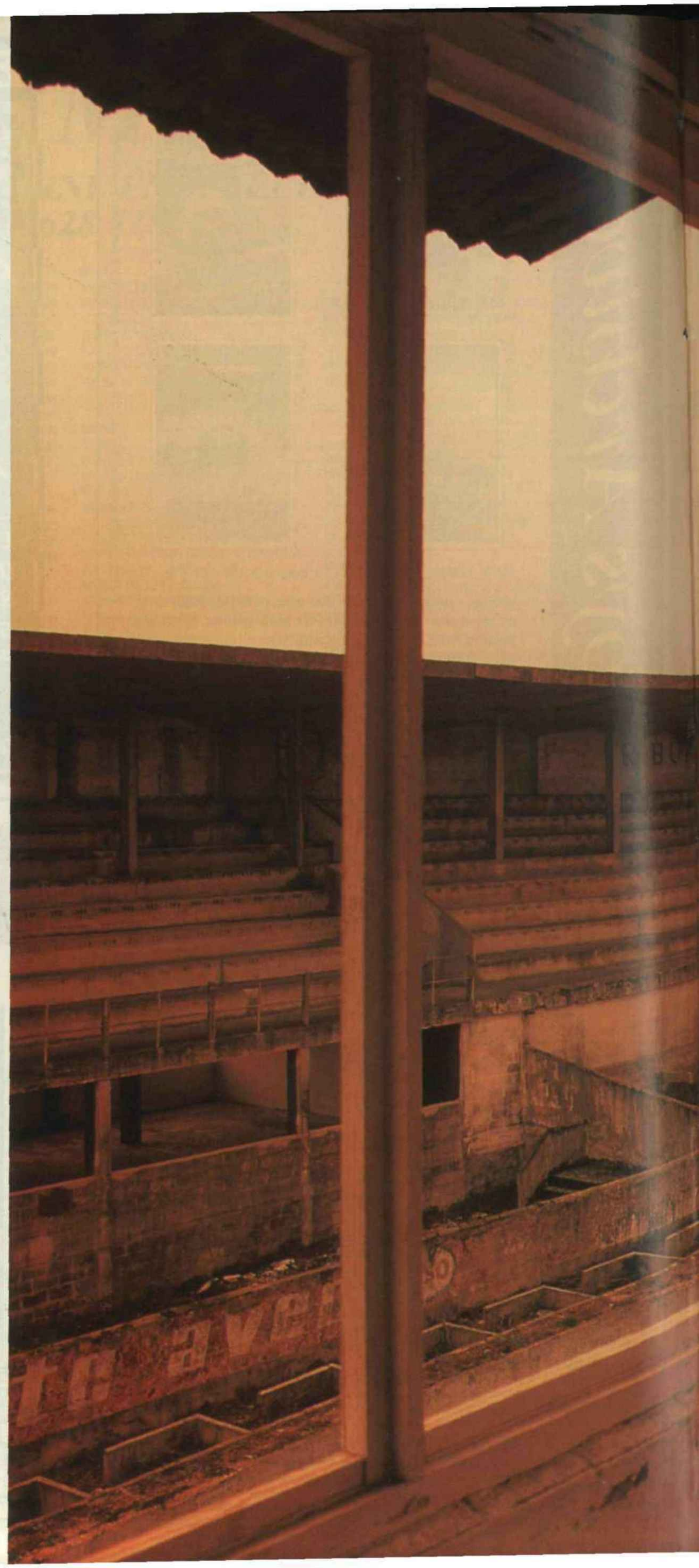
Which always struck me as a shame. Friends who had been to the site of the Grand Prix circuit there had always returned gabbling breathless tales of the haunting beauty of the crumbling remains on the pit straight. Choosing it as a location for our series of track tests was automatic.

Finding it, however, was not. The trip to Reims from Calais, unlike that to any of the other tracks on our tour route, is about as unremarkable as you're likely to find. At Calais, turn left, belt down the autoroute, pay the toll and, two hours later you're in Reims. Frankly, had I really put my mind and our Jaguar XJR's phenomenal point to point pace to it, we could probably almost have halved the time but fear of the local constabulary and rumours of the four-figure fines they are allegedly now able to impose kept the speedometer needle from straying much more than half-way around its arc of operation.

We stayed in a hotel in the middle of town. Not a great hotel, but it was central and possessed at least an air of efficiency. Yet its staff had not the slightest idea that Reims had ever held a motor-race, let alone the a World Championship Grand Prix on eleven different occasions. In fact, so convinced were they that these idiot Englishmen had wandered into entirely the wrong city, they even did us the courtesy of providing a local, an alleged authority on the history of Reims who assured us we were victims of a not altogether unamusing practical joke.

Happily, Monsieur Michelin's map told a different story. Leaving the City on the N31 towards Soissons, we drove out of Reims and directly onto the road that, at the village of Thillois, turned into the main straight of this truly awesome circuit. In fact you turn left in Thillois, opposite the famous La Garenne restaurant and head, instead, up the pit straight, through the arcing right hand sweeper at its conclusion, across a cross-roads and through a couple of delightful curves before reaching the hairpin at Muizon which leads you back onto the N31, two miles upstream of Thillois. Two miles of straight, two miles flat out waiting for something to break before turning once more onto the pit-straight.

Simply calling the 8.3mile track 'fast' scarcely does justice to it. During the 1966 French Grand Prix, the last it was to hold, Lorenzo Bandini was to claim pole position for Ferrari at a ➠



The scene today at the Reims Grand Prix track as seen from the top of the control tower

speed of 145.3mph. So never run away with the idea that only Spa, Monza or Silverstone ever held a claim to being the fastest Grand Prix circuit of all. In its day, Reims was quicker than the lot of them. Had it survived the political and financial woes that were to bring about its demise in 1970, I guess a modern F1 driver with the commensurate ratio of balls to brains would circulate at 170mph or more.

Away from the pits, there no longer remains any sign that, for more than 40 years, the greatest drivers in the world came here to do battle. At other circuits we had been able to turn up relics from the past, but once you heave right at the end of the Thillois-Gueux straight, you'll find nothing.

That said, given what remains of the pits themselves, this is hardly cause for sorrow. There is nowhere in the world remotely like it and nothing can prepare you for it's moth-eaten majesty. Standing proud and alone in a frankly undistinguished slice of French countryside there is 200 yards of full Grand Prix infra-structure. Imagine taking the pit straight at Silverstone, complete in every detail from its track, grandstands and control towers down to its advertising hoardings, arc lights and even its podium and transporting it to the mathematical middle of nowhere. You now have some conception of the sense of surreal incongruity which hurtles down upon you in this place.

Except I forgot to mention the most important detail. Once you have moved your Grand Prix track you must leave it for a generation or more, allowing only the ravages of the seasons to erode the buildings, fade the paint and contrive such a scene of such exquisite neglect as Time alone can create. Then you'll know what it is like to be here.

It is rather easier, however to go and see for yourself. For all its speed and latter day beauty, Reims is not remembered as a Premier League Circuit. In eyes of those who drove there, it pales slightly

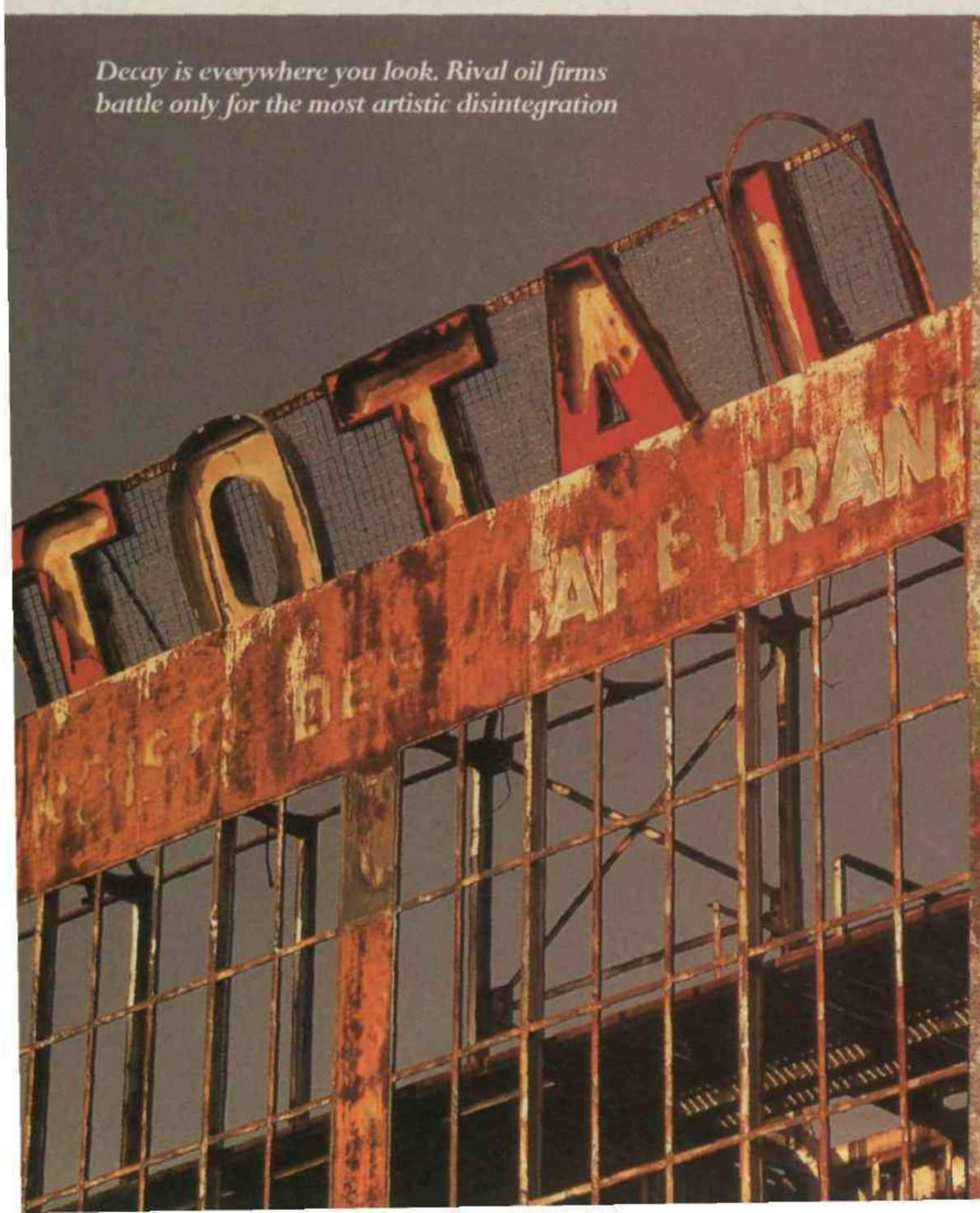


Drifting Jaguar XJR through Thillois is easy, rewarding and entertaining

as a challenge compared to the likes of Spa, the Nürburgring, Rouen, Monza, Zandvoort and the Osterreichring, not to mention those further afield like Suzuka and the old Kyalami. Sure it was fast, as bona fide a slip-streaming circuit as Monza, but as you drive around the circuit you'll find no corner to match the thrill of an Eau Rouge or the Pflanzgarten.

That said, racing in those days subscribed to a formula where the thrill rose proportionally with the danger level. For all its immense speed, very few died at Reims over the years and just one during a Formula One Grand Prix. That man was Luigi Musso who lost control of his Ferrari 246 during the 1958 Grand Prix at the only truly fast corner on the circuit, the daunting curve to the right after the pits. It was a race he had to win not simply to stay in the hunt for the World Championship but because of a rather more pressing need to pay considerable debts. It was a distracted ➳

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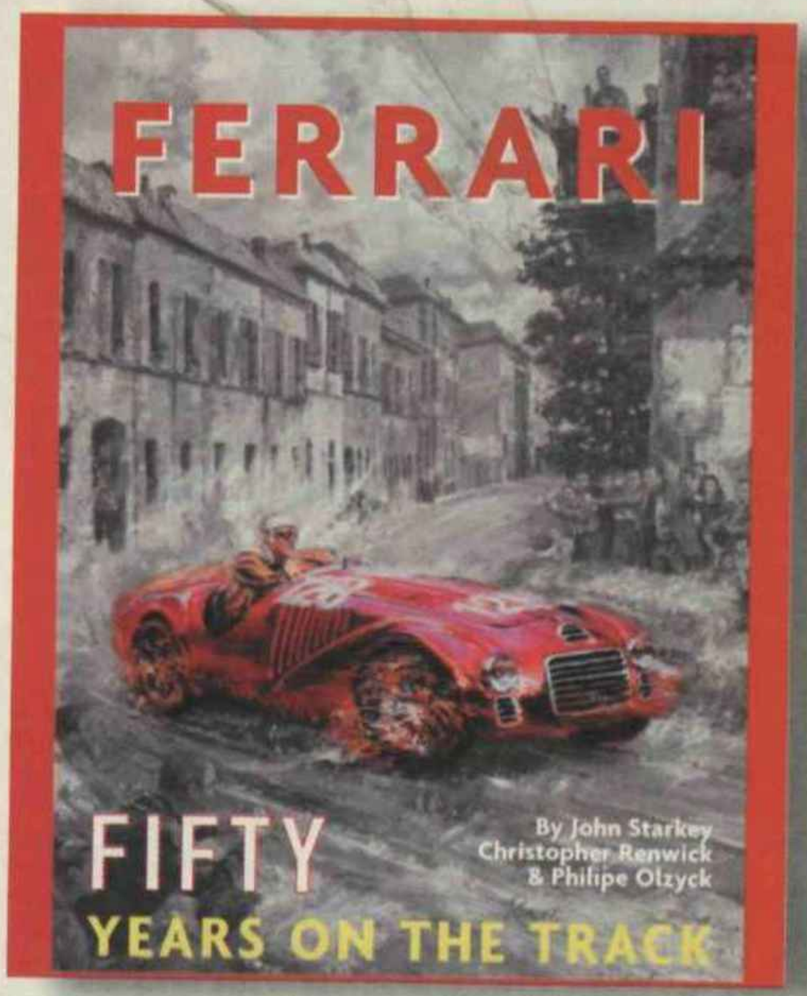


Fangio heading through Thillois in his Lancia-Ferrari D50 during the '56 race. Collins won, Fangio was fourth

(Above) Collins' Ferrari leads the 1956 GP field from start to victory. (Below) The Ferraris of Phil Hill and Behra all crossed up at Muizon chasing the Moss Vanwall in '59 GP



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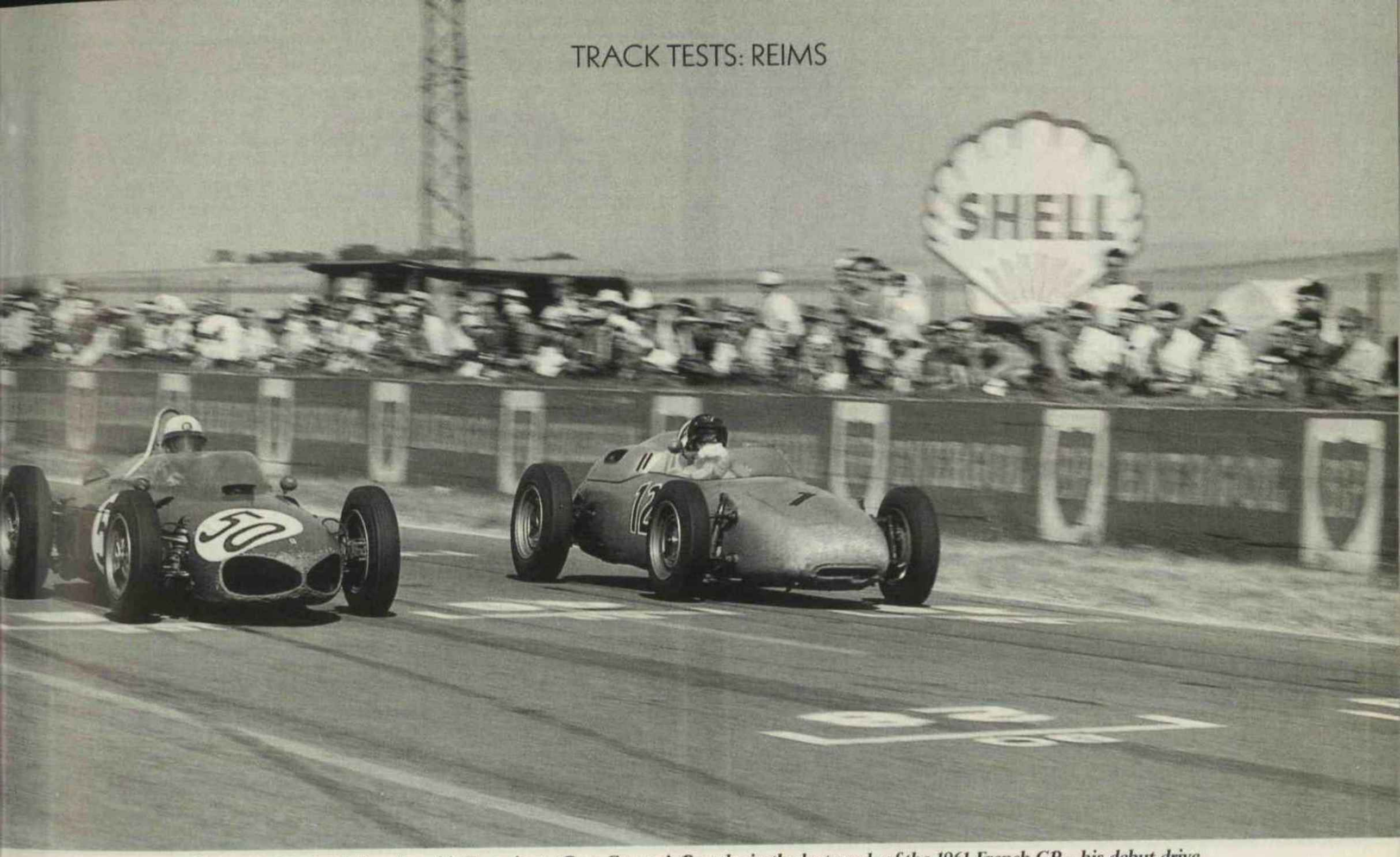
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Giancarlo Baghetti slingshots his Ferrari past Dan Gurney's Porsche in the last yards of the 1961 French GP – his debut drive

man who on lap ten turned into the curve too fast.

Curiously, despite the fact that few considered Reims to be among the circuit greats, this did not prevent a wealth of great occurences there, the significance of which could often only be seen through the spectacles of hindsight. Racing started in 1925 and a Grand Prix was held there as early as 1932, when Nuvolari's Alfa-Romeo Tipo B just held off the similar cars of Baconin Borzacchini and Rudi Caracciola to win. But it was in 1938 when, at Reims, the glorious Mercedes Benz W154 not only made its race debut but also scored its maiden victory, Manfred von Brauchitsch at the wheel heading home in front of Caracciola and Hermann Lang.

When Mercedes re-entered Grand Prix racing in 1954 with the W196, it missed the Grands Prix in Buenos Aires and at Spa, making its debut once more in France. Again Mercedes won first time out, with just 0.1sec separating the victorious Fangio from his team-mate Kling, an entire lap separating the rest of the field.

But you need to spool back a year for what MOTOR SPORT described as 'the Race of the Age.' Everyone knew what was going to happen in the 1953 French Grand Prix: Ascari would put his Ferrari 500 on pole and disappear into the lead until, many tedious hours later, he would win. Of course that was what was going to happen as (save for one race when he disgracefully only managed to qualify in second position) that what was precisely what had happened for the last nine Grands Prix. Sure enough, come race day, there was Ascari, sitting pretty in Number One slot on the grid.

The race, however, did not turn out like that. The battle between the Maserati A6SSG of Fangio and the Ferrari 500 of the young Mike Hawthorn lasted throughout the second half of the race, neither giving an inch as lap after lap they passed the pits side by side. Were both drivers and cars not visibly giving their all, it could have been mistaken for formation driving. It was Hawthorn who claimed the day and his first Grand Prix win, Fangio's clutch letting him down on the final lap. Hawthorn had, weeks earlier, celebrated his 24th birthday.

We wanted, of course, to find mementos of this and other records of the history made at this track so we walked promptly into the restaurant at the Thillois corner, one of the most famous landmarks on the circuit. Could we, we asked, perhaps see the memorabilia and photographs from the Grand Prix days of old? Perhaps some dramatic image of an F1 car sliding gloriously through the corner? No we could not. There was not so much as a snapshot of a racing car old or new anywhere on the premises. We would have to create our own.

Drifting the XJR through Thillois does not, to be honest, require racing driver reactions. What you need is to remember to turn off the traction control and the leave the rest to the 370bhp super-charged V8. It slides sideways with such grace and control it ➳

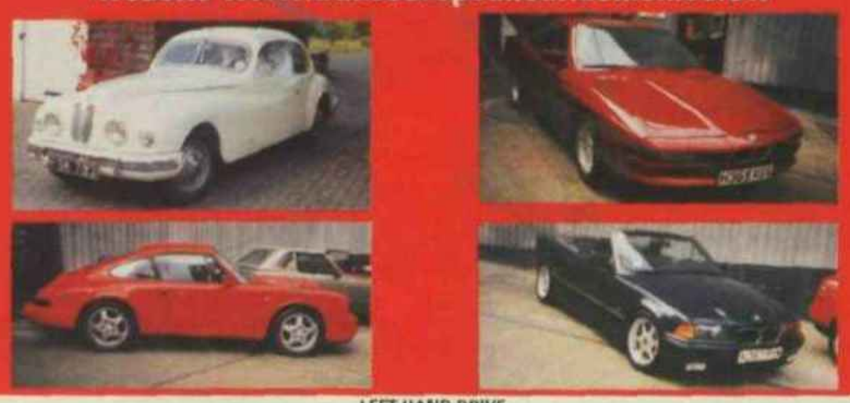


Behind the pits: the paddock was on the left, the restaurant to the right

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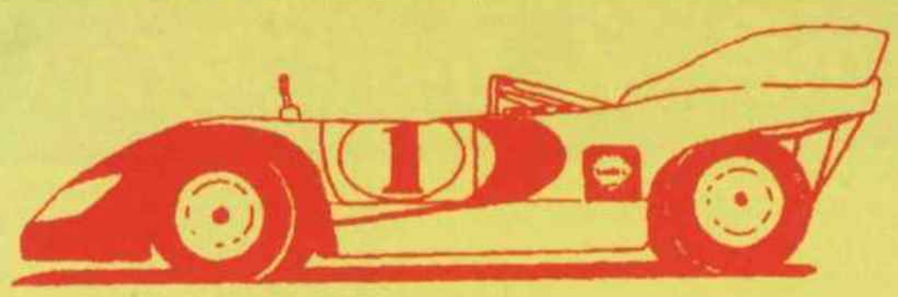
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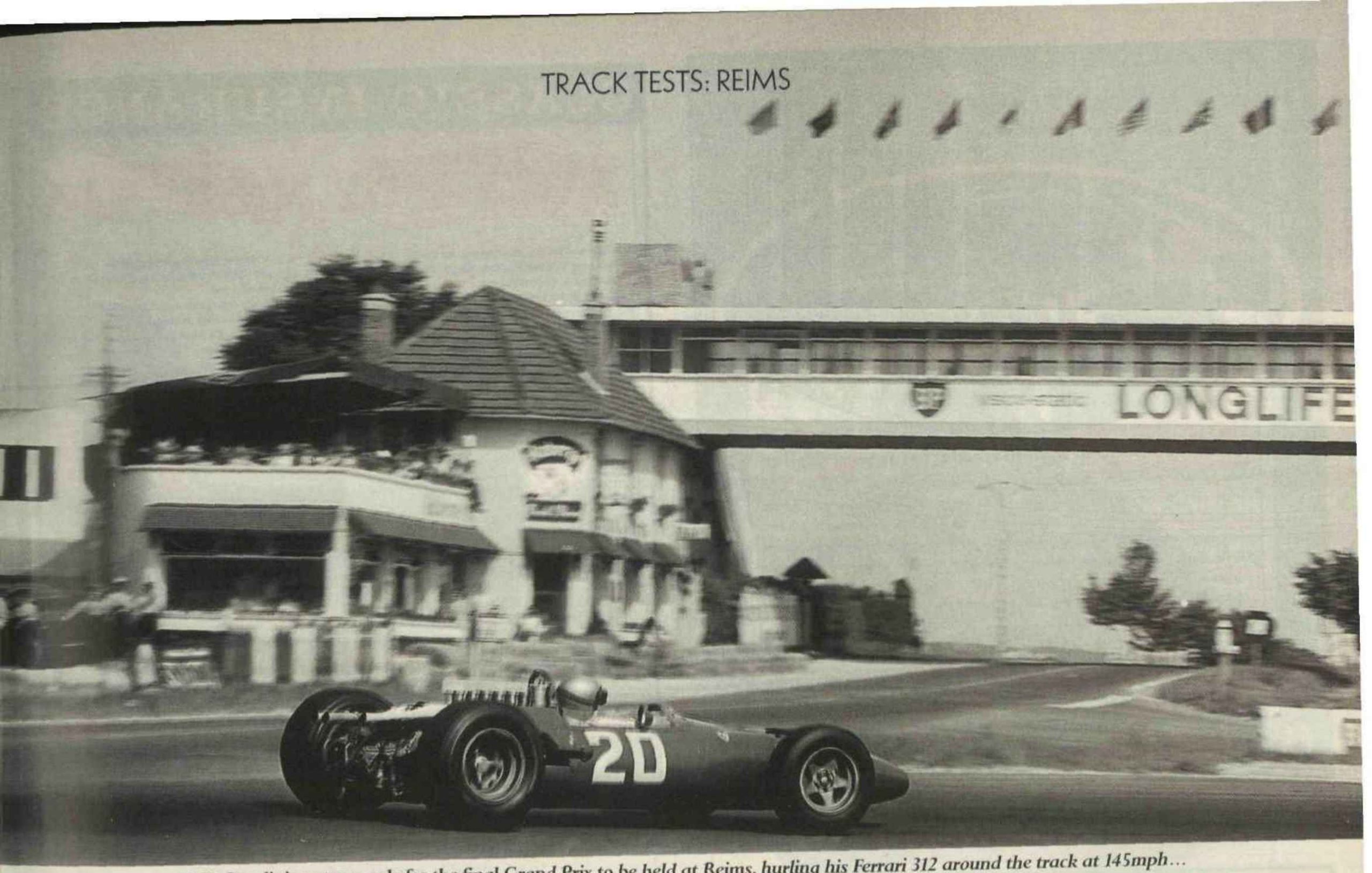
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1966: Bandini captures pole for the final Grand Prix to be held at Reims, hurling his Ferrari 312 around the track at 145mph…

is too easy to forget this is a four-door luxury saloon that's carrying you so swiftly and elegantly onto the pit straight. And once you're straightened up… I have wondered until this very moment if I would admit in print to the shocking speed the Jaguar would achieve before it reached the pits but I think I'll leave it to your imagination; soon the imagination is all those who have so cruelly neglected this circuit will have left for us.

My mind flicks back not as far as Hawthorn's redoubtable drive in 1953 but instead to 1961 when a young Giancarlo Baghetti, competing in his first Grand Prix, qualified his Ferrari 156 in a creditable twelfth position, albeit 5.6sec off the pace of Phil Hill's pole-sitting Ferrari. Ahead also lay Stirling Moss, Jim Clark, Graham Hill, Innes Ireland… But in the race the Lotuses of Clark and Ireland were unable to stay on terms with the Ferraris, then Moss retired alongside the Ferraris of Von Trips and Ginther while Phil Hill spun and stalled his Ferrari rendering him out of contention.



Here stood Hawthorn, Fangio, Collins, Brooks, Brabham, Clark, Baghetti...

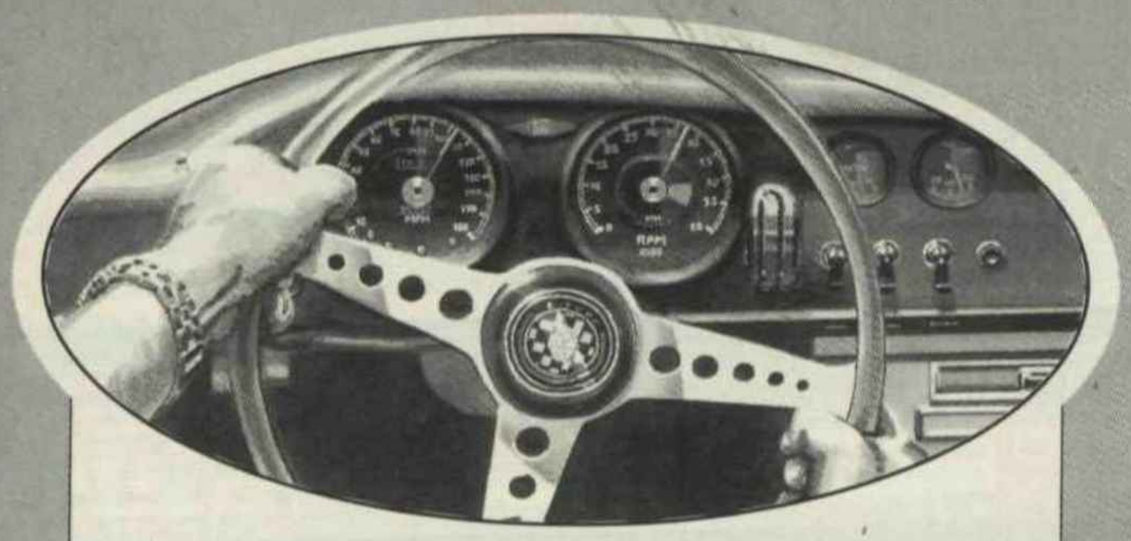
Thus the weight of Italian expectation fell on the shoulders of Baghetti. For the last 100 miles he fought a battle with the Porsches of Bonnier and Gurney the like of which has rarely, if ever, been seen in Grand Prix racing. And everytime a silver car squeezed past the red car, by the time they reappeared, the rookie would be back in front. Then Bonnier's engine died which left just the redoubtable Gurney between Baghetti and history. They disappeared on the final lap literally side by side and, when they came back into view on the approach to Thillois, the Ferrari was exactly where it did not want to be: in front. Gurney, using his slipstream skills, neatly swept past into Thillois and rocketed up the straight to the flag. But 300 yards before the end of the race, Baghetti popped out of the slipstream, according to the trackside Jenks, "and shot past the Porsche in one of the most perfect pieces of timing by Baghetti that would have done credit to Fangio himself." Baghetti won by 0.1sec.

Jenks concluded "Baghetti has arrived, even if he never wins another race, for he has ensured the 1961 French Grand Prix will go down in history…" It was another of DSJ's eerily prophetic statements. Baghetti had, indeed, won his first and last Grand Prix.

There are three reasons for going to Reims. First, it's close and, with the Tunnel, ridiculously easy to reach. Second, there is nowhere else like it. I spent a day wandering through the ruins and had to be promised a truly profligate supper before agreeing to tear myself away. Thirdly, and most compelling, it's not going to be there for much longer. Andrew Yeadon, who took these extraordinary pictures, had not been to Reims for a decade and was shocked by the deterioration. No-one seems to care about this place. In the ten hours we spent taking photographs, just one other car stopped for long enough for its occupants to disembark, urinate against the pit wall and continue their journey. I think this place deserves better than that. It will never be restored but I think it should be preserved as it stands, and kept as a national monument. Go there and you'll have trouble disagreeing. M

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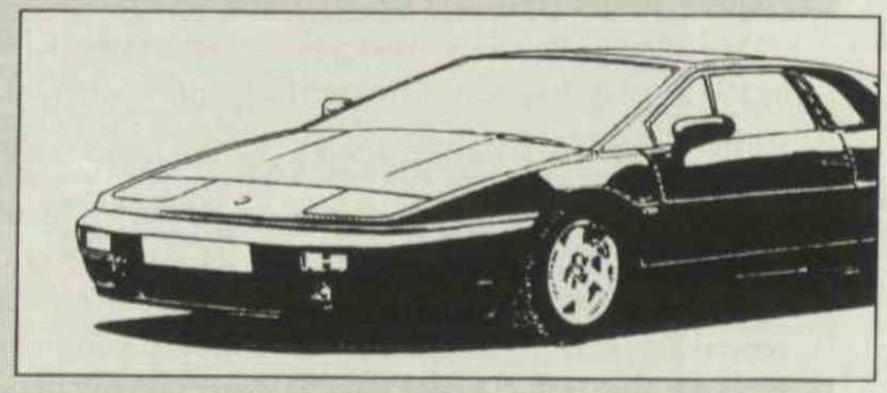


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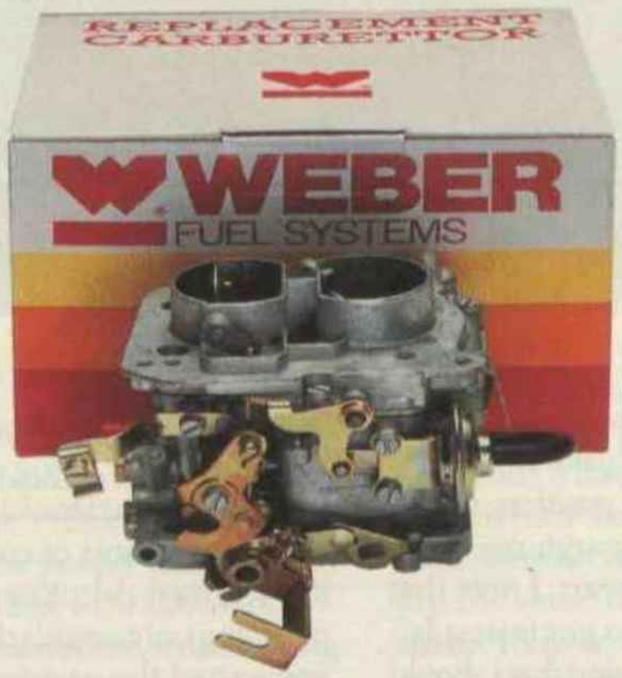
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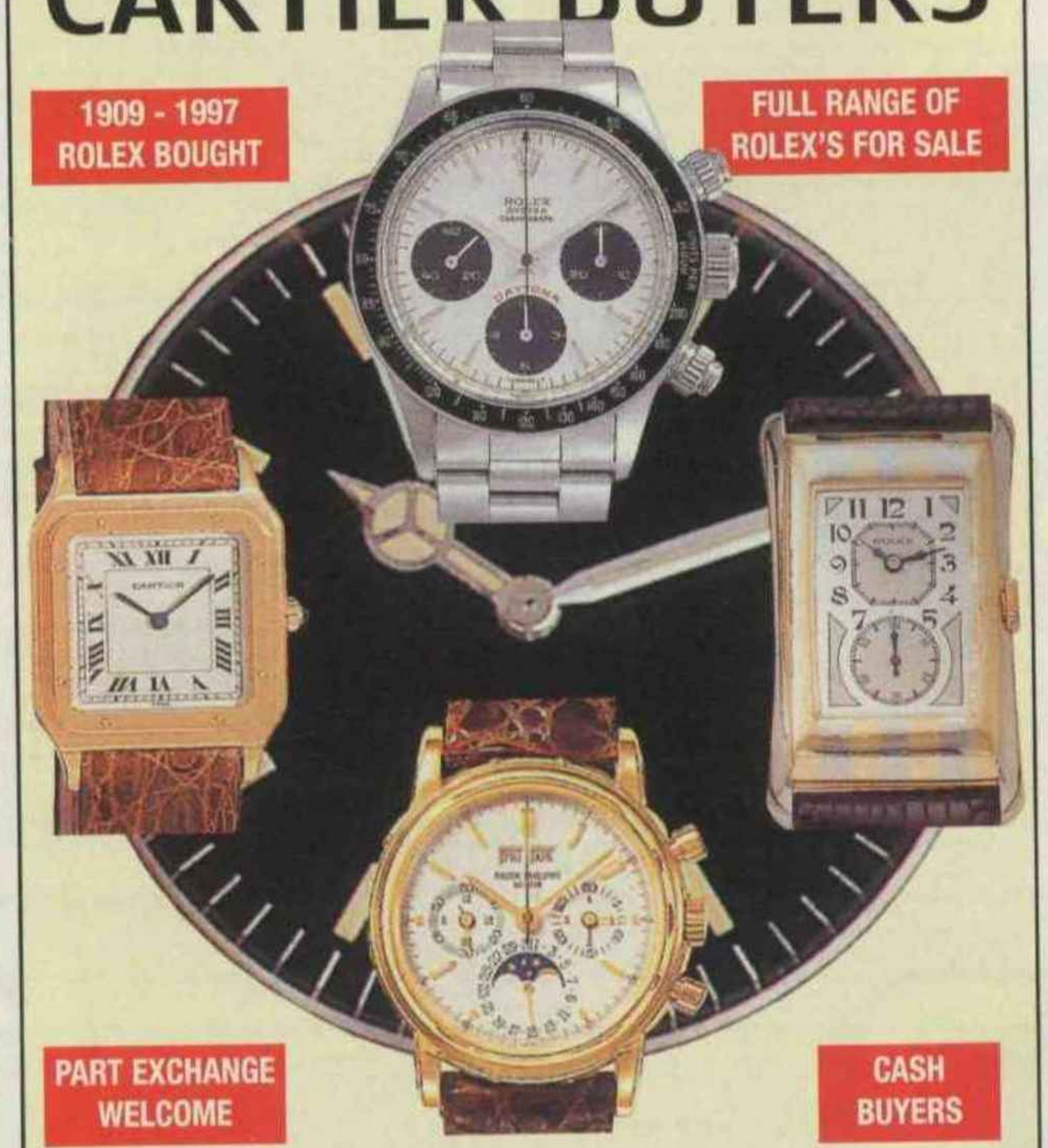
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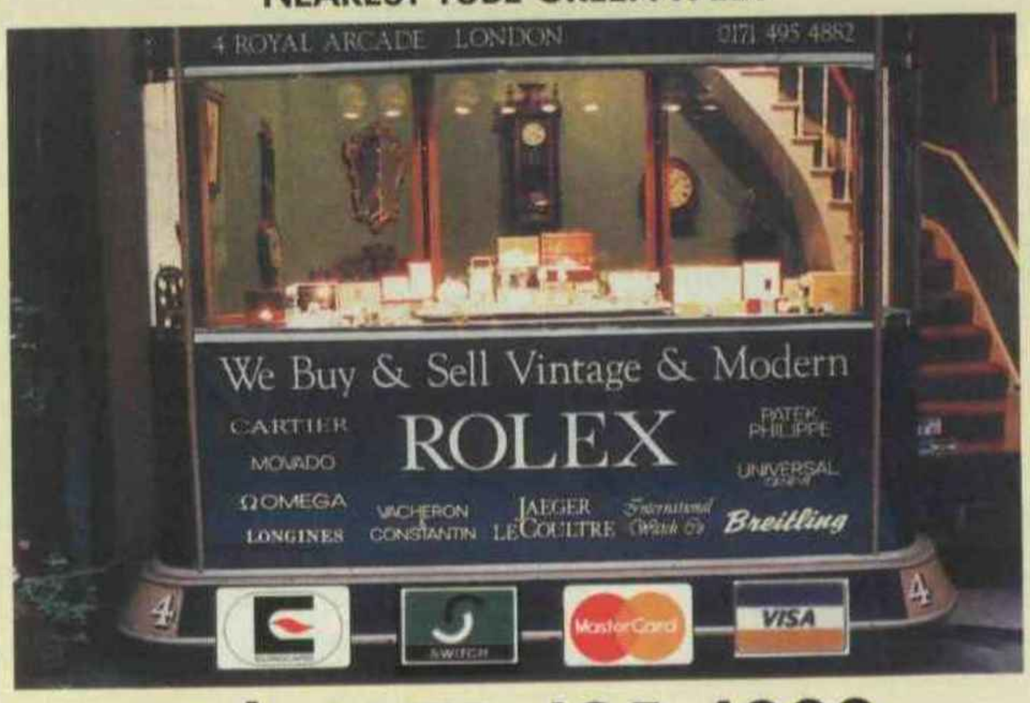
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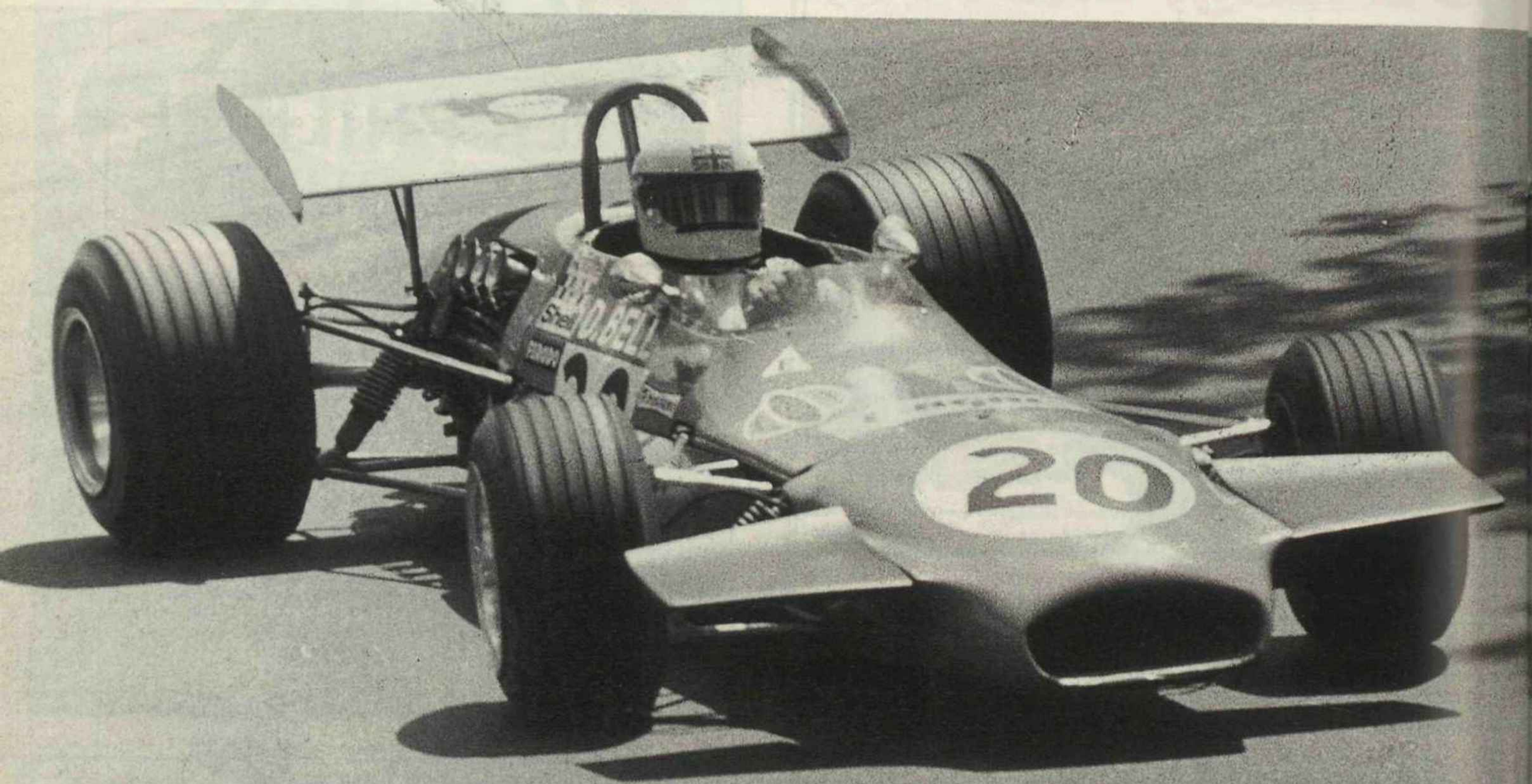
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Derek Bell

1970 Formula Two Championship, Montjuich Park, Barcelona

AS GOOD AS IT GETS – BUT NOT AT LE MANS OR IN A GRAND PRIX. BRITAIN'S GREATEST SPORTSCAR ACE RECKONS HIS UNEXPECTED DOWNSHIFT FROM FORMULA ONE TO FORMULA TWO ALSO BROUGHT ONE OF HIS GREAT DRIVES

EVERYONE ALWAYS ASSUMES THAT WHEN I choose my best ever race I would come up with something from sports-cars or Formula One, but on reflection there is one race that stands out as being more satisfying than any of the above – a Formula Two round in Barcelona in 1970.

I rarely mention it as an event, but it was one of those occasions when, on all fronts, I felt I could not lose. There is a real sense of achievement in driving a single-seater so quickly on a tight circuit like Montjuich Park. In cars like the little Brabham I had that day, you are really out on your own.

I had just been spat out from Ferrari because we had not achieved anything together and had gone back to Formula Two. I could, I suppose, have let things get on top of me, but there I was back in the formula and doing very well.

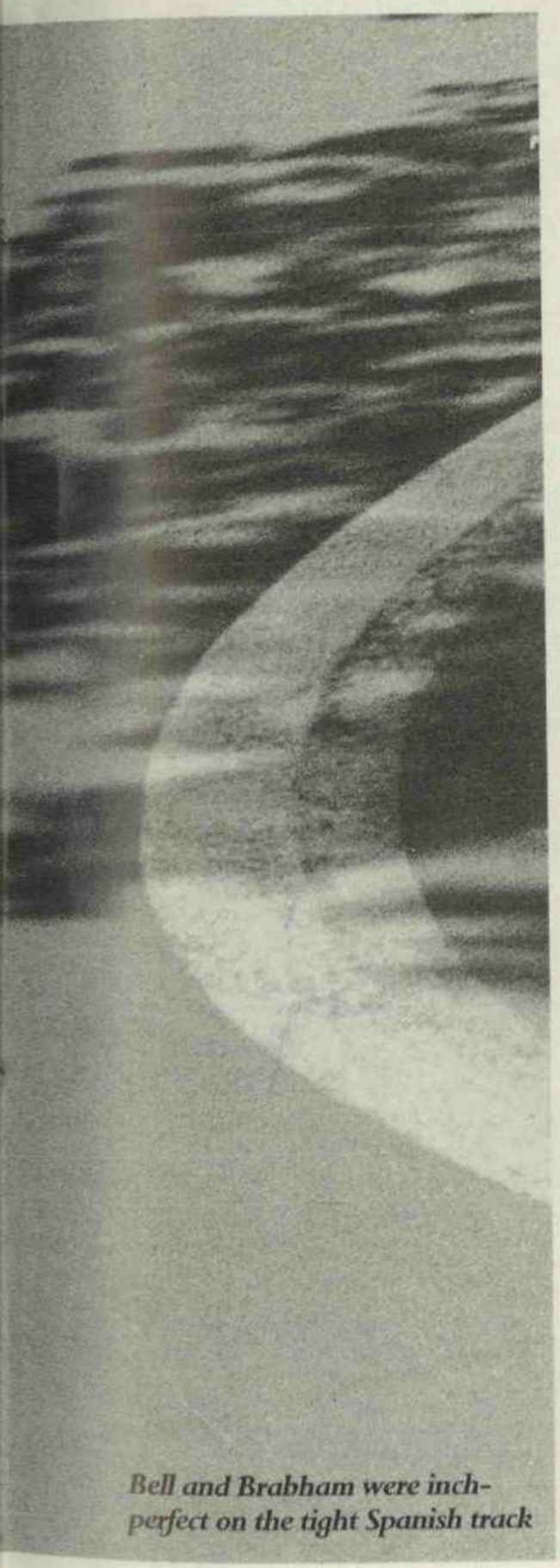
The Spanish race was the third of the season and it really felt like we just snuck in to Barcelona that weekend. The whole affair from our point of view was very low key: a privately-entered Brabham – Tom Wheatcroft was financing the season – with just the one spare engine. And the next thing I knew I was fighting with people like Henri Pescarolo, Francois Cevert, Emerson Fittipaldi and Carlos Reutemann for pole position.

Looking back through my scrap book after all these years, I note that come race day, I also got fastest lap and it seems so intriguing that I should do so well there. We all know that if everything is just right for somebody, then they can pull something out of the hat, but there were some pretty good drivers there and I suppose I just fell in love with the track from lap one.

I had never set eyes on it before we turned up in Spain, but there has always been a certain attraction to me in venues that you could not take a risk on; where being exact at every corner was paramount. Montjuich was just that sort of circuit, so while it was always daunting, the attraction of sliding out towards the guardrail as you exited the corners, using every inch of available asphalt, was what it was all about.

I guess we all thought of it rather like Monaco, where we had all driven in Formula Three. I approached it a bit like that and that put me in good stead for the practice.

On top of the thrill of driving in Barcelona came all the hype that



Bell and Brabham were inch-perfect on the tight Spanish track

surrounded the race itself. It was the biggest motorsport event of the year for Barcelona – like a Grand Prix really – and the people turned out in what seemed like their thousands.

I'm sure I benefited from having the Brabham there that weekend. The BT30 was never the best car in the field but you knew that it was always going to be there or thereabouts whatever kind of track you were racing on. I'd always believed that about Brabhams and that was probably my biggest error when I was still racing in Formula Three in the '60s. I could have joined Brabham in my first season, but got caught up in the all the glamour and romance that came with Lotus. The very same thing applied in that season of F2. Very often someone like Clay Regazzoni would be quicker than us over a lap in his Tecno 70, but the Brabham would never let you down. You could kiss barriers, hit kerbs and the thing would just hang together.

It all sounds rather easy now, but I can remember telling myself how vital a good start was going to be come race-day, so once the flag dropped and I nosed in front of Pescarolo I did something that I still tell young drivers to do today: shut your eyes to the mirrors and just drive as if you are the only person on the track. The second you look in the mirrors you put yourself off.

As we flew up the hill at the start and down through the hairpin I can remember the car drifting like mad and I knew at that moment that we had it right. It was quite a long race to keep your concentration up on a tight circuit – well over 100 miles – but I just drove my balls off and didn't let the people behind upset me. I don't think as a driver you should ever be able to make the excuse that you were 'off-song' but everything went right that day. The engine was right, the tyre pressures were spot on, the wing angles exact. It was all very different to racing in the '90s, where you are at the mercy of your equipment or other people's technological advancements.

Out there on the Barcelona track it was just me and the car, so very different to a race like Le Mans or even a three-hour sportscar race. There were no drivers to hand over to, no pit-stops to make, just me and 45 laps to keep it off the walls and dare not make a mistake.

Perhaps my greatest race is a long way from what people might expect of a driver who has done so many; there were no wheel-to-wheel battles just the sense of the perfect, precise drive. I knew that having been so quick in practice I was as good as anyone out there, it was just down to doing it in the race. I think if you had told me on the grid that the likes of Fittipaldi would be world champion within a couple of seasons, I might have been a bit more nervous about it all, but I just knew that I was in the right frame of mind and that is what is so satisfying about it now. M



Seduced by Lotus and Ferrari, Bell feels ignoring Brabham was an error



BT30 never the best chassis, but its toughness ideal at 'Spain's Monaco'

BILL BODDY



A racing Buick

THE MICHIGAN-MADE BUICK WAS respected here and even achieved Royal status when HRH The Prince of Wales and Mrs Simpson used Canadian-built Buicks at the time of the Abdication. But it was not regarded as a racing car – in America and the Argentine maybe, but not in England... Bedford-Buicks had been raced at Brooklands before the 'truck stigma' implied by the Bedford title, but that was in the long-forgotten Edwardian days.

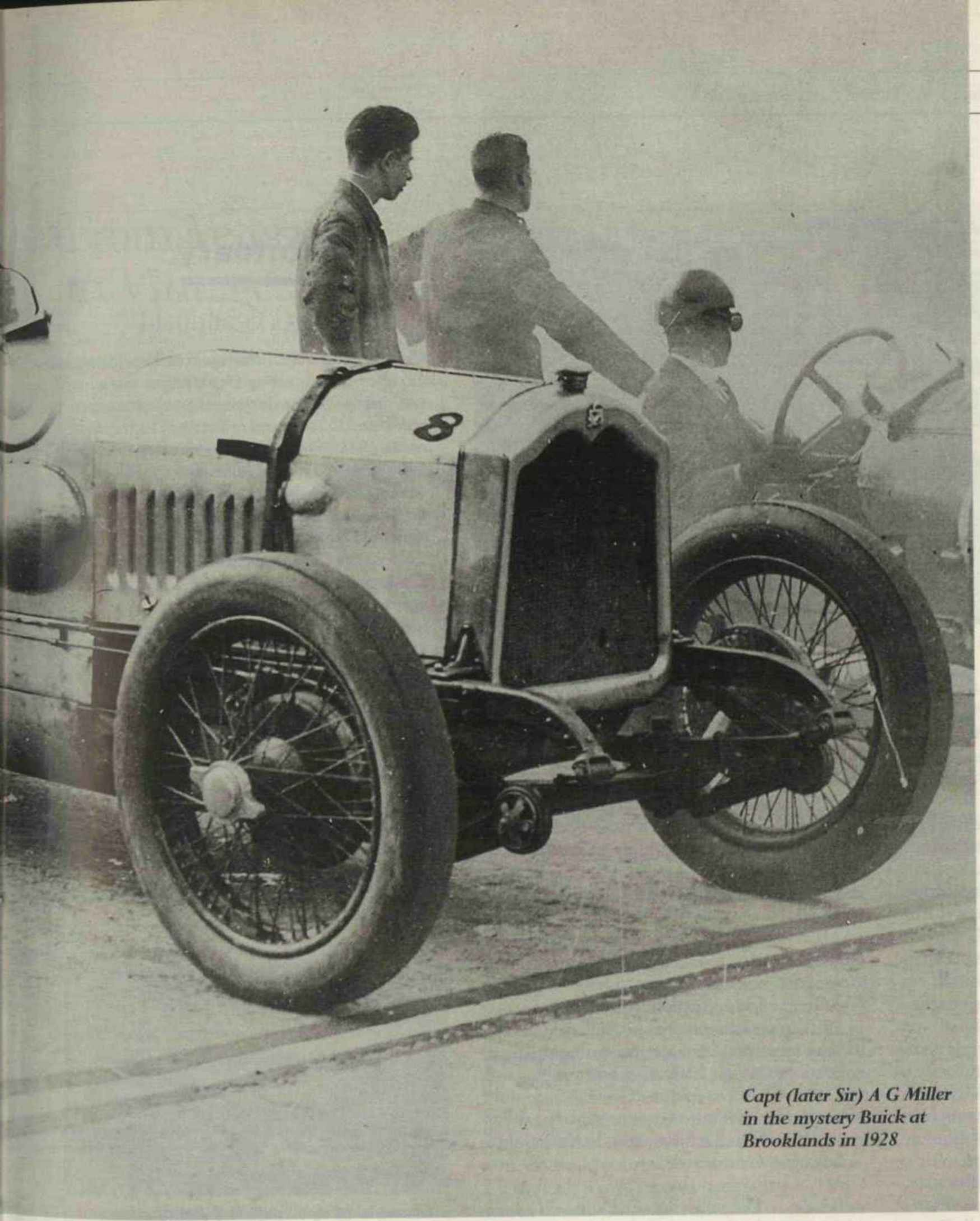
So when a Buick was entered in 1927 for Brooklands races, the Weybridge *cognoscenti* were mildly interested. The more so because the entrant was H Hubert Hagen, closely associated with the 996cc vee-twin ohc Montgomery-British-Anzani that was then the world's fastest motorcycle, ridden at 113 mph by the debonaire, fearless Claude Temple, who had described his experiences in the very first issue of this magazine. Had Hagens breathed his magic into this racing Buick?

The handicappers were cautious, setting Hubert to start with Malcolm Campbell's s/c Bugatti and a 2-litre GP Bugatti, and putting him on scratch in a slower race. Alas, no magic; he was a non-starter. But in 1928 versatile Alastair Miller took on this Buick. On scratch, it lapped at 95.05mph, broke, was mended, and took a third place. It had a 1924/28-style radiator, six-cylinder 3395 cc engine, the expected 'contract-to-stop' FWB, and cantilever back springs of a touring Buick Light Six, the wheelbase shortened from the normal 9ft 5½in, wire instead of wooden wheels, and an unpainted aluminium two-seater body. G K Clowes then won two races in the Buick at a Surbiton MC day at the Track, at an average of 91.05mph from a heavy re-handicap in the faster one. So, a 100mph Buick! Rumours spoke of a twin-carb, twin-cam motor under the 'hood' but I was never able to look...

Busy with other racing cars – he had two wins and a third in Delage I that same afternoon – Miller let plump, cheerful E H C 'Tiny' Schoefield, Vickers' Chief Test-Pilot, have a go at this September Surbiton Meeting. It was his first motor-race at the place over which he had flown so many prototype aeroplanes, and also his 13th anniversary of being taken a German prisoner-of-war, but oiled-up plugs spoiled things. Entered again for the Autumn BARC Meeting, 'Tiny' appeared on the race-card as 'Professor' Schoefield (obviously of languages, someone said!). It was a bit of a lark, really. The Buick, like Queen Victoria, was not amused, and again non-started.

Obviously the car was beyond its prime; had Miller, the baronet-to-be, perhaps hired it, or lent it to the pilot, hoping he might want to buy it? Tragically, Schoefield was killed only a month later, testing the Vickers Vanguard over Brooklands... I next saw the Buick on sale in 1930 for £375, road-equipped, in Great Portland Street, London's then famous 'street of cars'.

There is a whiff of topicality in this, because an overseas reader intends to make a replica of the racing Buick, having found a derelict 20/60 tourer of this type in a farmyard.



Capt (later Sir) A G Miller in the mystery Buick at Brooklands in 1928

TRACK INVASION STOPS PLAY IN FRANCE

CROWD TROUBLE AT SOME FOOTBALL matches seems to be on the increase, but this unhappy trend is not, thank goodness, seen at motor-races, where far larger and equally partisan crowds assemble. However, on my 'nothing new' theme, it did happen at the now desolate Miramas circuit in southern France in 1927, where the GP de Provence was held. The morning races, run in heavy rain, were won by Chiron and Lehoux in Bugattis, Moriceau in a Talbot and, fastest of all, Morel in a supercharged 1100cc single-seater Amilcar (73mph) and all went off alright.

But before the final for the Hartford Cup, with all these top cars expected to run, the spectators became restive when managers protested the dangerous conditions and could not decide whether or not to withdraw their cars. With no information being given out, trouble resulted. Benoist went off in the Delage for a warm-up lap, and found the course blocked with spectators' cars; trying to stop he broadsided the fast-travelling GP car but it hit Duray's Amilcar and the great Robert Benoist was slightly injured.

Instead of the expected 17 qualifiers, only a dozen of them started, the Delage, the Talbot team and a fast Amilcar failing to appear. At this the crowd invaded the track and stopped the race. The Talbot garage was stormed and cars on the track damaged. Pray, never again!

miscellany

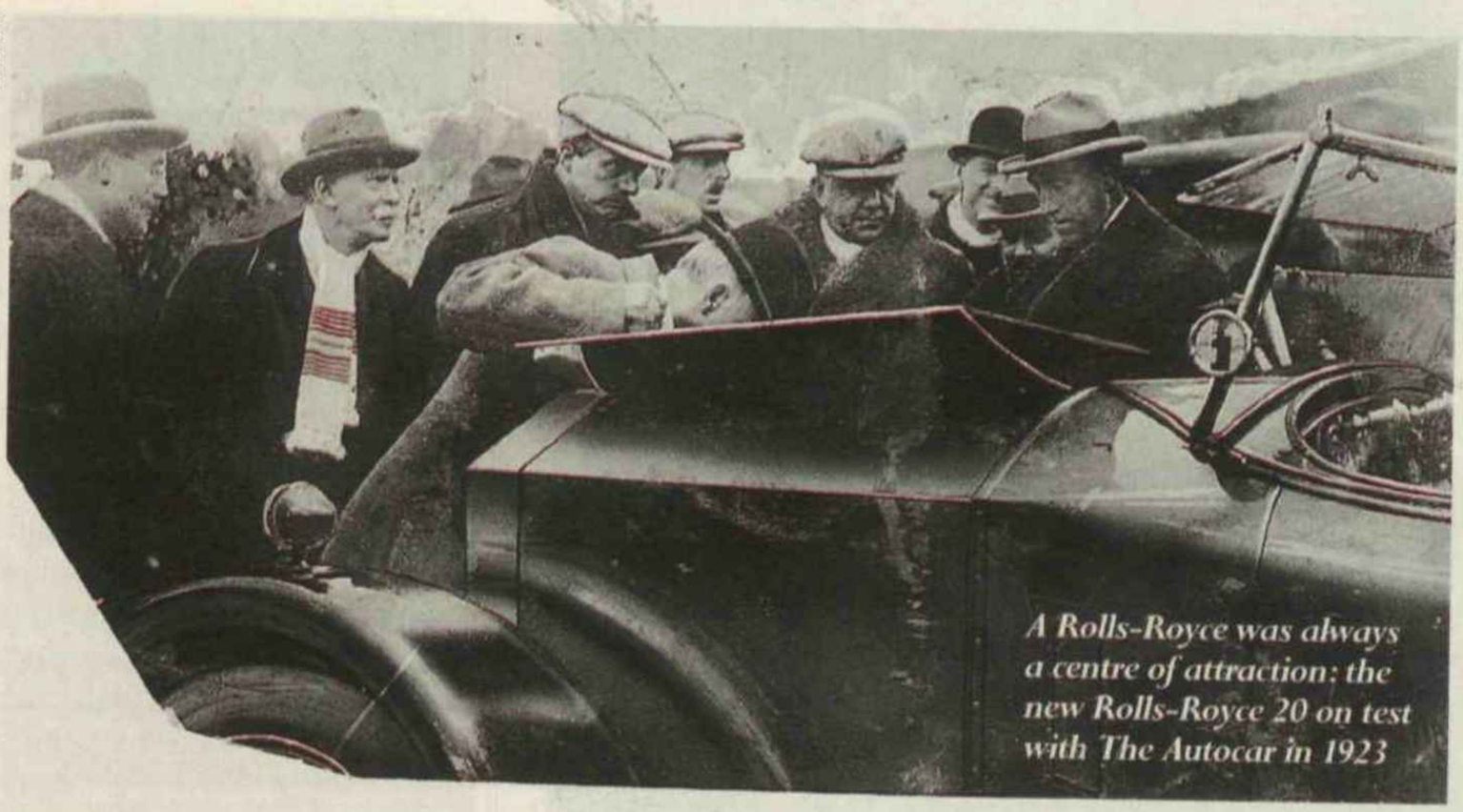
THE 750 MC NATIONAL AUSTIN 7 Rally takes place at Beaulieu on July 5, when every version of the famous Seven will assemble in the grounds of the National Motor Museum. The guests are expected to include Lord Austin's grandson, Gerald Lambert and if you tire (as if you could!) of endless line-ups of A7s there is to be a display of off-shoots such as Jaguar, Jensen, Lotus and Marcos. Details from K Cooke, on 01438 227 354.

* * *

WE RECEIVE MANY QUERIES, a recent one from America asking what the Dog House Club was. The reader had bought its badge from Sotheby's in 1988, ex-Rivers-Fletcher but could not identify it. Did I know what it was?

There used to be a useful Press Box in the old Silverstone Paddock, which I used frequently. But one wet day I opened its door to be confronted by lots of chattering ladies, one knitting a jumper, and was told I couldn't come in. "This is now used by the Dog House Club," I was informed. It was a bitter blow to my race-reporting; I still have not quite forgiven them! The ladies were the wives of F1 racing drivers, who gave good, quite daring, winter cabarets for charity and gamely supported their husbands' activities. As they still do, I believe...





Quadrant

A Rolls-Royce was always a centre of attraction: the new Rolls-Royce 20 on test with The Autocar in 1923

Deep regret

I AM TOLD THAT I AM NOT USUALLY LOST FOR WORDS. Just as well, as I make my living from them! But when the news broke that Rolls-Royce was likely to be sold out of British ownership, I was reduced to an angry silence.

I have never owned a Rolls-Royce, nor felt much remorse over this. I have never gone over the top in admiration of all the products of Manchester, Derby and Crewe. Indeed when it seemed that the once-respected Silver Clouds were technically outdated I said so in these pages, before the advent of the capable Silver Shadow. Before that I had wondered at R-R's anxieties over their big-ends on the new motorways, and I once had the audacity to point out that the Rover 3500 I was driving had many of the loudly proclaimed specification highlights of the new Shadow, for a third of its price...

That is not to say that, along the years, in those heavy 6d Special Motor Show issues of this magazine, one did not await with extreme interest descriptions of the latest R-R models. Rolls-Royces were, and are, not so much motor-cars, more a way of life... So one read *The Autocar*'s road-test reports on the 40/50s (Ghosts, if you prefer), New Phantoms and the fabulously-engineered PIII with almost religious awe. The journal commented on the new R-R Twenty: "Quite what gives a Rolls-Royce its character is hard to define, but there is no car in which detail has been more carefully studied or in which it has been proved by experiment carried out over such long periods".

And of course one remembers the performances of the R-type racing engines in the final Schneider Trophy race and of the Merlins during the Battle of Britain, and Eddie Hall's consistent showing with the Derby-Bentleys in three Ulster TTs, and the later abilities of Turbo-Rs, etc. Now the magic name behind those achievements has been sold to Volkswagen. Germany already has Mercedes; how terribly sad that we no longer own Rolls-Royce... or Bentley... Does this mean that the next edition of the RREC bulletin will carry a black border?

obituary

Charles Grandfield

Charles Grandfield, Manager of the Jowett Company's Engineering Department, and who was responsible for the Javelins and Jupiters that competed in races and rallies such as the successful 1947 Monte Carlo and 1950s long-distance races at Spa and elsewhere, has died, aged 84. After working on Rolls-Royce aero-engines from 1937, to. Called-up, Grandfield was three times mentioned in Dispatches, and was de-mobbed as a Lt Colonel. Until 1947 he was with Sir Roy Fedden, developing a stillborn sleeve-valve aero-engine, before going to Jowett's in Bradford.

There his work embraced improving Bradford vans and overseeing the competition Jowetts. Excellent results were eventually obtained with lightweight Javelins and sports Jupiters. At this time the Proprietor of MOTOR SPORT, the late W J Tee, was an enthusiastic owner of more than one Javelin and a Jupiter. We got excellent help from the company, both with the cars and my articles about them. Apart from the competition cars, Grandfield devised better gearboxes, resin-fibre body panels etc on the production-car side, and was involved with the Farina-Jupiter project. He is mourned by his wide circles of friends, the Jowett CC whose Vice-President he was, and ourselves.



Grandfield helped with W J Tee's Jupiter

THE TWO HAPPIEST DAYS OF MY LIFE

No, not mine. But when I was interviewing racing driver W.B. ('Bummer') Scott he told me which were the two happiest days of his life. The first was when he scored the only try for Cambridge in the Twickenham Inter-Varsity Rugby Match, I think it was in 1924. As a reporter I liked to check things and long afterwards, seeing in the library a book on the history of rugby football, I consulted it. There in the Appendix it was – that lone try by the all-round sportsman so well known in motor-racing circles...

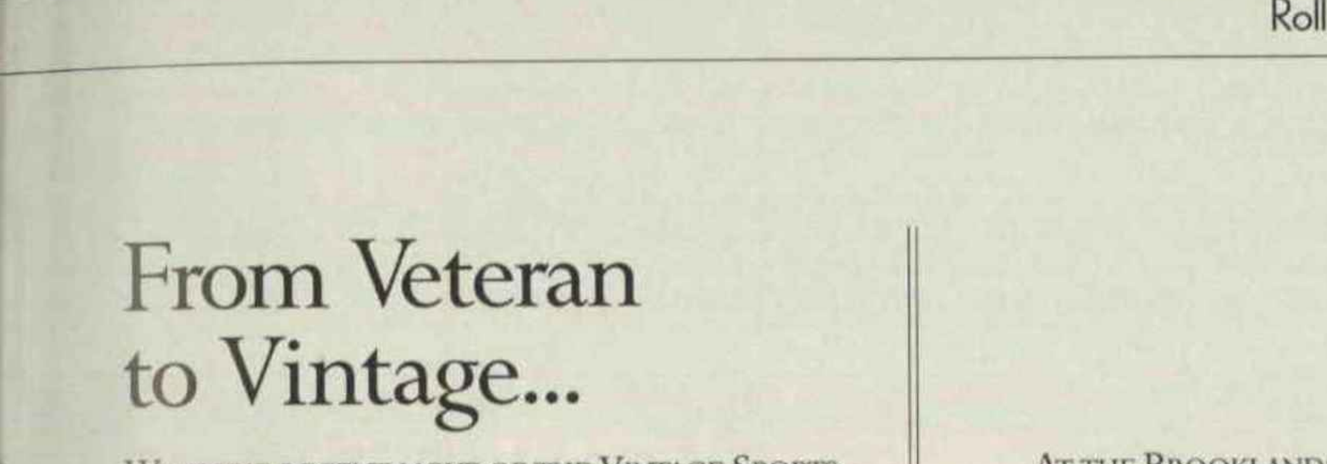
Scott's other happiest day was when he beat Malcolm Campbell in the Gold Star Trophy at the Track, when they both raced straight-eight 1½-litre GP Delage cars. On that 1930 August Bank Holiday Campbell's blue Delage and Scott's black and green sister car were giving Birkin's blower Bentley 88 seconds start in 23 miles. With a dozen competitors Birkin would have been well over to the right of the track at the start and the two Delage cars, Campbell in front, would have been coming up on Birkin as he was about to start.

There was a blue line at this point, not to be crossed unless one fast car was passing another. Scott, in order not to crowd Birkin, crossed the fatal line. He then caught and passed Campbell, only to find himself disqualified. "It was sheer misery," he told me, until his win was re-instated by the Stewards, after Birkin had spoken in Scott's favour. I calculate that Campbell, who had started the faster, had cleared the Bentley but that Scott was coming up to it fast as Birkin was being flagged away, and therefore crossed the forbidden line to give Sir Henry more room. Birkin's support of Scott was very sporting, as he had himself been disqualified after winning an earlier race when he went outside the same line in Craig's unfamiliar Bugatti.

From Veteran to Vintage...

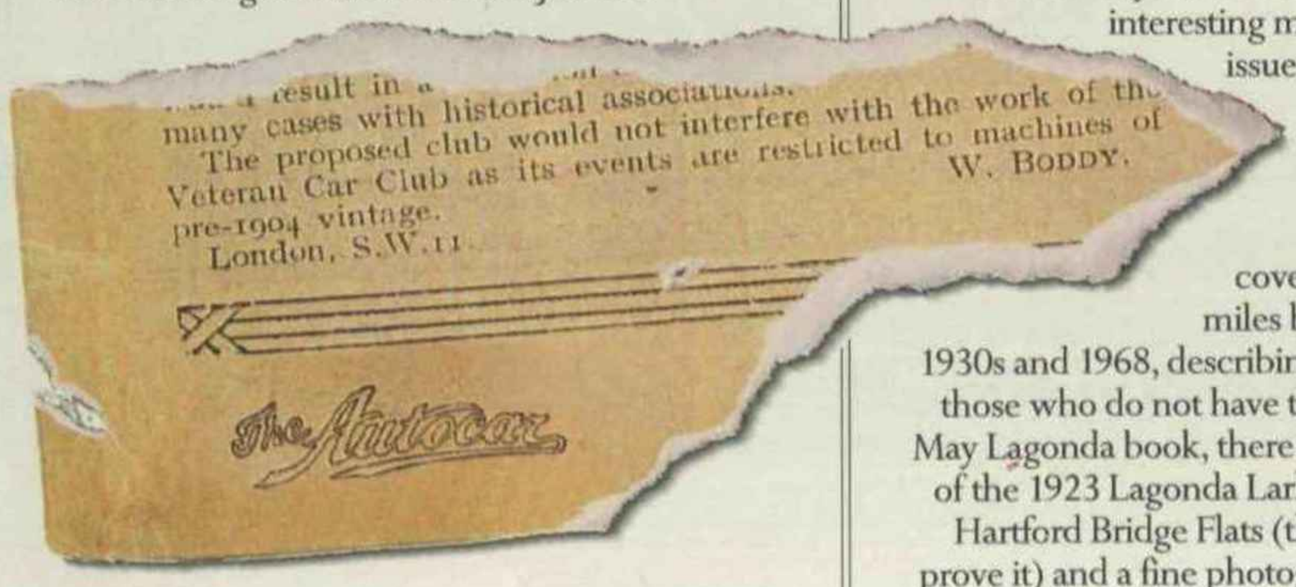
WITH THE RECENT MOVE OF THE VINTAGE SPORTS-Car Club to fine new offices, library and workshops in Chipping Norton, new staff, and new financial arrangements including sponsorship by MOTOR SPORT, the origins of this top club are of interest. According to the Press pack, the idea evolved from *The Light Car*'s suggestion 60 years ago, i e in 1938.

In fact, the VSCC was formed on October 30, 1934, named at first the Veteran Sports Car Club, soon changed to Vintage SCC in deference to the Veteran CC, which had been founded in 1930. As far back as the 1920s a letter in *The Autocar* had advocated a trial for really early low-powered cars and those *Light Car* letters had been proposing a club for pre-1932 A7s and the like, rather as I found-


"REAL" CARS OF BYGONE DAYS
And a Suggestion Arising Therefrom
[41633.]—I should like to congratulate Mr. John Di
on his interesting article, "Those Old Masters" in
February 12th is
many cases with historical associations.
The proposed club would not interfere with the work of the
Veteran Car Club as its events are restricted to machines of
pre-1904 vintage.
W. BODDY.

ed the 750 MC in 1939. But even prior to these letters another had appeared in *The Autocar* dated March 25, 1932, appealing for a club of genuine ex-racing cars more than five years old, sportscars that had gone out of production, and the earlier types of home-built specials (modesty forbids me to name the writer).

All these promptings jelled to create the VSCC, originally for pre-1931 sports cars such as 30/98s and Bentleys, etc. It is now an organisation respected worldwide, and seems destined to advance even further. It has expanded enormously since those simple, jolly formative years of long ago; its motto is now "Quintessentially British great fun." The next big fixture is the Sir Henry Segrave Memorial Race Meeting at Oulton Park on June 27.


The Autocar

In 1932 The Autocar carried demands from 'the general public' for a club for vintage machines

miscellany

AT THE BROOKLANDS SOCIETY'S ANNUAL reunion on June 28 at the Old Track, this year's theme will be the return of the lap-record-holding 24-litre Napier-Railton to the Museum and it is intended to run this famous car on the runway during an afternoon demonstration, when other vintage cars will try the Test Hill and part of the Members' Banking. Details from B Reynolds on 01737 765 401. Not to be outdone, the VSCC demonstrated the legendary Alfa Romeo Bimotore and an ex-Nuvolari Alfa Romeo 8CM at the recent Donington race meeting...

* * *

IN THE ANTI-PRIVATE-CAR CLIMATE OF THE present Government I came upon a quotation by pioneer motoring-writer Gordon Wilkins (now 85, a staff member of *The Motor* pre-war and afterwards editor of *The Autocar* until 1953), made back in 1943 which is topical today: "I am too young to remember a time when people in England could go motoring for pleasure. If, in 1939, there were citizens willing to shoulder the burdens, pains and penalties of car ownership, the exorbitant capital outlay, the astronomic taxation, maintenance and insurance costs, and the daily harrying by the police, they did not do it just to pass the time. They did it because despite the drawbacks the use of a motor car is essential to a man if he is to lead a moderately civilised life." As true, or more so, now as it was 59 years ago...

* * *

THE TOP-CLASS MAGAZINE OF THE LAGONDA Club usually contains fine pictures and interesting material. The Spring issue was no exception, with Dan Hagan's piece on the Le Mans 1929 2-litre Lagonda which covered some 250,000 miles between the mid-1930s and 1968, describing its race mods. For those who do not have the erudite Davy & May Lagonda book, there is also a recollection of the 1923 Lagonda Lark biplane tested on Hartford Bridge Flats (there's a picture to prove it) and a fine photograph of the Robbie Hewitt Brooklands Memorial Trophy, awarded last year to John Dexter. Ken Painter edits *The Lagonda* and the Club Secretary is Colin Bulger, 01252 845 451.

* * *

THOSE WHO HAVE TO USE LONDON CABS MAY be interested in their history. In the past, two excellent books on the subject were available, and now Veloce have a new one, relating more recent developments from the 1930s but with also some evocative chapters and pictures of the older cabs, Unic, Beardmore, Citroën, etc, although I am not convinced that a Napier and Renault depicted were ever cabs. But very interesting, this Malcolm Bobbitt book at £14.99. It is called *Taxi*!

* * *

THE DATE OF THE STD REGISTER'S Inter-Register event at Brooklands has been changed; it is now scheduled for July 18.

* * *

JEREMY OATES IS MAKING A REPRODUCTION of the 1921 11.9hp Lagonda which lapped Brooklands at 86.62mph and finished 13th in the 1921 JCC '200'. If completed this will be no replica, as most parts will be from the correct period, so well within the VSCC's stipulation for Specials. The original car was raced by Major W Oates. Jeremy is appealing for more original bits to save making a few new ones, and for photographing etc. His number is 01730 825 561.

* * *

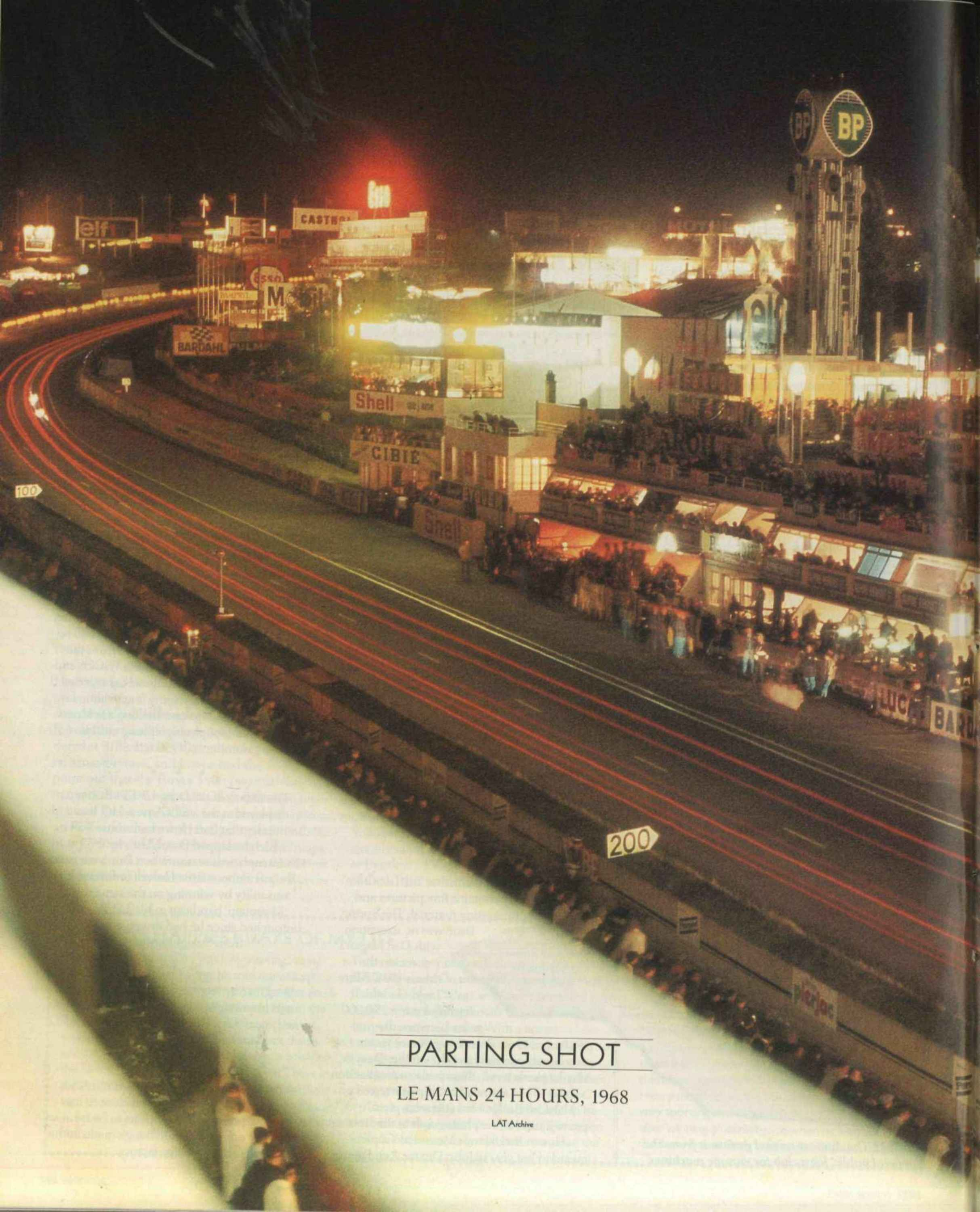
THE RED EX-KAYE DON 4.9 T54 BUGATTI displayed at the VSCC's new HQ was a reminder that Earl Howe had a blue T54 in which he lapped Brooklands in 1932 at 128.69 mph, in a season when Don's car was a frequent non-starter. Howe confirmed his versatility by winning on the same day a 'Mountain' handicap in his T51 Bugatti, untouched since he had driven it at Monaco, from Straight's Maserati.

* * *

JACQUES SAVOYE, THE FRENCH RALLY DRIVER and importer of Singer cars form 1934, has died, aged 92. He finished eighth overall at Le Mans in 1038, with a Singer Nine.

* * *

A READER IN QUEENSLAND HAS FOUND A T-head Austin engine and close to it a cruciform chassis. This appears to be from an Austin truck of 1910-14 vintage made in the Longbridge factory.



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LE MANS 24 HOURS, 1968

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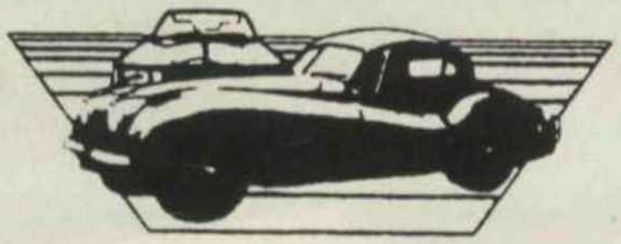
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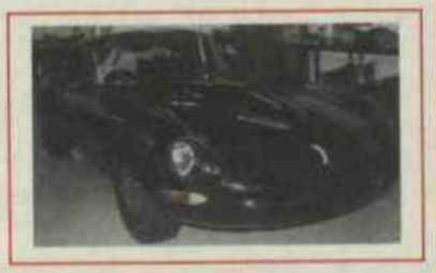
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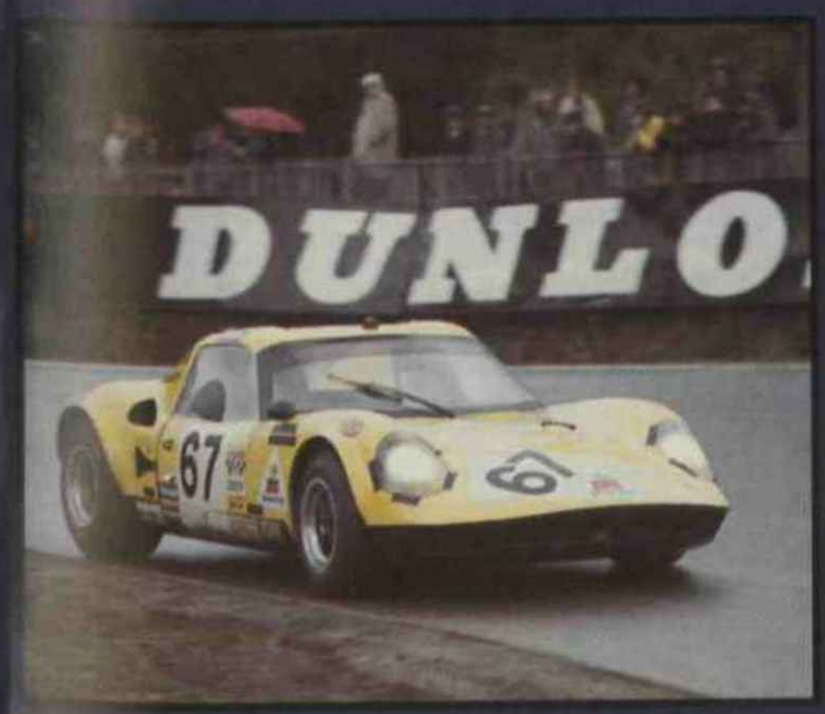
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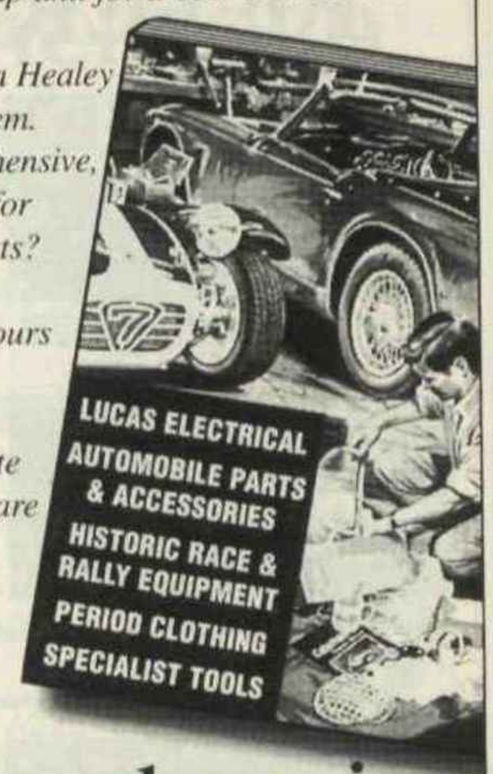
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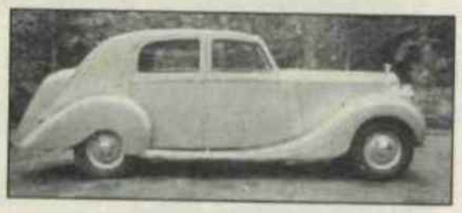
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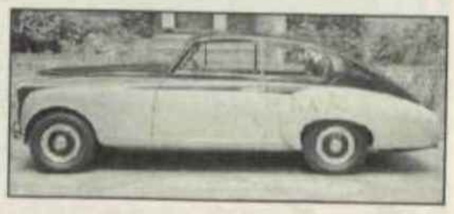
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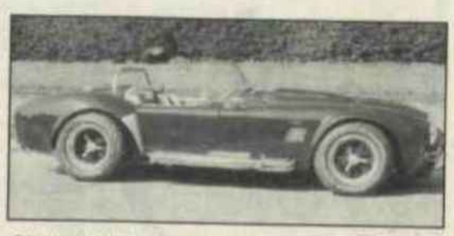
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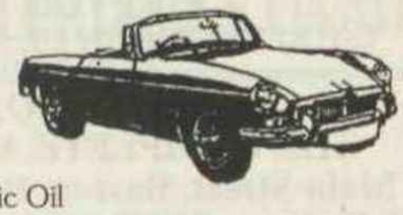
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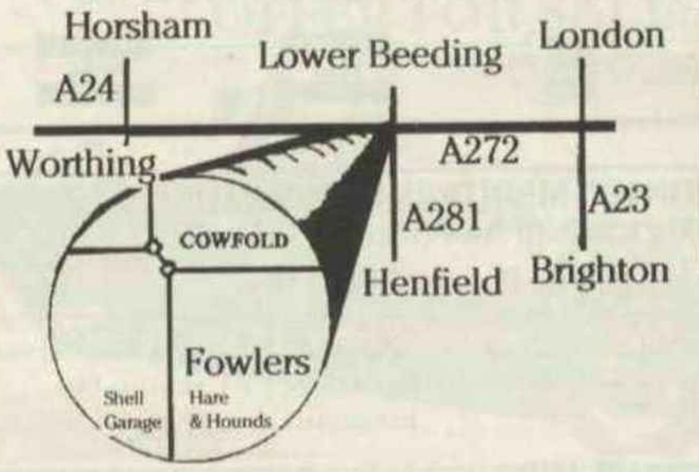
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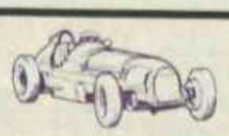


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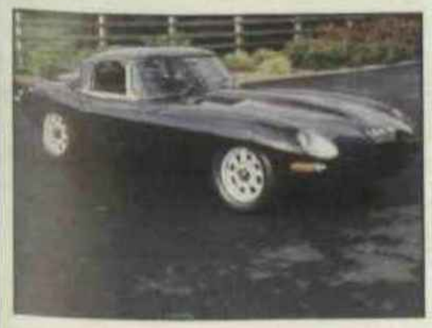
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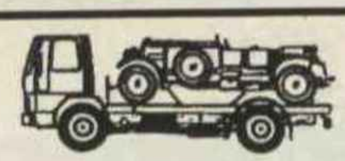
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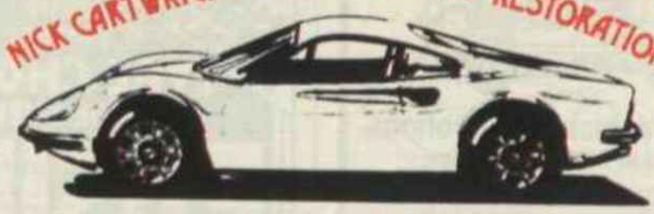
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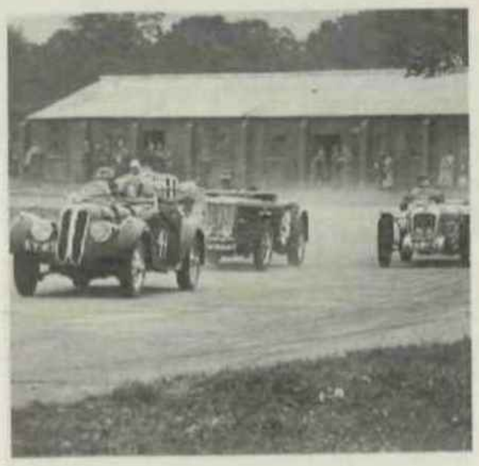
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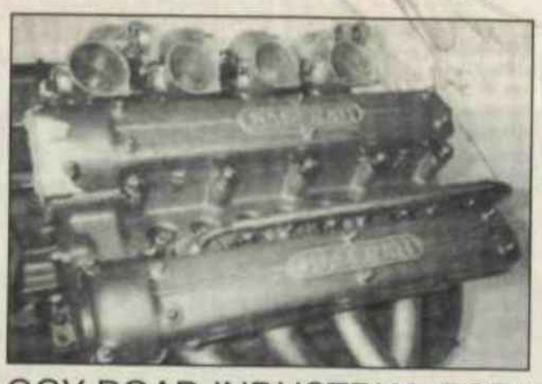
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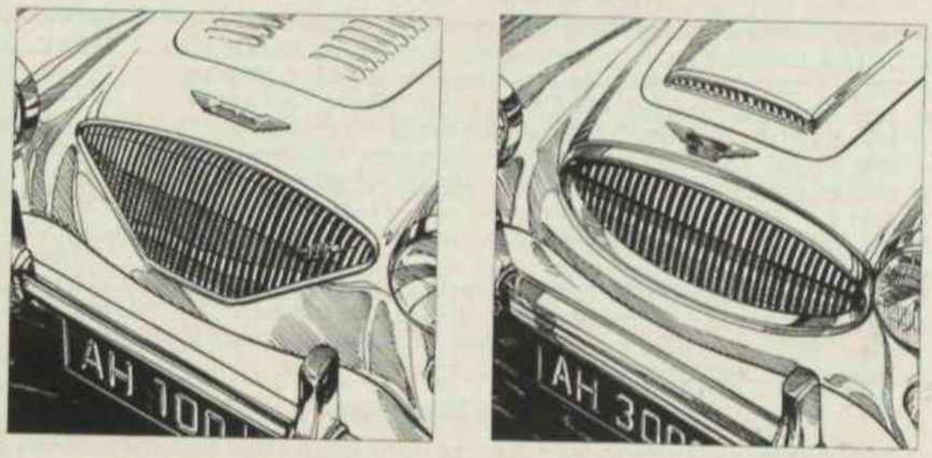
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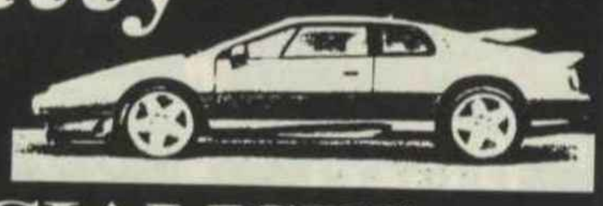
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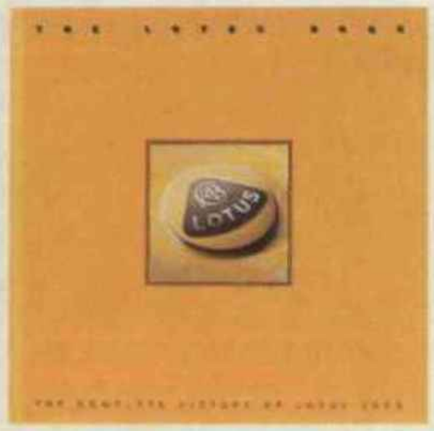
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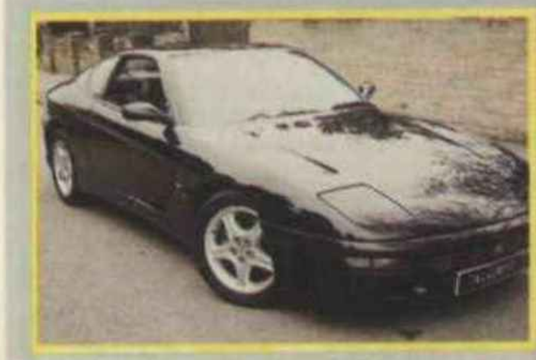
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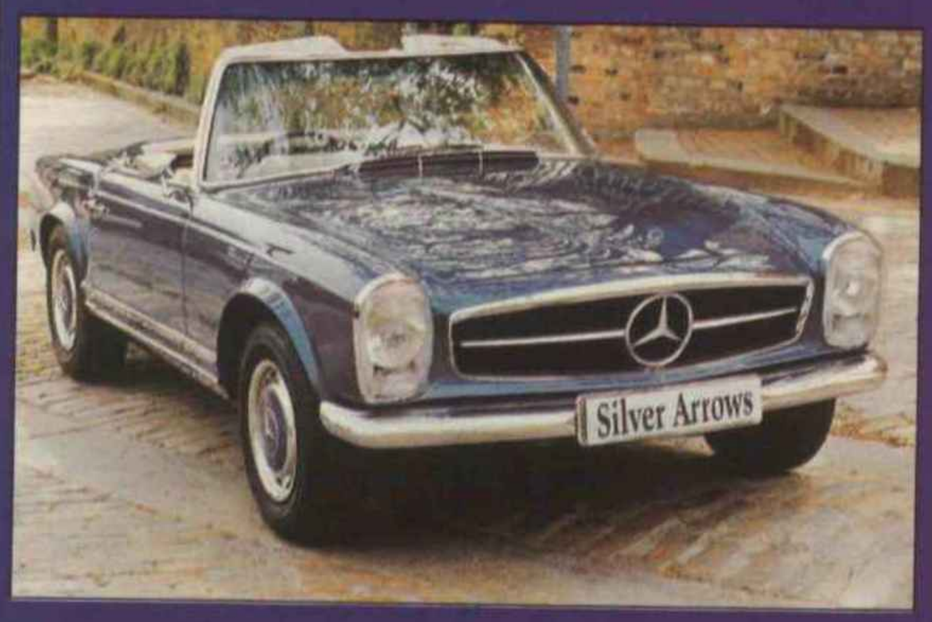
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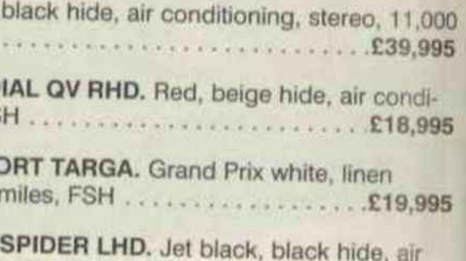
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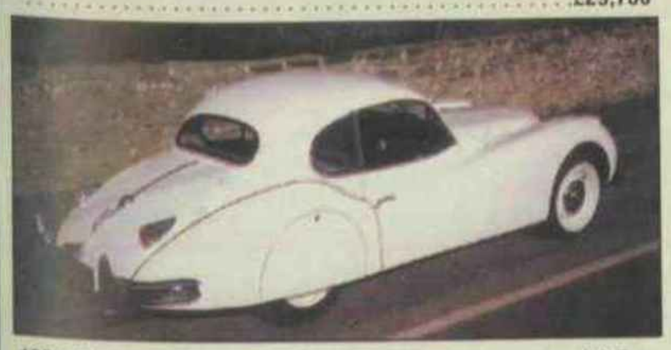




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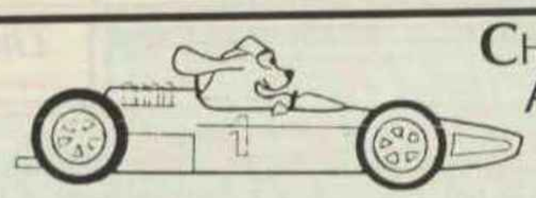
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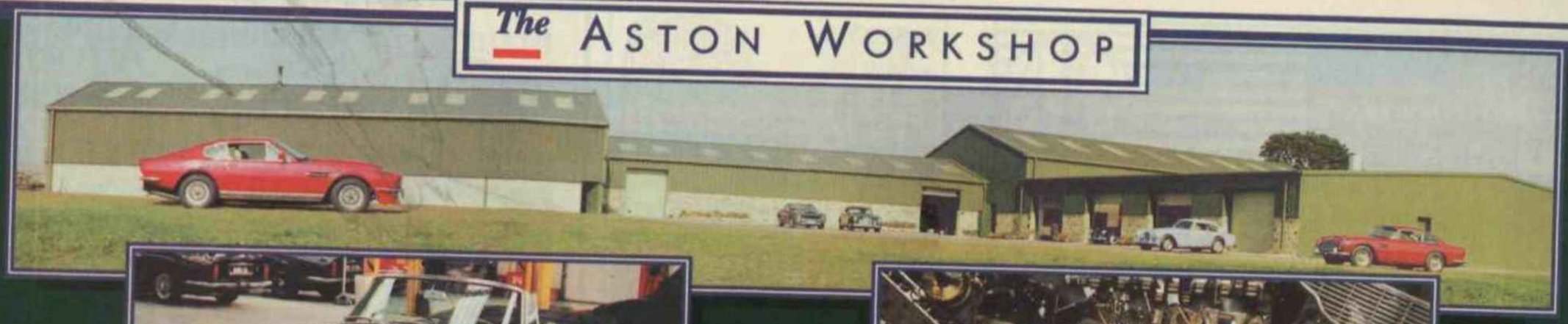
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FERRARI 328 GTS, 1987, 5,000 miles, RHD, UK taxes paid £49,995



FERRARI F50, ...ARRIVING SOON



LIBRARY PICTURE

BENTLEY CONTINENTAL R, 1994, Burgundy/Beige, LHD, 62,000 km, FSH, French tax paid £85,000

PORSCHE 911 RS LIGHTWEIGHT, Year 1995, colour Coral, mileage 9,000 miles, FSH, RHD, tax free £30,995

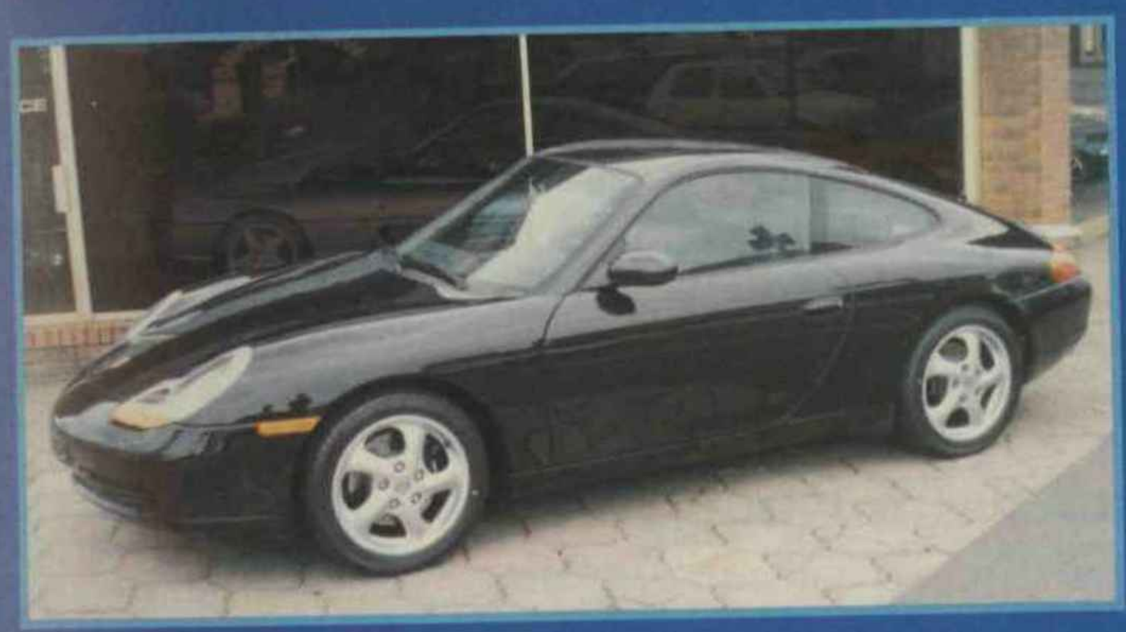
ASTON MARTIN V8 VANTAGE, Year 1979, RHD, Bamoral Green, good history and in Fantastic condition, UK registered £34,995

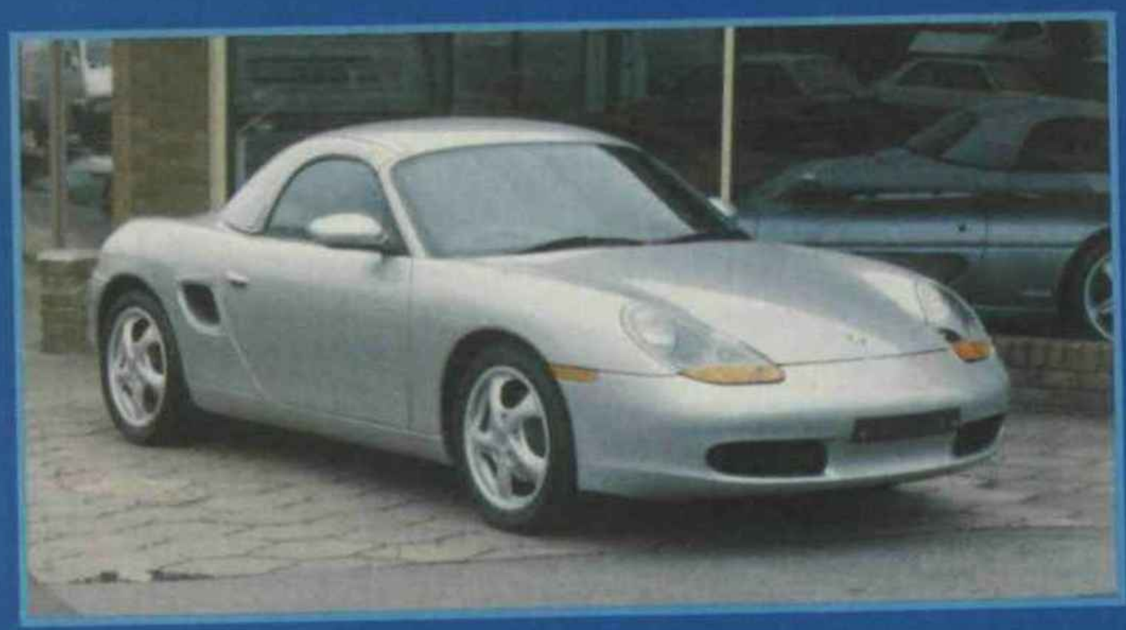
FERRARI 456GT, 1996, LHD, Dark Blue with Cream hide, 7,000km, UK supplied, Tax Free £65,000

FERRARI 512BB, 1981, Red with Beige interior, 26,000km,FSH, LHD £20,000

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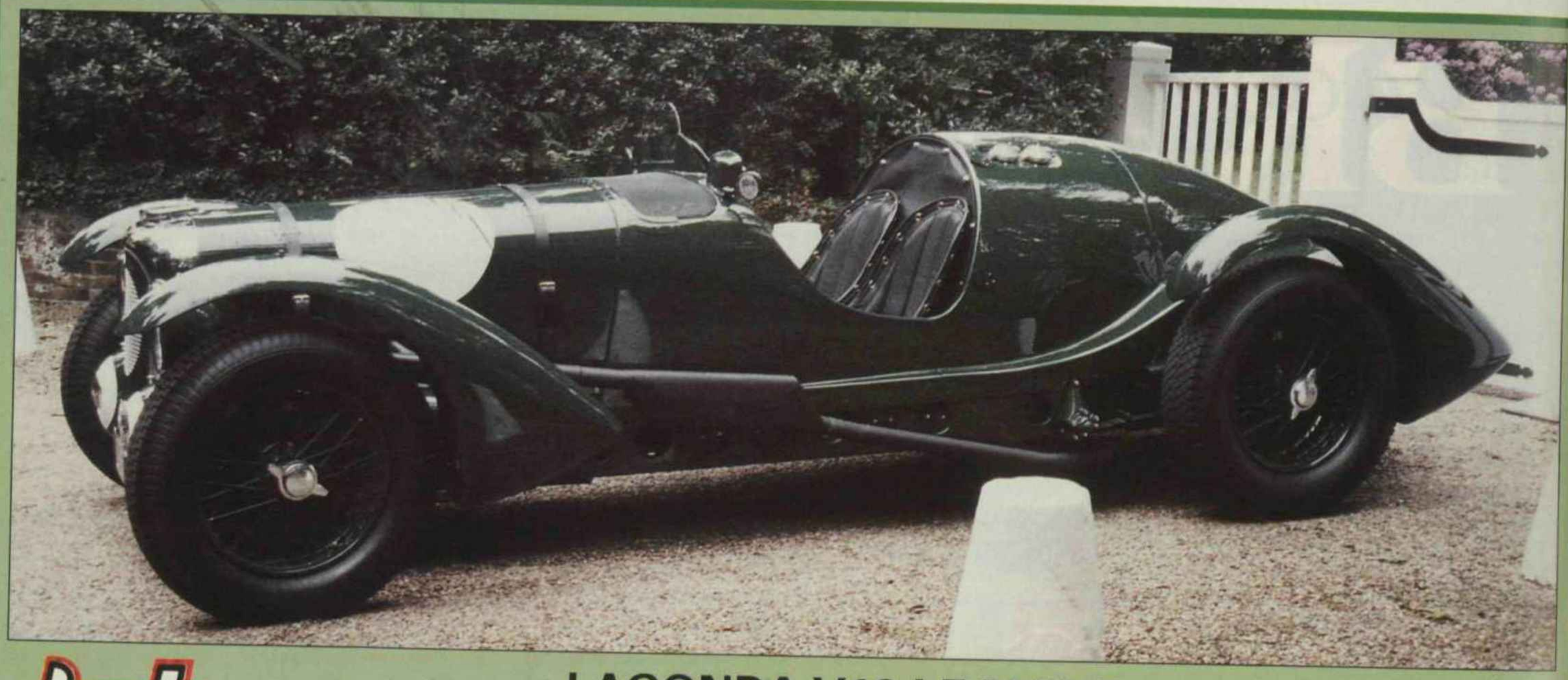
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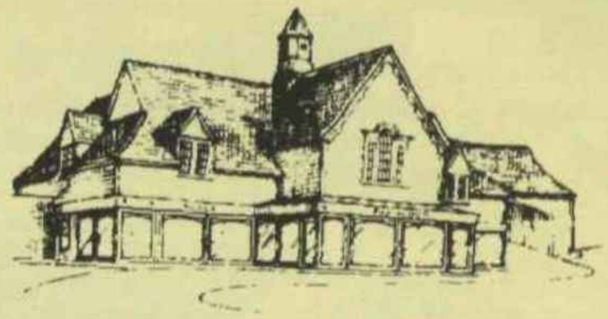
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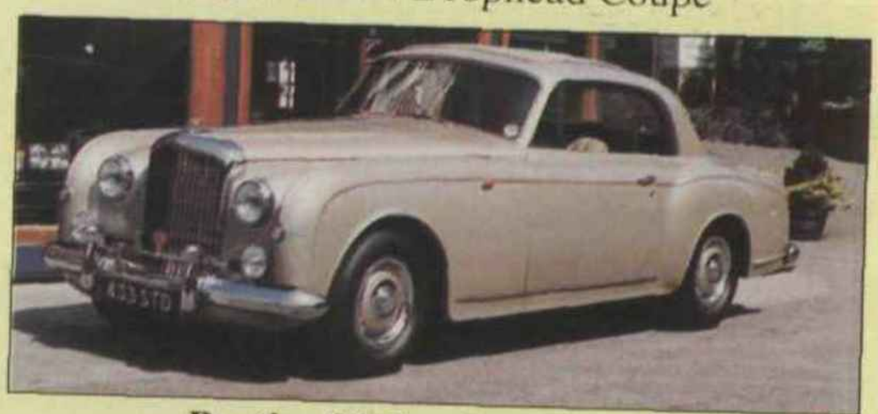
Bentley 4½ Litre Blower 1930
Le Mans style Vanden Plas



Rolls-Royce Silver Cloud III 1963
H J Mulliner Drophead Coupe



Bentley S1 Continental 1957
Park Ward Drophead Coupe



Bentley S1 Continental 1956
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Bentley S3 Continental 1964
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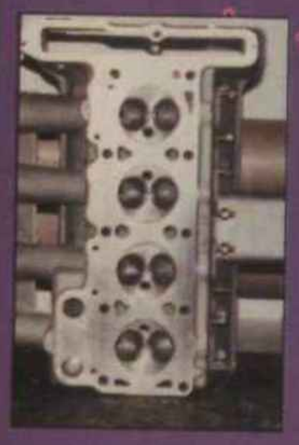
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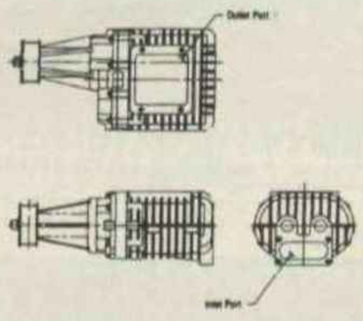




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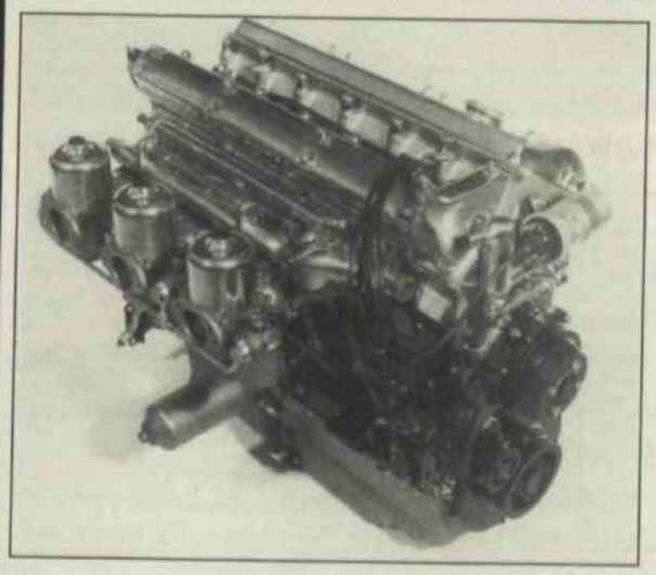


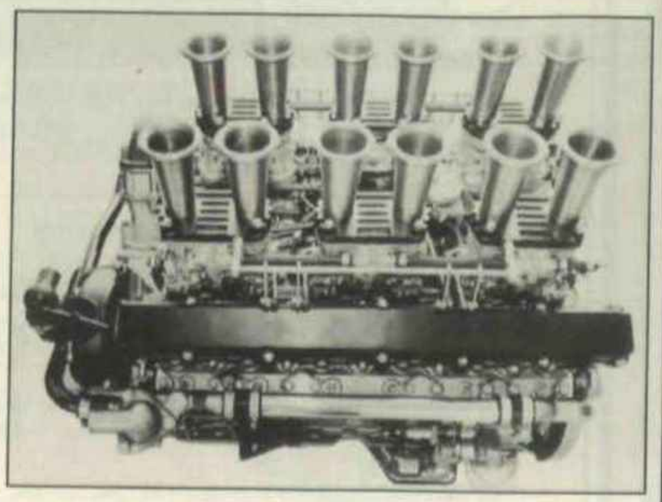
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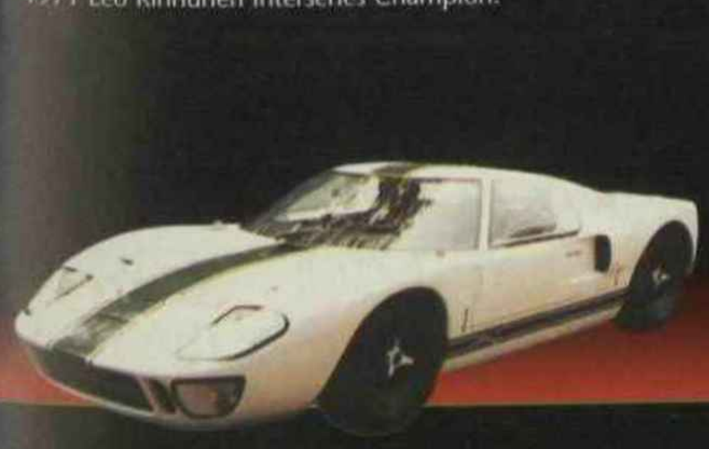
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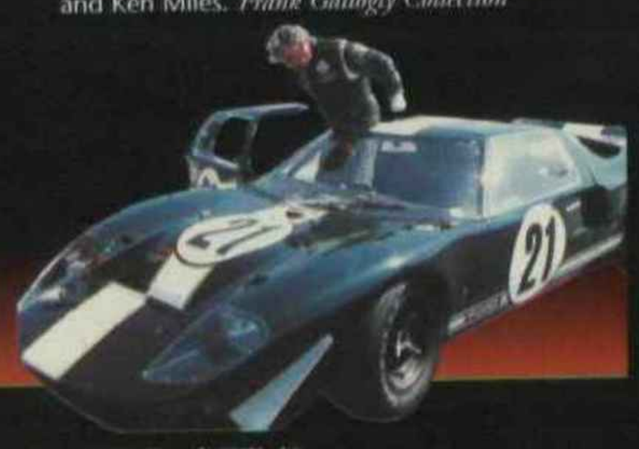
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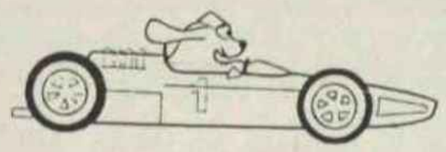


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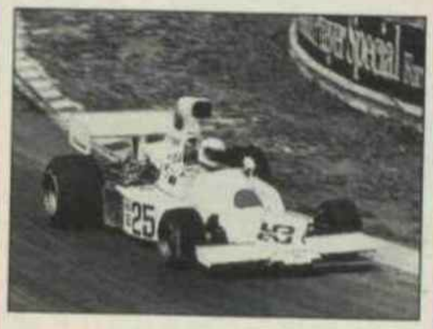


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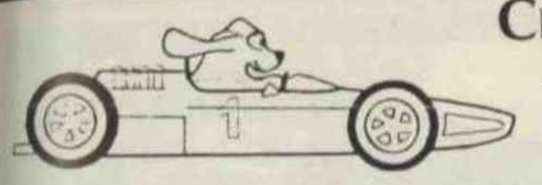
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One such production D Type was XKD 546 supplied new to Jaguar Cars New York in March 1957 with engine no. E2053-9 painted cream. These cars were availble with the optional tail fin which is the case here, although most were not so equipped. It was sold to a C. K. Thompson who raced and crashed it as well as being driven by his son. A later American owner was Tim Considine who, for those of you with long memories, was one of the boys in the television comedy series 'My Three Sons', and more recently the author of an excellent book on American Grand Prix Racing. The car was sold twice more in the States (1965 and 1972) before acquisition by Chris Drake competed in the D Type for many years in most of the major UK historic events.

In more recent times it has been owned and raced by David Pennell and prepared and sorted by John Pearson. In 1997 it won the 500km endurance race at the Oldtimer Grand Prix meeting on the new Nurburgring driven by Gary Pearson, Richard Attwoood and David Piper.



JAGUAR D TYPE XKD 504

In 1955 Jaguar produced a refined and developed version of their now famous D Type for Le Mans which became known as the 'long nose'. The body was much sleeker with the tail fin completely integrated into the body and running the full length of the tail section. As the nickname suggests the nose was now longer and t he curvature of the wings more subtle making it surely one of the most beautiful racing cars ever. Overall length was increased by 7.5 inches.

The engine too benefited from development now using the 35/40 wide angle head to prevent valve overlap and boosting power to c270 BHP. Five such cars were built for 1955 (XKD 504-508) and a further six with detail changes in 1956 (XKD 601-606). XKD 504 was the first 'long nose' and used as the spare car for Le Mans 1955 where Hawthorn blew up the engine. It also served as the test bed for fuel injection and thereafter was mainly used for various testing purposes in 1955. In 1956 it was raced at the May Silverstone by Jack Fairman and as a replacement for XKD 603 which Frere had crashed at the Nurburgring 1000km practice. In both cases it retired. At the end of 1956 it was sold Ecurie Ecosse along with the later XKD 603 and XKD 606.

As with all Ecosse cars it was raced extensively anywhere and everywhere for two seasons incluing the 1957 Monzapolis (6th) before passing to Mike Salmon who raced it successfully in the UK (Biggest win was Snetterton 3 Hours in 1961) until 1962 with a 3.8 litre wide angle head engine. Peter Sutcliffe then bought it and used it to good effect before a bad crash at Snetterton in 1963. It was rebuilt using the frame from XKD 505 but much later Lynx removed this and replaced it with a new frame. Before this Neil Corner acquired the car in 1965 and competed in the Griffiths Formula racing after which it was used as an occasional road car.

In latter years the car now owned by Paul Vestey was raced by Gary Pearson alongside Sir Anthony Bamford's XKD 603 and the original frame was retrieved from Peter Sutcliffe and refitted before passing to the last but one owner.

For further information on either of the above outstanding cars please call:

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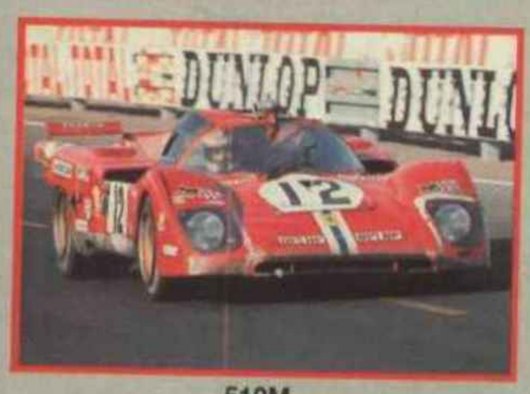
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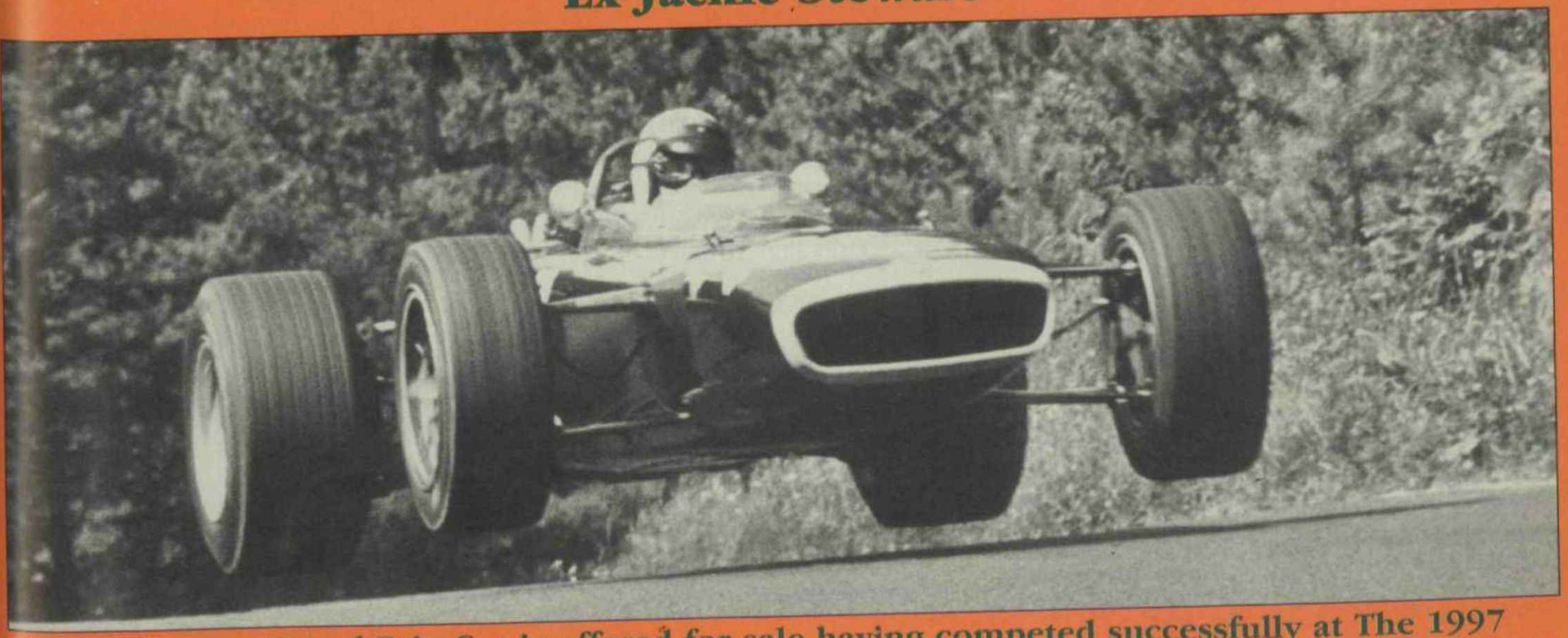
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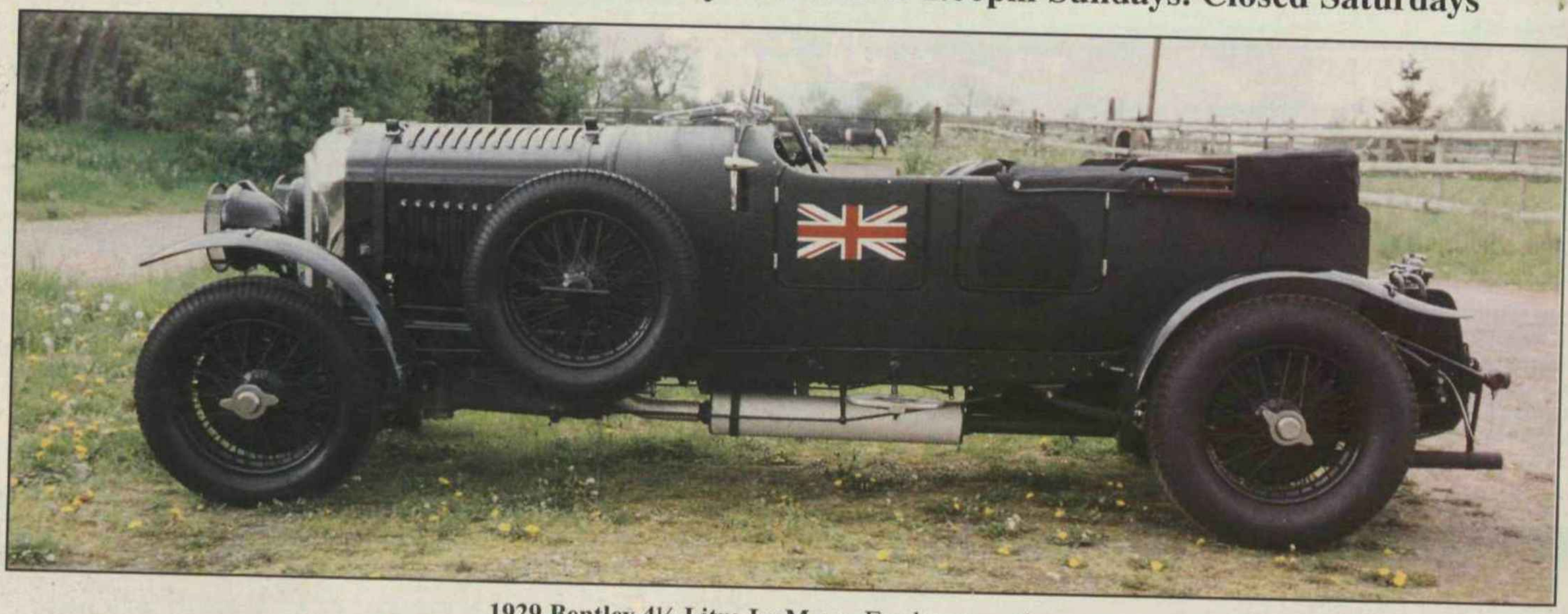
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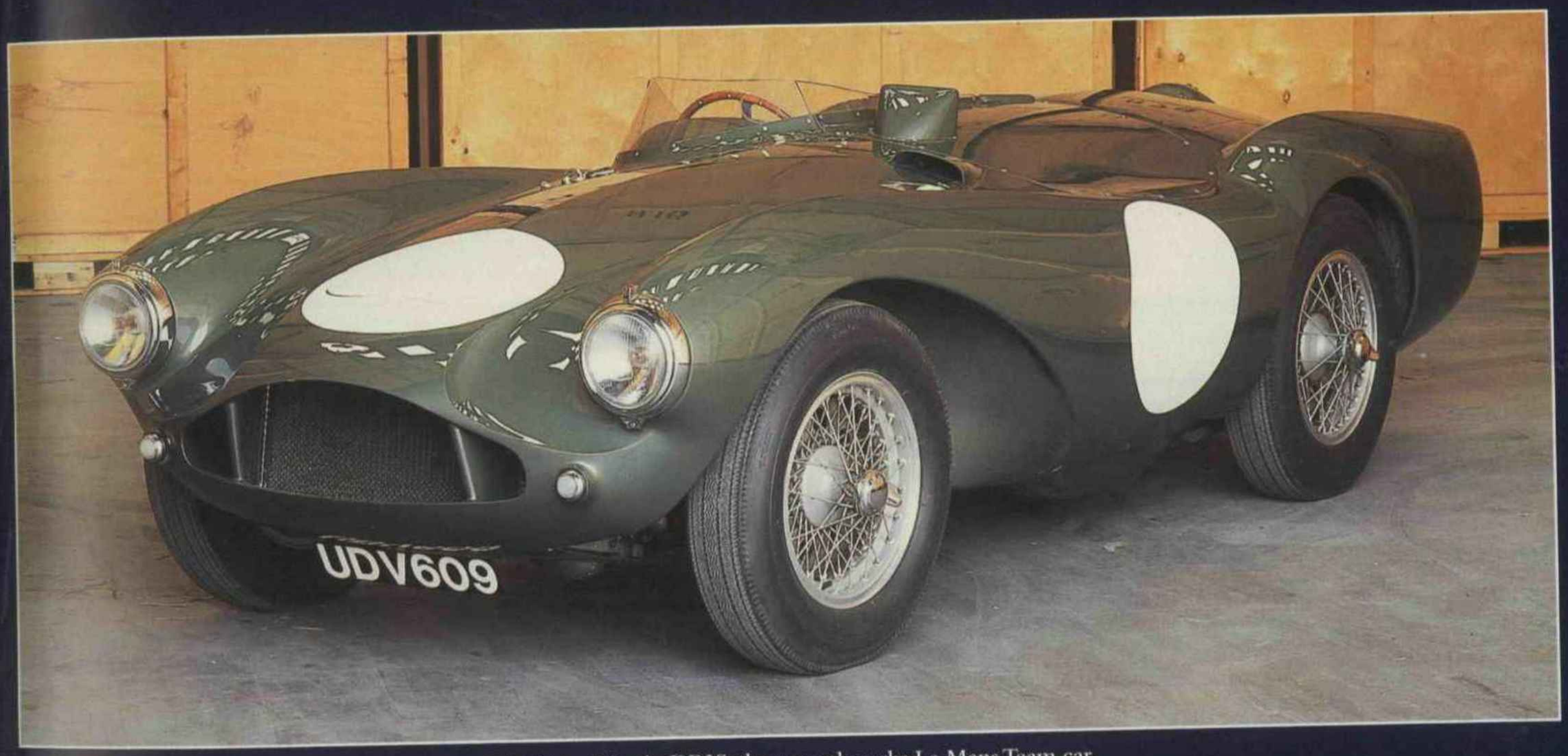
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