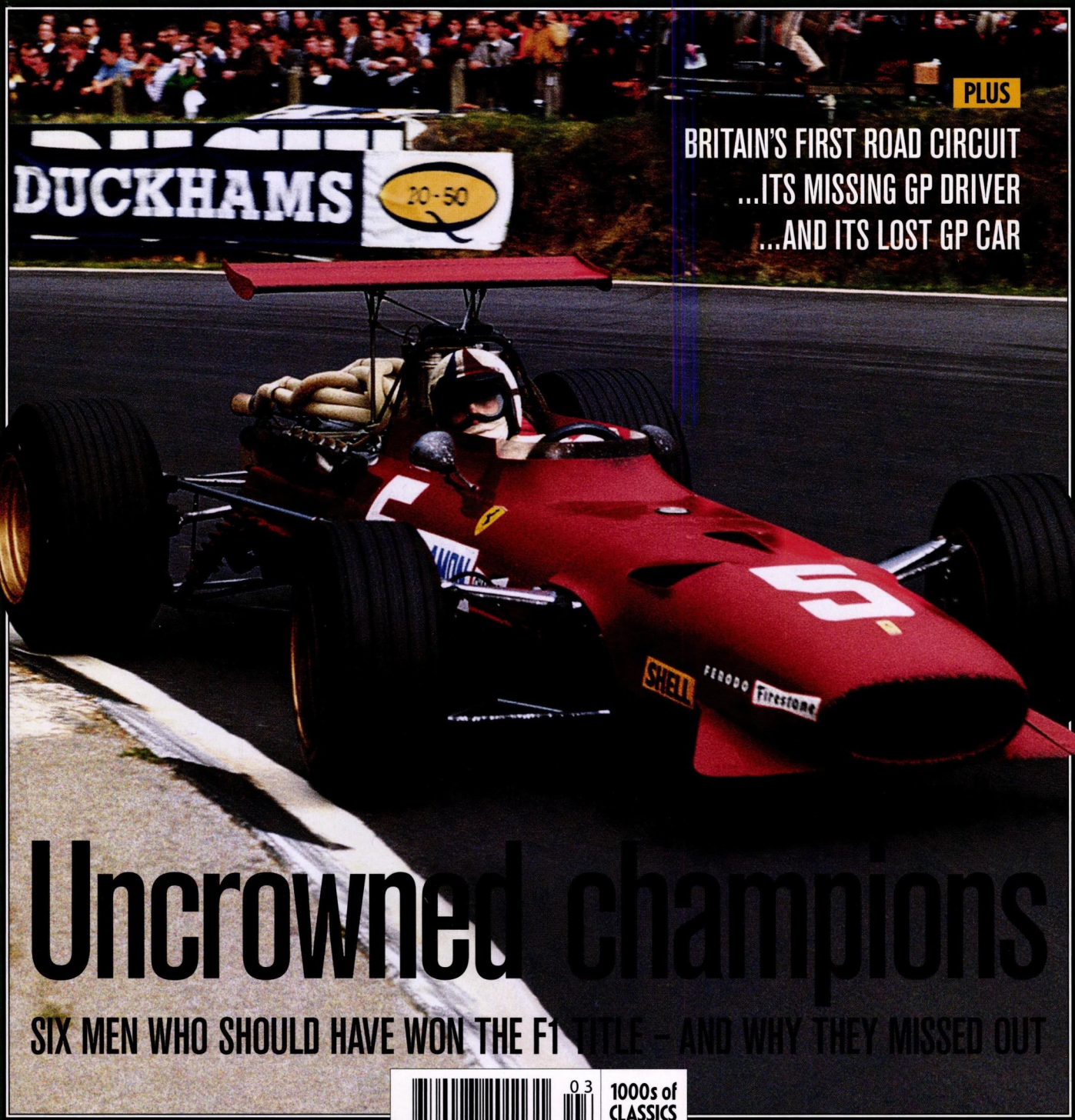
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Germany
Tel: +49/(0) 621 412004
Fax: +49/(0) 621 415551
europe.auctions@coys.co.uk

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LONDON

www.coys.co.uk

UK
Queen's Gate Mews,
London SW7 5QJ
United Kingdom
Tel: +44/(0)20 7584 7444
Fax: +44/(0)20 7584 2733
auctions@coys.co.uk

editorial



Paul Fearnley
EDITOR

OUR SPORT IS LITTERED WITH missed opportunities. Just look, for instance, at this particular issue of your favourite read. Aside from the fact that it features Chris Amon – and five other drivers with the talent to be F1 world champion, but without the title – we have Chris Irwin. An F1 star in the making during the mid-1960s, his career was ended by a freakish sportscar crash at the Nürburgring. And then there is Manfred von Brauchitsch, the last of the truly great pre-war GP drivers, who has sadly died at the grand age of 97. He was nicknamed 'Unlucky Bird' by his fans eight years before Amon was even born.

There's more. In 1961, Stirling Moss was a few miles from his second Targa Florio victory when his Porsche RS ground to a halt. Eleven years later a tiny 'kit car' made in the north-east of England stunned the British rally establishment. Unfortunately for the potentially great Clan Crusader, a change in taxation law floored its creators at their most vulnerable time. But at least their car got its 15 Minutes of Fame; Cyril Kieft's GP contender took almost 50 years before it hit the track.

Not every opportunity slips through the grasp, though. Yes, Britain passed over the chance to host the Gordon Bennett Trophy in 1903, but this allowed Ireland to step into the breach and begin its love affair with the sport. And crucially, thanks to Max Mosley's browbeating, modern Formula One has begun to put its house in order.

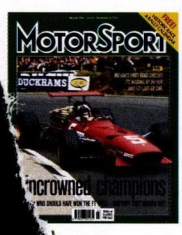
Which reminds me, MOTOR SPORT needs to grab some opportunities, too:

The first of these gives us great pleasure. Although he does not want a big fuss made of it, we cannot let this editorial pass without congratulating Bill Boddy upon reaching his 90th birthday. It is not overstating the case if we say that he is the bedrock upon which this magazine has long been based. Thank you, WB.

The second does not give us so much pleasure. After three years of stylish writing and dedication (a 180-mile round trip each day), several good headlines (and lots of dreadful ones), David Malsher is leaving us. We could say that he is going onwards and upwards, but he is joining *Autosport*! What we can say, however, is good luck in your new role and thank you, David.

And finally, we would like to hand you an opportunity. Ever wanted to ask Sir Stirling Moss about a particular race or car? Always wondered why journalists always ask him the wrong questions? Well, now's your chance to put that right, because he's agreed to sit in *our* Hot Seat and answer *your* questions. Send them to us by mail, fax or e-mail (see pages 8 and 18 for details) and we'll make sure he gets them. The same goes for Dan Gurney and Derek Bell – and hopefully a few more greats whose arms we can twist.

We hope to launch this series in the May issue, but will only be able to do so with your help...



Cover: Chris Amon's Ferrari 312 on its way to second in the 1968 British GP

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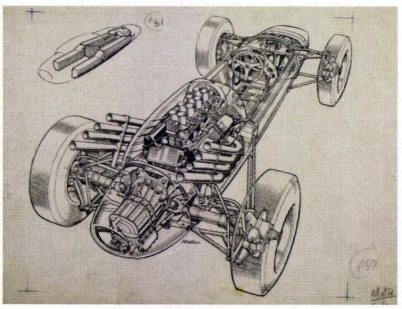
MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



Honorary titles *Ickx and Peterson would have been worthy Formula One world champions. As would Brooks, Amon, Reutemann and Watson. We analyse six of the best of the Best of the Rest. Page 21*



The Ards stuff *Bill Boddy recalls the first TT race on this rough-tough Ulster track. Page 48*



Pen and ink *Under the skin of the Lotus that caused a big stink at Indianapolis. Page 63*

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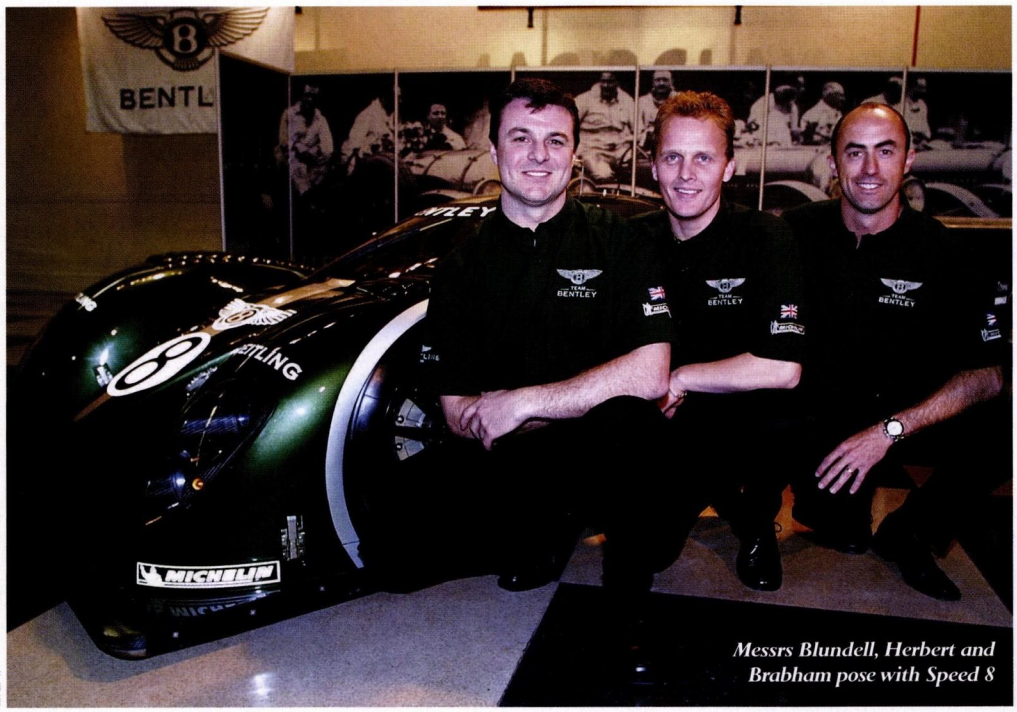
Chris Irwin *Focused and quick, his was a talent that went missing – literally. Page 82*



Carrera opportunity *Works Gullwing Mercedes returns Down Mexico Way. We drive it! Page 54*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



Messrs Blundell, Herbert and Brabham pose with Speed 8

all: LAT

GRAND PRIX STARS JOIN BENTLEY LINE-UP

FORMER F1 RACERS MARK BLUNDELL, Johnny Herbert and David Brabham will be on the driving strength when Bentley adds the Sebring 12 Hours to its Le Mans build-up programme.

By including this US event on its programme, Bentley is underlining its commitment to winning the French race for the first time since 1930.

Blundell, Herbert and Brabham bring the combined experience from 246 grand prix starts, while both Britons are former Le Mans winners.

A second of the all-new Speed 8s will be raced by Tom Kristensen, Rinaldo Capello and Guy Smith.

"Of course, victory at Le Mans is not a given for even the best-prepared team," said a Bentley spokesman. "But Team Bentley is confident everything that can be done to provide the best possible chance of victory will be in place by June."

The Sebring assault is the first works Bentley entry in a US race since the 1922 Indy 500, when W D Hawkes drove a largely standard 3-litre.

MARANELLO CONCESSIONAIRES BACK ON TRACK

TEAM MARANELLO CONCESSIONAIRES IS BEING RELAUNCHED for an assault on the FIA GT Championship this season.

Operated by Veloqx Motorsport of Brackley, the team will field a pair of Ferrari 360GTs for a quartet of established British racers: Jamie Davies, Tim Mullen, Kelvin Burt and Darren Turner.

The famous Maranello Concessionaires Racing Team scored 24 outright victories between 1961 and '72, with drivers including Graham Hill and Jackie Stewart, in cars that were instantly recognisable thanks to their Cambridge blue noses.

Team founder Colonel Ronnie Hoare established the original Ferrari distributor centre in Britain, Maranello Concessionaires, which evolved to become Ferrari UK.



Hoare's Ferrari 275GTB in the 1966 Le Mans 24 Hours

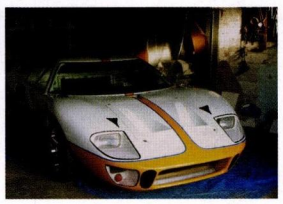
F1 RETURNEES

A SECOND SIX-WHEELED TYRRELL IS expected to appear on Thoroughbred Grand Prix grids this season following confirmation that the P34 of Italian Piero Ratti is nearing completion. The similar car raced by Martin Stretton has been a TGP regular in recent years.

Also scheduled to make a racing return in FORCE events in 2003 is the Hill GH1 (below) now owned by Swiss racer Klaus Fielder. This is the very car that the team had been testing on the day of the fateful aeroplane crash in 1975 that claimed the life of Graham Hill, Tony Brise and several team members.



UNRACED GT40 TO BE AUCTIONED



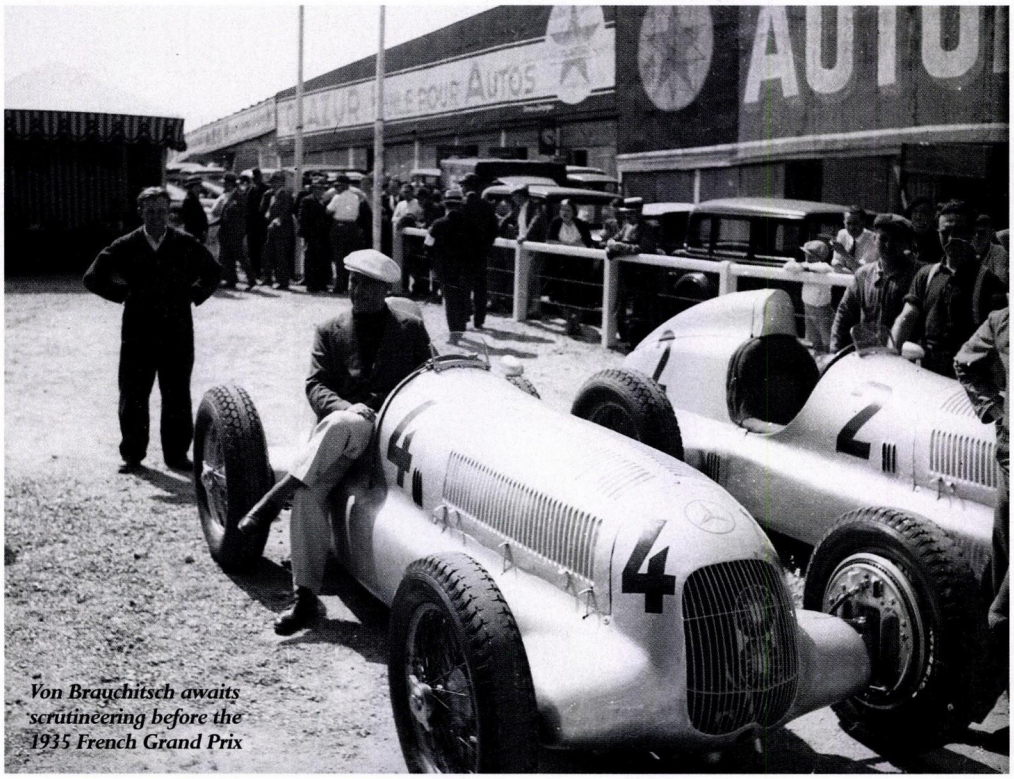
AN UNFINISHED FORD GT40 HAS SURFACED in Kent, and will be auctioned in March.

Chassis P1112 (above) was part of the inventory when Ford wound up the programme and sold the components, including six monocoques, to P&M Racing Preparations of Chiswick, who became service agents for the cars.

A private individual bought the bare chassis over 30 years ago, but although he assembled many of the parts needed to finish the project, the car has never been completed. Auctioneers Christies says it only needs interior, wiring and exhausts to give this genuine, unblemished GT40 its first-ever run.

obituary

Manfred von Brauchitsch



Von Brauchitsch awaits scrutineering before the 1935 French Grand Prix

THE LAST BIG NAME FROM MERCEDES-BENZ'S BRILLIANT PRE-WAR DRIVER LINE-UP has died, aged 97. Manfred von Brauchitsch was perhaps the least talented of Alfred Neubauer's regular stars, but to be shaded by the likes of Rudolf Caracciola, and later Herrmann Lang, is not a sign of weakness. Not for nothing did Manfred appear on the debut of the Silver Arrows – winning the 1934 Eifelrennen – and still be racing for the team the day after Hitler's war machine had invaded Poland.

A scion of a blue-blooded military family, von Brauchitsch began his career on motorbikes. A skull broken in a spill soon put a stop to that, and he switched to four wheels in 1929. His big breakthrough came three years later when he upset Caracciola's Alfa by winning the Avusrennen in an ungainly, but effective, streamlined Mercedes SSKL. Neubauer was impressed and in 1934 drafted him into the squad that would change motor racing history.

Brauchitsch was a charger – hard on brakes, gearbox and tyres. He was tactical in an era when you had to be strategic. But he provided a useful balance, acting as loyal lieutenant to Caracciola and as a buttress against the ravings of Luigi Fagioli. Recovered from an accident in the 1934 German GP (skull again!), he finished second in the 1935 French and Belgian grands prix. He was half a lap away from winning the German race, too, when an overstressed rear tyre burst. Limping back to the pits in floods of tears, he was christened 'Der Pechvogel' (The Unlucky Bird) – a sobriquet he would live up to.

There had been several pole positions in between, but it took him three years to end his victory drought, for once ignoring team orders to beat Caracciola in a head-to-head at Monaco. Often criticised for being ragged, Manfred had proved that accuracy and finesse were part of his armoury. He was improving and might have expected to step into Caracciola's shoes as the great man's powers slowly faded. But these hopes were quashed by the rise of Lang, an ex-mechanic. This did not sit well with von Brauchitsch, but despite rumours of his departure from the team, he remained with it throughout the three-litre formula of 1938-39, and scored his third, and last, major victory in the 1938 French GP. He would have won the German GP, too, but for a late refuelling fire.

As war loomed in 1939, and Lang asserted his authority, Manfred had to make do with a respectable tally of two seconds and two thirds. His mind, however, like those of many, lay elsewhere. Military service was out of the question because of his motorsport injuries, and he arrived in Belgrade for the Yugoslavian GP in September with a return ticket to Geneva in his pocket. In fact, he almost left before the race, Neubauer having to rush to the airport to drag him back to his cockpit. A fateful move, as it turned out.

After finishing second in Belgrade, von Brauchitsch spent WWII shuffling papers in Berlin. His pre-war exploits counted for little during hostilities – and even less in their immediate aftermath. He was bitter and thought about relocating to South America: he was entered in the 1949/50 Temporada but did not race. Instead, he ended up defecting to East Germany under a political cloud.

As the founding president of the German Automobile Club, he had many contacts behind the Iron Curtain and, having annoyed the authorities by organising illegal motorcycle races, was arrested on charges of espionage – only to jump the Wall while on bail in 1953. Behind him he left unpaid debts – and his wife who, tragically, would commit suicide.

Von Brauchitsch would go on to play an active role in East Germany's Ministry of Sports and Olympic Committee. Handsome and distinguished, he made several appearances in the West after Reunification, his hair now as silver as the cars he once raced with such verve.

But now time has eventually overtaken a racer who went wheel to wheel with Nuvolari and, with his passing, motorsport's most spectacular chapter has closed. **PF**

EVENTS OF NOTE

MARCH

1/2 NOTTINGHAMSHIRE (GB)
Robin Hood Historic Rally, round one of MSA British historic rally series.
Tel: 01594 810821

9 MALLORY PARK (GB)
AMOC Historic F Junior Championship.
Tel: 01865 400400

22 SILVERSTONE (GB)
HGPCA and BRDC Historic Sportscar Championship. Tel: 01327 857271

APRIL

5 SILVERSTONE (GB)
MG Car Club. Tel: 01235 555552

5 KIRKISTOWN (GB)
AMOC Historic F Junior Championship.
Tel: 02891 771325

5/6 DONINGTON PARK (GB)
British F3, GTs and BRDC Historic Sports Car Championship. Tel: 01332 810048

7-12 TOUR AUTO (F)
Paris to Cannes: stunning cars in stunning scenery. Tel: 00 33 142 59 73 40

news in brief

A TRIBUTE WILL BE PAID TO BASIL Davenport by the construction of an obelisk at Shelsley Walsh. The memorial will mark the centenary of the birth of the 'GN Spider' driver.

* * *

CHEVRON RACING HAS LAUNCHED a retro version of the marque's first design, the B1. The car is aimed at the trackday market, and is the work of marque expert Vin Malkie.

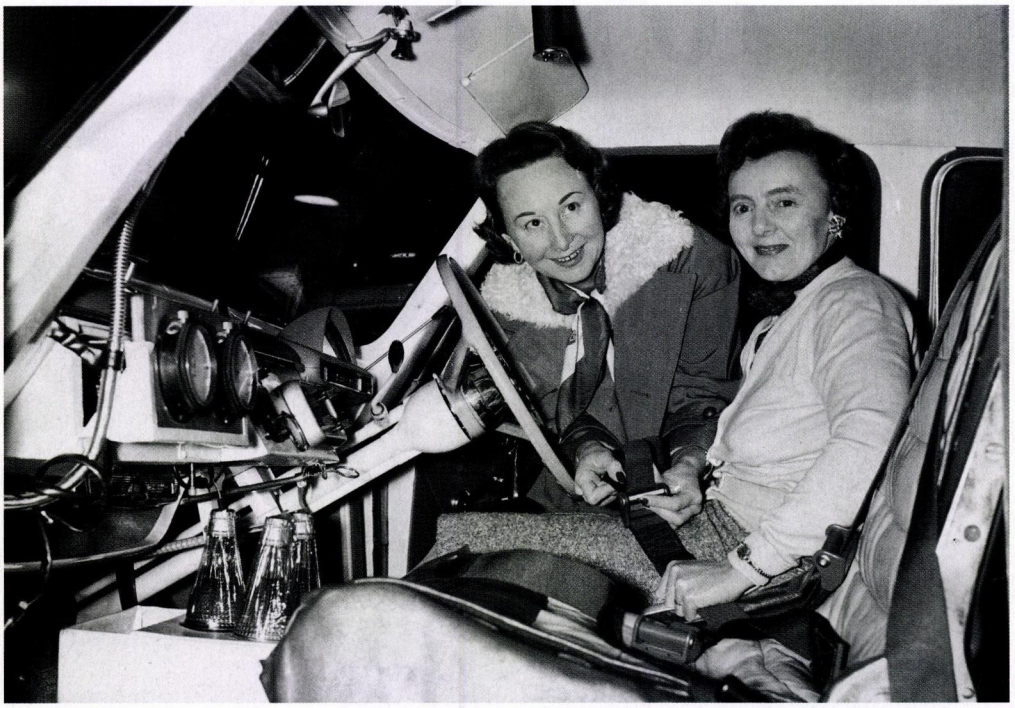
* * *

THE WAKEFIELD TROPHY HAS BEEN acquired by the National Motor Museum. With financial assistance from the Heritage Lottery Fund, the National Motor Museum has acquired it for just under £40,000. It was first awarded to Major Henry Segrave for breaking the world land speed record in 1929.

* * *

THE HISTORIC RALLY CAR REGISTER has instigated a series for cars built between 1975 and the end of '81. The Classic Stage Rally Challenge has six events, and cars pledged already include an ex-Russell Brookes Sunbeam Lotus and an ex-works Vauxhall Chevette HSR.

obituaries



all: LAT

Anne Hall (right) is buckled into her Ford Zephyr by her co-driver Nancy Mitchell before the 1959 Monte Carlo Rally

Anne Hall

ONE OF ENGLAND'S GREATEST RALLY DRIVERS DIED on Sunday January 19 after a long illness.

Anne Hall, who only began her competitive rallying as a driver when already in her 30s, drove for six works teams, including Jaguar, Ford, BMC and Sunbeam, won no less than 13 Coupes des Dames awards, and in 1956 was European Ladies Rally Champion with her long-time co-driver, Sheila van Damm.

During Hall's career, England had three superlative lady rally drivers in Pat Moss, Nancy Mitchell and Hall herself. Between them they usually managed to share the spoils of any major outing, at least in so far as the ladies' awards went. But when asked to name her own best-ever achievement in rallying, Anne would always cite her third place overall, and first European home, in the 1961 Safari Rally. She was equally proud of being the highest-placed British finisher in the Kenyan event up to that date.

Hall also, in 1960, had won the Lancashire (Morecambe) Rally outright, the first time that a lady crew had taken overall victory in a National or International event.

One of Anne's favourite stories was of beating Graham Hill around the Monaco Grand Prix circuit when they drove identical cars on the 1964 Monte Carlo. 'Mr Monaco' could only applaud as Hall lapped a full 6.6sec faster to take the GT prize in the rather unwieldy Ford Falcon.

After retiring in the 1960s, she was coaxed back again by the high-profile historic events of the 1980s, taking up almost where she left off by winning an Alpine Cup and the ladies' award in a Ford Anglia on the 1988 Pirelli Classic. She only retired from running her driving school on her 80th birthday, and was honoured to be a founding member of the prestigious Ecurie Cod Fillet, along with being a life member of the Historic Rally Car Register.

A devoted family lady, she is survived by her three children, numerous grandchildren and great-grandchildren. Her son David has continued the family's tradition, rallying in historic events at the wheel of a Jaguar XK120. **Guy Loveridge**

Barrie Gill

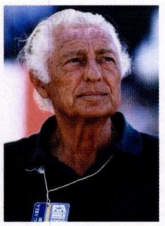


WIDELY KNOWN AS a TV commentator, Barrie, who died in January at the age of 69, was also an innovator in the development of sponsorship in the world of motorsport.

As a television presenter he entertained millions of viewers, covering diverse branches of the sport from Formula One to rallying over several decades, but Gill also created the CSS marketing agency. Its early clients included James Hunt, and over more than 20 years the company grew into a market leader, both in terms of TV and printed media work.

Gill was also an author of many motorsport books, and had developed a strong reputation as a guest speaker at sponsorship and marketing forums. **PL**

Gianni Agnelli



THE LONG-TIME BOSS of Fiat, and keen backer of Ferrari's ongoing grand prix racing effort, died in January at the age of 81.

The grandson of the founder of the Fiat marque, Agnelli was a famous playboy in the early post-war period, but soon left his legal background to join the management team at Fiat. He then spent 30 years as chairman of the Italian giant, during which time his family bought into Ferrari.

His support for Ferrari's racing programme never waned, and he is considered to have played a key role in the transformation of the team's fortunes over the last decade. **PL**

Charles Golding

THE REIGNING MSA BRITISH HISTORIC RALLY CHAMPION died suddenly at the end of December, only two months after clinching the series.

A true character, Golding, and long-time co-driver Preston Ayres, had won the title in his Ford Escort Mk1 after a fine season.

The 52-year-old had rallied for many years, and was often found encouraging others when competing himself. **PL**

Barry Foley

MOTORSPORT LOST ONE OF ITS MOST TALENTED ARTISTS when Barry succumbed to cancer early in the New Year.

Famous for a 24-year run of his Catchpole cartoon series in *Autosport*, Foley also conceived race car graphics for projects such as the JPS Lotus team of the early 1970s.

He was an accomplished Clubmans racer, too, spanning four decades of the sport. **PL**

Rodney Quaife

THIS LEADING TRANSMISSION DESIGNER DIED RECENTLY.

In the 1960s, his company enjoyed great success with motorbikes, ridden by stars such as Mike Hailwood and Barry Sheene.

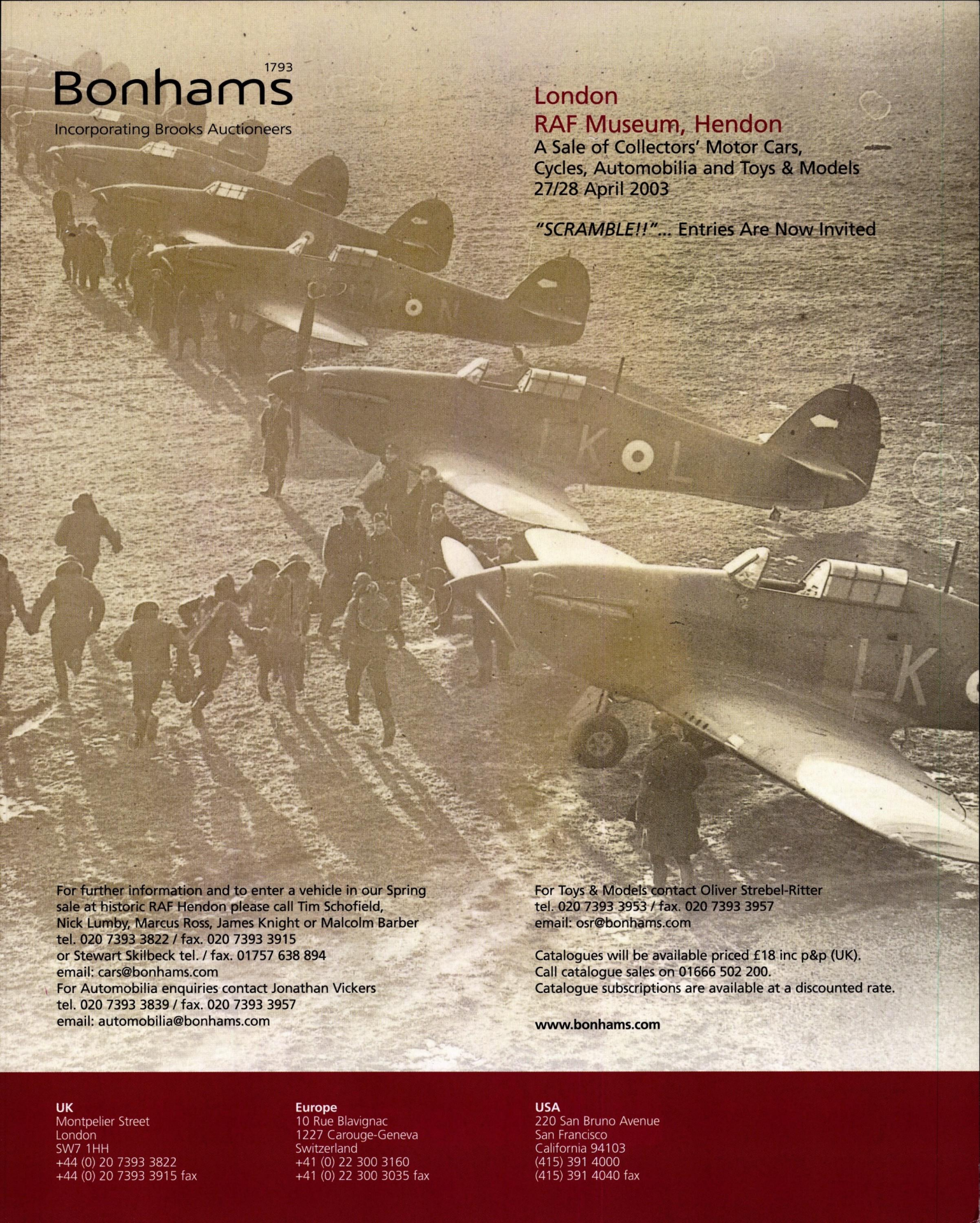
During the 1980s, he patented the torque-biasing differential used in Gerhard Berger's 1986 Mexican GP-winning Benetton.

Quaife transmission products continue to be widely used in motorsport. **PL**

Don Vesco

BREAKING SPEED RECORDS WAS THE NORM FOR Don Vesco, who died just before Christmas at the age of 63. Throughout his life, the Californian set new world marks on both two and four wheels.

Having been a successful motorbike racer, he became the first man to break 250mph on a bike and was aiming to be the first man to hit 500mph in a wheel-driven car. **PL**



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LETTERS FROM READERS

Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middx TW11 8RT, Great Britain. **E-Mail (please include address):** motorsport@haynet.com

The Editor reserves the right to edit all letters

BEEN THERE, DUNE THAT

SIR,

I am delighted that you made Stirling Moss 'Best All-rounder' – but you don't know the half of it!

In 1974, the late Henry Liddon and I organised the 17,000km London-Sahara-Munich World Cup Rally. Stirling and Michael Taylor entered Michael's factory-prepared Mercedes 280E, with Allan Sell, a brilliant Mercedes mechanic.

The route back to the North African coast from Tamanrasset in the Sahara was dreadful. In case cars got into trouble, I rented two Land-Rovers and drivers, and followed the last car on the route.

Some two days later we found the Moss/Taylor car and its worried crew beside an abandoned fort. They had been there for over 30 hours. The Mercedes' battery was kaput, so they had wisely opted to stay by the ruins rather than stall the car and be unable to start again. I said I would get them to the nearest airport, but that they should abandon the car. Michael said, "No problem, let's go!" Stirling said, "Michael, I'll buy it from you for £500, if Jim will give me just one tow start; if it breaks down again I'll leave it."

They shook hands on the deal, we gave the car a tow start and Stirling limped it to the next town (100 miles on) where we left it with the local *Mairie*. They flew to London, where Stirling organised the car's retrieval, did it up, and made a profit on it!

And lawn-mower racing?

Stirling had heard of our British Lawn Mower Racing Association and asked if he could come and play. "Sure", said I. Stirling borrowed a Westwood Lawnbug and came to several of our afternoon races (his first racing since 1962), then co-opted Derek Bell as a co-driver and won our annual 12-hour race at his first attempt.

Versatile? I'll say.

I AM, YOURS ETC,

JIM GAVIN, WISBOROUGH GREEN, WEST SUSSEX

* * * *

PIERO TERRIFIC

SIR,

I must protest about the exclusion of one of the greatest all-rounders of any age: Piero Taruffi.

He raced on motorcycles from 1923 to '51, establishing 53 international motorcycle speed records. In cars, he won the Carrera Panamericana, the Nürburgring 1000Km, Targa Florio and the Tour of Sicily.

He raced and won in all classes of single-seater from 500cc to grand prix races, was Italian F2 champion and Italian Sportscar champion, and won the last Mille Miglia proper in 1957.

I feel that the achievements listed above show that Taruffi was a driver who more than meets the requirements needed to be listed as one of the very best all-round drivers ever.

I AM, YOURS ETC,

V J BROWNSELL, OLD TOWN, EAST SUSSEX

OMISSION IMPOSSIBLE

SIR,

I'm a bit bothered by a glaring omission in your Top 20 All-rounders – Peter Brock, truly one of the great all-rounders.

He was multiple Australian touring car champion, nine wins in the Bathurst 1000; Australian rallycross champion; winner of the Around Australia Rally in the 1980s, against factory teams; multiple hill-climb winner in the '70s; raced at LeMans in a Porsche 962 and in a works Porsche 944; was Australian Sedans champion; competed in NASCAR/Auscar races – and did a season of F2, whilst still competing in everything else.

I have a sneaking suspicion that he also did a few drag races, but you get my drift. Not only did he compete in just about every type of top-level motorsport, but he was successful at them all.

I AM, YOURS ETC,

ALAN GOW, LONDON

* * * *

AN AMERICAN IMBALANCE

SIR,

Any all-rounders list which puts Graham Hill, the only Monaco-Indy-Le Mans 'triple crown' winner, at a lowly 19th position is already skirting controversy. To put him nine places behind AJ Foyt, and 11 behind a certain Parnelli Jones is definitely entering 'La La Land'.

Let's face the facts here: AJ's only major victory outside the continental US was 1967 Le Mans – thanks in large part to a pair-up with true-blue hero Dan Gurney. To our everlasting dismay, AJ never sat in anger in an F1 car, so we'll never really know.

Parnelli is an even more provincial American home-grown hero. I'm not saying these Yanks weren't great in their own series, just that they did not prove themselves sufficiently on the world stage for a ranking of this kind.

I'm glad you got Andretti and Gurney in the right order, and certainly Mark Donohue should come in ahead of AJ. But where is Phil Hill?

I AM, YOURS ETC,

CLYDE P BERRYMAN, PARIS, FRANCE



courtesy of Jim Gavin

Moss returns to lawn-distance racing and shows he can still cut it

FOLLMER GLORIES

SIR,

I have just seen your list of the most versatile drivers and I have to say that you missed a driver who has done a lot more than some of the ones you picked. This driver is my father, George Follmer.

Let me give you some info: CanAm champion in 1972 (second-highest number of wins); TransAm champion in '72 and '76; third at Le Mans in '86; Shadow-UOP Formula One driver; nine IMSA wins; four F5000 wins; one Indycar win; six Indy 500 starts; works Porsche sportscar driver; NASCAR, IROC and USRRC successes – plus off-road and power-boat racing.

This is just some of his career, and it shows what being a versatile driver means.

I AM, YOURS ETC,

MIKE FOLLMER, VIA E-MAIL

* * * *

MON AMI – GREAT

SIR,

Where is Mike Hawthorn in your all-rounder list? Starting with his world championship, one must include his sportscar victories at Le Mans, Sebring, the Supercortemaggiore (twice) and in the Pescara 12 Hours.

He won his class in the Brighton Speed Trials; won an Alpine Cup with Sunbeam-Talbot; he had single-seater victories in Cooper-Bristol, Connaught, Ferraris 500, Super Squalo and Dino, Thinwall Special and Maserati 250F; he had success in motorcycle trials and scrambles, and was in discussion with Donald Campbell about attempting some speed records at the time of his death.

Surely he merits a place in your Top 20?

I AM, YOURS ETC,

GUY LOVERIDGE, EMLEY, WEST YORKSHIRE

* * * *

A MESSAGE FOR YOU: RUDI

SIR,

I'm surprised by the absence of Rudolf Caracciola from your recent all-rounder list, for he demonstrated his versatility in GP racing, sportscars, record-breaking, hill-climbing, trials and rallies. What's more, he achieved success in all of these disciplines over a 30-year career.

Let us not forget his amazing exploits in the Mercedes SS/SSK/SSKL in grands prix *and* sportscar races. He broke many international speed records, won the European hill-climb championship (twice) and the Alpine championship. At the age of 51 he finished fourth in the Mille Miglia and won the team prize on the Monte.

In short he was as smooth as a Clark in GP racing, had the sportscar prowess of a Moss, the wet-weather skills of an Ickx and the longevity of an Andretti.

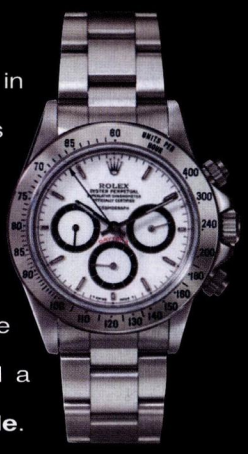
I AM, YOURS ETC,

SIMON DAVIS, ST ALBANS, HERTS

Timeless...



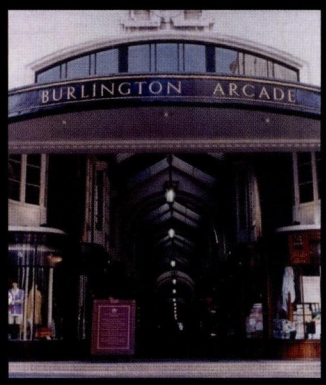




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LETTERS FROM READERS

MIRAGE IMAGE

SIR,

I wish to correct a caption in last month's article on Jean-Pierre Jarier. The photo is of the two Renault-Mirages, not Alpines. These were the same Mirage chassis that, fitted with DFVs, finished first and third at Le Mans in 1975, and second and fifth in '76.

In 1977, we had an arrangement with Renault to use their engines and were fortunate to finish second again, with Vern Schuppan and J-P J, when all three Renault Alpines had engine failures.

The reason that we were able to get one car to the end of the race was that Renault had only made gear ratios for the Alpines on Michelin tyres. The Mirages, entered by Grand Touring Cars of Phoenix, were contracted to Goodyear, whose rear tyres were larger in diameter than Michelin's. No alternative ratios were available, so the Mirages were overgeared all round the circuit, and particularly on the Mulsanne Straight where peak engine speed was reduced by about 500rpm. The cars were slower, therefore but avoided, by good luck only, the fate of broken pistons that befell all the Alpines.

I AM, YOURS ETC,

JOHN HORSMAN, TUCSON, ARIZONA, USA

* * * *

THE ELITE EXCELLED

SIR,

Re the item on Peter Arundell: as mechanic to the Lotus factory's Team Elite I can confirm that Peter did not drive for us at Le Mans in 1962. Our excellent class win was achieved by David Hobbs and Frank Gardner. They finished eighth overall, first in class, and also took the Thermal Index, averaging 99.6mph and 20mpg.

I AM, YOURS ETC,

RON BENNETT, SPONDON, DERBY

* * * *

GROUP 44 JAG SNAGS

SIR,

As a Group 44 employee in the XJR-5/7 years I appreciated your story about our Le Mans efforts, but would take issue with the implication that XJR-5 was outclassed at Le Mans. In fact, the programme was better than its results indicate.

The 1984 results were looking quite good until 6am, which is when Tony Adamowicz crashed No40 while lying eighth. No44 was even better placed, in fifth at 7am, and on pace to finish on the podium, when it went out with a gearbox failure like that suffered by the Lancias, which used the same VGC 'box. In terms of speeds, 44's best lap was only 5sec off the winner's fastest, and its top speed on the Mulsanne was third-best at 216mph.

In '85, the chassis was considerably developed, utilising the new underbody and rear suspension from XJR-7 and not, as the author implies, the same old car with even less hope. Whereas in '84 the emphasis had been on reliability, the plan in '85 was to take a more aggressive approach, tuning the engine for more power, which included higher compression. Unfortunately, low-octane gas in the central pit fuel system caused both cars to suffer failed pistons in the first practice session. This debacle put the team behind and any chance of a good race result was lost.

The race results were nevertheless disappointing: No40 broke a CV joint and was stranded on course, while No44 finished 13th after a long delay.

No-one on the team felt the potential had been fulfilled, but proof of performance came in North America where XJR-5, and then XJR-7, both built by Group 44, posted wins in 1987 against some strong IMSA-spec Porsche 962s.

Ultimately, Tom Walkinshaw's cars succeeded at Le Mans and in the world championship, but only after a considerable increase in funding over the Group 44 programme. Of the 'what if' Bob Tullius alludes to, we'll never know. With additional funding and focus it would have been interesting to have seen Group 44's results with the XJR-5/7 and its stillborn successor at La Sarthe.

I AM, YOURS ETC,

ERIC KENT, WINCHESTER, VIRGINIA, USA

* * * *

AUNTIE'S TREASURE TROVE

SIR,

I hate to take the august Bill Boddy to task, but I think his critical report of the BBC programme *Treasure Hunt* deserves some redress. He has confused light entertainment with motor racing history.

The views of Higham House during the programme were delightful. I know what a splendid place it is, having visited there a number of times in the company of the fine old gentleman who passed on the final clue to Suzi Perry during the programme. Bill failed to point out the reason for that gentleman holding the clue: he is probably the last living link there is with Count Zborowski. He is Louis Martin, the son of riding mechanic Len Martin who was in the very same Mercedes during that fateful race at Monza in 1924. And I have the honour to be the nephew of Louis.

Higham House is owned by Amanda Harris Deans and Patricia Gibbs, who have taken on the enormous task of restoring it and the grounds to their former glory. It would be a journey to nirvana for all devotees of MOTOR SPORT to pay a visit and absorb its historic past.

I AM, YOURS ETC,

MICHAEL POTTER, MOULTON, NORTHANTS



LAT

Overgeared and overjoyed: Renault-Mirage outlasts Alpines

* * * *

ENSIGN OF THE TIMES

SIR,

At last, the achievements of Mo Nunn have been acknowledged. And how very appropriate it should be through the pen of Nigel Roebuck, whose seasonal surveys always used to have a kind word for Team Ensign.

I was possibly, perhaps that should be probably, Ensign's only fan from 1976 through to its merger with Theodore in '83.

The story of Ensign was, indeed, fascinating: in the early years the almost fairy-tale atmosphere of its link-up with Rikki von Opel, followed by the inspired decision to lure Chris Amon back into F1. Little wonder Roebuck described Ensign as "the shaker of the season" at the end of 1976.

The arrival of Clay Regazzoni, free from Ferrari politics, and Patrick Tambay, denied a podium in the Dutch Grand Prix by just a few drops of fuel, made 1977 Ensign's golden year.

Afterwards fortune started to desert Ensign, but Nunn's decisions were often courageous. No big team would have taken the risk of a coal-scuttle radiator design, as did Ensign in 1979.

Just when Ensign was on the brink of a return to form, there would be a stroke of terrible misfortune – Clay's accident in 1980 was horrific.

The last straw must have been Marc Surer's 1981 season, which produced a fastest lap and a fourth at Brazil before, once again, a talented driver ran out of money. It is, indeed, little wonder that Roebuck also described Ensign as the sort of team that must never be allowed to die out.

I AM, YOURS ETC,

MICHAEL SCHWARTZ, ST ALBANS, HERTS

* * * *

TVR QUERY

SIR

I would be very grateful for any information on the race career of 'TVR 2'. This rare TVR, in my family since 1966, was raced in 1172 Clubmans events in 1965 by Michael Peter Wood, and possibly in 1964 by John Kenneth Holroyd.

Built in 1950, its registration was FFV 62 and, when raced, it was painted bright red.

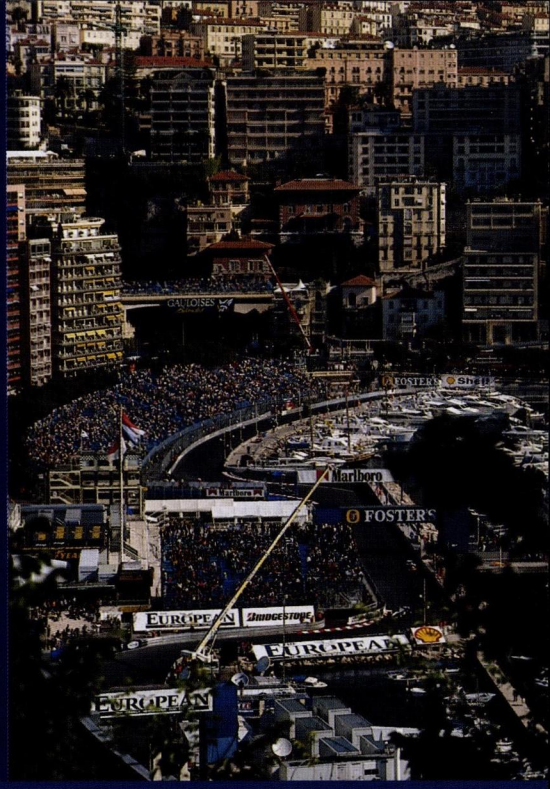
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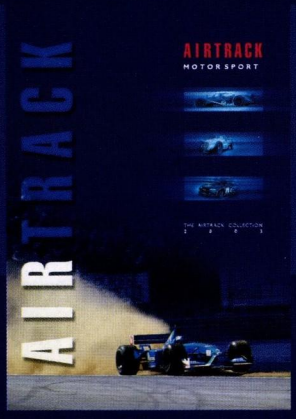
I AM, YOURS ETC,

RICHARD JOHN WRIGHT, VIA E-MAIL

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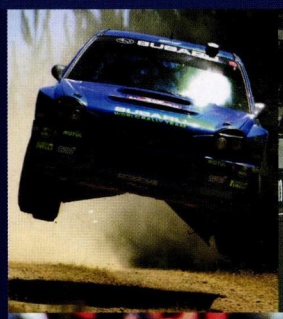
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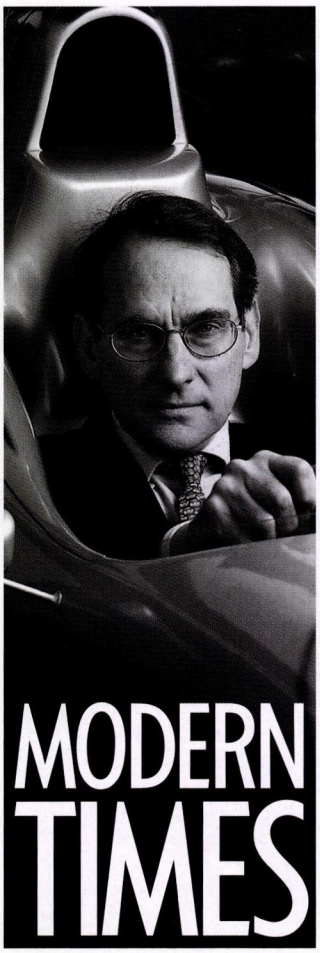
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MODERN TIMES



Max Mosley has laid down the law to team bosses

jhl:LAT

REGULAR VISITORS TO THESE PAGES will remember my disappointment (*Modern Times* in December 2002) when those much-vaunted meetings of the Formula One Commission before Christmas produced alterations to qualifying and the points system, but no rethinking whatsoever of the technical rules. There was a general acceptance that costs had spun out of control, and that the processional, predictable racing was eroding F1's bedrock – its TV audiences – and thus its appeal to sponsors. But still the teams, ostrich-like, resisted change.

My bystander's dismay was as nothing beside the dismay of the President of the FIA. But, beneath his charming and urbane exterior, Max Mosley is a very tough operator. Having failed to get what he wanted by one route, he set off on another towards the same goal. Even though the Concorde Agreement states that unanimity is required to alter the technical regulations, Max announced in mid-January some very substantial rule changes: and he has made most of them stick. He did this partly by a reinterpretation of the existing rules – not for nothing is he a highly qualified international lawyer – and partly by picking off all the major teams beforehand, and making them see what they had apparently failed to see for themselves: that Formula One is in mortal commercial danger.

In the past, sudden rule changes have usually been imposed because of safety considerations. For example, after Chaparral's pioneering work in CanAm and sportscar racing, the wing thing arrived in Formula One with extraordinary speed. Typically, it was Colin Chapman who started it. At Monaco in 1968, Graham Hill's winning Lotus 49B had front nose flippers and a wedge-shaped engine cover. Just a fortnight later at Spa, the Ferraris had a proper aerofoil section wing, mounted centrally just behind the cockpit, and the Brabhams had nose flippers and a small tail wing. By Rouen four weeks later, the Lotuses had immense rear wings mounted on tall struts. And by Canada in September, every car in the race had wings, with the Brabhams featuring a tall front aerofoil and an immense double arrangement at the back.

There was nothing in the rules to prevent these ridiculous artefacts and, amazingly, no-one thought to outlaw them until after the 1969 Spanish GP, when the Lotuses of Hill and Jochen Rindt separately had enormous accidents after their rear wings failed. The then-governing body, the CSI, dithered until, midway through practice for the next grand prix at Monaco, high-flying wings were banned.

Meanwhile Rindt, convalescing

at home in Switzerland from his Barcelona injuries, wrote a long letter to me at *Autosport* which, to Chapman's annoyance, I published on the Readers' Letters page. Jochen always hated wings, and his argument against them applies equally well, 34 years later, to today's overefficient aerodynamics. I can still hear his staccato Austrian voice in these terse phrases:

"If you follow another competitor, he has the full use of his wing, but you have to put up with the turbulence. He could be going slower than you, but you cannot pass him because, after getting near him, your wings stop working and you can't go so quickly. This stops close racing. Therefore it is in the interests of spectators and drivers to ban wings."

A decade later, in the days of ground effects and skirts, Chapman went to the other extreme with the Lotus 80, doing away with wings altogether and using the entire body to generate downforce. It didn't work, even after small wings were added, and the team soon reverted to the Type 79. Still to come was the row between the governing body (FISA) and the constructors (FOCA) about the sliding devices known as skirts, which made ground effects work by controlling the air running underneath the car. This was resolved politically in 1981 via the creation of a new pact between FISA and FOCA – the Concorde Agreement.

Last month Mosley's draconian proposals, by reinterpreting the rule that says a driver must drive his car unaided, sought to ban with immediate effect spare cars, traction control, launch control, fully automatic gearboxes, driver radios and pits-to-car telemetry. Between Saturday's qualifying and Sunday's race the cars would be held in *parc fermé* and could not be worked on. In 2004, brakes and rear wings would be standardised. Most ambitious of all: for 2005, an F1 car would have to use the same engine for two races, and for 2006, for six – so just three engines in an entire season. If mechanical failure forced an engine change, there would be heavy penalties.

Amazingly, the teams have fallen in line with most of this, and much of it right away. The ban on traction control, launch control and fully automatic gearboxes has been delayed until mid-season, because Mosley concedes that it would be even more expensive for teams to make the changes in the few days remaining before the cars had to be flown to Australia. It will now be imposed from the British Grand Prix on.





Above: Rear wing on Ickx's Brabham BT26A goes awry at Barcelona, 1968. Below: Andretti's Lotus 80 wears wings in 1979 Race of Champions practice

Traction control, you'll remember, was readmitted in 2001 because the FIA found it impossible to divine if teams had it anyway. Now Max says they have new technology to police the cars – backed up by some good old-fashioned bribery: anyone providing information that proves a team is cheating will be paid a million dollars. It sounds an attractive way for a hard-worked mechanic to enhance his lifestyle, although he'd probably never work in F1 again.

Pits-to-car telemetry, which allows teams to make adjustments to cars during a race, is indeed banned forthwith; car-to-pits, the one-way flow of information into the team's monitoring computers, will remain for this season only. Radio from pit to driver continues, but in unscrambled form, so there can be no secrecy between teams. And from 2004, the radio system will be standardised and spectators and TV audiences will be able to listen in, which should make for excellent entertainment.

Teams can take a spare car to a race if they wish, but it won't be scrutineered: if a race car is destroyed in qualifying they will have to run the spare in the race unsorted, and start from the pitlane. The *parc fermé* arrangement is adopted, although where it will be situated and how it is going to work will probably only become apparent in the Melbourne paddock. Nor do we yet know how long before the race the cars will be released, or the fate of the traditional Sunday morning warm-up session.

The proposals for 2004 and beyond are still unresolved, although the excellent initiative of a standard, small FIA-supplied rear wing seems likely to happen. Front wings will have to reduce, too, to retain balance, and this one simple change should do much to improve racing and allow more overtaking. Jochen would be pleased.

The proposals to extend engine life look less likely to be adopted. Renault's Patrick Faure, for one, expresses broad approval for most of the new rules, but is strongly opposed to long-life engines: "One engine per weekend may be the right solution. But a racing engine that has to last six races has nothing to do with F1. It's a tractor engine. We will not stay in F1 with a rule like that."

Of course the new rules won't bring any immediate change in the pecking order. The wealthiest teams will still be at the front, and the poorest towards the back. In fact, while this whole package was claimed to be about reduced costs, it probably won't save much money at all: most teams will still bring spare cars to races, and the technical changes will demand more development work if a team is to stay competitive.

But what it should do, if everything works as Mosley intends, is reduce the rich teams' ability to control everything, introduce more variables, and make the racing more unpredictable.

As for the poorer teams, there is new hope for them, too. With Prost and Arrows gone, and Minardi and Jordan clearly in budgetary distress, there was a real threat that the bigger teams could be forced to race three cars to ensure the 20-car starting grids demanded by F1's contracts with the TV rights holders. But McLaren boss Ron Dennis, looking no doubt for the lesser of two evils, has called for a redistribution of F1's TV earnings to give less to the richer teams and more to the smaller ones. Bernie Ecclestone has put his metaphorically immense weight behind this and, though that too flouts the Concorde Agreement, it seems bound to happen.

So Melbourne on March 9 will have a rather different look. Michael Schumacher and Ferrari still start clear favourites, of course, but now perhaps they won't dominate the season quite so easily, for quite so long. Well done, Max: this year's F1 season is the most appetising prospect for many a year. M

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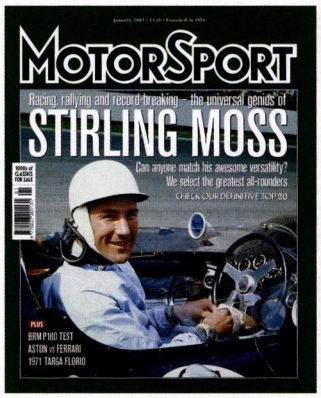
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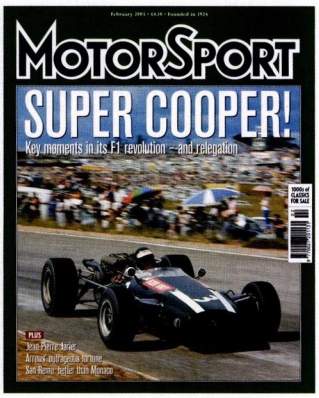
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LEGENDS

FROILAN GONZALEZ



González qualified a 4CLT third for his first GP, 1950 Monaco, but it caught fire on only the second lap

all LAT

WHEN MICHAEL SCHUMACHER WON the Belgian GP last year, it was just another Sunday in a Ferrari summer. But Michael's 10th victory of 2002 was also the 100th win for a Ferrari using Shell, and a happy consequence of that was the presence, at Monza, of the man who had scored the first.

José Froilán González's victory in the 1951 British GP was not only the first on Shell, but the first for Ferrari since the inception of the world championship. Now, a month before his 80th birthday, he was back in a paddock again, and looking extremely well on it.

In his racing days, González was indeed a burly fellow, but Stirling Moss can attest that there was nothing awry with his fitness: "It was solid muscle, boy, believe me." Now, in old age, he seems about half the size he was.

He bursts with good humour as he remembers his racing days, speaking quickly, laughing often. And he makes his elevation to the top level of motor racing sound deceptively straightforward: "Fangio went over to Europe in 1949, and the following year I came over, driving for the Automobile Club of Argentina, racing as Scuderia Achille Varzi. We drove Maserati 4CLTs, in the dark blue-and-yellow colours of Argentina, but they weren't very competitive or reliable."

His luck was little better in F2 races, driving a Ferrari 166 for the same team, but at the end of the year, back in South America, the cars were supercharged for use in the Formula Libre *Temporada*, and he twice finished second to team-mate Fangio.

At the beginning of 1951 a couple of races were run in Buenos Aires, and these proved crucial in González's progression in racing. Mercedes-Benz made its return to the sport here, entering three of the W154s which had dominated the 1939 GP season, one of them for Fangio. In his supercharged Ferrari, González flayed them in both races, and that registered in Maranello.

"After that I had a good relationship with Ferrari. When I arrived back in Europe, I went to see the *Commendatore*, and I told him that if he needed me, obviously I would be very willing to drive for him.

"There were to be four Ferrari drivers: Ascari, Villoresi, Taruffi and Dorino Serafini. But when Serafini broke his leg in the Mille Miglia, Ferrari asked me to drive for him at Reims."

González adapted readily to the 4.5-litre Ferrari 375, qualifying sixth, then in the race handing over to Ascari, whose own car had retired.

"I came in to refuel and the team director said, 'Unfortunately, Ascari has to get in the car'. There wasn't much I could do – I didn't have a contract then! They were trying me out,

that's all. Ascari eventually finished second and got six points – but they were split between us. It was the same for Fangio, who won for Alfa – he took over Luigi Fagioli's car."

After Reims, Ferrari called: "He said, 'If you want to race Serafini's car all season, you can'. Then we made up a contract. To be honest, I didn't even know what it said! So I asked the *Commendatore*, 'Are all your drivers insured?' He said they were, so I said, 'Okay, that's good, I'll sign!' I got a wage – I think Ascari, Villoresi and Taruffi got 50 per cent of the starting money, which was about $2500 – and he also gave us some money for expenses."

Next on the agenda was the British GP at Silverstone, a track at which González had never raced before. And he rather stunned everyone by taking pole position – by a clear second!

"Ah, Silverstone '51. There were four cars on the front row: myself, Fangio, Farina and Ascari. At the drivers' meeting they said that the first one who moved (jumped the start) would get a one-minute penalty. We were all so frightened that none of us moved, and all three cars on the second row went straight past us!

"At the first corner I was back in fifth place, but I passed Felice Bonetto for the lead on the second lap, and Fangio, who'd lost even more places, got into second place. Then it was a fight with him all the way."

As he had at Reims, Ascari retired, but this time there was no question of González being asked to hand over to him: "I was waiting for Fangio to stop for fuel before me. I had a lot of fuel on board, but his Alfa had far higher consumption. Ferrari were signalling every lap for me to come in, but I knew I was okay because I still had not used the reserve tank. Of course, there was no way I could tell them – no radio in those days.

"Ah, that was a race! It was my first win, and also the first for Englebert tyres in F1. Two of the Ferraris were on Pirelli, because of the money; the other two were on Englebert – also because of the money! But we didn't get any of that. It all went to Enzo!"

Photographs of González that day, always apparently on opposite lock, chime with me like those of Fangio's Maserati 250F at Rouen in 1957. I told him I had been at Silverstone, aged five, and he grinned: "No! Well, that day I signed an autograph for Jackie Stewart – I think he was 11 or 12 – and he says he has always kept it."

At the end of 1951, Alfa Romeo withdrew from grand prix racing and Fangio decided to go to Maserati, persuading González to join him there: "I didn't want to leave Ferrari – and Ferrari wanted me to stay there – but Maserati paid better. A little bit more money was important in those days."

In terms of results, the next two seasons were desultory ones if you were not a Ferrari driver, but González supplemented his income by also driving the BRM V16 in selected races. Moss, I said, reckoned it was the worst car he ever drove...

"No, no, no! Actually, I think Stirling was very afraid of that car. BRM gave Fangio and myself £1000, and we divided it between us, to do the testing for one year. Yes, there were many problems: when you started to brake, and you wanted to turn in... you just went in another direction!

"At Albi in '53, I finished second, but the big problem was always with tyres. Ferrari stretched his engine from 4.5 litres to five, thinking he could fight against the BRMs, but we passed them on the straight as if they were standing still! We had to be very careful, though, because the tyres kept coming off the rims. That happened to me on one lap and a huge piece of tread hit the side of my helmet!"

For 1954, González returned to Ferrari and had a superb season, again winning at Silverstone (the GP *and* the *Daily Express* Trophy), and taking a magnificent victory, with Maurice Trintignant, in the Le Mans 24 Hours.

"That was my most spectacular race. Very difficult. It rained for 16 or 17 of the 24 hours, and I drove something like 4000km on my own! It was a fight with the Jaguars, particularly the Rolt/Hamilton car. The Jaguar was better than the Ferrari in the wet, but we had more power. Two hours from the end there was a storm, but we were still ahead. Then, with half an hour left, we had our last stop, for a bit of fuel, and the engine wouldn't restart because the ignition was soaked. Finally, after more than seven minutes, they got it going and we were able to win – by less than four kilometres."

A few weeks later, though, came the tragedy which was ultimately to bring about the end of González's career in Europe. In practice for the German GP at the Nürburgring, his close friend Onofré Marimon crashed his Maserati and was killed instantly.

"Today, if a driver dies, it's a big tragedy, but in those days you had about a 50 per cent chance of surviving. At circuits like the Nürburgring, there was no safety: Marimon went off, hit the trees, and that was it. His father and mother were there, and my parents, too. It was a nightmare."

González, demented with grief, drove in the race, and even led for a while, but eventually handed his car over to Hawthorn.

"I started to have a lot of problems with my wife because of Marimon's accident. My parents didn't want me to race anymore, either – they all put a lot of pressure on me to stop."

González continued to race in South America, winning two titles in a Ferrari, but it was left to Fangio to fly the flag abroad.

His friendship with Fangio was a lifelong one and González reveres his memory: "There were some strong drivers – Ascari, Moss, Farina sometimes – but I think Juan in those days was like Schumacher today: he always had an ace up the sleeve." M





González wins the 1954 Daily Express Trophy in Trintignant's Ferrari (left); just one month later the same drivers combined to secure Le Mans for Ferrari

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NEXT MONTH

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In the April edition...

100 THINGS THAT MADE FORMULA ONE THE GREATEST SPORT

FROM OVERTAKING, GILLES VILLENEUVE AND THE OLD NURBURGRING TO GOLD WHEELS ON FERRARIS, GENDARMES AT REIMS AND EMMO'S SIDEBURNS

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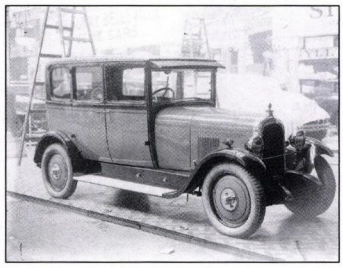
40-minute video of the closest-ever Le Mans



Contents subject to change

Out of the shadows

Old cars have a habit of disappearing for a while and then re-emerging once more to start a new chapter in their history. Richardson Hosken brings you this round-up of recent news on cars coming back out into the daylight.



A real barn find

Stories are legion of rare and historic cars being found in barns, and that is just what happened in Devon recently when a 1928 Citroen 12/24 was unearthed in a barn on Exmoor. Apparently the barn was in good order, as the 37-year stint storage had not done too much harm to the splendid machine.

The Hill returns



When he finally called time on his own incredible racing career, Graham Hill turned to running his own F1 team. Sadly, with the team in its infancy, Hill and several members of his team, along with rising British ace Tony Brise, perished in a light aeroplane crash in November 1975.

On that foggy night they had been returning from testing at the Paul Ricard circuit in the south of France and now, 28 years later, the car they had been testing is set to make a return to the race circuits.

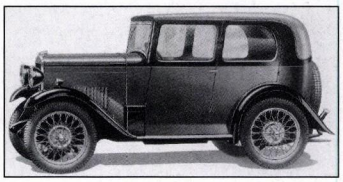
Now owned by Swiss racer Klaus Fielder, the Embassy-liveried Hill GH1 has been rebuilt and is expected to grace the FORCE Classic Grand Prix grid this season.

Although it is a car with little racing pedigree in terms of results, its racing return will be a poignant reminder to those who recall the moment that the devastating news broke.

Triumph owners to the rescue

The work of the various marque clubs cannot be understated when it comes to finding and saving rare motor cars. That is certainly the case for the Pre 1940 Triumph Owners' Club, led by John Quiney.

They recently rescued a 1929 Triumph Super Seven tourer from a sorry condition in a rotten garage in Surrey, where it had lain since the 1950s. When the owner passed away, his family wanted the car to be rescued and a group of club members jumped to the rescue. Now, the 73 year-old car is awaiting restoration to full health.



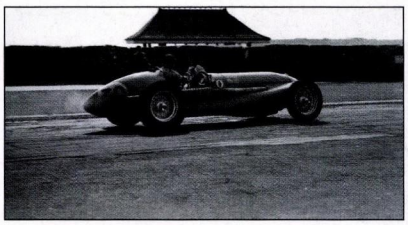


Two six-wheelers?

Another piece of F1 history will be made in 2003 when a second example of the amazing Tyrrell six-wheeler takes to the track, this time in the FIA Cup for Thoroughbred Grand Prix Cars.

In recent seasons, the P34 raced with incredible verve by Martin Stretton has become a regular sight at major historic meetings and now a second car is expected to race again. This is an Italian based car, owned by Piero Ratti and destined to be raced by Mauro Pane. The sight of two six-wheelers on the same grid is one that is eagerly awaited by F1 enthusiasts.

Emery emerging

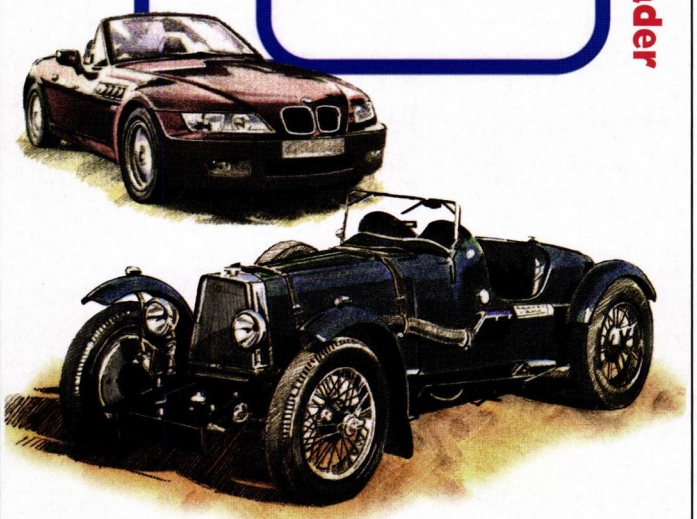


Mark Linstone is obviously a man who likes a challenge. Currently, he is competing the restoration of the unique 1949 Duesenberg-powered Emeryson F1 car. In fact, Linstone and his father Cyril are Emeryson experts, and it was Cyril who worked with marque founder Paul Emery in the 1950s.

This particular car is scheduled to race once more and Linstone would love to run it at Goodwood in September. Meantime, the sublime engineering skills at Crosthwaite & Gardiner are being employed to fashion a new example of the 4.5-litre Duesenberg engine that the car used in period

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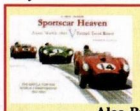
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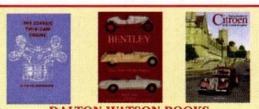
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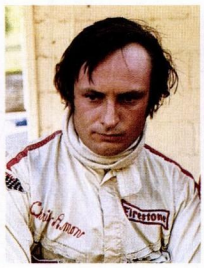


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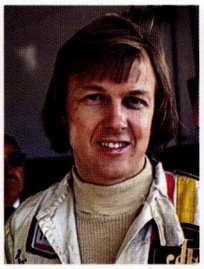
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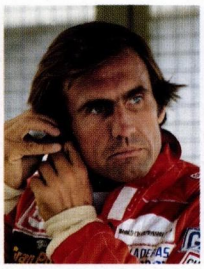
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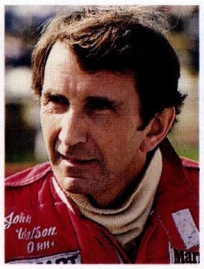
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TONY BROOKS – 1959

CANCELLED OUT

IN A SEASON OF TRANSITION, IT WAS CLEAR THAT THE DAYS OF FRONT-ENGINED CARS WERE NUMBERED. BUT IT WAS A MISSING DATE THAT HURT THE TITLE BID OF FERRARI'S NUMBER ONE

PILING THROUGH BLANCHIMONT FOR A SECOND time. All flexing fingertips, silken style and arrowing accuracy. A glimpse in the mirrors provides a heartening sight: the gap is already substantial. Long straights, tall gearing, V6 at its full-throated happiest. Tony Brooks loved the high-speed challenge of Spa. He'd won the 1958 Belgian GP there for Vanwall, and was odds-on to repeat the dose for Ferrari in '59. His Dino had been outmanoeuvred by the Coopers in Monte Carlo (where he drove intelligently to take second) and at Zandvoort, but Spa would at last allow him the space in which to unleash his 'dinosaur'...

Trouble was, the 1959 Belgian GP didn't happen. It was cancelled. And so eight points (nine if he'd set fastest lap) were sluiced away. Argentina, the supposed season-opener, had been cancelled too, but this was much less of a surprise given that country's financial ills. And so the title would be decided by the best five scores from seven starts, not six from nine. Although the Moroccan GP, pencilled in for October, was shimmering on the horizon, it proved to be a mirage.

But Reims in June was a definite goer, and although the Coopers proved faster on the straights than had been anticipated, there was no touching Brooks. In searing heat and on a melting track, he led from start to finish. So parlous was the circuit, his winning average was 4mph slower than Hawthorn's of 1958.

In July, though, Ferrari dropped a bombshell: a last-minute absence from Aintree. A metalworkers' strike in Italy was cited as the reason. But small fry Scuderia Centro Sud made the trip.

The forlorn Brooks was rescued by Vanwall, but its reworked pace-setter of 1958 proved uncompetitive and was the first retirement. Even had the Dinos been there, however, any score would likely have become a dropped one, such was the dominance of the British brigade on home soil.

But what went around came around. The German GP just about dropped into Brooks's lap. As much as he loved, and excelled at, the 'Ring, there could be no denying that his Dino was better suited to the flat-out blands *(sic)* of Avus. He controlled proceedings, winning both 30-lap heats (setting fastest lap this time) as Ferrari swept the podiums.

The Maranello outfit expected to be competitive in Portugal, too, courtesy of Monsanto Park's long, uphill straight. In fact, barring the third place of young gun Dan Gurney, the Dino was an also-ran. And if Brooks went off the boil at any point during the year, this was maybe it: a very slow start and a very distant ninth. A pitstop to complain about engine, brakes *and* handling did not completely convince his bosses. Disgruntled is the word.

Spa, finally, would allow him the space in which to unleash his 'dinosaur'

The feeling was surely mutual after Monza. Brooks had split the Coopers of Moss and Brabham on the front row, and had a squadron of team-mates lined up behind him to take the fight to them. It never happened.

"You can be too pedantic, too much of a perfectionist," admits Brooks. "After practice, I said I could smell Ferodo, that maybe it was the brakes. But my mechanics changed the clutch, too – and didn't bed it in properly." He got as far as the Lesmos on lap one. Moss won, outsmarting Ferrari by running non-stop. Phil Hill's Dino was second and set fastest lap, so six (perhaps seven) points could have been the order of Brooks's day – especially as he reckons he could have run non-stop, too, as he had done to win at Monza in 1958.

However, he now had to win in America to stand any chance of taking the title. This was a tall order on an airfield track expected to suit the Coopers. Sure enough, the lap speed was below 100mph (the Ferrari *and* Brooks liked it above the 120 mark) and Tony bust a gut to qualify third, to be on the outside of

all: LAT



Brooks leads Hill and Bonnier's BRM at Avus; Ferrari fuss Brooks at an early test of the Dino





Avus festival: unassuming Brooks shares the podium with team-mates Phil Hill (right) and Dan Gurney

the front row with an outside chance.

Until Harry Schell kicked up a stink. His 2.2-litre Cooper had been awarded a rogue time in practice, but he argued the toss and was elevated from 11th to third. Not on the night before the race, you understand, but just minutes before the start. Brooks steered clear of the bickering, perhaps consoling himself with the fact that he would have three team-mates protecting his tail from the third row…

One of them, Wolfgang von Trips, punted him off the track on the first lap.

What Brooks did next has regularly been criticised: he pitted for a damage assessment. True, the title was at stake. True, the Ferrari was strong. But after his fiery BRM flip at the 1956 British GP, and Aston crash at Le Mans in '57, he'd promised himself that he would never again race a car the integrity of which he was unsure of.

"I had half a lap to think about what to do. It wasn't an easy decision. The natural inclination was to carry on. But I'd had two lucky escapes and felt that not to pit would be dishonourable to my resolution." It took more courage to stop than continue.

He lost almost a lap, drove his heart out thereafter, and passed Brabham on the final tour to take third. Jack was pushing his out-of-fuel Cooper at the time – to the finish *and* the title. That third, though, would have been enough to give Brooks the title had he finished second at Monza. And that's without factoring in his absent, beloved Spa. **PF** M

Champion versus Pretender

	Brabham		Brooks	
GP/Points	Real	Virtual	Real	Virtual
Monaco	9	**9**	6	**6**
Dutch	6	**6**	0	**0**
French	4	**4**	8	**8**
British	8	**8**	0	**(3)**
German	0	**0**	9	**9**
Portuguese	0	**0**	0	**0**
Italian	4	**3**	0	**6**
American	(3)	**(3)**	4	**4**
TOTALS	31	**30**	27	**33**

CHRIS AMON – 1968

IMPERFECT TEN

THERE ARE LIES, DAMN LIES AND CHRIS AMON'S GRAND PRIX STATISTICS OF 1968: FOUR POLES, THREE RACES LED – AND JUST 10 POINTS. HE SHOULD HAVE BEEN FETED, INSTEAD HE WAS FATED

HAD HE LIVED, JIMMY CLARK WOULD HAVE been the 1968 world champion. Even the most ardent Graham Hill supporters would admit that. But when one considers the next most deserving candidate, who could it be? Actual champ Hill, legend-in-the-making Jackie Stewart or super-rookie Jacky Ickx?

Well actually, you need to look down to 10th place on that year's championship table to discover the stand-out driver of the year. Astonishingly, Chris Amon led more laps than anyone bar Stewart and Hill, yet not once was he in front on the last lap.

"Towards the end of 1967, we got a four-valve-per-cylinder head which had closed the horsepower gap to the DFV," recalls Amon 35 years later. "However, the engine had such poor oil scavenging that the horsepower that appeared on the test bed was never really available once it was in the car."

That cost Chris dear at Kyalami on New Year's Day for round one of the 1968 series. Even before fuel evaporation forced him to make a pitstop, Ferrari had been blown away by the DFVs. "I never really understood why," says Amon, "because it wasn't altitude; we had run so well at Mexico the year before. Then we went to Brands for the Race of Champions and struggled [fourth place], and we weren't quite on the pace in the International Trophy at Silverstone [third]."

By the time the championship resumed at Jarama, five months after the first round, things had changed in F1. Clark, the greatest driver of them all, had gone. So, too, had Mike Spence, in a shunt at Indianapolis. The traditional Lotus green and yellow had been replaced by Gold Leaf red-and-gold livery. And the Ferraris were competitive. Amon led by over 20sec until, on lap 50, a fuel pump fused, reducing rpm by 2000. Seven laps later the other packed up, too. Hill's first win of the year had been handed to him on a plate.

At Monaco, Graham won fair and square – but in the absence of Ferrari. "It was a pity," states Amon, "because I think the 312 would have been superb there. But Enzo withdrew out of respect to Lorenzo Bandini who had been killed there a year earlier, and I didn't have a problem with that at all."

'The Ferrari was in prime position to swallow a stone – nine more points gone'

As one of the most equable fellows to have graced F1, Amon probably also accepted in good part his retirement at Spa. It is his fans, past and present, who want to pepper the air with expletives when they recount this race for which their hero had pole by 3.7sec.

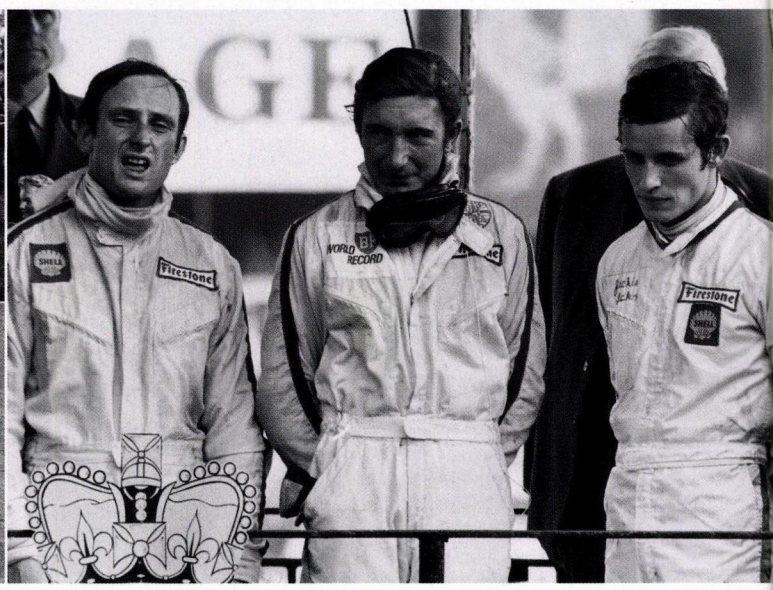
On lap two, leading comfortably, Amon reached Stavelot to find Jo Bonnier's McLaren, hobbled with a broken wheel-stud, pottering pitward in the middle of the road. "I had to back right off," says Chris, "which meant I lost all momentum for the following straight." The powerful Honda of John Surtees, which had been tailing him, roared past, and so the Ferrari was in prime position to swallow a stone through its radiator on lap nine. Nine more points gone in a puff of steam.

Zandvoort was a tyre issue, though. From pole (again), Chris found that, in the drizzle, his Firestones had the traction of an eel on black ice, and he would finish sixth, *five* laps down on Dunlop-shod winner, Stewart.

In the 'proper' wet of Rouen two weeks

all LAT





Zandvoort: pole, but poor tyres for damp race-day. Right: Brilliant at Brands



Didn't win this one either! Second place at Oulton Park Gold Cup, just 4.6sec behind Stewart's Matra

later, Firestone's wet compound worked well and Ickx was a runaway winner. His teammate, however, went for treaded 'dries' and was blighted with a misfire; again he finished five laps down, this time out of the points.

Amon was heroic at Brands Hatch. He alone kept the superior Lotus 49s of Hill, Jackie Oliver and Jo Siffert in sight, but it was Siffert's Rob Walker-entered car that took the lead when the Gold Leaf cars broke down and won, with Amon's Ferrari 4.4sec down.

No such luck at Nürburgring, where a failed diff in the torrential conditions was enough to send him skating off at North Turn while battling for second with Hill.

Then came two more wins that got away.

"On fast circuits that didn't require acceleration but top-end revs, our V12 was pretty good," explains Amon, "and we could trim out our wings for the straights. At Monza, however, I was slipstreaming with Bruce and Surtees, and had hit the button to bring the wing down on the exit of Curva Grande when we hit some oil and the car swapped ends. I don't remember much of it, but I saw an 8mm film of the accident and it was pretty spectacular. I somersaulted down a ditch."

Spectacular in an altogether different way was the manner of his progress in Canada. Despite losing the clutch from the moment the flag dropped, he went straight into a lead which he still held – by a minute – when, with 18 laps to go, his gearbox seized.

"Yeah, I guess feelings like, 'Will it ever happen?' started creeping in after that race. I retired from the last rounds of the championship [he should have had second in both], but I knew the flat-12 was coming in 1970. And my motivation for '69 was winning the Tasman series. That gave me a real boost to beat Jochen, for example."

And Graham Hill. **DM**

Champion versus Pretender

	Hill		Amon	
GP/Points	Real	Virtual	Real	Virtual
S African	6	**6**	3	**3**
Spanish	9	**6**	0	**9**
Monaco	9	**9**	–	**–**
Belgian	0	**0**	0	**9**
Dutch	0	**0**	1	**1**
French	0	**0**	0	**0**
British	0	**0**	6	**6**
German	6	**6**	0	**(4)**
Italian	0	**0**	0	**9**
Canadian	3	**2**	0	**9**
American	6	**4**	0	**6**
Mexican	9	**9**	0	**6**
TOTALS	48	**42**	10	**58**

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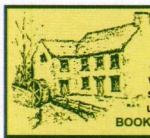
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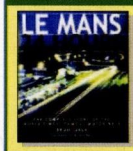
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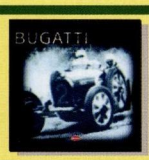
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JACKY ICKX – 1970

HAPPY IN DEFEAT

THIS BELGIAN'S STARTLING TALENT WAS GREATER THAN THAT OF MANY A CHAMPION. BUT WHEN HIS BEST OPPORTUNITY FOR THE WORLD TITLE AROSE, HE WAS RELIEVED TO BE RUNNER-UP

THERE WERE THREE PHASES TO JACKY ICKX'S 1970 season. At first he was neither quick nor reliable; then he was extremely fast, but still unreliable; and finally, he was fast, reliable – and no longer wanted the championship.

At a time when Jackie Stewart and Chris Amon were hamstrung with March 701s, and Rindt was still racing the four-year-old Lotus 49, Ickx should have been making hay. Instead of capitalising on a machinery advantage, however, he spent the early races developing Mauro Forghieri's flat-12 which had replaced the gutless V12. In the opener at Kyalami, a trip over the kerbs cracked his sump which led to an engine seizure, though it only cost him a sixth place. At Jarama, he missed an easy second place when his Ferrari was struck by an out-of-control Jackie Oliver, the resulting shunt and fire leaving Ickx with painful burns.

Monaco was different. No-one could have matched Rindt's closing laps that day; but Ickx could have copped a handy third ahead of Henri Pescarolo. Instead, a driveshaft snapped and he retired. On home ground at the old Spa-Francorchamps' final grand prix, Jacky was in third behind the Amon/Rodriguez duel when he needed a splash-and-dash because of a fuel leak. Result: eighth.

So at a time when he should have had 15 points on the board, Jacky had none. And at the next round, the Dutch GP, Rindt had Colin Chapman's latest wonder-car, the Lotus 72, with its teething troubles removed. Having made a fine start from the second row, Jacky led the first two laps, and though outbraked and left behind by Rindt, held second place until a puncture 30 laps from the end sent him scurrying to the pits. Even so, he finished third.

Immediately after the race, issues such as missed points became irrelevant when it was learned that highly respected colleague Piers Courage had died in a crash on lap 22. His death hit best friend Rindt harder than most. Not three weeks after Bruce McLaren had been killed at Goodwood, this latest fatality left the Austrian shell-shocked, and his worries over the Lotus's fragility soared.

'Ickx was a modest fellow, unwilling to play mindgames'

A harder, or luckier, man than Ickx might have exploited the pace-setter's increasing caution, but Ickx was a modest fellow out of the cockpit, unwilling to play mindgames. But if he fulfilled the cliché of letting his driving do the talking, there were days when he shouted.

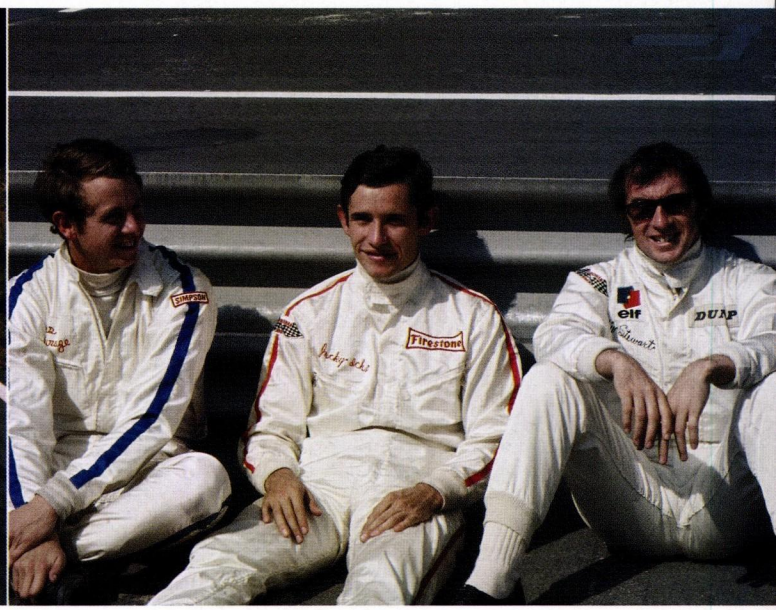
One such came at Clermont-Ferrand, when he put the Ferrari on pole position and fled in the opening laps. Rindt, by comparison, was out of sorts all weekend. Yet when a burnt valve took Ickx out, and Jean-Pierre Beltoise's Matra quit, Jochen had another nine points.

Everyone remembers the next race, the British Grand Prix, for Brabham running out of fuel on the last lap and gifting Rindt the win. But it's worth recalling too, that easing away from both of them until his diff failed was one J Ickx. Another nine points, rightfully Jacky's, that went to Jochen. Seven down in a 13-race season, Ickx should have had 38 points; instead he had four, to Rindt's 36.

At Hockenheim, Rindt beat Ickx fair and square, and with considerably more in hand than his 0.7sec margin would suggest. ➳

Sutton Images, LAT





Clermont: another Ickx win that slipped Rindt's way. Right: Ickx sits with Jackie Stewart and Piers Courage



At Hockenheim, Ickx's Ferrari 312B took pole, but Rindt's Lotus 72 prevailed on race-day by just 0.7sec

Come Austria, though, the Ferraris checked out on race-day, and Rindt's engine blew while a distant third. So Ickx had his first win of the year. However, with a total of 19 points to Rindt's 45, and with just 36 available over the next four rounds, even if Jacky were to clinch all four battles, Jochen needed just 10 points to win the war.

But at the next round, held at Monza, the rules of engagement changed. Rindt was killed in practice, and though the show, the Ferrari team and Jacky went on, the Belgian faced the most invidious position ever confronted by a championship challenger. Beating a dead man to the title might be seen as callous, distasteful or any stop in between. Even when Ickx had to retire from the Italian GP with clutch failure, winning the final three races would steal the title by a point.

Jackie Stewart's brand-new Tyrrell 001 gifted the Ferrari driver a win at St Jovite, Canada, but a broken fuel breather while running second at Watkins Glen sent Ickx to the pits; he eventually finished fourth. Not that it mattered, for Ickx would have had to drop this as one of his low scores under the fatuous rule of the day (count six best scores from the the first seven races, and five from the second six).

Still, the pressure was off, the title gone, and Jacky went to the final round in Mexico with a sense of relief. He won consummately.

The totals on the table shows clearly what might have been, perhaps what *should* have been. By the time the teams arrived in Monza, Ickx could have been leading the title race 53-39. And had the title duel continued thereafter, Rindt couldn't have clawed back the deficit, for the Ferrari was the best car on the long straights of Monza (as Regazzoni proved) and in the high altitudes of Mexico. While the Lotus's torquey Cosworth would have been ideal for St Jovite, and Jochen's proven pace at the 'Glen would have put him ahead of Ickx, it wouldn't have been enough. **DM**

Champion versus Pretender

	Rindt		Ickx	
GP/Points	Real	Virtual	Real	Virtual
S African	0	**0**	0	**(1)**
Spanish	0	**0**	0	**6**
Monaco	9	**9**	0	**4**
Belgian	0	**0**	0	**4**
Dutch	9	**9**	4	**6**
French	9	**6**	0	**9**
British	9	**6**	0	**9**
German	9	**9**	6	**6**
Austrian	0	**0**	9	**9**
Italian	–	**–**	0	**9**
Canadian	–	**–**	9	**9**
American	–	**–**	3	**(6)**
Mexican	–	**–**	9	**9**
TOTALS	45	**39**	40	**80**

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RONNIE PETERSON – 1973

SWEDE DREAMS

HIS POTENTIAL WAS OBVIOUS – AND NOW HE HAD A LOTUS AT HIS DISPOSAL. RONNIE PETERSON AND THE 72 WERE THE PERFORMANCE BENCHMARK OF 1973. SO WHY DID THE TITLE SLIP AWAY?

YOU WOULD EXPECT NOTHING ELSE FROM JOHN Young Stewart: a fastidious title campaign, maximising his stumpy Tyrrell's strong points when the conditions were right, papering over its cracks as and when they appeared. By my way of thinking, he prevailed in the third-best car of an ultra-competitive year. He was, therefore, a very worthy champion.

Was he the star of the show, though? Not by a long chalk.

At the wheel of his first truly competitive Formula One machine, the Lotus 72, Ronnie Peterson bestrode the season. He led for 393 laps (1147.4 miles) compared to Stewart's 214 (676.1 miles), and headed 11 of the 15 grands prix compared to six. His domination was even more pronounced in qualifying. He set nine pole positions compared to three, and his average grid position was an astounding 1.93 to Stewart's 5.13.

Yet 'SuperSwede' was third in the overall points standings – 19 points behind Stewart and three behind team-mate and defending world champion, Emerson Fittipaldi.

So what went wrong?

The start of the season, that's what. After six rounds, Peterson had four points; Stewart had 37, Fittipaldi 41, having shared the wins between them.

Emerson began the season brimming with the sort of confidence befitting the sport's youngest world champion. He hunted down Stewart and the other Tyrrell of François Cevert to win in Argentina, led from start to finish in Brazil, and did a fantastic job in Spain, coping with a deflating left-rear Goodyear for 20 laps of Montjuich Park, to score his third win from four starts. All was rosy on his side of the Lotus garage.

Not so on Peterson's. But the warning signs were there. And Emerson knew it. Ronnie had been closing in on a tyre-hampered Stewart in Buenos Aires and looked set to take third place when his DFV seized, on lap 67 of 96. Four points lost. He then spoiled Emmo's home-coming party by snatching pole at Interlagos. Emerson was dominant on race-day, but such was the advantage the 72s held over the rest on this sinuous track, had not a wheel centre pulled out and spun Ronnie into the wall, six points would have been his.

'He was controlling the race exactly how Colin Chapman had told him to'

It was Stewart who turned up the heat in Kyalami. Sure, at least three drivers felt he had passed them under yellow flags, but how else do you take the lead from 16th on the grid in just seven laps? Controversy aside, JYS was without doubt the day's fastest man. In contrast, Ronnie had a subdued race and lost six laps – and a potential fourth – with a broken throttle linkage. Three more points gone.

In Spain, it was nine. Nobody could touch him in qualifying, or in the race. He led from the start for 56 laps, until his gearbox began to break up. And no, he wasn't showboating;



Peterson was happy to play dutiful number two in Austria, but ended up with win number two

all: LAT





Clockwise from above: ahead of Stewart, Pace and Cevert at Zandvoort; awaiting his first win, at Ricard; sheltering from blazing French sunshine



he was controlling the race exactly how Colin Chapman had told him to. This was a new, more measured Ronnie. Yes, his style was still exuberant, but he wasn't setting fastest laps just for the hell of it. Indeed, he scored just two that season; Emerson scored five.

That said, he *did* stick his race car *and* spare off in the morning warm-up on a crumbling Zolder, and so started from pole in a 'bitza'. He led for 18 laps, but eventually lost his battle with uncertain handling and suffered his third crash of the weekend. So no points. Which is exactly what he deserved.

He led in Monaco, too, until failing fuel pressure cost him a few vital revs. He did well to bring it home third, but it probably should have been second on another day of days for the unflappable, unhurried Stewart.

Had all of the above been the case, the championship table after six rounds would have read: Fittipaldi 36, Stewart 34, Peterson 28 – an excellent platform from which to launch his subsequent points charge.

From here on in, Peterson registered 48 points to Stewart's 34 and Fittipaldi's 14. There are mitigating circumstances: Stewart was driving with one eye on the title, and he did not take the start at Watkins Glen after the tragic death of Cevert; Fittipaldi, meanwhile, was hindered by painful ankles after his Zandvoort practice crash.

Yeah, but Ronnie was denied a victory on the last lap at Anderstorp because of a slow puncture. He would have won at Zandvoort, too, but for a failing gearbox. So that's 12 more points gone.

Instead, he won at Paul Ricard, a patient drive that paid off, in Austria, having loyally waved Fittipaldi through at one point, at Monza, the race in which JYS took the title, and in America. He was second at Silverstone, a fair result given the super-stable McLarens' advantage, and probably would have been third to the Tyrrells at the Nürburgring but for a lap-one electrical glitch.

Yes, yes, yes, he's being given the benefit of the doubt. But then he should have won the title even without it. **PF**

Champion versus Pretender

	Stewart		Peterson	
GP/Points	Real	Virtual	Real	Virtual
Argentine	4	**3**	0	**4**
Brazilian	6	**4**	0	**6**
S African	9	**9**	0	**3**
Spanish	0	**0**	0	**9**
Belgian	9	**9**	0	**0**
Monaco	9	**9**	4	**6**
Swedish	2	**2**	6	**9**
French	3	**3**	9	**9**
British	0	**0**	6	**6**
Dutch	9	**6**	0	**9**
German	9	**9**	0	**4**
Austrian	6	**6**	9	**9**
Italian	3	**3**	9	**9**
Canadian	2	**2**	0	**0**
American	–	**–**	9	**9**
TOTALS	71	**65**	52	**92**



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CARLOS REUTEMANN – 1981

DIFFIDENT STROKES

FROM THE MOMENT HE HAD SET POLE POSITION FOR HIS FIRST GRAND PRIX, HE WAS TOUTED AS A FUTURE CHAMPION. BUT ON THE VERY DAY IT CAME DOWN TO IT, HE LET IT SLIP PAST

WE SAW THE BEST OF CARLOS REUTEMANN IN 1981 – and the worst. As ever. But this time all the elements were in place for a serious championship challenge: the formidable Williams and its hugely capable FW07C, a superb finishing record and flashes of utter brilliance from the man in the cockpit.

That last quality had been absent in the previous season, Reutemann's first with the Didcot team. He had been swamped by the hyper-aggression and race speed of Alan Jones, and choked by the knowledge that should the Williams drivers find themselves running 1-2, Carlos was to cede to Alan. So a driver who needed to feel loved was left feeling less important than the cocksure sonofabitch who could have stood on his own two feet if you'd driven a tank over him.

Nonetheless, Reutemann won the South African GP in February 1981 – only for it to be declared a non-championship event. The Long Beach race thus became round one, and there Carlos cracked under intense pressure from Jones, who went on to victory. That's perhaps what drove the Argentinian to ignore ever more agitated pit signals at a wet Rio to win just ahead of his team-mate.

"With hindsight, we should have lifted the team orders in 1981," admits Patrick Head today. "If I had been in Carlos's position, I'd probably have done the same thing! But those were the conditions he had agreed to. And so, from that race on, Alan declared war."

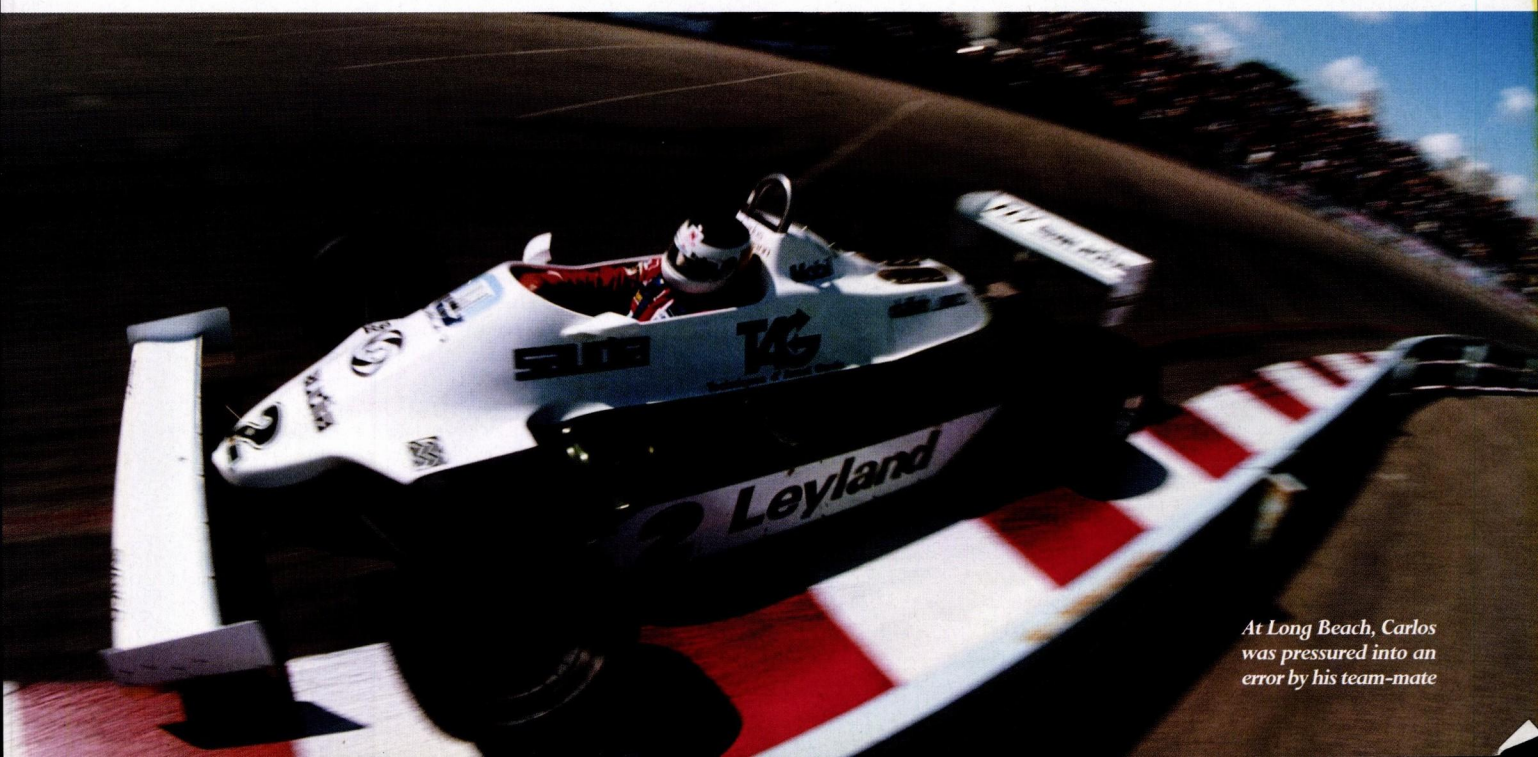
Reutemann drove beautifully at Buenos Aires, though he was blown away by the Brabhams that bypassed the new-for-'81 rule regarding the 6cm gap between car underside and track. At Imola, Carlos again trailed in Piquet's wake, but by the fifth round, at Zolder, Williams had felt compelled to go down a similar route to Brabham. And there Reutemann took pole – by almost a second – and inherited the lead when Jones' car jumped out of gear and crashed out. And this just two days after a fatal pitlane accident in which Carlos ran over a mechanic who fell into the path of his Williams.

'If I had been in Carlos's position, I'd probably have done the same!'

In Monaco, he broke his front wing on a rival's car. At Jarama, he missed another big opportunity, allowing Villeneuve past on lap two, and then losing two places in the closing stages. On both occasions he should have been exploiting the fact that Piquet's Brabham was in the barriers.

In France, Reutemann was running fifth when struck by another car.

Silverstone, the scene of round nine, is hugely significant in this tale of what might have been. Head explains: "When Goodyear came back after six months away, Brabham dealt with the switch back from Michelin radials better than us to begin with. So at Silverstone, our car was not good, but Carlos stayed out of trouble and finished second. He was then 17 points in the lead of the championship, and yet he walked into the motorhome, sat down and said, 'That's it, I won't score any more points this year.' ➳



At Long Beach, Carlos was pressured into an error by his team-mate

Sutton Images



While other Williams team members focused on wins, Carlos's attention wandered from his championship quest

And though we made a big aerodynamic change, which included a new underside, for Hockenheim and became competitive again, he remained gloomy and negative to the end of the season."

The Williams pair could have scored a 1-2 in Germany, but in both cases their engines let them down and gifted Piquet the victory. Österreichring barely raised a ripple on the Reutemann enthusi-ometer. At Zandvoort, two points were tossed away by a daft move on Laffite. And at Monza, utterly sensational qualifying lap apart, Carlos was lukewarm, lucking into third at Piquet's expense on the last lap. The penultimate round at Montreal brought no points either after an incorrect tyre choice for the monsoon conditions. All of which left him just a point ahead of Piquet as they headed to the finale at Las Vegas.

So what went wrong in the Caesar's Palace car park?

"Carlos said he had gearbox problems," says Head. "But our mechanics couldn't find anything wrong. There may have been air in the clutch-line, or something like that. But there was definitely no dog damage and no damage inside the 'box.

"Carlos had an adviser who every minute throughout practice had kept giving him a rundown of Piquet's position. He kept saying things like, 'Nelson's in a bad position, he's strained his back; I've talked to his trainer and he won't be able to drive more than three laps in the race,' etc. So when Piquet came up behind him [on lap 17], it blew Carlos's mind, because he had been convinced that Nelson wasn't going to be a contender."

That doesn't explain why the pole-sitter had looked so feeble in the opening laps. Nor why, as Piquet wilted in the closing stages, Carlos was too far away to take advantage.

So did Reutemann deserve the title?

No, not if he didn't go for it when he had the opportunity. But his talent was almost magical, and the speculation that he might have shunned this chance of world glory makes an already fascinating character even more compelling. **DM**

Champion versus Pretender

	Piquet		Reutemann	
GP/Points	Real	Virtual	Real	Virtual
American (W)	4	**4**	6	**6**
Brazilian	0	**0**	9	**9**
Argentinian	9	**9**	6	**6**
San Marino	9	**9**	4	**4**
Belgian	0	**0**	9	**9**
Monaco	0	**0**	0	**0**
Spanish	0	**0**	3	**3**
French	4	**4**	0	**(2)**
British	0	**0**	6	**6**
German	9	**6**	0	**9**
Austrian	4	**4**	2	**2**
Dutch	6	**6**	0	**0**
Italian	1	**4**	4	**3**
Canadian	2	**2**	0	**0**
American (E)	2	**2**	0	**6**
TOTALS	50	**50**	49	**63**

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I recently spoke with their MD, Mr Simon McGill, and asked him what he could deliver if I travelled with B.A.M to Monaco - his response had me reaching for my chequebook.

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JOHN WATSON – 1982

A TENTHS AFFAIR

IN A CRAZY, MIXED-UP YEAR, ONE MAN BURST FROM DEEP WITHIN THE JOSTLING PACK TO MAKE A BID FOR THE TITLE. EVENTUALLY, HOWEVER, HIS PROBLEMS IN QUALIFYING OVERTOOK HIM

JOHN WATSON IS IN RAREFIED COMPANY IN THIS sequence of articles. But then, on his day, he could beat anybody. In a season that shifted like the sands of the Sahara, this underrated Ulsterman had as much right to the title as the rest who were scrabbling for it – for nobody *raced* better than him that year.

A one-lap qualifying blast on super-sticky tyres, however, was turbo territory; it was a matter of damage limitation for the Cosworth runners. Keke Rosberg was superb in the Williams, landing an average grid slot of 6.06, five places clear of Watson, who outqualified the Finn just once. Indeed, only three times in 15 attempts did the McLaren man line up inside the top 10. His team-mate, the returning Lauda, managed it on eight occasions.

"I ran a very different set-up to Niki," says Watson. "My centre of aerodynamic pressure was further back and I liked a softer front end. This gave me a driveable car that I could hustle. But, above and beyond this, there was a political situation I was having to deal with."

The super-ambitious Ron Dennis and John Barnard had muscled their way into the team in 1981, but previous supremo Teddy Mayer was still playing a key role: he was Watson's race engineer. "Teddy and I wanted to go in a different set-up direction to that which John, who is a very smart guy, was recommending. I just wanted to go as fast as possible, but I think Teddy really enjoyed the politics."

Rarely able to get sufficient heat into his tyres in qualifying trim, Watson was on the back foot, if not the back row. That he might still have won the title from an average grid position of 11th says a lot about a manic season – and a heap about a driver happier on full tanks and harder tyres. In the 11 races he finished, he made up 65 places from his start position to his end result.

'He was mesmeric. He passed three cars in half a lap at one stage'

Watson's campaign began quietly – bar a driver's strike! – with a sixth in Kyalami. It might have been fourth, ahead of Rosberg, had not his rear anti-roll bar refused to adjust. Okay, so it was only a couple of points gone, but these were to become like gold dust as the year panned out.

A second came his way in Rio when Nelson Piquet and Rosberg were disqualified.

After a bad qualifying at Long Beach – 11th to Lauda's second – Watson used Michelin's softer race tyres. And flew. Up to third. Until lap 29 of 75, which is when he pitted for new rubber. He charged again to finish sixth. Which was roughly what he deserved; the MP4B, however, deserved better that day.

He put things right in Belgium, a perfect race set-up and stylish drive giving him a win – from 10th on the grid. He went seven better in downtown Detroit, winning from 17th! Thirteenth at the restart, he was simply

Sutton Images



Watson missed out in Monaco; Patrese (2) spun away the lead on the penultimate lap – and yet he still won



'Wattie' celebrates his remarkable victory in Detroit – but you can't always win from the middle of the F1 grid





LAT, Sutton Images

mesmeric. He passed three cars in half a lap at one stage, and was leading by lap 37.

But he couldn't work a miracle every time. Sandwiched between his wins was Monaco. He qualified 10th and was in seventh when an oil leak caused his battery to short on lap 36. Given this race's Mack Sennett-like finale, more points had gone begging, for he had been running ahead of de Angelis (classified fourth) and Daly (fifth) when he retired.

A sense of normality descended in Canada: Sixth, fastest Cosworth, in qualifying; third, first non-turbo, in the race. It appeared that 'Wattie' had got his situation taped: he was leading the title race by 10 points from Pironi – and he had a reliable car...

He would fail to score in the next six races.

Holland was a wipe-out because of a rogue set of tyres. Britain ended in a shunt, 'Wattie' for once failing to escape the midfield scrum unscathed (while Lauda won at a canter). A broken battery lead halted him in France when ahead of Michele Alboreto, whose Tyrrell would finish sixth.

In Germany, he drove beautifully and was set for a vital third when his V8 cut out...

"It was on the approach to the Ost chicane. It had done it in practice and I'd got away with it..." This time, though, the right-front suspension was broken – eight laps from home.

In Austria, a split water pipe cost him a point (gold dust, remember).

Pironi was by now in hospital and so Keke was the title threat. He held a three-point advantage over Watson going into the Swiss GP. One brilliant drive later, he was 12 to the good. 'Wattie' had been mighty at Dijon, too – until he bounced across a kerb and tore a skirt while trying to take sixth on lap 17. Of course, if he'd qualified fourth, as Lauda had, instead of 11th, it might have been different.

He kept his title hopes alive with a superb performance (in the race) at Monza to claw the deficit back to nine points, with one race to go. It was just too much.

However, had *he* been able to find a few tenths, on a handful of laps during the year, it would have been *him* aiming to stay out of trouble in Vegas, and Keke who was desperate for a win and a slice of luck. **PF**

Champion versus Pretender

	Rosberg		Watson	
GP/Points	Real	Virtual	Real	Virtual
S African	2	**1**	1	**3**
Brazilian	0	**0**	6	**6**
American	6	**6**	1	**1**
San Marino	–	**–**	–	**–**
Belgian	6	**6**	9	**9**
Monaco	0	**0**	0	**2**
Detroit	3	**3**	9	**9**
Canadian	0	**0**	4	**4**
Dutch	4	**4**	0	**1**
British	0	**0**	0	**0**
French	2	**2**	0	**1**
German	4	**3**	0	**4**
Austrian	6	**6**	0	**1**
Swiss	9	**9**	0	**0**
Italian	0	**0**	3	**3**
Las Vegas	2	**2**	6	**6**
TOTALS	44	**42**	39	**50**

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1/43rd scale MG Models Ferrari F1/2000 World Champion with removable body fully detailed kit £295 handbuilt £856 also F1/2001 now available same price.



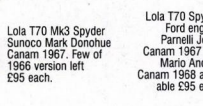
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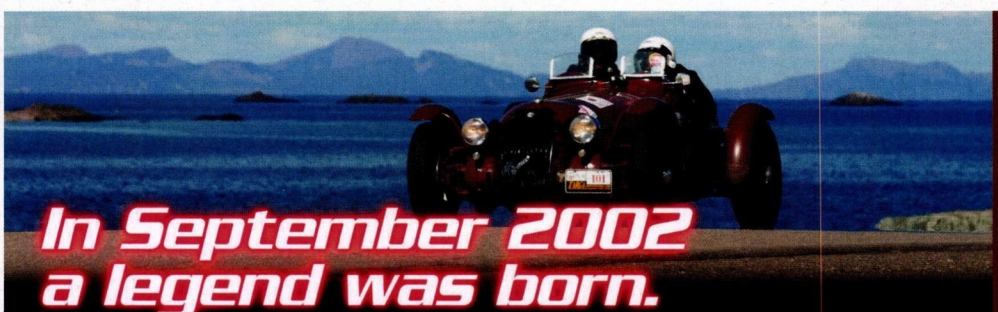
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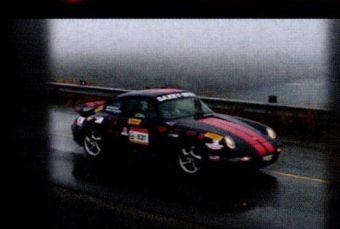
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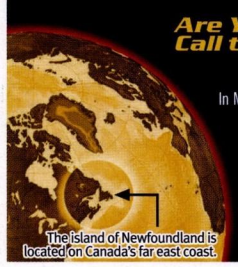
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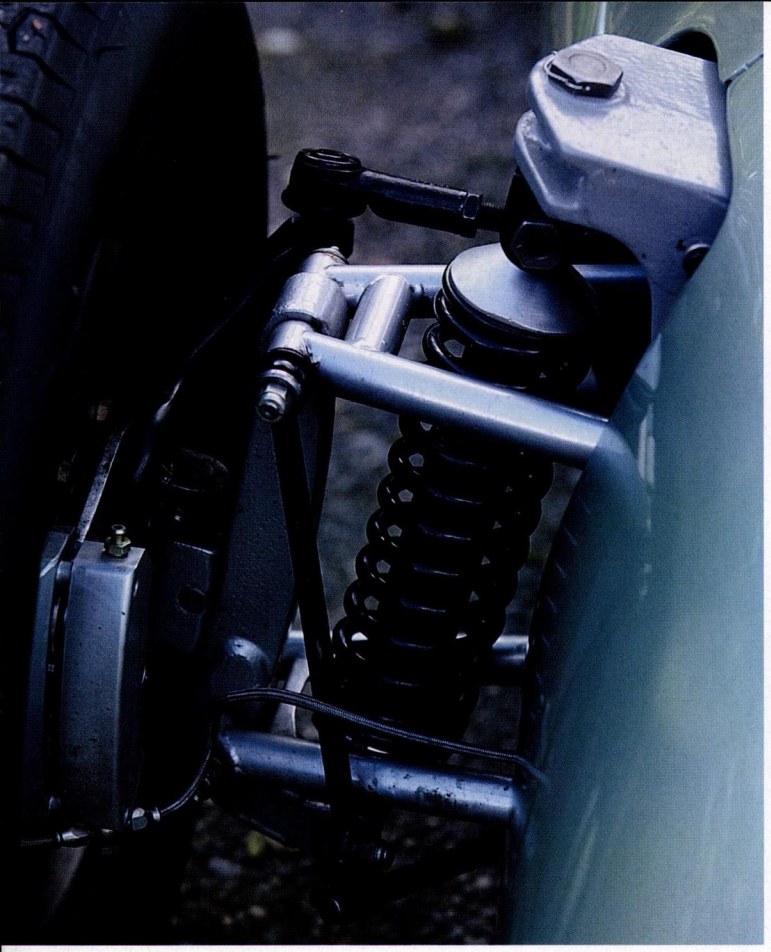
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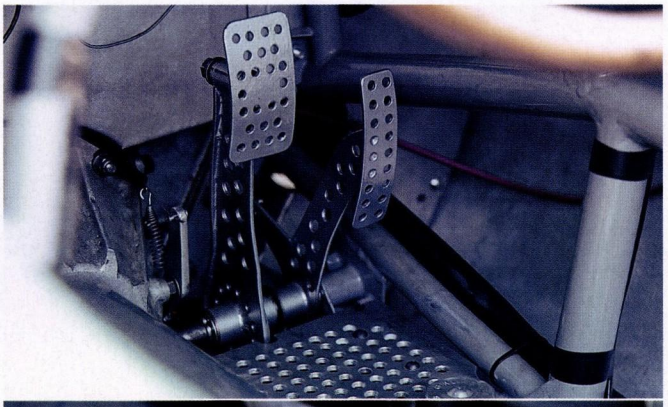
RESURRECTION

ABANDONED AT BIRTH AND FORGOTTEN FOR DECADES, KIEFT'S GRAND PRIX CONTENDER HAS FINALLY HIT THE TRACK. GORDON CRUICKSHANK DESCRIBES A 48-YEAR BUILD-UP

photography by Charles Best









WHAT HAS A GESTATION PERIOD OF 50 YEARS? Cyril Kieft's grand prix car. Conceived in 1953, part-built in '54, abandoned by '55, the incomplete car was forgotten by the racing world. Until September last year, when it finally made its race debut, thanks to the dedication of one man, Bill Morris.

The stillbirth of the Kieft F1 project was a disappointment for the small firm which built it. But the legacy of this cul-de-sac was hugely significant for British motor racing. The Kieft was built around an engine which never happened – the Coventry-Climax FPE, or 'Godiva' – which could have dominated GP racing in the Fifties. Instead it was killed off – but still managed to sire a champion offspring. One bank of the V8 developed into the Climax FPF, first an F2 success and then a world championship winner for Cooper.

Cyril Kieft was one of the driving forces in the Godiva saga. After his steel business was nationalised, he turned to racing. Keen to push his small team into grands prix, he was, along with other home-market race-car builders (Connaught, Cooper and HWM), casting around for power for the 2.5-litre F1 rules due in 1954. BRM and Vanwall had no intention of sharing their new four-cylinder designs, while Alta did not have the funds for a new engine. So Kieft looked to Coventry.

The Climax crew had Castrol R in its blood: chairman and MD Leonard Lee was an enthusiast, who had hired Walter Hassan, rapid Bentley builder and designer of Jaguar's exceptional XK engine, and Harry Mundy, ex-ERA and BRM. It seemed the perfect way to boost the firm out of the practical but unexciting world of industrial engines. Already Kieft had shown that a light four-cylinder Climax (the 1100cc FWA) could win races; a competitive 2.5-litre power plant could be a good seller, with the possibility of a milder road version to further boost profits. Late in 1952, Climax sharpened its pencils...

And in Wolverhampton Kieft began on a grand prix contender. Drawn up by Gordon Bedson, it was a sophisticated semi-space frame (i.e. not fully triangulated), with deep side elements tapering to the front to clear the wide engine. A subsidiary thin-tube structure carried the body. Though the traditional leaf-spring propped up the rear, there were unequal-length wishbones all round with front coil springs located on cast towers.

Kieft avoided the problem of making a special bell-housing by sticking to the then-common principle of a separate 'box – in this case the ENV-Wilson pre-selector, as used by ERA – under the driver's knees. A secondary shaft connected 'box and final drive.

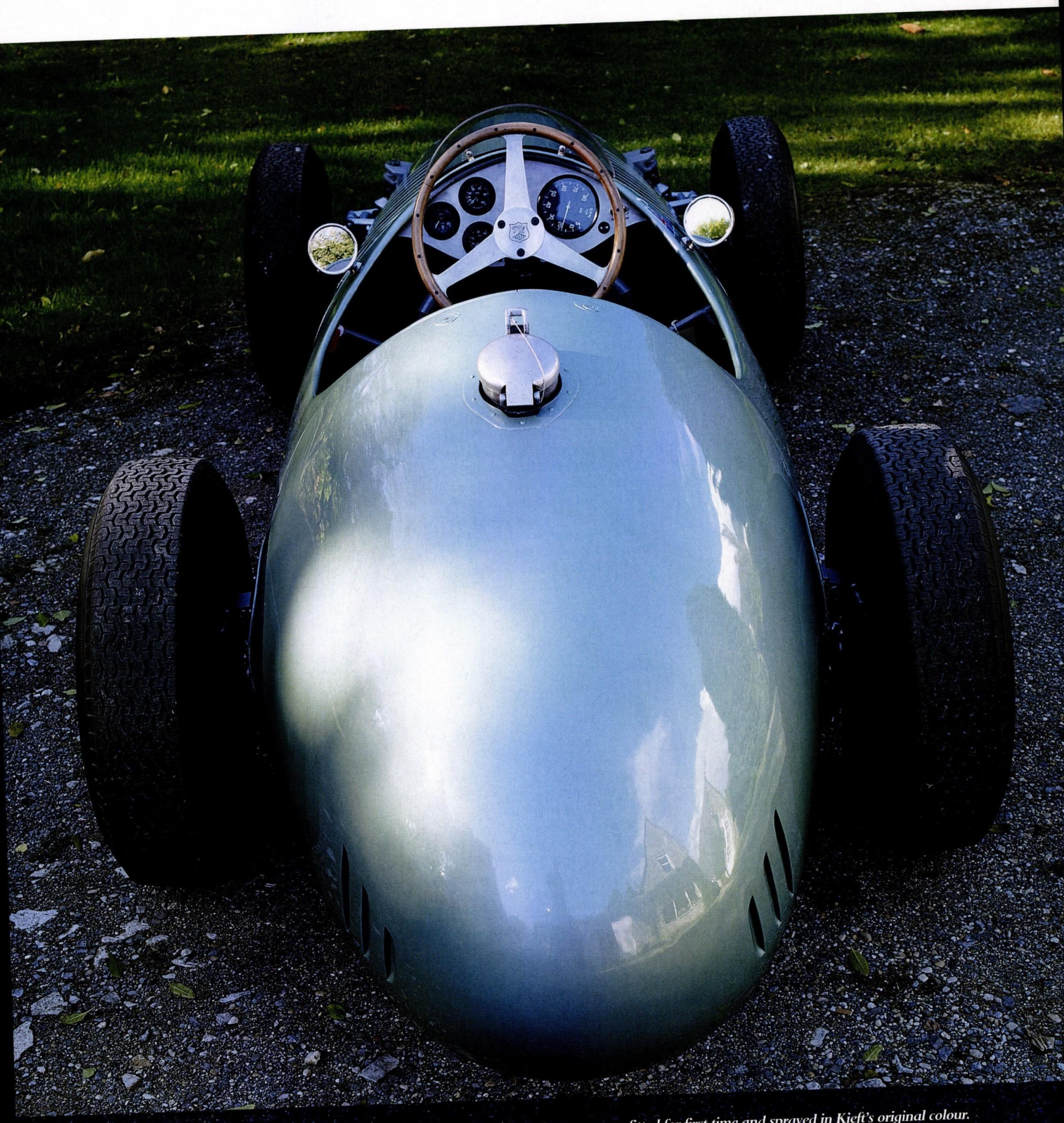
All this made for good weight distribution, until you factored in the tall fuel and oil tank hung behind the rear axle.

Kieft also took up Dunlop's new disc brake for all four corners, plus their light-alloy wheels, and used his own design of rack-and-pinion steering. Cyril Kieft, now a hale 91, still recalls the optimistic mood: "Gordon was a fine engineer, and I gave him a free hand. We had tried the design in sports form, so we were confident about F1. Ken Wharton and Ron Flockhart used to test our cars, and they were our two intended drivers."

Ambitious enough, but this was only one of a clutch of projects going on at the Kieft works. When WB visited in February 1954, the Wolverhampton shop was working on 500cc sportscars for Le Mans, with three different engines, two types of centre-seat sportscar (a year before Cooper's 'Bobtail'), the conventional 500 racers, and a one-off V8 sportscar. Plus Kieft's own design of flat-four air-cooled engine. Cyril Kieft agrees an F1 test programme would have spread the team even thinner; but at least he had the funds: "I had two other engineering businesses which were major suppliers to the car industry. Taxation was punitive then, so we weren't too particular about recording where the profit went... That funded the team."

There was a commercial angle, too, as Cyril relates: "I had a factory in South Wales with room to build three or four cars a week. We could have sold quite a few."

But while Kieft seemed to be ready for the new formula, Climax were not. By the ➠



Curvaceous bodywork built in 1953 by Boulton Paul aircraft manufacturers, now fitted for first time and sprayed in Kieft's original colour. Opposite: suspect cast wishbones replaced with new fabricated versions, uprights borrowed from Ford V8; separate gearbox allows space around pedals; Coventry name could have been bigger sooner; when Godiva project was sold, buyer had to promise to grind name off engine



Air scoop added to feed four twin downdraught carburettors; note unusual cast shock mounts. Opposite: roomy bodywork attached to thin-tube structure outside main frame; Webers borrowed from Alfasuds until suitable period items sourced, stub exhausts used because Climax tests obtained peak power this way; shift lever controls larger ENV pre-selector unit as engine does not have optional epicyclic reduction gear

middle of 1953, the design was ready. The trade-off between length, width and power was a V8 with four gear-driven camshafts and (until the SU fuel injection was ready) four twin-choke downdraught Solex carbs. A central magneto fired one plug per pent-roof chamber, and hairpin springs (popular at the time for higher revs) closed the two valves per cylinder.

Realising that likely customers would be using proprietary transmissions not designed for racing revs, Climax built in an optional safeguard – epicyclic reduction gear between crank and clutch. This knocked about a third off the revs, easing the strain on the gears.

Tagged the FPE for Fire Pump Engine (detuned versions were actually proposed for industrial use), the unit soon became less formally named 'Godiva' after another stripped-down beauty from Coventry.

Lightweight (all-alloy) and compact (only 22.5in long), it was a clean-sheet racing unit ready to face up to the best the Italians and Germans could do. Late in 1953, the test-house reverberated to the first runs; power, as predicted, was a generous 264bhp, with hearty torque over much of the 8500 rev curve. Kieft, Connaught and the others heard the echoes and held their breath.

And went blue in the face. Straight-up, honest-as-the-day Climax now got cold feet. They listened to what Maserati, Ferrari and Lancia were claiming, and believed what they heard. Them 'furriners' were 20 or 30bhp ahead; Climax would be starting the season hobbled. Chastened, they canned the project. Only later did the facts show up: Godiva out of the box would have been the strongest horse in the field. Figures of 280, 290bhp from Modena and Stuttgart would certainly become true – after a couple of seasons of development. By which time Godiva would have moved ahead just as far...

Yet there is also a hint that cash was part of the decision. Kieft's memories seem to support this: "Climax treated me very well and I knew Hassan and Mundy to be reliable. But every month I would send Gordon Bedson over to chase them and he would come back saying, 'I can't see much progress and they won't tell me anything'. So the almost complete car sat around with that dummy engine in it for months." As the silence continued, a second chassis was converted into a sportscar, and the F1 dream faded.

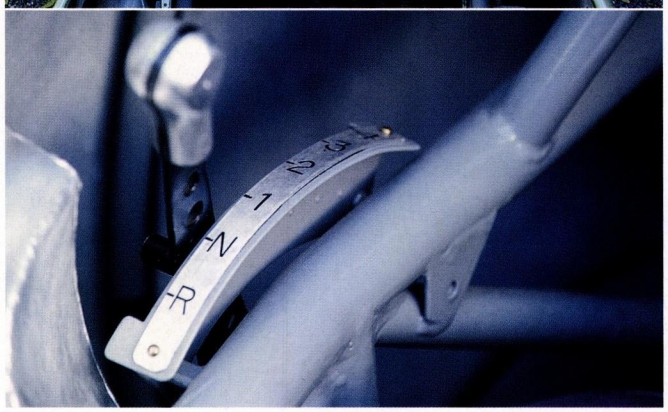
It's perhaps a stretch to imagine Kiefts defeating the establishment in grands prix, but if Godiva had gone ahead there would certainly have been a posse of privateer Brits harrying the Continentals.

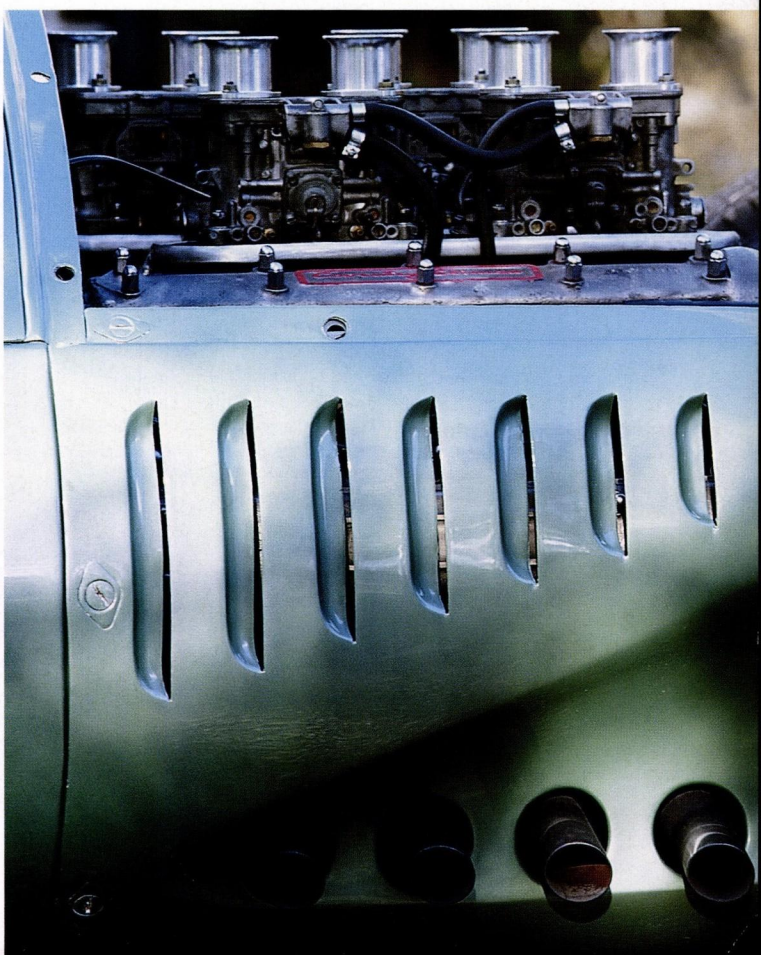
Instead, the little guys were left scrabbling for Alta power. Except Kieft. When a new government de-nationalised steel again, Cyril moved back to his roots, and abandoned motor racing. It was an easy decision: "I'd already been approached to go back into steel, so Climax's decision confirmed it. If the FPE had gone ahead I'd have been in a quandary. I think I might have stayed in racing: Don Parker was doing well in F3, and our sports-cars were making a good name. But I have no regrets; I had five happy years in racing."

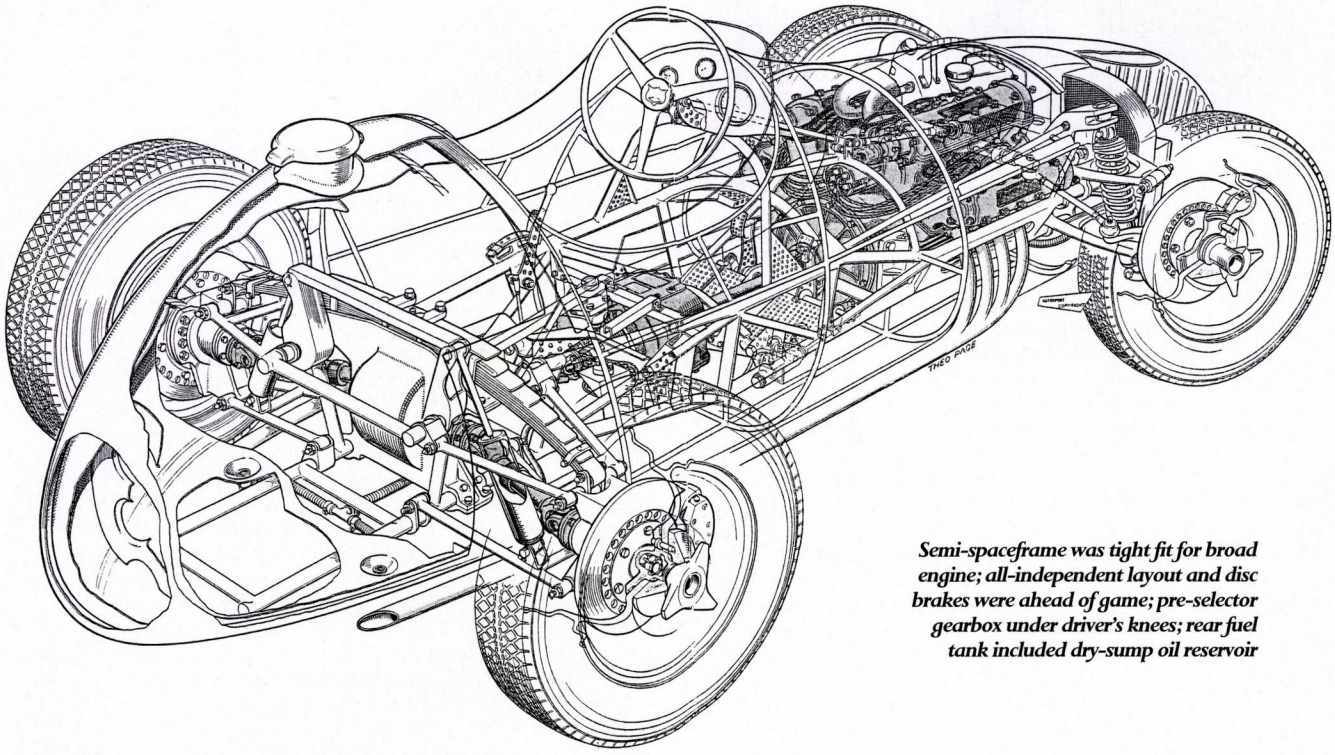
He sold the team to Merrick Taylor, who passed on the engine-less F1 car to 'Podge' Dealey, a Midlands hill-climber. He planned to fit an American V8. That never happened, and he sold it to another optimist, Gordon Chapman, who had yet another unusual power choice – a Brooke-Weston. This three-valve per cylinder V8 was another stillborn aspirant for the 2.5-litre formula, but before Chapman could begin, Bill Morris passed on the whereabouts of the Godiva engines.

The Godivas had their own wandering history. Andrew Getley bought the five units in the mid-Sixties, one ending up in the back of the Shannon grand prix car, enlarged to three litres; it actually ran one lap of the 1966 British GP before bursting. Another went to saloon racer Doc Mirfield, who got Bill Lacey









Semi-spaceframe was tight fit for broad engine; all-independent layout and disc brakes were ahead of game; pre-selector gearbox under driver's knees; rear fuel tank included dry-sump oil reservoir

at Silverstone to build up a 3-litre version and drop it in a Cortina – from which a rod very soon dropped out again. When Morris told Chapman that Lacey had the Godiva remnants the two strings came together again; but Chapman died before uniting them, meaning that the car *still* had never had a motor in it.

So it was only when Morris bought the car and engine parts from the estate that 'closure' looked finally likely. Inevitably, the route was rocky: disuse is as bad as overuse to a racing car. The mag-alloy wheels and front wishbones were too aged to trust, so new ones were made up, with a half-inch width hike for the rears from their original 5in. Similarly, the rebuild team of Greg Snape and Andy Barefield replaced deteriorating brake discs and front hubs (they proved to be Ford V8 items).

There was a degree of redesign, too. This particular V8 does not have the gear reduction system, so Morris, worried about the pre-selector's internal revs, installed a similar but larger Armstrong-Siddeley unit, plus a clutch for race starts. (Pre-selectors are clutchless, and suffer when awaiting the green light.) Rear geometry, formerly all-square, now gains a shade of toe-in and negative camber, while eccentric bushes allow for some camber adjustment up front. When the best setting is found, says Morris, the adjustments will be locked off.

Even the Fifties body came with the kit, still unfitted. Duncan Ricketts attached it, cutting louvres where needed and adding an airbox to push more air into the carbs.

Morris's workshop did the engine, too, after practising on the hollow display engine which Climax sent to various shows. He now owns all the Godivas except the Shannon unit (that car is now in Belgium), and selected the best parts including later heads, which have twin plugs and coil valve springs instead of hairpins. Four Weber IDFs from Alfasud engines temporarily stand in for the missing SU injection. New timing gears were easy: they are the same as FPF units, and Crosthwaite and Gardiner sell them by the dozen. Morris feels it's giving over 220bhp, with only one of the two plugs per cylinder connected.

Oddly, the engine wasn't a straight drop-in to the virgin chassis: built round a wooden dummy, it took some adjusting to seat the real thing, plus a bit of tube repair where attempts had been made to insert that Yank motor. But eventually five decades of waiting ended with the gruff bellow of a racing V8's first breath.

After several test sessions, the Kieft finally lined up for its first-ever race at the VSCC's Hawthorn Trophy meeting at Silverstone in late 2002. Cyril Kieft was there to hear the fierce blare from its stub exhausts as Greg Snape powered it round the track. "I was very proud," he says. "Bill's done an excellent job."

Snape went from 21st on the grid to a decent 12th place finish – which must augur well for its next outing – and he says the car is stable, vice-free and broadly neutral. Looks as though Bedson and Climax were on the right track; it just took a third party and a second start to make this new beginning. M

TECHNICAL SPECIFICATION

ENGINE	
Type:	Climax FPE, 60-degree V8, water-cooled, dry-sumped
Capacity:	2477cc
Max power:	264bhp @ 8500rpm
Valve gear:	gear-driven dohc, 2 valves per cyl
Fuel system:	4 Solex twin downdraught carbs, or SU fuel injection
Ignition:	Scintilla magneto, two plugs per cyl
CHASSIS	
Suspension (f):	double wishbones, coil springs, telescopic shocks
Suspension (r):	double wishbones, transverse leaf spring, telescopic shocks
Brakes:	Dunlop discs
Steering:	rack-and-pinion
Wheels (f/r):	5/5.5 x 16in
Tyres (f/r):	600/650 x 16in
Transmission:	ENV-Wilson, four-speed pre-selector
Weight:	approx 17cwt

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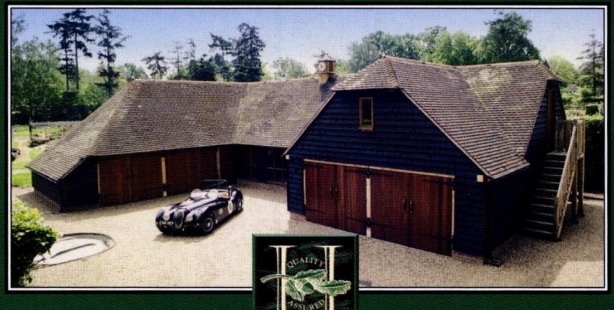
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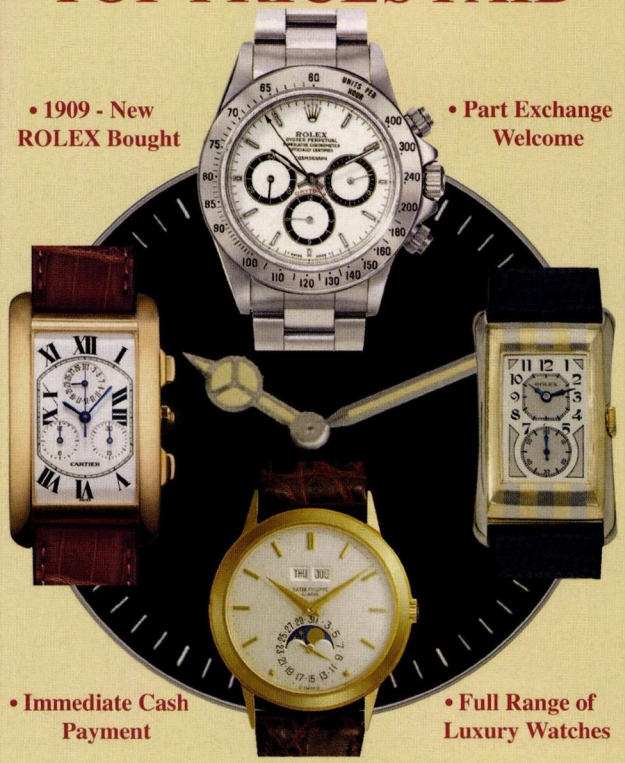
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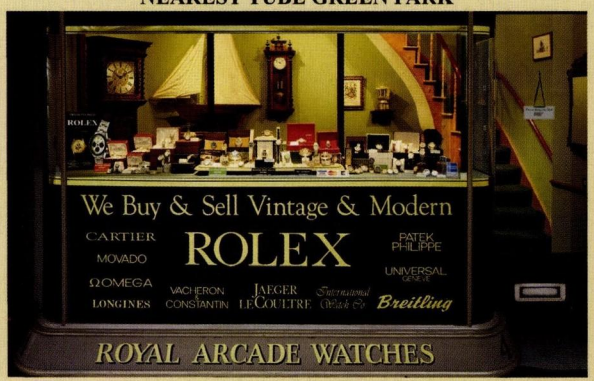
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TALE OF A MANX KIT

CLAN: MANX INTERNATIONAL RALLY – SEPTEMBER 8-10, 1972

ROGER CLARK WINNING A SEVENTIES BRITISH RALLY IN AN ESCORT WAS THE NORM. BUT BEHIND HIM THIS TIME WAS A KIT CAR THAT ALMOST BROKE THE MOULD. JOHN DAVENPORT EXPLAINS

During the early 1970s the French seemed to have a monopoly on the creation and use of plastic rally cars: there was the Ligier JS2, the Jide, the Bonnet, the Matra 530, and the Simca-CG 'MC' – not to mention the all-pervasive Alpine Renault that was shortly to become the world's first rally champion. But Britain was also involved in the production of motoring diversity via what were designated 'kit cars'. Partially completed cars were sold to individuals who then finished the construction process. This meant the owner also became the 'manufacturer' and so avoided the 30 per cent Purchase Tax.

The list of these cars is a long one and included familiar names such as the Lotus Seven and Elan Sprint, the Marcos Mantis and the TVR Vixen. Although few of the many kit cars available at that time were entered in rallies, there was one that stuck its head over the parapet and had short-lived success in rallying: the Clan Crusader.

Its story starts in the drawing offices of Lotus Cars during 1969, where Paul Haussauer had recently finished working on the Elan S4. He'd noticed that the Hillman Imp was doing well in competition: Bill McGovern was a triple winner of the British Saloon Car Championship and Colin Malkin was a double rally champion. The Imp's engine and transaxle were light, powerful and ready-to-go in the back of a plastic sportscar *à la* Alpine Renault.

There were already two kit cars in existence that used this power train: the Ginetta 915 and the Davrian Imp. But Haussauer was sure he could do better. He contacted John Frayling, who had worked on the Elite, Elan and Europa, and between them they created what became the Clan Crusader. Frayling was in charge of the exterior design and chose a wedge shape for the new car, a concept that was shortly to be very much in fashion with the Stratos and the TR7. Haussauer also persuaded veteran Lotus race engineer Arthur Birchell to join them. Birchell was enormously experienced in practical matters and had worked on Chapman's F1 and Indy programmes.

In early 1970 Haussauer left Lotus and the three men started work on the design and manufacturing detail. They devised a way of making the Clan's monocoque with just two moulds, which was 50 less than Chapman had used on the Elite. By the middle of the year they had found a new factory in Washington, just south of the River Tyne. (Their choice of such a northern location, far from their stamping grounds, was influenced by large regional enterprise grants.)

To begin with they had no plans to use the Clan in competition; they needed to make and sell cars, most of which were going out as kits. But then, in 1972, Andy Dawson entered the scene. Much involved with Imps, he was a rising star on the British rally scene – and a successful engineer. He saw the potential of a 500kg car with 120bhp and convinced Haussauer that they should collaborate on an entry in the International Manx Trophy Rally.

Like so many of the international rallies of the time, the Manx Trophy allowed prototypes – or non-homologated cars – but the RAC technical regulations insisted that, in order to be able to compete, the Clan should be fitted with an approved roll-cage. It had already passed a crash test at MIRA in May 1972, but this was different. The Clan had an integral roll-cage as part of its monocoque, but it could not be tested other than *in situ*. Dawson recalls that, "Neil Eason-Gibson, technical guru of the RAC, was dispatched to Washington to witness an unusual test devised by us. The Manx Clan, devoid of its drivetrain, was inverted and a skip placed on its undertray. The skip was then filled with water. Even with a weight of several tons bearing down, the Clan showed only slight distortion." It was given its roll-cage certificate.

Sponsorship for the rally came from Solex carburettors – Dawson's dad was the MD – plus Castrol and Goodyear. The co-driver was John Foden, a friend who had rallied with Dawson before – they had rolled in an Imp on the Granite City some months earlier – and who was also involved in making commercial pace notes for the Manx.

The car had a 998cc engine fitted with race cams and happily revved to 10,000rpm. Its tyres were an enigma. Dawson tried the car on Goodyear racers, the accepted solution for the Manx and which he had used successfully on his Imp the previous year. But they simply had too much grip for the lighter car. Thus he opted for G800 road tyres, 165s on the front and 185s on the rear. The gearbox was the wide-ratio version, but internal speeds were so high that the needle-roller bearing on first frequently seized, so Dawson built the Manx 'box using carbon bearings.

Talking today to both Dawson and Foden, their memory is of a rally car that gave no trouble from start to finish. Dawson recalls, "The only things that needed attention were a threadbare fanbelt and the rear brakes. The shoes needed changing because we fitted soft ones to give us a good handbrake and they just wore out."

During a short rest between the end of the night section and the start of the final stages on Saturday morning, it was clear that they were doing well. In fact they were fifth, and a nervous Dawson issued his instructions to Foden: "He told me, 'For God's sake, don't go to bed until you've checked all the stage times and the results'." After various delays, these were only published just before the restart, which resulted in a very tired co-driver. But in the daylight the little car was the best performer, only adding 90sec to its total penalty. Thanks to that, and a couple of retirements, it finished second behind the factory Escort RS 1600 of Roger Clark.

The effect of this success was immediate. At least a dozen people wanted a Clan to compete in, and for each one of those there were a dozen more who wanted a road car.

But then disaster struck. Just when they needed to produce large quantities of cars, and were geared up to do so, the parts department of Rootes went on an extended strike and for months there was no supply of the Imp power train. People who had ordered, cancelled, and the cash flow dried up. Things got going again in 1973, but the world had changed and the rally successes were forgotten. On January 1, Britain had joined the European Union and, in April, VAT was introduced, effectively sealing the fate of a kit car's Purchase Tax benefit.

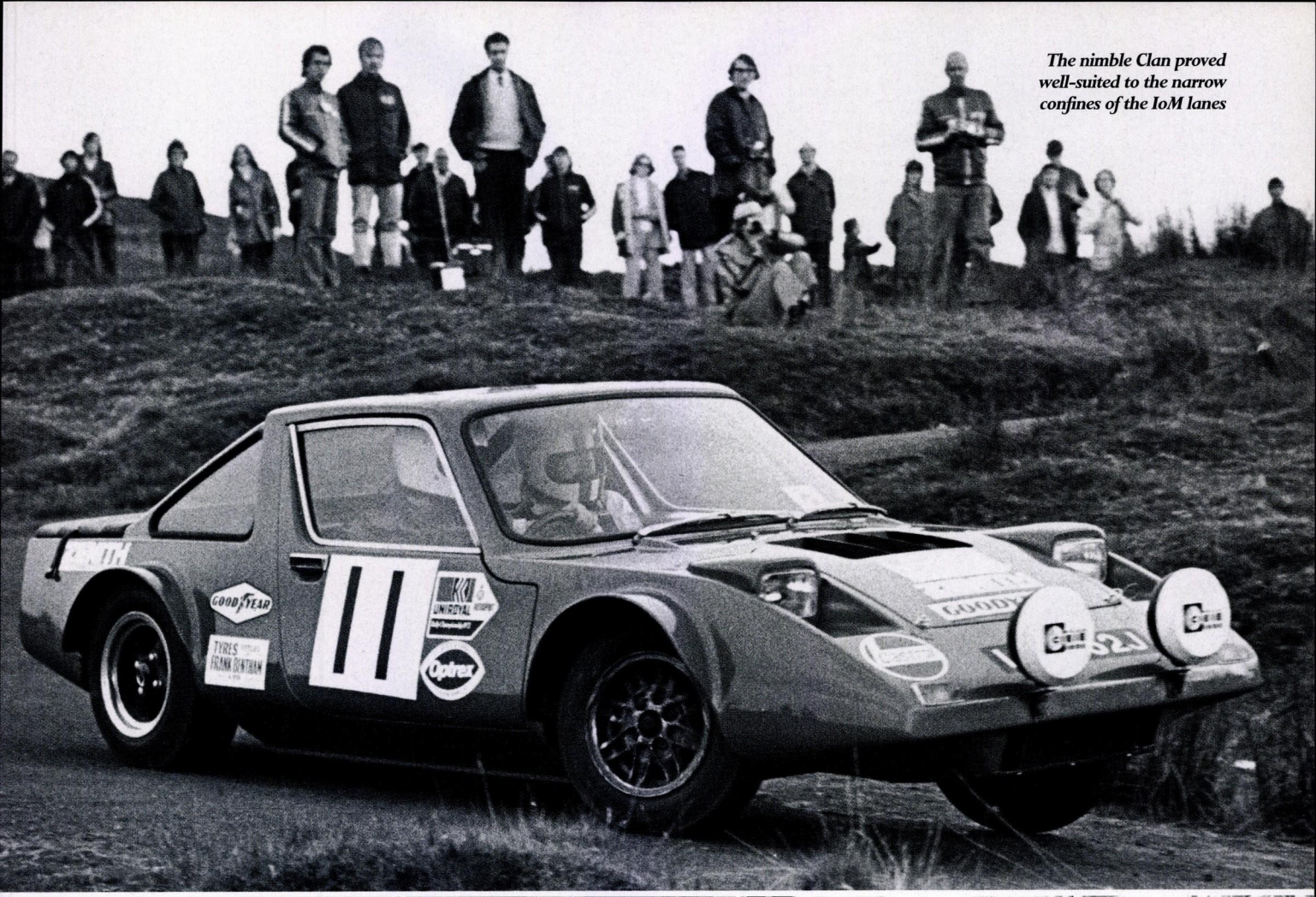
Clan production ceased in late 1973 and the company and its assets were sold to a Cypriot entrepreneur. It was not quite the end of the story, but as good as. ■



If the caps fit: nattily attired Dawson and Foley await the start

both: courtesy of John Foden

LAT



The nimble Clan proved well-suited to the narrow confines of the IoM lanes

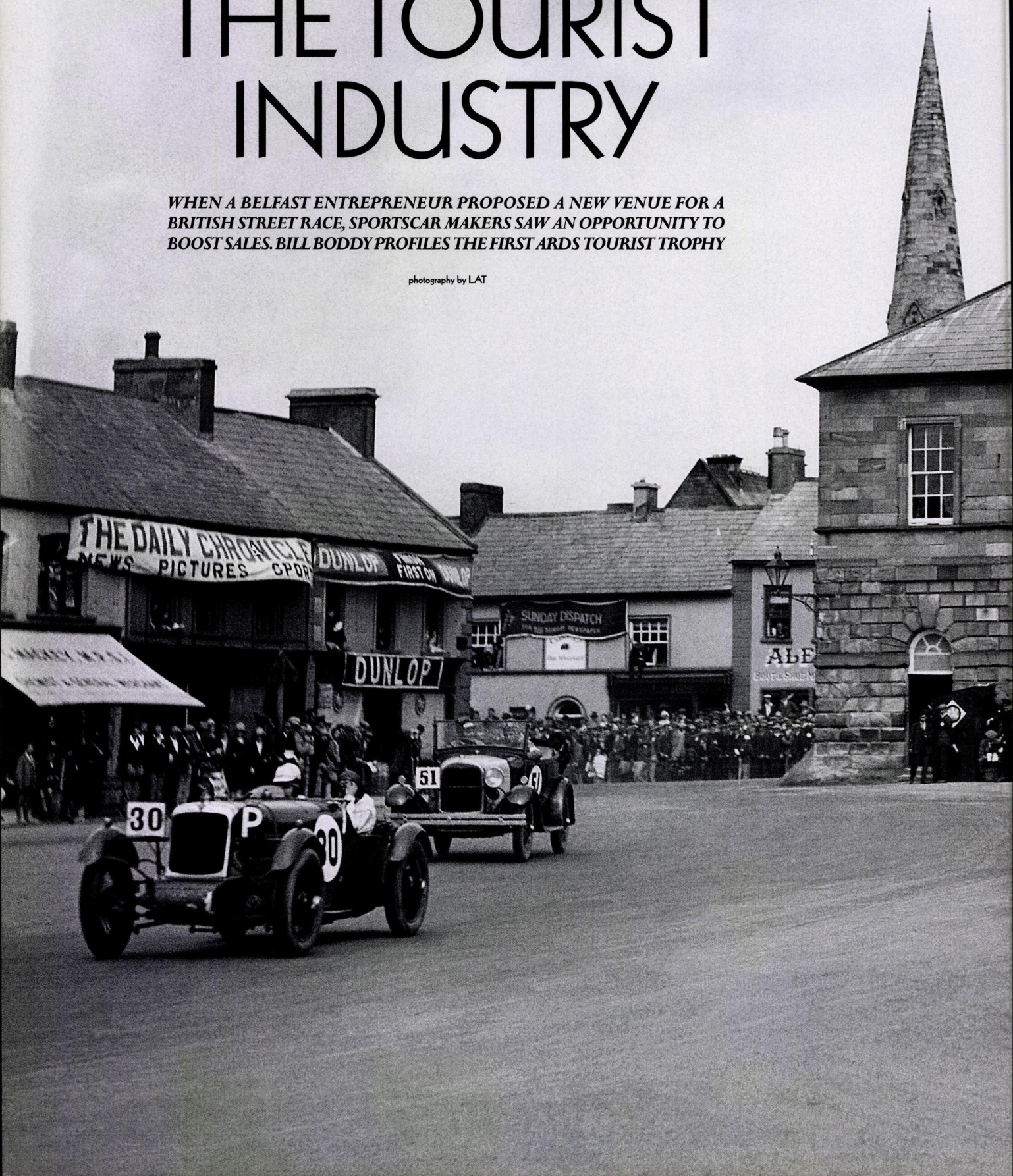


Under-tyred and under orders: 'regular' rally cars dwarf the plastic Crusader

THE TOURIST INDUSTRY

WHEN A BELFAST ENTREPRENEUR PROPOSED A NEW VENUE FOR A BRITISH STREET RACE, SPORTSCAR MAKERS SAW AN OPPORTUNITY TO BOOST SALES. BILL BODDY PROFILES THE FIRST ARDS TOURIST TROPHY

photography by LAT





IF THE BROOKLANDS' SPORTSCAR RACES, FROM THREE TO 24 HOURS, gave a useful yardstick for those thinking of buying a car of this kind, how much more so did the series of TT races in Ireland, from 1928 to 1936, as well as representing exceedingly good sport for spectators and drivers? Of these, the first race seems the most memorable...

It was the idea of Harry Ferguson, an enthusiast running a Gordon England Brooklands Super Sports Austin 7, who started a garage business in Belfast and became a multi-millionaire after winning a legal fight with Ford over tractor patents. He later introduced the Ferguson four-wheel-drive system, involving chain drive and fluid couplings, which was totally reliable, as I know from personal experience.

I remember how the two latter projects were introduced to the Press. We were summonsed to attend, with gumboots, very early one morning at Ferguson's vast estate outside Stow-on-the-Wold, the imposing boundary walls of which I used to pass on my drives from Wales to the MOTOR SPORT offices in London. First, we had a puerile lecture on the advantages of 4WD, at which Maurice Smith, Editor of *The Autocar*, fell asleep. Ferguson woke him up with a slap of his pointer – 'Bang goes a good report in *that* magazine', I thought. After lunch, we assembled to see the 4WD Ferguson climb successfully a steep, watered bank in the mansion grounds. Invited to try this in our own cars, everyone failed until a VW Beetle with a trailer in tow went up and over the top! Displeased, Ferguson yelled even more loudly at racing driver Major Tony Rolt, who was in charge and who was to develop the Ferguson 4WD system so effectively.

That was the modest chap who, as Chairman of the Ulster AC, helped to get the TT revived for sportscars. Irish enthusiasm made it possible to close public roads in Ulster. Ferguson and Wallace McLeod, ➤

Purdy's front-wheel-drive Alvis makes Conway Square in Newtownards reverberate as the Tourist Trophy is revived after a five-year gap

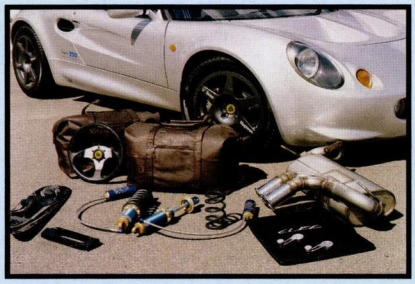
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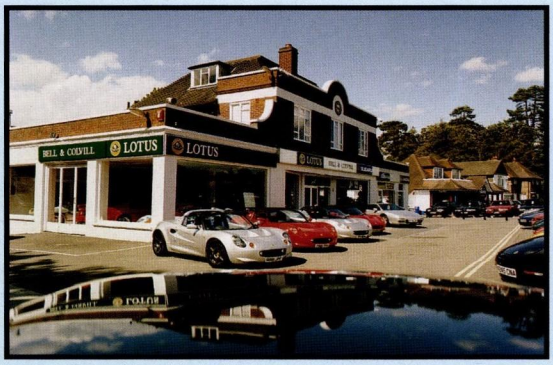
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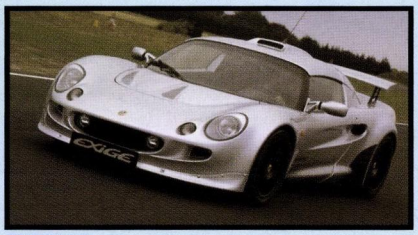
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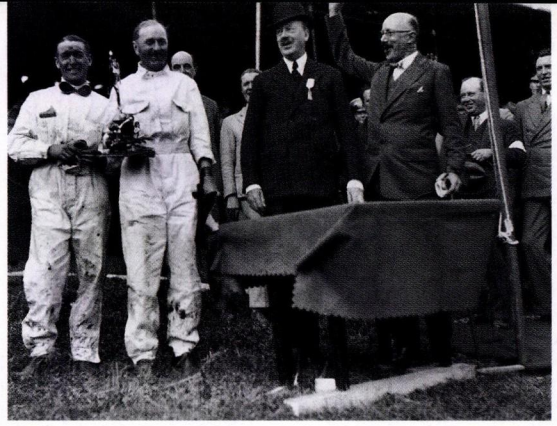
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88 men sprint for their cars – note rare Frazer-Nash saloon (37); beaming Kaye Don and his riding mechanic receive the trophy; Don's winning LeaF leads Balls' Amilcar under temporary bridge

motoring correspondent for a Belfast paper, went in 1927 to Brooklands to rustle up driver support, and the RAC agreed to the race.

I have no idea which of Europe's road circuits might be voted the best, but a truly wonderful one was used for this astonishing TT. It had a 13.6-mile lap, to be covered 30 times. At the start, on a long straight on the Belfast-Newtownards road, was a huge grandstand (reserved seats 35/-), the pits and a big scoreboard opposite. Then in 300yds the sharp Quarry corner, followed by lesser bends, led to Bradshaw's Brae, a difficult section of seven bends in half a mile. A straight passing under a railway bridge took the drivers into Newtownards, through a narrow gap in the buildings, followed by a difficult right-hand turn before the Town Hall, and exit by a very narrow street across Conway Square.

Now came the fastest part, the straight over a level-crossing into Comber, where care had to be used to avoid running into the buildings in the square, notably the vulnerable butcher's shop on the first of two right-angle turns, before another narrow street led drivers out of the town to a four-mile twisty, undulating run under narrow Ballystockart railway bridge to Dundonald, and back to the home straight. A genuine road circuit!

Not much work was needed to prepare it – a few telegraph poles moved back, the road surface improved, the level-crossing made smoother. Seven warning boards were put up before the trickier corners, bridges erected, and six telephone links provided, as well as flag marshals. The race brought in much business, spectators estimated at between 25,000 and 500,000!

'For the race, spectators were estimated at between 25,000 and 500,000!'

The roads were closed for practice from 5.30-7.30am on Wednesday and Thursday prior to Saturday's race on August 18, 1928, the RAC forbidding practice at other times, to little effect. The historic Tourist Trophy would go to the winner, together with £1000 from the *Daily Mail*, which also gave class awards, as did *The Autocar* and *The Motor*. Castrol gave its Trophy and the SMM&T the Team award.

The cars were to be virtually catalogue models, with just a few restrictions on the engines, and extra oil tanks, pressure fuel-feed and racing tyres were allowed. The bigger cars had to have four-seater bodies, ballasted for four occupants (264lbs), the 1.5-litre cars as three-seaters (132lbs), and all had to carry a passenger. The usual class handicaps were used, seven places in all, from up to 750cc to 8000cc, with no concession for non-supercharged engines. Thus the A7 had 68.3 miles less to do than cars of over 3 litres. Bonnets had to be orange, red, green, yellow, blue, black and white, respectively. A Le Mans start with crews running across the road to their cars was to be used, and the first two laps would be with hoods erect.

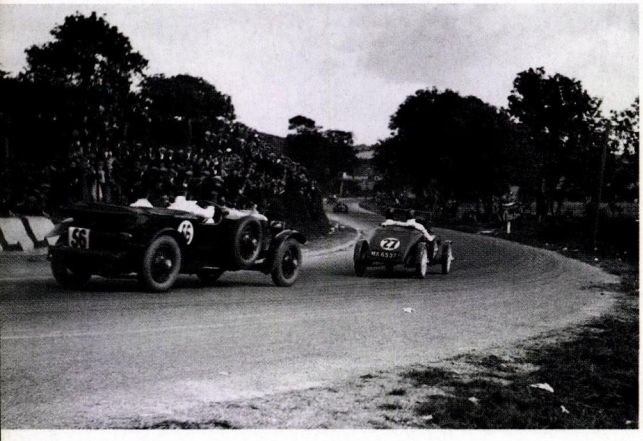
Enthusiasm was intense, and manufacturers saw this as good publicity. A record entry of 56 cars came in, reduced to 44 starters (there were 33 at Le Mans). Lea-Francis, Alvis, Lagonda and Riley ran works teams, the last named with five cars, four from the main Company, one from the Riley Engine Co. They were Brooklands-type Speed Models, bodywork altered to comply with race rules, driven by Percy and Ernest Maclure, Sammy Davis, Chris Staniland and Clive Gallop.

The three Lagondas were non-s/c Speed Models entered by General Metcalfe, to be driven by Baron d'Erlanger, Major Haynes and Eddie Hall. Alvis had entered the new four-cylinder front-wheel-drive cars, for Major C M Harvey, Leon Cushman and G A Willday. The privately-entered FWD Alvises were those of Urquhart Dykes, who with his wife normally raced 12/50s, and Harold Purdy. Lea-Francis put in five s/c Hypers for Kaye Don, George Eyston, S H Newsome, R M V Sutton and W H Green.

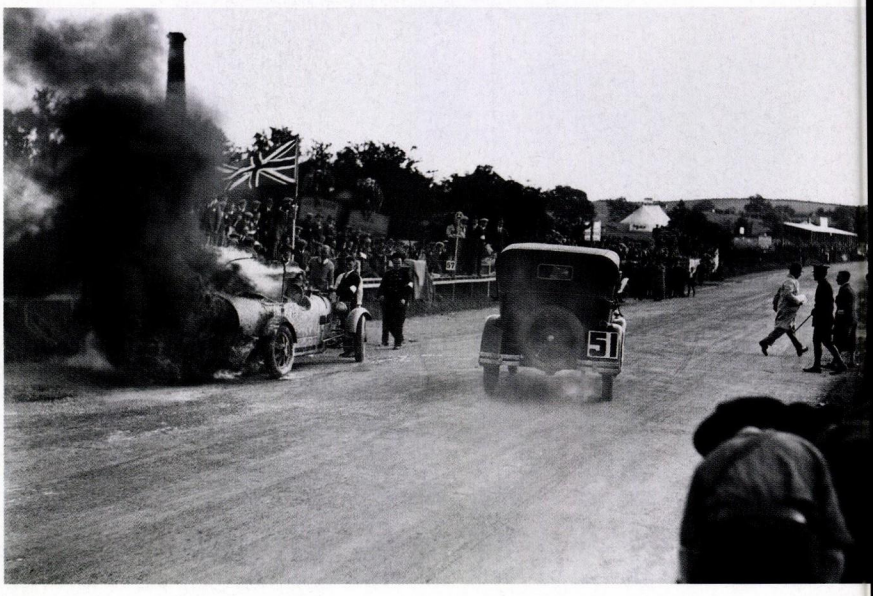
As the day approached, the atmosphere quickened – rain in practice had caused Cook's Bentley and Thistlethwayte's 36/220 Mercedes to crash, the Gwynne to go off-course, and a Riley and the FN to ditch.

The Autocar had arranged to send out masses of progress telegrams all over Britain during the race, and had (correctly) prophesied the winner. Practice began modestly; Viscount Curzon's Type 43 Bugatti was quick but the Ford tourer less so, at 49.5mph. Anyone who had ➤





Balls wrecked his Amilcar in Newtownards; Wright's Ford A skirts Campbell's flaming Bugatti T43; Dick Watney's Splendid Stutz follows Green's Leaf – the latter is father of historic racer, Willie



not brought 5gal refuelling churns gave local milkmen a nice profit.

After the Duke of Abercorn, Governor of Northern Ireland, had arrived, 'Ebby', no less, dropped his red flag at noon on that dry August day and 88 men ran to their cars. Eric Burt should have been off first as his 'Nash had a saloon body, but it refused to fire up for a fearfully long time. First away were the two Bentleys. Two laps, and the pitstops to furl hoods began, with much heavy braking and minor panics. The order then settled down, the smaller cars ahead on handicap. Already Plunket-Greene's Frazer Nash had stopped, also the Merc for the first of two plug changes. Campbell's Bugatti was dramatically completely burnt out at the pitstop. The Barnes' Austin 7 was soon caught by the Rileys, and already an Alvis/Lea-Francis duel had begun.

The course was quick to take its toll. Clive Gallop's Riley went through the Comber hedge and spun head-on into a telegraph pole. The Merc used the Dundonald escape road. Viscount Curzon's Bugatti succumbed to fuel starvation, and nine laps saw the Belgian FN out with valve faults. Cyril Paul's Alvis had an argument with a barrier at Comber but drove on. A local rain shower caused Harvey (Alvis) and Newsome (Lea-Francis) to crash, and Davis's Riley ditched in avoiding them. Nobel's Riley also crashed and broke its back axle, and much time was again lost by the Mercedes when co-driver Kindell ditched it. The Ards course was not easy!

The little Amilcar Six led for a while, but after 20 laps was third, Kaye Don's Lea-Francis leading from Purdy's Alvis, Mason's Austro-Daimler fourth. Five laps on, Cushman's Alvis was 40sec behind Don, after nearly five hours of stern racing. From then on these two popular sportscars fought a calculated duel, the Alvis gaining, but low on fuel and unable to use all its speed in case of running dry – which it did 300 yards after the race finish. Don drove a copybook race without relief, for six hours on this difficult circuit, to win by just 13sec, an amazingly small margin in such a long contest.

The Duke of Abercorn awarded Don the TT Trophy, and he was soon swamped by autograph hunters. Ferguson had watched from a humble grandstand seat. Leon Cushman's Alvis was third, from the Austro-Daimlers of Mason and Paul. Mason had never lifted the bonnet of the third-placed Austro-Daimler. Sir Henry Birkin's Bentley was fifth, after making fastest average speed, 65.76mph; Don's average was 64.06mph, excellent for a 1.5-litre car. The class winners were K Peacock's Riley 9, the Lea-Francis, Oats' OM, Mason's Austro-Daimler and Birkin's Bentley. Only 12 finished, some were flagged off, and crashes eliminated eight cars, only Dykes being a casualty, injured when his Alvis overturned.

The TT was thoroughly successful and a gauge for anyone wondering which sportscar they should invest in, having perhaps mistrusted the results of Brooklands' marathons run over a wide course, and with many expert drivers. The TT must, surely, have sold some Hyper 'LeaFs', and confirmed Alvis's faith in FWD.

The crashes proved little, unless thought to indicate poor roadholding, but what of the mechanical mayhem? It was disappointing that all the Lagondas had trouble with the rockers of their underhead-cam overhead-valve gear. The Gwynne's clutch slipped, the Tracta's engine gave up, one Riley blew a gasket, two had back-axle failure, a fourth caught fire, and another lost its oil. The FN had valve disaster and Purdy's Alvis broke a piston after 28 laps. 'Aldy's 'Nash had a piston collapse, the Plunket-Greene/ Bagshawe and Parry Nashes both had transmission problems, and after 20 laps, the Ford retired, on three cylinders, while the Bugattis both had fuel leaks.

'Campbell's Bugatti was dramatically burnt out at the pitstop'

The OM winning the 2-litre class may have opened some purses, a Riley showed up favourably by winning the 1100cc class, and the Bentleys beat the privately owned Mercedes, and were 1-2 in their class. The three Austro-Daimlers took the team prize (– I have often wondered why the 19/100hp Austro-Daimler was not more popular here). All of which should have attracted the attention of some prospective purchasers – surely the main commercial excuse for manufacturers to indulge in this expensive, but exciting sport. M

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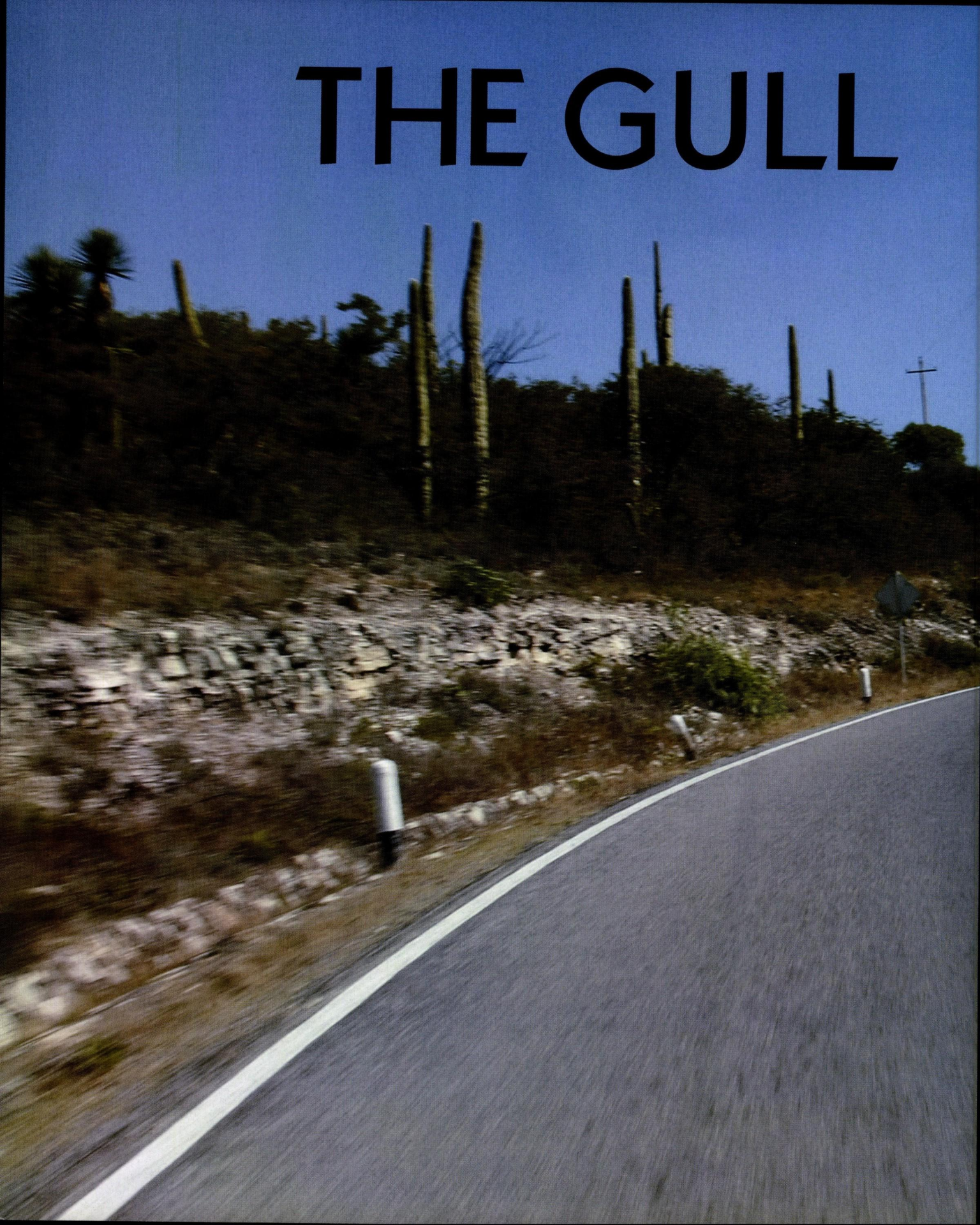
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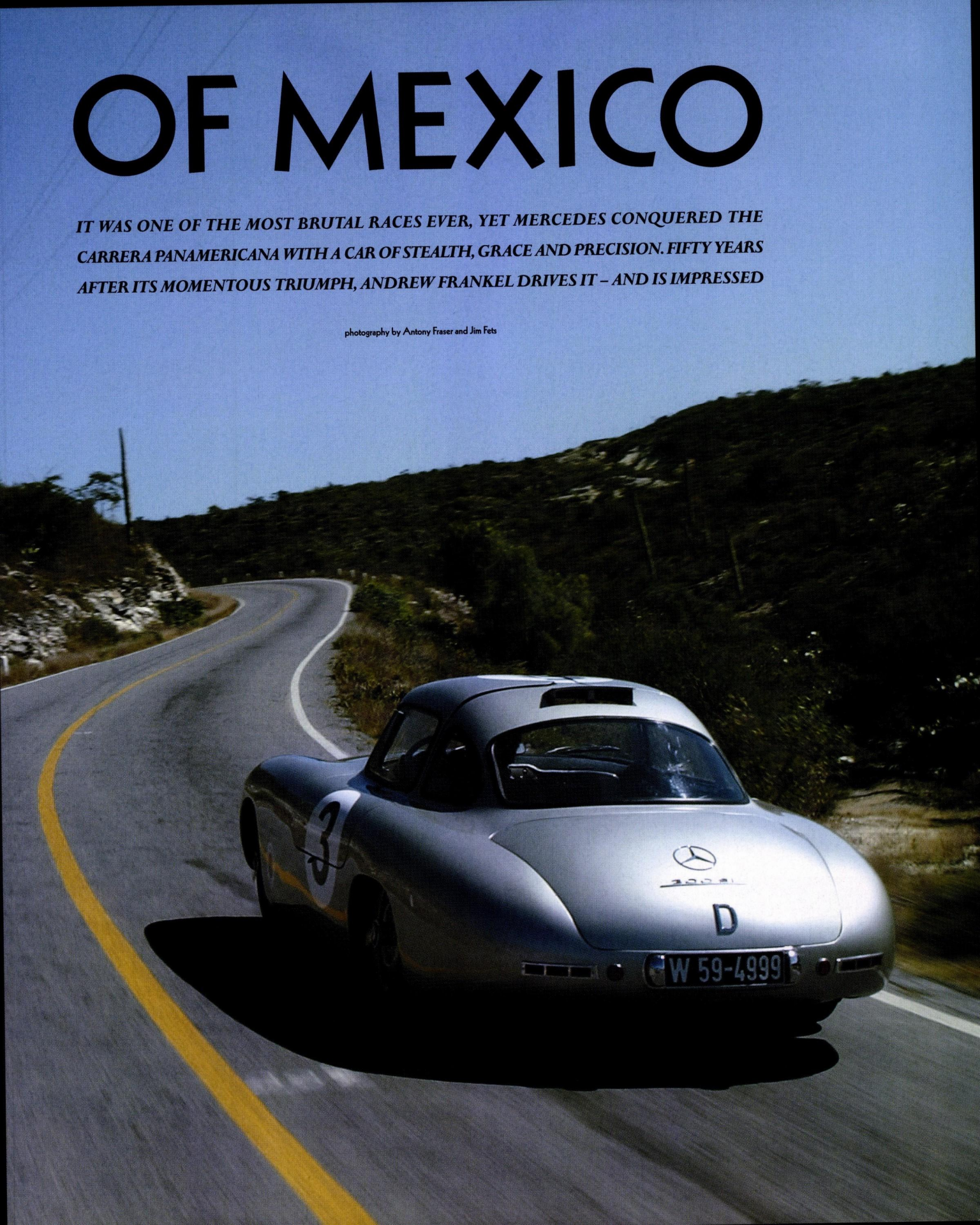
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photography by Antony Fraser and Jim Fets





Charisma and drag coefficient of streamliner 300SL leaves modern Mercedes in the shade. Below: Wheels suit car – stylish, simple, cute. There ain't no cure for the salmon-time cruz

THE ROAD RUNS STRAIGHT AND true for a few hundred yards and, momentarily, I become Herrmann Lang. Along here, Germany's third-greatest racing driver would have had his right foot pressed hard to the floor, gunning his works Mercedes 300SL across the Mexican desert towards the mountains as he headed for a second place in the 1952 Carrera Panamericana. Well, my foot is where it should be, I am on the Carrera's course, and my carriage is the very same 300SL, preserved to perfection by Mercedes for the last half-century.

The straight-six, 3.1-litre engine is spitting its snarling music through the single stub exhaust pipe exiting underneath the passenger door and the speed is rising, faster than you would ever credit a car with just 180bhp. What they say about the aerodynamics of this 'Gullwing' is clearly true, but more on this shortly.

For now, I'm rapidly disengaging the Lang-drive and returning to rather more conventional Frankel-steer. We have reached the end of the plateau and the road is suddenly twisting for the sky. Thoughts of drum brakes, swing-axles, a million-Euro insurance rating and damaging this utterly original car soon make reality bite. We don't exactly pootle up the side but I make damn sure that we stay far from that twilight zone where the rear suspension suddenly leans into positive camber and starts to play all kinds of tricks on you.

"You had to know what you were doing to drive this car fast," an elderly American had opined to me just before I'd climbed in. This was John Fitch – and he would have come third behind the 300SLs of Lang and outright winner Karl Kling had he not been disqualified over a technicality.

Sadly, Fitch is probably best known as Pierre Levegh's team-mate that terrible day at Le Mans in 1955, but as a racer he is not to be underestimated. Indeed, his average speed over the final section of the Panamericana course was faster even than Kling or Lang – fastest of all, in fact. He drove in grands prix, too, in both HWM and Maserati, co-drove the victorious 300SLR with one Stirling Moss at the 1955 Dundrod TT, contested Le Mans half a dozen times and continued to race at Sebring with Briggs Cunningham until his 50th year, in 1966.

Back in the 300SL, the road is now swaying to and fro in a never-ending series of second-gear bends punctuated by third-gear curves. When I'd climbed aboard, the Mercedes engineer whose baby this car is had given no instructions save how to start it (push in ignition key, thumb adjacent button), nor laid down rules as to how it should be driven. And it is absurdly easy – the clutch is gentle, the gears are smooth. It steers precisely and eagerly, and feels tight enough to be brand new.

Then again, its works career was not long. Its first duty in 1952 was to contest the Mille Miglia, returning Rudolf Caracciola back to Brescia in fourth place overall, in what would be Germany's second-best racing driver's final serious racing result. Rudi then drove it in the sportscar grand prix in Berne, where something – a locking brake drum according to his autobiography – sent him careering headlong into a lamp-post, smashing a thigh and ending his career.

Come Le Mans the car was still being repaired – it was left to Lang in one of its sisters to clean up – and so its next, and final, outing was the 1952 Carrera. Which means that Lang and Caracciola were the only people ever to drive this car in anger. As driver pedigrees go, it's up there with the best.

From a mechanical standpoint, however, the 300SL is altogether more humdrum. It is to be remembered that this car was Mercedes's first post-war racer and that funds were extremely restricted: a bespoke machine, like the 300SLR that would follow it in 1955, was out of the question. For while the SLR was effectively a W196 grand prix car with enclosed bodywork and an enlarged 3-litre ➳

'The speed is rising, faster than you would ever credit a car with just 180bhp'









Slick colours, svelte shape heads up daunting pass. Top: Step back in time at garage near Tuxtela finish

JOHN FITCH: PROVING AGE IS NO BARRIER

JOHN FITCH MAY NOT BE REMEMBERED AS one of the finest racers of his era, but he stands as one of the most remarkable men I have ever met. He's still competing at 85, most recently at Laguna Seca, and was aghast that he was unable to take part in the 2002 rerun of the Carrera Panamericana in a nut-and-bolt replica of the 300SL roadster with which he competed in 1952: "We were fine, the car was fine, the organisers were fine – we just could not find anyone to insure it for remotely sensible money. But don't worry, we'll do it for sure in 2003."



He drives the 300SL with total assurance – fast and smooth – and hops in and out of its restricted interior with the ease of someone literally half his age.

One of Fitch's lesser known claims to fame is that it was he who was originally to have driven Jenks in the 1955 Mille Miglia, and that it was Fitch who had the idea for countering the local knowledge of the Italians with pace notes written on a rolling sheet of paper. As Jenks acknowledges in his original race report, he accepted Moss's subsequent invitation, 'John Fitch having sportingly agreed that it would be a good thing for me to try out our plans for beating the Italians with Moss as driver.'

Of the Carrera Panamericana, Fitch says, "It was the crowds that were the real worry. You'd come into towns and the road would curve in such a way that all you could see in front was a wall of people. In such circumstances you really didn't want to lift, but sometimes you just had no choice."

His works 300SL roadster – of which none survives – was less aerodynamic by far than the Gullwing, but up to 100kgs lighter: "All told I didn't think it made much difference, and if you look at the last stage, where I recorded the fastest time of any car on any leg of the race, I couldn't say I was disadvantaged over the closed car."

Disqualification came when Mercedes engineers failed to set the front suspension properly at a stop. Rather than be disqualified for missing his start slot, Fitch got permission to start the stage and immediately return to the service bay to have 20mm of toe-out removed.

"The sound of the tyres howling was awful so I just went off the line and then immediately reversed back. I'd got permission, but some higher authority still disqualified me."

Of the dangers that strew his path, like so many others of the era, he simply did not think that hard about it: "I guess it was kinda dangerous, and sure, people died, but I don't remember sitting there and letting it get to me. It was just another race that needed running." However, after witnessing the appalling fatalities at Le Mans and Dundrod in 1955, Fitch dedicated the rest of his career to improving safety on both roads and tracks, once driving head first into one of his deformable barriers at 60mph to prove its design. They are now used on roads in all 50 US states.

Today Fitch cuts an enigmatic and more than a little eccentric dash. I met him in Oaxaca, one of the stage starts for the Carrera, where he spent the day in 90deg heat, marching from place to place, jumping in and out of the SL and always choosing the most challenging items on the menu. When I left him, he was tucking into a cactus.

Like Kling and Klenk (both still very much alive at 92 and 83, respectively), he is a relic of a different age of cars and drivers. But one day, even these true survivors will be gone and with them will die the few remaining first-hand experiences of the greatest road race of them all. In that perspective, it was a privilege to spend even a short period of time in his company.

engine, the W194 – that is to say this 300SL – took its cues from something rather more homespun, the basic 300 saloon.

It nearly meant the project didn't happen at all. As early as 1951, Alfred Neubauer put it in writing that if Mercedes was to have any chance of beating the opposition (consisting mainly of 4.1-litre V12 Ferraris), an engine output of 200bhp and a five-speed racing gearbox should be considered the bare minimum. And when you consider that the Ferraris had 280bhp, you can see why.

But another legend of Mercedes racing history – engineer/driver/designer Rudi Uhlenhaut – knew Neubauer's demands were not going to be met. The Carrera regulations had been relaxed to allow prototypes to enter (in 1950, one rule stipulated all cars must have at least five seats), but Mercedes's budget still meant that if any car was going to be built, it would have to use both the gearbox and engine from the 300 saloon. And this meant four


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speeds and 170bhp – even though the motor was expanded to 3.1 litres specially for the Carrera, bringing another precious 10bhp.

So Uhlenhaut found another way to give the 300SL a Ferrari-matching performance. First he designed an ultra-stiff and light spaceframe chassis and clothed it in aluminium so thin it would dent if you did much more than sneeze on it. The result, despite an awkwardly heavy engine and gearbox, was a car weighing around 870kgs, compared to the Ferraris that came in at around the tonne.

But that was not the SL's secret. Uhlenhaut knew that the real key to winning long-distance events such as Le Mans and the Carrera Panamericana was not power but speed, and just because he lacked the former, it did not mean he should be denied the latter. So he took models to the wind tunnel at Stuttgart University and returned with the famed gullwing design and a drag co-efficient of just 0.25 – a staggeringly low figure even by the standards ➤➤

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Think this looks bad? You should see the dog that Lang hit. 300SL shows the wear and tear. Below: 300SL is in mint condition after rebuild; road hazards are colourful down Mexico way

of 2003. The 300SL would not need to barge its way through the air – it would slip past almost unnoticed instead. Speed tests proved the rightness of the design: even with the 170bhp engine, the 300SL would reach and hold 150mph – enough to keep it sufficiently in touch with the Ferraris along the straights to allow its superior handling on the twisty bits to endow it with a decisive advantage.

And so to the Carrera.

The 1952 event was one of the less gruesome of the five races held between 1950-54, but lives were still lost. In his rather understated autobiography *Grand Prix Driver* – penned just after the race – the unflappable Lang wrote about what he entitled *The Mexican Adventure*: 'Enthusiastic spectators lined the road and, in their excitement, were forgetting to consider that cars followed in swift succession, and thereby were endangering the drivers – and also themselves.

'Kling, who was slipstreaming [Luigi] Villoresi, caused such excitement that I suddenly found myself approaching a narrow lane lined with wildly cheering Indian spectators, at some 150mph. Only the penetrating Bosch horn and some quick avoiding action averted a catastrophe.'

Lang's race was also dogged by bad luck. On the first stage he hit a dog so hard – that part of Mexico remains littered with the corpses of these feral hazards to this day – he had to cruise along until he was sure nothing had been bent. Even so, he had to count himself lucky compared to Kling and his hapless co-driver Hans Klenk, who had the very dubious honour of receiving a vulture in the face at 150mph. Klenk was saved by a windscreen that took most of the blow before disintegrating. One can only imagine the scene in the car at the time: pictures of the blood-soaked but grinning Klenk at the next stop tell a story of their own.

Meanwhile, Lang was having a fairly torrid time himself: 'We shot off again on a long-distance hill-climb, the type of which is never seen in Europe.' And this is a man who drove pre-war 600bhp GP Mercs up the Klausen and Grossglockner passes! 'There, over 20km of bends, curves and hairpins, the road climbed non-stop past sheer drops of hundreds of feet where even 18in of oversliding meant certain tragedy. Drivers tried to pass each other wherever possible – and impossible – and the 60km descent to Mexico City was no different.'

The Mercedes suffered punctures and, on the last day, one of its beautiful gullwing doors was ripped off by the blast of air passing over it. By now in the freezing north of Mexico, this turn of events did no favours for either the 300SL's aerodynamics or the living conditions inside.

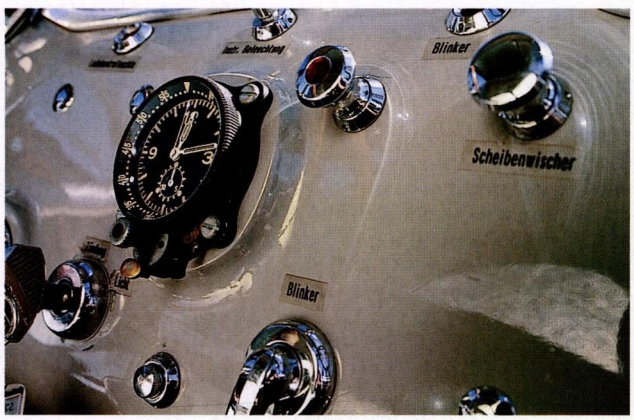
It finally crossed the line 37min after Kling and ahead of the rival Ferraris, Lancias, Porsche and Jaguar that made up the rest of the top 10. Lang notes with understandable satisfaction: 'The conclusions that the team came to were satisfactory: barring unforeseen accidents, the 300SLs had the measure of the Ferraris and Lancias.'

Clinging to the same elegant, alloy-spoked, wood-rimmed steering wheel that Lang had twirled so deftly 50 years ago, I can now see why: the 1952 Carrera Panamericana was a triumph of Mercedes brain over Ferrari brawn. I have been lucky enough to drive one of the actual Ferrari 340 Mexicos that lined up against the SLs at that race and remember its awful handling and non-existent brakes even more keenly than I do the power of its sublime engine. It felt like a truck and, compared to a 300SL, a very old truck at that.

By thinking that little bit harder, extracting the absolute maximum from what it had, cash-strapped Mercedes had beaten the best and returned to motor racing in the same manner as it had departed in 1939 – the undisputed best in its field.

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'Klenk had the dubious honour of receiving a vulture in the face at 150mph'







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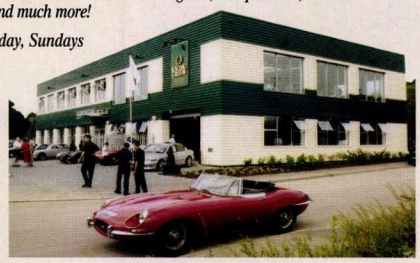
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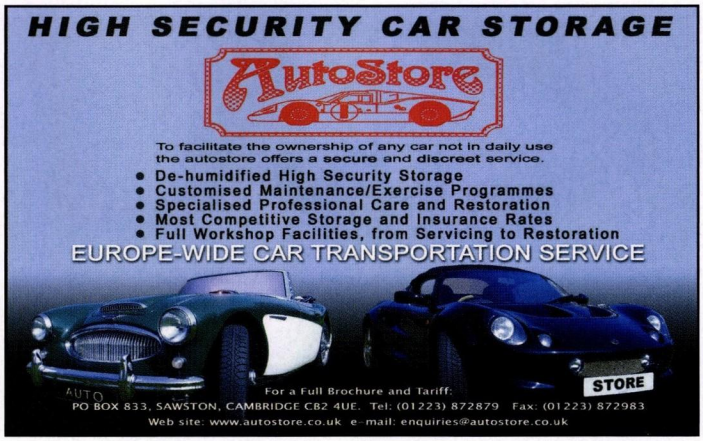
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X-RAY SPEC

LOTUS 29

IN THE FIRST OF A NEW SERIES, KEITH HOWARD GETS BENEATH THE SKIN OF THE ORIGINAL INDY LOTUS – WITH HELP FROM CHAPMAN'S CHIEF DESIGNER, LEN TERRY

WHEN COLIN CHAPMAN WAS INVITED TO THE 1962 Indianapolis 500 by Dan Gurney, the Lotus founder surveyed the front-engined 'dinosaurs' on show there and famously remarked, "All you've got to do is to get an engine with half the power of these great lumps of junk, build a decent chassis and you've won the race."

The Lotus 29, which competed at the Brickyard the following year, was the car charged with justifying this haughty dismissal of Indy tradition – and it very nearly did.

Although Chapman himself laid out a scheme for the car – in effect, a bigger version of the 25 which had made such an impact in Formula One in 1962 – it fell to the newly appointed Lotus chief designer Len Terry to complete the design details and construct it.

Terry had worked for Lotus previously, before being sacked by Chapman in 1959 for building and selling cars in his off-duty hours. These two men, though they had similar philosophies of race-car design, had a barbed personal relationship – "He looked on me as a bolshie bastard," recalls Terry. "And I was – I stuck up for my rights!" So to entice Terry back to fill the departing Mike Costin's shoes, Chapman had to dangle some carrots. A big office and generous salary were a good start, but what really clinched the deal was the chance to work on an Indianapolis car; Terry had been attracted by the Indy scene since a very young age. He rejoined the payroll in September 1962.

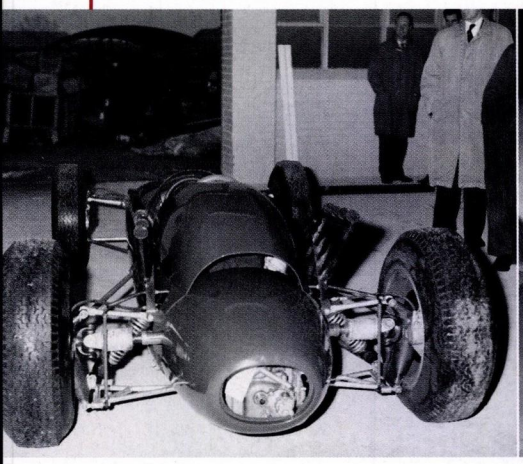
Three cars were built for the 1963 campaign: one for Jim Clark, one for Gurney (his reward for the Ford introduction) and one as a test mule. Cheshunt's publicity was bullish about the 29's prospects. Noting that it had a higher power-to-weight ratio – 370bhp in a car weighing 1130lb – than the awesome Mercedes and Auto Unions of the 1930s, Lotus predicted it to be capable of breaking "almost every lap record in the world". Early testing at Snetterton, where it duly set a new lap record, confirmed those expectations.

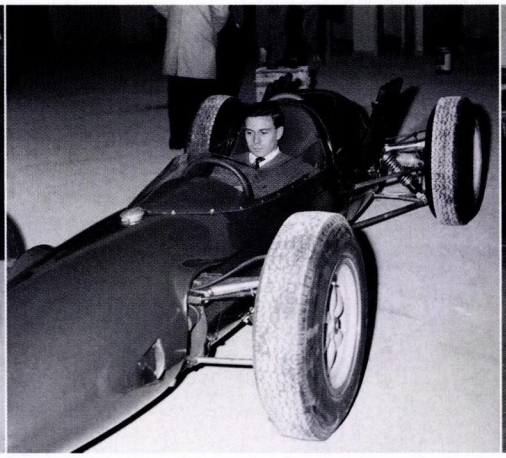
The atmosphere at Indianapolis was not altogether sportsmanlike. Its establishment was riled, not only by Chapman's irreverence, but by the fact that Gurney had introduced him to the Ford executives who would finance the project *and* provide it with a purpose-developed, light-alloy racing version of its pushrod Fairlane V8. When Firestone also weighed in with 15-inch tyres developed specially for the Lotus, the feeling of xenophobia intensified. The cocky foreign interlopers were backed by US dollars!

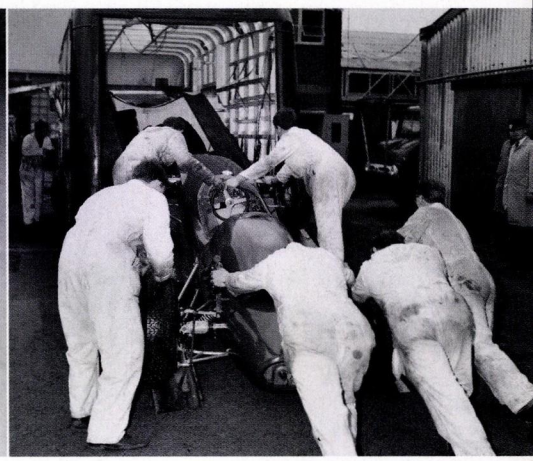
Revenge was exacted in various ways. Jim Clark – whose one previous drive at Indy was a test session in a 25, an experience he described afterwards as "a bit dull really" despite a best lap of 143mph – was compelled to take a humiliating rookie test. In the race itself Gurney started well but slipped back to seventh at the finish, whereas Clark, despite being robbed by yellow flags of much of the advantage of his fewer pitstops, looked set to win until Parnelli Jones's leading roadster infamously began to leak oil onto the track. Furious complaints by Chapman failed to get Jones disqualified and Clark had to settle for second. A prize purse of over $55,000 helped soothe Lotus indignation. As did an emphatic win in the following Milwaukee race, where Clark led for all 200 miles.

Len Terry would exact his revenge in turn in 1965, when Clark triumphed in the third-generation Lotus Indy car, the 38, to become the first non-American to win the race since 1916. Still, that 1963 'robbery' irks even today. "If they had stuck to their own rules we would have won the race," says Terry for what must be the umpteenth time, "but I'm biased, of course."

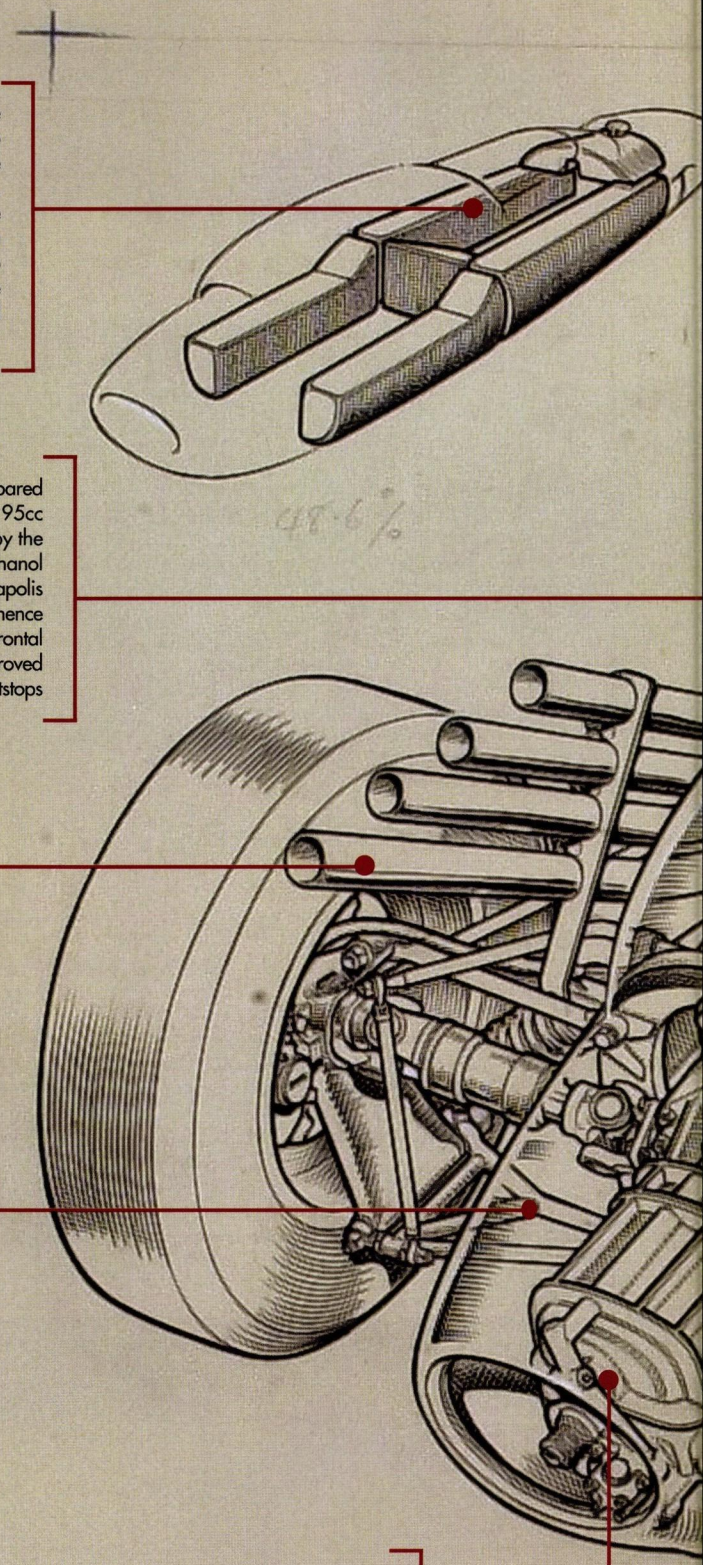
The car that would turn Indy on its head is revealed to the press at Lotus's rather careworn Cheshunt base; an angelic Jim Clark looks even more swamped than usual in this scaled-up version of his F1 pace-setter, the 25; mechanics pack it away before setting off for a Snetterton shakedown







X-RAY SPEC



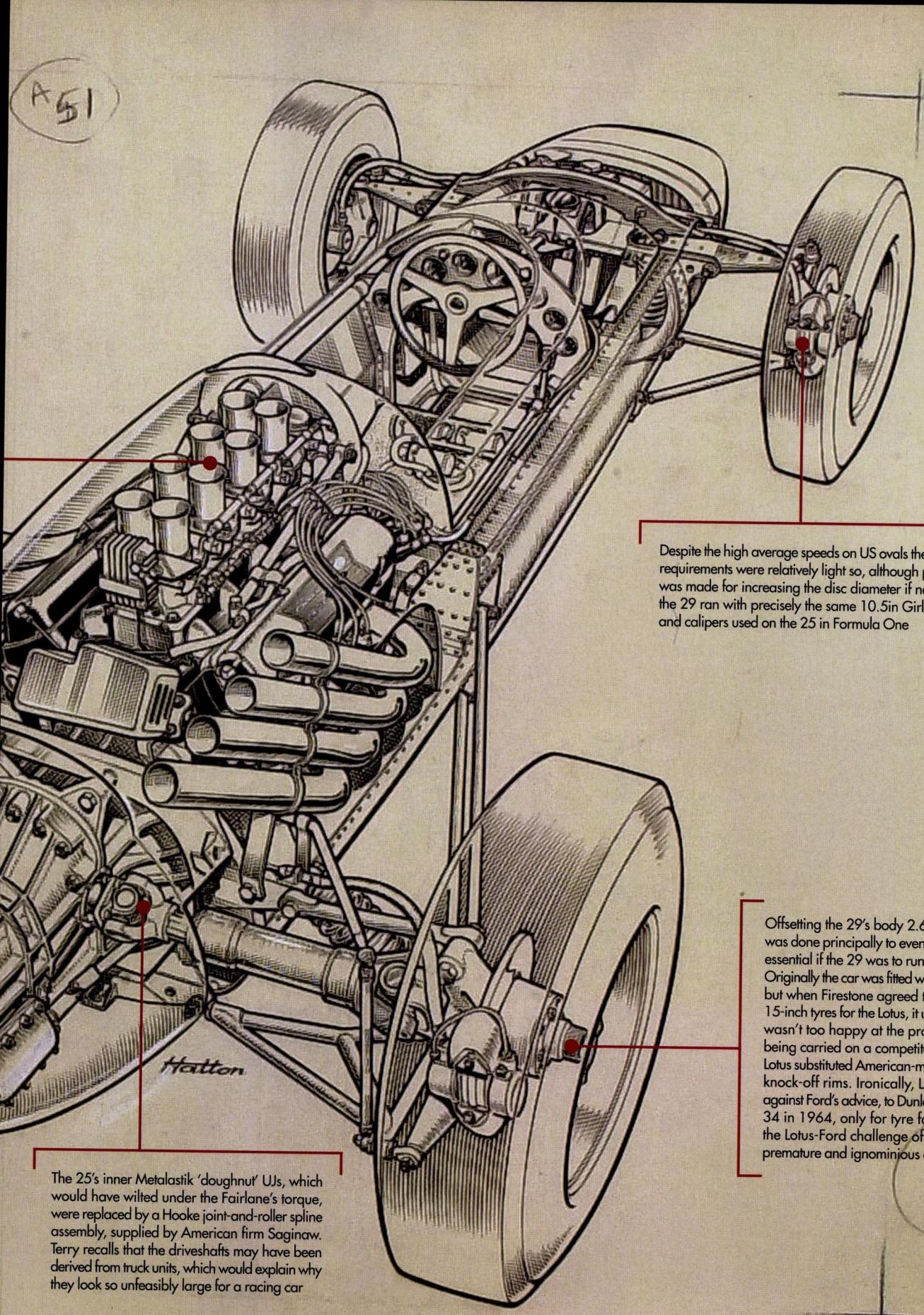
Construction of the 29 was on the 'bathtub' principle first used in the 25. To maximise its fuel capacity and so capitalise on the decision to use pump fuel, the chassis 'sills' were taller and wider and a saddle tank was added above the driver's legs, bringing the total capacity, including the small tank behind the driver's back, to an impressive 42 gallons. Unlike the 25, the tanks were interconnected using a system of non-return valves of Terry's devising which allowed fuel to flow into the left-hand sill tank but not out of it – other than to the engine! – thereby ensuring that the weight of the fuel load remained evenly distributed through Indy's succession of left-hand corners

Ford's pushrod Fairlane V8 must have seemed pretty crude to Lotus eyes compared to the Coventry-Climax FWMV used in the 25, and its 370bhp from 4195cc (just 88bhp/litre) compared very poorly with the 130bhp/litre achieved by the Coventry unit the same year. But Ford tests had shown that, even using methanol fuel, the Offenhauser four-cylinder engines favoured in the traditional Indianapolis roadsters only just topped 400bhp, and they were significantly more thirsty; hence the decision to run the 29 on pump fuel, despite the power shortfall. Its lower frontal area helped reduce the Lotus's speed disadvantage on the straights, and it proved significantly quicker round the corners, enabling it to capitalise on its fewer pitstops

Angled exhaust stubs identify this as an early incarnation of the 29, before Ford had developed a proper tuned header/collector system for the V8. By the time the 29s appeared at Indy the exhaust tubes had been twisted to the rear of the engine where they were combined via two 4-into-1 collectors, terminating in a pair of flared outlet pipes that exited almost horizontally from beneath the engine cowling

Suspension was lifted from the 25, albeit beefed up and complicated by the 29's body offset. To keep the rear suspension geometry as near as possible the same on both sides of the car (it wasn't quite because the radius arms were shorter on the left than the right), the upper transverse arm and lower wishbone were identical either side. This simplified the car's manufacture and reduced the spares inventory. One consequence was the unexpected kink in the front tube of the lower wishbone, which required an extra tube to be added to triangulate it – a distinctly un-Lotus feature. On the right side of the car this arrangement appears perverse, but the reason for it becomes obvious on the opposite side. Here the inboard pivot of the lower link has to be located further inboard to accommodate the body's offset, with the result that the wishbone would foul the rear bulkhead hoop if it didn't incorporate that kink

A Colotti Type 37 transaxle replaced the ZF unit used in the 25 to accommodate the much higher engine torque. Only two of the four available ratios were used – one low enough to start the car from a standstill and the other for normal lappery



Despite the high average speeds on US ovals the braking requirements were relatively light so, although provision was made for increasing the disc diameter if necessary, the 29 ran with precisely the same 10.5in Girling discs and calipers used on the 25 in Formula One

Offsetting the 29's body 2.625in to the left was done principally to even up tyre wear – essential if the 29 was to run fewer pitstops. Originally the car was fitted with Dunlop rims, but when Firestone agreed to manufacture 15-inch tyres for the Lotus, it understandably wasn't too happy at the prospect of these being carried on a competitor's wheels. So Lotus substituted American-made Halibrand knock-off rims. Ironically, Lotus switched, against Ford's advice, to Dunlops for the Type 34 in 1964, only for tyre failure to bring the Lotus-Ford challenge of that year to a premature and ignominious end

The 25's inner Metalastik 'doughnut' UJs, which would have wilted under the Fairlane's torque, were replaced by a Hooke joint-and-roller spline assembly, supplied by American firm Saginaw. Terry recalls that the driveshafts may have been derived from truck units, which would explain why they look so unfeasibly large for a racing car



SHUTTER BLISS

photography by LAT



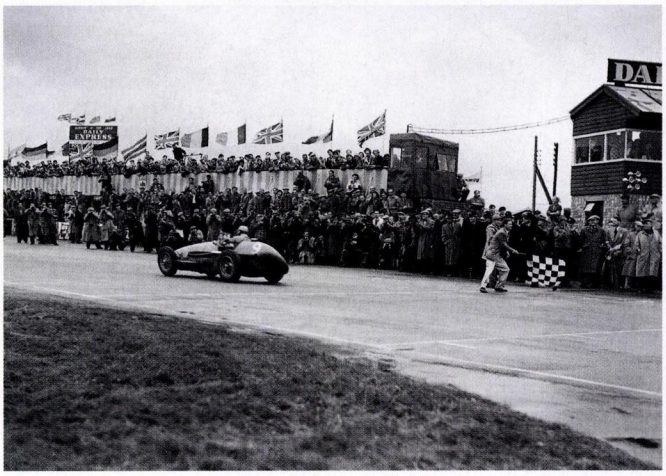
Left: Four hard hours to go, but Jo Siffert (24) and Pedro Rodriguez (25) take no prisoners as they battle each other into Eau Rouge on the opening lap of the 1970 Spa 1000Km. The rest of the field keeps a safe distance! Running 4.9-litre engines for the first time, the Porsche 917s smashed the existing F1 lap record by almost 11sec in practice; the race developed into an epic fight between Stuttgart (Siffert/Brian Redman finally victorious) and Modena, in the shape of Jacky Ickx's Ferrari 512S

Below: Sammy Davis, motoring journalist and racing driver, looks confidently at the camera before the start of the third 24 Hours of Le Mans, in 1926. But this is not his time: he and Dr Benjafield will retire their 3-litre Bentley after 138 laps of the dusty Sarthe circuit. They must wait another year for the win which begins Bentley's run of four



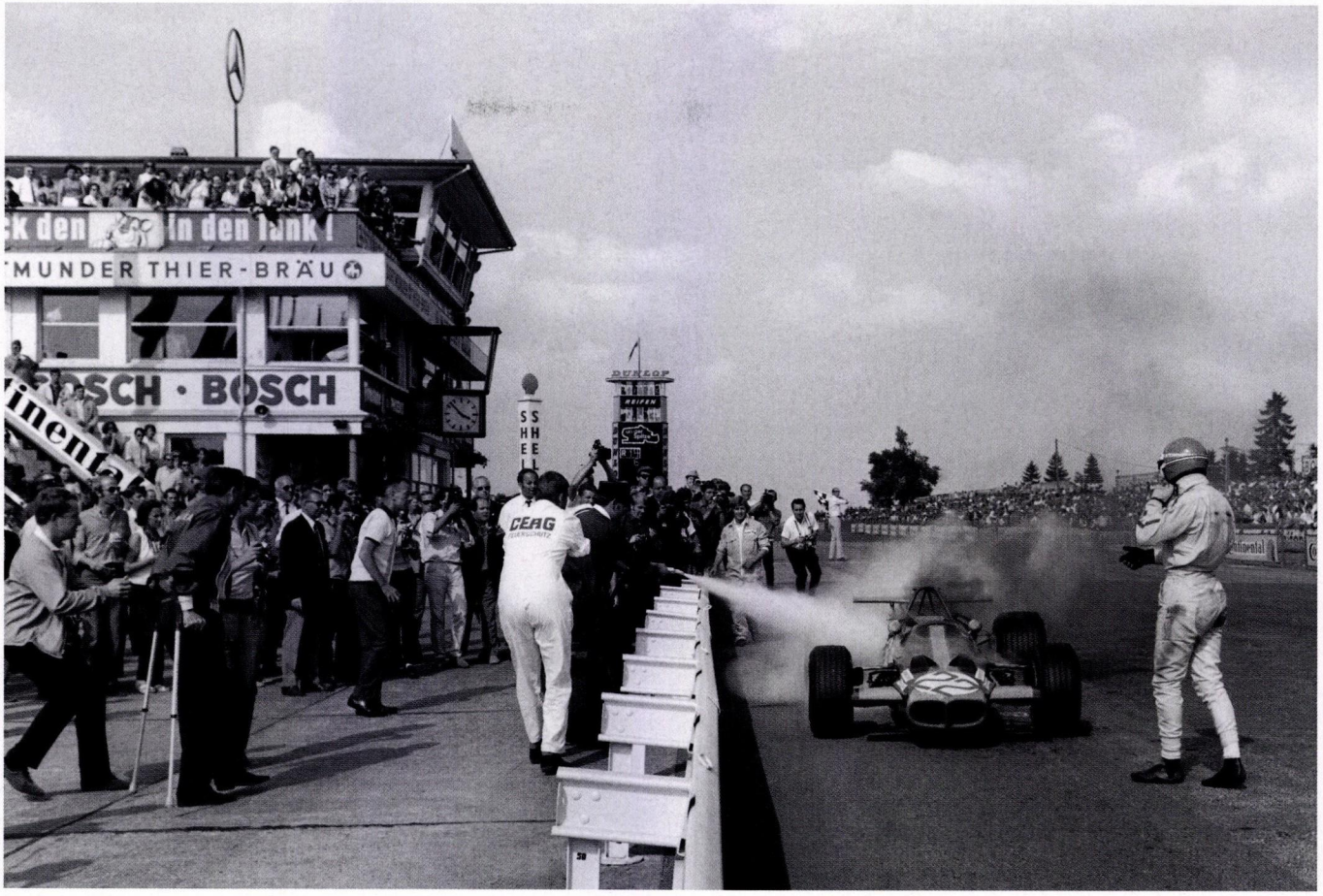
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Right: Froilán González has reason to feel bullish as he scores the first of only two world championship wins for Ferrari in 1954. Though cold and wet, the British GP at Silverstone provided a rare moment in the sun for a team struggling to get at least one of four different cars to work properly in the just-introduced 2.5-litre Formula One



Below: With a 45-mile lap, you need to be comfortable between cars… Sicilian fans get close to their heroes during the 1970 Targa Florio. Though Porsche dominated with the compact 908, this Alfa Romeo T33/2, driven by Jonathan Williams and Giovanni Alberti, led the 2-litre class from start to finish and came home seventh overall







Above: There's nothing like making an impact in your first single-seater race! Rolf Stommelen removes his crash helmet after taking the chequered flag with his Lotus 59B ablaze; the fourth F2 car home, he still scored eighth overall in the 1969 German GP at the Nürburgring

Left: After three days of sunshine, a downpour as the flag fell made the Solitude circuit a skating rink for the 1964 GP. John Surtees displays his uncanny sensitivity as he tiptoes his peaky V8 Ferrari through the spray ahead of the field; but as the track dries Jim Clark will once again assert his skills to make it Lotus first, Ferrari second

Above: Though you had to pay to enter Brooklands on foot, anyone boating up the River Wey could enjoy a fine view of the Members Banking and the Railway Straight for free. Here the 'punters' pause to watch a handicap race on a sweltering August Bank Holiday in 1938

Right: Fangio is expecting an easy win at Silverstone in May 1950, first round of the new world championship. Ferrari, developing its new unblown engine, has not entered, the BRM is not ready, and Maserati and Talbot are also-rans. But when Fangio's 158 breaks a conrod, it is Farina, Fagioli and Parnell who score an Alfa Romeo 1-2-3, delighting their team manager Guidotti, right



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ATHY

ENGLAND PASSED UP THE CHANCE TO HOST TO THE WORLD'S MOST FAMOUS RACE. IRELAND STEPPED WILLINGLY INTO THE BREACH AND SET A NEW STANDARD, EXPLAINS PAUL FEARNLEY

photography by Ian Dawson

Stand level with what you consider to be the braking point for a corner, and you cannot be anything other than impressed when today's F1 car banshees past, still hard on its 18,000rpm gas. In contrast, Camille Jenatzy's Mercedes 60 revved to not more than 1000rpm, had a top speed of 80mph and little in the way of brakes. Yet no car/driver combination has had a greater impact than the Belgian 'Red Devil' and his Gordon Bennett Trophy winner. Their spectacular performance on July 2, 1903, would have been the talk of the town even in cosmopolitan London, the hub of Empire. As it was, nimbyism, a lack of suitable roads (canals and railways had long been given priority) and an unswerving speed limit meant that the race was hosted by Ireland, a colonial backwater.

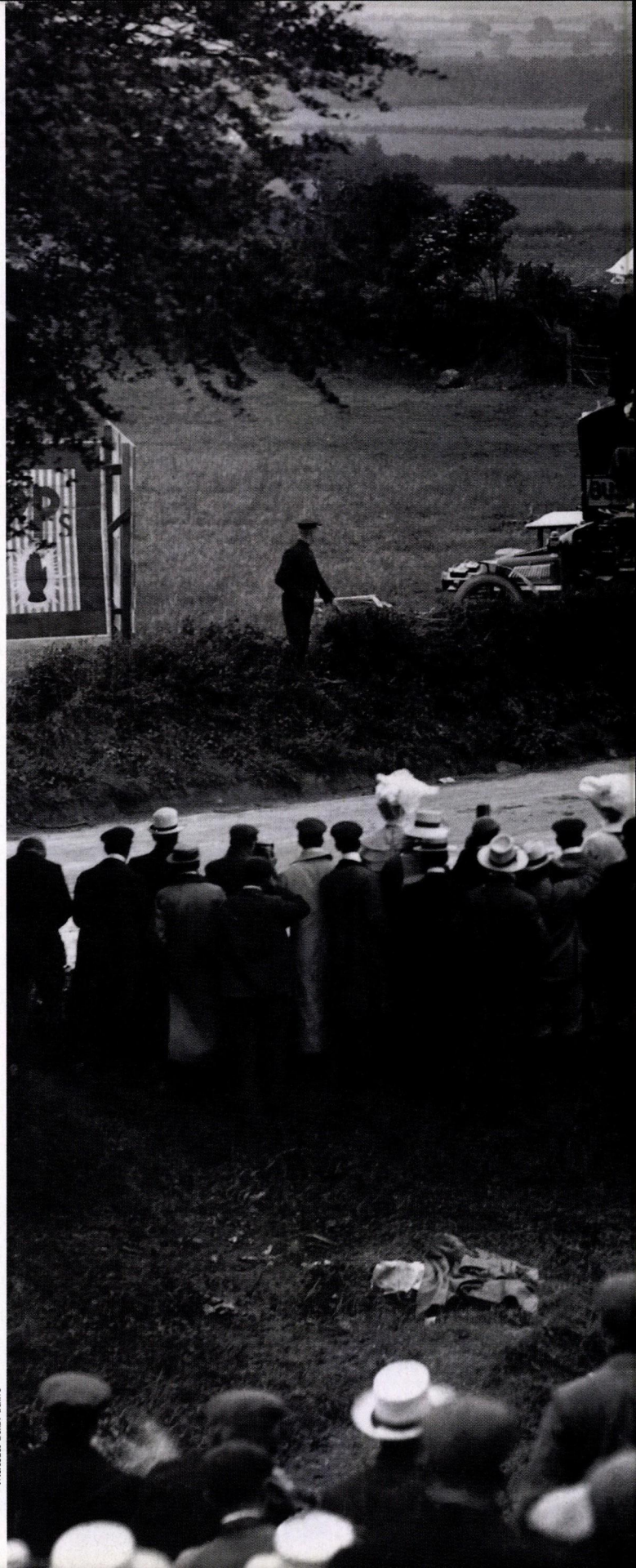
The Emerald Isle had for centuries been plundered by landlords and plagued by famine. But a new century had brought new hope. Times were changing. Queen Victoria was dead. Ireland was re-inventing itself, asserting itself. And the Gordon Bennett race – through the counties of Kildare, Wicklow and Carlow, south-east of Dublin – turned the eyes of the world upon Ireland.

The future had arrived – at 80mph. Monstrous, seven-leagued, 1000kg machines, commanded by high-mounted supermen, would cover in an hour what was once considered to be a day's distance. Today's racing parlance talks in tenths of a second; this, however, was night and day. A new dawn.

James Gordon Bennett had seen it – even though he had never driven a car. A brilliant publicist, he promoted the *New York Herald Tribune* from his Paris base via a series of high-profile events. It was he who funded Stanley's search for Livingstone, who launched transatlantic yacht racing – and who gave motor racing its twist on the starting handle. The Gordon Bennett Trophy would swiftly be outgrown by the industry – running from 1900 to '05, whereupon it was replaced ➳



Jenatzy heads for the Moat of Ardscull (right); the scene today (above)



Mercedes-Benz Archive





Race memorial is at the Moat of Ardscull. Figure-of-eight route predated Suzuka by more than 60 years

by GP racing – but its nationalistic slant (three cars per country) and guaranteed worldwide publicity were the keys to its importance. 'Win on Sunday, sell on Monday' had been coined.

The 1903 version was a little different, however. It was run on a Thursday: a public holiday deemed suitably distant from the Sabbath. And it was held on a closed-road course. The first three Gordon Bennetts had been city-to-city affairs, each starting from Paris – the hub of the early car industry – and finishing in Lyon, Bordeaux and Innsbruck respectively. But when the indefatigable Selwyn Francis Edge arrived in Innsbruck first to give Napier a surprise victory in '02, a problem was created: it was the victor's duty to hold the next race. But where?

Several possible English sites were put forward, but all were deemed unsuitable. The will, it seemed, just wasn't there. Which is when Claude Johnson, secretary of the Automobile Club of Great Britain, suggested Ireland. An idea that was met with *Eurovision Song Contest*-like fervour by R J Mecredy, proprietor of Ireland's *Motor News*.

Johnson's idea was not as outlandish as it might first appear. What road network Ireland had was of reasonable quality, courtesy of a cheap workforce and a lack of other transport infrastructure. And, vitally, Ireland had the free-wheeling spirit England did not. This was the birth of a motorsport love affair, and the subsequent Light Locomotive (Ireland) Act, pushed through Parliament by the Hon. John Scott Montagu, was the catalyst for the closed-road culture that still exists in Ireland and the Isle of Man.

There was, though, a hitch: the scale of the event. The regulations stipulated that it had to be between 550 and 650km. The lie of the land and roads available meant a city-to-city race was out of the question in Ireland, so Great Britain's first international race would be held on a circuit. The 1902 Ardennes race had been the first to adopt this self-contained approach, but Ireland's Gordon Bennett, thanks to Mecredy's determination to show the rest of the world how such events should be run, was to provide the blueprint.

And its showcase arrival was timely, for it was held one month after the gladiatorial Paris-Madrid, which claimed the lives of a dozen people – drivers, mechanics (including Belfast's Willie Nixon) and spectators – and brought to a foreshortened close the era of city-to-city. Circuits, easier to marshal, were the future – if motor racing was to have a future. For had this Gordon Bennett added to the death tally, the sport would have been knocked back years.

Mecredy and his committee eventually decided upon a figure-of-eight layout, with Athy (pronounced 'a tie') at its hub. The 'spine' of the track ran north-east from Athy towards Kilcullen, which was the T-junction between the Eastern and Western circuits. A loop of east followed by west would be tackled three times, followed by one more final run west, to provide 327 competitive miles.

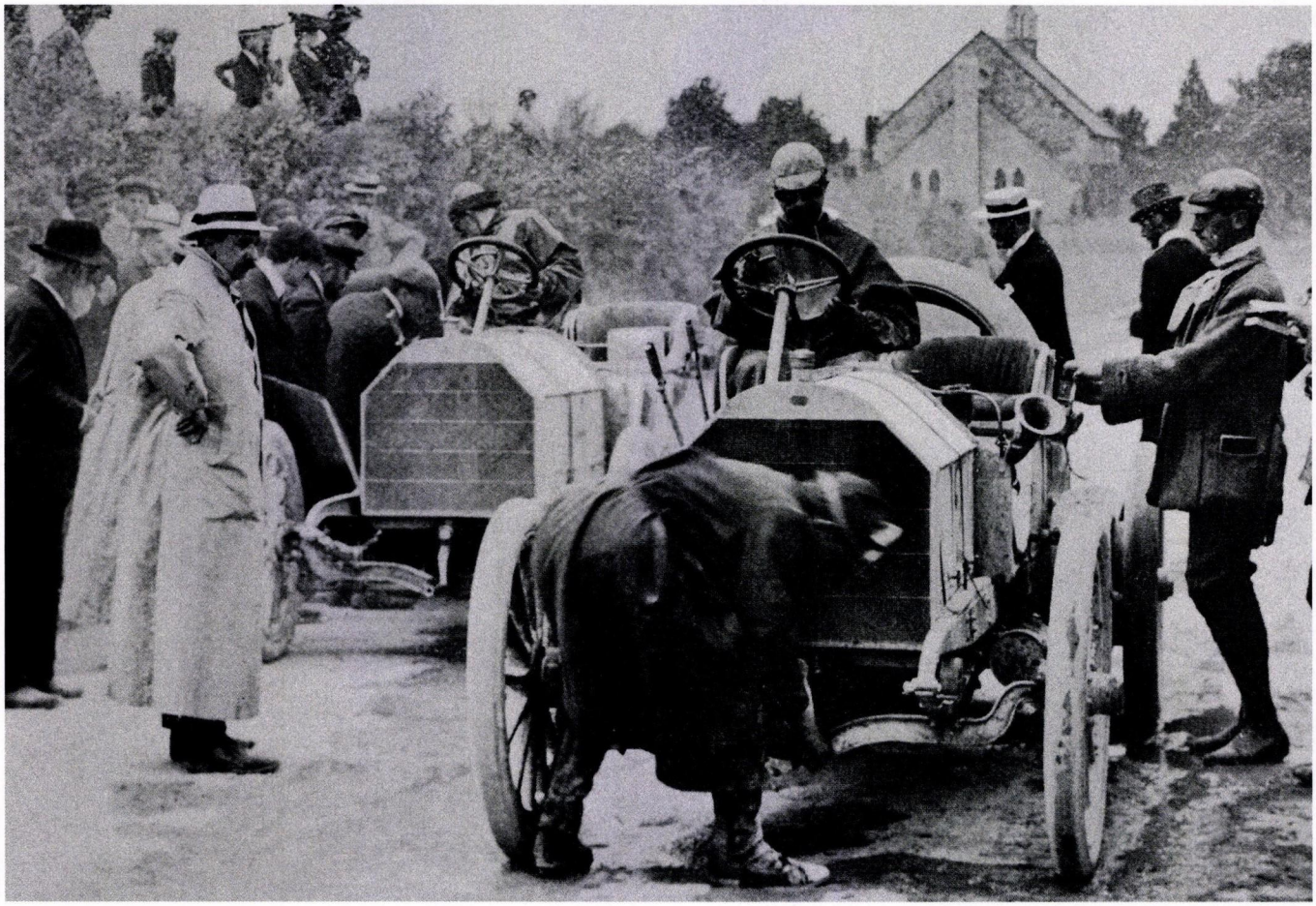
From a tight right at Kilcullen Cross, the Eastern Circuit headed south towards Carlow, via Ballitore and Castledermot. At Carlow it turned right around the courthouse and headed towards Athy.

It's here that we join it, heading north along the modern-day R417, following the River Barrow, then crossing it via a sharp left-right over the gracefully hump-backed Maganey Bridge. The next stretch of road is little used today, and its narrowness gives the closest approximation of the demands Jenatzy and his rivals faced. The French criticised the track for being a 'country lane', but although it lacked *autoroute* grandeur, there was no doubting that its variety of bends, ascents and descents provided a challenge worthy of this famous prize.

Turning right into Athy, again crossing the Barrow, the circuit rejoined the 'spine', nowadays the N78, and headed out across the ➤

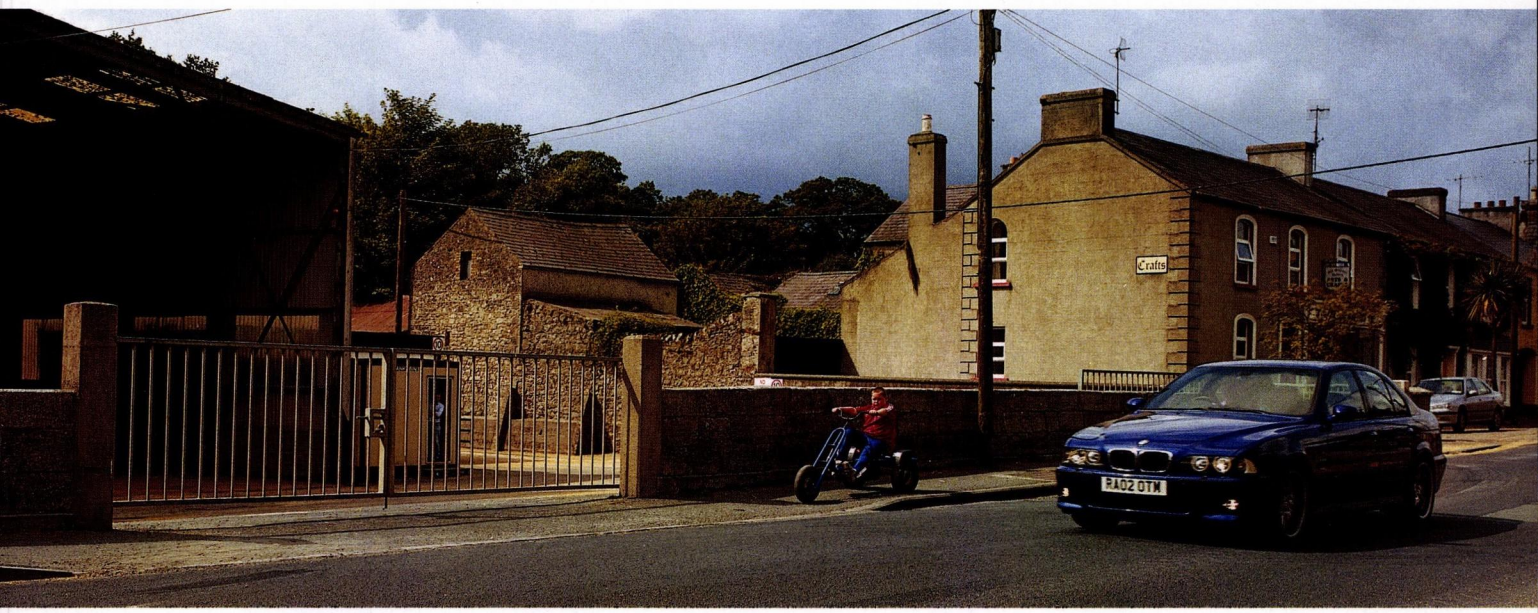
'Ireland had the free-wheeling spirit England did not. This was the birth of a love affair'





both: RIAC Archive

Above: Foxhall-Keene's Mercedes prepares to leave the Athy control; the American led after the first lap. Behind him is his team-mate Jenatzy. Below: Stradbally's main street. A neutral zone during the race, competing cars were led through by a cyclist (opposite). This is Gabriel's Mors



Above: Rock of Dunamase provides a glowering presence over the Western Circuit. Irish chieftains held out here until the arrival of Cromwell. Below: Gabriel hustles his Mors at the Moat of Ardscull. An unvented cork that replaced a missing fuel cap caused this car a chronic misfire



RIAC Archive

flatlands towards the evocatively named Moat of Ardscull. The road turned right then left here after a long straight, the racers announcing their impending arrival via a dust plume – this despite liberal use of Westrumite, a concoction of tallow, turpentine and water meant to keep the dust down. Anticipation built as the dot grew larger at a pace never before seen, and excitement would bubble over as the car braked, swerved and slid just fractions away from the stone walls.

Today the Moat is bypassed by a new piece of road, so all is calm and reflective – barring a gang of noisy lawnmowers trimming a lawn opposite. The trees are mature now, but in 1903 this 55ft high Norman-built redoubt was one of the most popular vantage points, a wooden grandstand seating 300 (at half a guinea each), most of its incumbents having slept overnight in tents provided (at one-and-half guineas each). There was money in this motor racing lark.

From Ardscull there followed a steady climb to the start-finish area, situated half a mile south of the Ballyshannon crossroads. Forty miles completed, the competitors now faced 52 miles of the Western Circuit.

Reminded by a colour coded card, drivers turned left, not right, at Kilcullen and headed across the wide spaces of The Curragh. Famous for its horse racing connections, it was on this limestone plain that the cars would take off at full bore over an awkward bump, their focused occupants hardly noticing the sudden hardening of the terrain.

We certainly notice the change in traffic, though, as we turn left onto the M7, the main Dublin-Cork road. Its dual-carriageway becomes single lane on the approach to Kildare, and we are nose-to-tail. Our painful progress forces home the scope of this circuit. We've covered less than half of it and already a ferry ticket is burning a hole in my pocket. We are unlikely to see all 92 miles today.

From Kildare to Maryborough, via the sweeps of Monasterevin, the road was fast but narrow, and raised above unwelcoming bogs. A sharp left at Maryborough led to the most spectacular section of the course, the twisting Aghnahilly Bends on the descent into Stradbally. It was here, beneath the Rock of Dunamase fortress, that Charles Jarrott suffered the race's most spectacular crash. The winner of the 1902 Circuit of Ardennes was confident of success and was moving into contention on the second lap when his Napier broke its steering. It veered from bank to bank before somersaulting, throwing Jarrott out.



On the straight and narrow: road after Maganey Bridge is representative of the track's original look

His mechanic Cecil Bianchi, at 17 the race's youngest competitor, was trapped under the wreckage. In shock, Jarrott oversaw his removal before fainting. He awoke to find himself under a sheet in a farmyard; the crowd had believed him dead. He sat up and saw another body beneath a blanket beside him. Fearing the worst, he asked, "Bianchi, are you alive?" The shrouded outline replied. The race had escaped.

The road through Stradbally was wide, the place appearing surprisingly prosperous. An enclave of Hugenot refugees, Panhard's stalwart Belgian-born Parisian, René de Knyff, was this village's favourite. *Le Chevalier*, at 39 the race's oldest competitor, embodied all that was sporting about this hobby that was fast becoming a business. People marvelled at his smooth driving and his calmness at the controls – one of which was sited here in Stradbally.

The others were at Athy, Kilcullen, Monasterevin, Castledermot and Carlow. These, in fact, were non-competitive links that broke up the circuits into special stages. Drivers were forced to brake hard at the 'in' control. They were then led by a cyclist through a neutral section, where no work could be done to the cars, to the 'out' control. The times spent in these zones varied, from one minute at Kilcullen Cross to 12 at Athy, but these were increased when it was realised that the cars were lapping faster (a shade over 50mph on both circuits) ➤

'He awoke to find himself underneath a sheet; the crowd had believed him dead'





Panhard was here: long gaps between cars' arrival led to this piece of idling graffiti in Stradbally

than had been anticipated. Just before leaving a control, at least two minutes after the car ahead, a driver would be given a docket showing his total stationary time. These were then handed in each time he passed through Kilcullen Cross and taken to the start-finish area.

The efficiency was impressive, courtesy of 26 men per control and 84 silver chronometers, 12 at each control and one per car. The people most in the dark, however, were the racers. De Knyff later admitted that he had been too cautious in the early laps, and that had he known of Jenatzy's threat earlier, he might have been able to respond.

The French contingent had been very confident of success. Barring Edge's 1902 Gordon Bennett victory, they had ruled the roost. Indeed, the magnificent Trophy depicted the Goddess of Victory aboard a speeding Panhard. Two of its cars were here in Ireland. And France also had the streamlined Mors, the fastest car of its day, with which Fernand Gabriel had won the Paris-Madrid.

Napier was determined to uphold local honour. No expense was spared on its three-car team, but luck did not run with it. J W Stocks, in his first car race, crashed even before Jarrott, while Edge, although competitive on the opening lap, was beset by overheating and tyre trouble, his Dunlops unable to cope with the power of the new K5 model. He would finish a distant fifth on the road, but was later disqualified because of a push start from a control.

With the American contingent – two Wintons and one Peerless – rendered uncompetitive by unsuitable transmissions (among other things) it was left to Germany, i.e. Mercedes, to take the fight to the French. Yet its participation was almost over before it began.

A fire at its Cannstatt works destroyed the three 90 models being prepared for the race. Had it not been for the enthusiasm and silver tongue of Emil Jellinek, the larger-than-life Czech whose daughter these famous cars were named after, this race would have been a walkover for the French. For it was he who encouraged millionaires James Foxhall-Keene and Baron de Caters to enter and race their 60 models, once they had been modified by the factory. Even more importantly, he convinced another rich American, Clarence Gray Dinsmore, to hand his car over to Jenatzy. Given this wiry all-action driver's reputation for crashing, this was a major achievement.

Jenatzy was not mentioned as potential winner by the pundits. A pioneer of the power-slide, he was spectacular but surely unsuited to the confines of this particular track. Plus he was using a second-string car. As it turned out, he drove the race of his life, and his tried-and-tested car proved ideal for the circumstances. The French still won the team prize, all three of its cars reaching the finish, led by de Knyff in his last race, but ahead of them was a lone white car. Only one of the three Mercedes did not break its back axle. But one was enough.

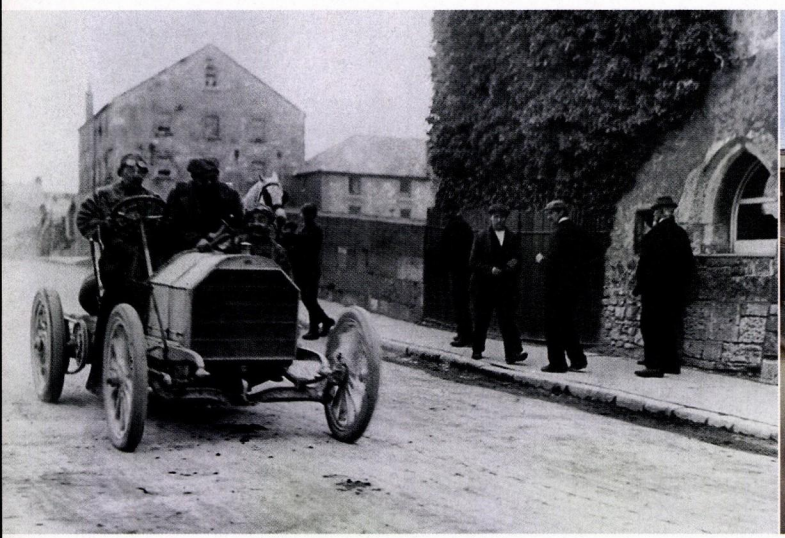
The circuit had lived up to all expectations, providing a fair and competitive race, outside forces kept to a minimum thanks to the presence of 7000 police and 1000 marshals. Their alertness meant that the emphasis was placed on driver skill. Of which there was plenty.

The surprise early leader had been Foxhall-Keene, proving he was more than a have-a-go playboy by setting the fastest opening lap. Gabriel got into his stride on the second lap, setting the fastest time over the first run of the Western Circuit, but thereafter his Mors was regularly hampered by fuel starvation and was to finish fourth. Henry Farman, the British arm of the Panhard team, was fastest on the third and fifth laps (both Eastern legs), but it was the unexpected consistent of Jenatzy and his Continental-shod Mercedes (yes, there was a tyre war), and his breathtaking flair during a very wet fourth lap, that gave him a handsome lead.

Hunched over his wheel, cape flying behind him, the animated man with the red beard made an indelible impression on the vast crowd. One of the French crew, seeking to leave a permanent mark, carved the word *Paris* into a stone wall while waiting at the Stradbally control. But for his drive in a race that saved motorsport, and pointed to its future, it is Jenatzy that people still speak of. M

RIAC Archive

The Mercedes team were based at the Leinster Arms Hotel in Athy. Jenatzy and his mechanic give a colleague a lift to the start/finish area; this site on the bridge across the River Barrow is a busy junction, at which an hour was spent to get this photograph. Jenatzy had it so easy!





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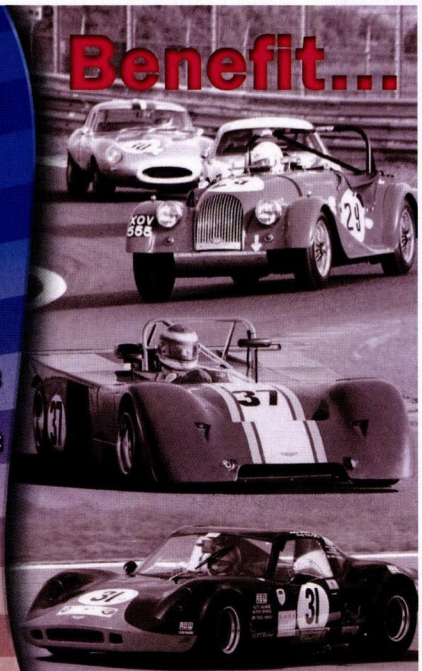
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THE ONE THAT GOT AWAY

TARGA BY THE TAIL

STIRLING MOSS 1961 TARGA FLORIO

HE RECKONED HE HAD THE PERFECT CAR FOR THE JOB. WHICH IS WHY, HE TELLS ADAM COOPER, A LAST-MINUTE FAILURE WAS ALL THE MORE GALLING

STIRLING MOSS COMPETED IN OVER 500 EVENTS BEFORE his Goodwood crash in 1962, and while he won a significant proportion of them, he also had more than his fair share of bad luck, especially in GPs. But ask him which retirement he regrets the most and the 1961 Targa Florio is his instant answer.

"It was an event I enjoyed circuit-wise, but I wouldn't say I was the greatest fan of being in Sicily for two weeks!" says Moss. "But it was a lovely, wonderful circuit and a terrific event, and I won it in '55 with the car I won the Mille Miglia and the TT.

"The thing about the Targa was that you could learn the circuit, or at least I reckoned I could. It was only about 44 miles round. I couldn't learn the Mille Miglia, but the Targa I could. I went down there and drove round and round for two weeks before the actual race. Also I'd been down there before in a rental car. You could do a lap in say, an hour and a quarter, an hour and a half, and then you could gradually piece it together and learn it until, in the end, I did know it, which was a great help."

In the years after Moss's 1955 win in a Mercedes, Germany's domination of the event had continued. Porsche established a superb record and regularly embarrassed Ferrari, winning in 1956, '59 and '60, and taking second in '58 (the race wasn't run in '57). And Moss enjoyed a good relationship with Stuttgart's 'other' manufacturer.

"I drove for Porsche quite a lot. Huschke [team boss, von Hanstein] would come along to me and say, 'Do you want to drive our car?' They were pretty good. I won't say they were the same as Mercedes, because they didn't have the money."

Porsche entered three cars in the 1961 Targa: two works machines for Dan Gurney/Jo Bonnier and Edgar Barth/Hans Herrmann, and a third, ostensibly running under the Camoradi banner, for Moss and Graham Hill. However, the latter was to all intents and purposes a normal works entry.

"That RS60 was a particularly good car, and it was terribly well-suited to a unique circuit, being very agile. The Targa had that one long straight, but



Moss starts in front of Camoradi team boss Piero Taruffi (hands in pockets). Left: Firmly in the lead, Moss comes in to hand over to Hill (on pit counter)

that Porsche was quite fast even on the straights, so it was really good for this race."

Ferrari entered Tipo 246SPs for Phil Hill/Olivier Gendebien and Wolfgang von Trips/Richie Ginther, and a front-engined TR61 for Ricardo Rodriguez/Willy Mairesse.

It was a 10-lap event and no driver could do more than seven consecutive laps. How teams split the chores between the two pilots was entirely up to them, but there was last-minute confusion at Ferrari when an irate Gendebien insisted that Hill should take the first stint. The flustered American would crash on the opening lap.

Moss himself had established the lap record on his last Targa appearance, with Aston Martin in 1958, and it was soon clear that it would be broken. He set off at 7.30am and his standing-start lap of 42min 18.6sec was just a second off the record. He clocked 41min 36.0sec on lap two and slashed that down to 41min 09.8sec on the third. He was on brilliant form, right on the limit but in complete control.

"I remember with the Merc that I went off once, over a ditch, through a field and back out onto the road! I don't remember going off with the Porsche. The thing about this race was that it was a lot safer than the Mille Miglia, especially when you caught people up. There were flag marshals and it was a lot more enclosed. On the Mille Miglia, you'd get long straights where you'd be up to 170mph; most of the time on the Targa you were running at 60-80mph."

His fourth lap was a stunning 40min 58.4sec, despite slowing down to come into the pits to hand over to Hill, who was to do a two-lap middle stint.

Moss was happy with his team-mate, who'd had three years of F1 experience with Lotus and BRM: "I don't think Graham was hard on the car; I think he was fairly mechanically sympathetic. I did a few races with him, and I knew he'd be quick enough and that he would look after it."

The Porsche's main pursuer was the von Trips Ferrari. Despite the earlier altercation, Gendebien was put into this car instead of Ginther, and he immediately began lapping very quickly. Porsche's pitstop had not been a good one and, including this delay, Hill's standing start on lap five cost a lot of time. On lap six he recorded 42min 19.4sec as he slowed down to stop at the pits. Moss took over for the four remaining laps, the lead having passed to Gendebien.

Moss recorded a 41min 56.6sec on lap seven – and then it all went wrong for Ferrari. Gendebien made an unscheduled fuel stop in the service area halfway round the lap, losing a lot of time. The main pits didn't know about this and signalled Olivier in at the end of lap. He followed the order and the mechanics were surprised to find a nearly full tank.

Von Trips jumped aboard for the run to the flag. The German soon began to gain on Moss.But Stirling was still in control, recording 41min 02.6sec and 40min 41.8sec on laps eight and nine.

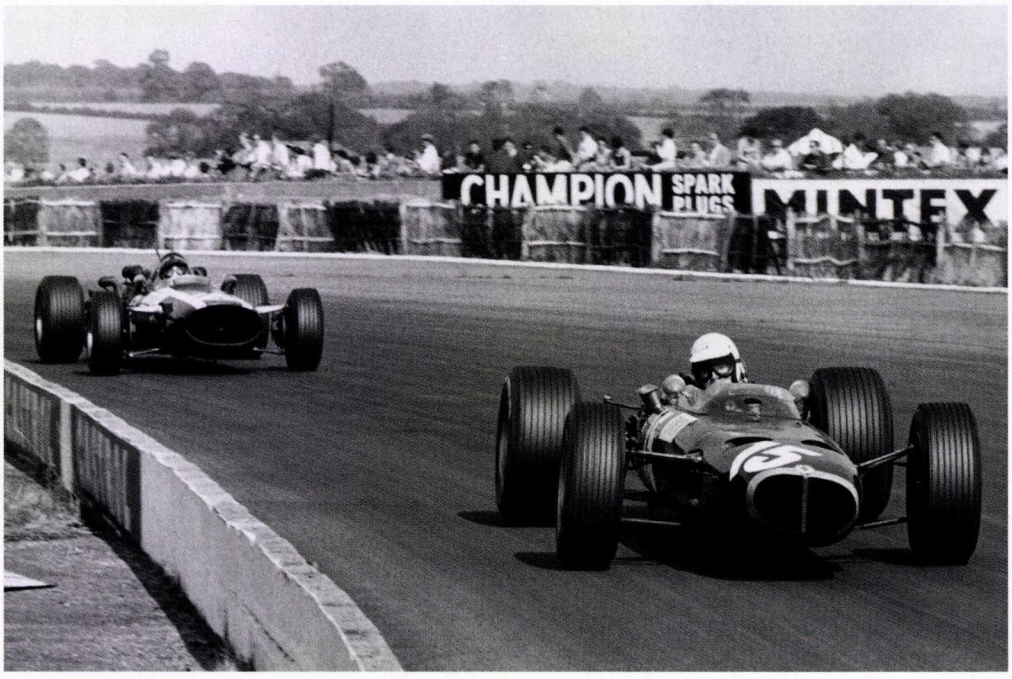
Denis Jenkinson's MOTOR SPORT report gives an indication of how hard Moss was trying: "There was no doubt that Moss was really at work, for his face was not the relaxed cool visage so often seen, but a grimy and hard-looking face of a man working like never before."

At the midpoint of the final lap he was still 48sec clear of the flying von Trips – but he never made it to the finish. Just 4.5 miles from the end of the gruelling seven-hour event the Porsche ground to a halt. Moss was devastated.

"It was just absolute complete frustration. Terrible! I didn't know what had happened until later. I just told them that the engine was all right but something else had seized up. A bolt had stretched a bit and let the oil out of the transmission, and that was it. It seized up."

Von Trips did a great job, setting a new record, but it should have been Moss's day. Second and third places were small consolation for Porsche.

At least Moss wasn't to be disappointed for too long. Just two weeks later the Formula One World Championship kicked off with the Monaco GP, where his Lotus would head home a trio of works 'Sharknose' Ferraris. M



LAT

Irwin was meant to drive an H16 BRM in the 1967 British GP, but wound up seventh in this Tasman V8

THE GRIT IN

THE SOCIAL REVOLUTION OF THE SIXTIES WAS MIRRORED IN RACING BY A SWATHE OF FREE-WHEELING, UP-AND-COMING HOTSHOES. CHRIS IRWIN WAS LISTED AMONG THEM BUT, AS ADAM COOPER REVEALS, HE STOOD APART FROM THE CROWD

FOR THE LAST COUPLE OF YEARS I'VE been working on a biography of Piers Courage, and it's been fascinating to talk to all who knew him well. But there's one man whose name keeps cropping up but whom I have been unable to track down. Like his contemporary Syd Barrett, the enigmatic original singer of Pink Floyd, Chris Irwin has disappeared from view.

Chris and Piers were born exactly a month apart in 1942, and they first happened across each other while competing in sportscar clubbies 20 years later. Their subsequent careers followed similar paths, and off-track they shared personal connections that ensured their lives were intertwined.

Irwin's interest in motorsport was gleaned from his father – a pioneering aviator before WWII – who took him to the British GP in 1951. Chris had illicit access to a motorcycle while at King's School, Canterbury and, after turning 17, passed his driving test and so was able to get himself to circuits. A meeting with Jim Russell led to him racing a FJ Lotus 18 at Snetterton on October 8, 1961, and after that there was no turning back.

He was encouraged to compete in his Austin Healey road car by Sheridan Thynne, a fellow pupil at the London College of Printing, who also knew Courage. Irwin spent a lot of money having it tuned only to find that it was no quicker, and he had to spend even more to get it sorted out.

"Chris was not only very good, he also had a massive commitment – even in those days," says Thynne. "He was very gritty and determined. He appeared in January with a scar on his face – he'd been skiing and had had an argument with an instructor over a girl. This fellow smashed a glass and stuck it in Chris's face. We didn't lead the sort of lives where that sort of thing happened to us!"

Backed by a wealthy Argentinian grandmother, Irwin purchased a 1-litre Merlyn sportscar for 1963, and upgraded to a Merlyn F3 the following year. After a low-key start to the season, he won a race at Aintree in July, and then began to show good form.

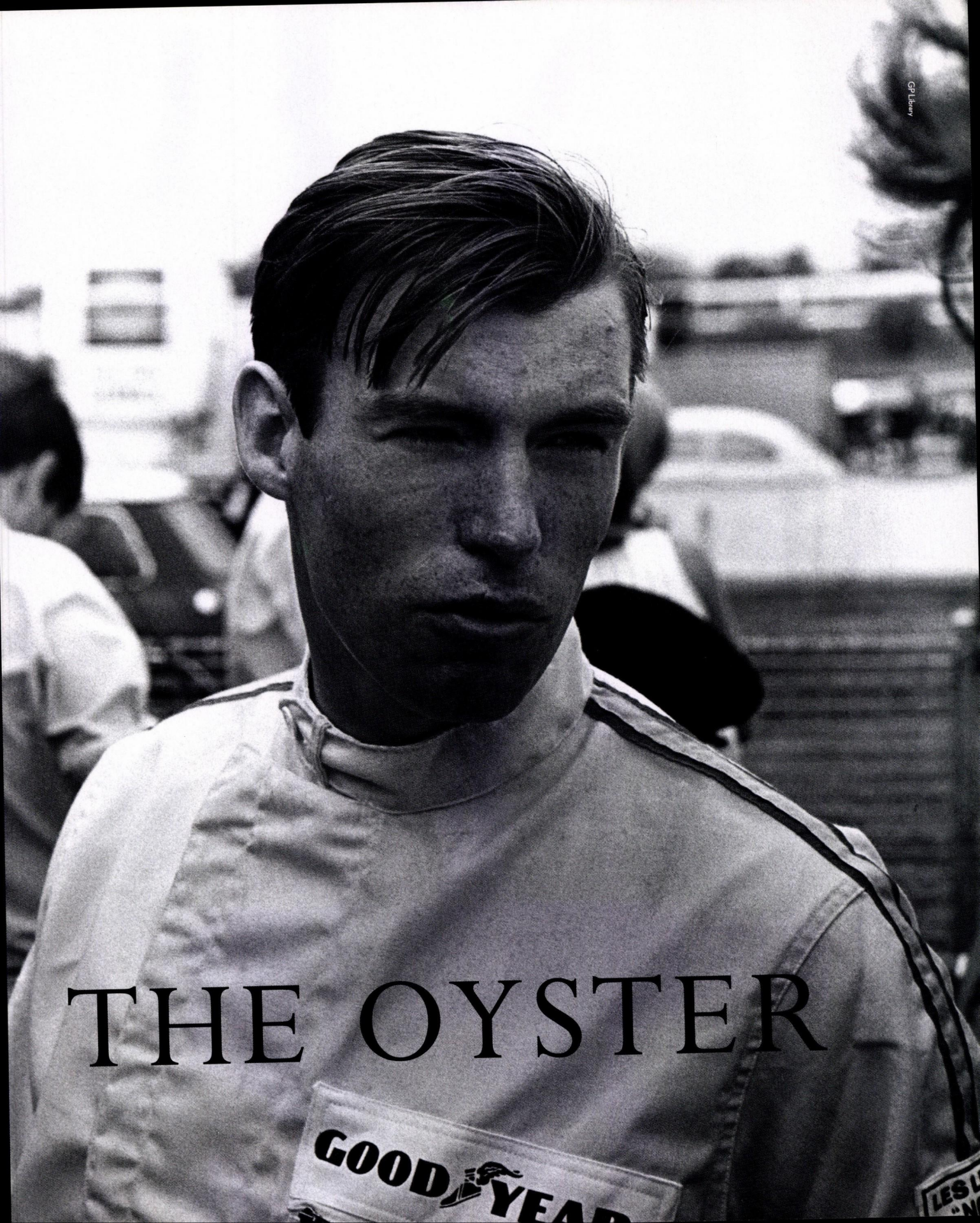
In 1965, he relinquished his job as a trainee executive in the print industry and stepped up to drive a works Merlyn F2 car, thus finding himself on the same grid as Jim Clark, Jackie Stewart and Jack Brabham. When the stars were busy in a clashing race at Pau, he briefly led the Eifelrennen, held on the Nürburgring's damp South Circuit, only to crash. And this was the year's high spot!

However, Irwin got a chance when Roger Mac was injured at Reims, and he stepped into the latter's Chequered Flag-run F3 Brabham, alongside Roy Pike. For the second half of 1965, he proved to be the man to beat, with the only regular opposition provided by Courage and Jonathan Williams in Charles Lucas's Brabhams.

"The best driver of all that lot was Chris Irwin," says Pike. "He was a good driver even when he had a Merlyn. He was very safe and very quick."

Courage, Williams and Lucas were at the heart of a buzzing social scene that centred upon Charlie Crichton-Stuart's infamous Harrow flat. Frank Williams and 'Bubbles' Horsley were also charter members, and while Irwin was on the fringes of the group, in some ways he never really fitted in. He had a ruthless, determined streak that clashed somewhat with the more relaxed approach of the others.

"He was good, there's no question about it," says Jonathan Williams. "Potentially, he was a champion or serious points-scorer in F1. He had a lot of natural ability combined with a steely determination that I think ➳



THE OYSTER



Irwin's only Le Mans, 1967, lasted 25 laps before his T70 (car 12) wrecked its engine

In this F2 Lola-BMW, Irwin crashed in the final of the 1968 Guards 100 at Brands



all: LAT

Irwin shares the podium with Kurt Ahrens (left) and Derek Bell after his win in the '68 Eifelrennen

outstripped the rest of us. He really wanted it. But he wasn't necessarily the man top of your list to go out to dinner with."

The Lucas outfit became the works Lotus F3 team in 1966, and with the 'Flag officially representing Brabham, there was an extra edge to the Irwin/Courage rivalry. They dominated the season, and a further twist was added when Lucas's younger sister Loti became Irwin's girlfriend. She recalls that it was an odd situation: "When I started going out with Chris, who was, of course, the opposition, no-one would talk to me! Brabham thought I was a spy sent to find out what their gear ratios were, and Lotus thought I'd changed sides. It was the most bizarre year, because Piers won one race, Chris won the next.

"Chris was quite friendly with lots of people, but they weren't close friends. He was much more concentrated on what he was doing than a lot of them. He used to go to the gym in the days when nobody thought of it. He was the first F3 driver to have Nomex overalls and everyone said, 'For heaven's sake, why are you wasting your money on those?'"

Irwin's success caught the attention of Brabham and Ron Tauranac, and he was invited to drive a third works car in the British GP at Brands Hatch. He qualified the outdated BT11 in 12th, and was running sixth until some frantic pit signals urged him to drop back a place. A point would have made him a graded driver, and thus ineligible to stay in F3 should he not find a better job.

Later, he stood in for Denny Hulme in the Albi F2 race and qualified on the front row, alongside Clark and Brabham. He finished third, beaten only by his team boss and Jo Schlesser.

Irwin and Courage had emerged as the Brits most likely to make it, and BRM signed them both for 1967 as understudies to Stewart and Mike Spence. However, only one semi-works Tim Parnell entry was available for them to share. Courage had the first three chances, and did his cause no good by having moments in the South African GP and both the Teretonga and Lakeside Tasman races. Chris took over and picked up a fourth place at Sandown and a third at Longford. He then finished a solid seventh at the International Trophy, and after Piers spun in the Monaco GP, it was clear who was winning their private battle to impress the team hierarchy. Piers was quietly 'rested', and Chris went on to finish seventh at Spa and fifth in France, despite his H16 blowing up and costing him fourth.

"It got quite difficult," says Loti. "Especially in '67, because BRM were being really naughty and playing one off against the other."

Parnell denies any machinations: "It's just the way it happened. Irwin was very good. He would have been a top guy. Terrific lot of talent. They were two young lads, moving up the ladder all the time, and one day their time would come, there's no doubt about that."

Irwin had also attracted the attention of John Surtees and landed an F2 ride with the works Lola team. A spectacular first-lap crash at Snetterton didn't help, and only when the team switched from BMW to Cosworth power did he make progress, finishing third behind Clark and Stewart at Jarama. Meanwhile, he continued to look good in the BRM, although there were few hard results over the second half of the season.

Chris was a man in demand for 1968. He signed to drive the second works F1 Honda alongside Surtees, although the car wouldn't be available at the start of the season. He kept his hand in with the F2 Lola, taking pole for his heat at Thruxton, winning the Eifelrennen (although again the big names were at Pau) and finishing third behind Rindt and Amon at Zolder.

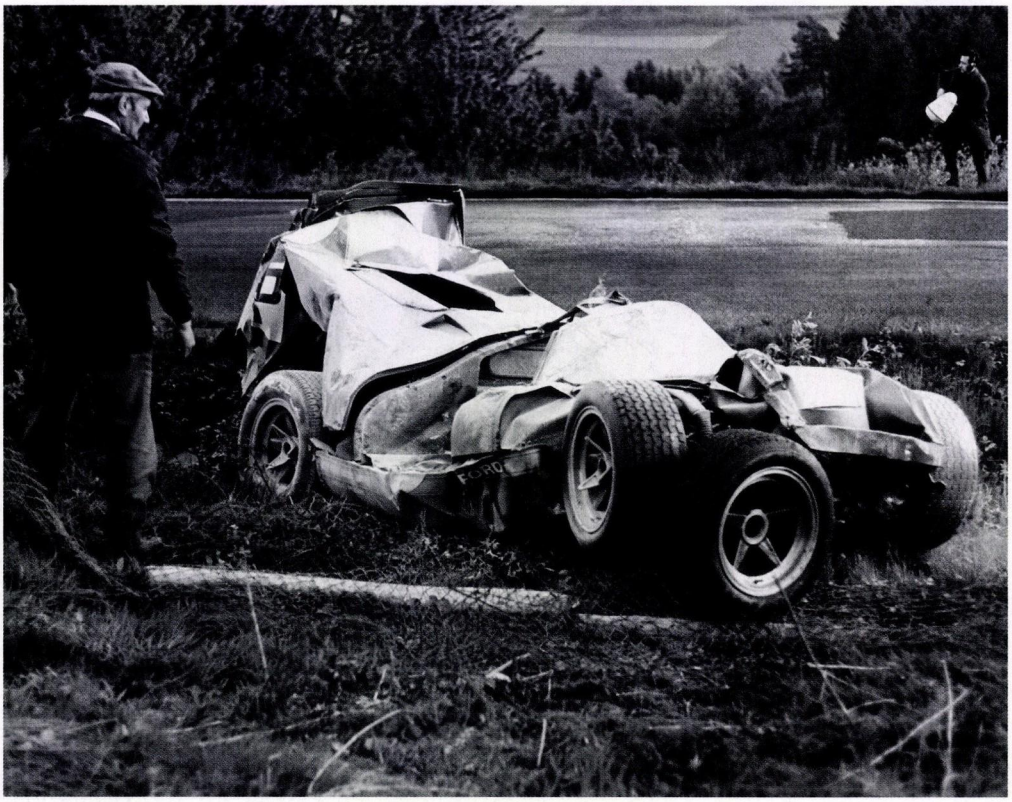
That week Loti, by now his wife, gave birth to their first child, Sophie. Meanwhile, Chris's former BRM colleague Spence was killed at Indy, just a month after Clark's death.

With the second Honda not due until August, Irwin was invited to stand in at BRM at the forthcoming Monaco GP. In the meantime he got a chance to drive another car Spence had raced.

Alan Mann's swoopy Ford F3L had demonstrated impressive straight-line speed, but its short wheelbase made the DFV-powered machine a handful. Irwin's turn came after Surtees was invited to race it in the Nürburgring 1000Km; John suggested that Chris share the car with him.

"He was due to debut the Honda at the German GP," says Surtees, "so this would be his chance to learn the full circuit. But I tested the Ford at Goodwood and said, 'This car's not ready to go to Nürburgring. It needs sorting.' Chris followed my opinion. Later, I was at Cosworth when the

'He used to go to the gym in the days when nobody thought of it. He was the first F3 driver to have Nomex overalls'



LAT

One destroyed Ford F3L and one wrecked career: Irwin's final works drive lies in a ditch at Flugplatz

Jack Brabham walked straight through everyone, straight up to us, 'Nice to see you'. I thought, 'My God, you're a diamond!'

phone rang. It was Chris. He said, 'They've been pressuring me to drive this thing. If you go, you've got to go quickly, but I don't have to because I've got no reputation at the 'Ring. Would you mind if I go?' I said, 'I don't think it's ready for the 'Ring, but if you go, be bloody careful!'"

Chris now had a foot in the door with Ford, and the £500 fee was more than welcome. But disaster struck on only his second flying lap during practice on Friday, May 17. The F3L took off at the Flugplatz and rolled into a ditch, coming to a halt with the engine running. Jean Guichet and Rico Steinemann stopped, switched off the ignition and dragged Chris clear. There was no fire, but he had broken his ankle and suffered terrible head injuries, having been struck by part of the windscreen. Inevitably, it was assumed that he'd gone too fast too soon, although later it emerged that a hare might have dislodged the nose.

"There was a hare, a pretty big hare, jammed in the motor car," says Frank Gardner, who drove the sister F3L. "Certainly he was off-line, and a bloke of Irwin's ability wouldn't have had the car in that position. So I would say he saw the hare, went to avoid it, got himself off-line, the speed was too high, and then the launching took place after that. It got airborne and went up and over the bank. And that was the end of another promising career. But he could have hit the hare a couple of corners earlier and something could have broken at that point."

Chris was unconscious for several days, and spent two weeks in a Bonn hospital. It was soon apparent that he would not race again, and that he'd lose his cherished pilot's licence.

"He hit his head very hard," says Loti. "He lost most of the bone in his forehead, which was later replaced with a sort of fibreglass mock-up. He lost quite a lot of the left-hand side of his brain; it's relatively quiet, it does not do speech, movement, things like that. But he lost his memory and his sense of smell.

"He lost all the good times as well as everything else, so it wasn't surprising that he felt so bitter and miserable about the whole thing."

Richard Attwood drove the BRM Chris should have driven in Monaco – and finished second.

During the following weeks both Schlesser and Ludovico Scarfiotti lost their lives, and when Chris and Loti went to Brands Hatch, his appearance came as a shock to a community that was struggling to come to terms with so much tragedy.

"It was the only race we went to after Chris's accident," says Loti. "He looked awful. It was like the parting of the Red Sea. You were walking in a straight line and people were suddenly remembering that they had something else to do. I was thinking, 'I am just going to lie down and die if somebody doesn't talk to us in a minute'. Then Jack Brabham walked straight through everybody, straight up to us, 'Nice to see you', chat, chat, chat. I thought, 'My God, you are such a diamond.'

"We had a lot of problems. When you've been injured in a racing car, people are very nice to begin with – and then they go off and do their own thing. Piers was up there, driving an F1 car, getting better and better. And Chris was sitting at home."

Loti remained in contact with the Courages, and in June 1970, Piers and his wife Sally visited her in hospital, where she was about to give birth to her second child. Four days later Piers was killed at Zandvoort, and Loti left her newborn son to throw herself into helping Sally.

The Irwins' marriage broke up around this time, and Chris began a new life, well away from the racing scene. Although friends have bumped into him over the years, in recent times he has disappeared from view.

Jonathan Williams saw him in Cannes around 1980: "He had a large motor yacht that he was chartering, and a dark blue Fiat 500. He seemed to have calmed down a bit."

Even Loti has no idea what has happened to him: "It sounds completely mad. Someone asked me if it was true that he was dead, but I really don't know. I always thought at the back of my mind that he was going to pop up and say he wanted to see the children. I have talked to them about it and said, 'What would you do if he walked in now?' Alexander said he'd ask, 'Where the hell have you been for the last 30 years?' My daughter was only two when he left, and she used to say, 'Why has he gone?' They both missed out, not having a father."

Irwin himself missed out on what could have been a stellar career.

"He was sensible, but at the same time had a bit of fire," says Surtees. "He could have been good. How good? I don't really know." M

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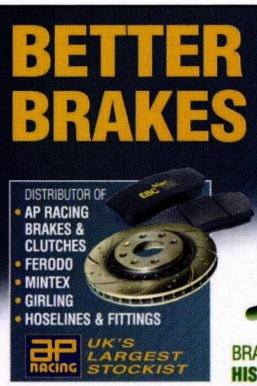
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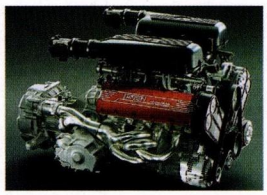
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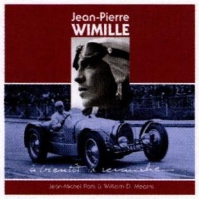
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JEAN-PIERRE WIMILLE – A BIENTOT LA REVANCHE

BY J-M PARIS & WILLIAM MEARNS
ISBN 2-9516357-5-3
Distributed by Menoshire, £39.50



THIS IS THE FIRST FULL LIFE of France's great and too often overlooked GP and Le Mans winner.

The authors' close contact with Wimille's wife has brought much intimate detail, including their WWII spying exploits. Her scrapbooks and personal photos provide a unique depth to a action-packed story of long-distance flights, wartime resistance alongside 'Williams' and Robert Benoist, and Wimille's bizarre streamlined road car project, as well as the racing and record-breaking.

Lavishly illustrated, this is an engrossing read, with two big problems: many pictures are badly pixellated, and the all-italic English text is often hard to read when printed over a photo. In a weaker book these would be serious flaws; here, however, they are tolerable.

It has been worth the wait. **GC**

HAYNES GREAT CARS: AC COBRA

BY RINSEY MILLS
ISBN 1-85960-849-3
Published by Haynes, £19.99



NOT ANOTHER ONE, I hear you cry. But stand by – this one is worth reading. Mills augments this well-known story with much factory detail new to me at least, talks to AC employees, and reveals photos not seen before of the prototypes, bucks and build-ups of early Cobras. Adverts, badges and brochures enrich the look, which mixes period photos with studio shoots of significant Cobras and memorabilia – even Ken Miles' race suit.

Mills offers plenty of technical meat and goes into fine detail on the differences between the Shelby, Willment and AC coupés, and helpfully chops his text into headlined handfuls, making it simple to navigate. And despite packing in plenty of history as well, the whole is commendably concise. Excellent value, too. **GC**

THE LANCIA RACE

BY MIKA HAHN
NO ISBN NUMBER
Published by BZ Verlag, €75 (SPECIAL EDITION €150)



SOMEHOW MERCEDES keeps a lasting hold on Carrera Panamericana glory; but in 1953 Lancia scored a 1-2-3 success, headed by J-M Fangio.

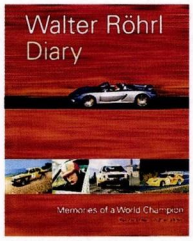
Lancia filmed their triumph, but because Felice Bonetto was killed during the race, the programme was never completed. Rediscovered in poor condition in 1999, it has now been restored and edited into this 25-minute video, packaged along with a book of annotated stills.

It's silent, and erratic in content, showing more paddock activity than racing, but it's a fascinating novelty, a glimpse of racing of yesteryear in exotic surroundings and oozing with period flavour – witness the drivers puffing on their fags as they await the start, or aerial footage showing the Lancias easily outstripping the camera 'plane.

Helpfully, the accompanying book names places and faces, and carries an introduction by Lancia driver Gino Valenzano. Expensive, but unique. **GC**

WALTER ROHRL DIARY

WITH WILFRIED MÜLLER AND REINHARD KLEIN
ISBN 3-927458-05-8
Published by Verlag Reinhard Klein, £35



NO ONE CAN BEGRUDGE Walter Röhrl a second autobiography. After all, he's been racking up the successes on both the rally stages *and* the racetrack for more than 30 years.

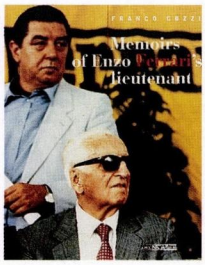
Walter Röhrl Diary, which follows his 1993 work, charts the German's career from its humble beginnings in a Fiat 850 Coupé in 1968. It takes the reader through his two stints with Opel and Fiat, onto his long association with Audi, and right up to the modern day and his ongoing relationship with Porsche.

There are also a host of appreciations of this twice world rally champion, from everyone from Fiat motorsport boss Daniele Audetto to fellow drivers Hannu Mikkola, Markku Alén and Stig Blomqvist. Plus there's an appendix which lists his results in every major race and rally.

The text, though heavy going at times, makes this book a must for the diehard rally fan. The great photography, on the other hand, means it is of interest to any motorsport enthusiast. **GW**

MEMOIRS OF ENZO FERRARI'S LIEUTENANT

BY FRANCO GOZZI
ISBN 88-7911-258-9
Published by Giorgio Nada Editore, £49.99

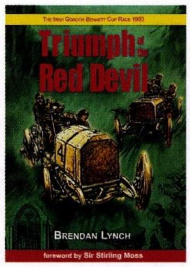


IF YOU HAVE ENJOYED following the rise and fall and rise of Ferrari's F1 team over the years, you will enjoy this book. It's really that simple.

The author was a trusted friend of Enzo, who carried much influence, though he never overestimates his own worth. He was in awe of the Old Man, but no-one else. He is not backward at coming forward, and it is fabulous reading the Italian perspective on important issues in the marque's long history – Eugenio Dragoni versus John Surtees, Imola '82, the 1970 Sebring 12 hours, and little mysteries like the Indycar project of the 1980s. I only wish the chapters were longer. This well-illustrated book could be expanded four times over and still be riveting. **DM**

TRIUMPH OF THE RED DEVIL

BY BRENDAN LYNCH
ISBN 0-9513668-1-5
Published by Portobello Publishing, £14.95



A FEW TOME TRUTHS: NEVER judge a book by its cover – or size and weight. This unprepossessing book is a fine example of pacy story-telling.

In approximately 170 pages, Lynch puts Ireland's 1903 Gordon Bennett Trophy in context, relates its feverish build-up, tells its story lap by lap and from each drivers' viewpoint – and explains the race's lasting legacy. That you can read it from cover to cover in one sitting is a strength, not a weakness. Lynch's style is lively and engaging, his wealth of facts greasing the story along rather than seizing it up.

This book's compact nature means the photos are the poor relations (in size more than quality), a fact escalated by some iffy design. But, on the whole, it is well worth setting aside a (long) evening for. **PF**

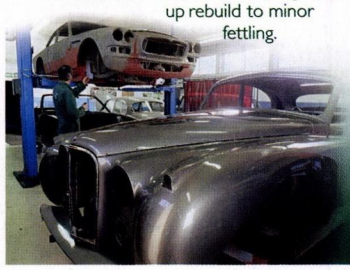
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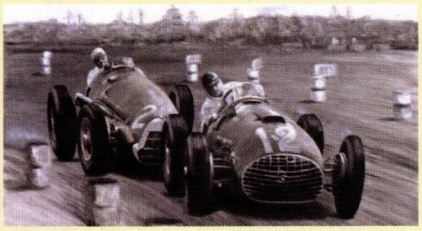
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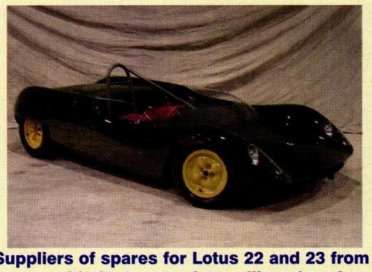
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1965 Shadow was in short supply when WB went to the press launch

all: LAT

Press Crewe short-changed

THE NEW ROLLS-ROYCE PHANTOM IS causing much controversy, especially, one presumes, among those with £250,000 to spend on a motor car. *Autocar* has devoted a large supplement to it, and it has caused Steve Cropley to think back to the unveiling of the Silver Shadow in 1965.

I also remember this occasion. Top UK motor-scribes were given first-class train tickets to Crewe, but as I lived in Wales, I drove to that dreary town in a road-test Ford Cortina GT. I parked it unobtrusively, but soon was asked to hide it, as it was not welcome at such a hallowed place. John Bolster's 1911 Ghost was treated differently.

I had previously had an interview with Mr Grylls MA, R-R's Chief Engineer, after having regretted in MOTOR SPORT that the Silver Cloud III, which I admired, had become distinctly out of date. This proved to be a difficult occasion, because he (whose retirement car was to be a VW Beetle, which pleased me) had already designed the monocoque-construction Shadow, complete with independent rear suspension, power four-wheel disc brakes, a self-levelling ride, and all that, thus dispelling my criticisms of the old Silver Cloud it replaced. Poor old Grylls! The Shadow was very much on the secret list; but he answered my questions skilfully under the circumstances.



The latest Rolls-Royce Phantom – but not the New Phantom, of 1925

His address to the assembled journalists quickly made it clear what a splendidly modern and technically brilliant car the Shadow was, interrupted only by loud banging on the lecture room's roof by workmen, which was soon stopped.

And I still recall the very excellent lunch we all had afterwards at The Wild Boar at Beeston.

Then the 31 of us were invited to

a test drive. As only a Bentley-T and the Shadow were available, four of us had to cram into each car. I suggested that we zeroed the odometer and did nine miles each of the 36-mile, traffic-heavy route.

My Showtime verse, "Oh Mr Grylls, whatever shall I do? I've always praised Mercedes, but now there's a new car from Crewe!" promptly provided me with a Mercedes-Benz 600, which I drove for 530 miles.

We were told that a full road test of the Shadow would not be possible until the following year. So I was astonished when a long report of driving one very soon appeared in a newish motor magazine, whose writer shall remain nameless.

I rang Dennis Miller Williams MA LLB, the very pleasant Rolls-Royce PR chap, to complain. He said no Silver Shadow had been lent to any magazine so the writer must have assessed the car's ride, its cornering power and performance, the lot, in those restricted nine miles!

When I was able to do a proper test, in 1968, I was asked whether I could collect the car from R-R's Wormwood Scrubs depot, as they were short of drivers and it was on my way home from the office.

"Of course," I replied.

But when I arrived, in the dark, the nightwatchman, who had been warned to expect me, could find no car keys allocated to MOTOR SPORT. Next day Miller Williams was terribly apologetic – "R-R, of all people".

When I went to the depot for a second time, a long delay ensued, prompting me to say I was not sure I wanted to wait – after all, I made clear, the Rover I was using had a V8 engine, auto transmission, the latest Triplex glass, etc, just like a Shadow – and it cost far less.

I got away in the end and we spent the run to Wales intensely studying the instruction book to understand the Rolls-Royce's complexities. It performed admirably, except for a duff brake lamp.

Delivered back to Conduit Street, it soon vanished down in the car lift. I casually mentioned the duff lamp.

"But the dash indicator warns of this," I was told.

"Then that was also duff," I replied.

Back up in the lift came the car to prove me wrong…

Neither lamp lit up!

UK's first two-seat Alfa?



In view of the non-appearance of the 1.5-litre Alfa Romeos in the 1928 TT, due it was said to there being no two-seaters in this country to comply with the regulations, it is interesting that Mrs Stiles, wife of Mr F W Stiles, MD of Alfa Romeo British Sales Ltd, soon after the TT, drove a s/c 1.5-litre twin-cam two-seater from Milan to London, on Continental plates, in 26 hours. Was this the first catalogue two-seater Alfa Romeo to arrive in the UK?

Advanced recognition

I WASN'T GOING TO BOTHER YOU WITH this had I not seen Steve Sutcliffe's opinion of Advanced Motorists in *Autocar*. I remembered then that I had taken the IAM test – and passed!

It was years ago. My wife was on holiday with a daughter and I was bored. When motor-noters were offered a reduced test fee, I thought, 'Why not? Another experience'.

On the way to the rendezvous, I drove untroubled through two terrific hailstorms. Once arrived, my examiner removed his police hat, got into my car and we set off.

In slow traffic in a congested town, following a truck, he suddenly asked me to pull in. The hail had recommenced and he considered it was too hazardous to proceed. I said I thought the truck driver in front of us, with a good road view, would manage, so I was reluctantly allowed to follow him.

At the test's end I had yet to do a reverse, which I have always been bad at. But no gap in the lines of parked vehicles could be found, so my luck held. I was given my Pass, with the comment that I drove too close to kerbs at corners, which I said I did to save road space.

When I told Jenks I was now an Advanced Driver he gave me that quizzical look over his glasses. When I then told him that if he wanted to drive my car I would have to put a cover over my IAM car badge, unless he too had passed the Advanced test, explaining that this would even apply to Stirling Moss, things became very difficult! Which is why I never pursued the subscription…

Cars in Books

OVER THE CHRISTMAS BREAK I WAS READING *THE EYE OF THE NEEDLE* BY KEN FOLLETT, A FICTIONAL spy story, and to my surprise I found I had to read it in its entirety. I mention this because at one point the German spy, on whose work the outcome of WWII depends, steals a 1924 Bullnose Morris two-seater from a lady whose husband apparently bought it new (but it had a three-letter number plate; these were not issued until 1932!). The escaping master-spy drives it at 45 to 50 until it blows up, with what he thinks might be "a hole in a big-end". He then thumbs a lift in "a large" Vauxhall Ten.

This is a book full of stabbings and shootings, and the usual very explicit sex, but the plot is enthralling. I expect the Bullnose Morris Club knows of it…

miscellany

THE EX-SIR ALASTAIR MILLER 200hp Blitzen-type Benz four-seater, which had a long Brooklands career, has been acquired by George Wingard of Oregon, USA, who tells me he is looking forward to driving it.

* * *

THE CROSSLEY WITH JARVIS streamlined racing body which Malcolm Campbell raced at Brooklands in 1925, with a lap at 99.61mph, is being restored by Ray Jones of Vintage Racing Chryslers, in Sydney, Australia.

* * *

AS ANOTHER SEASON OPENS, I want to pay tribute to the many Club magazines which I read, from Bristol and Rolls-Royce to Austin 7. Each with its own style, but all of great interest. Although with fewer cars than some Clubs, and their publications not yet in print, congratulations also to the Trojan OC, Crossley Register and Invicta CC for their comprehensive newsletters.

* * *

JUST ABOUT ESCAPING THE SNOW, the VSCC held its New Year Driving Tests Meeting at Brooklands on January 11. The tests proved tough enough to result in only four First-Class Awards – won by Clive Hamilton-Gould's 1930 Morris Minor, John Potter's 1927 TG 12/50 Alvis, Trevor Tarring's 1927 Super Sports Frazer Nash and Jonathan Williamson's 1935 'Cream Cracker' PB MG. Those taking Second-Class Awards were R Leigh (Riley), A Marsh (A7), Miss Jones (A7), J Mumford (MG-M), N Benger (MG J2), P Cobb (Frazer Nash), B Roberts (Frazer Nash), M Garfitt (FN-BMW) and M Purnell (Singer Junior). 'Thirds' went to A Ducker (Riley 9), N Candler (10/23 Talbot), Miss Pilkington (6C Alfa Romeo), C Podger (12/50 TE Alvis), P Weston (Frazer Nash) and M White (Riley 9).

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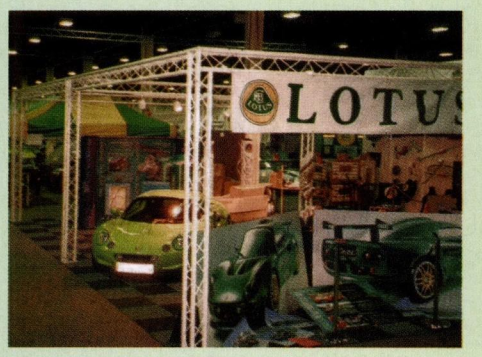
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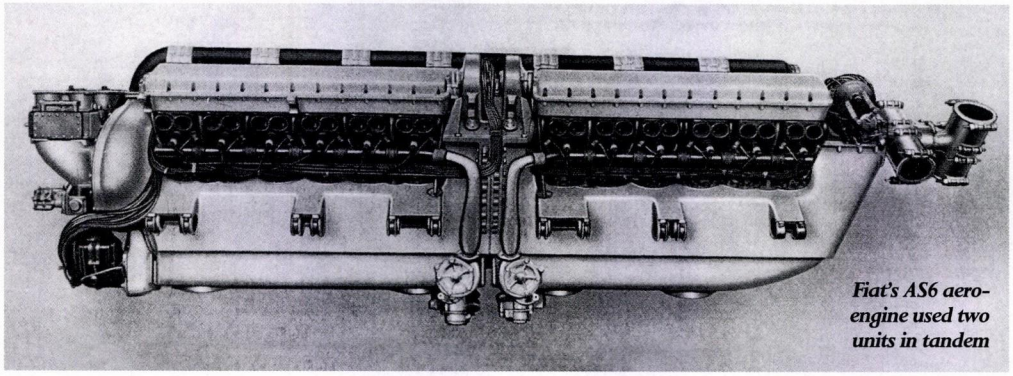
LOTUS SHOW

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Anglo-Italian air-race rivalry



Fiat's AS6 aero-engine used two units in tandem

both: Aeroplane

FIAT'S WONDERFUL CENTRO STORICO museum in Turin contains an example of every product it has made, from ships, tractors, trams, railway locomotive and stock, aeroplanes, aero-engines to racing and ordinary cars, etc, many in accurate one-fifth model form. When I was exploring it in 1969 I recognised the remarkable engine used in 1934 to gain the World's Air Speed Record for Italy, in a Macchi-Castoldi MC72 seaplane flown by Lt Francesco Agello at 440.681mph. It was not surprising that I had spotted it as it was 11ft long!

Fiat made engines for the famous Schneider Trophy races under contract to the Italian air ministry, and the AS6 was designed by Tranquillo Zerbi, of Alfa Romeo racing car fame.

To attain more speed after the 1929 Trophy, won by the British Supermarine S6 at 328.65mph, there were two options: to increase the power of an existing engine or to reduce air drag. Rolls-Royce chose the former, Fiat the latter expedient. Both used 60-deg V12 engines but Fiat's had a lower frontal area. The drag of seaplane floats reduced speed but had to be used as aerodromes were not long enough for aeroplanes of such pace. The Fiat AS6 had two AS5-type engines in tandem, not coupled, driving contra-rotating propellors by separate shafts. By 1934, it produced 3300hp at 3100rpm, a centrifugal supercharger, running at 19,000rpm, serving both engines.

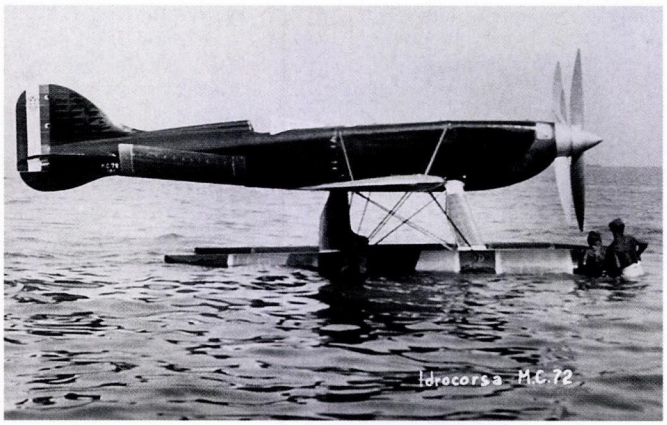
Fiat also gained from the small size of the contra-rotating props. Rolls kept to its R-type engine, gaining power with high blower pressure.

Before the 1931 Schneider race, Fiat had problems with the supercharger drive and burnt valves, which took three months to cure. R-R had difficulties with lubrication, the s/c drive and blow-back, etc. Bank's very special fuel gave the R-type engine, forerunner of the Merlin, a power output of 2350hp for the 1931 race.

Britain had beaten Italy in this important race since 1926, and it was felt vital for her to win the last of the series in '31, and thus outright ownership of the Schneider Trophy. Britain's Labour government refused to enter, as a cost of £80,000 was deemed too high. This became a long political struggle, and even Italy and France appealed for British competition. But when Lady Lucy Houston, Britain's richest woman and a noted patriot, put up £100,000, the 1931 race was on. But Italy and France non-started and we had only to complete the race distance of seven 50km laps above Calshot water to win. Flt Lt Boothman averaged 340.08mph in an S6B: victory was ours.

Vast crowds watched in spite of the one-machine race, and the BBC did a radio commentary. To give them more to see, Flt Lt Staniforth then took the ASR to 379.05mph, soon improved to 407.5mph. With another of Banks's exotic fuel mixes another S6B raised this to 415.20mph before September 1931 was out. The Italians took until '34 to beat this.

What has this to do with motor racing? Nothing, except that if you are in the Southampton area, I think you can still look at an S6B in the Mitchell Memorial Hall, and perhaps the old House of Commons' debates about air-racing might be revived, to try to get Mr Blair to provide sponsorship to enhance British prestige in racing.



Fiat's immense engine powered this Macchi-Castoldi MC72 to a record 440mph

miscellany

ALASTAIR COOKE'S LONG-LIVED weekly radio talk recently centred on football and tennis, and revealed another modern influence which might come here, a retractable roof over Wimbledon's hallowed courts. I wonder if the over-90-year-old Cooke has ever seen a motor race – Indianapolis, perhaps? And whether in the future Bernie Ecclestone might wish to have covers over circuits?

* * *

THE BUGATTI OC MAGAZINE *Bugantics* is progressive and party to some of the most enthralling cars. It is a long time since I damaged my BOC Pennant in a crash on black ice in a Morgan Plus-Four, youthful enthusiasm displaying it on a not fully appropriate car. But I don't think I ever perpetrated in MOTOR SPORT in 1946 the idea that "the Type 68 370cc Bugatti had 16 cylinders, eight camshafts and four superchargers", or that "any of its four engines could be declutched if one failed – nothing like having faith in your product!"

* * *

INFORMATION ABOUT THE EXPERT car model maker Rex Hays is sought by Peter Russell. Tel or fax: 01798 815632.

* * *

THOSE WHO WANT TO RESEARCH the Aurelio Lampredi-powered Fiats, Lancias or Alfa Romeos are advised to obtain *Twin-Cam Italia* by Phil Ward with Brian Long (MRP, ISBN 1-899870-58-K, £24.95), which includes driving impressions, buying them, and how to maintain them.

* * *

FERRARI FOLLOWERS – NOTE THAT Brooklands Books of Cobham have reprinted the *Road & Track* road-test reports of the F355 and 360, as also has the well-established American journal (ISBN 1-855206-12-9, £19.95).



Green and Noble in the new gallery with ThrustSSC

Coventry's supersonic show

A VERY SIGNIFICANT BRITISH MUSEUM development is the opening of its Spirit of Speed Gallery by the Museum of British Road Transport in Coventry. This is a reminder of LSR history and that Britain currently holds the record with ThrustSSC at 763.035mph, set by Andy Green, OBE. Prior to that, Richard Noble had held the LSR at 633.468mph, in Thrust 2, both cars very much his work.

Both these accomplishments by British drivers, engineers and technicians are the theme of the new gallery, made possible by a Heritage Lottery Fund grant of £510,000 towards the purchase of Thrust SSC. In total, this Fund has allocated £999,000, and the European Regional Development Fund £1,465,000, towards the £4m which the Museum is to spend on improvements by the autumn.

Malcolm Oliver, Deputy Director of the Museum, hopes that the new gallery will do credit to the two high-tech cars and their drivers. Richard Noble notes that since Thrust 2 has been displayed in Coventry it has attracted 38,000 visitors.

This latest project will emphasise Britain's ability to regain the LSR after 19 years of American intervention and then raise it to over 763mph (Mach 1.02). Using sophisticated simulation technology, visitors get a sense of what driving ThrustSCC at full blast was like. There are also video recordings, with the sonic booms of the Black Rock run and interviews with some of the teams.

So here is good news amid all the present gloom and despondency; the entire Museum is open every day from 10am to 5pm. Moreover, admission is free. Marvellous!

If LSR history has gripped you after visiting the Spirit of Speed Gallery, the NMM has the 1920s Campbell Sunbeam, Segrave's 'Golden Arrow', and Donald Campbell's advanced 403mph Bluebird-Proteus CN7.

Hardy Vintagents brave elements



Bill Boddy

Verzons drew big crowds despite rain

ON NEW YEAR'S DAY WE SET OFF IN THE 1929 SUNBEAM IN TORRENTIAL RAIN FOR the VSCC Verzons meet. Over 100 other vintage cars braved the weather. We saw first an immaculate Albion van, and later were told that the Distance Award had been won by Paul Carter's vintage open 4.5-litre Bentley from Kent. The 'Car You Would Like To Go Home In', judged by other competitors, was Alex Simpson's Alvis SB Speed 25 with Cross & Ellis body, runners-up Sir John Venables Llewellyn's 1750 Alfa Romeo two-seater and Mike Preston's T43 Bugatti.

Austin led the makes list with 15, Alvis 12, Morgan 11, MG and Riley eight each. Cars apart, Peter Walley flew circuits in a Piper Cub in memory of Hamish Moffat, who used to arrive in his aeroplanes, a thoughtful gesture on this drab day.

miscellany

IN GORDON CRUICKSHANK'S interesting account of a return to Blandford circuit he referred to Major P M Braid's accident, in which his Cooper ended up on the roof of the Guardroom. I remember seeing this. Michael Tee, MOTOR SPORT's photographer, took pictures of the car on its astonishing perch. I suggested to Michael that he get on his Norton and ride quickly to London, stopping to ring the newsdesk of one of the leading evening newspapers. "They would pay well for the film," I assured him. So off he went. On the Monday I asked him how it had gone. He had decided to go home to Hornchurch first, and by the time he had negotiated London and got there, it was too late for Fleet Street's deadline.

* * *

MICHAEL E KELLER HAS SENT ME his commendable *The Graham Legacy: Graham-Paige to 1932* (Turner Publishing Co, PO Box 3101, Kentucky, USA, ISBN 1-56311-470-4). It covers not only Graham-Paige but also Paige cars and commercial and farm vehicles, Jewett, Graham Bros, Paige-Detroit and G-Boy vehicles. It covers the work of the Graham family in incredible detail, competition work included. Marendaz's racing Graham-Paige is shown but Keller thought 'Cannon Ball' Baker raced at Brooklands, mistaking him for dear old G L Baker who won the last BARC race in a Graham-Paige after many races in his sleeve-valve Minerva.

* * *

THE HORNET SPECIAL CLUB, founded in 1950, caters for the well-liked sports Wolseley Hornets, like those in Hutchins' team which won the LCC Relay Race at Brooklands in 1932. It has a spares service and a magazine. Its secretary is Chris Hyde (01929 471630).

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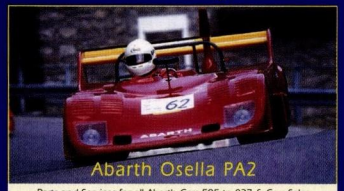
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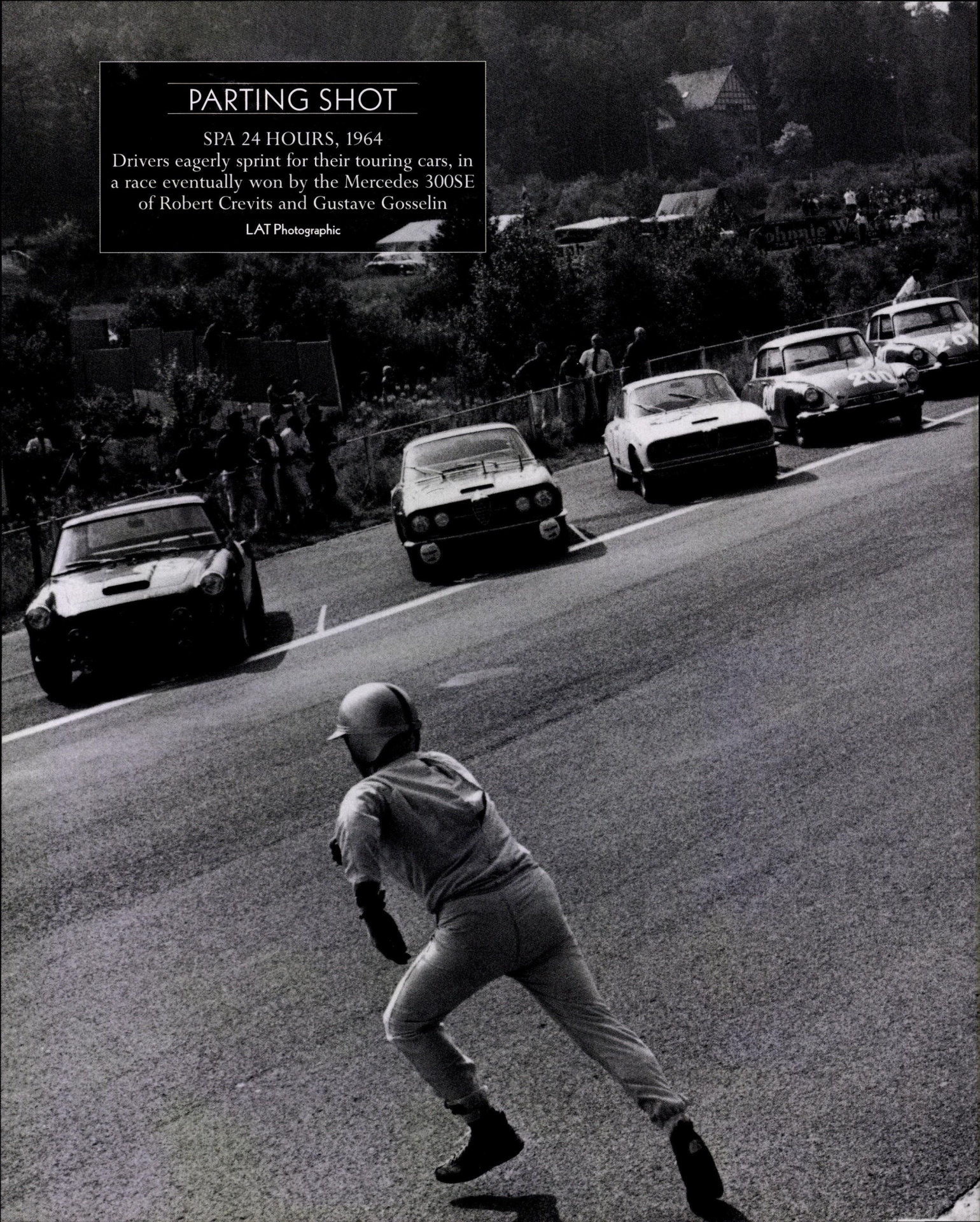
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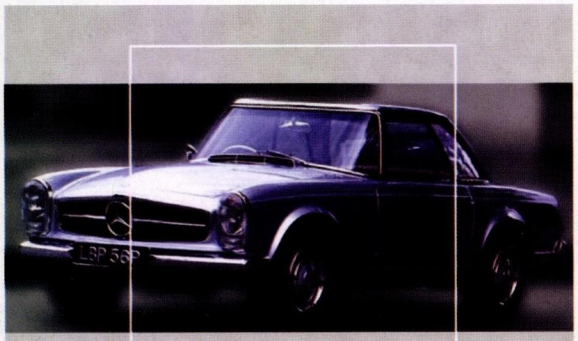


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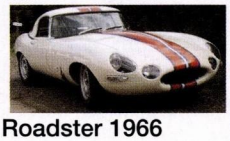
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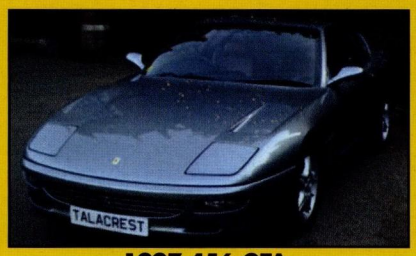
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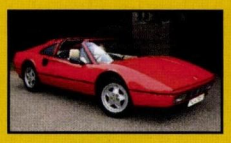
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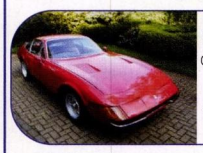
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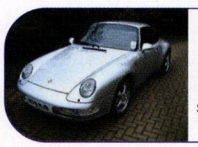
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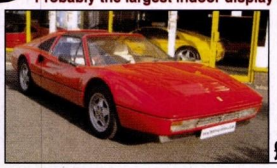
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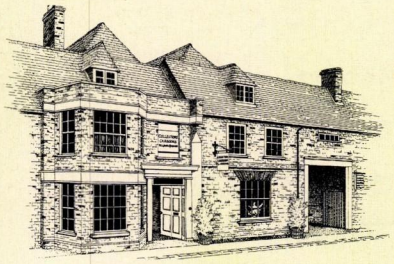
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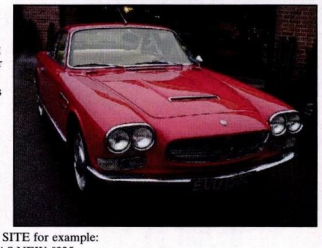
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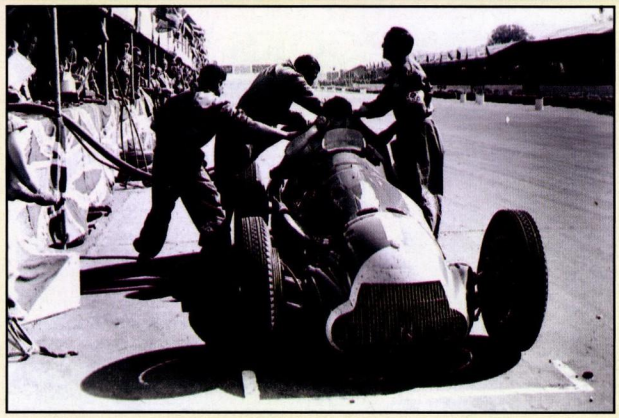
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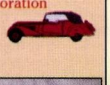
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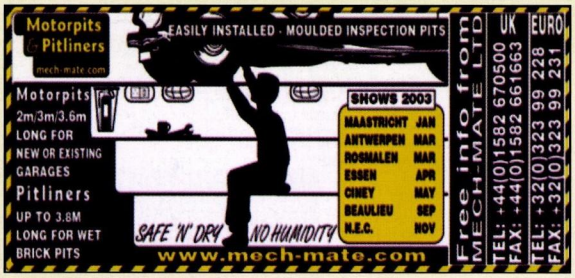
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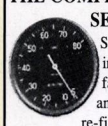
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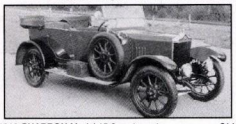
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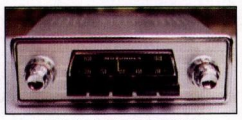
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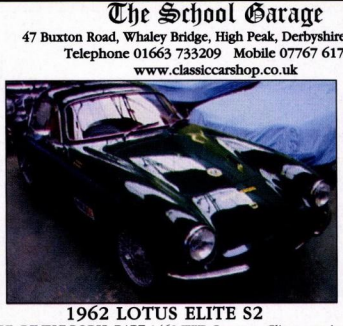
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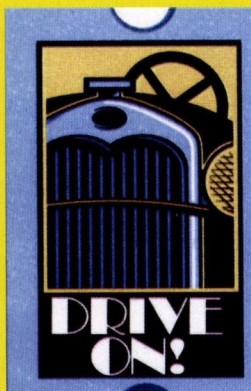


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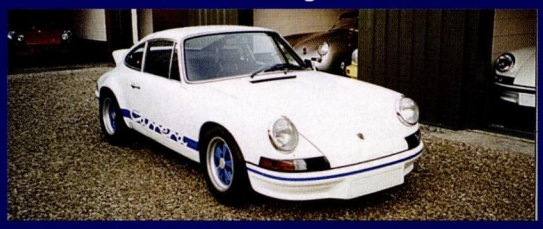
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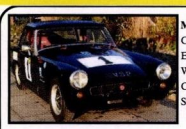
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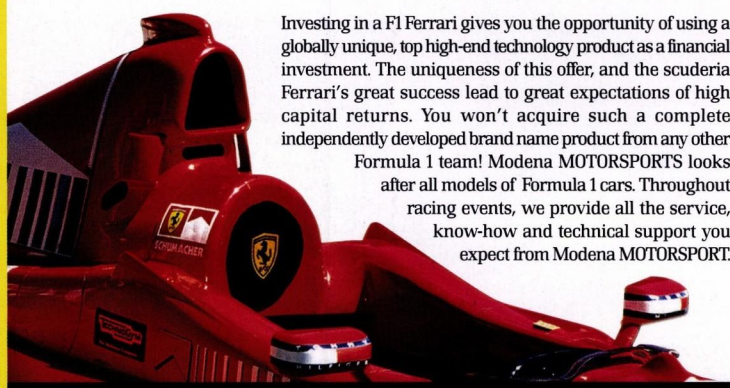
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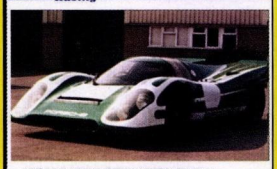
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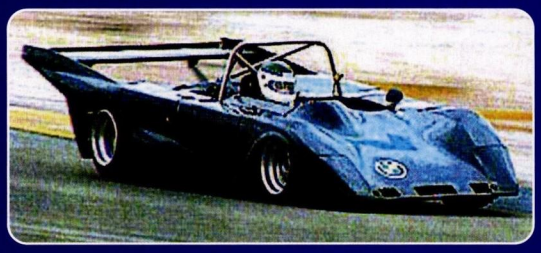


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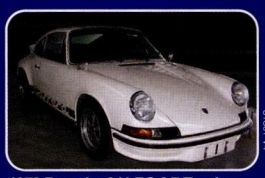
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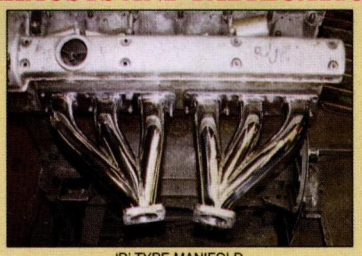


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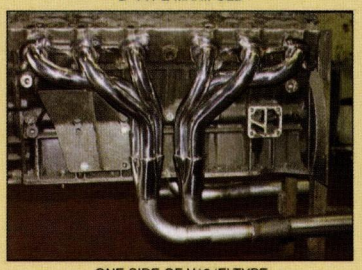
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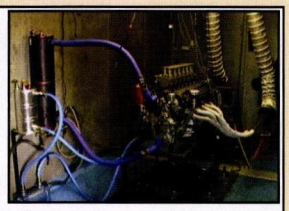
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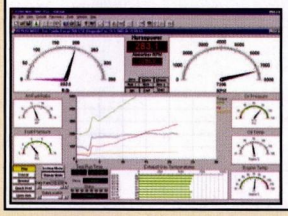
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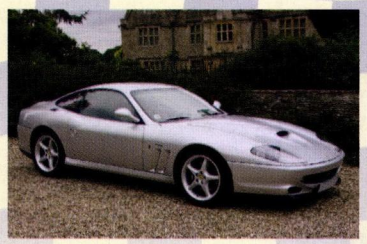
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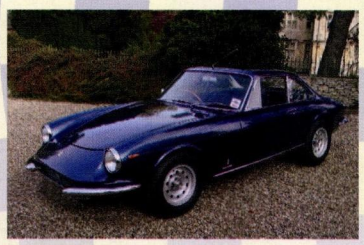
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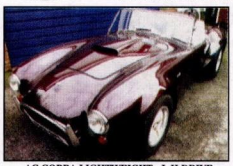
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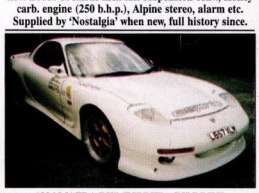
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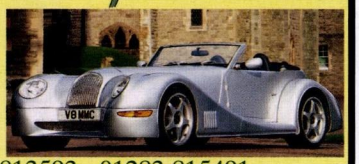
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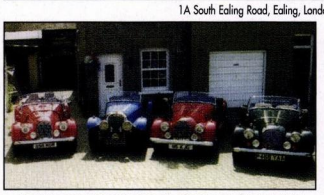
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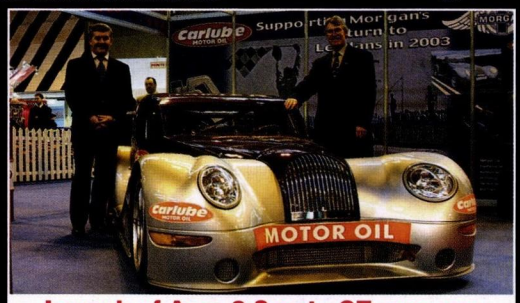
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Launch of Aero 8 Sports GT race car

Keith Ahlers (left) and Rob Wells (right) will be co-driving Keith's Aero 8 Sports GT race car during the 2003 season. The car was unveiled at the Autosport show at the NEC on 9th January. The Libra Motive team will be preparing the car.

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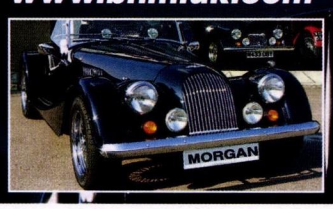
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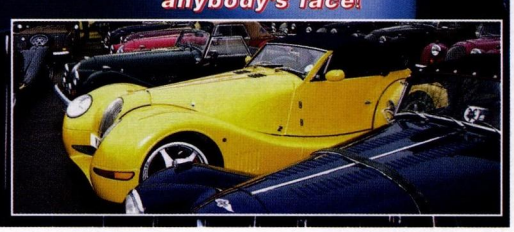
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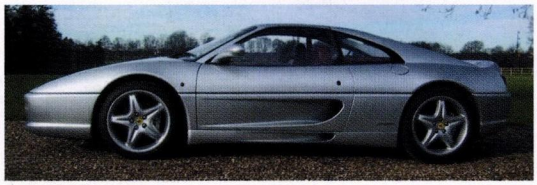


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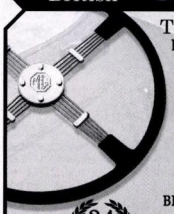
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British Racing Green, built by Heritage Engineering in 1974, this C-Type benefits from a Heritage shell and tubular steel frame with aluminium bulkhead/floors, it is fitted with a Jaguar 4.2 litre engine with triple Webers, 5-speed manual, full Le Mans specification, Cooper Craft brakes, 15" wire wheels, previously supplied by ourselves ..£29995

1967 - JAGUAR E-TYPE 4.2 COUPE



Carmen Red, full Black leather, genuine RHD model, 5-speed manual all synchro gearbox, early model with headlamp covers, chrome wire wheels, this E-type has undergone a total nut and bolt restoration by renowned specialist, simply superb £28995

1998 S - TVR CERBERA 4.5



Viper GTS Blue Metallic, full Portland Grey leather, blue wool carpets, blue alcantara head lining, 420 bhp 4.5 model, PAS, e/w, e/m, air conditioning, hydratrak, CD player, ice detector, lumber supports, heated rear window, r/c/l, window closure, Meta alarm/immobiliser, sports exhaust, 18" alloys, FTVRSH, just 13000 miles from new £26995

1994 L - PORSCHE 911 C2 CABRIOLET TIPTRONIC

Speed Yellow convertable, full Black leather, 964 model, air conditioning, drivers air bag and OBC, ABS, e/w, e/tear drop mirrors, e/seats, power roof, head lamp wash, head lamp beam adjustment, r/c/l, alarm/immobiliser, 17" Cup alloys, FPorscheSH, one of the last 964's which has covered just 14000 miles from new, unrepeatable £24995

1989 G - PORSCHE 911 3.6 C4 COUPE

Grand Prix White, full Blue leather, 964 model, ABS, e/w, e/m, e/seats, e/sunroof, air conditioning, head lamp wash, head lamp beam adjustment, r/c/l, alarm/immobiliser, sports exhaust, 17" Cup alloys, FPorscheSH, 84000 miles £17995

1990 G - PORSCHE 911 3.6 C2 COUPE

Guards Red, full Black leather, 964 model, ABS, e/w, e/tear drop mirrors, e/seats, e/sunroof, air conditioning, head lamp wash, head lamp beam adjustment, r/c/l, alarm/immobiliser, Cup alloys, FPorscheSH, 96000 miles £16995

1998 R - RENAULT SPORT SPIDER 2.0 16V



Pearl Yellow Metallic, 1 of only 200 UK RHD produced, original owners presentation pack, tonneau, immobiliser, alloys, Renault plus 1 owner, FRenaultSH, just 5200 miles from new, a must for the true enthusiast £16995

1947 MG TC

Regency Red with full Beige leather, Beige hood plus side screens, original UK car with original registration number, 1250cc XPAG engine with twin SU carburettors, tonneau, Brooklands steering wheel, wire wheels, subject to total nut & bolt photographic ground up restoration, a true British 40's sports car in outstanding condition £18,995

1996 P - LOTUS ELISE 1.8i

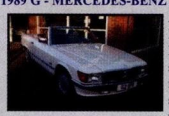


Azure Blue Metallic, blue soft top, rain cover, aluminium brake discs, driving lamps, lumber supports, CD player, alarm/immobiliser, alloys, FLotusSH, a 1 owner Elise which has covered just 5400 miles from new. £14995

1992 J - PORSCHE 944 3.0 S2 CABRIOLET

Alpine White, full Blue leather, PAS, ABS, Blue power hood, Blue hood cover, e/w, e/m, e/seats, head lamp wash, head lamp beam adjustment, r/c/l, alarm/immobiliser, alloys, FPorscheSH, just 44000 miles from new, previously supplied by ourselves £14995

1989 G - MERCEDES-BENZ 300SL AUTO



Artic White, Navy Blue ½ leather, PAS, ABS, 4-speed switchable automatic, e/w, navy blue soft top, hard top with heated rear screen, rear seat, cruise control, wind deflector, head lamp beam adjustment, c/l, immobiliser, flat face alloys, FMercedesSH, 59000 miles, very last of the classic SL's £14995

1987 E - MERCEDES-BENZ 300SL AUTO

Pearl Blue Metallic, Navy Blue ½ leather, PAS, 4-speed switchable automatic, e/w, e/m, navy blue soft top, hard top with heated rear screen, cruise control, head lamp wash/wipe/beam adjustment, c/l, immobiliser, flat face alloys, FMercedesSH, 63000 miles from new. £13995

1996 N - CATERHAM 7 1.7 SUPERSPRINT

Red, 160bhp 1.7 Ford X-Flow built by Ratrace Motorsport, twin 40 Webers, 5 speed gearbox, cycle wings, heater, heated screen, long cockpit model, FIA battery cut off switch, full weather equipment plus hood bag and tonneau, 4 into 1 exhaust, Momo leather sports wheel, harnesses, FIA roll bar, professionally built by an RAF engineer, 12000 miles £11995

1989 G - PORSCHE 944 2.7 LUX

Guards Red, Black "Porsche" logo ½ leather, 165 bhp 2.7 Lux model, PAS, ABS, e/w, e/m, e/seats, e/sunroof, headlamp wash, head lamp beam adjustment, c/l, alarm/immobiliser, alloys, FPorscheSH, just 53000 miles from new, previously supplied by ourselves, this 944 is in outstanding condition in respect £9995

1989 F - PORSCHE 944 2.7 LUX

Alpine White, Blue studio check trim, 165 bhp 2.7 Lux model, PAS, ABS, e/w, e/m, e/seats, e/sunroof, head lamp wash, head lamp beam adjustment, c/l, alarm/immobiliser, alloys, FPorscheSH, 60000 miles from new £7995

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2000 996 CABRIOLET SILVER 7000 miles
2001 996 TURBO SEAL GREY 6000 miles
2001 996 C2 COUPE TIP SILVER 17000 miles
2000 996 C2 COUPE TIP FOREST GREEN 31000 miles
1999 996 COUPE OCEAN BLUE 27000 miles
1998 996 C2 COUPE TIP BLACK 42000 miles
1998 996 C2 COUPE OCEAN BLUE 20000 miles

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2001 BOXSTER 2.7 SEAL GREY 11000 miles
2000 BOXSTER 3.2S SILVER 15000 miles
1999 BOXSTER 2.5 BLUE 21000 miles

PORSCHE 993

1996 993 C4S MID BLUE 45000 miles
1997 993 TARGA SILVER 52000 miles
1996 993 TARGA ARENA RED 32000 miles
1996 993 TURBO 4 POLAR SILVER 50000 miles
1997 993 CABRIOLET SILVER 37000 miles
1995 993 CABRIOLET BLACK 33000 miles
1995 993 CABRIOLET SILVER 51000 miles
1995 933 CABRIOLET BLUE 71000 miles
1995 993 COUPE TIP MET GREY 50000 miles

PORSCHE 964/911

1990 964 C2 CABRIOLET GUARDS RED 57000 miles
1989 911 CARRERA 3.2 TARGA RED 87000 miles
1988 TURBO TARGA BLUE 50000 miles
1985 911 CARRERA 3.2 COUPE RED 110000 miles
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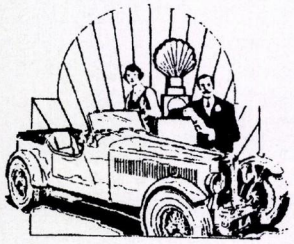
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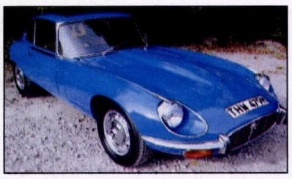


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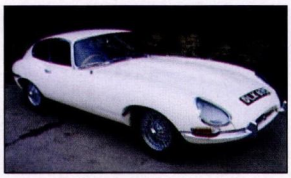
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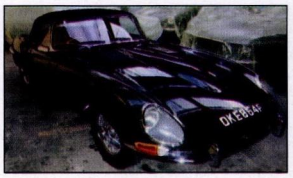
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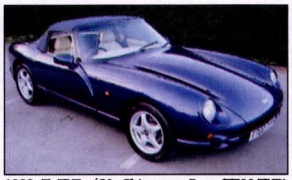
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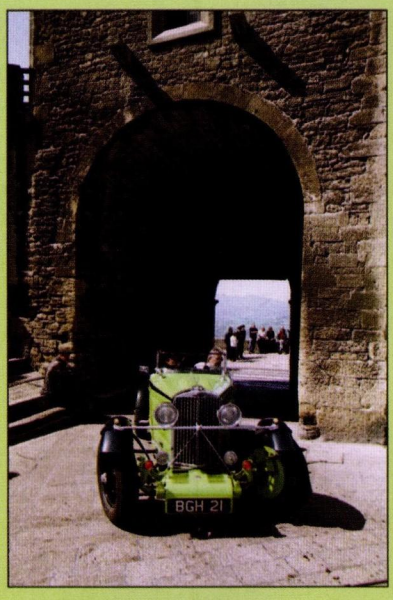
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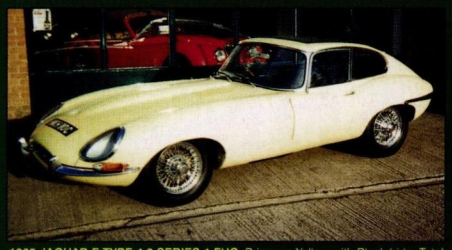
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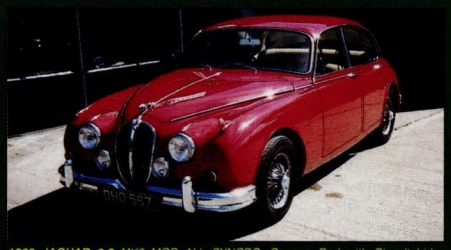
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1965 JAGUAR E-TYPE 4.2 SERIES 1 FHC. Primrose Yellow with Black hide. Total restoration carried out, only 10,000 miles since. CWW, webasto sunroof and radio. An English matching number car in superb condition. They certainly don't drive better than this example. .....**RHD - £28,995**



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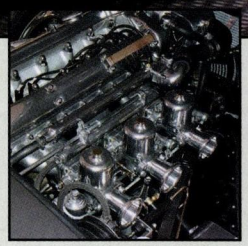
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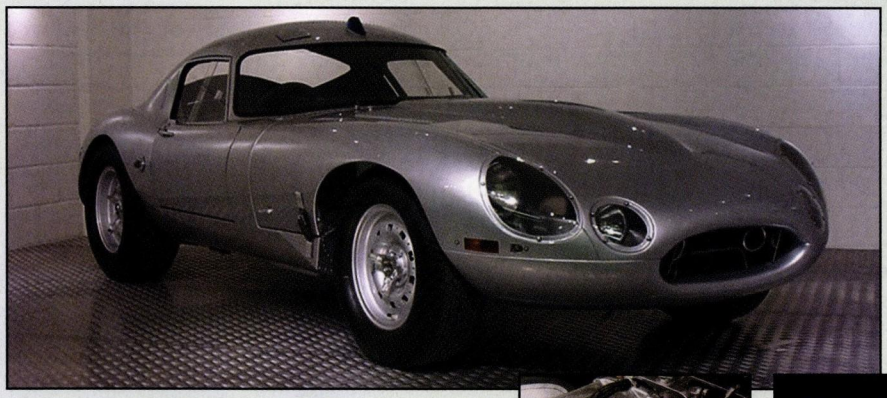


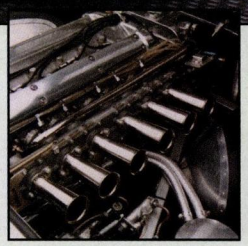


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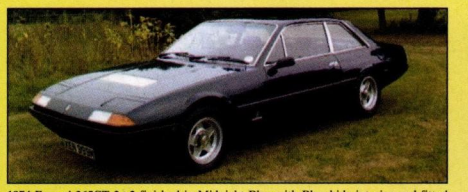
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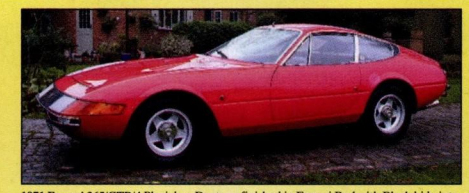
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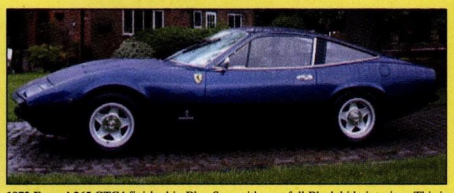
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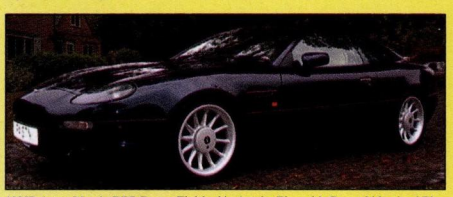
1972 Ferrari 365 GTC4 finished in Blue Sera with new full Black hide interior. This is a beautiful example which has covered only 73,000 miles from new. The car has a total service history from day one. Fitted with alloy wheels, electric windows, air conditioning and has recently had the benefit of coachwork refurbishment **£39,950**



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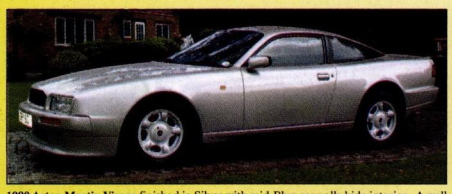
1958 Aston Martin DB MkIII. Finished in Dubonnet Rosso with beige hide and red carpets. This car was very carefully rebuilt by it's last owner about 12 years ago and has been used for club tours and events. It is in superb condition and has the best engine we have heard in a MkIII. It is fitted with chrome wire wheels and the all important Overdrive. An opportunity to acquire one of these most desirable Astons at a fair price **£37,500**



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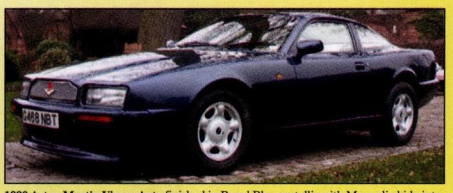
1961 Aston Martin DB4 Series III finished in Burgundy with Black hide. Fitted with electric windows, new 16" wire wheels, new Avon turbospeed radial tyres. Considerable service history **£38,950**



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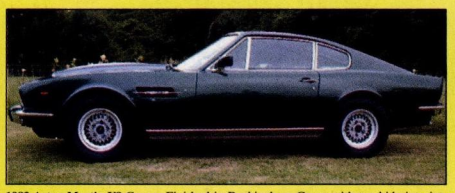
1979 Aston Martin V8 Volante finished in Dark Blue with deep Blue hide interior and fitted with VANTAGE engine up-grade and automatic transmission. Excellent car, masses of history. **£39,950**



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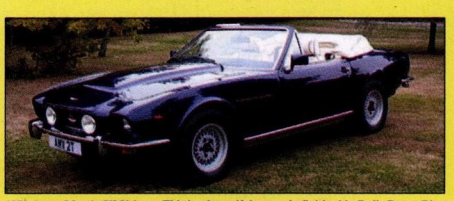
1963 Aston Martin DB4 Series V Race/Rally Car finished in Fiesta Red. This car has been used over the last ten years for international rallying and comes with FIA Papers. This enables it to be used in most of the desirable international events and gives the car great credence. This is a rare opportunity and sensibly priced at **£49,950**



1983 Aston Martin V8 Coupe. Finished in Buckingham Green with tan hide interior. This car has just been the subject of a bare metal repaint also incorporating new sills. It is a two owner car, the last owner having had it since 1986. It has excellent service history and drives exceptionally well **£33,950**



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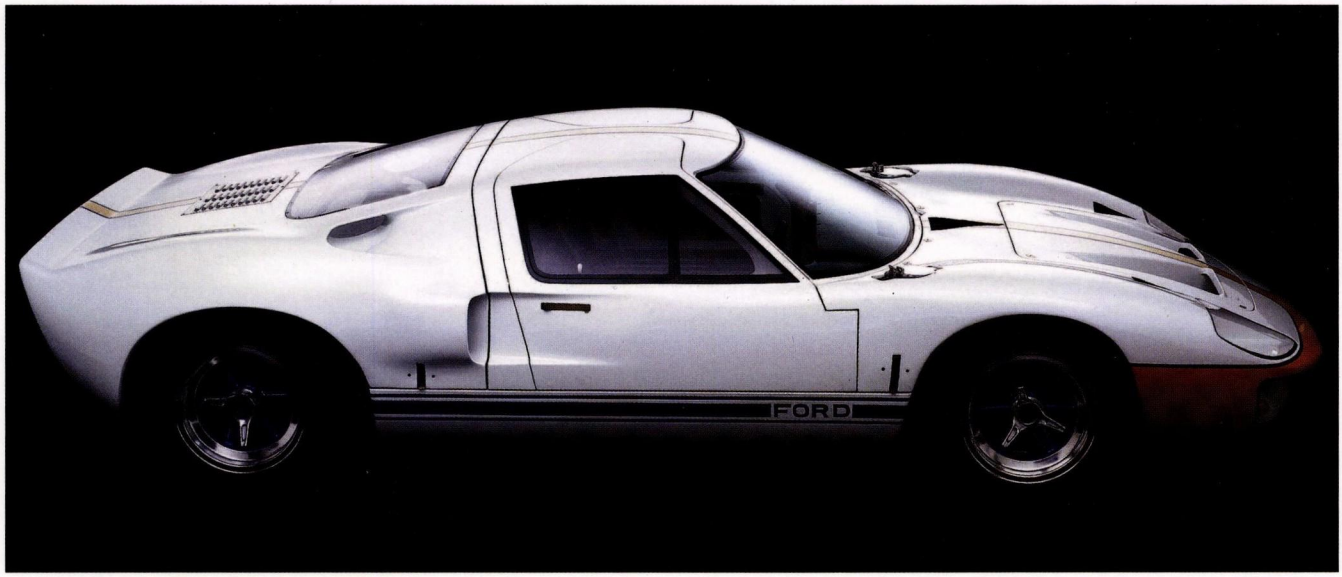
5th April 2003 at The Britten Arena, Kingsbush Centre, Godmanchester, Cambs.
(on the site of the Woodgreen animal shelter)

Illustrated above F. Gordon Crosby, Victor Gillow (Riley) and Sir Henry Birkin (Bentley) racing during the 1930 Irish Grand Prix, water colour and gouache, £12,000-15,000.
Further quality entries invited, closing date 5th March 2003.

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EXCEPTIONAL MOTOR CARS AND AUTOMOBILIA

Auction
London, 24 March 2003

Forthcoming sales
16 June 2003

Enquiries
Rupert Banner
rbanner@christies.com
Tel: 44 (0)20 7389 2851

Mark Donaldson
mdonaldson@christies.com
Tel: 44 (0)20 7389 2851

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