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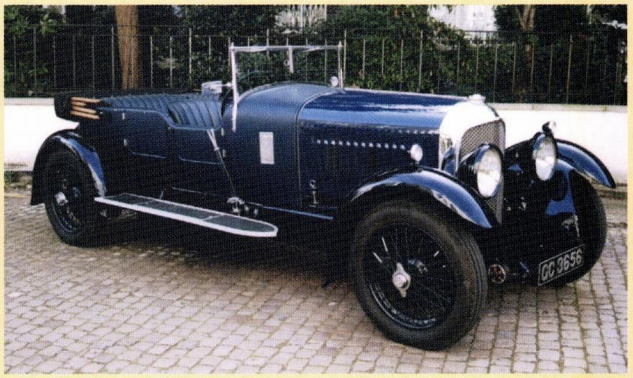
1961 FERRARI 250GT SHORT WHEELBASE. This amazingly correct example of the most desirable 250GT models has spent over half of its life with one owner and took part in the Ferrari 50th Anniversary parade in Rome. *Illustration of a similar car.*



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editorial



WHENEVER FERRARI GOT ON THE blower to Cliff Allison to invite him over to test, Brough's finest would jump in his car, drive to Darlington, climb aboard the Kings Cross express, catch a coach to London Airport, fly to Malpensa, north of Milan, where he was (sometimes) greeted by Ferrari people – who would often have to explain that the car was not ready and ask if he would mind coming back next week.

When Michael Schumacher tests for Ferrari at Fiorano, he stays in a purpose-built flat at the track, enjoys a hi-energy, lo-cholesterol breakfast, then walks the few yards to the car, which will have been dutifully warmed up by his army of mechanics.

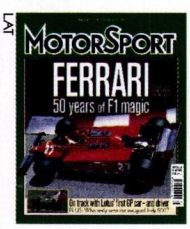
Aspects of the sport we love – and Ferrari – have clearly changed, but it is all stitched together by Enzo's red cars. Drivers come and go; the passion that is Ferrari is constant. Did Cliff kick up a stink? No, he booked into a Modena hotel – and waited. After all, this *was* Ferrari. Just seven years after Froilán González, all bulging biceps and fearsome demeanour, had defeated the Alfettas at Silverstone, the marque's mystique was already layers deep, verging on the religious. Cliff would have hopped to Modena if necessary.

The irony, of course, is that Cliff should have stuck with Lotus – or any of the burgeoning British teams that would put motor racing's Godfather in the shade for the majority of the next 40 years – but he was not the first driver, nor the last, to heed the Scuderia's siren cry.

His Ferrari career was ended by a barrel roll at Monaco in 1960; Schumacher's Ferrari career was gilded further by Monaco win number five in 2001. But there's more to life – not masses in motor-racing terms, I admit – than winning. When, in 40 years' time, we approach Michael to ask if he'd like to reacquaint himself with his old Ferrari F2001, will he say yes? Will he dash to Kerpen railway station? Perhaps. It is hard, however, to imagine him enjoying the occasion more than Cliff did when he climbed aboard a Lotus 12 for us this month.

He didn't hop to Mallory Park, his stiff-legged walk a result of a 1961 Spa shunt (in a Lotus 18), but the 250-mile drive – the trains aren't what they used to be – from Brough was cheerfully undertaken. And this time the car was ready. True, there was no works drive at the end of it, but it didn't matter – the day was about smiles, not miles, per hour.

Ferrari is not just about winning either. Its position in racing folklore has as much to do with losing. But there have been plenty of highlights. For sure you will not agree with our selection of their top 10 victories, but such interest, debate and contention is another of the threads that holds the sport's fabric together. It's what allows Allison and Schumacher – two men seemingly cut from different cloths – to be interwoven.



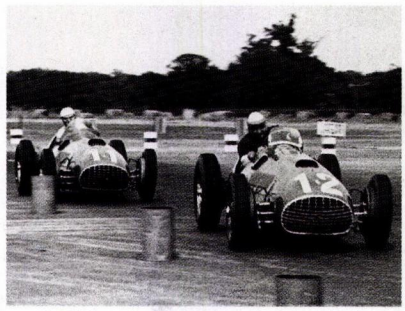
Cover: 1981 Monaco GP, Gilles Villeneuve's unwieldy Ferrari 126CK on its way to victory

Vol LXXVII No 7 JULY 2001

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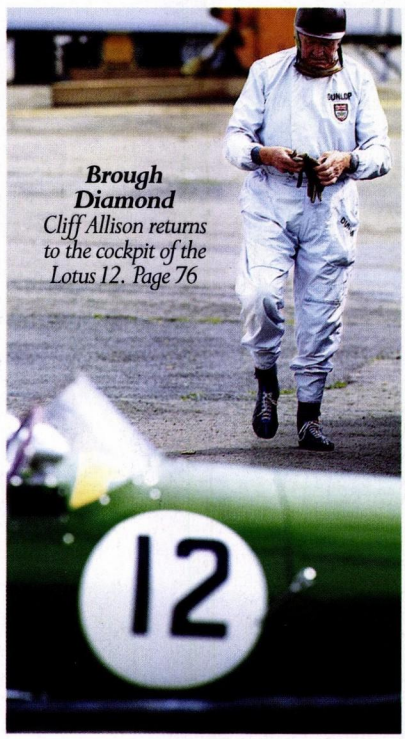
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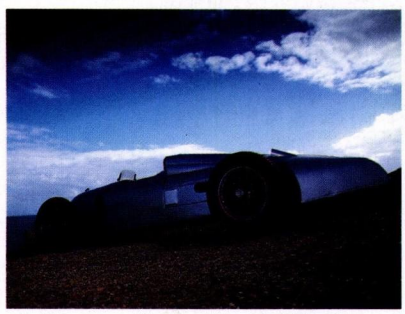


Red-letter days *From the race the Prancing Horse bolted out of the stable, to the day Michael Schumacher laid the cornerstone to the latest championship – Ferrari's greatest GP wins. Pages 28-47*

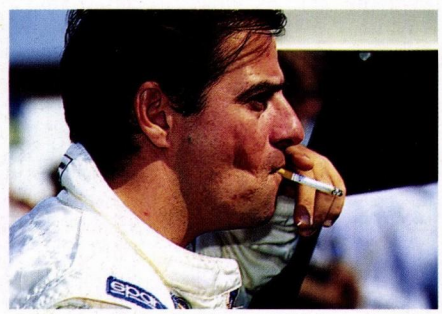


Brough Diamond
Cliff Allison returns to the cockpit of the Lotus 12. Page 76

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P-Wagen rolls out *It's incredible what you can find in a tiny Scottish village. Page 60*



Drag star *Sandro Nannini's F1 fortunes were on the rise when fate intervened. Page 68*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



photography by LAT, James Mann

Bruce McLaren tours in after winning the 1962 Monaco GP in a T60. Westfield boss Chris Smith hopes to race one of these cars before the year is out

RARE COOPERS UNEARTHED, REBUILT – AND RACED

TWO RARE COOPERS ARE RETURNING TO RACING this season, one of them for the first time in more than 30 years. While Frank Sytner has already given his ex-Stirling Moss Cooper Monaco sportscar a debut win, later this season one of only two Cooper T60s in existence will hit the tracks again in the hands of Chris Smith.

Currently racing his ex-Innes Ireland Lotus 21, Smith aims to compete in the 1.5-litre V8 Coventry-Climax car towards the end of this season before undertaking a full programme in 2002. The car is currently undergoing a complete restoration by owner Tony Mantle.

The works cars, carrying chassis numbers 17 and 18, were raced by Bruce McLaren and Tony Maggs throughout the 1962 season. At Monaco, McLaren narrowly beat Phil Hill's Ferrari 156, while Maggs took a best result of second at Rouen behind Dan Gurney's Porsche.

Smith's car was then sold to Rob Walker, who entered it for Jo Bonnier during the first half of the 1963 season before switching to a new T66. It was then used in hillclimbs in Switzerland, but has not been used since the late 1960s. The ground-up rebuild should be finished this summer.

"I want to race it at Monaco next season, as well as in HGPCA events," says Smith, who is also the boss of the Westfield Sports Car concern. The other T60 is in the Donington Collection.

Meanwhile, Sytner gave his Moss Cooper Monaco a season-opening victory at Silverstone in the BRDC Historic Sports Car race in May, and hopes to have Moss race the car later this season.

The car was commissioned by Moss for 1959 and built by the late Mike Keele to incorporate coil springs and a five-speed gearbox. He raced it in the 1959 British GP support race at Aintree, when Sytner was in the crowd, and the car later went to Bib Stilwell in Australia, where it remained until last year.

Over the winter, Simon Hadfield has superbly rebuilt the car, which even runs in period colours. "Simon has done a superb job and it is a marvellous car," said Sytner at Silverstone. Further wins have since been gleaned at Rockingham.



Quick out of the box: Sytner in his Cooper Monaco

THE OTHER COOPER

Another Cooper, designed by another John Cooper (John A Cooper of *The Autocar*) is racing again.

The Alta-engined F2 car, which was driven by Stirling Moss, had been stored at Doune Museum, owned by Ivan Dutton. However, last year it was purchased by John Lloyd who had it restored by Neil Davies Racing and raced it at Brands Hatch in April, 49 years after its last event.

All parties believe it has immense potential.

OLIVER AND GT40 TO BE REUNITED

JACKIE OLIVER, WINNER OF THE 1969 LE MANS 24-hour race with Jacky Ickx, will be reunited with a Ford GT40 during the Silverstone Historic Festival in August.



Jackie O is to relive his Le Mans GT40 win

Oliver will race chassis 1084, belonging to Martin Colvill, in the pair of races for 1960s World Endurance Cars.

The 1965 car was the fifth production Mk1 GT40 and is a sister car to the 1969 Le Mans-winner. It was entered for the 1965 endurance race by Rob Walker and driven by Umberto Maglioli and Bob Bondurant, but failed to finish.

It was later rebuilt by John Wyer's team and contested the 1968 Spa 1000km race in the hands of David Hobbs and Paul Hawkins. They finished fourth. Colvill has owned the car since 1981 and has taken part in around 150 races with it.

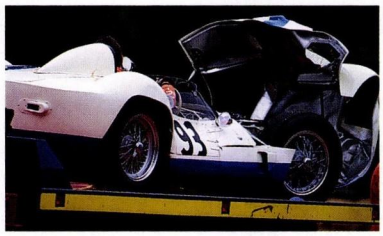
'BIRDCAGE' IS UNCAGED AGAIN

FOLLOWING ITS MAJOR ACCIDENT AT THE Goodwood Festival of Speed last year, Tony Smith raced his rebuilt Maserati Birdcage in the BRDC Historic Sports Car race at Silverstone in May.

George Fowles Racing spent over 700 man-hours straightening the bent chassis of the T61, which was sold to America when new and was later owned by Lord Hesketh.

"We had to rebuild it," said Fowles. "The intricate assembly of fine chassis tubes presented a huge challenge after the accident that badly damaged the front. Ironically, sourcing a distributor for the car proved one of the biggest hurdles during the rebuild."

Now immaculate once more, the car was tested in the week prior to the Silverstone race by Smith, who also competes in the Thoroughbred GP Championship.



Tube strike: mangled Maserati now fixed

EX-F3 STAR TO RACE LOTUS SPORTSCAR



Nelleman was an F3 regular in the '70s, but now drives a Lotus 17 instead of this GRD

EX-F3 RACER JAC NELLEMAN DEBUTED HIS Lotus 17 in the BRDC Historic Sports Car race at Silverstone in May. The Dane ended a 17-year lay-off last season to share the similar car of Jorn Qviste at the Nürburgring.

Nelleman was a leading F3 contender in the early 1970s and attempted unsuccessfully to qualify for the 1976 Swedish Grand Prix with a RAM Racing Brabham BT44B.

"We wanted to run a two-car team this year," said Nelleman, who has acquired chassis number 656 to run alongside Qviste's car, which is believed to be the prototype Lotus 17.

Having arrived just in time for qualifying at Silverstone, the car was beset by teething troubles at its first race, but Jac is determined to develop the car as the year progresses.

He plans to continue in the series that is managed by Neil Ginn of the BRDC, an F3 contemporary of Nelleman's. Both raced GRD 372s in 1972.

news in brief

AS PART OF DONINGTON Park's 70th anniversary celebrations, a replica of the Bernd Rosemeyer Memorial was unveiled alongside the track's Grand Prix Collection. The original stands where the racer's body was found after his fatal crash on the Frankfurt-Darmstadt autobahn on January 20, 1938. Both memorials were made by the same stonemasons.

* * *

EVENT REGULATIONS FOR the Silverstone Historic Festival have now been published, with entries due to close before the end of June. The 17-race programme includes three events for Classic Motorcycles for the first time, as well as three races under the heading of 'Italy vs the Rest of the World'. These three events are for Pre-59 drum-braked sportscars and two races for 1960s World Endurance Cars.

* * *

THE ANNUAL CAR AND motorcycle meeting at the Belgian road circuit of Chimay will be held over the weekend of July 7/8. The classic event marks 75 years since the first GP des Frontières around the town, which lies close to the French border. In its later years, it was run for F3 cars and was won three times in a row by David Purley.

AN EX-RODNEY BLOOR Chevron B8 returned to racing during the Coys meeting at Rockingham after 17 years in storage. David Knox has acquired the ex-Richard Budge car for a season based around the European Sports Prototype Trophy series. It's been restored by marque specialist Vin Malkie, who switched it from an FVA engine to a BMW unit.

* * *

ROBERTINO WILD WAS taken to Kettering General Hospital after overturning Burkhard Von Schenk's Maserati during qualifying for the Kensington Trophy at the Coys Rockingham event. Although he had to be freed from the car, he was given a clean bill of health and released the same evening.

* * *

WE ARE SORRY TO REPORT the passing of Smokey Yunick, who died in May at the age of 77. The American legend built race-winning cars, but was perhaps better known for his more innovative machines. Many British motorsport fans met him at last year's Goodwood Festival of Speed, along with one of his most eccentric creations, the Hurst Floor Shifter Special (below), which put the driver in a sidecar-like pod.



obituaries

Vittorio Brambilla

Vittorio Brambilla, the wild man of Italian motor racing in the 1970s, succumbed to a heart attack while gardening at his home in Monza on the afternoon of the Monaco GP. He was 63.

It was the least likely fate imaginable for a man who, in his competitive heyday, stared risk in the face with an almost joyous delight.

Brambilla's greatest claim to fame was his victory in the 1975 Austrian GP, a rain-soaked race which was flagged to a halt at half-distance. Vittorio, delighted with his win at the wheel of the works March 751, began punching the air with delight – only to spin into the barriers a few hundred yards after the finishing line.

Back in 1971, when I reported on the European F2 Trophy series for *Motoring News*, Vittorio gave me a 'Brambilla-tuned' badge which I stuck on the rear of my company Fiat 125S. That was pretty exclusive stuff at the time, although the Brambilla-tuned Cosworth FVA F2 engines displayed questionable reliability, on a par with my Fiat. Truth be told, they were soulmates.

Brambilla came to racing prominence in the wake of his elder brother Ernestino – always known as 'Tino' – and, like his brother, had been something of a dab hand in motorcycle racing before switching to four wheels. Following his Austrian win, Vittorio remained with March until the end of 1976, after which a two-year stint with Team Surtees produced a succession of stirring performances, but all too frequently he overdrove the machinery and paid the price with accidents and mechanical retirements.

He also drove for the Alfa Romeo sportscar team in 1977, helping the famous Milan-based marque to win the World Championship for Sportscars with the T33SC/12. Vittorio was a huge fan and later drove for the F1 Alfa Romeo team.

He suffered serious head injuries in the Monza accident which claimed the life of Ronnie Peterson at the start of the 1978 Italian GP, but happily recovered to race until the end of 1980.

Brambilla successfully shed his erratic image towards the end of his career, but could never be described as anything but overenthusiastic in terms of driving style. He had a simple, almost naïve, passion for motor racing and took criticism of his ambitious tactics in good heart. Vittorio was an old-fashioned racer who didn't analyse what he did. He just got on with it.

Alan Henry

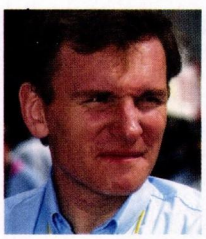


Brambilla heads the 1975 Swedish GP. His March 751 started from pole and led for 16 laps

All photography by LAT

Paul Morgan

McLaren-Mercedes were rocked by the death of Ilmor Engineering managing director Paul Morgan in a flying accident during the weekend of the Austrian GP.



Morgan grew up with machinery; his father ran an automotive products company and restored veteran cars.

After completing an engineering degree, Paul joined Cosworth in 1970, where he oversaw the development of the DFX Indycar engine. In 1983, he and fellow employee Mario Illien decided to go their own way, and Ilmor was born in Brixworth, the town where Paul grew up.

Although they started with nothing, early backing from Roger Penske enabled them to get their own Indy engine project up and running. The American racing guru later introduced Chevrolet support, and the GM-badged V8 scored its first victory in 1987, and went on to win 86 races.

Ilmor moved into F1 with Leyton House in 1991, and two years later a Mercedes connection was established with Sauber. That blossomed into fully-fledged support from the Stuttgart manufacturer and, after Chevrolet pulled out, Mercedes took the naming rights of Ilmor's CART engine, and the success continued.

Mercedes joined forces with McLaren in 1995 and, after a difficult start, the partnership earned world titles for Mika Häkkinen in 1998 and '99, and the constructors' title in '98.

Morgan kept a low profile and was rarely seen at GPs. He ran the manufacturing side of Ilmor, turning Illien's designs into reality. His loss will be keenly felt by McLaren.

He was 52, and is survived by wife Liz and children Lucy and Patrick.

Adam Cooper

John Handley

The 1968 European Touring Car Champion, and former BRDC chairman, has died after a short illness, aged 63.

Handley will be remembered primarily for his sterling performances in Minis, which he raced, rallied and rallycrossed with much success for the Broadspeed, Cooper and British Vita teams.

He stayed with touring cars during the '70s, but underwent a sea change of a sort, being usually found at the wheel of some 'Detroit iron' or unwieldy Opel Commodores.

He made a sporting return during the '80s in historic rallying, with a Volvo PV544.



Handley slides Mini at Croft, 1968

Gabriele Rumi

The man behind the Fondmetal and, latterly, Minardi F1 teams, has died, aged 61.

The one-time hillclimb competitor's Fondmetal company supplied alloy wheels to F1 teams, and from 1983 he sponsored Piercarlo Ghinzani in an Osella.

In 1990, he took over the team, renaming it Fondmetal, but closed it after two poor seasons. He bought Minardi in 1997, but sold the cash-strapped team last year.

Mort Morris-Goodall

Founder of AMOC, BRDC vice-president and life member, Donald Healey's competitions manager, Jaguar's Le Mans team manager in 1951 – the year of their first victory – racing driver, record-breaker: Mort Morris-Goodall saw it all during his 94 years.

From the moment he raced an Aston Martin at Brooklands in 1929, he was hooked, and remained a popular and contributing figure right to the end.

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While this year's event focuses upon the glory of Italian racing red – celebrating the 50th anniversary of Ferrari's first-ever Formula 1 World Championship Grand Prix victory, achieved by Froilan Gonzalez at Silverstone in 1951, the Bonhams & Brooks Sale will appeal equally to the eager market for British Racing Green, French Blue, German Silver and American White-and-Blue...

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VSCC & HGPCA DONINGTON PARK

SILVER ARROWS TAKE A BOW AT SCENE OF PAST GLORIES

THE VSCC'S ANNUAL RICHARD SEAMAN MEMORIAL Trophy Meeting at Donington Park took on even greater significance this season as it heralded the 'Return of the Auto Unions'. Some 65 years after their pre-War domination of the Donington Grands Prix, the mighty machines were demonstrated.

Star billing went to the C- and D-Type Auto Unions, while other cars from the Audi family included the 1926 NSU 6/60hp Grand Prix Kompressor and many more recent Audi race and rally cars, right up to the 2000 Le Mans-winning R8.

The meeting also marked the 70th anniversary of the first motorcycle races at Donington, with races for the Lansdowne Classic Motorcycle Series.

One of the racing highlights was the Seaman Trophy race for Pre-War Racing Cars, which proved to be ERA-dominated as David Morris led home a 1-2-3-4 in R11B. Ludovic Lindsay led the chase in R5B and was always close enough to keep Morris pressing on, while John Ure (R9B) and Mac Hulbert (R4D) completed the ERA sweep. Rob Hall and Frank Sytner had a memorable battle in the HGPCA Pre-66 Rear-Engined Grand Prix Car race, both driving their Brabhams superbly as they raced wheel to wheel. Although he did not know until after the race, Sytner was penalised for a false start in his BT4, which handed the win to Hall in Philip Walker's BT11A. A half-spin avoiding a slower car had dropped him away from Sytner on the road, but the penalty reversed the order.

Martin Walford (Bugatti T51) won the event for the Seaman and Williams Trophies, Julian Bronson (Lister Costin) won the 1950s Sports Racing Car event, and Philip Walker's Lotus 16 just fended off Spencer Flack's BRM P25 to win the Ron Flockhart Memorial Trophy. **PL**







photography by John Colley/Audi

D-Type leads C-Type, a fantastic sight – it was just a shame Audi couldn't provide some better drivers; Fifties sportscars blast off (top); T51s get ready

BRDC HSCC SILVERSTONE

SUPER NEW COOPER

THE BRDC HISTORIC SPORTS CAR CHAMPIONSHIP season opened on Silverstone's Historic GP track during mid-May and was marked by a win for Frank Sytner's newly-restored ex-Stirling Moss Cooper Monaco. His task was eased by the absence of Gary Pearson's Lister-Jaguar after it suffered a broken wheel in qualifying, but Peter Hardman's Ferrari Dino 246S remained a threat throughout.

Sytner's Cooper, fresh from Simon Hadfield's workshop, was always likely to set the pace, but an oily track made the race closer than expected. Alan Minshaw's Maserati Birdcage was the unwitting cause of the slippery track, which sent the Listers of Nick Linney and Stuart Graham into early spins.

For much of the race, Hardman gave spirited chase, sliding the Ferrari around with great verve as he harried the more nimble Cooper. It was only in the closing laps that Sytner was able to edge clear. **PL**

GROUP C REVIVAL & INT. SPORTSCAR CUP, SPA

YOU WIN SOME, YOU WIN SOME MORE

THE COMBINATION OF WIN PERCY AND DON LAW'S Jaguar XJR-16 proved much too rapid for the rest of the Group C Revival field during the second meeting of the season at Spa-Francorchamps in mid-May. By the end of 15 laps, Percy's lead in the former IMSA car was close to a lap, although that margin was boosted by the retirement of several leading contenders.

Former C2 World Champion Nick Adams retired his Spice SE88C and Phillipp Brunn had a puncture in his 956 and dropped to fourth after a pitstop. Through to second came Chris Randall's Spice SE88C, ahead of John Grant's hard-driven Chevron B19 interloper.



Percy's IMSA Jaguar way too quick for its rivals

The same meeting included a pair of races to open the International Supersports Cup and provided wins for Stafford-based team-mates Richard Dodkins and Nigel Barrett. Dodkins blasted his monstrous March 717 to victory in the opening race, while Barrett took the second race in the team's McLaren M8D. Topping the 2-litre cars were Alan van der Merwe (Chevron B19), Silvio Kalb (March 76S) and John Burton (B19).

Jon Minshaw and Martin Stretton started the former's E-type from pole in the one-hour Renaissance GT/Touring Car race, but a safety car period cost them dear as Grahame Bryant and Rob Wells won in a Morgan Plus 8. **PL**

photography by Lisa Smart

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FORCE F5000 AND CLASSIC GP CARS, MONDELLO PARK

DAVID KENNEDY RETURNS WITH F5000 MONDELLO VICTORY

DESPITE THE FOOT-AND-MOUTH THREAT, the Irish racing season began in May with races for the FORCE F5000 Transatlantic Challenge and Classic Grand Prix Cars at Mondello Park.

After investments by new circuit owner Martin Birrane, it was appropriate that his Lola T330 won the opening race. The superbly-prepared car, owned by the man who now owns Lola Cars, was driven by former single-seater ace David Kennedy.

In race two, expat Irishman Frank Lyons, having shadowed Kennedy in the first race, turned the tables to win in his ex-Tom Belso T330.

Others to impress included James Denty's rare Lotus 70, which led the first race before retiring, and F5000 newcomer Nick Crossley, who took his March 73A to third in both races. Best of the F1 cars were Malcolm Carter (March 711) and Aba Kogan (McLaren M23), but neither could match the Lolas' pace. **PL**



James Denty's Lotus 70 leads David Kennedy in a Lola T330

photography by Michael Chester

HSCC CADWELL PARK & SILVERSTONE

CADWELL SHORT-CIRCUITED

IN MAY, THE HISTORIC SPORTS CAR Club made its annual trek to the daunting Cadwell Park circuit in Lincs, though a shortage of marshals forced the club to switch to the shorter club circuit at the last moment.

Neil Fowler used his father's Lola T200 to comfortably see off Paul Smith's Jamun in the Historic Formula Ford race, while Steve Worrad claimed another Classic Racing Car victory in his Brabham BT28.

John Crowson clinched the Derek Bell Trophy at his home track with his Chevron B40, although Steve Parrott (Brabham BT40) ran him close.





John Crowson takes Bell Trophy, while Neil Fowler, below, heads FFs

Two weeks later, the club moved to Silverstone and this time Worrad narrowly beat the Lotus 59 of Ian Jones. Nick Crossley joined in the Derek Bell races with his March 73A and blasted clear of Crowson.

Other notable victories went to Michael Hibberd's Lotus 27 in the AMOC FJ race and to Sid and Andrew Marler in the two-driver Historic Sports Car race in their Elan. **PL**

THOROUGHBRED GP, DONINGTON PARK & MONZA

THE CHAMPION RETURNS



photography by Jim Hoolgrave

Bob Berridge (no77) returned to TGP with a storming drive at Donington

FORMER MULTIPLE CHAMPION BOB Berridge blitzed back into the Thoroughbred Grand Prix Cars arena in round two at Donington in May with a typically attacking drive in his Arrows A4, despite a year away. In a race run as an aggregate of two parts, Berridge battled ahead of the Williams FW08C of John Wilson to win by three seconds in total.

None of the bumper grid could match the pace of Berridge, who recovered from a half-spin at the Melbourne Hairpin to clinch victory ahead of the Williams pack. Behind Wilson came Richard Eyre (FW08) and Freddy Kumschick (FW07C), while Chris Perkins (Surtees TS16) and Sid Hoole (Brabham BT33) claimed the classes for older cars.

Two weeks later, in the stunning setting of Monza, a grid of 30 TGP cars thrilled local fans. With Berridge absent, Duncan Dayton took victory in his Williams FW07C from the '07B of fellow American Aaron Hsu and Steve Hitchins in the unique Lotus 88B. John Bladon (Surtees TS9B) and Mike Whatley (Ensign N175) took class victories. **PL**



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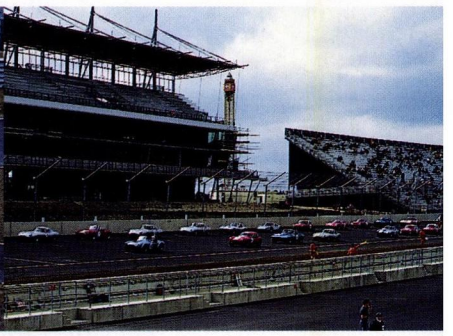
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Clockwise from above: Sparse crowds watch Monzanapolis re-creation; track facilities almost complete; infield section not ideally suited to historics; diverse GTs







COYS INTERNATIONAL HISTORIC FESTIVAL

SYTNER AND LISTERS ENJOY A MAY BANK HOLIDAY BANKING JOB

AFTER YEARS OF PLANNING AND MUCH frantic building activity in the run-up to the event, the Coys International Historic Festival heralded the official opening of Britain's newest motor-sport facility at Rockingham.

After the formal opening ceremonies on Saturday, headlined by a demonstration run by Nigel Mansell in a ChampCar, the historic and classic races ran throughout Sunday and Monday (May 27-28). Nominal star billing went to a two-part recreation of the Race of Two Worlds, bringing together the twin themes of historic racing and an oval-based venue. The 1957-58 'Monzanapolis' events were the inspiration for the races, with sportscars joining grand prix cars and a handful of Indy roadsters.

In the first part, Stuart Graham's familiar Lister-Chevrolet Knobbly seemed to have things under control until he dropped a wheel off the track on the final lap and spun his lead away. Julian Bronson's Costin-Lister happily accepted victory, with Graham just half a second adrift.

Monday's race was a highlight as Tiff Needell's Knobbly tagged along to make it a three-way Lister contest. Graham spent a long time searching for the gap in Bronson's resolute defence and finally found it with a daring move around the outside into the chicane at turn one.

Frank Sytner took three victories during the weekend. In the race for 1950s sportscars, he invited the man who rebuilt his Cooper Monaco to share it in the two-driver race. Predictably, the combination of Sytner and Simon Hadfield topped the field, but just as at Silverstone, the Peter Hardman Ferrari Dino 246S, shared with Tony Dron, was a major threat to the ex-Stirling Moss car and closed to within 1.5sec in the final stages.

Sytner had things markedly easier in the pair of races for Pre-66 Single-Seaters in his Brabham BT4. Only John Harper's similar car offered any opposition in the opening race before brake problems intervened. Richard Attwood moved up to take second in the first race in his BRM P261 and





Clockwise from above: Mansell a big draw; usual fine selection of '50s sportscars; Tom Malloy's '62 Watson; could be Daytona 24 Hours; static displays impressed







photography by James Mann; Jeff Bloxham, LAT

boldly took the battle to Sytner on Monday. Having dived ahead of him at the first corner, Attwood spun further round the lap and dropped well down the field. His recovery to second place was a feature of the race.

The European Sports Prototype Trophy field provided a pair of races for the Coys of Kensington Daytona Cup and two wins for Jonathan Baker's stunning Ford F3L. Eight Lola T70s provided the opposition and in the opening race it was Colin Parry-Williams in his Spyder who took the fight to Baker. His challenge faded with a moment on the infield and into contention came Bill Binnie in his ex-Brian Redman Ferrari 312PB. However, he also spun down the order and so Peter Schleifer moved through to second. On Monday, Baker exerted his authority from the start, while Binnie guided the 312PB to sixth having started 11th on the grid.

Paying tribute to the Brooklands heritage of oval racing in the UK, the programme included the MOTOR SPORT Brooklands Revival Race for Pre-War Racing Cars. In the opening race, Irvine Laidlaw's Maserati 6CM seized the early lead, only to spin the advantage away and leave the way open for Mark Gillies to win in his 4CL. Tony Stephens had the ex-Bira ERA R12B running firmly in contention until fading brakes encouraged him to settle for second.

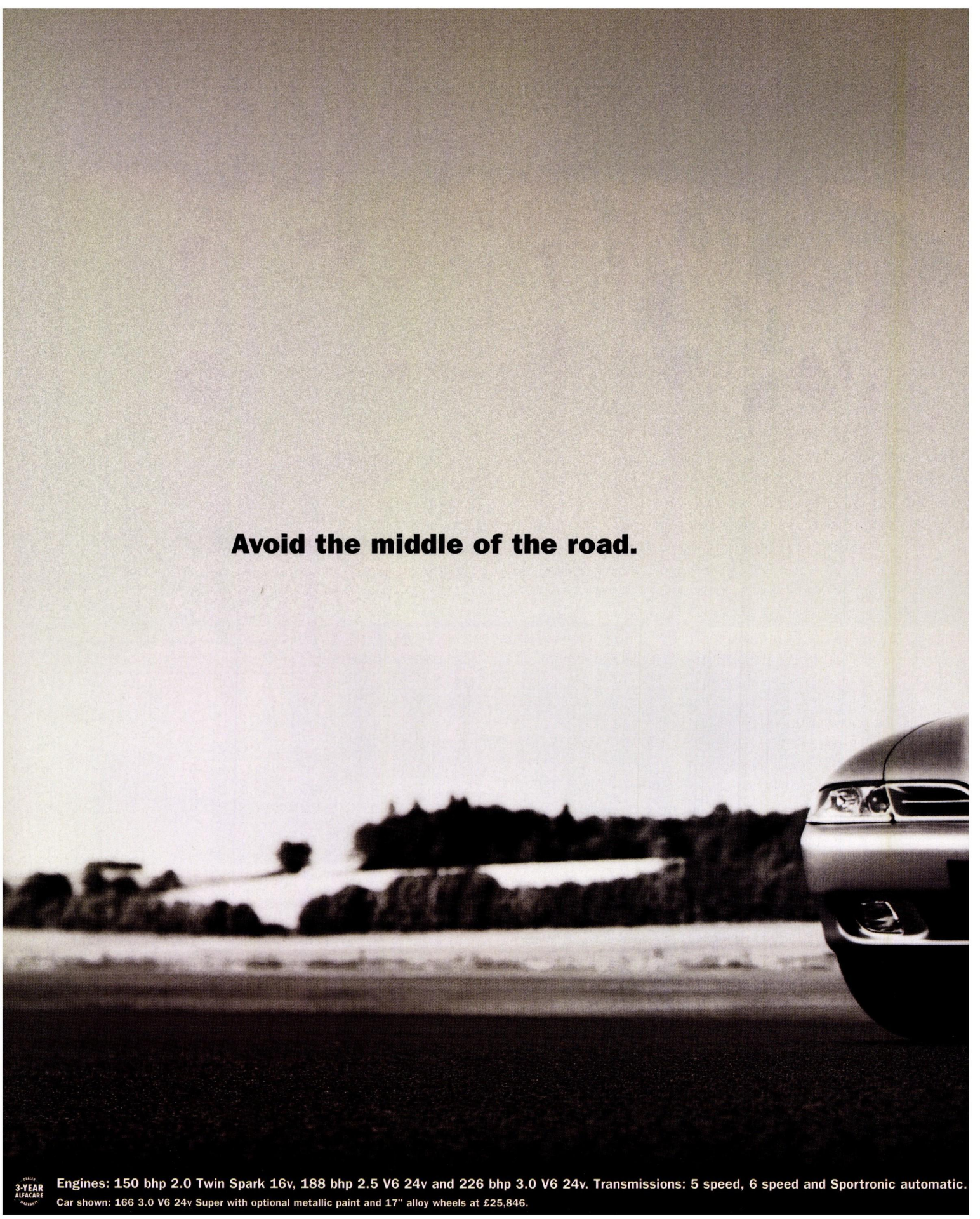
Gillies gave himself a handicap in the second race by spinning on lap one. He battled back into contention but seemed destined for second behind Stephens until the penultimate corner on the final lap, when the ERA faltered in a tangle with a backmarker. Gillies swept ahead with Laidlaw and Barrie Baxter (4CM) completing a Maserati 1-2-3.

Brothers Jon and Jason Minshaw won both parts of the Shelby Challenge for Pre-66 GT Cars in Jon's superbly-presented Jaguar E-type. Fresh from a strong run at Spa the previous weekend, the car outpaced the thundering AC Cobra pack, although it was a close-run thing in Monday's race. David Shead/John Bendall and Graham Bryant/Bill Shepherd were the top Cobra runners and took a second place apiece.

Shepherd's pace was hampered by an unusual problem: "The seat is on rollers – Graham is a lot taller than me. But it began to move while I was driving and it was difficult to reach the steering wheel on the banking!"

The historic rally ace Nick Whale moved back to Tarmac for the Transcontinental Challenge for Pre-65 Group 2 Saloons and headed a Ford Mustang 1-2-3 from Pete Hallford and Jim Utting/Andy Gill.

Paul Lawrence


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All photographs by LAT

GOODWOOD FESTIVAL OF SPEED PREVIEW

IN JUST EIGHT YEARS, THE GOODWOOD FESTIVAL OF Speed has become the biggest historic motorsport event in the world. The annual festival on the drive of Goodwood House in Sussex is a huge celebration of the sport, spanning every conceivable era. Last year more than 100,000 fans visited the event, taking the unique opportunity to get close to the stars and cars.

Held over July 6-8, it regularly attracts some of the great heroes as well as their cars, reuniting many of them during the competitive element of the weekend – more than 200 will tackle the hillclimb course.

Each year, the event marks anniversaries of notable achievements, and that is particularly the case in 2001. The centenary of Mercedes-Benz and Ford Motorsport will be celebrated, and an area in front of Goodwood House will be dedicated to Mercedes. Examples of the great Silver Arrow cars will be on display – W125, W163, W165 and W196 – along with the Avus Streamliners, SSKs, 300SLs and SLRs. Around 20 cars will be coming from the company's museum.

Ford, meanwhile, will display everything from the Frontenac racer based on a Model T, through to the current Jaguar R2. Ten important DFV-powered GP cars will be on show.

The 90th anniversary of two legendary sporting events – the Indianapolis 500 and Monte Carlo Rally – will be marked. The inaugural Indy winner, the Marmon Wasp, will be making its first trip outside the USA, and Indy winners Bobby Rahal, Bobby Unser and Danny Sullivan will be there.

The rallying element will have everything from Erik Carlsson's 2-stroke Saab to Sandro Munari's Lancia Stratos, right through to current World Rally Cars.

Other celebrations include 50 years since Jaguar's first Le Mans win, 50 years since Ferrari's first championship F1 win, 40 years of Brabham cars and 25 years since James Hunt's world title. All will feature appropriate cars and drivers, while Phil Hill will be there to mark 40 years since his world title.

Other famous names expected to attend include Niki Lauda, Carl Fogarty, John Surtees, Stirling Moss, Riccardo Patrese, Arturo Merzario, Darrell Waltrip, Junior Johnson, Jean Ragnotti and René Arnoux. Current F1 drivers attending will be Jenson Button, Juan Pablo Montoya, and Rubens Barrichello. **PL**

TIMES & COSTS

Hillclimb action starts at noon on Friday and 9am on Saturday and Sunday. Adult admission prices are £10 (Friday), £20 (Saturday) and £27 (Sunday) – or £45 for a weekend pass. Tickets can be booked on-line at www.goodwood.co.uk.





The Silver Arrows (top), Jenson Button (above left) and WRC Focus (above right) will all be on show

JUNE

22/23 YPRES HISTORIC RALLY (B)
MSA British Historic Rally Championship event based around the Belgian town of Ypres, where rallying is part of local folklore. Tel: 01332 672533

23-27 LIEGE-ROME-LIEGE HISTORIC RALLY (B)
Motor Classic organisation revisits one of the great European rallies. Tel: 00 32 4254 1950

23/24 ZOLDER (B)
Belgian circuit hosts Pre-61 and Pre-66 GP Cars races and the FORCE Classic Grand Prix Series.

23/24 SNETTERTON (GB)
AMOC meeting commemorates circuit's golden jubilee. Re-creation of *Autosport* three-hour race one of the special attractions. Tel: 01353 777353

30/JUL 1 BRANDS HATCH (GB)
HSCC Brands Hatch meeting makes a welcome return to the Grand Prix circuit, headed by races for the European Historic F2, Acemai F2, BRDC Historic Sportscar Championship, and 2hr GT and prototype endurance race. Tel: 01327 858400

JULY

6-8 GOODWOOD (GB)
Festival of Speed – see preview, left.

7/8 CROFT (GB)
Annual AMOC meeting is Yorkshire track's main classic event of the season. Tel: 01353 777353

7/8 NURBURGRING (D)
Round of FORCE's Classic Grand Prix Series will take teams to the German Grand Prix venue.

14/15 SILVERSTONE (GB)
Supporting the British GP is a non-championship race for FIA Cup for Thoroughbred GP Cars. Up to 40 could take to the grid on Sunday afternoon. Tel: 01327 857271.

20-22 BRANDS HATCH (GB)
75th anniversary of motorsport on this site will be marked by a weekend of racing with a very strong Ferrari flavour. A round of the Shell Historic Ferrari Challenge tops the bill, while more of the circuit's heritage will be represented by FORCE Formula 5000 Transatlantic Challenge. Tel: 01474 872331.

22 MALLORY PARK (GB)
VSCC makes annual visit to this Leicestershire track for the Bob Gerard Memorial race meeting. Tel: 01608 644777.

28/29 SPA-FRANCORCHAMPS (B)
Motor Classic Endurance Race has strong supporting cast: European Historic F2 Trophy, Acemai F2 Trophy, European Sports Prototype Trophy, and Pre-61and Pre-66 Grand Prix Cars from the HGPCA. Tel: 00 32 4254 1950.

AUGUST

5 LYDDEN HILL (GB)
Series of BARC Classic Race Meetings moves to the small circuit in Kent. Tel: 01264 882200.

4/5 PRESCOTT (GB)
The VSCC takes over the Prescott hillclimb venue near Cheltenham for its annual weekend meeting. Tel: 01608 644777.

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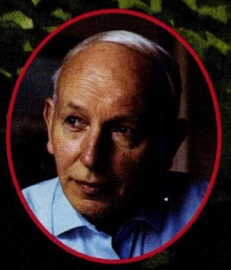


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LETTERS FROM READERS

Write to: MOTOR SPORT, Somerset House, 80 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

DINO SORE

SIR,

Surely one of the excellent Jesse Alexander photographs in your May issue carries an incorrect caption. The annual press visit to Maranello must be at the end of the 1958 season or at the beginning of '59, not one year earlier.

Though the car on the left of the picture is a 1958 Dino 246 Formula One or Two car (why it sports the early Perspex air-scoop is a mystery), the car on the right appears to be a '59 car. The Fantuzzi body and coil springs at the rear for the de Dion suspension would seem to confirm this.

What a shame the 1958 cars were broken up and dismantled, some to reappear as drastically-modified chassis for the 1959 season. I recall reading a present-day interview with the Ferrari team manager of the time in which he referred to a request by Mike Hawthorn to buy his title-winning car. Following his decision to resign it is not surprising that his request fell on deaf ears.

I also remember reading that Dan Gurney drove the Hawthorn car with distinctive four-spoke steering wheel during the close season of 1958/59 prior to its demise. What a tragic waste of cars.

I AM, YOURS ETC,

DAVID MORYS, PERSHORE, WORCS

* * * *

MARSHALS, KNOW YOUR PLACE!

SIR,

Among the letters in your May issue, John Winter calls for "action to be taken" to protect marshals and prevent future casualties. The solution is simple. Fire marshals should not step out from behind their protection to get a better view of approaching race cars, and paddock marshals should not go to a nearby flag station in order to spectate. Paddock marshals are not track marshals.

It is often said marshalling provides 'the best seat in the house' for the racing enthusiast. This veteran Sports Car Club of America marshal (CART & Formula One station chief) would add the caveat that track marshals are not spectators and should never lapse into that mode.

I AM, YOURS ETC,

CRAIG THORNTON, NEW JERSEY, USA

* * * *

DON'T FORGET PETER

SIR,

Having undertaken numerous 'Sunday drives in the Eifel' over the past five decades to watch racing on the 'Ring, I share Tony Brooks' "all-consuming passion" for that "gladiatorial arena", though purely as a spectator. That's why I thoroughly enjoyed his story of the 1957 Nürburgring 1000Kms.

The first thing which struck me when I saw the photograph on page 27 was of course that beautiful scene with a relaxed Peter Collins reading some magazine and handsome Louise looking at the photographer, both of them showing no interest for the Testa Rossas, Hawthorns, Tavonis, Ugolinis, Crombacs, etc. to their left.

Michael Turner's painting shows a curve on the Nordschleife which is tragically connected with Peter Collins, Pflanzgarten. Fortunately none of them knew what would happen here one year later, thus giving a sad component to just another superb Sunday drive in the Eifel by Tony Brooks.

I AM, YOURS ETC,

HEINZ MATHEISEN, BORKUM, GERMANY

* * * *

SOMMER OF '59

SIR,

A few months ago, I noted in MOTOR SPORT reference to a memorial to Raymond Sommer close to the old Sommer family business in the Ardennes. Sommer was, of course, killed at Cadours in the Haute Garonne. At the point on the circuit where he met his end, there still exists a memorial, which I believe replicates that in the Ardennes. I enclose a photograph of this work by sculptor Lucien Pessey (below).

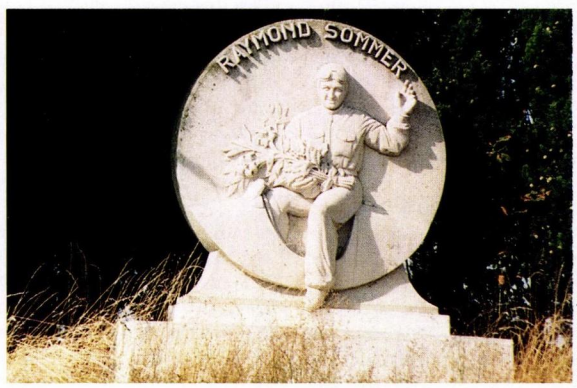
I also have a photograph of that same memorial taken in 1959, with Bill de Selincourt standing in his usual relaxed manner beside the sculpture. He eventually got his road car out, and a friend and I stationed ourselves so that we could give Bill the 'all clear'. He then had a real go on what were public roads closed for practice and the race.

De Selincourt was down to drive one of the Fitzwilliam Racing Team Elva-BMC Formula Juniors. The competition was pretty intense and included Michael May, Fritz D'Orey (both driving Stanguellinis) and Gerhard Mitter driving a DKW-engined special of his own build.

I think May blew his engine and Fritz broke his accelerator pedal on the penultimate lap. Bill, therefore, came home a very surprised winner and, I believe, picked up the first victory by a British Formula Junior car on the Continent.

I AM, YOURS ETC,

JOHN FIELDAN, BELLEGARDE DURAZES, FRANCE



Courtesy of John Fieldan

Sommer's memorial triggered off happy memories for one reader

SILVER BARROWS

SIR,

I paid the £15 entrance fee and £5 for a programme at Donington Park's VSCC/HGPCA meeting in eager anticipation of seeing and hearing the legendary pre-War Auto Unions.

Imagine then my disappointment when the three- and six-litre Auto Unions trickled around at little above tickover. An absolutely pathetic performance. None of us expected these very valuable cars to be driven at ten-tenths, but eight-tenths would have been great fun.

Two years ago, I had a real treat when I witnessed John Surtees demonstrating the Mercedes W156. Not only was I able to see this amazing machine, but I got to experience the 'boot polish smell' about which I had heard so much.

Full marks to Mercedes for allowing their cars to be driven as they should, but no marks for Audi. My wife insisted on taking her ear defenders – she need not have bothered.

I AM, YOURS ETC,

JONATHAN HILL, GRANTHAM, LINCS

* * * *

MOSS WITH Es

SIR,

I take issue with the News in Brief item last month which states that Stirling Moss has never competed in an Jaguar E-type. I remember attending an event at Brands Hatch in the 1960s, in which he not only competed but also wiped the floor with the rest of the field while appearing to be out for a Sunday afternoon drive.

I AM, YOURS ETC,

MICHAEL WORTHINGTON-WILLIAMS, EMLYN, WALES

* * * *

PIC 'N' MIX-UP

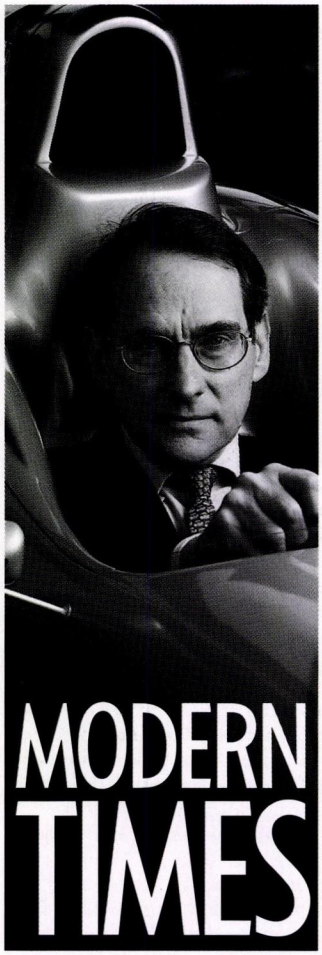
SIR,

I was interested to see that you had published an article on the 1957 Nürburgring 1000kms. As a supporter of both Tony Brooks and of Aston Martin, I bought your May issue for a touch of nostalgia. All very enjoyable, but why the picture of Brooks driving a DBR2 at in 1958 on the front cover and at the bottom left of page 29? Maybe you miss Denis Jenkinson's nitpicking.

If you want the evidence for your error, here it is: the DBR2 though similar externally to the DBR1, was larger and perhaps less elegant. Its wheelarches were higher, so the driver's head fairing appeared lower. The driver sat very far to the right because the chassis was of backbone type (originally used in a Lagonda, also a David Brown badge). This resulted in a windscreen noticeably wider than that on the DBR1.

I AM, YOURS ETC,

CHRIS TYNDALE-BISCOE, WOODBRIDGE, SUFFOLK



MODERN TIMES

THE UNSEEMLY FIGHT BETWEEN JAGUAR and McLaren – and thus, between the giant resources of the Ford Motor Company and DaimlerChrysler AG – over who should pay Adrian Newey £70,000 a week for his design talents underlines a crucial shift in the whole structure of Formula One.

It has long been a truism that if you put Michael Schumacher in a Minardi he'd be hard put to score a point. Moreover, Gaston Mazzacane might not win the World Championship if he drove for Ferrari, even with Ross Brawn and Jean Todt to help him: but he might pick up the odd podium.

For obvious reasons, the teams with the best cars tend to get the best drivers. But there are at least eight drivers on today's F1 grids who, if they were lucky enough to find themselves in a McLaren, would be piling up the championship points, and probably the victories. (That assumes, of course, that the car could get itself off the line without stalling).

The only true comparisons of driving talent are those between teammates, in identical machinery. One of the unanswerable questions of this season is how Jenson Button and Juan Pablo Montoya might have fared had the Englishman been able to stay at Williams and the Columbian ended up at Benetton. My guess is that Jenson might not have muscled past Schumacher in Brazil; but he would have qualified better, finished more races, scored more points, and probably not hit the barriers in the opening laps at Monaco. Instead, he's struggling with an underpowered car and learning a lot of character-building lessons at the far end of the grid, which probably won't do him any harm at all in the long run. But you have to make a conscious effort to remember that this is the youngster who, on his first F1 visit to Spa, outqualified Schumacher.

What all this adds up to, as if you didn't know, is that Formula One is becoming ever more a test of car, and thus of chassis designer, aerodynamicist and engine builder, than of driver. The latest rule changes, admitting electronic traction control, computerised launch control and fully automatic gearchanging, exacerbate the process further. You will still win more races if you have a Michael Schumacher in your cockpit – which is why Schuey's new contract with Ferrari, which takes him through to 2004 at a salary of £1.3 million a race, is thought by Fiat and Marlboro to be a good buy. But Schumacher himself only re-signed when he knew for sure that Ross Brawn, Jean Todt and designer Rory Byrne, the architects of his success, had extended their contracts too.



Meanwhile, other F1 designers are finding themselves much in demand. Big bad Toyota has poached Gustav Brunner from minnow Minardi to be design chief of its new F1 project, much to the rage of Minardi boss Paul Stoddart, who claims Toyota coerced Brunner into breaking a firm contract. Mike Gascoyne no doubt did his take-home pay a lot of good by leaving Jordan for Renault-funded Benetton, while Jordan filled the gap by pinching Eghbal Hamedy from Arrows.

You're going to be seeing more and more of the front-running teams' budgets being steered towards getting, and keeping, the very best designers. The one or two real superstars of F1 car design will soon be earning the same sort of money as the drivers: eventually, perhaps more. For the thing about F1 is that, in the end, you are measured by results, and that goes for designers as well as drivers.

Imagine you're Jaguar, with all that Ford money at your disposal, and all





photography by LAT

Left: To build on Irvine's fine third at Monaco, Jaguar lust after a Newey. F1 partners Forghieri and Lauda (above), and Murray and Piquet (below)

that Ford pressure from the bosses in Detroit, who don't really understand why the funny little green car for which so much was promised has not yet made them world champions. If you want to keep your job, you simply can't afford to go on being a mid-grid team. Having a driver of the undoubted talent and determination of Eddie Irvine isn't enough to change where you are. And where you are means you're not going to find it easy to recruit a top-four driver, however much money you pay.

But if you can persuade today's best designer – who also happens to be today's best aerodynamicist – to come on board, that could break the mould. It could move you up the grid, and up the points tables, further and faster than a superstar driving the car you've got today. It could turn you from an also-ran into a winner, and that's worth serious money. It's also worth a long and expensive court battle.

Race-car designers' salaries are not a matter of public record, but the commonly accepted view is that Adrian Newey was paid £1 million a year at Williams in 1997. Cars designed by his team won four drivers' and five constructors' championships in six seasons. For 1998, Ron Dennis persuaded him to come to McLaren for £2 million a year, and in the next two seasons his cars won two drivers' and a constructors' title. Ron reportedly said that the cost of Newey was well justified because, in terms of competitiveness for the team, it had a double effect: the gain for McLaren, and the loss for Williams.

So, not surprisingly, the prospect of Adrian Newey leaving was deeply worrying for McLaren. It seems Jaguar offered him £17.5 million for a five-year contract. On the Friday after Monaco, Jaguar announced that he had agreed to join them at the end of his McLaren notice period in July 2002, and their release included a quote from Newey saying how much he was looking forward to working with his old friend Bobby Rahal. (Newey, while working for March in IndyCars in 1986, engineered Rahal's championship-winning campaign). This was almost immediately followed by a release from McLaren saying that Newey was *not* leaving, and later the same day by an announcement that Newey had decided to extend his contract with McLaren for another three years – presumably in return for a salary offer similar to, or better than, Jaguar's. By Saturday morning, it seemed it would all end up in court.

In fairness to Adrian Newey, I suspect that these huge sums of money were not really central to his deciding what he wanted to do. Like all the best people in F1, he is an enthusiast. I frequently spend weekends between grands prix going to hillclimbs, a delightfully British type of true club motorsport which is guaranteed to restore my sense of proportion after too much exposure to the unreal world of F1. At Wiscombe Park, in sylvan Devonshire, I noticed an old set of F1 racing overalls sprouting out of an immaculately-prepared and hard-driven pre-war SS100: this was Newey relaxing. And he told me he had no desire to improve the car's non-existent aerodynamics, or tweak its cart-sprung chassis: he just wanted to have fun grappling with it as it was. (Ironic that the car was a Jaguar.)

Racing-car designers have always been intriguing, enigmatic individuals who set their own targets. They generally tend to be people who are motivated by technical challenges rather than money, power or plaudits. In the 1930s Dr Ferdinand Porsche designed both the prototype for the Volkswagen and the original V16 Auto Union GP car – related yet very different designs for very different Third Reich requirements – but he was naïvely unaware of politics, and horrified the Führer's minions by greeting him as plain Herr Hitler. In the same way, the best of today's F1 designers prefer to remain remote from the politics of the paddock. Gordon Murray, so innovative at Brabham and McLaren, eventually declared himself stultified by the artificial restrictions of the F1 regulations, and turned with a sigh of relief to the brilliant McLaren F1 road car.

Of course, many great racing-car designers have managed to remain loyal to one team throughout their careers. Consider Mauro Forghieri, the gentle, studious and approachable Ferrari designer who from 1962 to 1984 was responsible for several generations of the Scuderia's racing cars. He effectively devoted most of his working life to the Prancing Horse, but never sought the limelight.

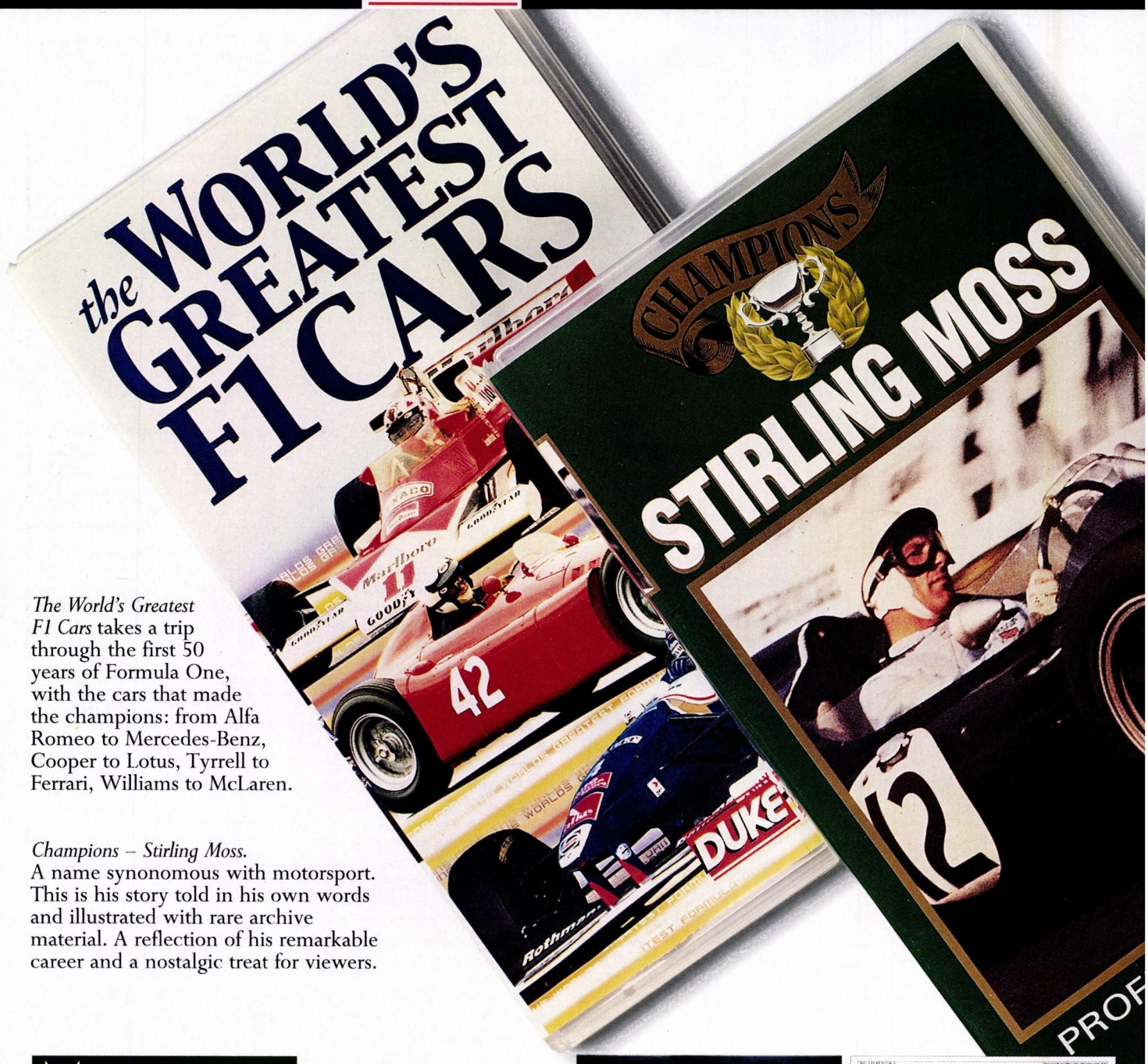
Then there have been designers who have themselves been the boss. Colin Chapman *was* Lotus: while he surrounded himself with brilliant subordinates, many of whom went on to design success in their own right, his initiatives dominated grand prix development for 20 years. Interestingly, while running Lotus, he also acted as a chassis consultant to BRM on their P25 and to Vanwall, before he took his first hesitant steps in F1.

Today, Formula One is so complex an undertaking that no one man can design a competitive car, let alone run the team as well. Each technical chief heads a phalanx of specialists: for example, even a smaller team like Arrows employs four aerodynamicists. There are separate design personnel for chassis, suspension, gearbox, brakes, composites and electronics, not to mention fabricators who are responsible for the making of every bracket and conduit.

So, rather than driver against driver, modern F1 racing is army against army: a dangerous and frighteningly expensive technological war between a dozen sides. The battles take place on Sunday afternoons, the war lasts eight months, and the spoils of victory are fame, and money. Small wonder that each army wants to get the best generals, and is prepared to fight for them. M

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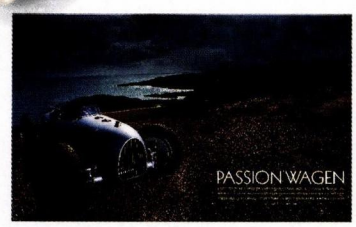


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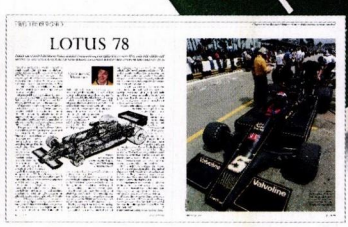
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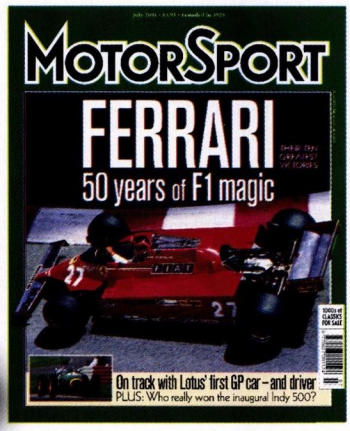
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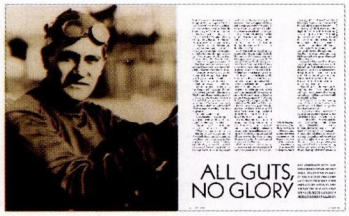
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LEGENDS

RICHARD ATTWOOD



ONE OF THE REASONS I NO LONGER stay in Monaco for the GP is that these days I find the place intensely claustrophobic. So many beautiful buildings have been swept away, so many ugly skyscraper blocks put up, that Monte Carlo seems to crowd in on itself. After a day there, it is therapeutic in the extreme to drive a few miles away from the madness, into France.

When first I started going to the race, this was not really necessary – and in May 1968, not necessary at all, for the place was almost deserted. The whole of France was in a state of acute political upheaval, beset by what amounted to a general strike, by riots, by student demonstrations, you name it. By the end of that week, the country was effectively closed.

In one respect, this was a delight, for a lot of people changed their minds about coming to the race. You could get dinner anywhere without troubling to book, and the grandstands were virtually empty. I wasn't a journalist back then, and so didn't have a pass, yet I had a better view of the race than at any time since.

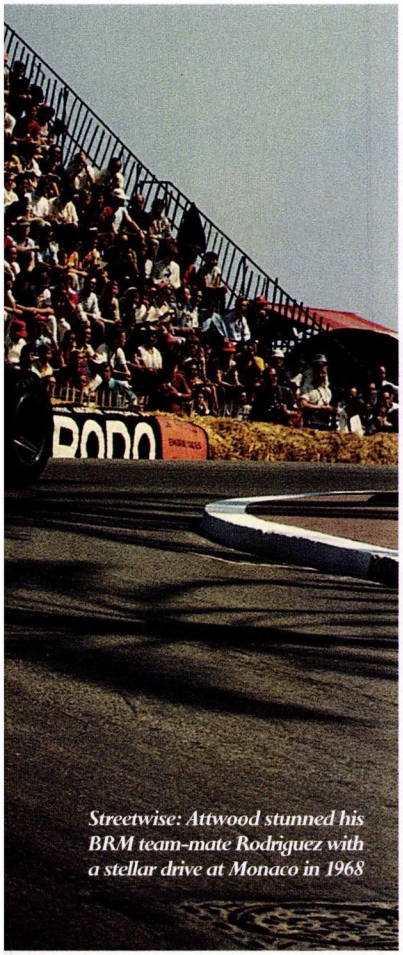
As a race, in truth, it was hardly memorable. After a brief flurry by Johnny Servoz-Gavin (subbing for an injured Jackie Stewart in Ken Tyrrell's Matra), Graham Hill was into the lead by lap four, and there he stayed for the duration.

The attrition rate was truly extraordinary. At that time only 16 cars were allowed to start, and by lap 17, 11 of them were out, half a dozen by reason of accident.

Such excitement as there was came from an unexpected source. In that perilous time, the sport was still reeling from the death of Jim Clark, and three weeks before Monaco there had been further tragedy when Mike Spence was killed at Indianapolis. As Jackie Oliver joined the Lotus team, so Richard Attwood was drafted in as team-mate to Pedro Rodriguez at BRM. And Attwood, while never a great driver, was invariably great in Monte Carlo. In 1965, for example, he drove a Parnell Lotus-BRM, and qualified it sixth, ahead of such as Hulme, McLaren and Siffert, only to crash spectacularly at the Gasworks, when a rear hub carrier let go.

In '68, Attwood again qualified sixth, almost a second faster than Rodriguez. Third by lap 12, second by lap 17, he dropped at one stage to 10sec behind Hill, then in the late laps began to pare away Graham's lead. At the flag he was just 2.2sec behind the Lotus, having run the last 10 laps at a stunning pace, every one of them under Clark's lap record. The very last lap – the 80th – was quicker even than Hill's pole position time.

"I think I happened to have the



Streetwise: Attwood stunned his BRM team-mate Rodriguez with a stellar drive at Monaco in 1968

right car in the right place at the right time," Attwood modestly says. "My all-time favourite track was Clermont-Ferrand, a fantastic combination of every circuit there was. But I always liked Monaco – I liked the *precision* of it all.

"My drive there in '68... it was a good drive, I think, but I felt, on other days, I'd driven better races and got no reward. At Monaco I didn't know how to pace myself because, apart from a one-off for Cooper at Mosport the year before, I hadn't driven a grand prix car since '65.

"The thing is, we didn't have fitness people to keep us going back then – it was just down to you. You were very much on your own. If I'd known a bit more about it, I might have gone harder at about two-thirds distance, but every time I speeded up, Graham did the same. He definitely backed off towards the end, but I've no idea how it might have gone if I'd speeded up a bit earlier."

Pretty unassuming, you would have to say. Attwood never outqualified Rodriguez again, scored no more points that season, and was dropped by BRM before the end of it, but that day at Monaco he looked superb, a man wholly in his element.

A year later he was back there again, this time as team-mate to Hill in a works Lotus 49, standing in for Rindt, who'd been hurt at Barcelona. The results were less spectacular this time – 10th on the grid, fourth in the race – but it was a tidy drive, and it scored some extra points for Lotus. Colin Chapman was well pleased.

It is as a sportscar driver, though, that Attwood's name is best remembered, and particularly with Le Mans, and the fabled Porsche 917.

Anyone who ever raced a 917 reacts the same way when you ask how it was to drive. In 1969, the year of its debut, drivers detested it, for while it was shatteringly fast, so also its cockpit was deafening, its on-track manners wayward. Richard thought the original, long-tail, car nightmarish.

"It was purely aerodynamics, and once they'd been sorted out, the most frightening car I ever drove became about the best. It was simply a matter of going to a short, swept-up tail, and then the car worked fine. Porsche never thought the problem was with the aerodynamics, but those were the days of hit-and-miss engineering – even today aerodynamics is a bit of a black art, I think, at Mulsanne speeds.

"The early cars had the exhausts coming under the doors, and after the first stint at Le Mans in '69, I was completely deaf and I had a blinding headache. It was a *hugely* uncomfortable car to drive – and the bloody thing lasted for 21 hours! I hadn't won Le Mans at that stage, but still I was quite happy to get out of that car."

By the time Attwood returned to Le Mans in 1970, though, everything was very different. When Porsche asked him what he wanted for the race, he requested a standard short-tail car, and an ultra-reliable co-driver, which he got in the shape of veteran Hans Herrmann.

And they won the race. "We were nowhere in qualifying, because by now the 5-litre engine was proven, and we only had a 4.5. I said, 'This is the biggest mistake I've ever made at Le Mans – we haven't got a chance'. And we didn't have – until everybody else behaved like a prat! I mean, if you've got to have 15 or 16 cars fall out before you can win – it doesn't happen, does it? But it did.



Attwood and Herrmann confer during their Le Mans-winning drive of 1970



On his day, at the right track, Attwood was a match for even Jochen Rindt

All photography by LAT

"I could have won Le Mans three times in a 917, actually. I should have won it with Vic Elford in '69, when the gearbox broke, and again with Herbie Müller in '71, when a gearbox problem took 45 minutes to repair. The winning 917 later had the same problem, but the factory guys knew exactly what to do, and it took them 25 minutes. We only lost by five minutes, so we really should have won.

"Still, the year I shouldn't have won it, in '70, I did! Of course I'm proud to have been part of Porsche's first victory at Le Mans, but to me it was always a manufacturers' race, and not necessarily a drivers' race. You always had at least one other driver – and today it's probably three or four – so it's a team thing, isn't it?"

Attwood has been in the motor trade all his life, and admits that when he bought a 917 in 1978, very much in his mind was that here was his pension fund. For 22 years he kept the car, running it occasionally in historic events, before parting with it finally last summer.

The car in question was chassis 022, originally bought by Solar Productions, Steve McQueen's film company, for the making of the movie *Le Mans*. In 1975, it was acquired by Brian Redman, one of Attwood's Porsche team-mates, and he then sold it to Richard – for a sum of money which now makes him weep.

"I've got some sympathy for Brian," Attwood laughs, "because we've all had things like that happen to us. I I have made similar mistakes."

Never at Monte Carlo, though. M

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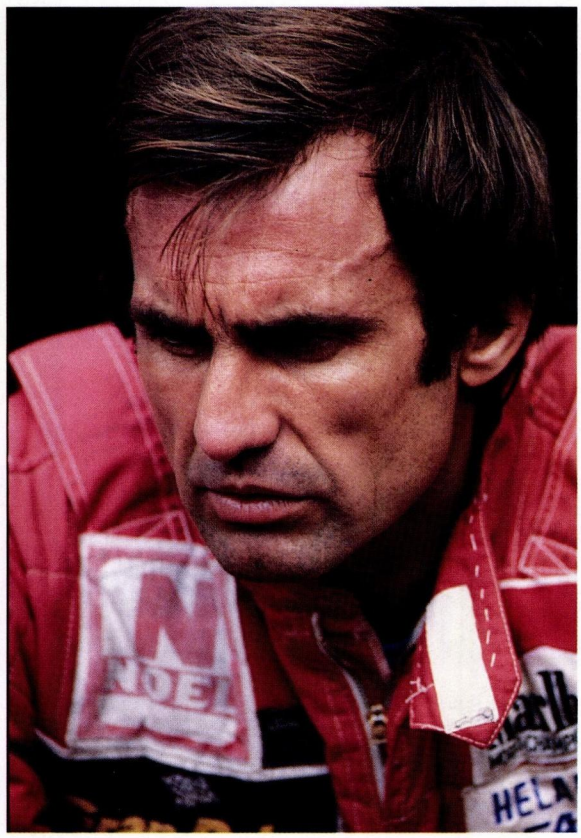
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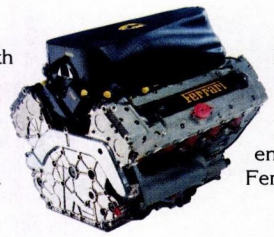
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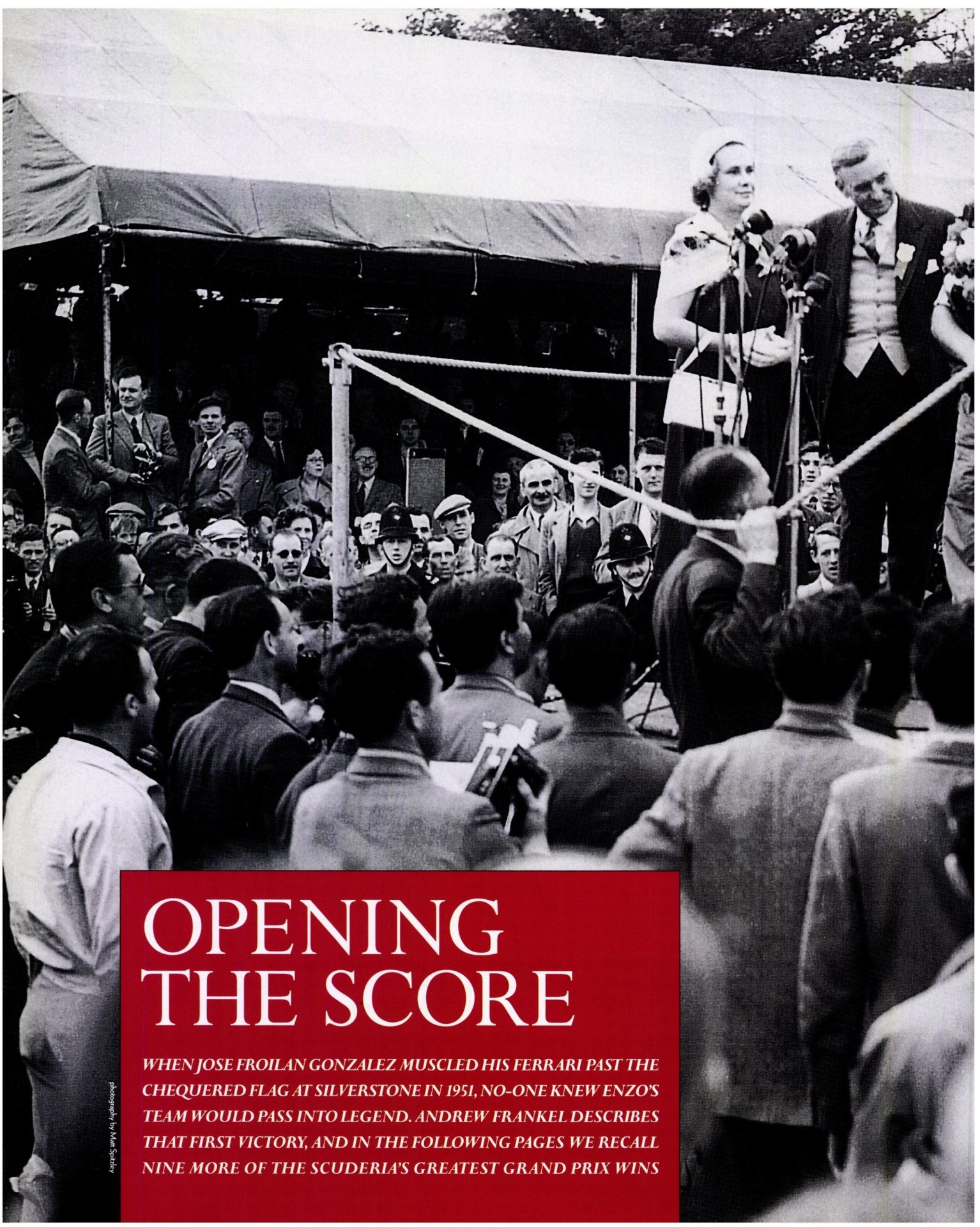
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OPENING THE SCORE

WHEN JOSE FROILAN GONZALEZ MUSCLED HIS FERRARI PAST THE CHEQUERED FLAG AT SILVERSTONE IN 1951, NO-ONE KNEW ENZO'S TEAM WOULD PASS INTO LEGEND. ANDREW FRANKEL DESCRIBES THAT FIRST VICTORY, AND IN THE FOLLOWING PAGES WE RECALL NINE MORE OF THE SCUDERIA'S GREATEST GRAND PRIX WINS

photography by Matt Spitzley


LDING

1951 BRITISH GRAND PRIX José Froilán González (Ferrari 375)

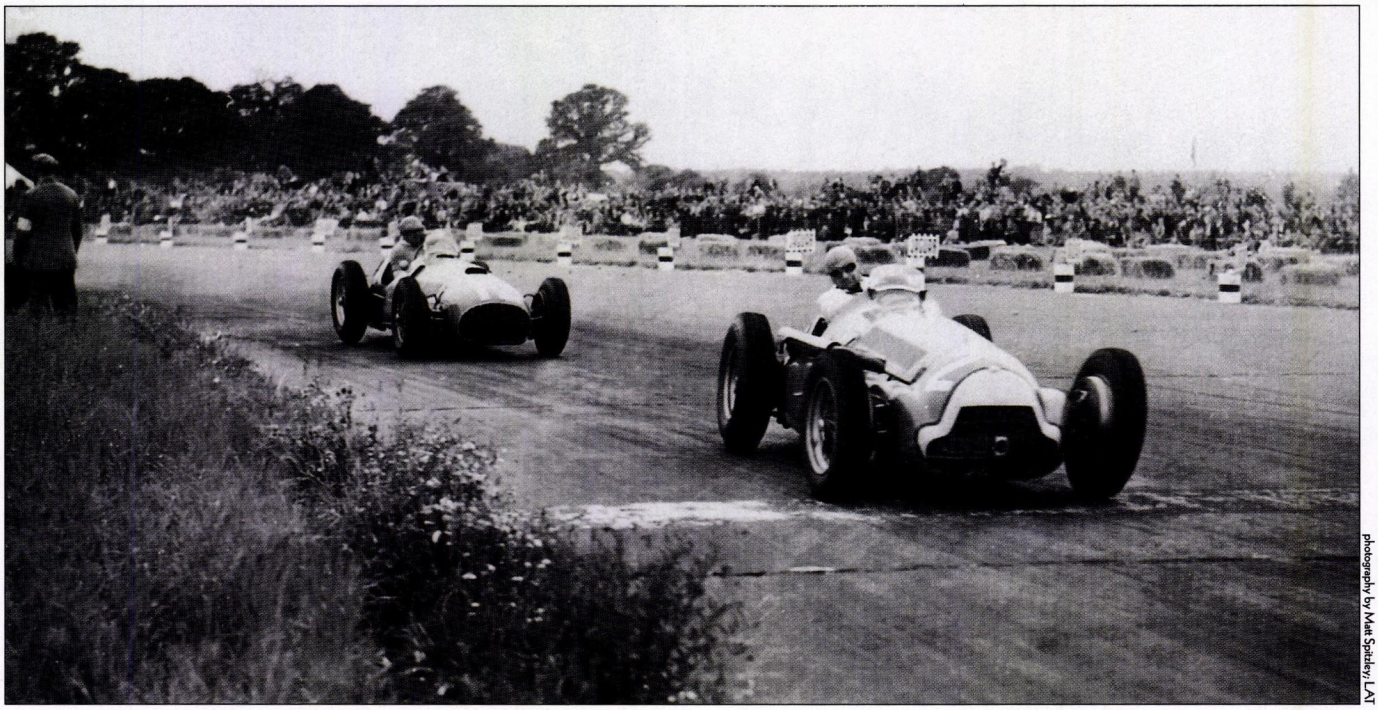
The idea of there even being a motor racing age when Ferrari had never won a grand prix seems odd. It's like imagining the Mona Lisa when she was just a sketch: you know the time must have existed but it's hard even conceiving it.

But you must if you are fully to understand what Ferrari achieved on 14 July 1951. It was so much more than a maiden victory, more even than the defeat of the hitherto invincible Alfa Romeo team. It was both the dusk and dawn of an era, the coming of age of the greatest racing team in history and the destruction of one of the few capable even of standing comparison. And the perpetrator was an unknown and very gentle giant who, a mere two years earlier, was known only as *Cabezon* or Fat Head in his native Argentina and possessed aspirations no greater than winning races on local dirt tracks. His name was and is José Froilán González, the surprise winner of the 1951 BritishGP.

His journey from South American obscurity to pole position at Silverstone was as dramatic as it was short. Back home, he had a mate called Juan Manuel Fangio who was to lead a team from the Argentine Automobile Club to race in Europe during 1950. President Don Francisco Borgonovo was persuaded to ask the 27-year-old González to join the team. He duly qualified his Maserati 4CLT third in Monaco, on his GP debut, only to become ensnared by the first-lap, multi-car shunt. At Reims, he lined up eighth, only to retire after just three laps with a blown engine.

By the time the grid reconvened at Reims the following year, González had extended his championship grand prix experience by nine laps, which is how long his Talbot had lasted at Bremgarten. Then he met Nello Ugolini, Ferrari's team manager, who enquired if the burly Argentine might be interested in swapping his Maserati for something bearing the Prancing Horse. Dorino Serafini, he explained, had been injured in the Mille Miglia and they were somewhat short-handed.

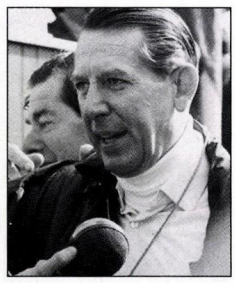
González had trouble taking this on board.



photography by Matt Spiteley, LAT

Juan Manuel Fangio battles heroically in his Alfa Romeo 159 to fend off his compatriot. But the Alfetta's 1.5-litre supercharged engine drank fuel at a far greater rate than the normally-aspirated Ferrari 4.5. This incurred more pitstops and a weight penalty

I WAS THERE... *"My recollection is of this huge man wrenching this huge car around the track. He controlled it through sheer strength with these vast arms that stuck out of the side of the car.*



"But I was also sorry for Alfa Romeo. Their era was over and that fantastic, beautiful car had had its day. But it's not as if Ferrari came out of the blue. When the Barchetta won Le Mans in 1949, we could tell that this was a man who would reach the top.

"I'd say the impact of their GP win was not unlike Coopers winning in 1958, beating the front-engined cars. Everyone knew the game was up." **Rob Walker**

He regarded himself as peasant stock and could scarcely believe the request had come from Don Enzo himself. But it had. "I was nervous, happy and afraid at the same time," he recalls, "like a peasant who suddenly attains the love of a princess."

With the experience of just 12 laps racing in the drivers' world championship to draw upon, González led the race, led the finest drivers of the day, from Fangio to his own team-mate Ascari. It did not last. At his pit-stop, he was aghast to find Ascari waiting. Alberto's Ferrari had retired, its gearbox broken and he needed another. Of course, it would not be the last time a Ferrari number two succumbed to team orders. González was distressed and thought he had somehow let down Ferrari and was being punished. He wasn't, as the contract Ferrari then offered him made clear: from now on González would race on the same terms as Ascari and Luigi Villoresi. Froilán compared it with singing at La Scala.

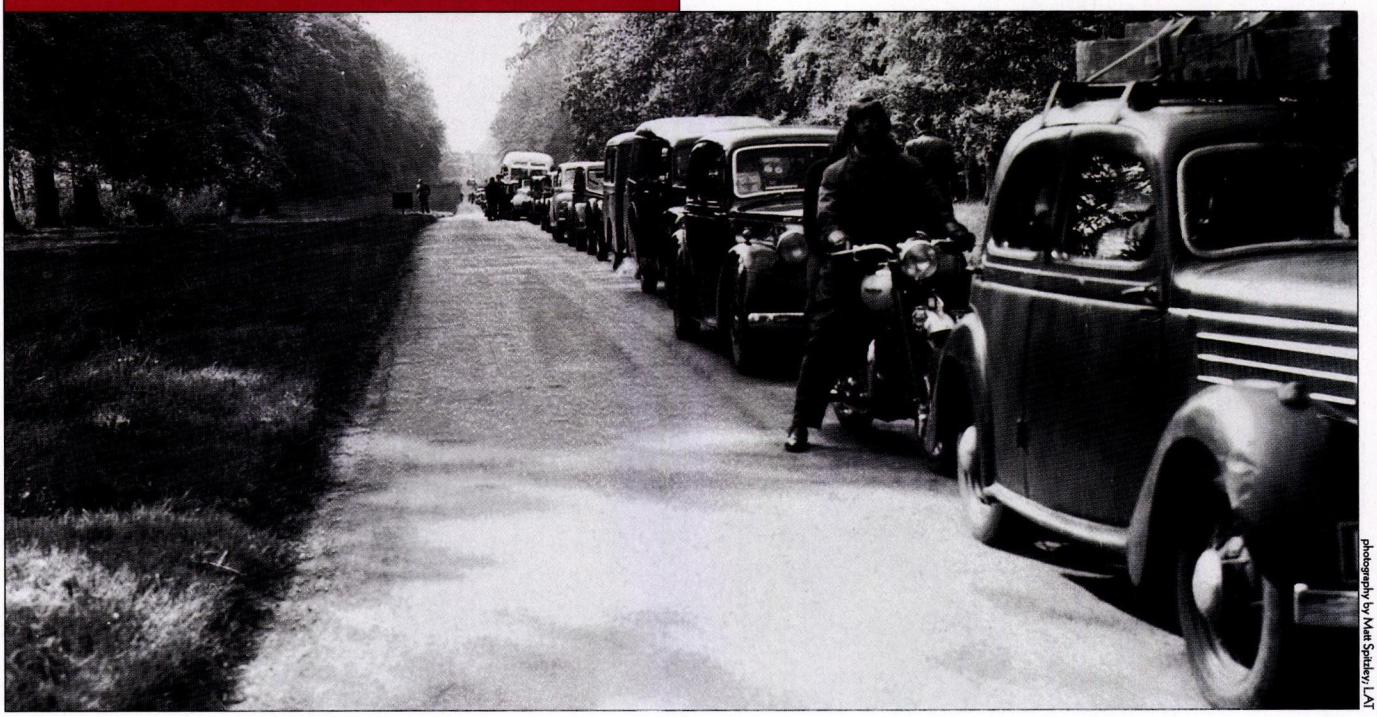
The theatre for his talent was the Ferrari 375. It was Raymond Sommer's epic drive in an antediluvian Talbot at Spa in 1950 which confirmed Ferrari's extant suspicion that a 4.5-litre normally-aspirated engine was the answer to the blown 1.5-litre Alfa. If a Ferrari could even match the Alfa's pace, it would stay out longer and have quicker pitstops.

Aurelio Lampredi penned a one-cam-per-bank V12 power unit which not only brought González victory at Silverstone in 1951 but also Le Mans in '54. Like all of Ferrari's best engines, it was simple – just two valves per cylinder – strong and powerful. With twin-plug ignition, it developed around 370bhp at 7500rpm. Alfa's 159B produced 400bhp at 9000rpm but suffered horrendous fuel consumption, which meant it needed to stop more often, and carry more fuel, creating a severe weight penalty.

'The writing was on the wall when González popped in the track's first-ever 100mph lap to claim pole'

At Silverstone, the writing appeared on the wall even before the race began, González popping in the track's first-ever 100mph lap to claim pole, over a second ahead of Fangio's Alfa. Even without a heavy fuel load, the world's greatest driver could not keep up with the Ferrari and its outsize occupant. After the session was over, González lead Fangio, Farina and Ascari on the four-car front row. The 90-lap race, however, would prove closer.

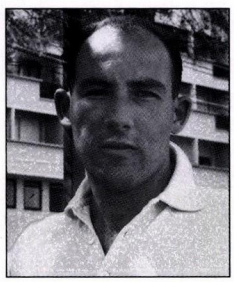
At the flag, all four sat still, spinning ➳



photography by Matt Spitzley; LAT

Then as now: the queues for a grand prix at Silverstone have always been horrendous. But in 1951, the race was well worth the inconvenience. Not only did the cars and drivers look spectacular, these people witnessed one of the most significant races ever

I WAS THERE... *"I can remember seeing González and thinking he looked like a gangster; he was huge back then, and it struck me what an expressive driver he was. Juan Pablo Montoya now reminds me of him: both real racers who drive very skilfully but with considerable force and controlled aggression.*



"So far as him winning in the Ferrari is concerned, I don't think there was half the fuss about it at the time as there will be, for instance, when Toyota wins its first grand prix. Back then, we all just got on with the job. It was a significant occasion, but I don't recall any great song and dance." **Stirling Moss**

their tyres into dust, Felice Bonetto's Alfa storming through from seventh place to lead the field away. It was not to last long. González brought the usually reserved crowd to its feet with a stunning display of opposite-locking and blasted into the lead. Fangio followed, stalking his compatriot.

At five laps, González led Fangio by five seconds; at 10, it was an Alfa Romeo that came through Woodcote ahead. Meanwhile Ascari was already 26sec in arrears. At 15 laps, Fangio's lead was still just 0.4sec, the 375 glued to the back of the 159. Fangio did then break loose when González flew off the track at Becketts, his race saved only by a blend of luck and talent as he first found and then steered through a gap in the hay bales.

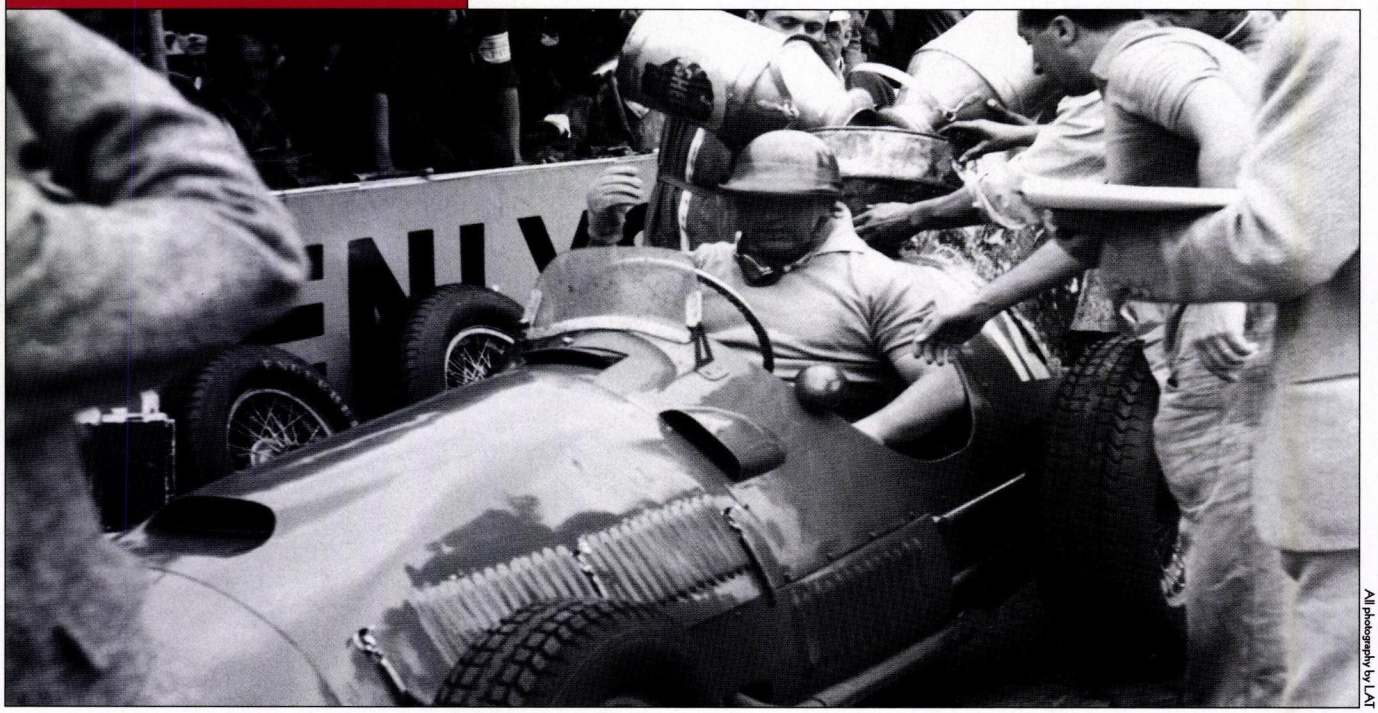
'González's race was saved only when he found and then steered through a gap in the hay bales'

By lap 25, Fangio led by a little less than six seconds, not nearly enough to take on the extra fuel he would need. And on lap 39 González slithered back into the lead. It was all the future five times world champion could do to hang onto the exhausts of his friend. A mere three lengths behind, Fangio dived into his pit for fuel on lap 45, with precisely half the race run. He knew it was all over, that Alfa Romeo's run of 27 consecutive victories since 1946 had come to an end.

González knew nothing of the sort. Even if his car lasted and Ferrari won, there lurked a nagging doubt as to who would be behind its steering wheel. When he aimed the Ferrari into the pits on lap 61, the suspicion that he was to be denied the victory became a certainty. There, next to where the Ferrari would stop, stood Alberto Ascari. His gearbox had broken; this was Reims all over again. Heartbroken, humiliated and exhausted, Froilán hauled his bulk out of the Ferrari.

But this time Alberto did not move. The only movement was from Ferrari mechanics pushing González back into the car, telling him this one was his. When Enzo Ferrari had told him after Reims that he would be treated the same as Ascari, he had meant it.

Needing no further prompting, González was back in the race, 23sec after presuming it was over; Fangio's stop had been over twice as long and now the 'fat-headed peasant' led the world's greatest drivers with ease. He appeared visibly to relax and, as he did, so his lead over Fangio grew. González finally crossed the line 51sec or fully half a lap ahead



All photography by LAT

Lap 61, and González has pulled in for a routine pitstop, expecting to relinquish his car to Ferrari's golden boy Alberto Ascari. However, the Italian appreciated this gesture in France two weeks earlier, and has no intention of denying his team-mate a win

GONZALEZ AT SILVERSTONE: ACT TWO

If the 1951 British Grand Prix was a thrilling race, the 1954 edition was doubly so. This time, the roles were reversed, with Ferrari as the all-conquering masters of the sport and Mercedes-Benz out to steal its glory.

At Reims, a fortnight earlier on the world championship debut of the W196, the new breed of Silver Arrows had proved dominant, Fangio and Karl Kling lapping the field, and blitzing Ferrari's 625s. The W196 was purpose-built for the new 2.5-litre regulations, and brand new, while the 625 was essentially a 500 from the previous two seasons of Formula Two-regulation grand prix racing, with a suitably enlarged engine. The Mercedes had eight cylinders, the Ferrari just four.

MOTOR SPORT described the '54 British Grand Prix as the most interesting race it had seen



Pampas Bull on a charge: González/ Ferrari 625 duo was too strong even for Fangio in a Mercedes W196 at the 1954 British Grand Prix

of his compatriot, both of whom had lapped the entire field twice. In the cockpit, González wept. "I drove my victory lap and, when I neared my pits, I saw my mechanics jumping, waving their arms. All around us was confusion and excitement. 'The Alfa Romeos are beaten,' the mechanics were shouting." They lifted him bodily from the car and took him to the podium where the pandemonium briefly subsided for the Argentine national anthem. The tears flowed freely once more.

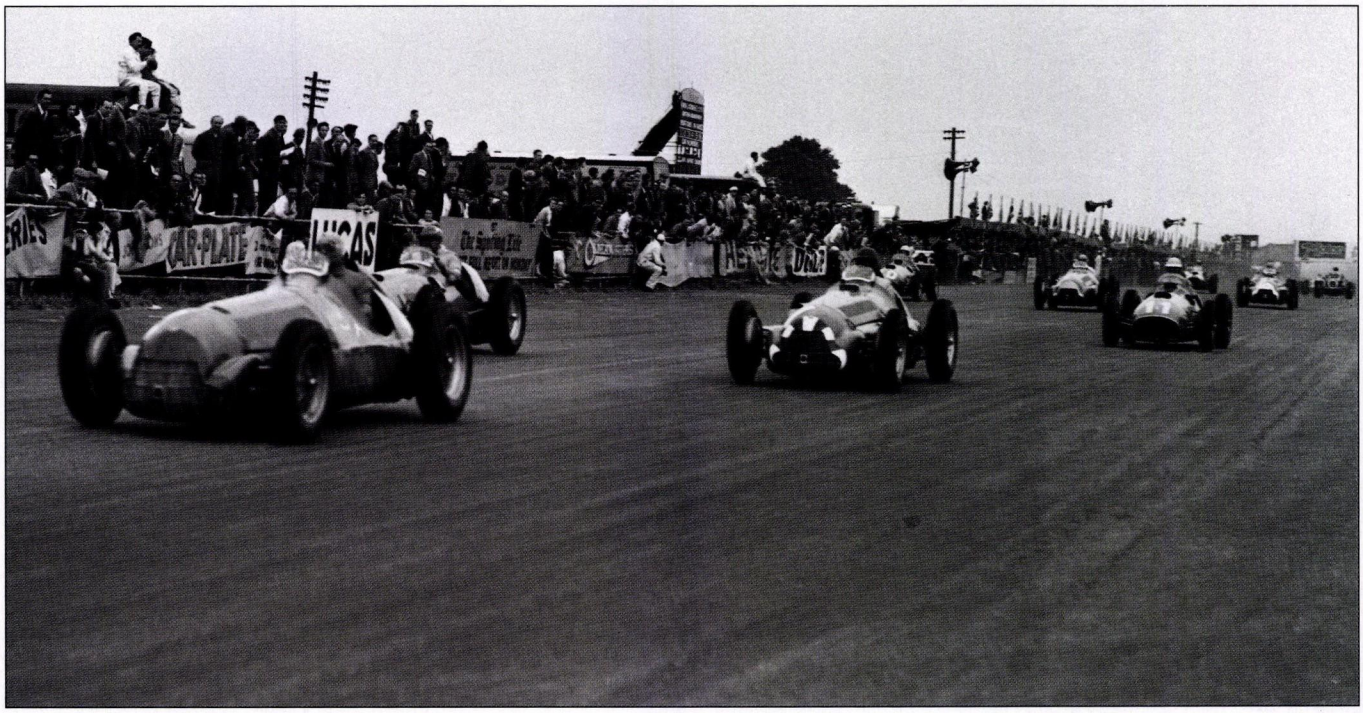
He was not the only one in tears. Ferrari, too, was taking the emotional toll. He had beaten the Alfas, the very team he had help build before the war. In his memoirs *Le Mie Gioie Terribili* published in 1963, he said he felt he had killed his mother. Fangio, however, was typically phlegmatic: after saying that his mechanics had put too much fuel in his Alfa at the stop, making it slow and heavy to drive, he nevertheless stated simply that González "got the better of me".

And he had. Here was an unknown Argentine driver with virtually zero grand prix experience, who had come to a land he had never visited, driven a car he hardly knew on a circuit he had never seen and yet had beaten all comers. Moreover, he had done it with just the smallest sliver of luck.

At the time, MOTOR SPORT asked, 'Has Fangio met his match in González?' but we know now it was not to be. Fangio would win five championships and achieve a start-to-win ratio unapproached by any driver to this day. González would wait three years before he won his second, and final, grand prix *(see panel below)*.

The most interesting perspective on why this should be comes from Ferrari himself, probably the greatest judge of driving talent of all time and, with Don Borgonovo, one of just two men to have hired both drivers. "Whereas Fangio could be counted upon to keep going as regularly as clockwork, González alternated bursts of furious speeds with spells in which he seemed to be taking his time. When leading, he would inexplicably slacken speed and let himself be overtaken; when he was in pursuit, he literally ate up his adversaries. I confess I was never able to understand why González was so extraordinarily inconsistent. Indeed, seeing the fatigued, worried and perspiring state he got himself into, I wondered why he ever raced at all."

It was as well for Ferrari that he did. After that season, Alfa Romeo shelved its flat-12 160 replacement for the 159B and withdrew, never to win another grand prix. Ferrari, by contrast, won all bar one race in the next two seasons to come. ■



Bonetto takes the lead at the start, while Alfa team-mate Giuseppe Farina stays level with González's Ferrari. Behind, no11 Ferrari is piloted by Ascari. The next wave of Italian attack comprises (left to right) Villoresi's Ferrari and the Alfas of Fangio and Sanesi

since the War. Two things contrived to scupper the Mercedes: wet weather and aerodynamic bodywork that made it impossible even for a driver of Fangio's calibre to accurately position the car in the corners.

The lead battle, once more, was between González and Fangio. This time it was Fangio who scored pole position, with the Ferraris of González and Mike Hawthorn and the Maserati 250F of Stirling Moss joining him on the front row. Conditions were dry at the start but were predicted to change soon.

Unlike in 1951, González made a brilliant start and headed Fangio going into Copse, driving as if possessed and pulling out a second a lap on the field for the first five laps. Fangio, however, was merely waiting to come fully to terms with the tricky handling of his W196 before pegging the gap back to three seconds after 10 laps. Five laps later he was on the Ferrari's tail.

And there he stayed until he misjudged a corner and hit an oil-drum marker, damaging the nose of his W196. The Maestro was also now without third gear, yet at 30 laps he was still just five seconds behind the Ferrari. At half-distance, 45 laps, it was three seconds.

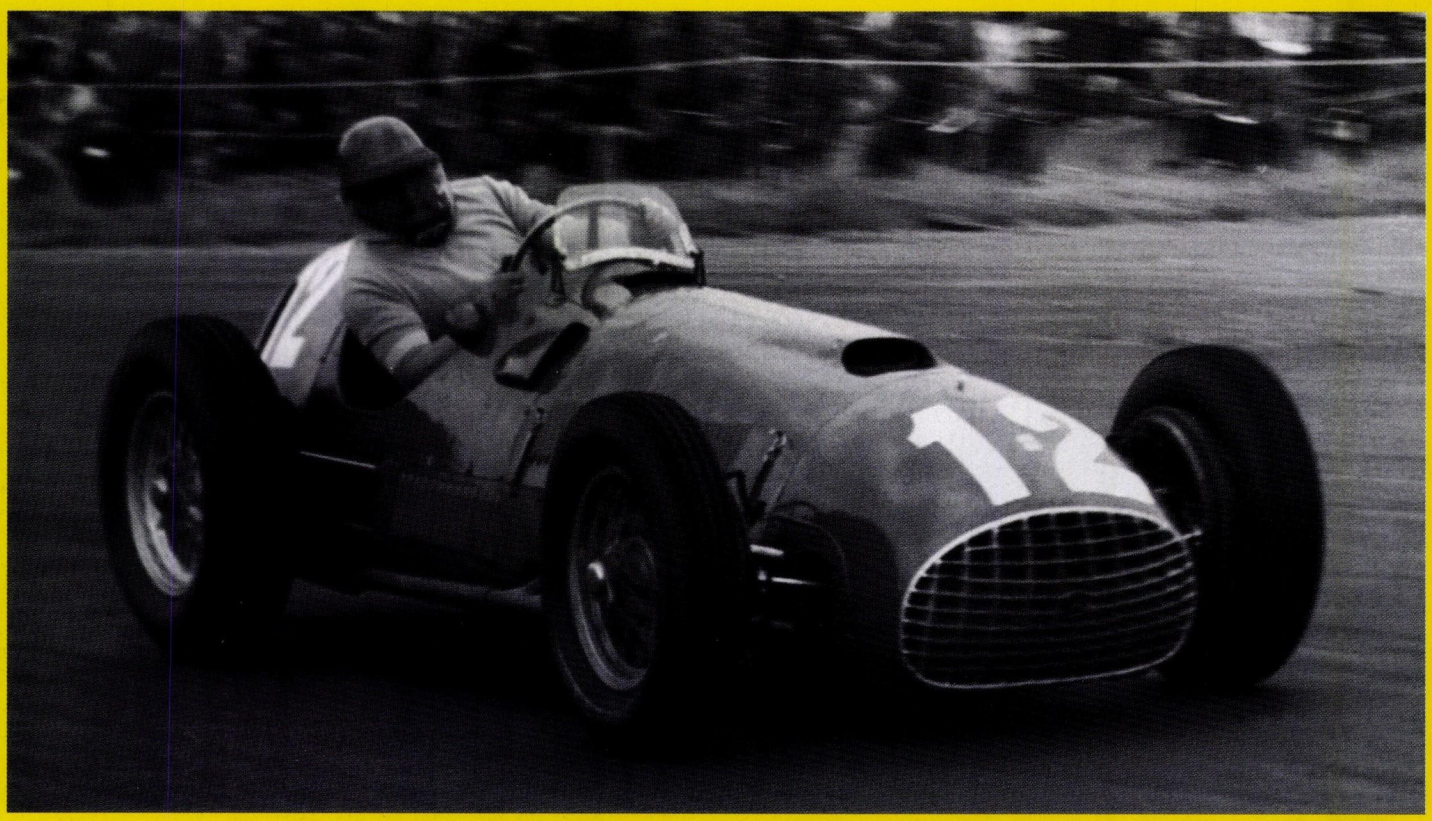
But now Fangio was in a lot of trouble, having to seriously over-rev the engine just to stay in touch and needing to hold the car in fourth gear. It was too much, even for him, and soon he dropped back, letting first Moss and then Hawthorn through into second and third places, much to the delight of the crowd.

Moss retired 10 laps from the end with transmission woes, thus allowing another Maserati, that of Onofré Marimon, into third.

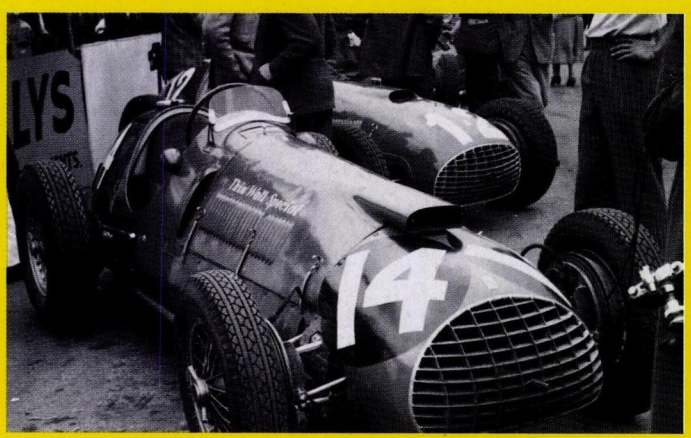
And so González headed a Ferrari 1-2, having led from flag to flag and never once making a mistake in track conditions that varied from bone dry to torrential rain. Five weeks earlier, he had won Le Mans and the world now seemed at his feet. In fact, his second grand prix win was the last major victory of his career.

Forza Ferrari!

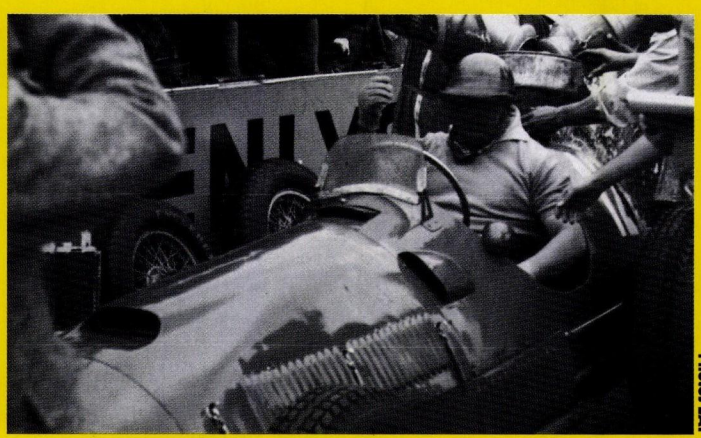
For half a century Ferrari has played a major part in racing history. In all that time Ferrari's drive to be the very best has never dulled.



The Pampas Bull at work. The bulky ace at times looked like he was locked in the Ferrari cockpit. When Gonzales beat the Alfas at Silverstone in 1951, heading the great Fangio by 72 seconds Enzo Ferrari was very emotional. 'When on the Silverstone circuit Gonzales' Ferrari beat the whole Alfa team for the first time in the history of our rivalry, I wept for joy,' said the ex-Alfa Corsa team manager.



Ferrari often sold redundant race cars to selected customers and occasionally let them have new machines to factory team specification. Tony Vandervell, owner of VP Products and manufacturer of VP shell-bearings which were used in Ferrari engines, was one special client.



An agitated Froilan Gonzalez gestures at team mate Ascari as the mechanics spill petrol during a hasty and crude refuelling in the Silverstone pits. The extremes of fuel load during the race greatly effected the handling of this brutish 340bhp unsupercharged 375 car but not as badly as Fangio's rival Alfetta.

Photos LAT



In practice at Le Mans 1973 the Ferrari 312PBs proved quicker than the rival Matra team. As the hare Merzario set the pace at the start of the race, Schenken and team mate Reuttemann mixed it with the Matras. When Merzario was delayed, they moved up front heading the field through most of the night until the engine blew.



Arturo Merzario was the star Ferrari driver at the '73 Le Mans. After taking pole with a blistering lap of 3min 37secs at 140.28mph he led the race until a leaking valve sprayed him in fuel. Undeterred he and Carlos Pace clawed back through the night to split the winning Matras in second and save some Ferrari honour.



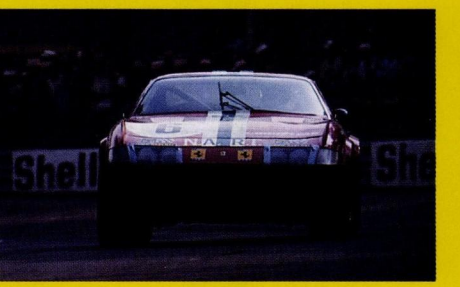
With detuned 3-litre Formula 1 flat 12 engine giving 460bhp at 11,000rpm, the 312P was the car to beat in 1973 particularly when Ickx and Redman were teamed up to drive. However frustrating mechanical problems robbed them of potential wins at Spa and Le Mans.



The brake lights of the NART team Daytonas highlight the evening as they rumble into Tertre Rouge. Francois Migault and Luigi Chinetti junior finished an impressive 13th while the French Pozzi team Daytonas claimed sixth and ninth.



With just 30 minutes to go the finish of the '73 Le Mans Jacky Ickx coasted into the pits with a blown engine and handed victory to Matra after a gripping race. Arturio Merzario and Carlos Pace saved Ferrari honour by splitting the French team having worked steadily back up to second after a frustrating fuel leak delayed 'Little Art's blistering early pace.



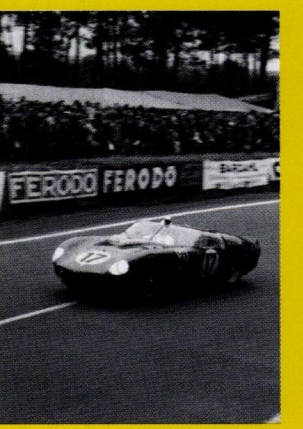
No less than nine, mean 4.4-litre Ferrari Daytonas were entered for the 1973 Le Mans and the Milt Minter/Sam Posey Nart entered car led the GT category through the first six hours but a blown piston eventually put the American team out early on Sunday morning.



Ferrari were on top of the world in 1961. As well as winning the F1 drivers' and constructors' World Championship, they dominated Le Mans taking 1st, 2nd and 3rd.



The rear guard to the victorious Testa Rossa prototypes at the Le Mans in 1961 were the elegant 250SWBs. The silver coupes took 1st and 2nd in the GT category with Bob Grossman and Andre Pilette (above) finishing an impressive sixth overall for Ecurie Garage Francorchamps.



Much to Enzo's displeasure the 1961 Le Mans developed into a battle between the works Testa Rossa of Hill and Gendebien and the American NART team.

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1953 FRENCH GRAND PRIX Mike Hawthorn (Ferrari 500)

Mike whips the cream

THE 1953 FRENCH GP EARNED A PLACE IN THE history books, not just as one of Ferrari's most memorable victories, but as one of the greatest races of all time.

At 23, Mike Hawthorn was a still an unknown quantity when he joined the Scuderia, hoping to learn from veteran teammates Alberto Ascari, Giuseppe Farina, and Luigi Villoresi. Mike opened his Ferrari account with two fourths and a sixth in the first three GPs, and was thus proving himself a steady supporting act.

At Reims, Ascari was going for his 10th consecutive World Championship victory. The man considered most likely to stop his run of success was Maserati's Juan Manuel Fangio, the Argentine ace ably backed up by José Froilán González and Felice Bonetto. But on this sunny day in July, the Latin heroes were beaten by the fresh-faced Englishman.

Mike continued his form by qualifying seventh. But the race proved a different story. From the off he joined the established stars in a thrilling slipstreaming battle, the like of which had rarely been seen before.

Hawthorn described the action in his autobiography, *Challenge Me the Race*: "At one point I passed Ascari and he shrugged his shoulders as if to say, 'Take it away; I can't go any faster!' Positions were changing several times a lap. I had the lead and then Villoresi came past, and sometimes we would be hurtling along three abreast at 160mph, down an ordinary French main road. It was a bit frightening to see the nose of one of the other cars come alongside, then drop back again as the driver decided he could not make it past before the next corner."

From trackside it was even more dramatic, as indicated by Gregor Grant in his *Autosport* report: "Hard-headed journalists, veterans of dozens of *grandes epreuves*, threw nonchalance to the wind and became madly excited onlookers. One gentleman even went so far as to tear up his notes, stand on his hat and finally fall over his desk. Charles Faroux unfurled his flag. Two laps to go. Surely this couldn't go on?"

The race drew to a close with Fangio and Hawthorn thoroughly engrossed in a wheel-to-wheel contest. The 1951 World Champion lost first gear right at the end, costing him crucial momentum out of Thillois hairpin. Hawthorn pounced, and duly crossed the line ahead of Fangio and González. Ascari was fourth, albeit just a few seconds behind. But he had been beaten at last.

"None will ever forget that finish," wrote Grant. "At Thillois, Hawthorn edged ahead of his rival, and the Ferrari held its slender lead all down the straight, with Fangio crouching down in his car to get every ounce of speed out of the Maserati. But Hawthorn's getaway at Thillois gave him that little bit of advantage. Down went the flag, with the Ferrari about 40 yards in front of the Maserati."

Grant dubbed it the 'Race of the Century.' Ferrari and Britain had found a new star, and the victory set the scene for the golden era of Moss, Brooks and Collins that followed.

Adam Cooper

'Sometimes we would be hurtling along three abreast at 160mph, down an ordinary main road'



photography by LAT

It was usual for Mike Hawthorn to look this intense when racing grand prix cars. But when even Juan Manuel Fangio looked like he was going for it, you knew the maestro was giving 110 per cent. Which makes Mike's achievement at Reims even more laudable

1964 GERMAN GRAND PRIX John Surtees (Ferrari 158)

Injection of promise

IT WAS PROBABLY HIS MOTORCYCLE EXPERIENCES that gave John Surtees the bravery to conquer Formula One's most fearsome circuits, the Nürburgring and Spa-Francorchamps. The skill came naturally.

In the 1963 German Grand Prix, he qualified second behind Jimmy Clark, and managed to reverse those positions in the race. And so in '64 there was a confidence about John at the 'Ring despite having finished just two races so far – second at Zandvoort, third at Brands Hatch. John believes pursuit of Le Mans glory had distracted Ferrari's attention from F1, but that real progress was made in Solitude, two weeks before the German GP.

"We went over to Bosch and fitted up an electronic mixture control, because the problem with the Ferrari V8 was that the direct injection was too rich one end and wouldn't work the other; or too weak one end and it wouldn't work the other. The pumps were designed for three-litre engines or bigger, so the fine adjustment hadn't been there.

"So Solitude was the first time we had something reasonably well carburated, and if it had stayed wet, we would have walked the race. As it was, it dried and the combination of Lotus and Climax meant Jimmy was able to pick me off. But because we had achieved quite an improvement, and the 'Ring was a good leveller, we felt in with a chance."

In qualifying, John pipped Clark to pole by 0.4sec. Alongside them on the front row were Dan Gurney's Brabham-Climax, and Lorenzo Bandini in the V6 Ferrari.

When the flag fell to start the race, Bandini outdragged everyone, but by South Curve had dropped to fourth. Clark, Gurney and Surtees had passed him and disappeared into a race of their own, constantly changing places. But when John looked in his mirrors and saw Graham Hill's BRM trying to join the fun, he had to go for it, and snatched the lead from Clark at the Karrussel, just as Jimmy hit valve trouble. The Lotus would retire on lap seven. But still there was more than enough to keep Surtees' attention, for over the next four laps of the 14-mile circuit, he and Gurney were constantly passing and repassing. The Ferrari driver, however, had something in reserve.

"When you were driving the 'Ring, the most important thing was to have rhythm; if you went over the limit at one corner, it could still be affecting you at corners a mile further on! So I never went faster than I had to."

But now he had to. Slicing two seconds from his lap time on successive tours left Surtees with a five-second lead over Gurney, and by lap 11 Dan was in trouble with overheating and had to let Hill past.

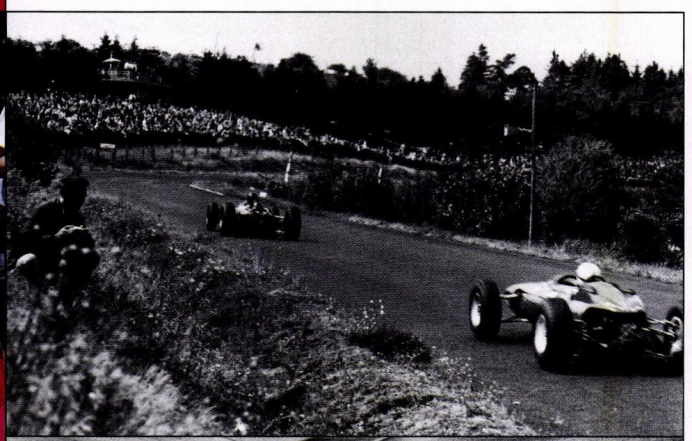
And so in the absence of healthy rivals, John was able to reel off the remaining laps to beat Hill by 75sec, while Lorenzo Bandini brought the V6 Ferrari home third.

The following grand prix, in Austria, it would be Bandini's turn to take the winner's laurels and the race after *that*, at Monza, Surtees would win again. On such results are world championships founded.

David Malsher

'If you went over the limit at one corner of the 'Ring, it could still be affecting you a mile further round!'







photography by Bernard Cahier, LAT

Above left: Surtees prepares to qualify in the Ferrari V8, with recently revised fuel injection. Come the race, he and Dan Gurney enjoyed a scintillating battle (top right), but John pulled away from his ailing rival and was on his own in the closing laps (above)

Master of the territory



photography by Rainer Schlegelmilch

A man in his element: Jacky Ickx looks unflustered after his greatest grand prix drive. He had every winding detail of the Nürburgring imprinted in his memory, and he used this mental map to dominate every other driver on the track

THIS WAS PERSONAL. THIS WAS JACKY ICKX'S stomping ground. He wasn't about to be beaten here, not by Stewart, not by Fittipaldi. Not by anyone. It had been here in 1967 that he'd been fourth-quickest in qualifying – in an F2 car! The next year he'd been on pole – by 10sec! In 1969 he'd driven a stunning race to catch, pass and pull away from Jackie Stewart to win. But he could've kicked himself for '71. That's when he'd gone off on the second lap, overeager to repeat the catch-and-pass stunt on Stewart.

Ickx demonised Stewart, not just because the Scot was recognised as the world's number one. His safety initiatives with the Grand Prix Drivers' Association struck discord into Ickx's romantic vision of life at that time. An artist with a warrior's soul, Ickx bought into the notion of the racing driver as a solitary figure staring fate unblinkingly in the eye. When the safety drive began to threaten his beloved Nürburgring, a place Stewart termed 'the green hell', such feelings only intensified.

Stewart and Emerson Fittipaldi were fighting out the 1972 title as Ickx suffered a Ferrari 312B2 that was twitchy and unreliable – and which suffered from appalling rear tyre vibrations under acceleration. But in the German race the Scot and the Brazilian were relegated to second- and third-fastest as Ickx qualified on pole

Mauro Forghieri, designer of the B2, provides some technical background: "The tyre vibration came as a result of moving the weight distribution forward compared to the B1. But at the Nürburgring this wasn't such a big issue because the handling balance was more important than the traction."

But even Mauro agrees that the biggest factor at the Nürburgring was always the man in the cockpit. "Jacky knew that circuit incredibly well. He knew every detail of every corner. John Surtees had been another one; he was so strong at the Nürburgring he could beat even Clark. I think Ickx was a lover of a particular type of track – an old style natural circuit rather than, say, Monza or Silverstone. It was very important to know where you could take advantage of the barrier, to run really close, and there were some parts where you could cut the corners. It was like the Targa Florio."

'An artist with a warrior's soul, Ickx saw the racing driver as a solitary figure staring fate in the eye'

From the start Ickx simply disappeared, setting one fastest lap after another and leaving the others to battle over the crumbs at his table. It was a demonstration of sustained driving brilliance rather than a motor race. It was his last – and his greatest – grand prix victory.

Did he take full satisfaction from putting Stewart in his place? "I believe so, yes," says Forghieri, "but I cannot say for sure. Jacky was not an open person. You didn't feel you knew him. It was often easier to read Stewart's thinking even though he was on another team."

Mark Hughes

1976 UNITED STATES GRAND PRIX (WEST) Clay Regazzoni (Ferrari 312T)

California dream win

THE FORMULA ONE TEAMS WERE WARY WHEN they turned up at Long Beach for the first time in 1976. A street race by the seaside, to F1 regulars, meant Monaco, complete with a backdrop of glamour and glitz, beautiful people and beautiful yachts.

The west coast of America could not have been further removed from the French Riviera. Instead of guard-rails, there were concrete blocks. Instead of sleek yachts, there was the faded majesty of the Queen Mary. And where Monaco was full of hangers-on with little interest in motor racing, here was an enthusiastic crowd, eager to see the cream of Europe hurtling round a Los Angeles suburb. Chris Pook (president of the Long Beach GP Association), and the F1 drivers themselves, had worked hard to promote the event.

The gladiators lived up to their promise in qualifying for the third round of the season; Niki Lauda, the reigning champion and winner of the first two grands prix of '76, found himself fourth, alongside James Hunt's McLaren. Ahead of them were Lauda's Ferrari team-mate, Clay Regazzoni, and the ragged, flamboyant Patrick Depailler in a Tyrrell.

Regazzoni was already renowned for exceptional starts, so it was no surprise when the moustachioed Swiss hurtled up Ocean Boulevard to lead into the first turn, heading Depailler, Hunt, Lauda, Tom Pryce (Shadow) and Ronnie Peterson (March). And by the end of that first lap, it became clear that Depailler was going to offer Clay no opposition, with a wayward brake balance. Instead, Patrick was having to fend off the serious attentions of James Hunt.

On the third lap, the inevitable collision happened, when Depailler squeezed Hunt into a wall. James emerged from his wrecked McLaren to stand trackside for many laps, shaking his fist at his French aggressor. Patrick, meanwhile, was still wrestling with his car, and had to concede to Lauda's Ferrari.

With the Ferraris running 1-2, many expected Niki to close the gap to his number two, but Clay instead stretched his advantage, so that by lap 20, he was 14sec up on his team leader. Indeed, it was the Tyrrells which provided the race's entertainment, Depailler climbing up the top six after a spin and Jody Scheckter receiving a hose-down having sat in leaking fuel until a front wishbone broke.

With three quarters of the race gone Regazzoni was still 12sec ahead of Lauda, and the Austrian could go no quicker. His challenge finally foundered when a failing differential suddenly forced him to ease his pace

"Niki wasn't happy," remembers Daniele Audetto, then Ferrari's team manager. "I think he had expected us to slow his team-mate to let him past. But Clay had been in a class of his own all weekend, and driven a fantastic race. He didn't deserve that in only the third round of the championship. It was absolutely one of Ferrari's great F1 victories."

Clay Regazzoni had, in fact, driven with the pace, fluidity and precision of his brilliant team-mate. And had deservedly beaten him.

David Malsher

'Clay had been in a class of his own all weekend and had driven one of Ferrari's great F1 victories'



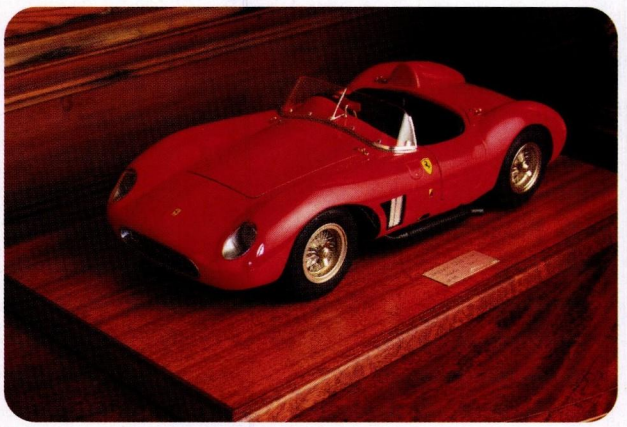
photography by Rainer Schlegelmilch

Clay Regazzoni with no-one else in the frame – the story of the Long Beach circuit's first grand prix. Ferrari's 312T was the best car of 1976, but it was the manner in which 'Rega' humbled his team-mate Niki Lauda that made his win so memorable

LA PASSIONE

If you are looking for a Ferrari item to buy for yourself, a friend or relative, then there is an obvious choice of where to start. La Passione.

From a rare and stunning model from Maurizio Conti to a set of stickers, La Passione is the place for Ferrari fans. The Leeds-based company began as a hobby, and is run by husband and wife team Ian and Sue Heron. "We try to suit everyones needs and pockets," says Ian Heron of La Passione. One of the founding principals of the company is to only sell the right items with correct provenance. Everything in the product range is produced to the highest standard and with all the necessary approvals.

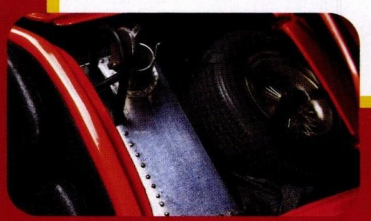


La Passione is the sole UK agent for Maurizio Conti, who produces some of the most exquisite and exclusive models. All are hand built and numbered, with prices around £10,000. "We look upon it as an honour to be serving people like this," says La Passione.

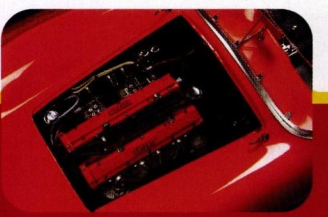
The work of Conti, who followed in the tradition of his father Michele, is building the finest scale models of some of the world's greatest motor cars. Normally built to a one-tenth scale, Conti models are initially hammered out of sheet metal over a wooden form, re-creating the lines of the original car in the style of master coachbuilders.

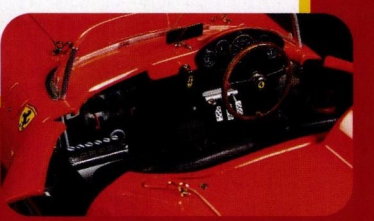
Components are cast, machined and hand-fashioned to give the model a stunning likeness to the original, ensuring that each model is a masterpiece of automotive art. Conti's acclaimed models have been displayed at the Museum of Modern Art in New York, and represent a sound investment. Models produced by Michele Conti in the late 1980s now realise four times their original price and a Ferrari 250GTO model sold for $36,000 in 1999!

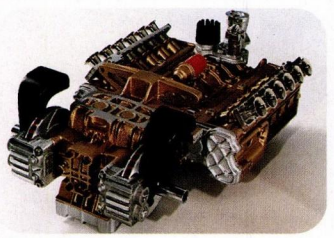
Specially commissioned models are available, and can take around five months to make. Although Conti is famous for his models of Ferraris, models of other marques can be produced to order, so if you are a Jaguar or Aston Martin fan, for instance, a Conti model can be crafted to suit your favoured marque.



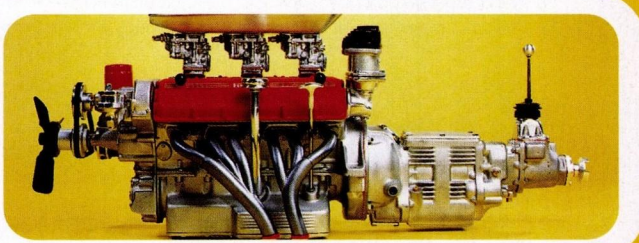








To perfectly complement the work of Maurizio Conti, La Passione is also the sole UK agent for Terzo Dalia, who is renowned for producing superbly crafted one-third scale models of Ferrari engines. Each unit is assembled using hand-formed castings and hundreds of screws to faithfully re-create Maranello engineering.



La Passione is a UK agent for Amalgam, a British company producing eighth-scale models (2ft long) and quarter-scale models (4ft long). These white metal and resin models are licenced by Ferrari.

Apart from stunning models, La Passione can offer everything for the Ferrari enthusiast, including bags, rucksacks, flags, towels, books, magazines, prints, T-shirts, jackets, fleeces and caps.





La Passione does not have its own showroom, but has an arrangement with the JCT600 Brooklands Ferrari dealership in Leeds, where visitors can see a range of the items supplied by La Passione.

For more details, call La Passione on 0113 285 7884, visit: www.lapassione.co.uk
e-mail: sales@lapassione.co.uk or write to: PO Box 360, Leeds, West Yorkshire, LS16 7UE

1981 MONACO GRAND PRIX Gilles Villeneuve (Ferrari 126CK)

Against all odds



photography by Rainer Schlegelmilch

The best – and quickest – driver in the most unsuitable car on the Monaco grid in 1981. Gilles Villeneuve was simply astounding all weekend, qualifying on the front row and taking advantage of Alan Jones' misfortunes to win. He lapped team-mate Didier Pironi

WHEN JACQUES LAFFITE SAID, "NO DRIVER CAN do miracles. But Gilles sometimes made you wonder," he was probably thinking of Monaco '81.

Villeneuve's qualifying performance alone was amazing. At Monaco, above all, you need consistent downforce and throttle response. Gilles qualified on the front row in a tank of a chassis that was estimated to generate a quarter of the downforce of a Brabham. He did it, furthermore, with a turbo engine; next fastest turbo was Alain Prost's more sanitary Renault, ninth quickest, 1.2sec slower. Nelson Piquet took pole in a Brabham well under the weight limit – but was just 0.07sec quicker.

'Pointing the Ferrari inside a gap only just wide enough, Gilles stayed on the gas to take the lead'

"We expected things to go quite well," says Mauro Forghieri. "We had a new device to make the engine more driveable on tight tracks. Instead of the air leaving the compressor after you lifted off, it turned into the turbine with a little bit of fuel so the turbine remained at high revs." That doesn't explain why the other Ferrari of Didier Pironi was 2.6sec slower.

"No, it was Gilles more than the car," says Forghieri. "The engine was good but the car wasn't. The chassis was an old design, and the skirts would not seal. Downforce is tremendously important but most important is that there is no *change* in downforce. A lack of downforce can be corrected by a good driver but when it's changing in an instant without warning... This was our problem."

The drivers discovered on the warm-up lap that, after a fire in the Hotel de Paris, water from the fire hoses had seeped through to the famous tunnel below so the start was delayed an hour. In stifling heat, everyone vacated their cars except Gilles, who kept his helmet on, maintaining focus. "He was always unaffected by heat," says Forghieri. "Even at really hot races, he'd get out of the car looking exactly as he did when he climbed in."

Piquet, his Brabham now up to regulation weight for the race but still considerably lighter than the Ferrari on account of its lower fuel load, led from the start. Villeneuve tailed him for a few laps before the Ferrari's skirts began to wear away under the heavy load. Eventually Alan Jones' Williams got past and the Aussie set about Piquet, pressuring him into a mistake at Tabac that spelt retirement.

Nine laps from the end, Jones' car began suffering fuel vapourisation and, thinking he was running out, he pitted for a splash 'n' dash. He exited six seconds in front of Villeneuve who, with his fuel load all but used up, cut an extraordinary series of laps.

Again Jones' engine coughed and this time Gilles was close enough to get a run on him down the pit straight and into Ste Devote. Pointing the Ferrari inside a gap only just wide enough, he stayed on the gas to take the lead and then the win. He'd benefited from Jones' misfortune, but to have been close enough to take advantage was a stunning achievement.

"Maybe not a miracle," says a reflective Forghieri, "but close."

Mark Hughes

Triumph from despair

THE 1982 GERMAN GP WAS BY NO MEANS A classic. The enduring image is not of a great on-track battle, but of two drivers indulging in televised fisticuffs. But it was the race result that counted. From the depths, Ferrari scored a win that could not have been more timely.

Ferrari's '82 season has been recounted many times. Suffice to say that Gilles Villeneuve and Didier Pironi fell out after the latter stole victory at Imola, and two weeks later Gilles died at Zolder. Pironi became team leader, backed by new recruit Patrick Tambay.

Tambay had a chequered F1 career, and before he joined Ferrari was struggling with the Theodore team. The Frenchman admitted that he always seemed to be in the wrong place at the wrong time, but his friend's death had given him a unique opportunity.

"The only time I didn't choose my timing was when destiny chose it for me," he told me once. "When I went to Ferrari the timing was good, and the car was competitive."

He thrived in the new environment and did much to improve the morale of the team.

"It put me on such a high of pressure, but it was all positive. And I think I perform well when I have a lot of pressure, strangely enough. I never saw a negative or wrong element to it. The internal politics that everybody is always talking about, I never really saw any of that."

Pironi got his head down, ignored all the fuss, and began to stack up points. No other driver was winning consistently and, by August, he had opened up a small lead in the drivers championship.

On Friday at Hockenheim he was fastest by 0.9sec, and when it rained on Saturday morning, his pole seemed secure. But he insisted on going out in the atrocious conditions, as if to prove a point. He ran unsighted into the back of Alain Prost's Renault in an eerie repeat of the crash that had claimed his teammate. Pironi survived, but was badly hurt. It seemed Ferrari's fortunes could sink no lower.

At Zolder the team had packed up and gone home, but in Germany the crew rallied round Tambay. Patrick instinctively knew he had to get a result. Starting fourth, he passed Prost and René Arnoux, but there was little he could do about Nelson Piquet's Brabham. Then, with 20 of the 45 laps run, the Brazilian stumbled over Eliseo Salazar's ATS, and Patrick found himself in the lead. On the podium, someone produced an Italian flag.

The following year, Tambay would score his second GP win, at Imola, this time after Riccardo Patrese's Brabham crashed. Again the circumstances were fraught with emotion, as the race came a year after the original Villeneuve/Pironi dispute, and Patrick had started third – the spot from which Gilles had started the previous year.

"I would have loved an outright win. Honestly, those two wins, they were not outright. I had five poles with Ferrari, nine front rows; that's not too bad, I had shown some speed. But I would have loved to have won from the front, and not be second and have the guy fall off and win the race."

Adam Cooper

'The Ferrari crew rallied round Tambay and, instinctively, Patrick knew he had to get a result'







photography by Rainer Schlegelmilch, LAT

Top left: Ferrari 126C2 had become one of the best F1 cars on the grid by the time of the German GP. Above left: Tambay had to pass both Renaults in the early stages of the race. Above right: Patrick's expression reflects the sombre mood at Ferrari in 1982

1985 GERMAN GRAND PRIX Michele Alboreto (Ferrari 156/85)

Crown duel

AFTER QUALIFYING FOR THE GERMAN GRAND Prix, championship leader Michele Alboreto looked grimly at the timesheets. Eighth. The Ferrari 156/85 was a quick car, and had proved reliable too, so he could be fairly sure of scoring points. But Michele needed more.

Already the title promised to be a fight between himself and Alain Prost, whose McLaren TAG-Porsche had won the British GP two weeks before to put him within two points in the championship. More disquieting to Alboreto was that his French rival had lapped him; on the fastest tracks, the McLaren was a league ahead. Ferrari needed to capitalise on the slow and medium speed circuits.

In qualifying here at the Neue Nürburgring, Michele's team-mate Stefan Johansson had put himself on the front row alongside shock pole-winner, Teo Fabi (Toleman-Hart). The second row comprised Prost and the Williams-Honda of Keke Rosberg, the Lotus-Renaults of Ayrton Senna and Elio de Angelis were fifth and seventh, and Nelson Piquet's Brabham sat sixth, directly ahead of Alboreto.

Fabi appeared to chug away in third gear; in contrast, Alboreto and Senna got their starts just right. But while the black and gold Lotus went straight into the lead, the Ferrari locked up at the first corner, and Alboreto's front wing endplate sliced into Johansson's right rear tyre.

Having committed the cardinal motorsport sin – knocking your team-mate out – Michele needed a win more than ever. But in the opening 25 laps there was little he could do about Senna or Rosberg. Indeed, he was just keeping de Angelis and Prost at bay, but he inherited second when Senna broke a cv joint.

Rosberg's brakes had taken a caning in his battle with Ayrton, and he was being hunted down by Alboreto, de Angelis and Prost. Then when de Angelis' engine blew on lap 41, Prost was able to pressure the Ferrari directly; for Alboreto, getting past Rosberg was now a matter of increasing urgency.

As Keke hurtled down to turn nine on lap 44, his weak brakes forced him to slither over the kerbing, losing crucial momentum. Alboreto spied a momentary gap, flicked right, and immediately filled it. Keke was forced to concede the corner and the lead, and as he went wide, he also let Prost past.

The two championship protagonists pressed on, the Ferrari quicker on the straights, the McLaren superior under braking. It was a fascinating duel, and the pair were just a second apart as they came up to lap a back-marker. But Prost spun under braking, a rare mistake. By the time he was pointing the right way again, he was 10 seconds down. The challenge was over, and Michele Alboreto and Ferrari ran out the victors.

Ironically, it signalled the end of the Italian's championship challenge. Third in Austria, fourth in Holland (both times behind Prost) was Alboreto's lot. Thereafter, Ferrari sacrificed reliability for pace, and their lead driver retired from the final five rounds of 1985. Indeed, the Scuderia wouldn't score another win for over two years. And Michele himself never again took the top step of an F1 podium.

David Malsher

Alboreto spied a momentary gap, flicked to the right, and filled it. Rosberg was forced to concede



photography by Rainer Schlegelmilch, LAT

Main: At the start, Alboreto catapults from eighth on the grid to fourth place – but is about to puncture the tyre of team-mate Johansson and take third. Above right: Michele made up for his howler by holding off Prost's superior McLaren to take the win



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1989 HUNGARIAN GRAND PRIX Nigel Mansell (Ferrari 640)

Il Leone rampante

SOME SNAPSHOT MOMENTS INSTANTLY INGRAIN themselves into the very fabric of grand prix legend. Nigel Mansell is at the epicentre of a remarkable number of these. Has there ever been a more sensational pass than the one he pulled on Ayrton Senna in Hungary? But that move, borne of split-second instinct, was simply the climax to a remarkable drive that had begun from 12th on the grid.

Joan Villadelprat, now team manager at Prost, was then Ferrari's chief mechanic. "We'd had a very bad two days with the car, chasing grip," he recalls. "It was so bad that on Saturday, Nigel decided not to waste more time looking for a qualifying set-up and instead tried to get a good race balance. That night we invented Gurney flaps and stuff; a big panic.

"Every driver gets difficult when things don't go well," says Villadelprat, "but Nigel wasn't too bad; I've seen plenty much worse. He was a good guy, a normal guy. Good with the engineers and mechanics."

'That move, borne of split-second instinct, was simply the climax to a remarkable drive from 12th'

Whatever magic they weaved, it worked. Mansell was quickest in the raceday warm-up session, saying the car was as near perfectly balanced as any he had driven. But where to pass on as tight a track as the Hungaroring?

He made up four places on the opening lap to slot himself eighth behind Alessandro Nannini's Benetton; then the Italian stopped early for tyres on lap 12. Mansell's drive at this stage seemed unremarkable. Up front, Riccardo Patrese's Williams led narrowly from Senna's McLaren, but Nigel was biding his time, not overworking his tyres with a full fuel load. On lap 20 he got down to business, slicing past Thierry Boutsen's Williams and, a couple of laps later, Alex Caffi's Dallara.

"He just went round the outside of them at the first turn," says Villadelprat, "which put him on the inside for the next; that would be it."

Mansell's team-mate Gerhard Berger made his planned tyre stop, moving Nigel up to fourth. Even better, the team found Berger's tyres hardly worn and told Mansell he didn't need to stop. At this stage, Mansell won the race. Pulling back a 17sec deficit to Alain Prost with a sequence of stunning laps, he exited the downhill right-hander quicker and surged past the McLaren on the following straight.

By the 50th of the 77 laps, Patrese led Senna by 0.7sec, with Nigel just 0.3sec further adrift. Patrese defended immaculately until track debris went through his radiator. He was out.

On lap 58 Stefan Johansson's Onyx was exiting the pits. He'd been having a gear linkage problems, but saw the leaders approach – Mansell darting all over Senna as they all approached a right-hander – and kept well over to the left. Critically, the Onyx hesitated because of its mechanical ailment and suddenly Senna was boxed in. Without lifting, Mansell jinked right, missed Senna's gearbox by millimetres and passed both in one go. He stayed in front to the flag.

"In circumstances where things can go wrong, Nigel was unbelievable," Villadelprat recalls. "I've not seen anyone as good in such situations. When you'd worked so hard, it was great knowing he'd give everything out there."

Mark Hughes





photography by Rainer Schlegelmilch, LAT

Above: Having attained a perfect race set-up, Mansell was careful to conserve his tyres in the early stages of the race. That enabled him later to put on a remarkable charge which brought him onto the tail of Senna's McLaren (above right). The rest is history

Spanish exposition



photography by LAT

Having finished lap one in sixth place, Michael Schumacher passed Jean Alesi's Benetton for second on lap nine. Just three circuits later, it was the Williams of Jacques Villeneuve that fell to the scarlet sword, and Michael pulled away to win by 45sec

THE 1996 SPANISH GP REPRESENTED THE START of a new chapter in Ferrari's history. Michael Schumacher's first win for the team has obvious significance, but it was much more than that. The victory came after a difficult start to the German's career with the Italian team, and was achieved in glorious style by a man who has proved time and again to be the greatest wet weather master of his generation.

Michael picked up three podiums in his first six races with the ungainly F310, but a victory was proving elusive. In Monaco he made one of the most embarrassing mistakes of his career, skating off on a damp first lap, and received a lot of flak in the Italian media.

Next time out in Barcelona he qualified third, behind the Williams pair of Damon Hill and Jacques Villeneuve. He fancied his chances when it rained on raceday, but a clutch problem saw him almost stall at the start and drop as low as ninth. Within five laps he had splashed his way up to third, and on lap 12, he relieved Villeneuve of the lead. His engine sounded rough, but he disappeared into the distance as if the others were running on slicks.

Barcelona predated the arrival of Ross Brawn and Rory Byrne at Maranello, and they were the final ingredients in the winning package. But despite the race's significance to the world at large, team boss Jean Todt remains curiously unmoved by the memory.

"When you need to win and when you achieve it, it's just great for the team," he explains. "It was the first win with Michael and Ferrari, and since then he has won a lot of races for us. It was important, but you will not get me to say that it was the most important one! Spa 1996 was for me much more important, and the most important amongst all the wins was Suzuka 2000."

'Michael almost stalled on the grid and dropped to ninth. Within five laps he had splashed up to third'

Perhaps because he's now used to mesmerising drives from his star, Todt was not as impressed as the rest of us by Michael's mastery of the conditions.

"He needed to have the car. He did not have the right car in Brazil this year, and he couldn't manage to win in the rain. Two weeks before in Malaysia, Michael and Rubens were outstanding. I don't think in motor racing you can disconnect the car, the team, the driver. You need to have a good package, and we had a good package.

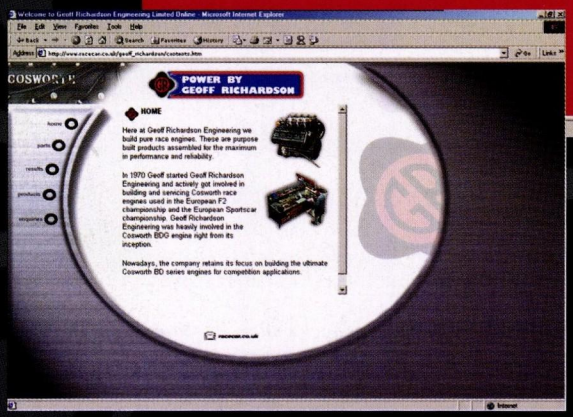
"When it's happening, you are only terrified you won't finish. Of course, if you are leading, and it's very difficult race conditions, so many things can happen, then you are concentrated on the fact that you're leading."

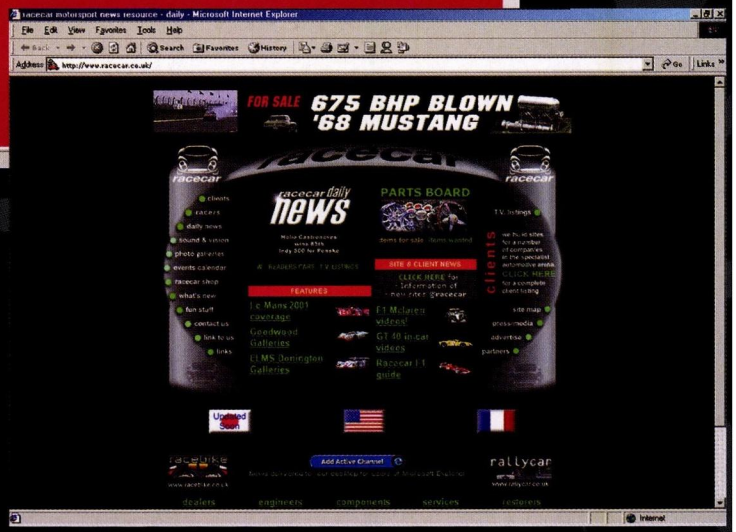
"It was great, but you know, I did not know him as I know him now. As I said, Spa 1996 was something completely different because by then we had learned to struggle together. Nobody was expecting a lot of us before Barcelona, and then after that, we had a big desert to cross until we won at Spa."

Adam Cooper

www.racecar.co.uk







A cosy beamed office deep in the leafy Surrey countryside is the home to Racecar New Media - the company behind the internet presence of some of the biggest names in the motorsport and specialist automotive arenas. Established five and a half years ago, from the beginning Racecar has been driven by the passion of the company founders for anything that would make their cars go faster – as well as an interest in motorsport in general. Staffed by enthusiasts with backgrounds such as design, marketing, and the media, Racecar talks your language - whether you are an enthusiast, work in motorsport, or in the classic car trade.

Started by two enthusiasts, initially one desktop computer and a Caterham 7 were the resources used to introduce the first customers to the marketing advantages of a web presence. Reason prevailed, and by the second year a waterproof car with more than two seats was acquired and the business went from strength to strength.

Racecar has now provided web solutions for over 150 companies world wide, and has recently opened an office in Singapore. Clients range from F1 drivers via championship organisers, manufacturers, engine builders, restorers and fabricators, to people selling exotic road, race cars and parts. Historic racing in particular represents a real Racecar favourite, with staff regularly attending race meetings uploading image galleries and footage on-line for site visitors to enjoy.

THE RACECAR RESOURCE

In addition to web-based production work for clients, it soon became apparent that a resource for buyers of specialist cars and services would allow clients to maximise the commercial advantages of their own web sites. This led to the creation of a daily motorsport news service, which now attracts in excess of 150,000 regular visitors each month. Audience profiles range from knowledgeable high value demographic purchasers of exotic road and race cars, to enthusiasts eager for latest news from the world of motorsport.

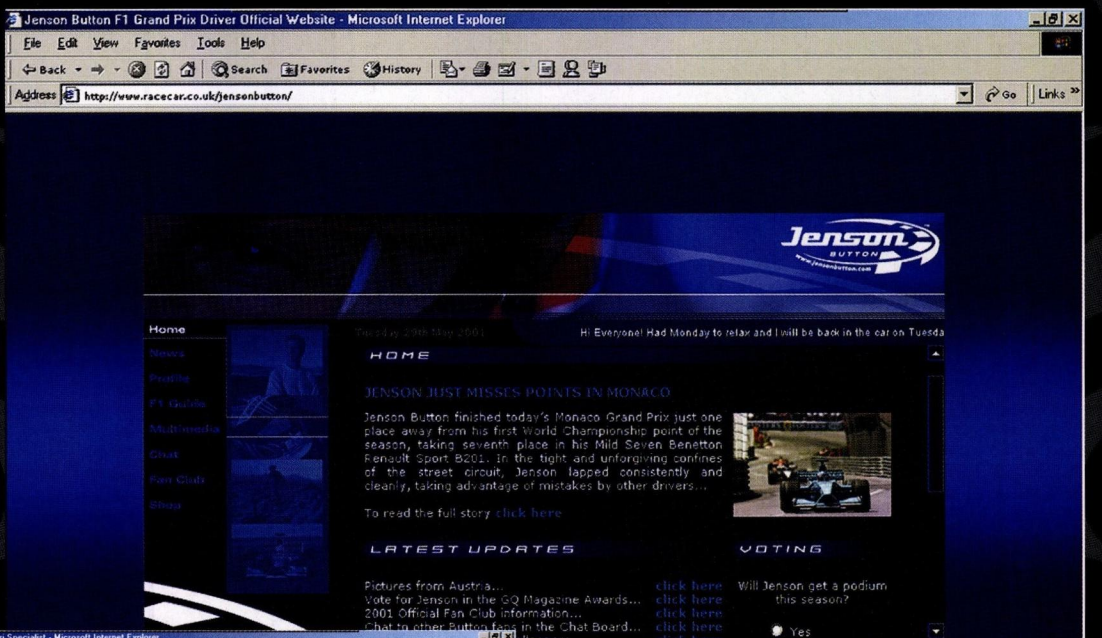
The main resource has been such a success the Racecar is often approached by other parties to provide a link to enhance the traffic their own sites attract – crucially, from exactly the type of customers they wish to target.

A lot of work is focused on developing existing client sites. With the web now a crowded environment, a company needs to provide viewers with more than just an electronic brochure to get your message across. The majority of work the company attracts is on a referral basis from existing clients - and Racecar prides itself on the enthusiastic personal approach it brings to any commercial relationship.

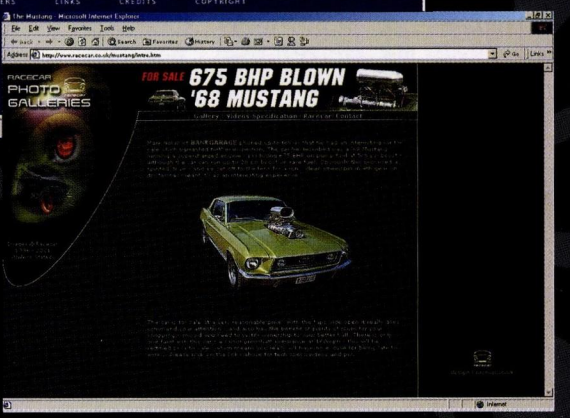
CURRENT PROJECTS

Current work in progress includes a CD-ROM for a proving ground, a web site for a small engineering company working in F1 components, finishing a web site for a UK concessionaire for two Italian sports cars manufacturers, and completing a brochure for a Formula Nippon driver. The company is also finishing off it's own commerce project – the Racecar shop – using experience gained from creating the original official Ferrari Merchandise shop several years ago – like all internal projects it keeps getting put back as another client "must have" job is finished in a short time frame.

www.racecar.co.uk







FUTURE PROJECTS

A lot of Racecar's work is hidden from public view, the company working in a confidential manner assisting teams and drivers in pitch material for sponsor acquisition purposes. However, just occasionally, clearance is given for the company to show the fruits of its labours to a wider audience.

Recently Racecar was asked by a major global telecommunication company to provide exciting video footage to showcase their latest technology. This content included historic motor racing footage as well as road tests of unusual and exotic roadcars. In this particular case - video footage of an 800bhp F50 biturbo and a 675bhp supercharged '68 Mustang were used for the demo - and now this footage is also available on the Racecar web site for viewers to download.

The recent acquisition of a Cosworth BDG powered 7 as the Racecar camera car means that more exciting footage will be uploaded in the near future!

HOW WE CAN HELP YOU

With a customer base stretching from household names in Formula One to some of the most specialist historic car companies in the world, Racecar is your first port of call - whether you are logging on, looking to announce your presence on the web, or to use the latest technologies to market your abilities.

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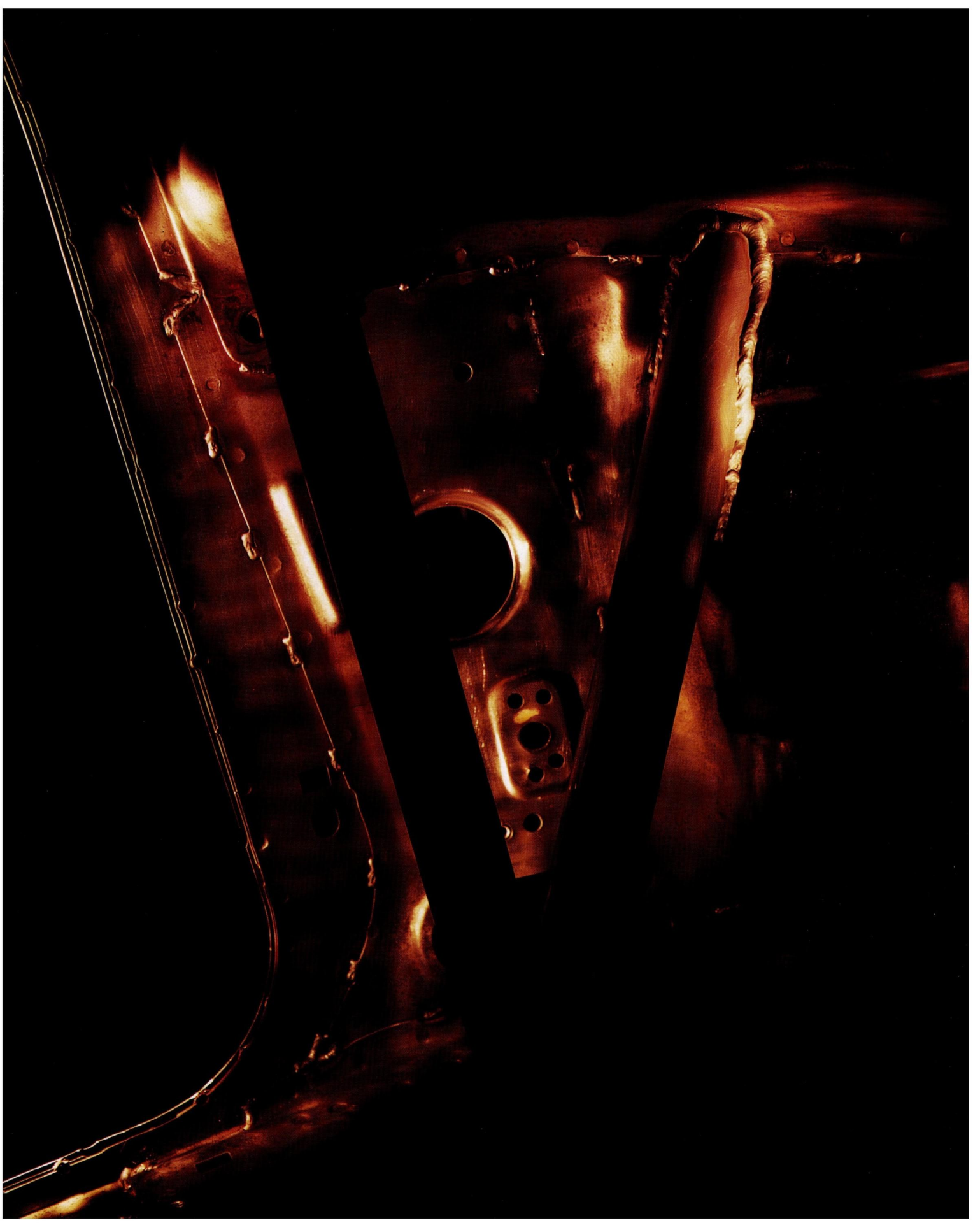
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Advertising Feature



THE ROLL-CAGE

IT'S EASY TO IGNORE A SAFETY PRODUCT WHEN IT NOT ONLY ADDS WEIGHT BUT ALSO CUTS PERFORMANCE. HOWEVER, AS KEITH HOWARD EXPLAINS, A ROLL-PROTECTION STRUCTURE IS ONE AREA WHERE SECURITY CAN MAKE YOUR RACE OR RALLY CAR TOUGHER – AND QUICKER

photography by Charles Best

PHOTOGRAPHS OF 1960S RALLY cars and saloon racers tell their own chilling story. Find an image that allows you to see right through the car from windscreen to backlight, and you'll see just what I mean. Nothing. No cocooning high-back racing seat as we expect today, and no steel pipework that signals the presence of a roll-cage. Flipping one of these cars – having a shunt of any description, in fact – was not a particularly good idea.

Photos from the early 1970s show the beginning of a change. B-post roll-hoops can often be spotted. Compared with a modern safety cage, they're laughable: merely the hoop itself, usually a pair of backstays – not always terminating at a strong part of the bodywork – and often no diagonal to prevent the hoop lozenging when loaded. But it was a start.

John Aley, whose company Aleybars supplied BMC's competition department, among others, for many years, was one of the roll-hoop pioneers. An employee of his, a New Zealander by the name of Brian Wilkinson, did what many in the motorsport business do: learn the ropes, establish contacts and then set themselves up in competition with their old employer.

Wilkinson called his company Safety Devices. Based first in Cambridge and then in Newmarket, it went into receivership in 1993 but was bought out and moved to Soham, Cambridgeshire, where it now thrives under the direction of one of Britain's most successful rally drivers of the '60s and '70s, Tony Fall. (He drove for BMC, Lancia, Ford, Porsche, Datsun, BMW and Opel, and later ran the official Dealer Opel Team.) Ironically, Safety Devices now owns, and still uses, the Aleybars trade name.

At the time Wilkinson set up his company in the mid-70s, the roll-hoop was a strictly bolt-in device. Competition regulations insisted that it be removable, to sustain the notion that race and rally cars were simply adapted road cars. For the hard-nosed racing car designer, the roll-hoop was a pain. It contributed nothing but weight, and that weight penalty only increased as roll-hoops metamorphosed into more complex roll-cages, with additional A-pillar tubes, sill tubes and the like.

To offset this weight penalty, designers turned to aluminium in place of steel. But a spate of accidents in which aluminium roll-cages failed to perform correctly alerted the FIA that regulations were being flouted. After fabrication, any welded aluminium roll structure was supposed to be annealed to restore strength to the material that had been heated in the course of welding. The trouble was, this couldn't easily be checked. Nobody then making roll-cages had the necessary ovens, and the suspicion was that claims to have had the annealing performed externally were not always true. So the FIA reacted in the only way it could: it banned aluminium roll-cages, insisting on cold drawn, seamless, unalloyed steel tube instead – a requirement that persists to this day.



Walkinshaw Rover SD1 of 1980s may have been first race car to use welded-in safety cage to boost stiffness and therefore improve handling

With aluminium there had never been any prospect of the cage and the bodyshell being welded together; steel and aluminium won't co-operate in this way. But with the reversion to steel and a relaxation of the bolt-in rule, there was an opportunity to convert the roll structure into a design asset. If it could be welded to the bodyshell, using large-area mounting plates and long gussets to join the tubes to the sills and pillars, it could serve a dual role, stiffening the bodyshell as well as improving its crash performance. A stiffer bodyshell meant improved handling and, particularly for rally cars, enhanced ruggedness.

Safety Devices claims to have been the first to weld in safety cages in this way. Brian Wilkinson recalls that the Rover SD1s successfully campaigned by Tom Walkinshaw, starting in 1980, were some of the first cars to benefit; Fall remembers the Triumph TR7 rally cars also having a partly welded-in cage.

In engineering terms, the justification for a weld-in cage boils down to increasing the cross-section of key structural elements of the bodyshell or, more properly, their second moment of area. Whether it is a sheet, a bar, a tube or something more complex, any structure resists deformation because sections of it are stretched and others compressed. In between lies a so-called neutral plane, where no tensile or compressive stresses act. Material located near to the neutral plane does little to resist deformation; material far from it contributes much more because the degree of stretching or compression is proportionately greater.

This is why a tube is much harder to bend or twist than a solid rod of the same weight, and why composite sandwich materials are now so widely used in the top echelons of motorsport. It's the thin skins of a sandwich material which provide the stiffness; the much thicker foam or honeycomb core contributes next to nothing. Its function is solely to keep the skins spaced apart, away from the neutral plane.

Exactly how much stiffer a typical modern bodyshell becomes with a safety cage welded in (and the panels seam-welded) is not entirely clear. The last time Safety Devices did a comparison, on an old Volkswagen Golf bodyshell, the torsional stiffness was about doubled. But road car makers have made great strides in increasing body stiffness in the interim, so the improvement may now be less dramatic.

What isn't in question is that a well-designed and -installed safety cage can still make the difference between a successful race car and an also-ran. I spoke recently to Peter Hignett of ABG Motorsport, the small privateer team that's running a Lexus IS200 in this year's British Touring Car Championship, and he is adamant that, within the highly-specified regulations, the safety cage is one of the few remaining areas where a team can steal a march over its competitors.

The added complication of installing a modern triangulated safety cage is considerable – a top-spec Safety Devices example comprises no fewer than 30 elements – but it's no longer a case of driver safety compromising car performance. With a welded-in cage, you get a better race or rally car as well as a safer one. M



ALL GUTS, NO GLORY

RAY HARROUN WON THE FIRST EVER INDY 500, RIGHT? WELL, YES AND NO. IN FACT IT WAS A MAN BY THE NAME OF CYRUS PATSCHKE WHO PROVED THE STING IN THE TALE OF THE MARMON WASP. SPENCER RIGGS SALUTES A MODEST HERO, 90 YEARS ON

NINETY YEARS AGO, ON THE EVE OF THE inaugural 1911 Indianapolis 500-Mile Race, Howard C Marmon faced a dilemma. As president of the Indianapolis based Nordyke & Marmon Company, he possessed a world-beating race car. Designed by 1910 AAA National Driving Champion Ray Harroun, the Marmon 'Wasp' appeared to be a machine any racer worth his salt would be clamouring to drive. Even though Harroun had retired from driving, Marmon was counting on his 'in house' champion to drive the Wasp at Indy. But the taciturn Harroun informed the boss he wasn't interested in piloting his own brainchild.

"I told you when the season ended last year, I was through with competitive driving," Harroun reminded Marmon.

The argument went on for weeks. Howard insisted, cajoled and pleaded with Ray to reconsider. Finally, 'The Bedouin' as Harroun was known due to his Arabic ancestry, made a provision.

"In order for me to consider driving the Wasp, you'd have to sign the best relief driver in the world," Harroun said. "Do that, and I'll take a crack at the 500."

A few days later, Marmon walked into Harroun's drafting office armed with new ammunition. "I'm now in a position to sign the 'best relief driver in the world,'" Marmon stated, reminding Harroun of his promise.

"And who would that be?"

"Cyrus Patschke," Marmon replied, waving an envelope. "I have his letter right here, offering us his services."

"You can get Cy Patschke?" the normally stoic Harroun asked excitedly.

"What do you say?" Marmon smiled.

Harroun went to work grooming the Wasp for the long grind. At 7.8-litres, the six-cylinder racer was one of the smallest displacement cars in the race. Most cars carried a riding mechanic, but the AAA (American Automobile Association) had no mandatory rules on two-seater machines. In order to save weight and tyre wear, Harroun designed the Wasp with a single-seat cockpit. Weighing in at 2865lbs, the yellow and black pointtailed racer was considered a lightweight.

At age 23, Pennsylvania's Cy Patschke was already a veteran of long distance racing. He specialised in a series of gruelling 24-hour races held at the Brighton Beach one-mile horse track in Brooklyn, New York.

In 1909 at Brighton, Patschke was teamed with 'Smiling' Ralph Mulford. The pair wheeled a Lozier to an outstanding victory, covering a record 1196 miles in 24 hours. The following year, 'Patch' and Al Poole throttled a Sterns to victory in the last round the clock run at Brighton. When he arrived at Indy, Patschke's reputation had preceded him.

During practice for the first Indy 500, Harroun soon discovered the Wasp was not the fastest car at the Brickyard. But he also learned that the faster cars peeled the tread from their tyres when averaging over 75mph. Harroun won many a race by running just off the pace, saving his car for the final finishing dash. On one run, Patschke lapped at over 80mph. But Cy agreed the average speed should not be above 75mph for the 500 miles – unless there was an emergency. Patschke was to relieve Harroun at around 150 miles. The Marmon camp considered Mulford's Lozier and David Bruce-Brown's Fiat the main competition.

Meanwhile, other drivers protested the single-seat Wasp. With no one to warn him of overtaking cars, they claimed Harroun would be a menace on the course. So Ray installed a rear view mirror above the cowling, and satisfied officials allowed the Wasp to start. Marmon also entered a conventional two-seater for Joe Dawson.

Grid positions were determined by the order in which entries were received through the postal service. The sixth row, consisting of David Bruce-Brown, Lee Frayer, Joe Dawson, Ray Harroun and Ralph Mulford, bristled with talent.

Courtesy Joan Patschke & Fred Sheek

On May 30, 1911, 40 starters took the flag in the first annual Indy 500. In the early laps, Johnny Aitken's National, Spencer Wishart's Mercedes and Fred Belcher's Knox traded the lead. But up from 25th, Bruce-Brown and his maroon-and-white Fiat rumbled into the lead.

On lap 12, Arthur Greiner crashed coming off the second turn, flipping his Amplex. His riding mechanic, Sam Dickson, was thrown against a fence and killed instantly.

Around the 20 lap mark, Bruce-Brown began pulling away from the field. Harroun had methodically moved into the top ten. By 30 laps, he had taken over fifth position. And as some of the front runners began stopping for tyres, the Wasp nosed into second. But Bruce-Brown continued to pull away by as much as two seconds per lap.

Meanwhile, Patschke was intently watching the race, learning its rhythm and pace. He also realised that, barring any unforseen problems, the Wasp would never catch the Fiat.

At 70 laps, Harroun pitted, handing over to Patschke. As the pitcrew completed their work, Harroun urged his co-driver to stay the pace.

"I'll give it back to you in first place," Cy promised, accelerating away with a stab of blue flame jetting from the exhaust.

Not only had Bruce-Brown lapped the stationary Wasp, Ralph De Palma, Aitken and Mulford had relegated it to fifth place. But Patschke was on the move. No one had to tell the knowledgeable spectators someone else had taken over the yellow Marmon. The rumbling exhaust note was noticeably higher, as the racer roared by the competition like an express train passing tramps. Patschke was soon running second and started reeling in Bruce-Brown. Many up and down the pitlane ➤

Left: Cy Patschke at the wheel of the Marmon Wasp in 1911. His name should have been synonymous with the first car to win at Indy. Instead, Patschke is a footnote in US motorsport annals

clocked the Wasp in excess of 80 mph.

After the race, Harroun was quoted as telling Patschke to "go get Bruce-Brown". But long after the bloom was off the rose, the Wasp's chief mechanic Harry 'Billy' Goetz, had a slightly different version.

"Ray may have told Cy to go after the Fiat, but he never thought he'd go that far beyond the agreed pace of 75. Ray paced around the pit area muttering to himself, watching every move the Wasp made."

Bruce-Brown was ordered to speed up, but Patschke kept gaining. Suddenly, Cy spotted the Fiat, limping along on a blown tyre. Patschke got the lap back. And before the Fiat crew could replace all four tyres, the Wasp thundered into the lead.

What happened next – even though all scoring showed Patschke in the lead – is educated guesswork. A four-car pile-up on the main straight near the timing and scoring stand caused so much confusion, no one is sure whether Patschke handed the car back to Harroun in first or second place. Some scorers had him pitting on lap 102, others said 105.

After a drink of water and a little rest, Patschke was asked by Howard Marmon to relieve Dawson in the two-seater. Cy was soon off and running in sixth or seventh place. Again, the scoring debacle makes it unclear.

By lap 176, Bruce-Brown was falling back with ignition trouble, leaving Harroun and Mulford to fight it out. So when Mulford's tyre exploded, it was plain sailing for Harroun right to the end.

Meanwhile, the Dawson-Patschke Marmon was running a solid fourth and was crowding Bruce-Brown for third. But after running perfectly for 497 miles, a piece of metal kicked up by another car went through the radiator.

As Harroun was taking the flag of victory, the Dawson-Patschke Marmon was enveloped in a cloud of steam in the pit area. Howard Marmon sent the two-seater back out. It completed the 200 laps and was taking an insurance lap to gain fifth place, when the engine seized. To this day, no one is sure who was at the wheel. Mulford was second, Bruce-Brown third, and Spencer Wishart fourth.

Harroun's average speed of 74.602 mph was exactly the pace he'd planned. He was heralded a master of strategy, which is true. But had it not been for Cy Patschke's burst of speed forcing Bruce-Brown to attempt the impossible, had Cy not handed the car back to Harroun in a contending position, who is there to say the Marmon Wasp would have won?

Even though relief drivers were in vogue well into the 1950s, only three other relievers placed two cars in the top ten at Indy. None were in winning efforts.

In 1924, relief driver Joe Boyer was given equal billing with L L Corum, when their Duesenberg won the 500. In 1941, Mauri Rose took over for Floyd Davis, sharing in the spoils of Indy's victory lane. But in Patschke's day, the primary driver got all the credit.

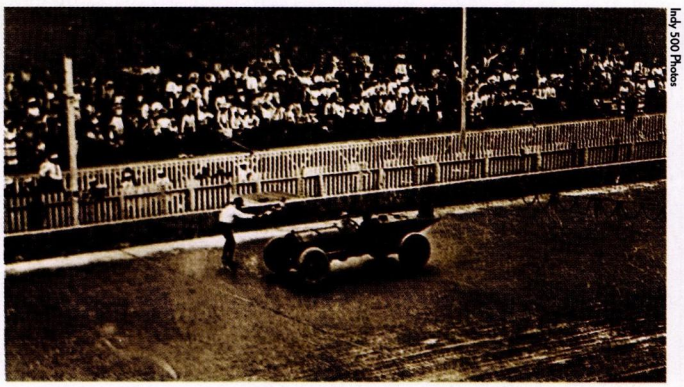
Harroun received plaudits from motor enthusiasts around the globe. A telegram from a Mr Wright of Dallas informed the 1911 winner that the Texan's newborn would be named Ray Harroun Wright.

In the next two years, Cy Patschke won his share of minor events, but he never rode Indy's bricks again. In 1914, after taking a third place in a 300-mile championship race at Sioux City, Iowa, he retired from racing.

Never claiming to be a professional driver, the quiet, modest Pennsylvanian took part in 11 major events, co-drove to three victories, and finished in the top three no less than six times.

Returning to Lebanon, Pennsylvania, Patschke eventually opened an auto agency. He was often honoured by local organisations, but his great Indy effort remained largely unknown to the sporting world. He died on May 6, 1951.

"Back in 1911, no one was naming children after Cy Patschke," Harry Goetz once remarked. "He really deserved more credit. He was a fine racer." M



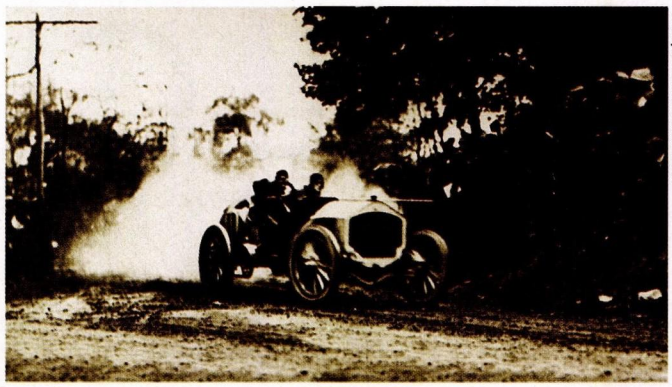
Indy 500 Photos



Indy 500 Photos



Courtesy Joan Patschke & Fred Shark



Courtesy Joan Patschke & Fred Shark

Clockwise from top left: the Wasp wins, Harroun driving; post-race plaudits all went his way; Patschke's Acme at Long Island in 1908 Vanderbilt Cup; Cy with his wife Millie (r) and friends, at Savannah 1911

RECORD TIMING...

The Jacky Ickx Story

Memories courtesy of Chopard

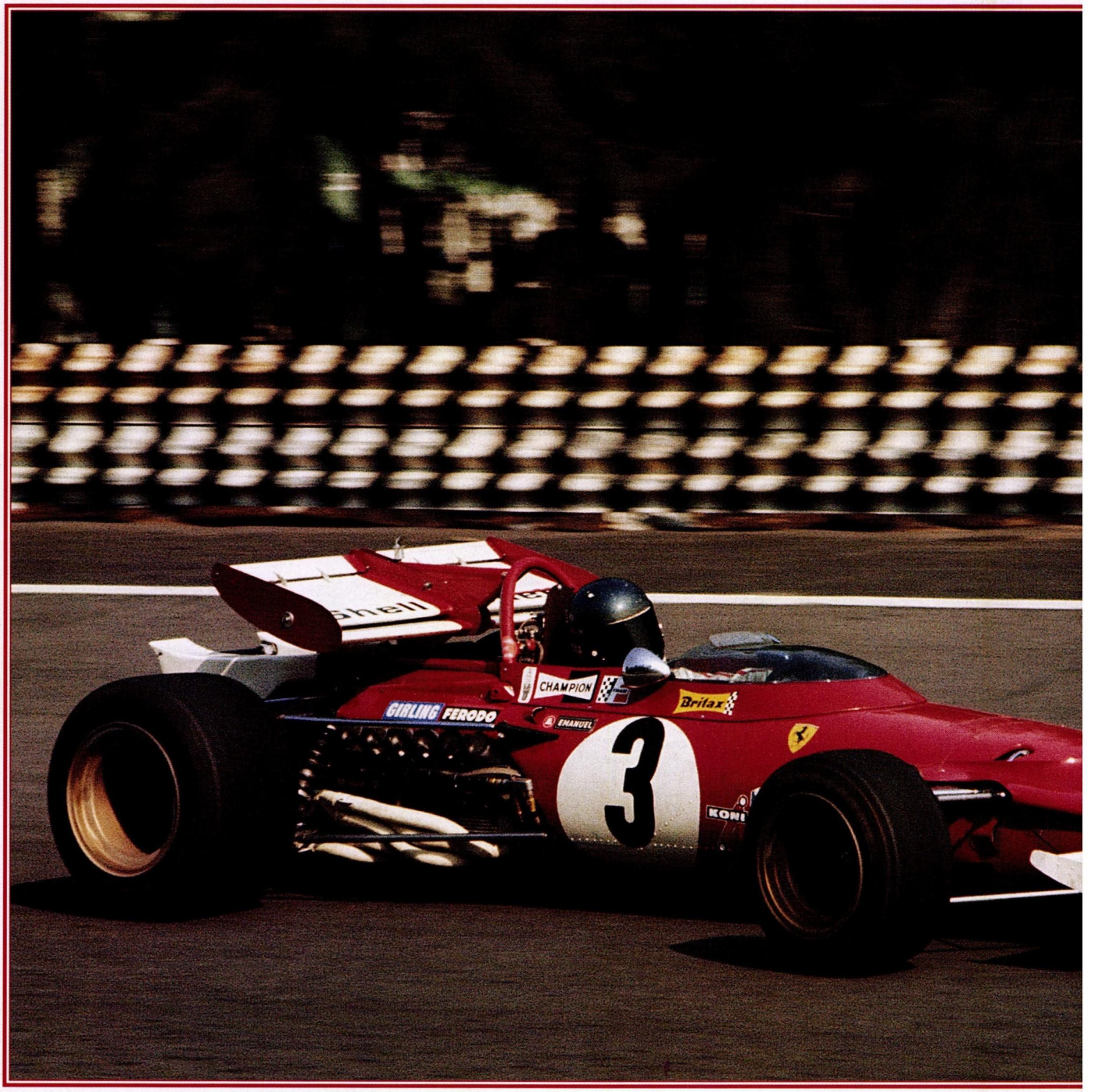


Jacky Ickx and Ferrari – a perfect pairing. Here his 312B2 heads for victory in the 1971 Dutch GP

Chopard



Advertisement

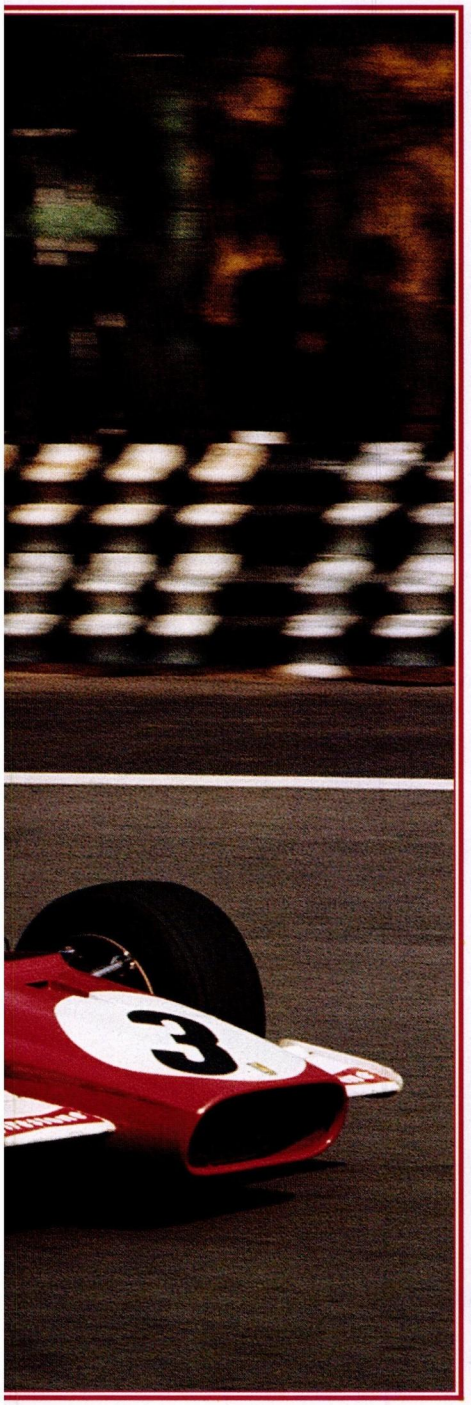


Belgian ace Jacky Ickx earned his place in history by taking a record six wins in the Le Mans 24-hour race, but it would be wrong to overlook that Ickx was also a top Grand Prix driver of his era, spearheading Ferrrari's attack on the World Championship.

Ickx shot to prominence with Ken Tyrrell's Formula 2 team, taking an amazing third fastest time in qualifying for the 1967 German Grand Prix at the Nurburgring when the F2 cars were brought in to increase the grid size! In the race, the Formula 2 cars were obliged to start from the back of the grid but Jacky scythed through the F1 pack to reach fourth overall before suspension failure put him out of the race.

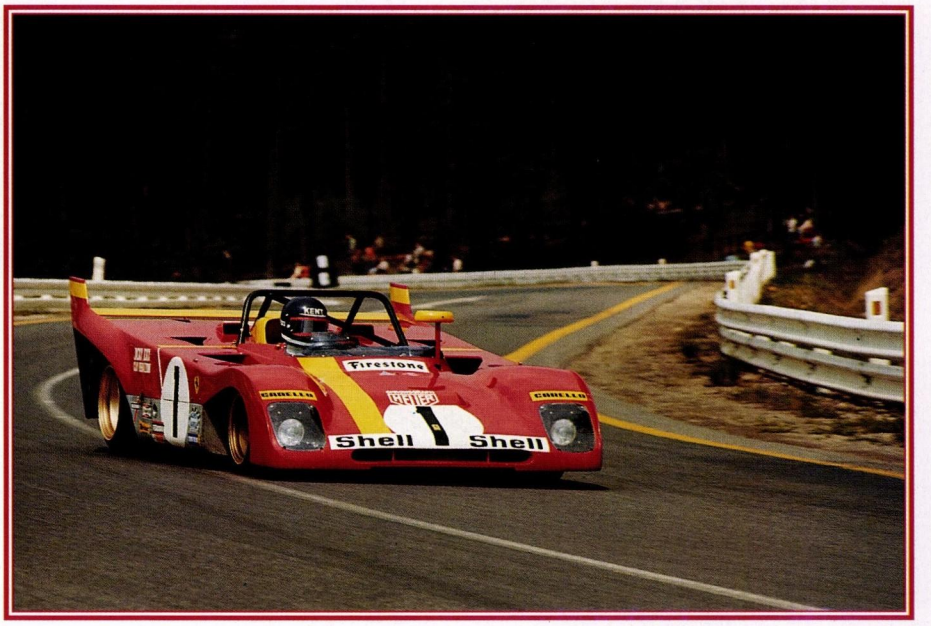
After that performance, graduation to F1 was a formality and Jacky joined Ferrari for 1968, winning the French Grand Prix at Rouen in a 312. After a year with Brabham, he enjoyed his best F1 season back with Ferrari in 1970, winning three Grands Prix in the stunning 312B and taking second in the drivers' title behind the late Jochen Rindt.

After three more seasons with Ferrari, battling against Tyrrell and Lotus, Jacky returned to sports car glory, winning at Le Mans five times in eight years! Ickx was also famous for outstanding wet weather ability, as well as being a strong voice in improving circuit safety and a great ambassador for the sport.









One of the great all-rounders, Ickx was impressive in grands prix and superlative in sportscars. Above: dominating the 1970 Mexico Grand Prix in his Ferrari 312B. Right: no opposition in sight during the 1972 Spa 1000km, where Ickx qualified Ferrari's handsome 312P sportscar at 163mph. Top right: Ickx hands over to team-mate Mario Andretti on their way to another win, at Watkins Glen in 1972

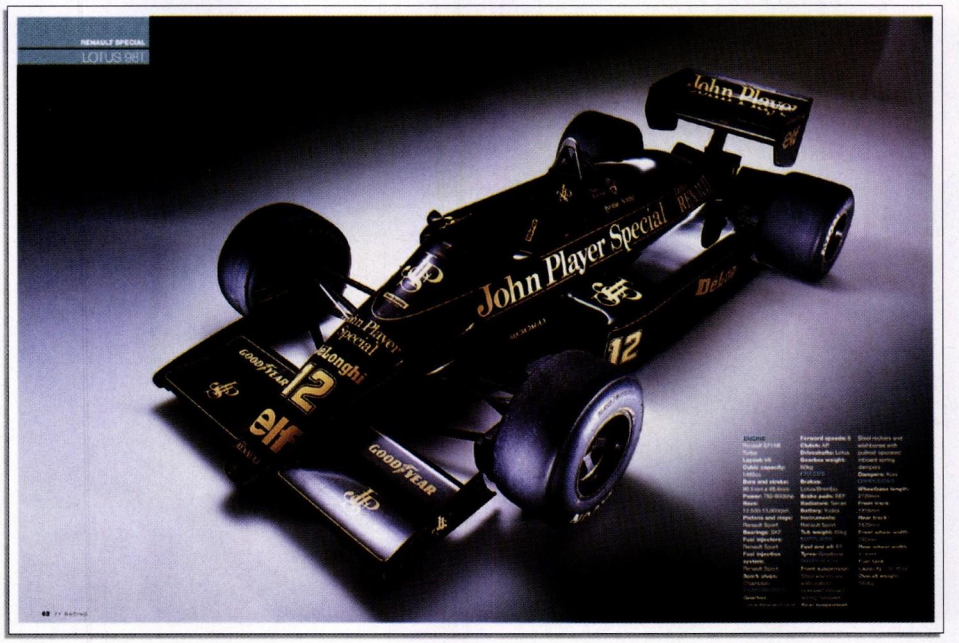
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« Mille Miglia »
The sporting spirit by Chopard

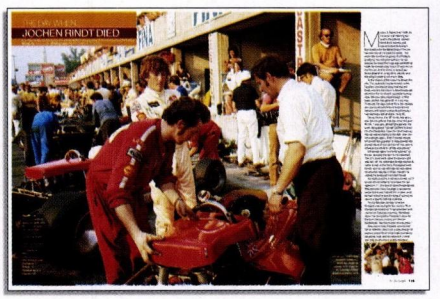


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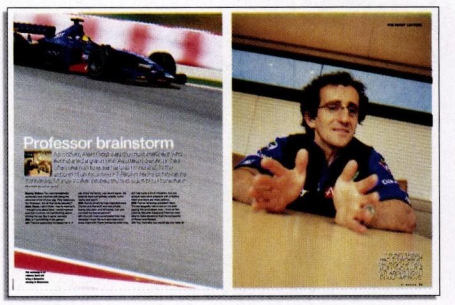
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PASSION WAGEN

RECENTLY WE'VE ALMOST BECOME USED TO SEEING AUTO UNIONS IN ACTION AGAIN. WHAT WE'VE NEVER SEEN IS FERDINAND PORSCHE'S PROTOTYPE, THE P-WAGEN – BECAUSE THERE AREN'T ANY. OR SO WE THOUGHT… GORDON CRUICKSHANK HEADED NORTH

photography by Malcolm Griffiths

TERRY WRIGHT, ALL FLOWING WHITE hair and enthusiasm, stands beside his Lotus 7 in a quiet Aberdeenshire fishing village. His Norfolk burr makes the whole deal seem even more unlikely. Have I really driven 550 miles north to see one of the great pre-war racing cars?

In February 2000, *Classic & Sports Car* published a photo of a mystery engine, clearly a V16 with a vertical supercharger, being unloaded from a ship in a small Scottish port. It looked like an Auto Union power plant, but surely that was too bizarre?

Nothing more was heard until a couple of months ago, when some photos landed on my desk, with a cheerful note saying, "I've just finished rebuilding a P-Wagen." A P-Wagen – the prototype Auto Union, of which there aren't any left anywhere, let alone in private hands... That's why I'm in this small village on a precipitous, rocky coastline, waiting for the garage doors to swing open and reveal one of the legendary Silver Arrows.

It makes a bit more sense as Wright explains his background. He's ex-Lotus, spending 1968-78 in the race team. He built 49s and 72s with Chapman and Rudd, looked after Rindt, Fittipaldi, Peterson, ran his own F3 team, hillclimbed bikes along with Jenks. He's consumed by cars, has the engineering skills, and knows the Lotus 'Norfolk engineering mafia'. But if the 'how' sounds possible, what about the 'how come'?

Wright tells me he's known of the car since 1960, when he was stationed with the RAF in Germany. "We had a kart club and went all over Germany and into Eastern Europe, which is when I was told about it." Where was it? "Well, a military base somewhere in Russia." Keeping in touch with what he refers to only as "the people involved", he eventually closed a deal, and some two years ago the mysterious items began to arrive in Scotland.

Wright says the parts included the twin-tube chassis, block, engine internals, gearbox, blower, carburettor, wheels and steering box, though the latter was pinched in transit and he had to make a new one. Ditto the gearbox casing due to shipping damage, though the internals were retained. Terry's list of replacement parts also includes front suspension arms and hubs. The mag-alloy block apparently showed damage from small-arms fire, but was repaired. What about manufacturer's numbers? All removed before he got it, says the car's resuscitator. All of which makes proving an identity even harder.

A team from Audi Tradition came over to see the car. It doesn't conform entirely to any of the known P-Wagen or A-Type specifications; even the wheelbase is different. Illustrations of P cars show outboard rear dampers; this one has them inboard like the A. Wright's twin Bosch magnetos are in-line, not vertical like the A-Type. And it came, he tells me, with the remains of side-panels clad in doped linen, like an aircraft – a feature clearly seen in prototype pictures. So is this an early prototype, used for finalising the design before Auto Union took over?

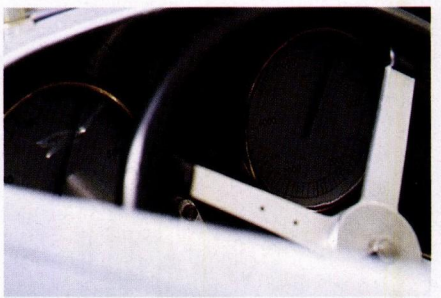
Porsche began what became the Auto Union 'on spec', when cash and orders within his infant company both ran dry in 1932. Rather than stare at an empty drawing board, he outlined a car with a supercharged V16 engine set behind the driver. With no client in view, he labelled it with his own name – P-Wagen, or Porsche-car. But someone was interested. Baron von Oertzen, engaged in combining four small struggling car makers into the new Auto Union, had earmarked Porsche as a designer, and also wanted a high-profile project for his new outfit. Von Oertzen bought the design – allegedly for 75,000Rm, around £100,000 today – and Porsche set about assembling a race team.

With no capacity limit to the new 750kg formula due in 1934, he went for a large engine with lots of torque. From the outset the engine was meant to rise to six litres, but began at 4.4 litres with 295bhp, and 290lb ft of torque as low as 2500rpm.

The new design clearly followed on from Porsche's 1926 mid-engined Benz *Tropfenwagen*, and its teardrop shape shows in the P-Wagen's blunt nose and long, long tail. According to development engineer Prof Eberan-Eberhorst, the long tail was initially wind tunnel-tested on models, but when they tested a full-size car it showed little gain. Which meant it was dead weight, and though Stuck set his records with it, it was soon chopped.

Just when the car changed from P-Wagen to Auto Union is not clear. Chris Nixon, in *Racing the Silver Arrows*, quotes Ferry Porsche as saying that the contract stipulated the cars would be called P-Wagen but that Auto ➤



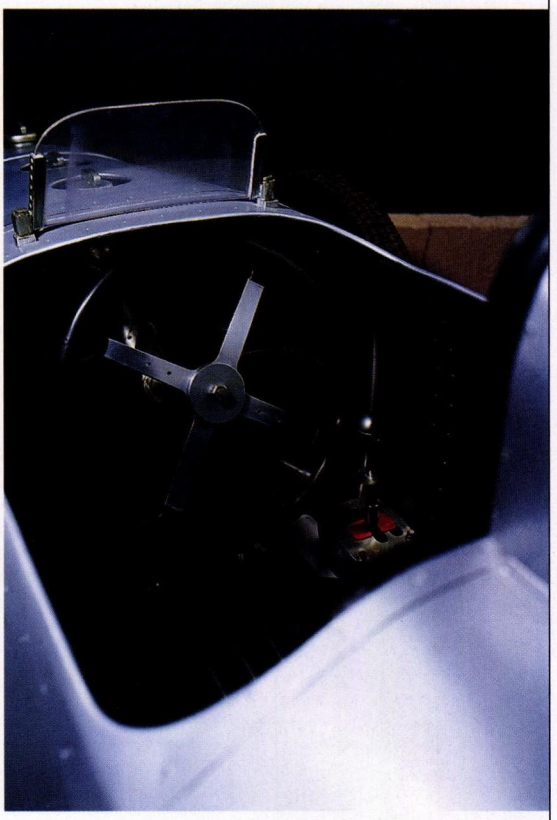


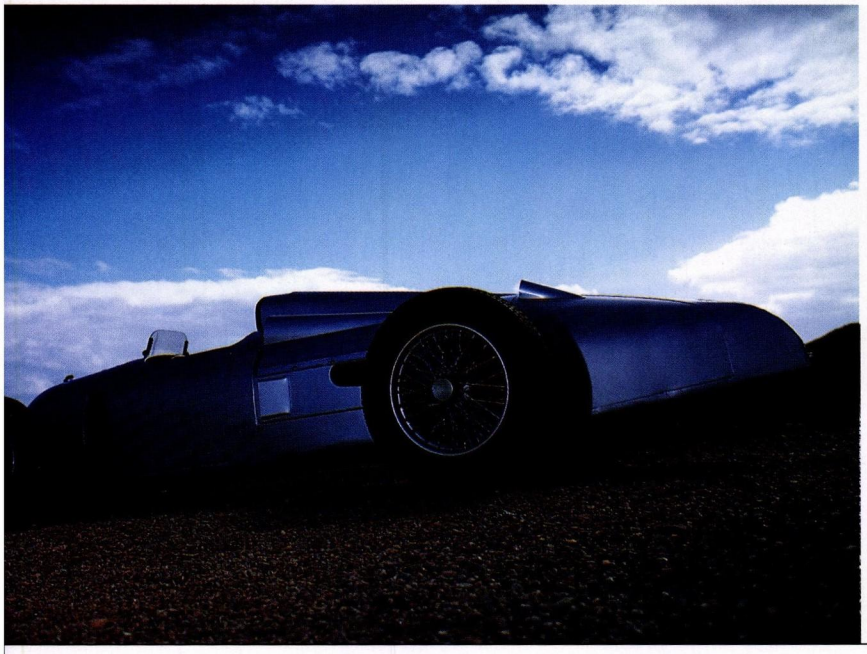


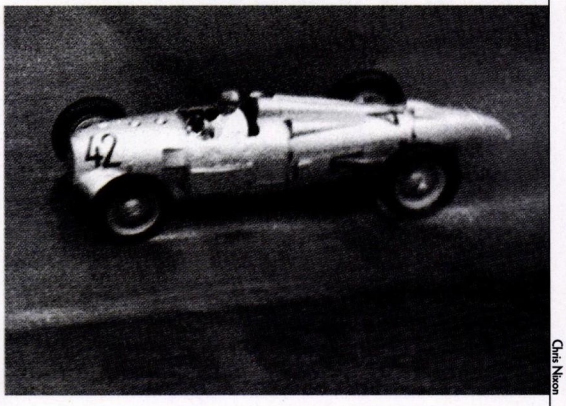
Fascia in deep cockpit dominated by huge dials – including speedometer guaranteed to scare poor driver. Horizontal exhausts mark early cars – vertical 'organ pipes' came from B-Type on



Blunt nose filled by radiator and oil tank over driver's knees. Seating position very upright; r.h. change controls five-speed transaxle robust enough for later 6-litre V16 motor



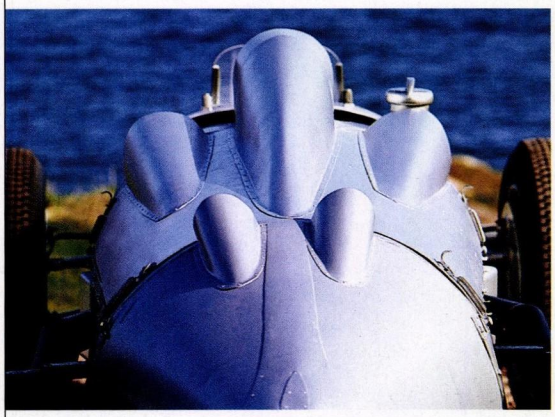


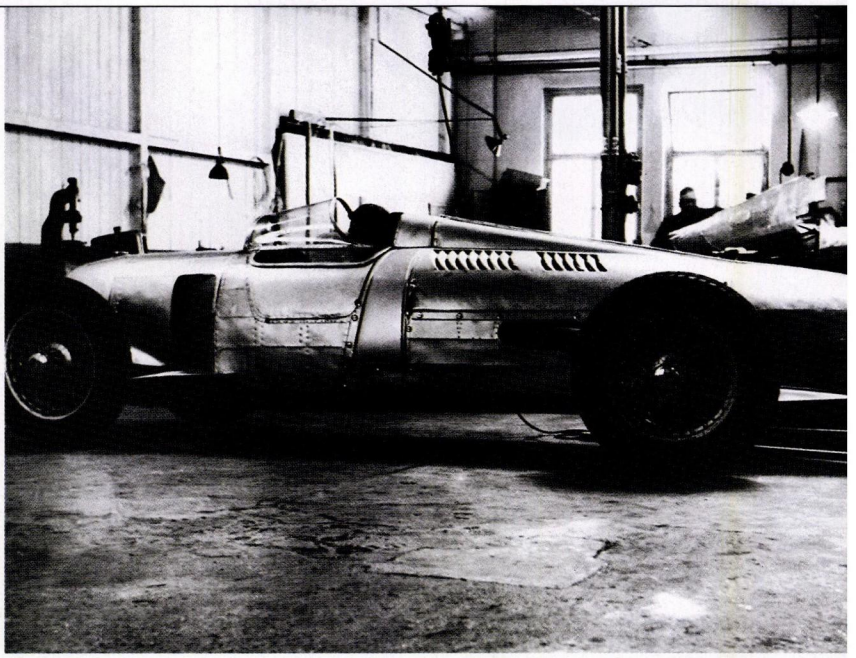


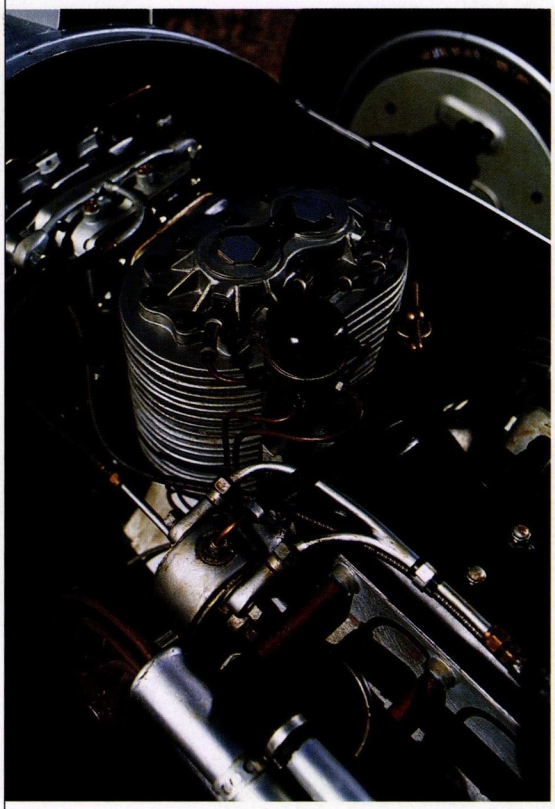
Chris Nixon

Hans Stuck sets world records on the Avus banking in March 1934. Long streamlined tail later proved to offer little gain, and was dropped after A-U race debut in the '34 Avus GP

Early car in Zwickau works, right; note canvas side-panels, drop door, and experimental canopy. Wright's ally bodywork, below, takes 1934 record-car form, with scoops for engine bay and rear carb







Gear-driven blower sucks through twin-choke Solex. Note horizontal pushrods from central camshaft to outboard exhaust valves. Front suspension was first to use torsion bars, in transverse tube





Chris Nixon

SPECIFICATIONS **P-Wagen**

ENGINE

Type	all-alloy, V16, 4.4 litres
Supercharger	Roots, gear-driven
Carburation...	twin-choke Solex
Oil system ...	dry sump
Ignition... ...	single-plug, one magneto per bank
Power	295bhp, 290lb ft torque

DRIVETRAIN

Transmission	5-speed transaxle
Clutch	wet, triple-plate

CHASSIS

Type	ladder frame
Suspension (f)	independent, twin trailing arms, torsion bars, friction dampers
Suspension (r)	swing-axle, leading link, transverse leaf spring, friction dampers
Brakes	drums, hydraulic operation
Wheels	19in



Union management wanted it changed after the first victories. Nor is it clear if the five 1934 team A-Types differed from the P-Wagen.

Against this vagueness of spec, and rarity of P-Wagen photos, Wright has steered a pragmatic course. Photos of cars with linen panels also show slatted engine covers, but he has formed the long scoops of the A-Type. He's also quite frank about build standards. "Oh, it's not as nicely made as one of Crosthwaite & Gardiner's. But it's sound." And if it looks unsophisticated in places, just glance at period pictures: early Auto Unions can look positively ratty.

As for the cockpit, it must feel weird here, huge four-spoke wheel in your lap, back ramrod straight against a fuel tank, and so very far from those tall wheels which would famously spin at 150mph. What does Wright plan to do with it? "Well, I was going to do a few local hillclimbs, but my wife's not keen. Also I really enjoy the build-up best, and I have a new project, so I've treated the engine with inhibiting oil for the moment."

Shame. I really wanted to hear that shriek echo over the sea, even for one village-scaring moment. But it does run? "Oh yes. I've only fired it up and let it idle, but it goes." But what on? "I borrowed a little alcohol fuel from a friend's sprint bike."

These early cars are a curious combination of complexity and simplicity. One central bevel-driven camshaft serves both cylinder banks but there are two parallel oil systems for the dry-sump engine and the blower bearings. The huge vertical supercharger inhales through a twin-choke Solex carb, but if it backfires, the crude blow-off valve spits out right under the fuel tank. There's independent front suspension of Porsche's trademark twin trailing-arm design, but friction-damped, while the swing-axle rear relies on a transverse leaf, with side-effects minimised by very restricted travel (around 1.5in).

If the A-U shared its suspension with the Volkswagen, they also had a common backer – Adolf Hitler. In May 1933, Porsche was contacted by Hans Stuck, by then very successful in his Porsche-designed Mercedes-Benz SSKL. Stuck had an amazing proposal. Having complained of the lack of a German grand prix contender to Hitler when he was merely the Socialist Party leader, he had been surprised to hear him promise to help. In January 1933, Hitler had become Chancellor, and had rung Stuck to fulfil his promise. Would Porsche go with him to meet the Führer?

With Auto Union's chairman, they met Hitler in Berlin. The Chancellor had offered 450,000 ReichsMarks to whichever firm would build a grand prix car and, as expected, it was Mercedes-Benz who had stepped forward. But Ferdinand Porsche himself persuaded the German leader to split the funds between M-B – who already had an impressive racing record – and the year-old Auto Union combine, with no track experience. Only seven months later, Porsche's prototype car ran for the first time.

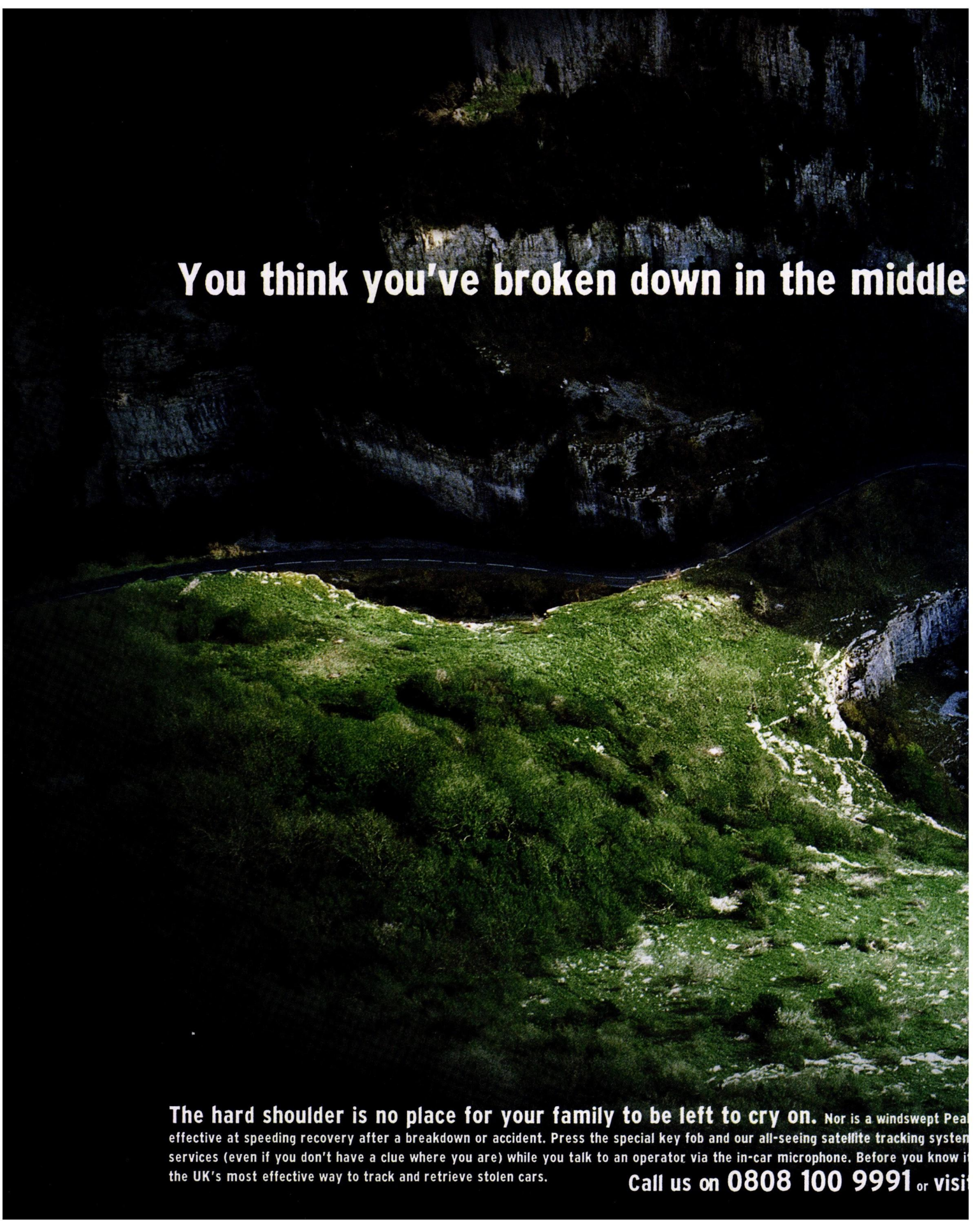
The popular image is that the German state threw limitless money into building winning grand prix cars. In fact Hitler's initial subsidy was relatively small; Nixon suggests that it only covered a tenth or even a twentieth of a single year's expenditure. What it did do was grease the slipway which led to German domination right up to the War.

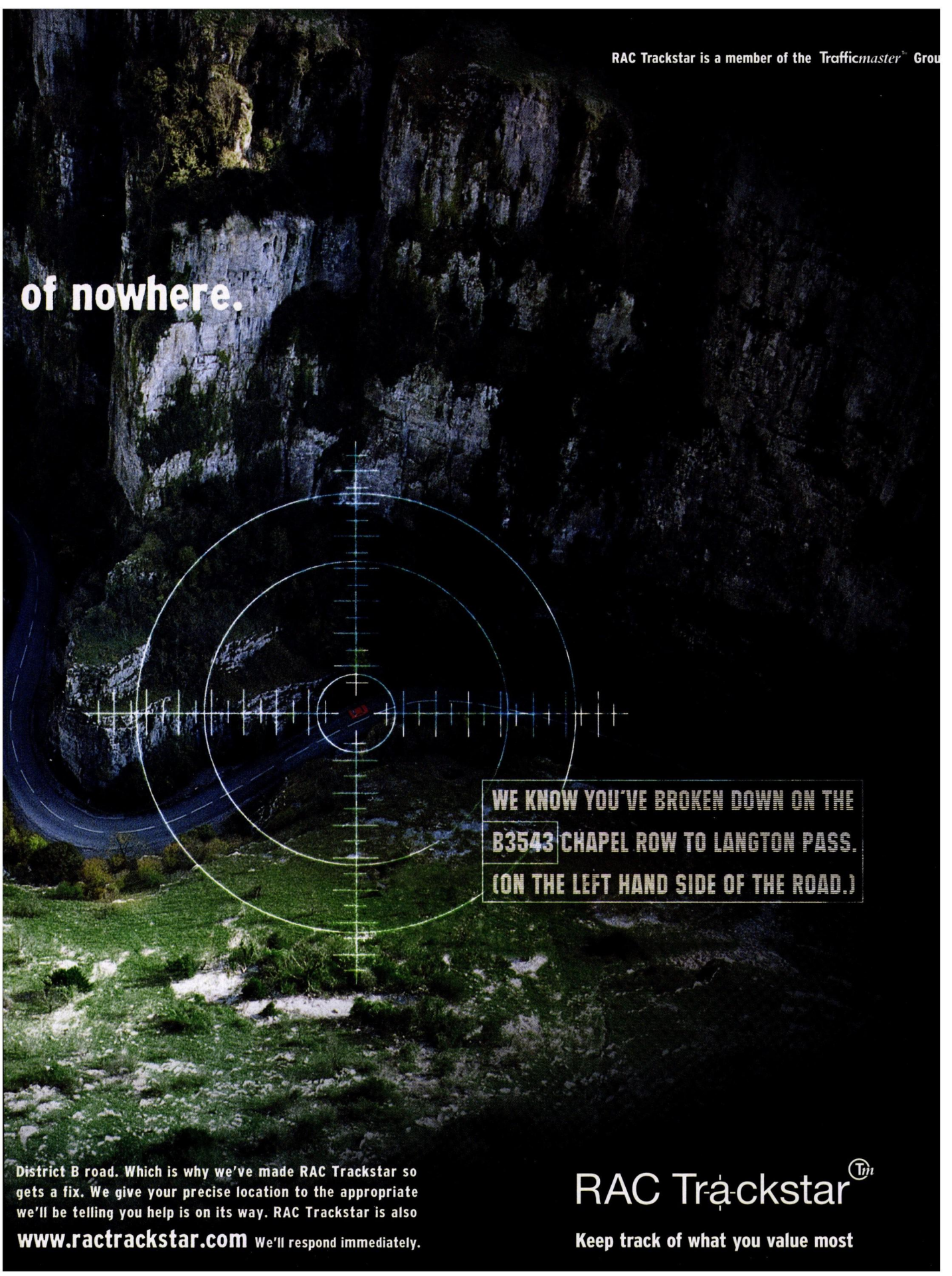
Helped by Porsche's head-start, Stuck tested the P-Wagen in Italy in January 1934, touching 157mph on the *autostrada*, and then in March set three new world speed records (100 miles, 200km and one hour) at Avus. Mercedes had yet to unveil the W25.

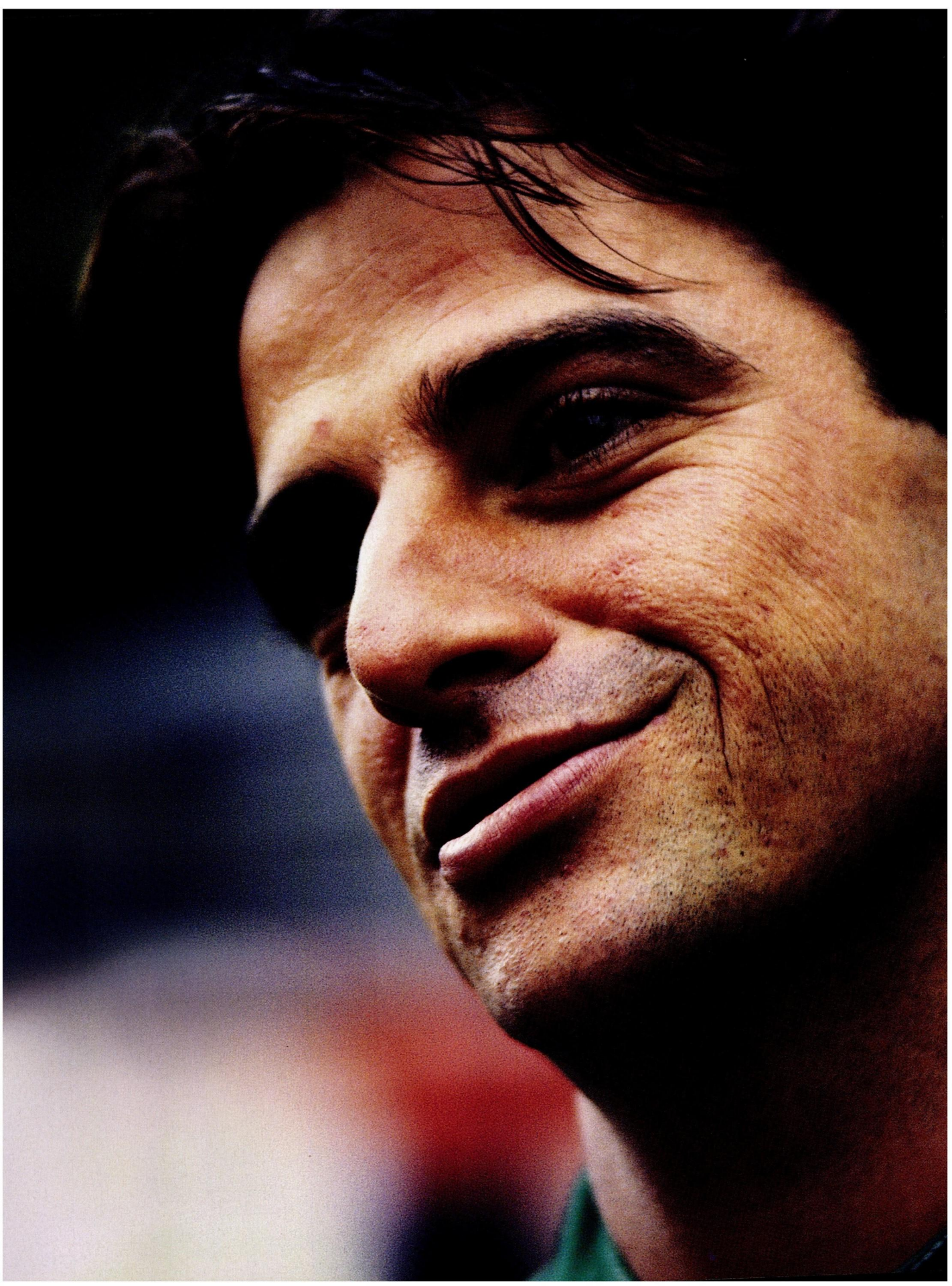
Neither team entered the first two races of '34, and an unready Mercedes-Benz withdrew from the Avus race in May, so Stuck's brief domination until his clutch broke, and August Momberger's third place behind the Alfa Romeos, were inconclusive.

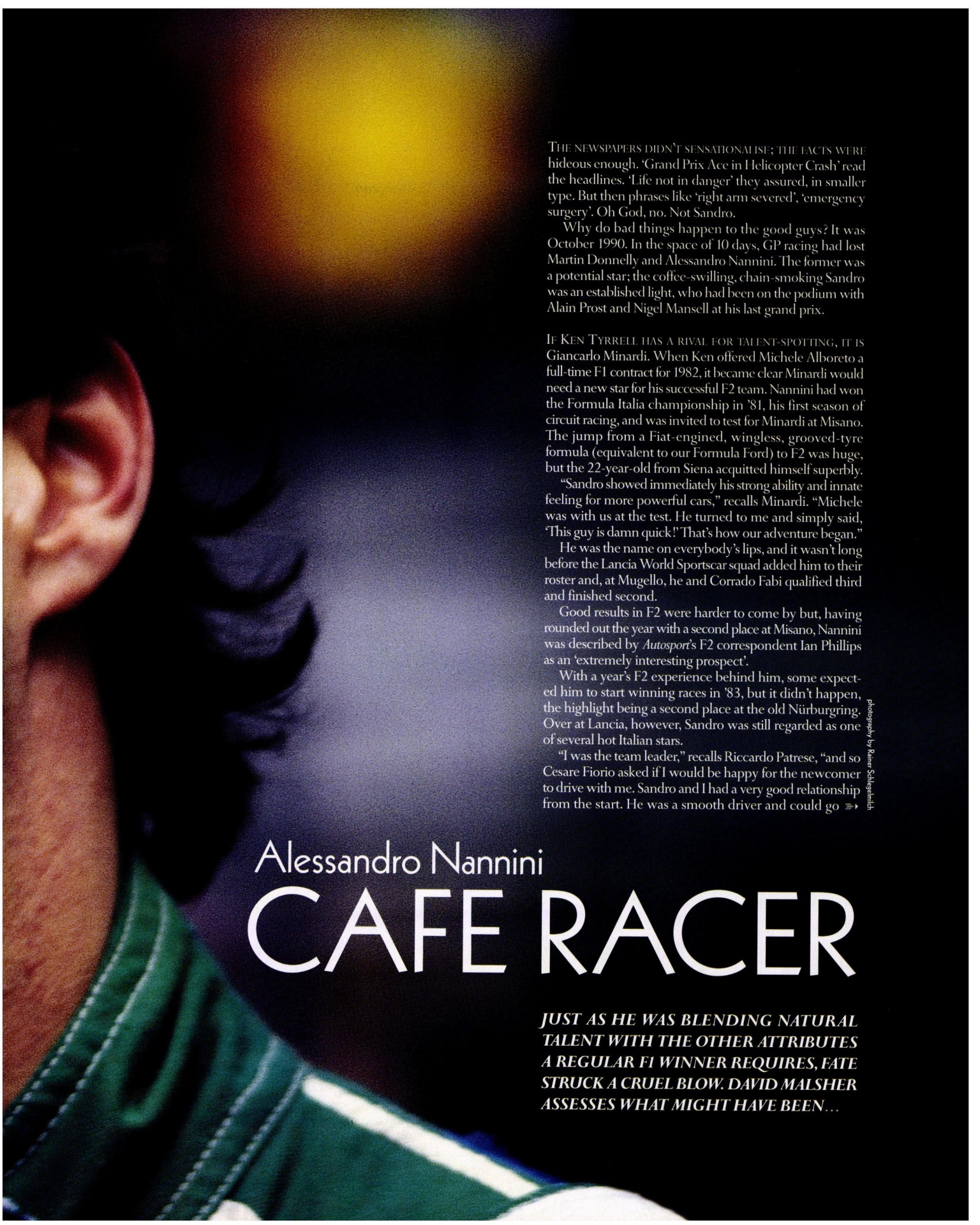
The long-awaited clash came with dramatic appropriateness at the Nürburgring in June. A result of almost theatrical perfection saw Manfred von Brauchitsch's Mercedes-Benz win the Eifelrennen ahead of Stuck – a double German triumph which pointed clearly to a future where the winners would be silver.

It seems unlikely that we will ever know of any history behind Terry Wright's car. Audi are dubious about its authenticity, pictures are scarce, and no paperwork will ever emerge from the former USSR. But it must be the nearest thing to a P-Wagen most of us will see. And I relish the thought of Terry trickling into the paddock at Fintray hillclimb among the Imps and Mallocks. M


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Alessandro Nannini

CAFE RACER

JUST AS HE WAS BLENDING NATURAL TALENT WITH THE OTHER ATTRIBUTES A REGULAR F1 WINNER REQUIRES, FATE STRUCK A CRUEL BLOW. DAVID MALSHER ASSESSES WHAT MIGHT HAVE BEEN...

THE NEWSPAPERS DIDN'T SENSATIONALISE; THE FACTS WERE hideous enough. 'Grand Prix Ace in Helicopter Crash' read the headlines. 'Life not in danger' they assured, in smaller type. But then phrases like 'right arm severed', 'emergency surgery'. Oh God, no. Not Sandro.

Why do bad things happen to the good guys? It was October 1990. In the space of 10 days, GP racing had lost Martin Donnelly and Alessandro Nannini. The former was a potential star; the coffee-swilling, chain-smoking Sandro was an established light, who had been on the podium with Alain Prost and Nigel Mansell at his last grand prix.

IF KEN TYRRELL HAS A RIVAL FOR TALENT-SPOTTING, IT IS Giancarlo Minardi. When Ken offered Michele Alboreto a full-time F1 contract for 1982, it became clear Minardi would need a new star for his successful F2 team. Nannini had won the Formula Italia championship in '81, his first season of circuit racing, and was invited to test for Minardi at Misano. The jump from a Fiat-engined, wingless, grooved-tyre formula (equivalent to our Formula Ford) to F2 was huge, but the 22-year-old from Siena acquitted himself superbly.

"Sandro showed immediately his strong ability and innate feeling for more powerful cars," recalls Minardi. "Michele was with us at the test. He turned to me and simply said, 'This guy is damn quick!' That's how our adventure began."

He was the name on everybody's lips, and it wasn't long before the Lancia World Sportscar squad added him to their roster and, at Mugello, he and Corrado Fabi qualified third and finished second.

Good results in F2 were harder to come by but, having rounded out the year with a second place at Misano, Nannini was described by *Autosport*'s F2 correspondent Ian Phillips as an 'extremely interesting prospect'.

With a year's F2 experience behind him, some expected him to start winning races in '83, but it didn't happen, the highlight being a second place at the old Nürburgring. Over at Lancia, however, Sandro was still regarded as one of several hot Italian stars.

"I was the team leader," recalls Riccardo Patrese, "and so Cesare Fiorio asked if I would be happy for the newcomer to drive with me. Sandro and I had a very good relationship from the start. He was a smooth driver and could go ➠

photography by Rainer Schlegelmilch

quickly without screwing the car."

But motor racing was already well into the era where a driver could not rely on natural talent alone.

"I don't think he had a lot of order in his life at that time," Patrese says. "I said to him, 'Look, you'll have to work harder if you want to be a champion. You're quick, but you need to discipline yourself from a physical and technical point of view. You need to work with the team, be more serious."

The Patrese/Nannini combination ended 1984 with win at Kyalami. It was Sandro's highlight of the year – his third F2 season a dispiriting water-treading affair. Minardi were about to make the leap into F1, but Sandro wouldn't be going with them.

"Due to some reasons which were never clarified he didn't get a Superlicence for 1985," explains Giancarlo. "Instead, Pierluigi Martini got the drive and Sandro had to wait another year."

Giancarlo kept the door open for him, though, and Nannini's first year in F1 was an eye-opener – for him and the pundits. With the unreliable, gutless Motori Moderni turbo engine powering an update of Minardi's '85 car, Sandro achieved just one finish. At most grands prix, he was a spectator long before half-distance. But in qualifying he had proved the equal of Andrea de Cesaris, an established driver with a wild reputation, who could be very fast over a flying lap.

Nonetheless, it was the cashed-up de Cesaris who obtained a Brabham seat, while Nannini remained with Minardi for 1987, a decision Giancarlo believes was correct for both parties. The team was now relying on Sandro for results, and though finishes were in short supply (three to be exact), the M187 was at least a platform from which he could display his talent.

Minardi: "Every time he was out on the track he was determined to surpass himself and to always improve his lap times. Sandro was never happy, never felt tamed, and sometimes went beyond even the team's expectations."

The result was six starts from the seventh row of the grid.

Benetton came calling...

As early as the second round of 1988, Nannini had justified this elevation, qualifying the Benetton-Ford fourth at Imola, beaten only by the McLaren-Hondas and Nelson Piquet's Lotus. But it was clear that the Benetton, the most consistently quick of the normally-aspirated cars, was no match for the Honda turbos.

On raceday, Nannini and Belgian team-mate Thierry Boutsen battled with the Williams-Judds of Patrese and Mansell and, after some wild moments, Sandro finished sixth, his first championship point. Boutsen was fourth, and would have the edge at most races that season.



Minardi took Sandro from F2 to F1; Giancarlo was a huge fan



Eye intensity: Nannini became more focused later in his career



Nannini more than held his own against Nelson Piquet in '90



'A few times he interrupted debriefs between Patrick Head and myself to ask me what I would do with the B188 at that circuit!'

Thierry Boutsen

"Alessandro was a very naturally talented driver," says Boutsen, "but he was not the best test driver. He usually copied my set-ups, which were not suitable for a single flying lap, but very good for the race. So that was one reason why I was always a bit faster in the race than him. The other reason was that fitness was not his good point. He was smoking a lot and drinking coffee like crazy."

Sandro's first podium finish came at a rainswept Silverstone, after a big spin ended his tussle with Mansell's Williams. His second top-three result came in the heat of Jerez, and that was less memorable for the simple reason that it was faultless.

The start of 1989 was a make-do time for Benetton. The new car was ready, but the more powerful Ford V8, around which it had been designed, was not. So the B188 with DFR motor was pressed into action for the first half of the season – and clearly Sandro missed his erstwhile team leader, now at Williams.

"A few times that season," chuckles Boutsen, "he actually interrupted debriefs between Patrick Head and myself to ask what I would do with the B188 at that circuit."



Friend and foe: Nannini and Patrese fight it out at Imola in 1988

photography by LAT, Rainer Schlegelmilch

If the prospect of driving a year-old design had made Nannini complacent, he got a rude awakening at the Autodromo Nelson Piquet, when new team-mate Johnny Herbert, still recovering from almost losing his feet in *that* F3000 shunt, outqualified and outraced him.

"After the race I got back to the garage and Sandro had gone, Flavio Briatore had gone, and so had the entire Benetton family," remembers Johnny. "Face to face, though, we never had a problem. He was a pretty nice guy, always smiling."

On circuits where heavy braking was required, however, the hampered Johnny was nowhere and by midway through the season he'd been sacked. Nannini's leadership was no longer under threat, and he scored a third place at Imola.

The B189 made its debut at Paul Ricard and Sandro ran second until its rear suspension collapsed. The combo's promise was realised with a third at Silverstone, but the next six races raised just five points. It was a frustrating time, the McLaren-Hondas way out front, Ferrari and Williams about even on the next level, and the most Sandro could expect from qualifying was usually seventh. Sometimes, though, the Benetton's lack of mechanical grip consigned him to the second half of the grid. At Jerez, he suffered the ignominy of lining up behind an Osella. Strange days.

On October 22, it got stranger still. A revised, more accelerative Ford pushed the No19 Benetton onto the third row at Suzuka, and although Sandro reverted to the standard engine for the race, he found himself running third. Unable to match the McLarens, he backed off to the tune of 1.5sec a lap.

Approaching the Casio chicane on lap 47, however, he saw Alain Prost's McLaren up the escape road, minus its driver. Had he been made aware sooner that Senna had been delayed in an accident, he could have gone harder and probably stayed clear of the recovering Ayrton. Instead he was passed two laps from home, and crossed the line 2.3sec behind.

There was a delay before three drivers emerged on the podium. And none of them was Senna. As is now legend, Sandro climbed on the top step, flanked by Williams drivers.

The following race, after a torrential Adelaide storm, the same three drivers occupied the podium, Sandro second behind Boutsen.

Those 15 points elevated him to sixth in the championship, an improvement of three places over the previous season. It was a boost he would need for 1990, when he would be partnering a triple champion.

Nelson Piquet arrived at Benetton with a sullied reputation after two lacklustre years at Lotus. But Benetton felt they needed a big name and, in ➤

order to coax the best out of their new signing, put Piquet on a low-by-F1-standards basic salary bolstered by a huge wedge of dollars per championship point. It worked.

The B190 made its debut at the third round, and Sandro finished third, just six seconds behind the winner, Patrese, a superb drive. But not until the fifth round, Canada, did he outqualify Piquet; then, in a damp race, he crashed, while Nelson finished second.

"In the beginning, Sandro was a little bit shocked at Piquet's speed," recalls Flavio Briatore, Benetton team principal. "Nelson's class was showing again. But then Sandro got the measure of him, and they became quite evenly matched."

But not in terms of luck. At Paul Ricard, Nannini raced ahead of Mansell's Ferrari and Senna until an engine failure cost him a certain third place. In the British Grand Prix a week later, he ran into the back of Patrese – in his friend's 200th grand prix.

Sandro passed Riccardo's Williams properly in the German GP, but this time it was of far more significance. Benetton had decided to run non-stop, and when Senna emerged from the Hockenheim pitlane, he had to keep well over as Nannini hurtled past into the lead.

Over 16 laps, it became clear that Honda's power advantage was not significant enough to breeze Ayrton into the lead, but the Brazilian eventually hassled Nannini into a mistake under braking for a chicane.

"We were quick," says Briatore, "but Honda's acceleration was so strong – and Senna was driving, so... We never really expected to win there. Second place was still good, you know."

Elation turned to anger in the next race, Hungary. Right behind Boutsen's leading Williams, with 14 laps to go, Nannini was the quickest man on the track, seeking a place to pass.

"My car was *extremely* wide," says Thierry. "My only way to win was to stay on worn tyres, not make a pitstop. I knew, with my Renault engine, no-one could pass me down the straights, and the corners are too tight to pass. There is no chance he would have passed me."

The matter was made academic when Senna knocked the Benetton into the air, and a very upset Nannini retired with damaged suspension.

Sandro channelled his anger into something constructive. At Spa, the Benetton team again elected to go without a pitstop, and Sandro had a resolute, wheel-banging battle with the McLaren of Berger for third. It was resolved in the Austrian's favour just three laps from the end when worn tyres gave Sandro a heart-stopping, tail-out moment on the exit of Eau Rouge, losing him crucial momentum up the long hill to Les Combes.

At Monza, unreliability lost him sixth place; at Estoril, he finished on Piquet's tail; then came that third place in Jerez; then... Then he was 'gone'.

The cruel irony was not lost when Nelson won the final two races of the year. Either, or both, of those wins could have gone Sandro's way, so sparkling had been his form. It was no surprise that Ferrari had shown an interest in him.

Briatore: "Alessandro was very open, very correct with us. When Ferrari weren't sure what Jean Alesi would be doing for '91 – he had signed for three or four teams – we had gone to discuss things with Cesare Fiorio. But you know, I think Sandro was happy where he was, and was worried about the pressure he might find as an Italian in Ferrari."

That he was able to return to motor racing in 1992 was a tribute to the doctors who worked on his arm in those desperate hours, days, after the helicopter accident. That he *wanted* to is a tribute to his passion for the sport.

His F1 days, however, were over.

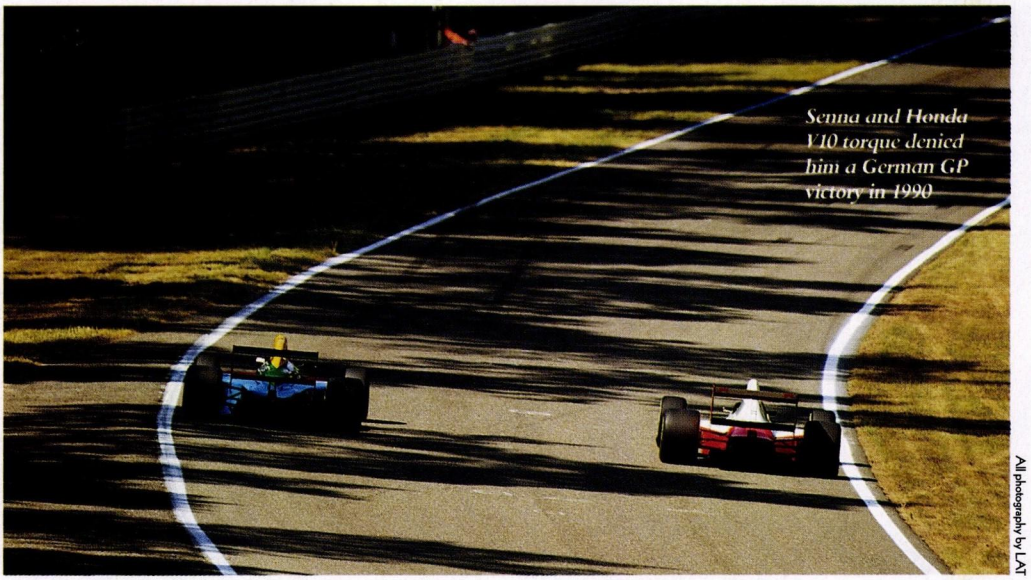
What might have been?

"Sandro had a hell of a lot of talent," says Herbert. "If he had found Benetton-style mental support at a better team, I think he could have achieved some very good results."

Patrese is less sure: "Sandro was fast, but in F1 that's not enough. You have to build everything around you: you must be good in testing, you must be number one, you must have your hands on problems and carry them to the top to get them sorted. I don't know if he could do this."

Boutsen is sure he couldn't: "He could drive a car with three wheels as quick as when it had four, but he was not a worker, not a test driver. He was fast enough to win more races, but a champion? No. He was just a good, fun guy living life at 100 per cent."

Not a world champion then, but the best, surely, was still to come. M

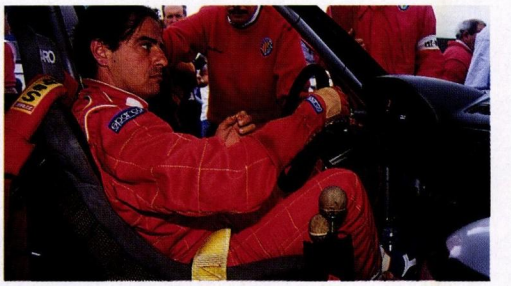


Senna and Honda V10 torque denied him a German GP victory in 1990

All photography by LAT



ITC success with Alfa Romeo a tribute to his tenacity



Two-lever gearchange developed because of his injuries

'You have to build everything around you, you must carry the problems to the top to get them sorted. I don't know if he could do this'

Riccardo Patrese

CLASSIC AND HISTORIC

Fine Cars and Motorcycles Go Under the Hammer

Monday 23rd July at BCA Bridgwater

Once again the fascination of vintage and classic cars is returning to the South West, as BCA announces two special sales for collectors and enthusiasts to be held at BCA Bridgwater.

The first sale takes place on Monday 23rd July and is doubly significant in also featuring a special sale of fine motorcycles. This Summer Evening Sale of Collector's vehicles will be one the company's most notable auctions in a long history dating back more than half a century. Robin Lawton, Head of BCA's Classic and Historic Division commented that "Alongside our expected entry of 70 Vintage and Classic Cars including such great marques as Jaguar, Ferrari, Bentley, MG and of course Bristol, we will also be presenting a selection of specialist motorcycles - all in all, a significant event for anyone looking to buy or sell an important vehicle."

BCA Bridgwater as the region's premier auction centre is the perfect venue for this Summer Evening Sale with easy access off the M5 at Junction 23 combined with modern auction facilities, all set in the delightful Somerset countryside. Of extra appeal to auction goers on the day will be the special ambience generated by a live jazz band and a tempting barbecue.



Robin Lawton admires this 1935 Alvis Speed 20 Tourer that sold for £28,900 at BCA Bridgwater.

2001 AUCTION PROGRAMME

July	**Monday 23rd - 4.30pm**	**Bridgwater**
September	**Monday 24th - 12 Noon**	**Bridgwater**
December	**Monday 3rd - 12 Noon**	**Blackbushe**

This Summer Evening Sale on Monday 23rd July starts at 4.30pm for period motorcycles followed by collector's cars at 6pm. Following on this mid-summer sale, BCA's Classic and Historic team return to Bridgwater for a second sale on Monday 24th September, on this occasion commencing at 12 noon.

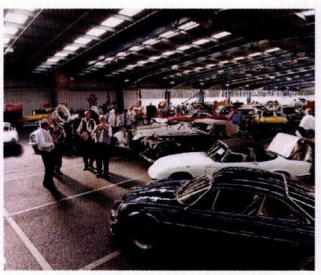
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If you are interested in selling or purchasing a Veteran, Vintage or Classic motor car, motorcycle or Historic Commercial Vehicle, please contact Robin Lawton or Peter Bourne to discuss your requirements. Tel: +44 (0) 1252 877317 (Fax: 878741 bcahistoric@bca-group.com). To view future sale catalogues, access www.classic-car-auction.co.uk

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Dating from 1934, this Singer Nine Le Mans successfully sold for £10,350



Auction goers will enjoy a summer evening of live jazz and a tempting barbecue



Fine motorcycles will open the sale at BCA Bridgwater at 4.30pm Monday 23rd July



BCA Bridgwater is the South West's premier auction centre and is ideally located off the M5 J23

British Car Auctions

LOTUS 78

COLIN CHAPMAN'S DESIGNS WERE ALWAYS INTRIGUING, FREQUENTLY INNOVATIVE AND OCCASIONALLY HOPELESS. BUT THE LOTUS 78 WAS A TRUE STROKE OF GENIUS WHICH EVOLVED INTO THE LEGENDARY 79



RON TAURANAC
Brabham designer

I HAVE CHOSEN THE LOTUS 78, OR JPS 15-16, OF 1977, which was a bit after my time in Formula One – my last Brabham being the lobster-claw' BT34 of 1971. The Lotus, as they so often did, heralded a new era – ground effect, which in one form or other has been with us ever since. The car evolved from a 27-page concept document of August 1975; Chapman realised they were falling behind while the 77 was being designed, and he simply sat down to create a new idea.

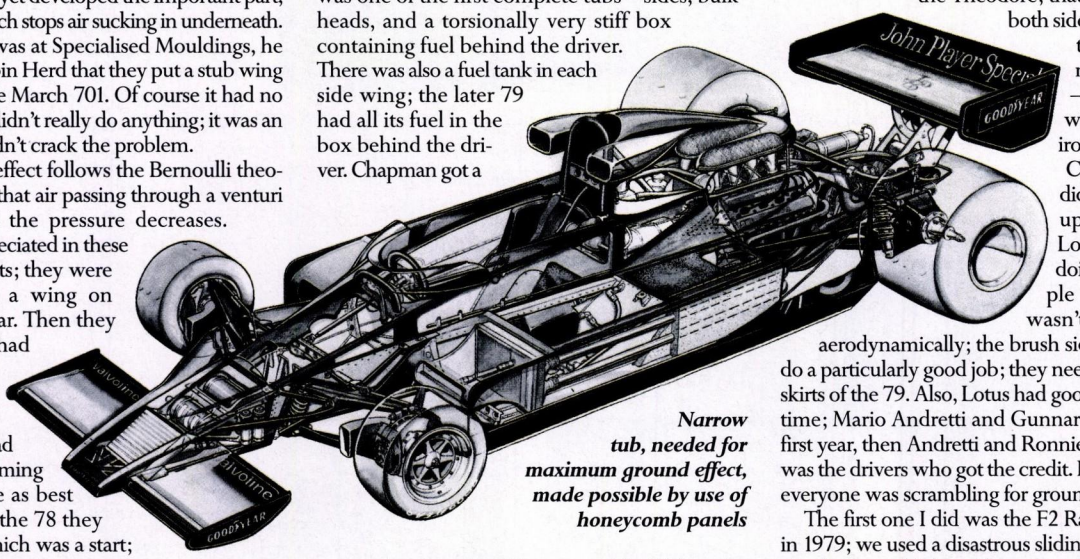
He presented this to Tony Rudd, newly appointed to be in charge of R&D. He was joined by Ralph Bellamy, ex-Brabham and McLaren, and Peter Wright, of BRM and Specialised Mouldings.

Wright had been researching a wing-car at BRM, but they had not yet developed the important part, the side-skirt which stops air sucking in underneath. Then when he was at Specialised Mouldings, he suggested to Robin Herd that they put a stub wing on the side of the March 701. Of course it had no side-fence, so it didn't really do anything; it was an OK car, but it didn't crack the problem.

True ground effect follows the Bernoulli theorem which says that air passing through a venturi accelerates and the pressure decreases. That wasn't appreciated in these early experiments; they were merely putting a wing on the side of the car. Then they found they had made half a venturi, with the ground as the other half, and had to stop the air coming in from the side as best they could. On the 78 they used a brush, which was a start; it gradually developed into a proper siding skirt on the 79. Only afterwards did they realise that this followed the Bernoulli theorem. I don' t think they were aware that was what they were doing at the beginning.

Lotus produced a full ground-effect model and tested it at Imperial College on a moving-floor wind-tunnel, the first time I think that this had been done. Tony Rudd suggested putting the radiators in the side-pods, an idea originating from the WWII De Havilland Mosquito, which took air in from a duct on the leading edge of the wing and exhausted it through further ducts rearward in the wing section.

The chassis was drawn up by Ralph Bellamy, and was constructed with honeycomb sheet which made it a light, stiff structure despite being very narrow, to maximise the wing effect. Honeycomb sheet came from the aero industry where it was used for cabin floors and the like. It had been used in racing cars before that – the Cosworth 4WD car used the odd panel of honeycomb material and Robin Herd had used balsa-cored panels previously – but this was one of the first complete tubs – sides, bulkheads, and a torsionally very stiff box containing fuel behind the driver. There was also a fuel tank in each side wing; the later 79 had all its fuel in the box behind the driver. Chapman got a concession from the FIA to exceed the 80-litre single-tank maximum for that.



Narrow tub, needed for maximum ground effect, made possible by use of honeycomb panels

Another first on the later 78 variant, the JPS 16, was carrying the engine oil in the bell-housing. That was facilitated by using a co-axial clutch throw-out slave cylinder, an idea which Bellamy first experienced at Brabham. It fits inside a sleeve through the centre of the oil tank. I first did it on a Hewland DG300 gearbox about 1968-69 when Ralph was working for me. I dropped it the next year because they brought out the DG400 and I was in too much of a hurry to carry it on. But Ralph picked it up.

The big advantage is that it allows the packaging to be smaller. If the oil tank is in front of the engine it adds 3-4in to the length, and by then they'd banned having it on the gearbox, behind the rear axle. It had to be within a certain distance of the centreline, but it wouldn't fit in the side-wings, so the bell-housing idea was a good one. Nowadays it's back in front of the engine in a scallop in the tub, which is easy to do with a composite monocoque; with flat panels it was harder.

Not everything was new on the 78: the rear end was almost the same as the 77, but with a wider-based bottom wishbone; also the track was brought up to the legal maximum to allow for the widest sidepod and thus the maximum ground effect. The front springs were inboard of course, for best airflow under the sidepods.

It also had twin calipers, something Ralt did on the Theodore; that puts heat into both sides of the disc so that it heats more uniformly – very important when we had iron discs.

Chapman's rivals didn't really wake up to what his Lotus 78 was doing for the simple reason that it wasn't too efficient aerodynamically; the brush side-skirts didn't do a particularly good job; they needed the sliding skirts of the 79. Also, Lotus had good drivers at the time; Mario Andretti and Gunnar Nilsson in the first year, then Andretti and Ronnie Peterson, so it was the drivers who got the credit. From the 79 on everyone was scrambling for ground effect.

The first one I did was the F2 Ralt for Toleman in 1979; we used a disastrous sliding skirt made of plastic sheet which would suck under and jam and make the handling inconsistent; it was only when the team introduced a honeycomb skirt with ceramic on the bottom edge that it worked.

Chapman had a reason for wanting publicity for his innovation, because of the road cars, whereas other teams didn't really want to draw attention to what they'd done – they just wanted the advantage without it being obvious where it came from.

Of course, the trouble with being inventive is that others can do the Mk2 version without having wasted time on the Mk1. And that's exactly what Williams did, building a better Lotus 79 in 1979 with their FW07. M

Ron Tauranac was talking to Gordon Cruickshank



In Brazil, the second race for the Lotus 78, Mario Andretti qualified third but retired from the race. Two races later, in Long Beach, the combo won

All photography: LAT





BACK IN THE SADDLE

WHEN LOTUS MADE THEIR FIRST TENTATIVE FORMULA ONE STEPS, CLIFF ALLISON AND THE NIMBLE 12 SCORED THE FIRST POINTS FOR THIS FAMOUS TEAM. AFTER 43 YEARS APART, WE REUNITED THEM. DAVID MALSHER REPORTS

photography by Malcolm Griffiths



Above: Minimal frontal area gave 12 high top speed. Clockwise from right: Cliff Allison steps back in time; details pay homage to Chapman's hate of weight; car's F2 origins clear when side-on; left-hand sequential shift can be tricky

Blip, blip, buzz – pause – clunk, sputter, sputter. This Lotus 'queerbox' is in perfect condition. But it's still a sod. Next lap, into the first corner, there's a confident blip, blip, and a creamy sound of dropping revs. Perfect. And the driver is smiling. This is only Cliff Allison's second lap in a Lotus 12 since stepping from the cockpit at Casablanca 43 years ago, yet already he has mastered the gearbox, the balance between clutch and throttle, and is rapidly learning Mallory Park, a circuit he has driven just once, in a road car.

The night before, our honorary track tester was a little worried about the prospect. "It'll be all right," he said, hesitantly. "I hope I can remember how to use the queerbox, it is a bit of a knack. In those days I could handle it quite well. It was a positive-stop arrangement like a motorcycle – push down the lever to go up the cogs, flick it up to go down. You just do it with your hand rather than foot.

"It was a brilliant idea – if it could have been more reliable. It's the co-ordination between your clutch foot and your hand that's the tricky bit. But I had graduated from F3 cars with motorcycle engines and positive-stop gearboxes, so I was ready for it."

He needn't have worried. Natural talent doesn't disappear. Suffice to say, I'm impressed. And so is Neil Davies, who runs the car for owner Peter Gooch. Cliff himself? "I could soon get used to it again, but it would take a while. I didn't get on too well with the gearbox. I had no problems changing up, but had a little bit of trouble going down three gears for the hairpin."

Cliff admits he was cautious. "I only took it to 6000rpm. I had my fill of breaking bones when I was racing." Had he redlined it, at 8000, as Neil subsequently assured us would have been okay, I dare say the dainty 12, Colin Chapman's first Lotus single-seater, could have given some of the other cars circulating Mallory a surprise – 1.5-litre engine, skinny Dunlop cross-plies and all.

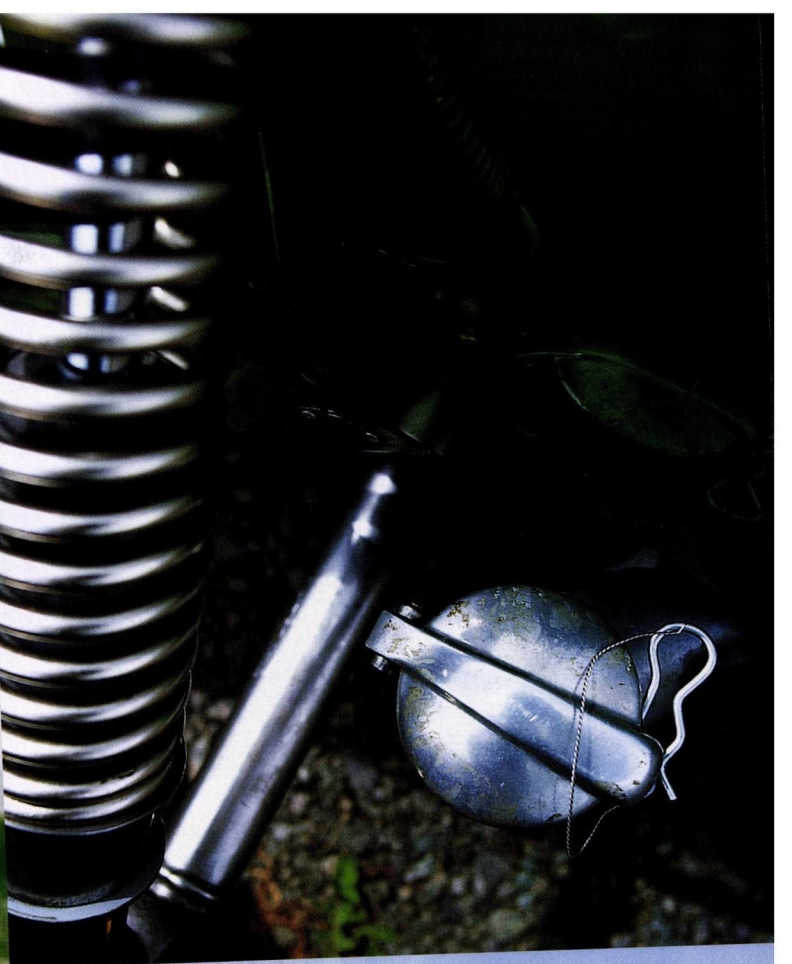
"The cockpit is just how I remember it," says Cliff. "Of course, like most of the cars you see at historic festivals these days, it's in much better condition than when we raced them seriously. Back then they were just workhorses."

Cliff has one reservation about this 12's current incarnation: "I had a problem with the pedals. The clutch isn't too bad, but the relationship between accelerator and brake pedal is a bit strange. I like the throttle much closer to me. Since the accident, I can't move my legs properly."

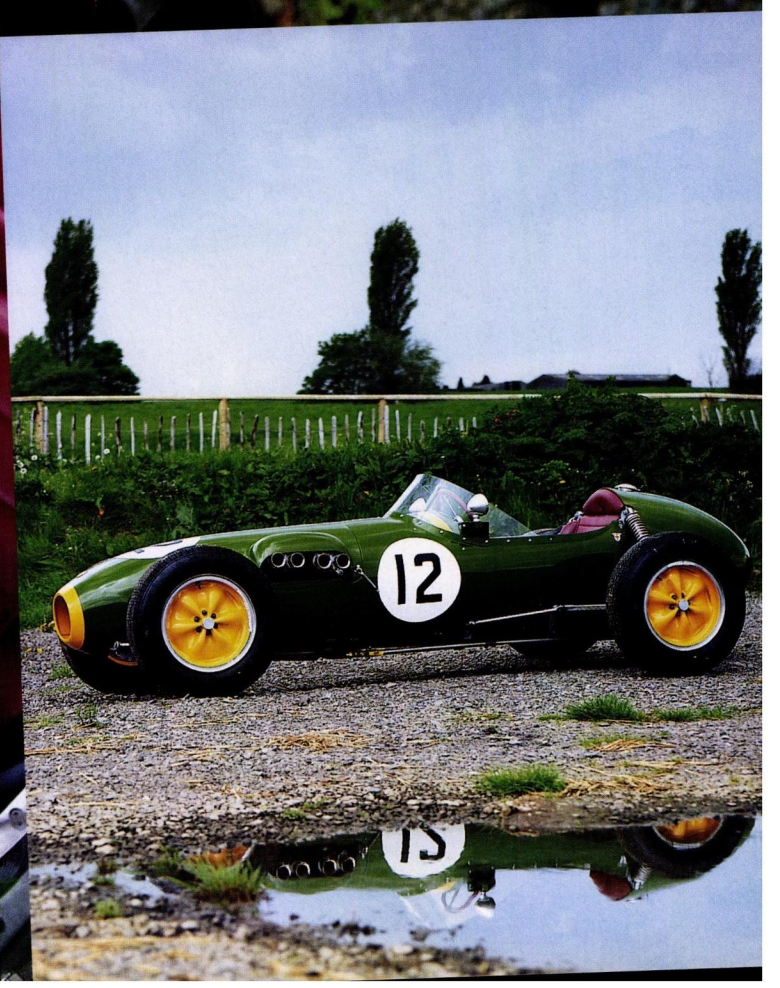
Ah yes, the accident. The 8.8-mile Spa-Francorchamps was an exhilarating but daunting place to race the 1.5-litre F1 cars. Cliff, on a quick lap in practice for the 1961 Belgian Grand Prix, was pressing on in UDT-Laystall's Lotus 18 when he arrived at Blanchimont too fast. "I got as much opposite lock on as I could, but it was becoming obvious it was going to spin. Then the nose of the car went onto the grass, and it just flipped over.

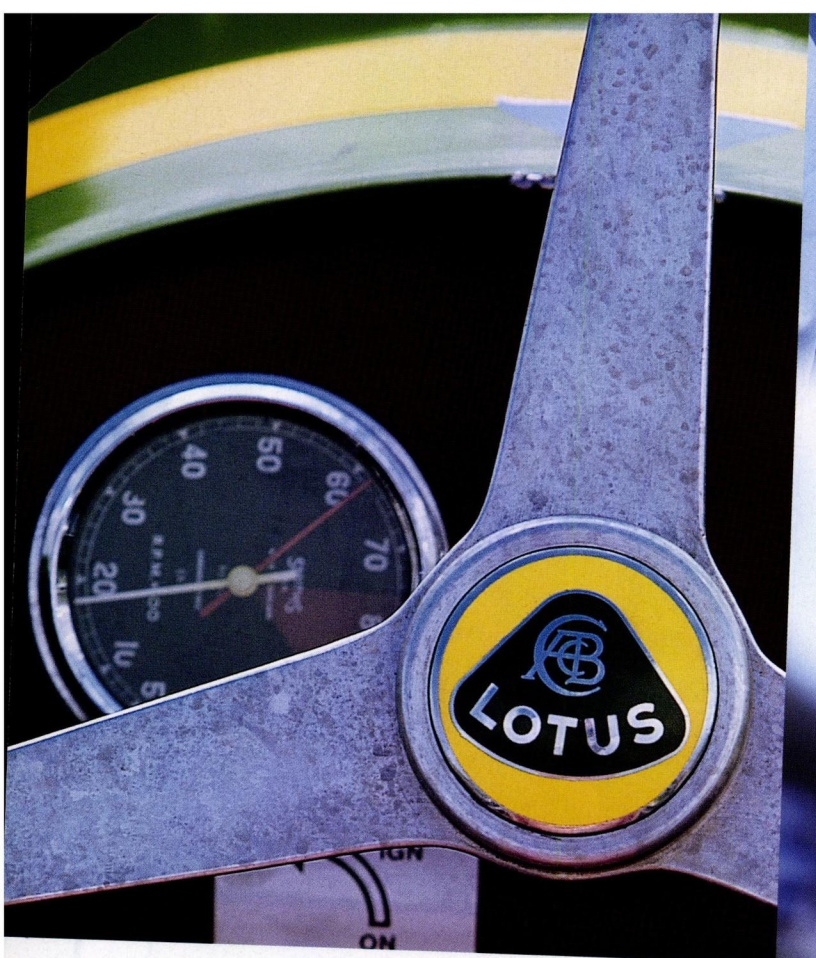
"The first roll almost threw me out, but my lower legs were trapped by the steering wheel and got crushed as the car went over. Had I not got thrown out on the second roll, I would have been killed because the car was a complete write-off. As it was, along with the broken legs, I had shattered the nerves that tell ➠

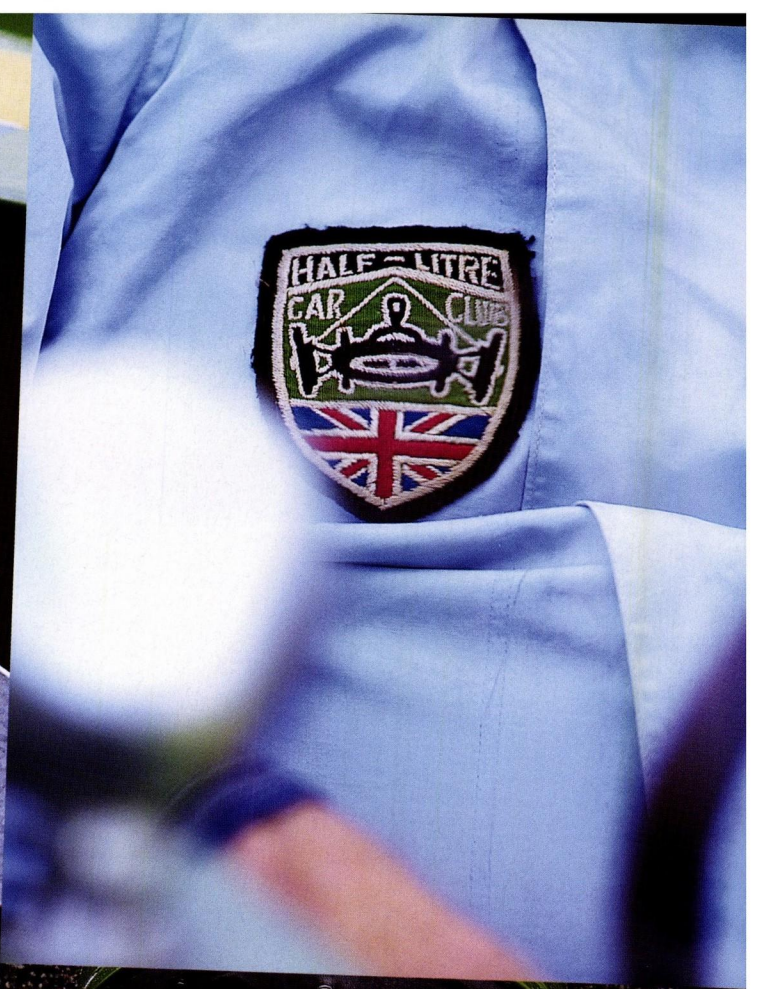




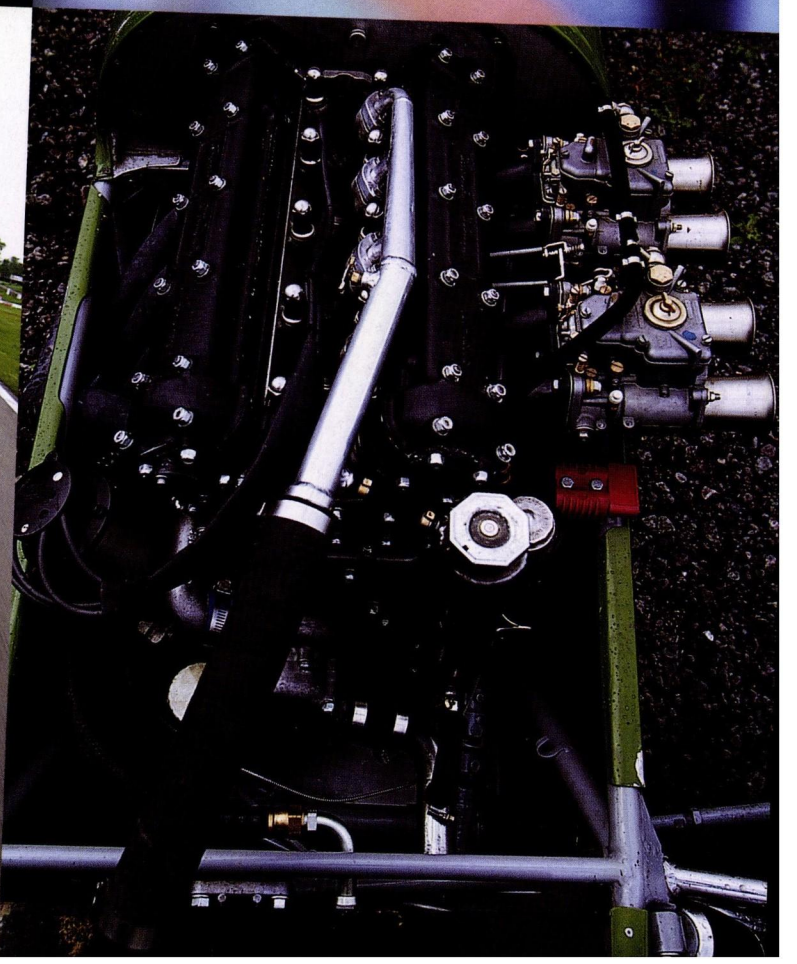



12


LOTUS


HALF-LITRE
CAR CLUB


KING
12





Above: Smiles per hour – Allison soon got back in the groove. Clockwise from right: Cliff's experience of 500s helped him cope with 12's gearbox; 141bhp FPF dictates frontal area; driver still sat too high for Chapman's liking; badge of honour

the muscles when to lift your feet up." It was the end of Cliff's racing career, but bearing in mind what had happened to Chris Bristow and Alan Stacey at Spa the year before, you can only conclude he was lucky. Certainly, snapper Malcolm Griffiths, Neil and myself feel privileged to be standing at Mallory 40 years on talking to this kindly-faced fellow in period overalls, Les Leston boots, original varnish-bonded canvas crash hat and goggles. Cliff, by contrast, isn't in awe. Quite the opposite, in fact; he's giving us a debrief on his half-hour reacquaintance with the 12.

"It was great fun. I never got the line of the long first corner right; I was changing down, until I realised I was better off leaving it in top and concentrating on the line. Once I'd got it right, I did feel it skipping on the exit."

I get a flashback of the photograph Cliff had shown us the previous evening, of him tricycling the 12 around Spa on his way to fourth in 1958. It was a brilliant drive that could so easily have been rewarded with victory, since the three cars that beat him that day – the Vanwalls of winner Tony Brooks and third-placed Stuart Lewis-Evans and Mike Hawthorn's Ferrari – would not have lasted another lap.

"But there wasn't another lap, so that's that. I didn't regard it as a missed opportunity, really. To be honest, we were very pleased to have come fourth. For a spindly thing like a Lotus 12 to have done so well compared to the might of Ferrari, Vanwall, Maserati and so on – it was quite a good result, wasn't it?"

Neil drives the car regularly, and says the 1.5 Climax is plenty powerful enough for him, since the 12 can get pretty twitchy. Its pared-to-the-bone lightness does wonders for its turn-in, but its consequent skittishness could necessitate the brown corduroys. Neil has been impressed, therefore, by tales of a 12 being clocked at 178mph at Spa. He seeks confirmation. "Oh yes, that would have been me," nods Cliff. "With a 2.2 engine, it was like riding on a bullet. Out of tight corners, especially, it was like a dragster."

Chapman was one of Cliff's biggest fans, their relationship cemented when the man from Westmorland joined the short list of drivers who have chalked up a top-six finish on their grand prix debut, in Monaco 1958. But who else on that list worked on the cars, as a mechanic, the night before the race?

Cliff finished sixth at Zandvoort, then scored Lotus' first points (no cigar for sixth until 1960) with that brave Spa effort. He lined up fifth at the British GP, equalling the time of Mike Hawthorn's Ferrari, and two weeks later at the 'Ring, using the new 16 fitted with a 2-litre engine, he was again in with a shout of victory.

"I had had only one practice session in a brand-new car, but we clearly had potential. I loved the Nürburgring because it was made up of roads similar to those from my area, the Lake District. Also, I found I could memorise circuits easily, so was able to race quite well there. I was in third place, in touch with the leader [Tony Brooks' Vanwall] on the last lap, when the radiator burst."

He had done enough to attract Enzo's attention. Hawthorn had told *Il Commendatore* of his intention to retire at the end of '58 – and recommended Cliff as his replacement. Ferrari was convinced. Cliff remembers fondly his first year with the Scuderia. "It was a terrific team. Tony Brooks was lead driver, and was unlucky to miss the title that season. Phil Hill and I were only in our second seasons, and Dan Gurney was a rookie. Dan ➤➤

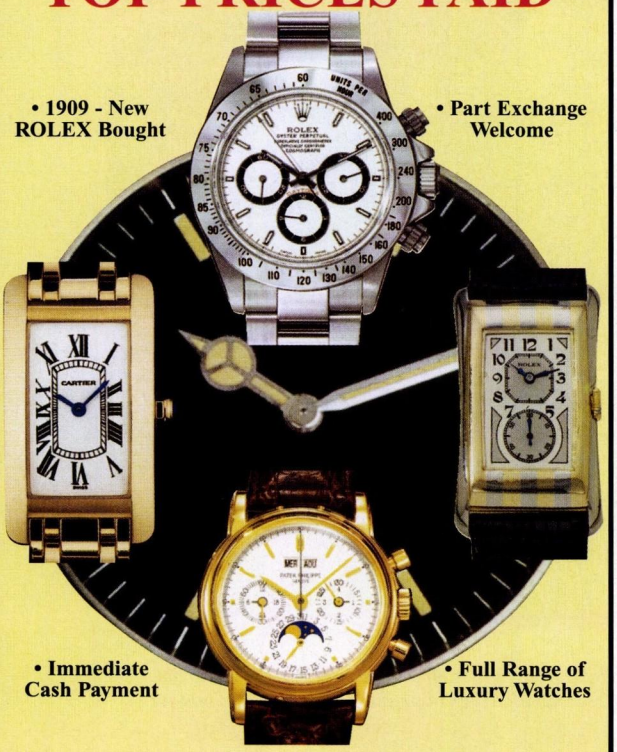
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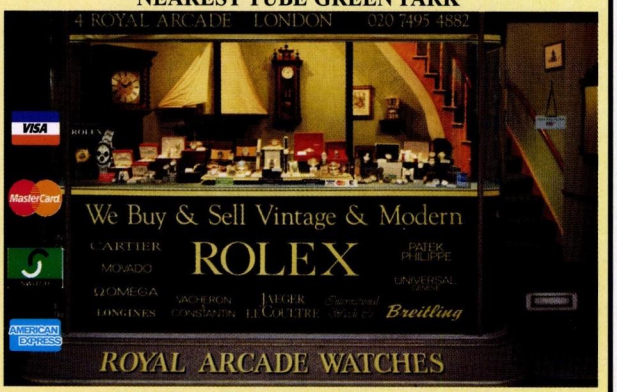
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Top left: Fifties 'safety' gear was minimal, yet Cliff survived two huge shunts. Above left: Allison and Neil Davies, the 12's custodian, compare notes. Above right: Neat Chapman strut rear end soon replaced de Dion axle of early examples

became a close friend," he enthuses. Aside from startling everyone with the quickest time at Avus (the lap didn't count as he was listed as a reserve driver) and a fifth at Monza, the season was a learning one for him, gaining experience, developing a rapport with his Italian mechanics.

The following year started on a very positive note, Cliff winning the Buenos Aires 1000kms in a Ferrari Testa Rossa shared with Phil Hill. It was in Argentina that matters F1 also started to look up. In the heat of Buenos Aires, his 246 Dino was second despite nimbler rear-engined Coopers showing the way forward.

Then, disaster. Cliff crashed in qualifying at Monaco. He was hurled from the cockpit and struck the straw bales, which were reinforced with telegraph poles and huge metal bollards. "I misjudged my altitude," he chuckles. "Had I got it right, I could have emulated my idol, Alberto Ascari, and gone into the water."

An arm was so badly broken that his 1960 season was over. "There were three alternatives, as I saw it: to stay with Ferrari; to retire altogether; to get a Formula One drive somewhere else. I took the last option which, in retrospect, was probably the worst."

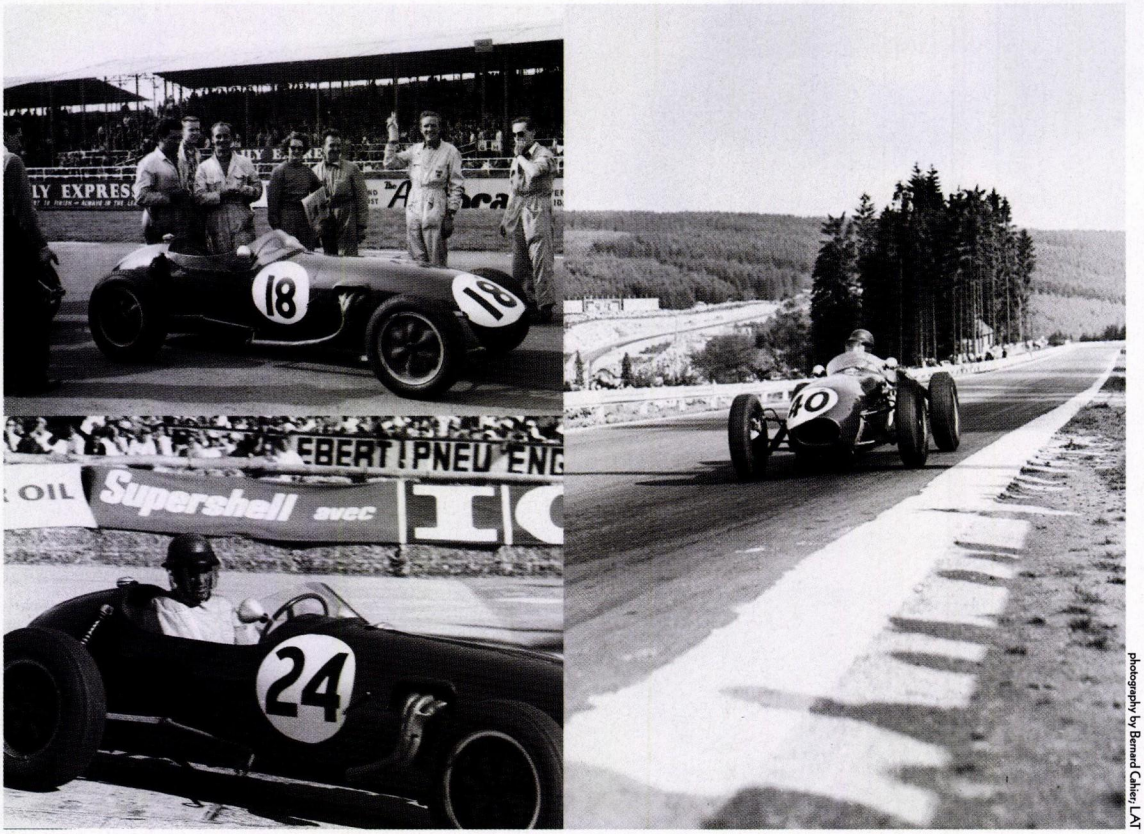
After the Spa shunt, and the consequent decision to retire, Cliff's next visit to a GP was at Silverstone in 1963. "All my friends made a fuss of me, but seeing them racing when I couldn't made me so miserable. I didn't go again for about 20 years.

"One of the nice things I do remember from that weekend is going to see Colin Chapman, who said: 'I only wish I could have given you a better car when you were racing for me'."

A typically blunt 'Chunky' assessment that perhaps sells the 12 a little short, but which speaks volumes for Mr Allison.

SPECIFICATIONS – Lotus 12

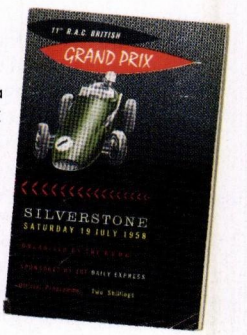
ENGINE	
Type	Coventry-Climax FPF, in-line 4cyl, dohc, 2 valves per cyl
Capacity	1475, 1960 or 2207cc
Fuelling	2 twin-choke Webers, later 1¾in SUs
Max power	141, 175 or 194bhp
Specific output	96.3bhp/litre (for 1½-litre F2 car)
Power/weight	473bhp/tonne (for 1½-litre F2 car)
Transmission	Rear axle-mounted Lotus, positive-stop 5-speed, ZF internals, ZF lsd
CHASSIS	
Type	multi-tubular spaceframe
Body	aluminium, by Williams & Pritchard
Front suspension	lower wishbone, upper link and anti-roll bar, coil-spring dampers
Rear suspension	Chapman strut, trailing arm, fixed-length driveshaft
Brakes (f/r)	Girling, 9in discs, outboard/inboard
Wheels (f/r)	'Wobbly Web', 15x4/15x5in
Tyres (f/r)	Dunlop, 4.50x15/5.50x15in
DIMENSIONS	
Wheelbase	88in
Track	48in
Height	35in
Weight	660-770lbs



photography by Bernard Cahier; LAT

Top left: F1 debut for Allison and Lotus, 1958 International Trophy. Above left: GP debut – Cliff finished sixth at Monaco; Right: Third GP, first points, at Spa. Below: Cliff impressed Mike Hawthorn – and Enzo – in qualifying for the British GP

AND CHAPMAN SAID: LET IT BE LIGHT



THE FIRST PURPOSE-BUILT LOTUS SINGLE-SEATER WAS intended for the new 1500cc F2. The car had a spaceframe chassis with an aluminium floor hard-riveted to the bottom to increase rigidity. It housed a 1475cc Coventry-Climax FPF, producing 141bhp.

Packaging was typical Chapman, aimed at reducing frontal area and drag: the engine was canted downwards so the prop passed as low as possible under the seat to the rear wheels, facilitating a low driving position; the radiator was angled backwards to allow for a sleek sloping nose.

It featured a novel gearbox, designed jointly by Chapman, Richard Ansdale and Harry Mundy. A small, lightweight, five-speed sequential unit, some wag at Lotus christened it the 'queerbox'.

The first chassis had a de Dion rear axle, but on subsequent cars this was replaced by a 'Chapman strut' – an angled spring/damper assembly, a radius rod to take fore and aft loads and lateral location provided by the halfshafts. At the front, a lower wishbone plus upper link stabilised by the anti-roll bar located the Standard/Triumph Alford & Alder upright, while braking was provided by discs, outboard front, inboard rear.

The 'Wobbly Web' wheels were another innovation included in the interests of weight-saving. The whole package was wrapped in a cigar-shaped body, sketched by Chapman and produced by Williams & Pritchard.

After testing the prototype at Silverstone in March 1957, a new 12 made its debut at the Goodwood Easter Monday meeting with Cliff Allison at the wheel. It retired with a twisted rear halfshaft.

Results that season were peppered with retirements, usually caused by failures in the driveline and/or suspension. Mac Fraser and Allison's second places at the Brands Whitsun meeting and Oulton Park Gold Cup were the best of the year.

After solving initial problems caused by poor lubrication, the queerbox was further enhanced towards the end of '57 by a move to a positive-stop mechanism. Its designer, fresh out of university, was Keith Duckworth.

For 1958, Team Lotus stepped up to F1, using a stretched FPF of 1960cc, and a further evolution of 2207cc. The first appearance of a works Lotus in Formula 1 spec came in the BRDC International Trophy on May 3, Graham Hill finishing eighth in a 2-litre Lotus 12. A fortnight later, Hill and Allison made their GP debuts at Monaco. By the French GP, however, the team was focused on the 16.

Works and privateer 12s were raced in F2, Ivor Bueb scoring the only international wins for the model, the Crystal Palace Trophy and Helsinki's Elaintarhanajo-Djurgaardsloppet, at the wheel of MOTOR SPORT's test car, 359.

The final works appearance of a 12 was in the Lavant Cup F2 race at Goodwood in March 1959, Hill netting fourth.

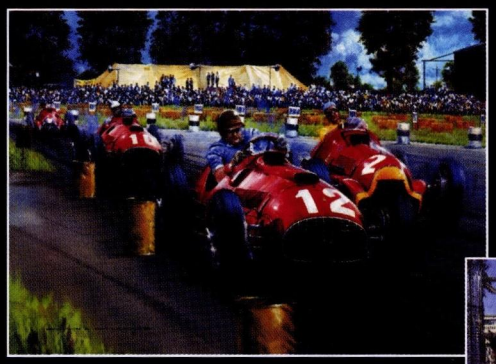
Twelve chassis were built, the majority of which survive. Sadly, the first running prototype, 351, was destroyed by fire after being shipped to Australia late in 1957. Three cars (352, 353 and 359) are currently running and they should soon be joined by 357, Cliff Allison's regular mount. **Michael Oliver**

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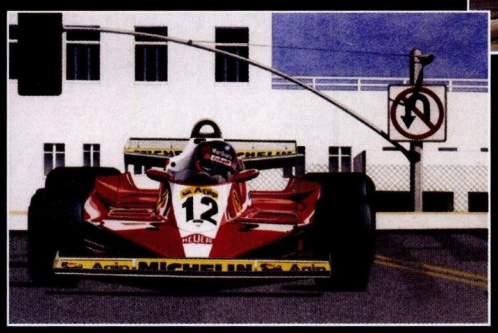
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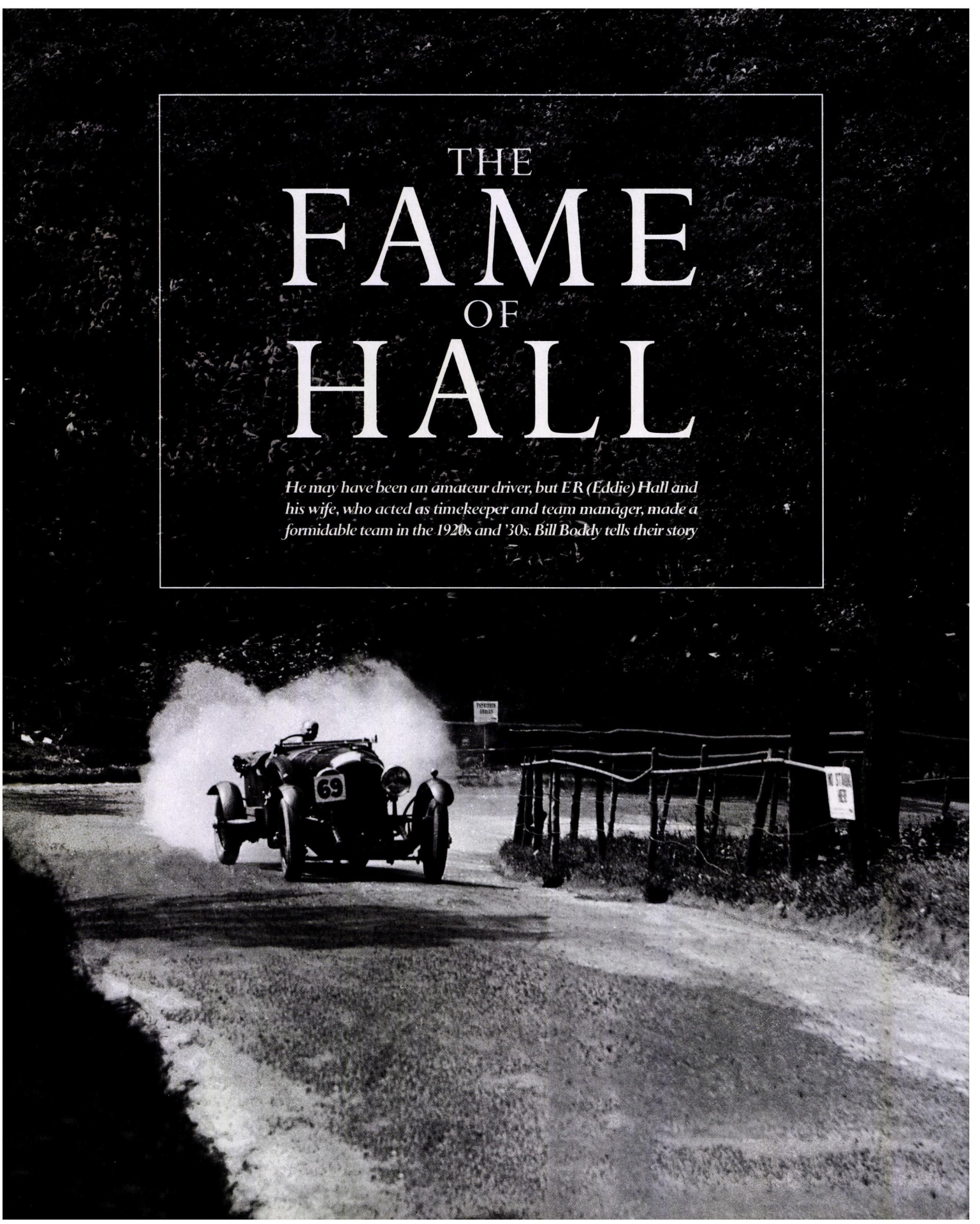
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THE FAME OF HALL

He may have been an amateur driver, but E R (Eddie) Hall and his wife, who acted as timekeeper and team manager, made a formidable team in the 1920s and '30s. Bill Boddy tells their story





photography by National Motor Museum, LAT

Left: Hall enjoyed many successes at Shelsley, winning the 1930 President's Cup. Above: Lord Howe, Freddie Dixon and Hall were fierce rivals – and great friends

Yorkshire industrialist E R (Eddie) Hall made his debut as a competitor, as far as I can trace, in 1920. He drove a 25hp Talbot, a pre-WWI design, in the local club's Meltham speed hillclimb. It was beaten only by HF Clay's 30/98 Vauxhall. In 1921 when the club ran its Holme Moss hillclimb, this order was repeated, Hall's big Talbot being second to Clay's 30/98. In 1922 there were class wins with a Bugatti at Pateley Bridge, Ringinglow and Scarborough.

In 1923, at the Sutton Bank hillclimb, he drove a little 8/18hp Talbot. Hall's entry had the body removed and was apparently suffering from an engine not fully run-in and a back axle defect. But its lively 970cc ohv engine helped to overcome such shortcomings and Hall was second in the Novice class, beaten by Trubie-Moore's GN.

Enjoying himself, Hall next tried Yorkshire's Holme Moss hillclimb and won two classes, on formula, and was second to Capt Archie Frazer-Nash's very famous GN. Seeking something quicker than the little Talbot, Hall did a faster run in the well-known 1920 racing Aston-Martin 'Bunny', which he was thinking of buying. Hall's first run was spoiled by dirty plugs but with a new set he was only two seconds slower than Humphrey Cook's FTD in a 3-litre TT Vauxhall.

It seems that Hall was still hunting for his next car, because at the York MC's Blackpool speed trials, he was disqualified for driving a Bugatti instead of the Marseal he had entered. In this or another 11.9hp Bugatti, Hall made FTD in the JCC Yorkshire Centre's one-mile Greenhow hillclimb and took the Marseal to Octon Bank.

In one season Hall had proved himself a competent driver. In the popular JCC South Harting hillclimb he made FTD with the pear-shape-radiatored Bugatti, and did well with it at Southport, Staxton and Colwyn Bay, and with a Marendaz at Dalring Bray. He then drove 'Bunny' in the 1923 JCC '200' with a 16-valve engine, but tyre trouble caused him to finish ninth.

In spite of his experiences of Molsheim magic, Hall bought the much-raced Aston-Martin. He brought it to Shelsley Walsh in 1924 on a trailer he had made from bits of a Model T Ford and towed behind a large Edwardian Renault bought for £30. Hall made FTD and won all his classes at South Harting, in the wet, and at Aston Clinton, with FTDs at Pateley Bridge and Sutton Bank.

Hall had used the ultra-slim Aston-Martin 'Razor Blade' at Kop in 1924 for another class win. At Aston Clinton, Raymond Mays' Bugatti vanquished 'Bunny', but at the Blackpool Carnival speed trials it dead-heated with Mays, and at Saltburn, Hall's AM was clocked at 92.44mph for the flying-start kilometre.

It can be seen that Hall was a very proficient hillclimb contestant. Such performances are not achieved without careful preparation; as Mrs Kate Martin reminded Hall at Holme Moss, "Old plugs may be alright from economy but do not help to decorate the sideboard."

After 1924, Hall was less in evidence but by 1926 he had purchased a 30/98 Vauxhall which he took to the Amateur Shelsley Walsh Meeting and won the sports class without bothering to remove its second spare wheel (56.6sec). He repeated this at the Open Meeting at the historic MAC venue that year (57.6sec, the best sportscar), and in 1927 did it again (56.8sec), his time down to 54.2sec at the second meeting. In the 1928 Ulster TT he drove for E Metcalfe in his 2-litre Lagonda team but two laps from the finish a big-end failed.

In 1929 Hall came to Brooklands to drive in the JCC two-day Double 12 sportscar race with one of the AC Bertelli overhead-camshaft dry-sump Aston Martins. He was given LM2 to share with Dudley Froy, and designer Bertelli had a newer AM (LM3) with ➳

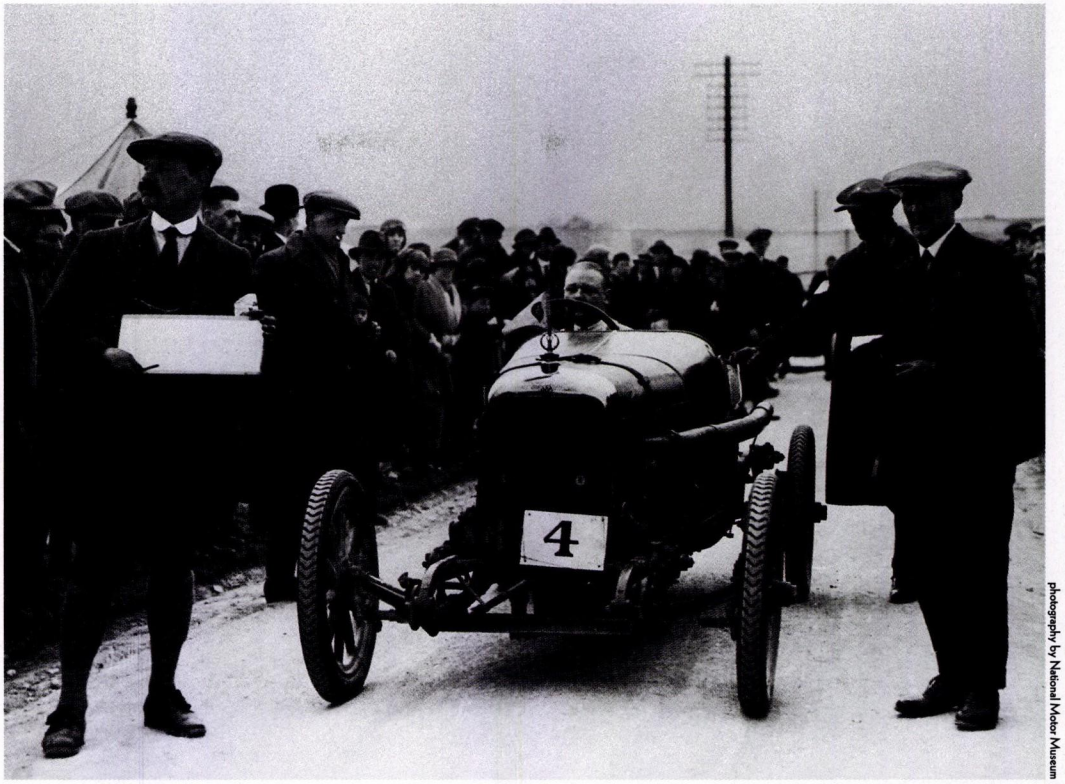


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Hall's first experience of a real racing car was with Aston-Martin's 'Bunny'. He sampled it in 1923, bought it the following year, and enjoyed a successful season

Bessant. It was a short-lived pleasure, because LM2 soon retired with serious engine trouble after Froy had run less than three hours of the divided 24-hour event.

During August 1929, Hall had bought a 4½-litre Le Mans Bentley and had run it in the 1930 TT. It was too slow to finish high up but Eddie must have been pleased to come in 12th, his average for this long race over one of the most representative road circuits of any being 68.36mph, only 0.42mph less than that of Kensington Moir in a blower 4½-litre Bentley which was 11th.

For the 1930 Brooklands outer-circuit 500 Mile Race, the Hon Dorothy Paget had entered a team of blower 4½-litre Bentleys, the single-seater for Sir Henry Birkin and George Duller, and two stripped four-seaters for Capt George Eyston/Beris Wood and Dr Dudley Benjafield/E R Hall. W O Bentley didn't approve of these cars, being averse to supercharging. To date only 13 blower 4½s had been sold, W O condescending to make them for Le Mans homologation, so it was important that they did well in the last great race of 1930.

'He fitted an SU needle which he wore as a tie-pin, but in the end the halfshaft sheared'

The Birkin car retired after losing time changing plugs and the Eyston/Wood entry stopped with a sheared magneto drive, so it was up to 'Benjy' and Hall. Lapping at 120mph, with one wonderful lap at 122.97mph, it was a case of trying to catch the supercharged Austin 7 of S C H Davis/Earl of March, which pulled out 87mph laps in this handicap contest. It became tense as the final laps were run off, between 'David and Goliath'. In the end the 'Tiddler' won, by a mere seven minutes from the Bentley

Prior to this, Hall's Track experience, apart from the 1923 '200', was virtually nil, but in 1931 he drove his green 4½-litre Bentley in BARC races. At Easter he was second on a wet track after a duel with Spotiswoode in a Bugatti, repeatedly passing one another. When the rained-off events were run later, the result was another second for Hall. At Whitsun, after a nasty moment in an earlier race, Hall and the Bentley gained a third place, with a lap at 110.19mph.

Back to sterner stuff: in the 1931 500 Mile Race, Hall headed a team of supercharged 746cc Midgets. He worked up through the field to finish third, at 92.17mph, and the MGs took the Team Prize. This was a good example of the well-built, balding Yorkshireman's efficient approach to his racing. For the 1932 '500', Hall again used the little MG, of which a whole bevy started. His ran too hot; he fitted an SU needle which he wore as his tie-pin, but in the end a halfshaft sheared. There was compensation when the MG set British and International Class H short-distance standing-start records, the two-way mile at 74.7mph.

Back to long-distance racing, Hall used an MG Magnette for the ingenious JCC International Trophy event in 1933, and his methodical planning and calm driving paid off, with a second behind the Hon Brian Lewis' Alfa Romeo Monza at 82.77mph. Even more impressive was his victory in the 1933 '500'. In his long-tailed single-seater MG Magnette, against a stiff class handicap, he again worked his way through the field, his pace controlled by signals from his wife Joan. It paid off, Hall winning the race at 106.53mph without a relief driver, as I could confirm, having watched it from the pits.

Hall then drove the 1087cc MG in the 1934 JCC International Trophy race but was swamped by some very fast opponents, finishing 10th. In 1934 he went back to an MG Midget for the BRDC Empire ➤➤



photography by LAT

Hall shone at Ards, his Derby-Bentley setting the TT's fastest race average three years in a row, but each time, including '34 (above), the handicappers beat him

Trophy Race but it burst its compulsory silencer, and in the '500' his Magnette was unplaced. It was the Magnette again for the 1935 JCC International Trophy, but crossing a forbidden line on the Byfleet Banking annoyed the stewards and hampered Hall's speed thereafter. Yet he was third in this 250-mile race, which used chicanes for handicapping, at 85.37mph, beaten only by new-boy Fontes' Monza Alfa Romeo and Dixon's Riley. That concluded Hall's Track appearances. But he continued to support Shelsley, with wins almost every time.

In 1928 the 30/98 clocked 54.2sec, and in 1929 it tied with Hughes' 30/98. Mrs Hall took the *Good Housekeeping Cup* with the 4½-litre Bentley (58.0sec). In 1930 her husband won the MAC President's Trophy in this car (51.8sec), but in the Open event he returned to a 30/98 and was 0.4sec faster than Howe's big s/c Mercedes. Hall used his Montlhéry Midget to win two classes in 1931 in 56.2sec and he took the 850cc classes with this MG in '32 in 49.2sec.

The s/c MG Magnette was used in 1933 (48.0sec) and also the s/c Midget (50.20sec), both class wins. The Magnette won two classes (48.0sec), and was again used in 1934 (43.2sec) and in '35 (44.4sec). The famous TT Rolls-Bentley also won (47.6sec). It did 46.4sec at the next 1935 event and 50.99sec in 4¼-litre form in 1936. But road racing was also where Hall scored.

For the 1931 TT he entered the s/c MG Midget but its engine failed. In 1932 he won his class in the Midget and was third overall, while in 1933 with his MG Magnette he was second in class and fourth overall from Nuvolari, Hamilton and Rose-Richards.

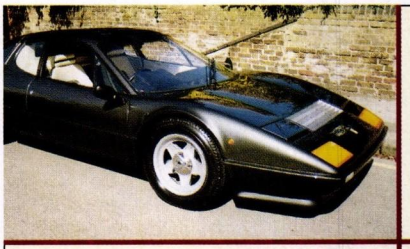
In 1935 Hall had a stab at the Mille Miglia, with an Aston Martin loaned by the factory. He was leading his class when the car lost oil and overheated, to retire at Siena after 390 miles. But the finest drives of Hall's career were those in the last three TTs, with his own Derby-Bentley, with assistance from Rolls-Royce in 1934-36. He had two of these cars, an Abbott four-seater delivered in February 1934 and an Offord drophead coupé in July. For the 1934 TT, the 3½-litre gave 130bhp. Hall finished second, and made fastest average speed of 78.4mph, beating a team of 4½-litre Lagondas; in 1929 Caracciola's best in a supercharged 7-litre Mercedes-Benz had been 72.82mph. It had been a close race, as smaller cars had easier handicaps. Hall was second, 17sec behind Dodson's MG, having driven the entire 478 miles himself.

'At Le Mans, driving unaided for the 1991 miles, he finished a notable eighth (82.95mph)'

For the 1935 TT, the Bentley had proper mudguards, larger tyres and was now producing 150bhp. Hall again made the fastest race average, at 80.36 mph, repeating his second place of 1934, this time 70sec in arrears of Dixon's Riley on handicap. In 1936 the Bentley had the new 4¼-litre engine installed, giving 167bhp. A 40-gallon tank gave Hall a non-stop run and, for the third successive year, fastest average speed, at 80.31mph. It was a hard task, Hall at the wheel for nearly 5¼ hours, one of which was in rain. He finished a minute behind the Dixon/Dobson Riley, his speed an all-time record.

These 1934-36 TTs emphasise Hall's fine determined driving and his skill in preparation. As ever, Mrs Hall was in his pit, displaying churns and funnel in 1936 to fool his rivals. In 1950, Hall took the 16-year-old Bentley to Le Mans and, driving unaided for the 1991 miles (82.95mph), finished a notable eighth.

Not bad, surely, for a businessman who went into motor racing for relaxation? M



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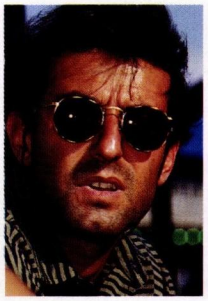


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LOST IN FRANCE

IVAN CAPELLI 1990 FRENCH GRAND PRIX

ONE CAN ONLY SPECULATE WHAT PATH IVAN CAPELLI'S CAREER MIGHT HAVE FOLLOWED HAD HE WON AT PAUL RICARD. HE TELLS ADAM COOPER HOW IT FELT TO COME SO CLOSE TO VICTORY

AT THE 1990 FRENCH GP, IVAN CAPELLI WAS WITHIN three laps of one of the biggest upsets in the sport's long history but, as is so often the case in such unexpected situations, he didn't quite make it, and normality was restored.

In 1988, Capelli had emerged as Italy's man most likely, as he and the maverick Leyton House team upset the establishment with some impressive performances. He qualified on the second row three times, and took a tremendous second place in Estoril. However, in 1989 the team lost its way, and Ivan failed to score a single point.

The situation wasn't much better the following year, and in Mexico the team's fortunes hit rock bottom when neither he nor team-mate Mauricio Gugelmin qualified. Leyton House was in disarray.

"The CG901 was really unstable and undriveable," recalls Ivan. "Myself and 'Morris' were having a lot of problems, and it was really a depressing weekend in Mexico before we came back to Europe. Unfortunately Adrian Newey had already moved to Williams but, before moving, he had started to make a new rear floor for the car, focusing on the central part below the gearbox. Gustav Brunner carried on Adrian's work, so we went to Paul Ricard using that. That was the only change, nothing else."

There was no time for testing, and so it was straight into the race weekend. It was soon obvious that Adrian had left a welcome farewell present. "The car was immediately really, really competitive," enthuses Capelli, "even though we had a Judd engine that was not as powerful in comparison to the Honda, Ferrari or Renault units. We did our best in qualifying, with me seventh on the grid, and 'Morris' just behind me."

In those days there was no refuelling, but at tracks like Paul Ricard, a tyre stop was considered mandatory because of high wear rates on full tanks at the in the early stages of a race. However, Leyton House decided to ignore conventional wisdom and run one set for 80 laps.

"Working in the warm-up, we saw we could go without stopping in the race. We did a tricky thing: we put more front wing on the inside – the front right – to have a car that could save a little bit the

All photography: LAT

Ivan Capelli checks the one mirror that works – and sees what he dreads. Alain Prost's Ferrari has passed Mauricio Gugelmin, and is homing in on the lead





A stoical look from Ivan as he ponders his one that got away. He was P1 for 45 laps, but Alain led the last three to score Ferrari's 100th grand prix victory

wear of the tyres. At the same time, Gustav and I decided I should drive in a particular way, especially in the Signes corner and the double right-hander of du Beausset. I was really, really careful not to overstress the tyres on the left side.

"After the formation lap, on the starting grid we decided to again give just a little bit more downforce at the front. It was only a fraction – you know that it doesn't really change the car, but psychologically it helps a lot!"

"I was 11th on the first lap; I lost a few places because I was really careful not to lock tyres at the first corner. Then Alesi was in front of me with the Tyrrell, and I overtook him.

"The thing that was really interesting was that the cars in front of me didn't disappear. When I was joining the main Mistral straight, I could see the leaders at the front, and then all the cars in a queue, and this confirmed to me that our strategy was the right one. So then we were just waiting for our rivals to stop."

And stop they did; Alain Prost on lap 27, Alessandro Nannini and Gerhard Berger on lap 29, Ayrton Senna on lap 31, and Nigel Mansell on lap 32. A lap after that, Riccardo Patrese handed Capelli the lead. "The only guy that I really overtook was Patrese in the Williams, on the lap that he was supposed to stop. And then suddenly we were leading the race, with 'Morris' second!

"Inside the cockpit I knew the strategy that we planned, so I was just smiling. I was just thinking we are going on and we are going to continue. It was really good fun to see on the board, 'P1, P1, P1' all the time." Rival engineers scratched their heads as the two turquoise cars continued without interruption. But gradually Prost's Ferrari, quickest of the cars that had pitted, was reeling them in.

"I saw 'Morris' was seven or eight seconds behind me, and that Prost was behind him, going very quick, and trying to find a place to pass. Then 'Morris' had a problem with the engine, and after that Alain came closer to me in a very few laps; he was really quicker than me, maybe by one or 1.5sec a lap.

"The Tarmac in Paul Ricard was new, and all the drivers knew that outside the right line we were losing too much time, because the tyres would be overheating or doing something funny. So Prost never had a real chance to overtake me during those final laps. But he was behind me just like a shadow, following me everywhere.

"We had our mirrors not on the cockpit, but on the sidepods. Over a kerb – the one on the exit of the chicane joining the Mistral – I lost my right mirror. The glass inside just broke, because of the vibration. So I could see only on the left side if the Ferrari was there. But under braking for the hairpin, when Prost could have the opportunity to overtake me, I couldn't see his car.

"So I was always braking very, very late, and then turning without taking care if he was there or not. At the end, Alain said to me, 'You were driving in a really attacking way,' and I said, 'Yes, because I couldn't see you.'"

"With three laps to go at Signes corner I was as usual flat with the gas, but approaching the corner the oil lamp just started to flash. For this reason I backed off immediately to save the engine. Prost was, as I said, a shadow behind my car, and had the opportunity to overtake. Then my engine really started to have a mechanical problem, so I did the last lap knowing that maybe I wouldn't see the flag. When I finished the race, Ayrton Senna was just behind me.

"I was happy because I finished second, but at the same time I was really, really disappointed, because I was missing my first victory in a grand prix. I didn't know what to say, didn't know if I was supposed to be glad or not."

What Ivan didn't know at the time was that he would never get another chance. Reliability problems plagued him for the rest of the season, and Leyton House struggled again in 1991. The following year, the Italian endured a terrible year at Ferrari. Would a win at Ricard have made a difference?

"Absolutely," declares Ivan. "That race could have changed completely my career; first of all because of your confidence, because when you win a grand prix, you realise that you can do the job. And then because it would have maybe given me the opportunity not just to go to Ferrari, but also maybe Williams or McLaren.

"But as we know, the train sometimes just comes round once." M

CHAMPION

IN ALL BUT NAME

MARKKU ALEN WAS THE RONNIE PETERSON OF RALLYING – A TRUE GENIUS WHO WAS NEVER REWARDED WITH THE CHAMPIONSHIP. THAT'S A TRAVESTY, SAYS JOHN DAVENPORT



Reinhard Klein, LAT

Only two driven wheels, but the Lancia 037 was Markku Alén's favourite car. The combination was quick, even on loose stuff



CHAMPION IN ALL BUT NAME

THERE ARE RALLY DRIVERS WHO THRILL you when they are driving, and there are rally drivers who thrill you out of the car. Then there is Markku Alén who does both. The most charismatic personality to bless rallying with his presence, he radiated excitement as much in service points as on special stages. Wherever Markku was, he was going for it. To see him getting in a rally car was like watching a Viking hero about to go in quest of a permanent seat in Valhalla. The hairs would rise on the back of your neck and you would rush for the nearest vantage point when he said those magic words, "OK. Now – maximum attack."

For 16 years, Markku Alén drove for the Fiat empire, wrestling with everything from the early Abarth 124 to the Lancia Delta Integrale. He never won the World Championship for Drivers outright – though he was champion for 11 days in 1986 until Lancia lost their points from the San Remo – but won 20 WRC events and the precursor of the World Championship, the FIA Driver's Cup in 1978. Most surprising of all was that, among those 20, were two victories on the all-Tarmac Tour of Corsica while at the same time he occupied every place on the Monte Carlo Rally podium except the highest one. Least surprising was that six of them were on Markku's home event, the 1000 Lakes Rally.

Markku's father took the Finnish ice racing title in 1966, the same year his son started riding motorbikes and driving karts. When Markku was 18, he purchased and a factory-spec Renault 8 Gordini. He won the Junior Cup with ease, taking the category on five of the seven events.

"My first rally, the Hankirally [Snow Rally], I came in second," he recalls. "I was leading but somebody was blocking the road and I lost one, two minutes. I became Junior Champion and then I go step by step. I go to Pauli Toivonen's team and drive a Sunbeam Imp – and that is very good learning for me. Pauli is a tough guy."

That was 1970 the year in which, as well as winning the ice race championship in the Sunbeam, the young Markku also got to drive an Opel Kadett on the 1000 Lakes. "My speed take a big jump with that car. I am in Group 1 and I am in third position before I have a big accident on stage 13. Perhaps that is the biggest accident of my career. The car is really a banana, only the rear roof is OK." In fact, Alén's career is remarkably short on accidents. Look at his record on one rally that has claimed many a famous driver: Portugal. Here Markku competed 15 times and only once retired, when all factory drivers pulled out in '86. He also won there five times.

The 1000 Lakes accident was in August 1970, but in November, he went to the Helsinki Rally, found he had lost neither his speed nor confidence and left with an outright win. For '71, he signed a three year Volvo contract and started driving a 142 under the direction of Kari Grönberg. Two years running he finished third on the 1000 Lakes; in 1973, he was second behind Timo Mäkinen's works Escort, having pushed all the way until "I jump too far on one of those quick stages near Mikkeli, the car land heavily, and something [electrical] come off. After that, I have no chance to beat Timo." This performance, together with his cautious debut on the RAC Rally of 1972 (he finished 12th in a Volvo 142) with Atso Aho brought him to international attention.

As with so many good things that happened in Ford Escorts, the hand of David Sutton was there. He offered Markku an Escort for the Lindisfarne Rally, accompanied by Henry Liddon. They retired with a broken steering rack but after getting it fixed, rejoined the fray and, had they been classified, would have been second to Roger Clark. Then Ford provided a car for the RAC Rally. Partnered by Ilkka Kivimaki, they left the road in Sutton Park and dropped to 177th overall. The rest of the rally was a game of catch-up that enthralled the whole rally world as they set one fastest time after another on the way to third.

'In Ford, too few rallies and too many drivers. The whole Finnish Mafia was there. So I drive more rallies for Fiat'

This performance brought offers of contracts from Ford and Fiat. But '74 was the year of the fuel crisis and the Monte Carlo and Swedish Rallies were among the casualties. Markku did the Arctic Rally for Ford (fourth), the Portuguese Rally for Fiat (third) and the Welsh for Ford (*see panel, right*). "But Fiat wanted me to do more and more. And Ford, have a half-contract with me. In that team, too few rallies and too many drivers. They had the whole Finnish Mafia there already. So I drive more rallies for Fiat."

The beneficiaries were Fiat. Markku was the man who gave them instant results, including second place on ➳

A STAR IS BORN

At the start of 1974, I had a contract with Ford to co-drive with Hannu Mikkola but, thanks to the fuel crisis, there were not many events being held. The first home event to be run was the Welsh International, and Ford asked if I would like to do it with Markku Alén; 25 per cent of the rally stages would be on the Eppynt Ranges and it might help if he knew where he was going.

We had an Escort Mexico from Boreham and did a couple of gentle runs over stages to be used for the rally. No question of pace notes as Markku would remember where the road went. But we needed a quicker run at night.

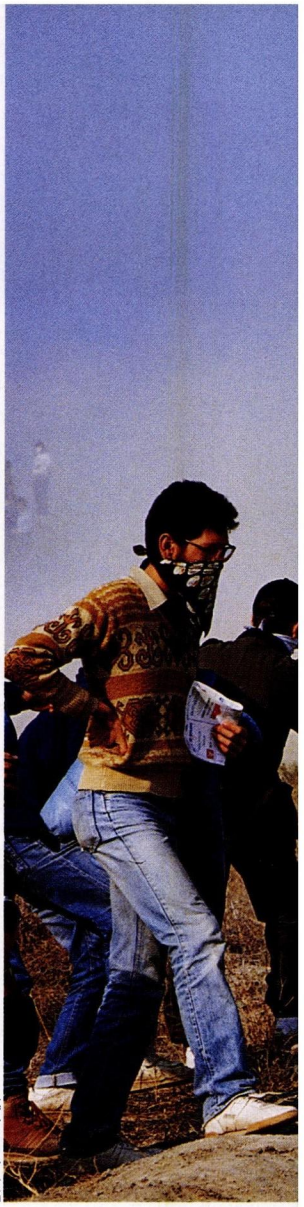
Heading off to Dixie's Corner at a fair old clip, suddenly descending clusters of parachute flares illuminated the black night. A body of camouflaged men rose up from nowhere to block the road. A heavily armed sergeant major approached. 'Just speak Finnish' I whispered. The terrifying apparition had almost reached the driver's door when his eye saw something on the car. He halted at Markku's open window, drew himself to attention and saluted. 'Sorry to have bothered you, sir. Allow me to get these men out of the way.' He saluted again, barked orders, the ranks parted and we drove on to complete our survey. In the morning, we looked more closely at the car we had been lent. It was the Mexico with which Prince Michael and Tony Mason had done some rallying. The front wing bore the Prince's name, regimental crest and rank.

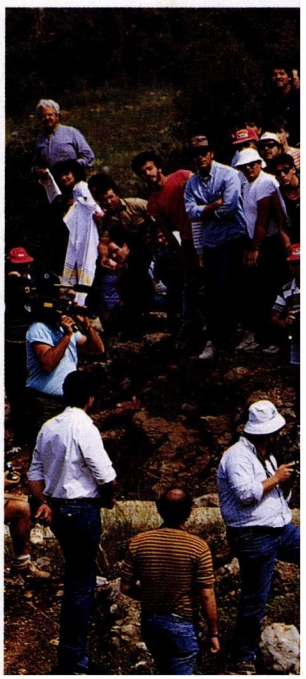
On the rally, lack of Tarmac experience appeared to be no hindrance for Markku. On the first Eppynt stage, we caught and passed Per-Inge Walfridsson in the Volvo 142S while on the second, John Bloxham who was starting ahead of us in his Dolomite Sprint, asked the marshal to give us a two minute gap. We took three and were still nose to tail with him on the finish line.

The only times we went sideways was to recover from slight optimism about entry speed on a corner. Markku loved to have the inside front wheel as far to the inside of the corner as the trees or banks would allow. On the fast sweeps of Radnor Forest, there were several occasions when our cornering speed was such that he would have both inside wheels in the fresh air with no weight on them at all.

That Welsh Rally was Markku's first international win outside Finland and his only win in an Escort before he started full time with Fiat.

John Davenport





All photography: LAT





Above: San Remo '86. The S4 of Alén and Ilkka Kivimäki won – before the results were removed of WRC status

Left: A Lancia Delta (now an HF 4WD) was still the car to have in Group A era. Markku won here in the '87 Acropolis

Right: Not the sexiest rally car ever, but Fiat's 131 Abarth made a huge leap forward for Alén and rallying as a whole







All photography: LAT

the Press on Regardless Rally in the USA ahead of deadly rivals Lancia. There was a final appearance for Ford on the 1974 RAC Rally where he retired with a broken water pump. Thereafter his career was *Viva Italia* all the way.

In 1976, Fiat replaced the 124 with the 131 Abarth – a giant leap forward for rallying – a car engineered for the sport, all adjustable so the driver did not have to drive around inherent problems. Alén worked with Fiat's Giorgio Pianta to develop the car that broke Lancia's stranglehold on world rallying and won the Manufacturer's title three times.

"Ford had the better engine, more power and revs. But Pianta and his boys work maybe one week testing with us before a rally. Two cars all the time; one with rally engine, one with circuit engine. Fiat were the first team to do this. And we had fantastic help from Garibaldi at Pirelli. Always we had the best tyres." And it showed in the results.

Eventually, Fiat and Lancia's competition activities merged and towards the end of 1978, with Markku leading the race for the FIA Cup for Drivers, Cesare Fiorio gave him three rallies in a Stratos – San Remo, Giro d'Italia and RAC. Markku won in San Remo and sealed the title but it gave him an insight into what he had been missing. "I fight so many times in 124 and 131 with Stratos, and then when I drive that car, I realise how easy it is, especially in Tarmac. So much power. Like night and day. My problem was I was so tall, I hit my head all the time. And in fog and rain you don't see so well."

In truth, the Stratos was four years older than the 131, and not so sophisticated in the suspension department. But the next car in his life was the first new product of the combined Lancia/Fiat operation, the Lancia Rallye 037. In 1982, Markku's best result with the 037 was fourth on the RAC. However, for the next three years this supercharged



'Those two wins in Corsica were my hardest and best rallies: 14 hours of stages, no power steering'

sportscar was to provide him with some of the most stirring drives of his career as he fought to defeat first the Audi Quattros and then the Peugeot 205 T16s. "This was fantastic car. Only thing missing is four-wheel-drive, a handicap on gravel. But fantastic car on Tarmac. Those two times I win Corsica were my best and hardest rallies: 14 hours of stages and no power steering!" And an amazing record on the Safari with the 037 of a fourth place in 1984 and third in 1986.

That last result was after Lancia had finally come with their four-wheel drive monster, the turbocharged and supercharged Delta S4. Markku finished second on the RAC Rally of 1985 on the S4's debut but then '86 turned out to be a year to forget. On the Monte Carlo he broke a camshaft, in Sweden he was second, in Portugal there was the driver's revolt, in Corsica, his teammate Henri Toivonen was killed and his car withdrawn, and in Acropolis, the engine failed again. With half the year gone, it didn't look like a championship

Top left: Alén in extremis, San Remo 1980. The Finn scored eight of his WRC victories at the wheel of a 131 Abarth

Top right: The drive that put his name in lights. In the 1973 RAC, an Escort-mounted Alén climbed from 177th to third

Above: Having fought against the Stratos for so long, when he finally rallied one himself, Markku found it a revelation

year. But, by virtue of doing all the events – 11 rallies with the S4, the Safari with the 037 – Markku had a shot at the title. The 10th event was San Remo, a rally that many people would like to forget.

At the start, Juha Kankkunen was on 81 points and Markku 79. "In first stage, I have puncture and lose two and half minutes. After, I am coming back, and am just a minute behind Miki [Biasion]. So he stops at the end of the last stage to let me win, all in front of the TV. The feeling for me is so bad. I am not going to prize-giving. I just go straight home."

Part of the bad feeling stemmed from the organisers chucking out the Peugeots, and it was this action that eventually got the San Remo results scrubbed. "I still don't know, even today, why someone make that protest or whatever it was. For me it was a big mistake. If Peugeot had stayed in, I could still have been second and perhaps world champion."

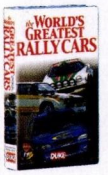
Certainly 1986 was a nadir in Alén's career. He went on to drive Lancia's Delta HF 4WD and Integrale, collecting more wins and two top three places in the championship. When Lancia wound down their rally programme, he drove two seasons with Subaru and one with Toyota before ceasing his mainstream rally career. Group A cars were not so much to his liking.

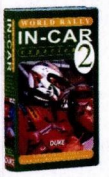
"In S4, you have a lot of power and control the car with the accelerator. More sideways, more driver feeling. If you have wheelspin today, it's because something is broken, maybe half-shaft or differential. Nice cars, but rally cars need more power and bit more noise."

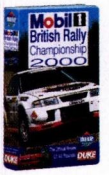
Ask about his favourite rally cars, Markku immediately nominates the 037. "The S4 was fantastic, but you know, our high-tech was not so high in those days. It was OK but more of a brute than the 037." That unique Alén smile appears as does a brighter illumination of the eyes. You can almost hear the cries of the warriors from far off Valhalla. M

A beginners guide on how to become a rally enthusiast

VIDEOS







Whether you're passionate about rallying or interested in learning more about this sport, one thing is for sure: Duke Video has a video or DVD just for you. Over the past few seasons, the Isle of Man-based firm has become the name in on-screen motorsport action. Duke has stunning footage from just about any form of motorsport you can think of. Some of the best films are the season reviews such as last years reviews of the World Rally Championship and British Rally Championship. From the grass roots up to the pinnacle of the sport, there's action from each and every year going as far back as most fans can remember. Having access to a staggering amount of older material has allowed Duke to produce some masterpieces, including insights into such rallying legends as Ari Vatanen. Ari is dealt with in two films: The Vatanen Touch and The Vatanen Touch Too. No serious rally fan should be without them. If you are interested in finding out about these and other superb rallying titles visit their web site www.duke video.com or call them on **01624 640000**.

DUKE

RALLY TRIPS ABROAD



When it comes to Motorsport in spectacular settings, the WRC has it all. Whether its cars sliding sideways at 100mph on the icy lakes of Sweden, winding through the tortuous mountain passes of Corsica, or flat out across the dusty plains of Kenya, the modern rally fan is almost spoilt for choice. With the introduction of WRC Specialist Tour Operator Budget Rally Travel Ltd, it has never been easier for enthusiasts both new and old to get out there and see some of the action first hand. BRTLtd always aim to offer spectators affordable but good value packages that include 3 star Hotel accommodation as close to the action as possible, and exclusive 'RallyPacks' which describe the stages in great detail. Armed with that sort of information and on-event representatives from BRT on the tours, its no wonder that more and more rally enthusiasts are experiencing the action abroad. In a bid to cater for the every increasing Historic market self-drive tours are also being organised to popular events such as the Rally San Remo Storico, giving enthusiasts the opportunity to take their own vehicles across Europe. So if you fancy sipping a cold beer on the Italian Riviera as McRae & Co. blast past, or perhaps experiencing the flat-out jumps of Markku Alen's homeland on the Rally Finland give the BRT team a ring on **01926 451570** for their brochure.

RALLY SCHOOLS

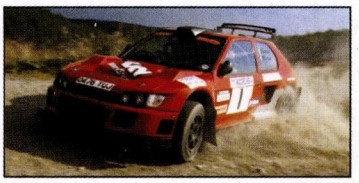


If you're serious about taking up rallying, go and see Bill Gwynne. He's taught some of the best drivers in the world, including current Subaru World Rally Team driver Toshi Arai, and there's nothing he and his highly-skilled bunch of instructors don't know about the sport. Whether you want the inside line on the black art of left-foot-braking, or just to drift a Ford Escort while flat-out in top gear, this is the place to go. All you have to decide is whether you want to drive front, rear or four-wheel-drive. If you've sat and watched Colin McRae and Richard Burns with the pedal to the metal through the woods and thought: 'I could do that, you've got no excuses now. One of the latest courses to be added to the Rallyschool's already comprehensive list is the World Rally course. This is the course for the fevered rally fan: you spend the afternoon driving a full works-spec Subaru Impreza 555 as fast as you dare.

How can you resist it? Call them now on **01280 705570**

Bill Gwynne Rallyschool© International
www.billgwynne.com
You'll be amazed at what you can do.

RALLY ORGANISATIONS



IF you're looking to get involved in rallying, either as a competitor or a spectator, look no further than the BTRDA Rally Series. Synonymous with providing cost effective and spectacular rallying, the BTRDA series offers something for everyone and is widely regarded as an ideal clubman proving ground for aspiring rally drivers. With over 360 registered competitors this year, the popularity of the BTRDA series far surpasses that of any other British national championship of its kind and with entry fees hovering around the £250 mark, this is the cheapest way in to go forest rallying – it's as simple as that. The series regularly attracts everything from Ford Escort WR Cars to Vauxhall Novas in addition to more novel beasts such as reigning Silver Star champion Andy Burton's home-engineered Peugeot 306 Cosworth. The aim of BTRDA series is to combine affordable motorsport with friendly competition, and this is what the organisers do – with aplomb. For more information visit the website **www.BTRDA.com or write to Liz Cox, BTRDA LTD, 19a Oxford st, Lambourne, Berks RG17 8XS**

BTRDA

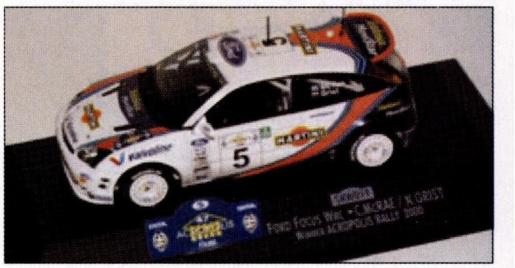
ART



A must for every rally fan is to have a print of their rally hero on the wall. The above print "Reflections of a Champion," is one of many breathtaking original prints produced by Mike Thompson AGMA of Formula In Medium. As you can see Mike has captured Marcus Gronholm at his very best, as he conquerers the Australian outback on the way to a victory which would give Peugeot the constructors crown and help Marcus secure the drivers title.
Mike has also produced many other stunning rally prints capturing drivers such as Richard Burns and Colin McRae at their very best, pushing themselves and taking their cars to the limit on the way to a stunning victory. Each print produced by Formula In Medium has personally signed and numbered by Mike, and every print they produce has been printed using light fast inks on high quality 300 gms paper.
Formula In Medium will welcome any enquires with regards to personnal commissions. For further information and to order catalogue please call **01373 830 196**.

FIM

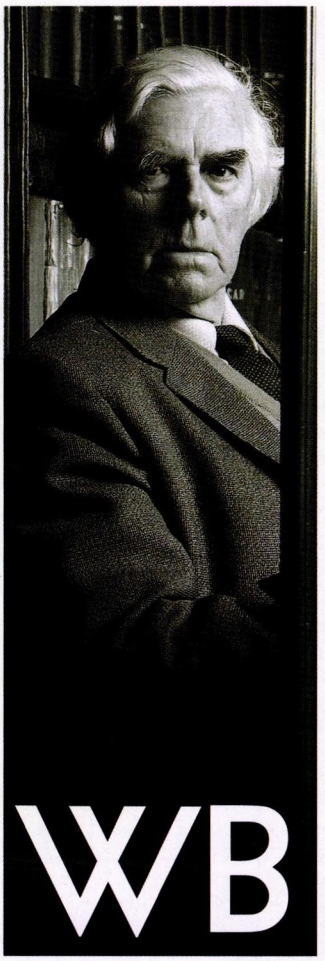
RALLY MERCHANDISE



Speed Retail are happy to offer all rally enthusiasts the most comprehensive range of rally merchandise available in the U.K., and most importantly they can offer it to you at the best price. If you are after a model of Colin McRae's 2001 Ford Focus or a Subaru team cap or any other merchandise from the works WRC teams then Speed Retail are the people to call. Once a month Speed Retail produce an incredible catalogue listing all of the fantastic deals they have on offer. So if you want to wear the clothes worn by your hero, or would like a model of their car on your mantelpiece call **01280 822823** now and get a catalogue.



Rally Speed



Gush Special remembered

SOME TIME AGO I RECALLED THE 344CC Jappic, which at first amused, then impressed, the Brooklands spectators back in 1925. A professionally-built racing cyclecar, there were plans for production, but these never came to fruition. The Gush Special was quite different, but equally potent.

When revised classes for record attempts were instituted in 1925, the smallest cars recognised were those in Class H, up to 750cc. Not long afterwards, Classes I and J were added for cars of up to 500cc and up to 350cc, and that autumn the under-5cwt Jappic took records in Class J, the fastest at 70.46 mph.

This gave Bryan G Gush an idea. He was an enthusiast who used his 30/98 Vauxhall at Brooklands and who had friends of similar keenness. One of these was Clive Windsor-Richards, and together they thought up a scheme for having fun at the Track while earning some money.

There was hardly a rush to grab records in the cyclecar categories but bonus payments were made by fuel, oil and accessory companies for successful bids. Gush set about building a crude but effective car for such attacks. He made a simple chassis for which it was said a 30/98 steering trackrod served as the front axle. The Gush rode on wire wheels shod with A7-size 3.50x19 tyres, and a body was formed of 24-gauge bashed-out aluminum sheets. The minuscule car weighed 4cwt. Nicknamed 'Mickey Mouse', power came at first from a single-cylinder JAP engine; this was replaced by a 348cc TT Blackburne motorcycle unit, said to produce over 33bhp at 6500rpm on Pratt's Racing Ethyl fuel. It drove by chain to a four-speed Burman motorcycle gearbox, and another chain drove the solid back axle. Renamed Gush Special, the odd little car began profitable record attacks in March 1934, driven by Gush, his sister and two friends who had not, I think, done this before.

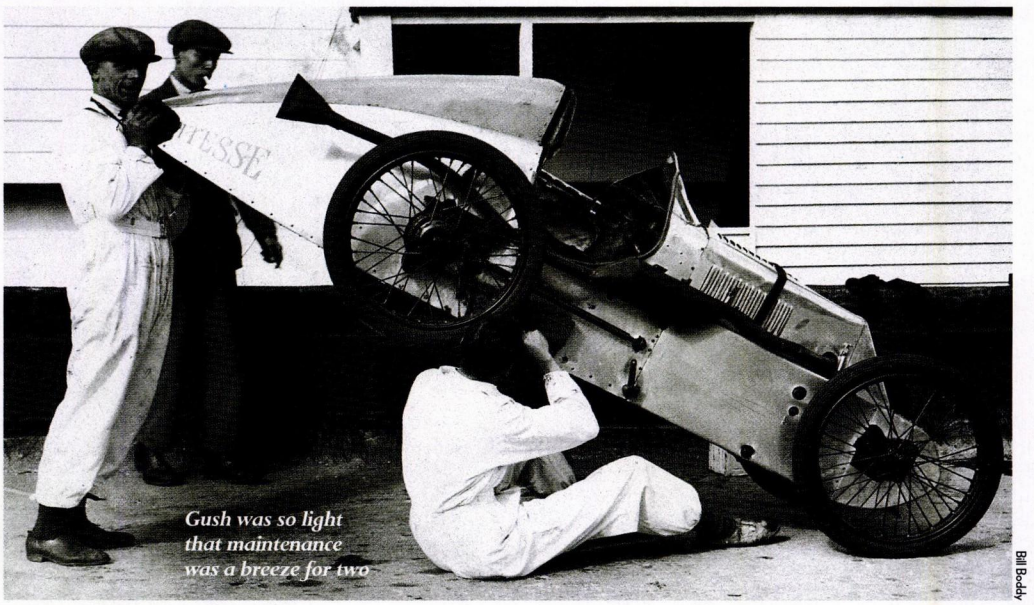
A 12-hour bump-and-bruise session resulted in some International Class J targets being reached, after clocking 44.48mph for one hour. If the car hit trouble, it was easily turned on its side for repairs. Henceforth this entourage, which included Pope (the famous Noel?), Selby (the Bugatti driver?), the girl Gush and 'Le Croisette', raised their own records at frequent intervals.

They then drove the Vitesse Spl, a change of name prudent for their blatant bonus-bids perhaps; one journalist insisted there was only the one car and that it was done with mirrors! They deserved their modest bonuses, the Gush's short wheelbase and minute quarter-elliptic springs giving it an awful ride. Windsor-Richards only just fitted the cockpit.

When war stopped play, the Gush held 16 international Class J records, the Jappic three, if one includes Gwenda Stewart's with the renamed Hawkes-Stewart. The Gush averaged 77.52mph for a two-way mile; the Jappic's best, eight years earlier, had been 70.46mph. After the war, Kieft and Cooper minced these speeds, the latter with over 92mph.

Cyclecars still live on in VSCC circles – the three GN Akela racers, that Malvern hill-storming event, lists of makes being compiled and revived 500cc racing. Worthington-Williams did a pictorial history in 1981 of these objects and another author is tackling the same subject.

Having long ago acquired an air-cooled JAP vee-twin engine and a Beardmore Precision cyclecar engine of this kind, I would like to have built a road-going cyclecar were I not only a spanner-fool and a lathe-dunce but also lacking woodwork ability. One engine was stolen, the other survives, possibly a never-used prototype. The JAP had no valves, the BP no tappets. Don't ask me why...



Gush was so light that maintenance was a breeze for two

Bill Boddy



Scotland's supercar, the Argyll, was a strange-looking device. Giugiaro could sleep easy

Excelsiors and Argylls

I HAVE HAD A LETTER FROM Zimbabwe, from a reader who went out to Africa in 1952. In Johannesburg a year later, this long-time MOTOR SPORT reader found a rare car in a poor state, with non-original bodywork.

Eventually restored, it turned out to be an Excelsior, that fine Belgian car. Not much was known about it, but then my correspondent bought a copy of my *Sportscar Pocket Book* and discovered that the picture of an Albert I Excelsior therein was of the very car they had restored and in which he had gone to his wedding in 1956.

He also sent me a copy of a piece from an old issue of *The Scots Magazine*, which described the Argyll car. This was the project which Bob Henderson, who had established the Fish carburettor which "had swept all before it on the racetrack", started at Lochgilphead, Argyll, in 1976 (no association with the earlier Argyll from Glasgow). It was to be a 150mph GT job, with a fibreglass body.

Alan Kidd's article in the Scottish magazine recalled how the £250,000 venture was opened by the Duke of Argyll. An *Oban Times* supplement about the "new Scottish supercar" was also published.

A spaceframe chassis had Triumph suspension, and Lancia and Renault V6 turbo engines were used in the prototypes. In production cars, these were replaced by rear-mounted Saab or Rover V8 units. Kidd ran an Argyll registered A751 KSB. Does anyone know if these Argylls are extant?

Ford Model Y book

SAM ROBERTS' BOOK *FORD MODEL Y – HENRY'S CAR FOR EUROPE* (Veloce, ISBN 1-901295-88-5, £29.99) certainly deserves a place in every historians' bookcase.

You may recall the dodgy handling from the Y's transverse suspenders, its American styling against British box squareness, and how its 933cc unit outpaced our 750/850cc babies. But it should be remembered as Ford's first 'world car', 165,000 of them were built at Dagenham from 1932-37, and also as the first marketable £100 saloon.

Roberts has given us a huge amount of Y data, in this book of good paper, and over 250 photographs, including those of sports, drophead coupé, racers and vans, specials etc. The Michael Sedgwick Trust helped Veloce to publish it.

My Y recollection is of being asked to take two old ladies to their seaside holiday in one; they had two large suitcases and I had forgotten that there was no luggage-grid; however, the Ford did not object to tying one case on each side of the bonnet.

I drove several more Ford Ys pre-war, one in a trial. Not a car to forget.



Ford Model Y: homage has at last been paid

miscellany

A READER WANTS TO OBTAIN information about the Abbott-Nash which Le Strang Metcalfe raced at Brooklands before he ran a Fiat Balilla. It had an Anzani engine from in a Frazer Nash chassis. Abbott's of Farnham made a single-seater body for it, but which Frazer Nash chassis was used? Much later, A C Neale used this chassis, with an AC Six engine, for his ACN Special. Letters can be forwarded.

* * *

AFTER MY PIECE ABOUT a reader's Georges Irat, I have received a first-class book on this make, *Georges Irat – Le 5 & 6cv a moteur Ruby, 1935-1939*, by Michael Piat, with a preface by the late Jacques Potherat. For this deluxe history of *'La Voiture de l'Elite'* I thank Mr Sandy Otterwell and publishers at 7 rue Du Parc 10700, Arcis Sur Aube, France. Text is in French, ISBN 2-9513348-0-X, 250. Georges Irat history, characteristics, events and restoration are well covered and illustrated.

* * *

INDEED, THE ONE-MAKE LIST is filling-up. Bookmarque have a neat 160-page book *Davrian to Darrian* by Martyn Morgan Jones, with plenty of exciting pictures of these cars, from the 1961 liquidation of Davrian onwards. Road, race and rally exploits liven this welcome book (ISBN 1-870519-61-2), £35 if you buy before the end of September, when all 1500 copies may have been snapped up. It taught me a great deal about the marque.

A READER WHO USED TO help Colin Chapman with his cars is anxious to discover what became of the Clairmonte Special, raced by the Clairmonte brothers who had formerly raced a Riley Six. It seems the chassis was based on that of the revolutionary Lotus VII, but with a 2-litre ERA engine, and after that blew up, a Lea-Francis power unit. From 1952 a two-seater body was used. The car was registered by Clive M Clairmonte in May '53, our correspondent says. It seems odd that, with so much documented history of the Lotus, ERA and Lea-Francis marques, this intriguing car has been forgotten. Information can be forwarded.

* * *

TO OFFSET CANCELLATIONS of events due to the foot-and-mouth outbreak, the MAC Centenary event at Shelsley Walsh scheduled for August 17-19 is something to look forward to, if cleared by then, and not to be missed. Practice on the Saturday, the VSCC/MAC climbs on the Sunday, and the Commemoration event happens on the Sunday. It is hoped to have many historic cars running, such as ERAs, four driven by retired drivers, Roy Lane's F5000 McRae, Stephen Hepworth's FF 4WD Hepworth, Joy Riley's Ladies Record-holding Pilbeam MP53, David Gould's Hart, possibly the ex-Doreen Evans R-type MG, and hopefully the 4WD T53 Bugatti crashed there by Jean Bugatti in 1932. These will be backed up by some 15 Shelsley Specials, etc. One not to be missed.



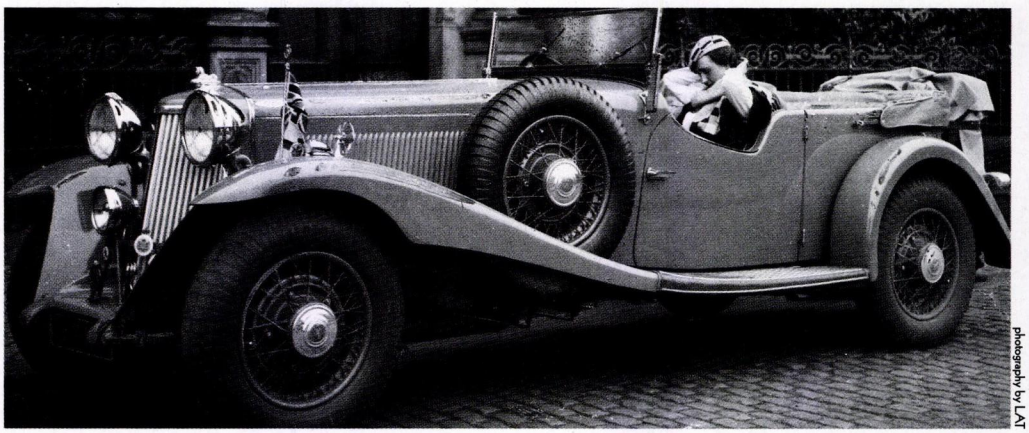
RADIO LE MANS

Sponsored by GM gm.com

Radio Le Mans, broadcast 24 hours a day, will keep you up to date with the world's greatest motor race. From Wednesday 13 June until the evening of Sunday 17 June there will be live commentary of qualifying and the race, plus interviews, talk and music.

Radio Le Mans, sponsored by gm.com, is the official English language radio station of the Le Mans 24 Hours, broadcasting in the vicinity of the Le Mans circuit and worldwide on AUTOSPORT.COM

Saga of the Siddeley Special



photography by LAT

Armstrong-Siddeley's pedestrian image was invigorated by the Siddeley Special, a handsome high-performance model

ARMSTRONG SIDDELEYS, ADVERTISED AS being 'of Aircraft Quality', were well-made cars of dignified appearance. C G Grey, editor of *The Aeroplane*, had several and asked of his first how far he should go to run it in, to be told, "as far as the factory gates, sir".

Yet these cars were regarded as pedestrian, from the 1919 advent of the massive 30hp until the appearance of a Sports Twenty in the 1930s. Sammy Davis of *The Autocar* had already done well in the 3600-mile 1931 Monte Carlo Rally with a Silver Sphinx and Cyril Siddeley entered a team of three 20hp cars for the tough 1932 7500-mile Alpine Trial. They lost no marks and brought home to Coventry three Glacier Cups and scored again in the Rally.

Generally, however, Armstrong Siddeleys were regarded as rather dull, although the 12hp model took beauty prizes and rally awards. So publicity was sought with nine rally cars, each one a different colour. But the 12hp coupé for 'The Daughters of Gentlemen' was not as fast as some of the girls whose daddies had given them one; even Ricardo could do little to ginger-up its side-valve 1236cc six-cylinder engine.

All this changed in 1932 with the arrival of the Siddeley Special. A genuine 90mph car, using the same 89.9x133.4mm (4960cc) engine dimensions as the 1919 six-cylinder 30hp, but with block, head, crankcase, sump and even the conrods of hiduminium alloy, which the aero-engine firm was well able to handle. Two SU carburettors later replaced a down-draught Claudel. And after some trouble with direct-seated valves, aluminium-bronze seats were used.

The 1934 11ft-wheelbase sports-tourer lapped Brooklands at 88.9mph and could hit 93mph on its 3.6:1 axle ratio and 6.50x19 tyres, and it was competitively priced at £950. The four-door sports saloon model would exceed 87mph.

Improvements soon followed. The lightweight engine was moved forward a few inches, a clutch aided the four-speed Wilson pre-selector gearbox, clutch and brakes had vacuum-servo assistance, and various chassis changes further improved ride and road-holding. The wheelbase was increased by 4in. Open cars did 70 in third gear, could crawl at 6mph in top, and weighed 41cwt, with very good brakes. Impressive? There was even a stillborn plan to prepare a Siddeley Special for Le Mans.

In 1933, Sir John Siddeley loaned an open tourer to W F Bradley of *The Autocar* who, with his artist-daughter and Whitlock from the factory, took it to survey for the AA the proposed London-Istanbul road link. They arrived 9½ days after leaving London, the only trouble referred to in Bradley's report being broken ignition wires and the screen-wiper; he divulged the car's bhp as 110, the only figure I have seen.

This outstanding car continued in production until 1937, and about 235 were produced. Sir Malcolm Campbell had a 1936 VdP sports-tourer, the Hon Cyril Siddeley a Burlington saloon, and various well-known coachbuilders put bodies on the 12ft chassis. The standard limousine cost £1250. Lord Tweedsmuir, Governor-General of Canada, used a landaulet.

In 1962, a well known Ford dealer gave me a Siddeley Special saloon which I shared with Jenks until he decided a '38 flat-twin Jowett saloon was a more frugal shopping car. One day he told me someone with several A-S models had offered to store ours, and one morning it was driven away. I asked DSJ who this kind person was, but he had not thought to ask his name or address. To this day I have never seen the car again. Any clues?

Things they say...

REVIVING A HEADING I USED TO USE, "THE THINGS THEY SAY", A TOPICAL ONE CAME during the Rover crisis, regarding a car which had the undynamic image of an overpriced, middle-aged bank manager's car. One entrepreneur said "Rovers are for people who wear hats and mow their lawns on Sundays". From *End of the Road: Rover and BMW – a Brand too Far* (Financial Times/Prentice Hall £19.90)

miscellany

BROOKLANDS BOOKS OF Cobham, its *Gold Portfolio* on Bristol cars being out of print, has published a larger 320-page *Bristol Cars Portfolio*, on all models from 1946-2000, ISBN 1-85520-5637, £24.95. Road-tests from MOTOR SPORT include Denis Jenkinson's account of a fast run to Spain in a 401, my Lakeland test of a 405, and our road impressions of the 411 and 450.

* * *

THE APRIL *MAC NEWS* had six pages about walking Offa's Dyke (175 miles in 12 days) by Mark Joseland, an idea for alternative fun, as with the Hants & Berks MC's wartime cycling-trials and the present VSCC Boulogne Bicycle Ride weekend, when leg-power provides a chance to see the one-time motor racing circuit, and the memorials to drivers.

* * *

THE ROLLS-ROYCE HERITAGE Trust has now published 29 of its very informative and great value books in its Historical Series. Two deal with Rolls-Royce and Armstrong-Siddeley cars, the remainder with R-R personalities. A list of these and the Special and Technical Series publications is available. The latest in the Historical Series is the 283-page, 100-illustration *R-R in the Front Line – the Life and Times of a Service Engineer*, by Tomy Henniker (ISBN 1 8 7922 179), £15 to non-members, from the R-R Heritage Trust (ML 71), PO Box 31, Derby DE24 8BJ. It spans the pre-War days at Derby, the War, meeting great Battle of Britain pilots, and work on R-R projects, including those in Germany. The author can be excused for mistaking Brooklands' BARC Clubhouse as being owned by the BRDC and misspelling Sir Henry Segrave's name, but don't expect details of technical servicing problems, for which I had hoped, in this one.

A Shuttleworth collection

MY SHUTTLEWORTH PIECE HAVING BEEN well received, may I add what space left out, and say I do know a Locomobile steam car from a Panhard; the first photo was wrongly captioned.

The "aforesaid" 1903 De Dietrich I used to see overtaking slower veterans when I watched pre-war Brighton Runs from the rise by Croydon Aerodrome. It had been in the family for over 27 years and lapped Brooklands' 'Mountain' course at 38.8mph.

After working all night on the Panhard, Richard and friend were mistaken for the lift repairmen on returning to the Ritz for breakfast.

Hearing of an Arrol-Johnston dogcart in Scotland, Shuttleworth paid £12 for it and drove it the 300 miles home in 23 hours.

His modern racing included the 1932 Tourist Trophy with an Aston Martin, which broke a cam-follower.

More anecdotes: Shuttleworth was apparently the only person to whom the Savoy's head-waiter would serve fish and chips, a favourite dish.



Shuttleworth Collection

Steam cloud should have made it plain that this is Shuttleworth's Locomobile

As a young child, his shrill voice was heard during a sermon, asking, "Mummy, there is Everett (the Old Warden butler), but where is God?"

When at the pits in one of his long races, Richard said he had to retire because he had remembered that he was due back home to present prizes to the local school children.

Two for the bookshelf

I HAVE NEVER CEASED TO ENTHUSE OVER KARL LUDVIGSEN'S studious and complete coverage of the technical aspects and history of all the Mercedes and Mercedes-Benz racing cars, as published by Bond/Parkhurst of California (ISBN 087880 009 3, 1971).

Now we have this author's descriptions of *Classic Racing Engines* (ISBN 1 59560 649 0, Haynes Publishing, Yeovil, £25), from the 1913 3-litre Peugeot to the 1994 3½-litre Mercedes-Benz power units.

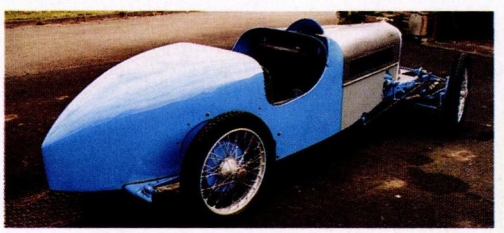
Each engine evaluation is neatly contained in four pages of photographs, drawings, specification tables and text. Of much interest to technical historians and a useful rapid reference for motoring writers, I would have liked a little more coverage of current and recent racing power units. But use and enjoy what there is.

Mercedes in Motorsport – Pioneers To Perfection is Alan Henry's tribute to this racing-car participant, who at present has only Ferrari to haul in with its Ilmor-Mercedes engines in McLaren chassis, and which in the past has dominated racing whenever it has felt like doing so.

Alan, as one of our top grand prix writers, gives a fine review of all this, mostly about the pure racing Mercedes but the great sportscars are also included, with fine pictures, although obviously some of these are old favorites. The book is presented on large pages of fine paper. It is up to date, too, as it comes up to the year 2000. (ISBN 1 85960 658 , Haynes Publishing, Yeovil, £25.00).

Colour pictures are of great quality, and rallying is not forgotten. Three-Pointed-Star supporters, here is another one to add to your collection.

Sports Rally resuscitation



Rally with Brooklands history will soon reappear there

THE SPORTS RALLY WHICH AFTER A LONG HIBERNATION WAS discovered in December 1999, and was found to have nearly completed a JCC Double 12 race, is being quickly restored by Mr N Lupton.

The engine has run for the first time in 50 years. It has been given Phoenix crank and rods for reliability, and the missing bonnet panels and front apron have been remade by the person who did the body for Donald Campbell's 'Bluebird'. Otherwise it will be as original as possible and is destined for VSCC racing and a return to Brooklands.

miscellany

I RECEIVE A LOT OF MOTOR-MAIL, among which one of the most welcome recent arrivals was *The 30/98 Register 2001*. Anyone who cares for genuine vintage sportscars must find these Vauxhalls irresistible. Updated after eight years, this is packed with data – it even lists axle and gearbox changes. This fascinating Register, the work of David Marsh and others, covers still-existing E-types (39), OEs (151) and Prince Henry cars (16); contents include specifications and prices when new, a list of owners in car order, and an extract from my recent '30/98s at Brooklands' article. It is free to members; otherwise £10 post-free from David Marsh, The Garden House, Middleton-by-Youlgreave, Bakewell, Derbyshire, DE45 1LS.

* * *

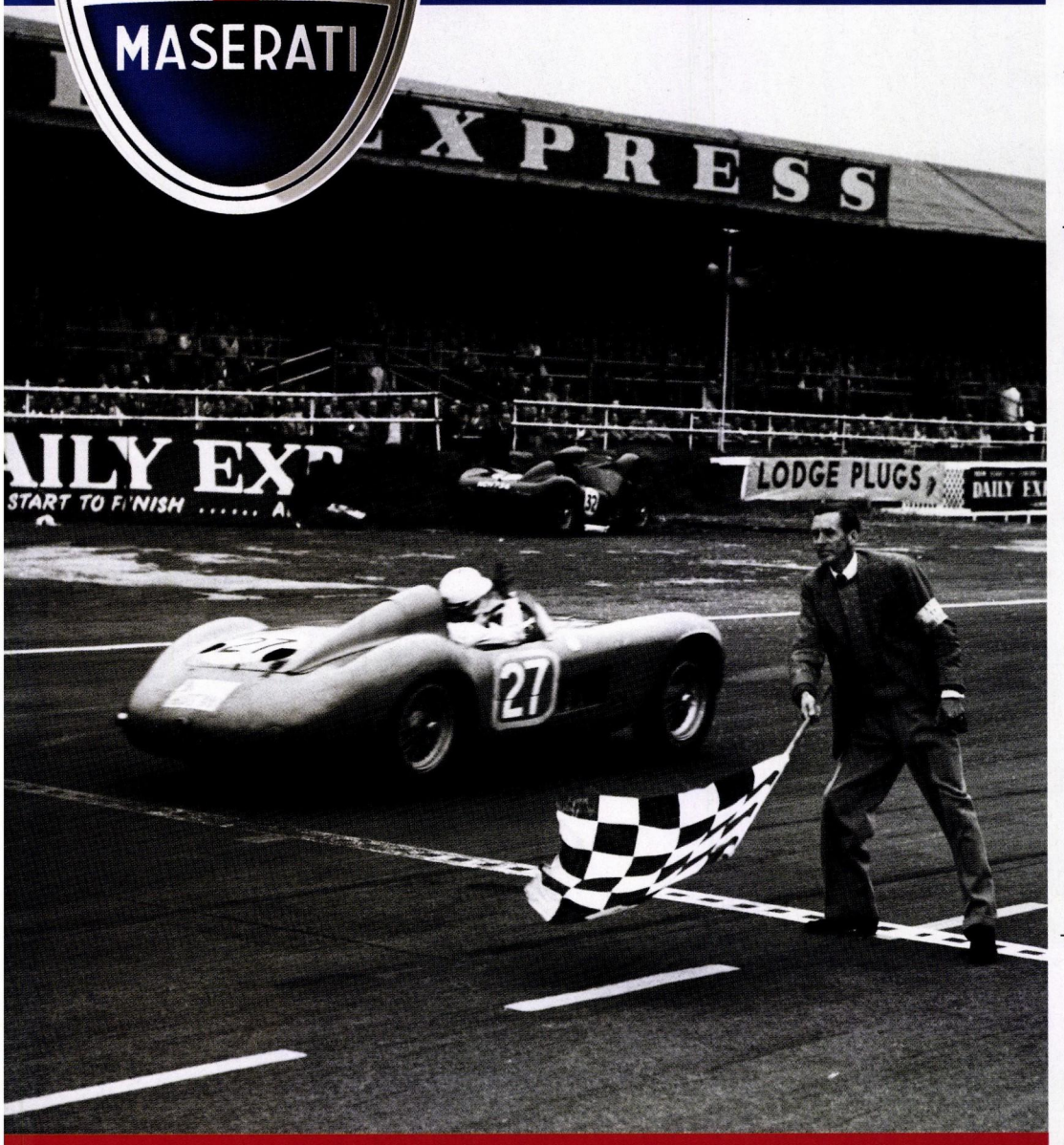
TO RECALL THE RETURN OF GP Auto Unions to Donington this year, the VSCC has a commemorative booklet with lots of interesting illustrations, of other cars as well as those of the GP Auto Unions, which they will persist in calling 'Silver Arrows', never done in pre-War days. Many 'new' pictures are included, and I like the one of Nuvolari leaping from a D-type A-U, at the 1939 Belgrade GP. There are tributes to him and Richard Seaman and how these A-Us were reborn, and much more. Edited by James Elliott; a collectable £5-worth. (VSCC: 01608 644777).

* * *

SHIRE PUBLICATIONS HAVE A small but comprehensive book, *The Bean* (ISBN 0-7478-0482-6) by Johnathan Wood. For £3.50, it describes and depicts about all one could expect to know about Harper Sons & Bean Ltd of Tipton and its products. Except it doesn't tell me if the early Bean car mascots really were made of china and if dropped became has-beans...

MASERATI

'Celebrating 75 golden years of the long lived Italian thoroughbred'



Stirling Moss crosses the line, victorious at the 1956 British Grand Prix support race in his Maserati 300S

Photo courtesy of LAT

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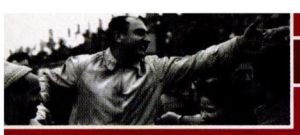

Daily Telegraph



PARTING SHOT

1955 500cc SCRATCH RACE, AINTREE
W Howard is helped from his Cooper Norton after crashing at Anchor Crossing in a British GP support race

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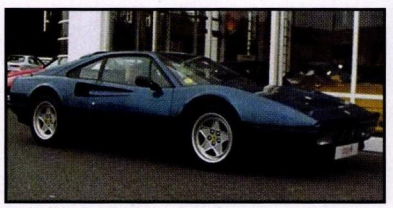
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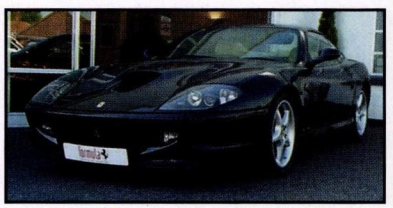
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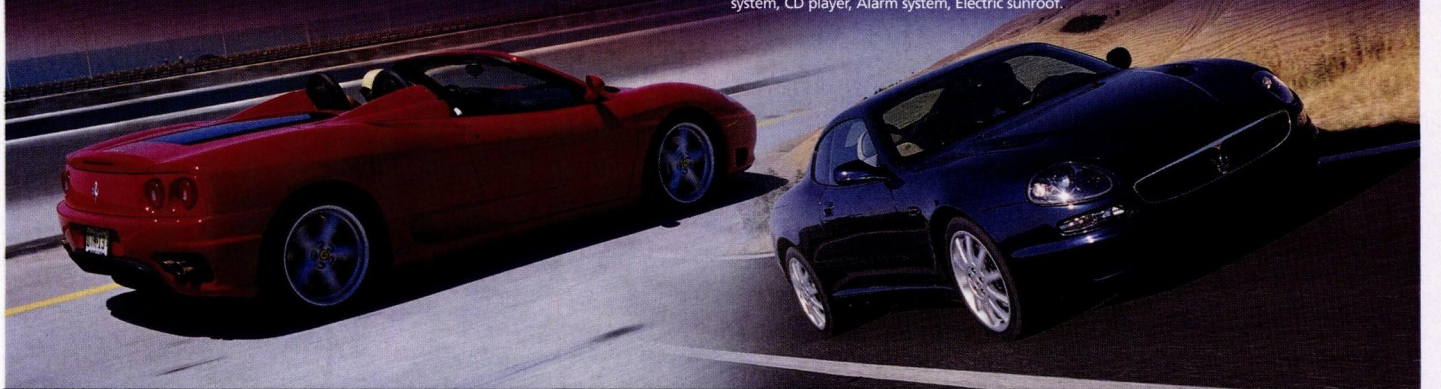
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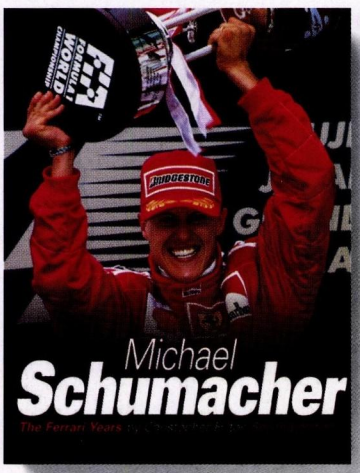
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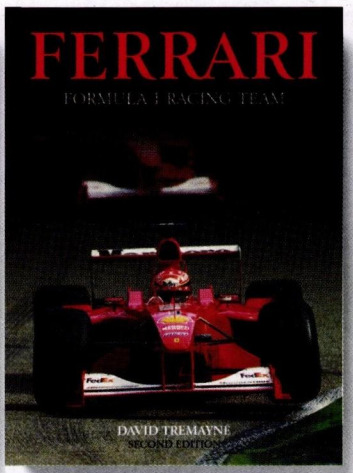
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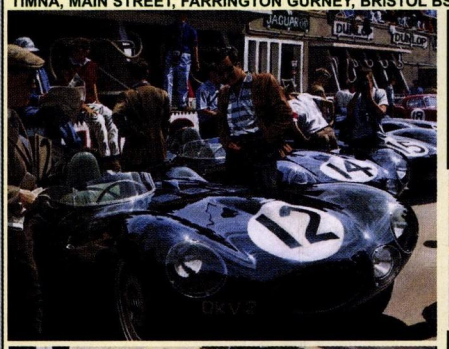
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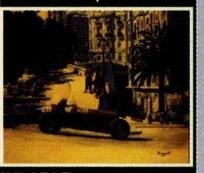
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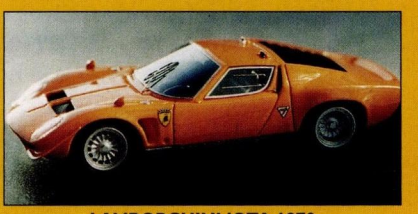
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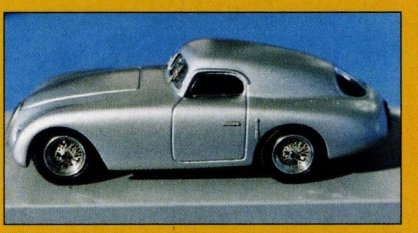
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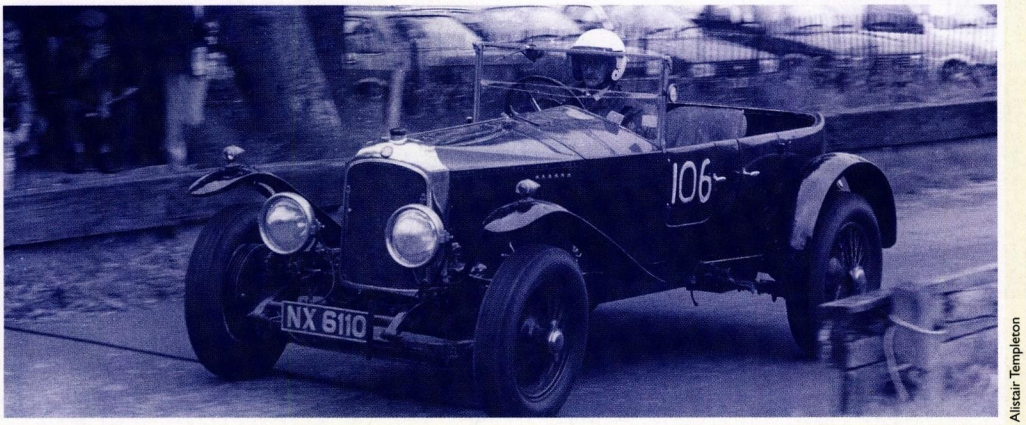
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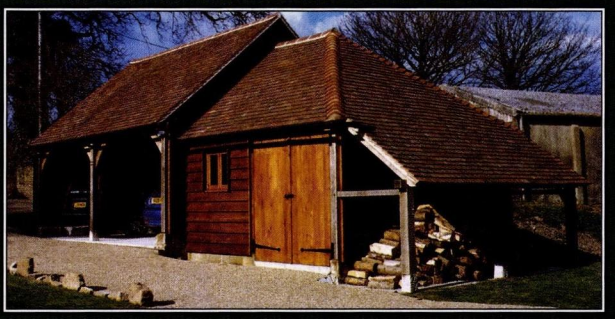
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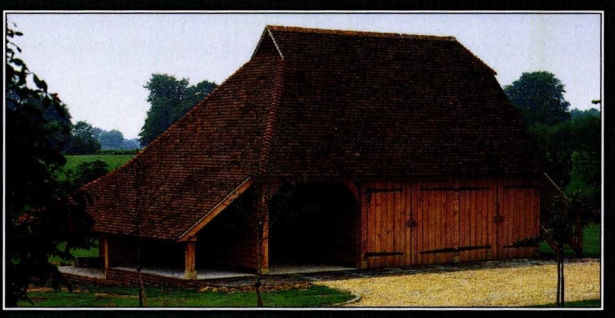
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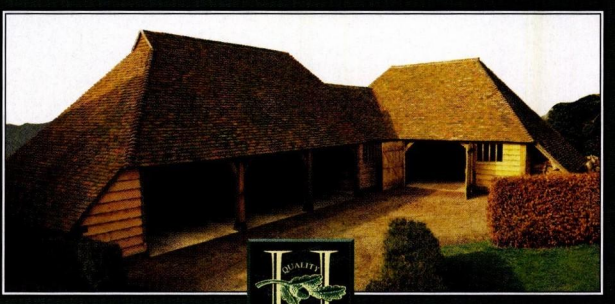
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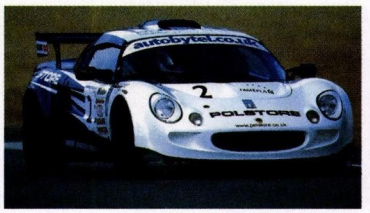
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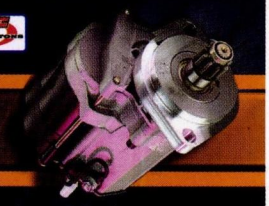
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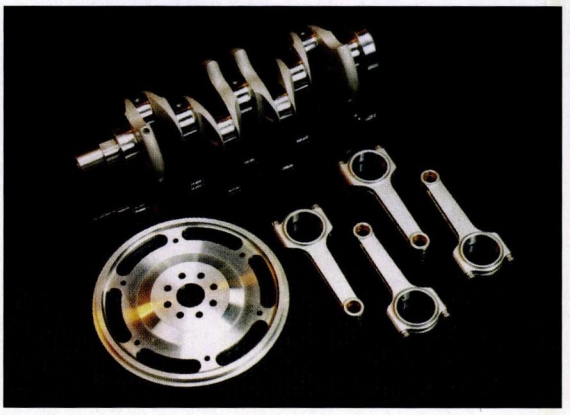
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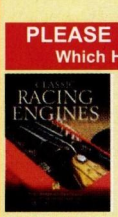
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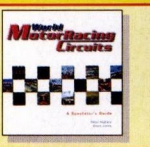
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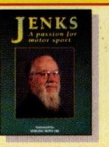
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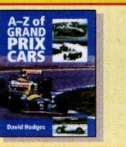
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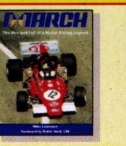


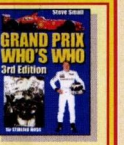
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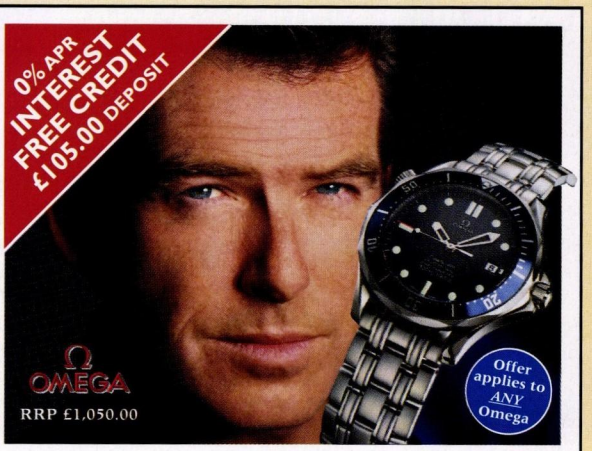


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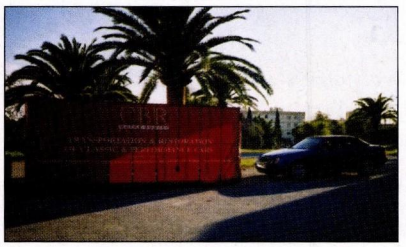
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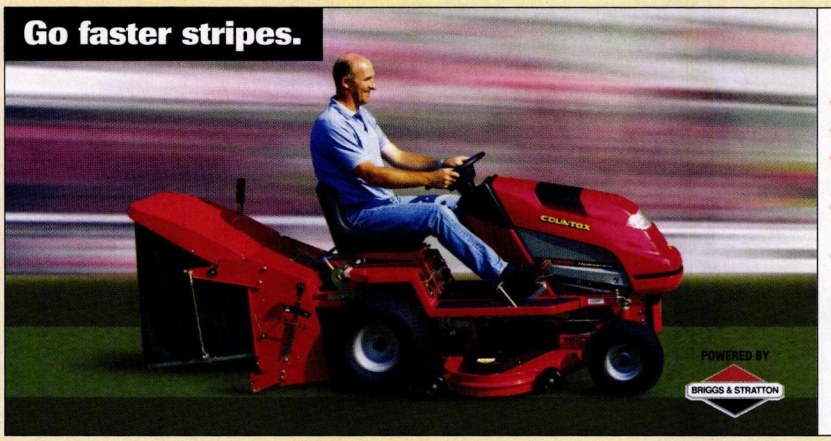


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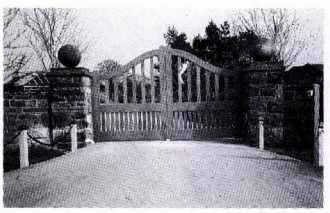
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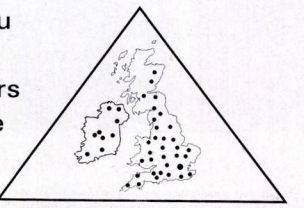
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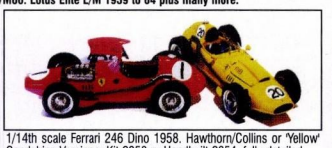
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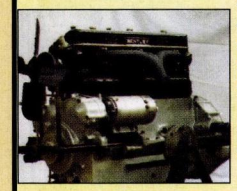
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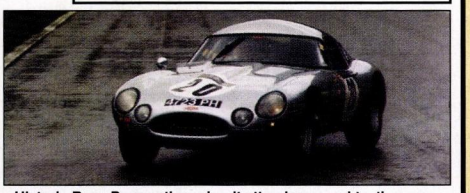
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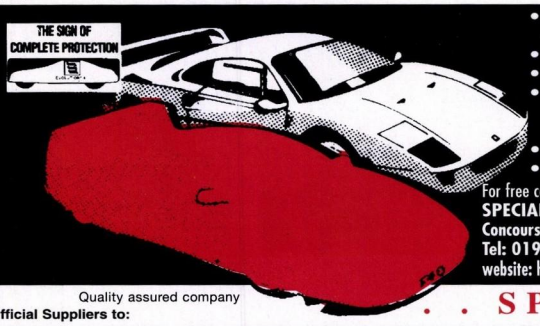
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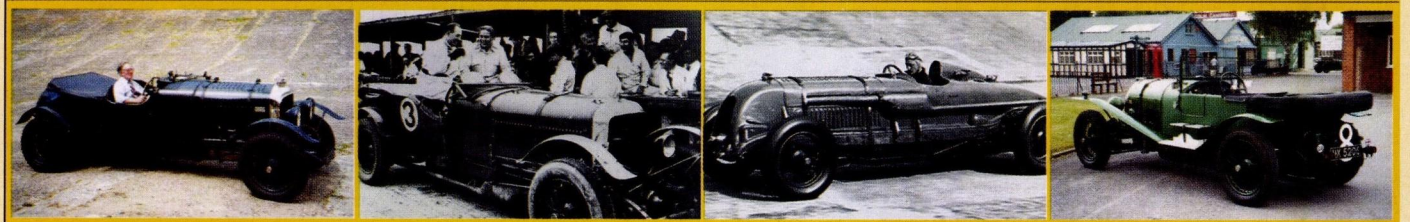
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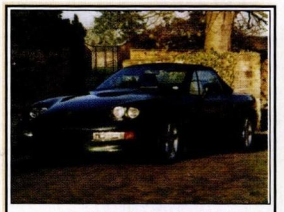
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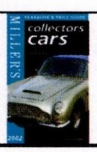
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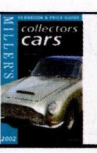
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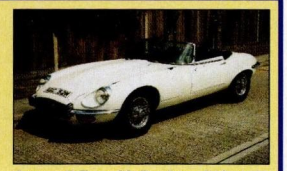


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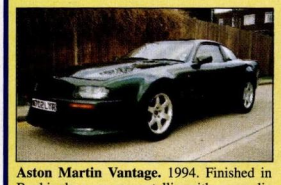
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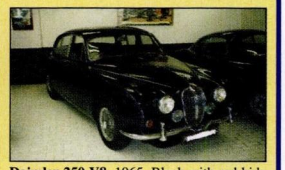
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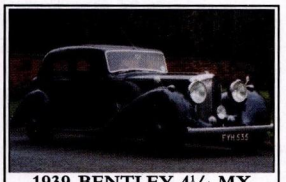
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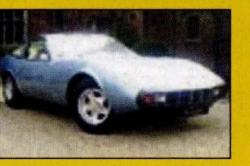
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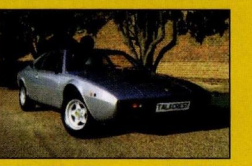
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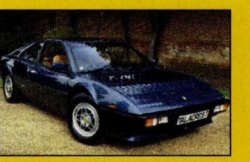
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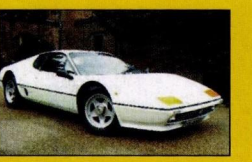
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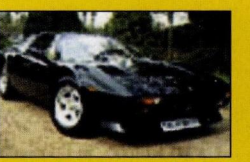
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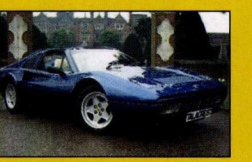
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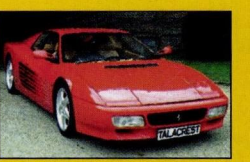
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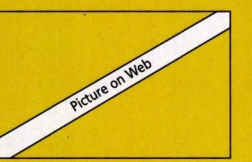
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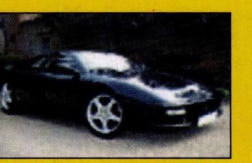
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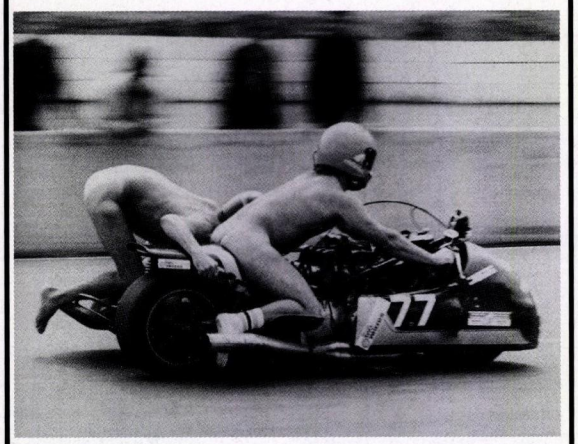
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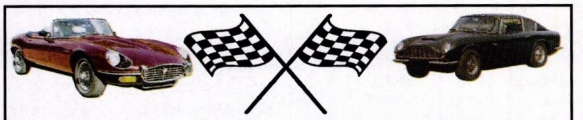
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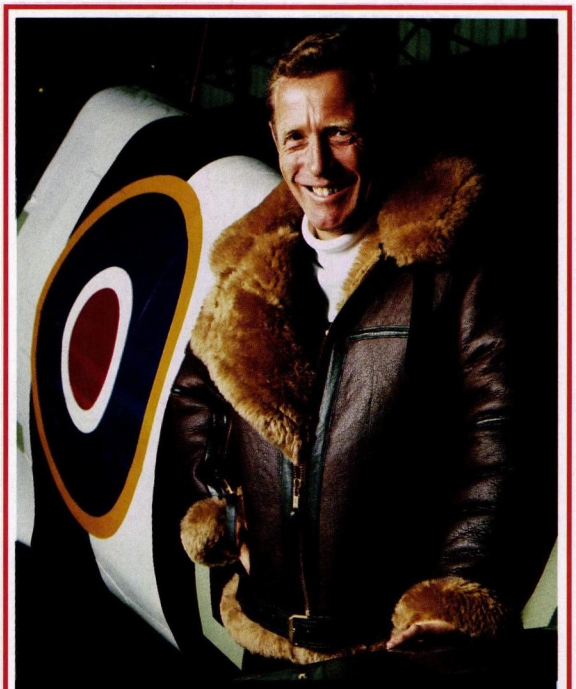
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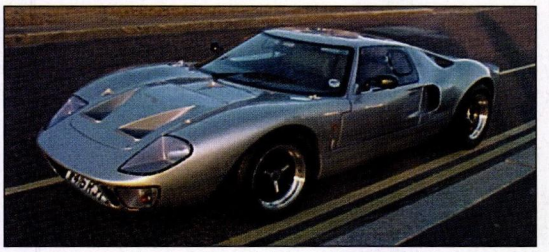
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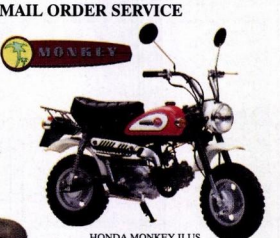
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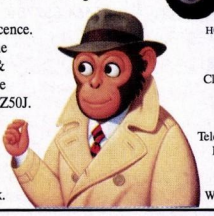
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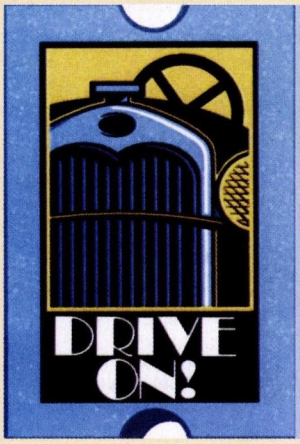
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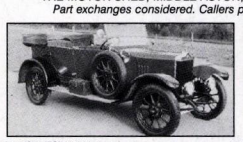
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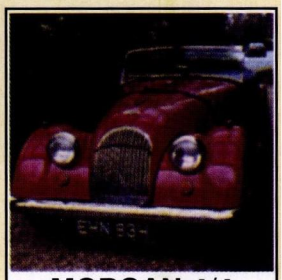
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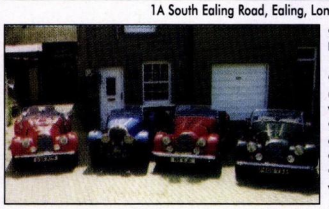
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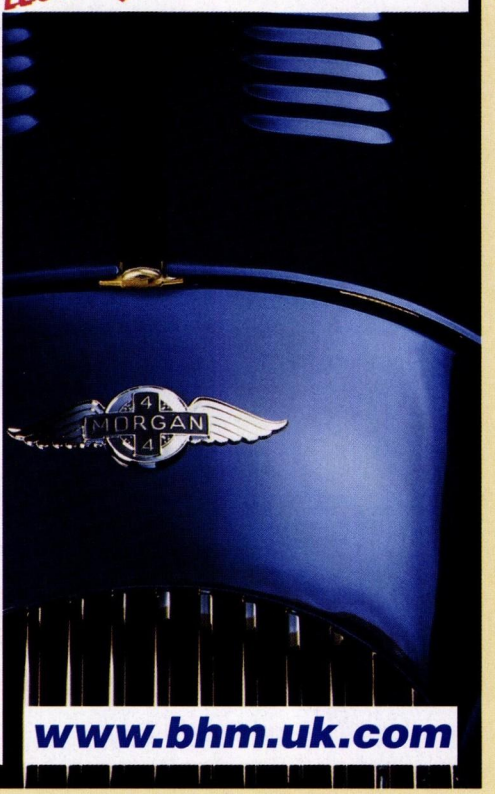
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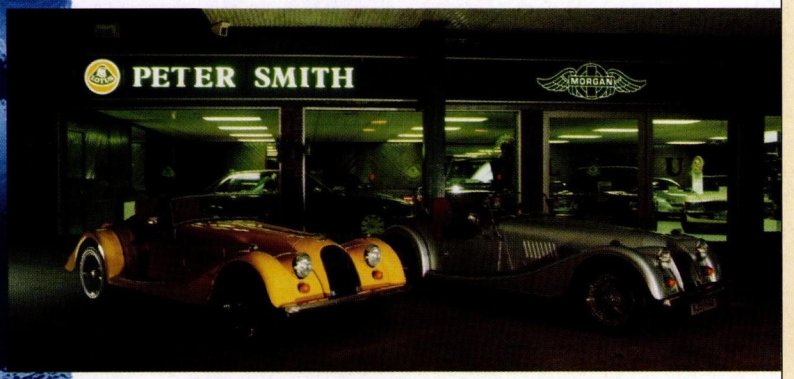
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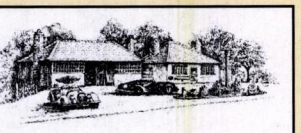
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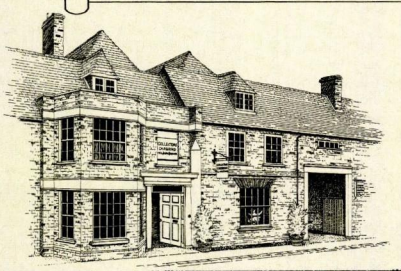
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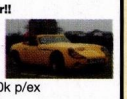
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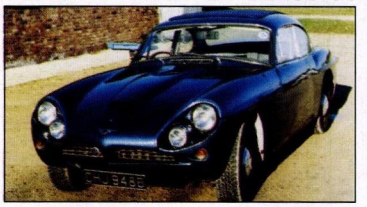
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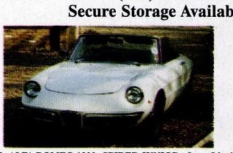
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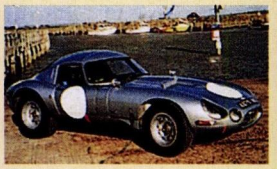
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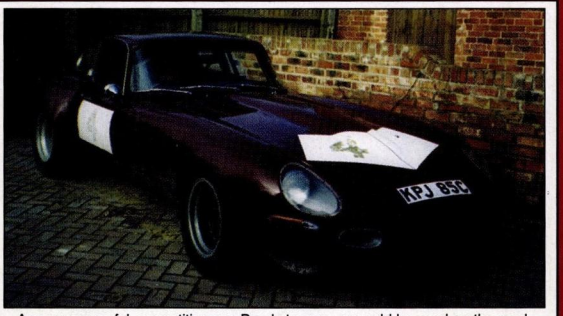


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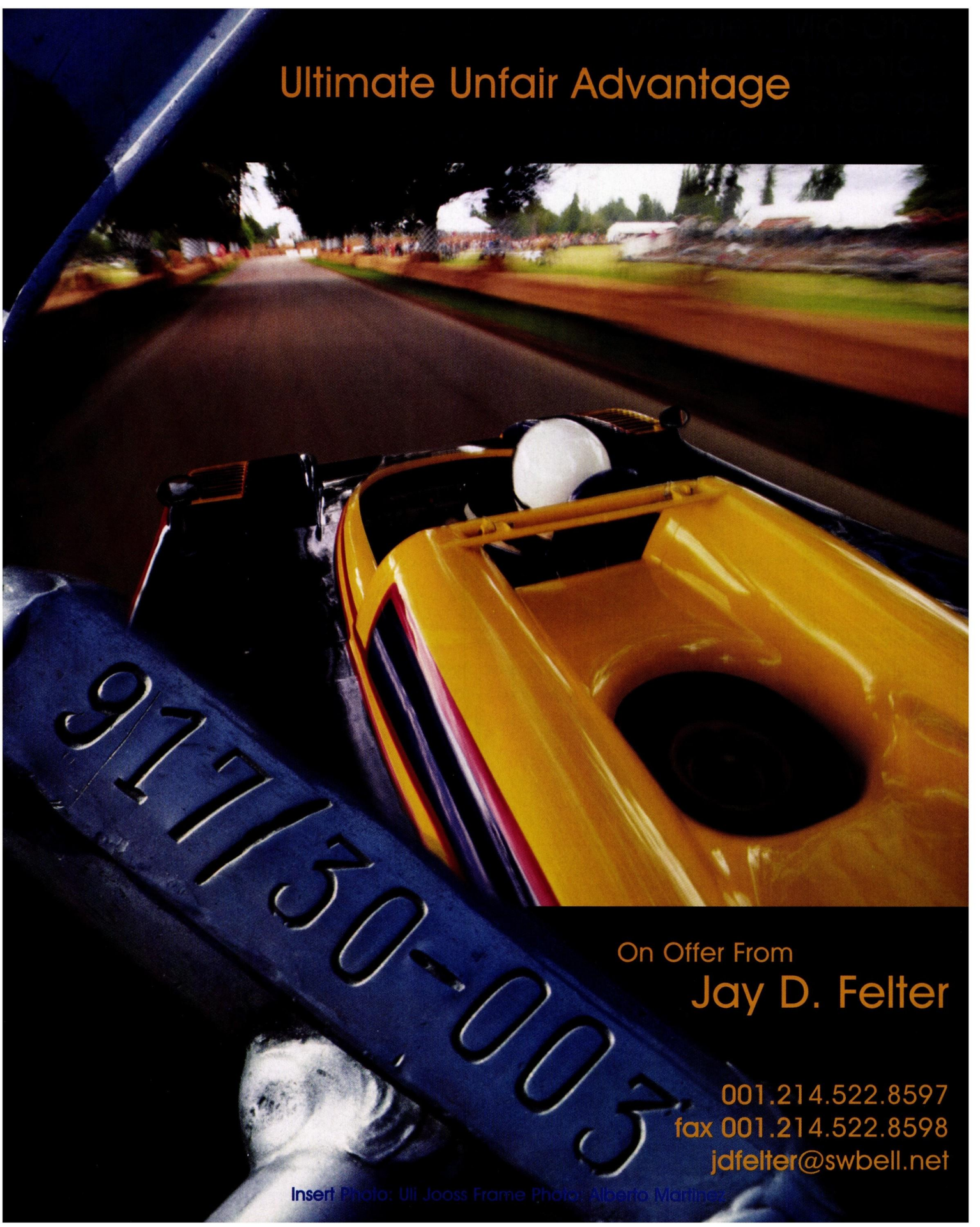
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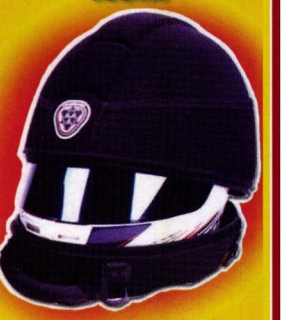


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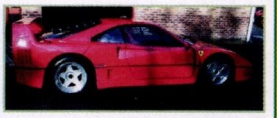
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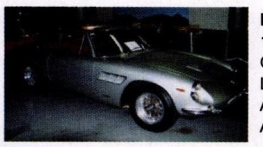
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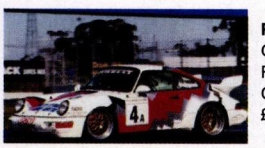
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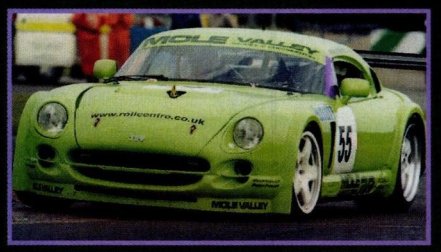
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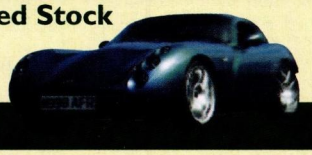
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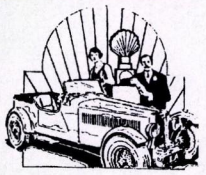
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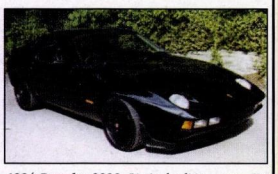
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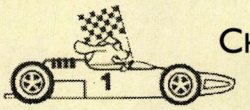
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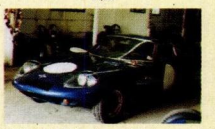
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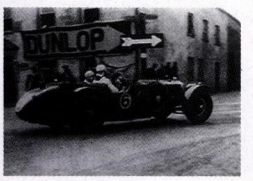


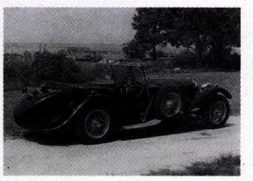
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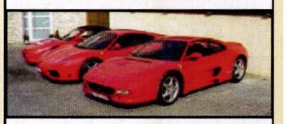
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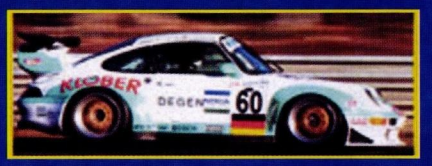
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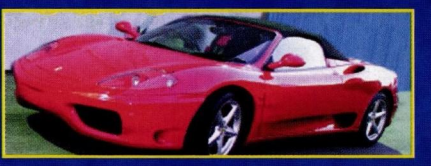
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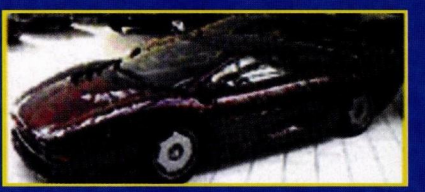
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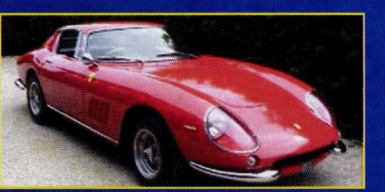
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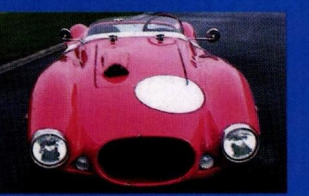
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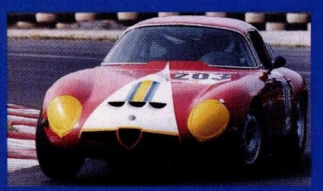
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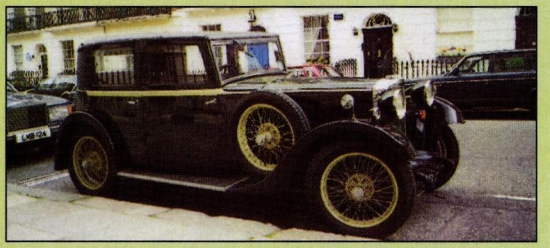
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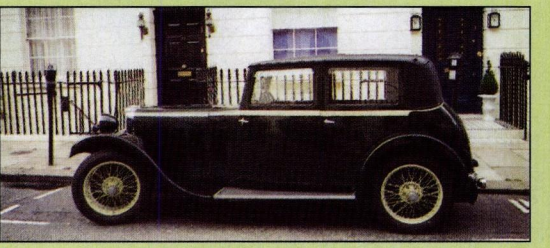
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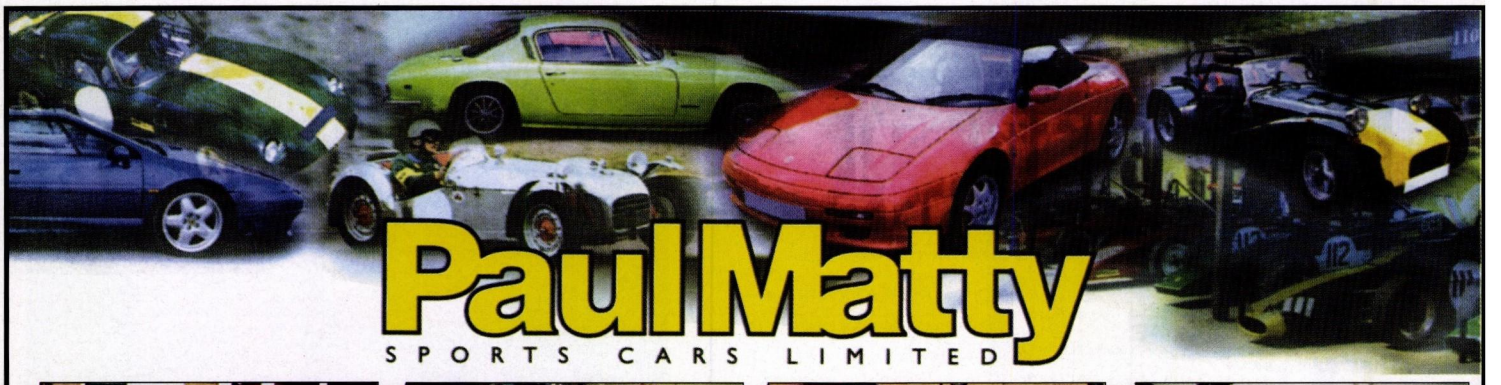
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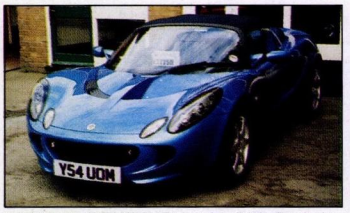
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CATERHAM 7. 1700 Supersprint, 5 speed, De Dion. White with green stripe. Leather seats, full weather, competition exhaust, fresh engine, good history **£10,950**
WESTFIELD SE. 1700cc. Blue. Dry sumped, rocket gearbox, competition exhaust, FIA bar, very quick road/hill climb car **£6,950**
MGB GT V8. 1973. Deep maroon, black interior. This car has been the subject of an outstanding restoration and is one of the best V8s we have seen **£11,950**
MGC GT. Stunning BRG with sparkling chrome wires. Beautifully kept by previous owner - leather replaced last year, etc. Subject of a magazine article **£7,950**
MGB GT. Red, magnolia leather piped red, chrome wires, total recreation. Not to be confused with normal quality **£6,750**
LOTUS ETNA. Unique piece of Lotus history. Exhibit only ..**OFFERS**
LOTUS 18 FJ. Total restoration 4 years ago. Used for hillclimbing only since. No FIA papers **£22,950**
LOTUS 61 F/FORD. FIA papers. Smirthwaite engine. Finished 2nd at last outing in May. On the button. Cheap, Historic motorsport **£13,950**

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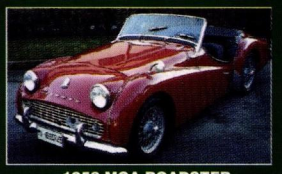
1963 MASERATI SEBRING. PERFECT - 39000KM SINCE NEW - EXCEPTIONALLY KEPT



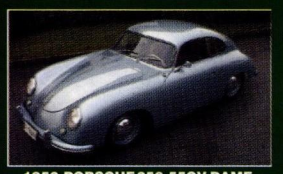
1958 FERRARI 250 GT - SCAGLIETTI TYPE.
REBODIED.



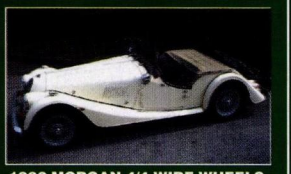
1967 MASERATI MISTRAL 3700.
TWO CARS IN STOCK.
BOTH COMPLETELY RESTORED.



1958 MGA ROADSTER.
SEVERAL CARS AVAILABLE.



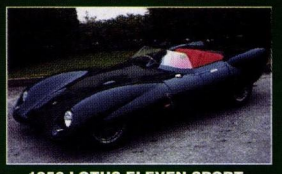
1953 PORSCHE 356 55CV DAME.
CONCOURS RESTORATION
(SEVERAL 356 A B C AVAILABLE).



1982 MORGAN 4/4 WIRE WHEELS, LEATHER.
OTHER MODELS AVAILABLE



1995 ALFA ROMEO RZ V6 ZAGATO.
VERY RARE. 5,000 KM SINCE NEW.
ONE OWNER



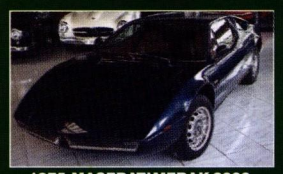
1956 LOTUS ELEVEN SPORT
CH.N° 204 - UK REGISTRATION



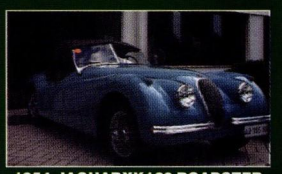
1963 ALFA ROMEO GIULIA SPIDER 1600.
RECENT CONCOURS RESTORATION



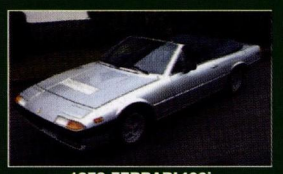
1989 WESTFIELDELEVEN



1975 MASERATI MERAK 3000.
BORA 4900 AVAILABLE.



1954 JAGUAR XK 120 ROADSTER.
CONCOURS RETORATION.



1978 FERRARI 400i CABRIOLET PAVESI.
VERY RARE AND EXCITING



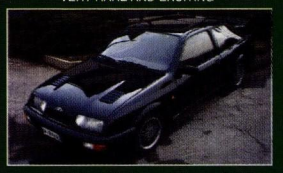
1957 MERCEDES 190 SL.
SEVERAL CARS AVAILABLE.
ALSO FOR RESTORATION.



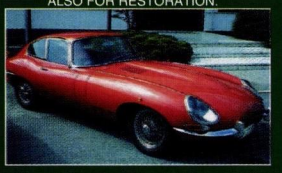
TRIUMPH TR3 A.
MANY CARS ALWAYS AVAILABLE.
RESTORED OR FOR RESTORATION.



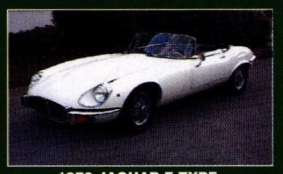
1969 MERCEDES 280 SL, AIRCO, PWR STRG.
OTHER 230SL/250SL MODELS AVAILABLE.



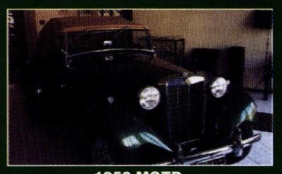
1986 FORD SIERRA COSWORTH-MINT 16000KM ONLY.
ONE OWNER SINCE NEW.



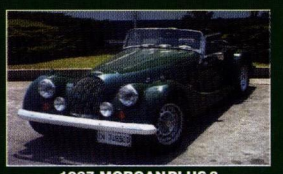
1962 JAGUAR E TYPE 3800 COUPE.
3 CARS AVAILABLE.



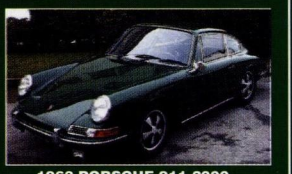
1970 JAGUAR E TYPE V 12 5300 ROADSTER.
PERFECT AND RELIABLE.



1950 MGTD CONCOURS RESTORATION.
SEVERAL TD/TF 1500 AVAILABLE.



1987 MORGAN PLUS 8
3,500 kms.
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1968 PORSCHE 911 2000 VERY GOOD ORIGINAL CONDITIONS.
SEVERAL 911 AVAILABLE.



1983 FERRARI 208 GTB TURBO.



1977 FIAT 131 ABARTH RALLY
ROAD CAR



1960 PORSCHE 356 B T5 CONCOURS RESTORATION.
MANY 356 A/B/C AVAILABLE.



1948 ALFA ROMEO 6C 2500 CABRIOLET PININFARINA
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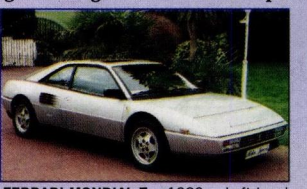
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MERCEDES E260. 1990/1 6-door limousine by Mercedes, finished in metallic black with dove grey interior, headrests all round, A.B.S., power windows, air conditioning, radio/stereo, alloys, very low miles, one owner, service history, mint condition throughout, choice of colours, some black **£17,500**



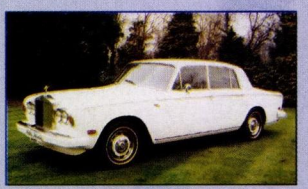
ROLLS ROYCE SILVER SHADOW SERIES II SPEC. LEFT HAND DRIVE. Finished in unmarked gleaming white coachwork, with superb hide interior. Usual extras including air cond, lambswool overugs. Superb example.....**£P.O.A.**



FERRARI MONDIAL T. 1989. Left-hand drive, finished in silver metallic with soft navy hide interior, usual Ferrari extras, only 22,000 miles from new, two owners, service history, power sun roof. This car is unmistakeable from new **£19,750**



DAIMLER 8 SEATER LIMOUSINE. 1990 model. Left-hand drive. One of the last built. Finished in unmarked embassy black. Superb interior, walnut veneer cocktail bar, curtains to rear. Occasional seats, lambswool overrugs, air conditioning, power glass divider, power windows. Central locking, power steering, automatic transmission. Superb investment. Choice of 10 .....**£39,500**



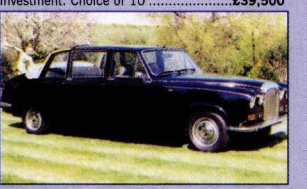
ROLLS ROYCE SILVER WRAITH SERIES II, 1980 model, finished in unmarked gleaming white coachwork. Beige hide interior piped in brown, every extra, lambs wool overrugs, picnic tables, FSH, 79,000 miles, always garaged, totally superb, must be seen.....**£13,750**



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



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



DAIMLER LIMOUSINE 8 SEATER STATE LANDAULETTE, left hand drive, finished in Embassy black with matching convertible top to rear, superb interior, walnut veneer cocktail bar, cut glass decanter set, lambswool over-rugs, glass divider, occasional seats, air conditioning, radio/stereo **£26,500**



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



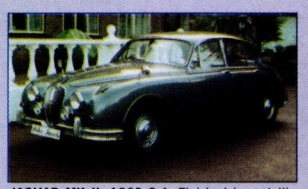
ASTON MARTIN V8 SERIES III. 1976/7. Finished in metallic silver blue with cream hide interior piped blue, auto, power, usual Aston extra's, only 52,000 miles with impecable service history, totally superb **£24,950**



ROLLS ROYCE SILVER WRAITH. 1949. Finished in Old English White with Cherry Red hide interior. P100 headlamps, footstalls, sunroof, picnic tables, vanity mirrors, original kneeling lady, coachbuilt by Park Ward.....**POA**



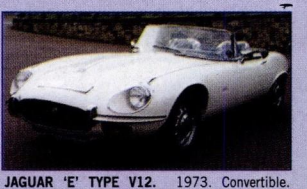
DAIMLER 8 SEATER LIMOUSINE, 1989, finished in Royal blue with superb interior, walnut veneer cocktail bar, cut-glass decantor set, occasional seats, lambswool over rugs, many more extras, LHD. We have a choice.....**POA**



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



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



JAGUAR 'E' TYPE V12. 1973. Convertible. Finished in Old English. white with Black hide interior. Chrome pressed wheels, auto, power. Only 49,000 miles from new. Bills, MoTs etc. This car has been cherished from new and Ziebarted. Show condition **£29,500**



MERCEDES SPORTS 380SL. 1985. Finished in gleaming signal red with cream interior, auto, power, rear seat, hard & soft tops, alloys, ABS, fine example **£11,750**



DAIMLER DS420 LIMOUSINE. Finished in unmarked gleaming white coachwork with superb interior, glass divider, occasional seats, Walnut veneer, cocktail bar, cut glass set, Lambswool over-rugs. Totally superb....**£13,750**



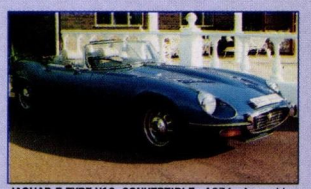
MERCEDES SPORTS 1970 MODEL 280 SL. Finished in Signal Red with Black interior, hard and soft tops. Auto, power, only 70,000 miles from new. Always garaged. This car has been nursed and cherished from new. Probably one of the finest available. Must be seen for its condition **£25,750**



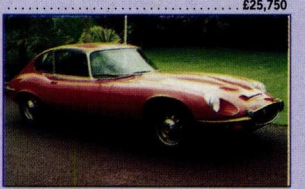
MERCEDES E260. 1991. 6 door limousine, midnight blue with superb interior, auto, power, air conditioning, ABS, radio/stereo, very low miles, one owner, full history, mint condition . . . . . **POA**



ROLLS ROYCE SILVER SHADOW. 1975/6. Series II spec, left hand drive, finished in two-tone blue with matching hide interior. Every extra including air conditioning, white side tyres, colour coded, front and rear headrests. Superb throughout.....**£16,750**



JAGUAR E-TYPE V12 CONVERTIBLE. 1974. Azure blue with tan hide interior, chrome pressed wheels, auto, power, only 29,000 miles from new, 2 owners, full Jaguar service history, totally original and in pristine condition throughout **£35,500**



JAGUAR E-TYPE V12 2+2. 1972/3. Signal red with black hide interior, manual transmission, chrome pressed wheels, 23,000 miles, previous concours winner, show condition.....**£15,750**

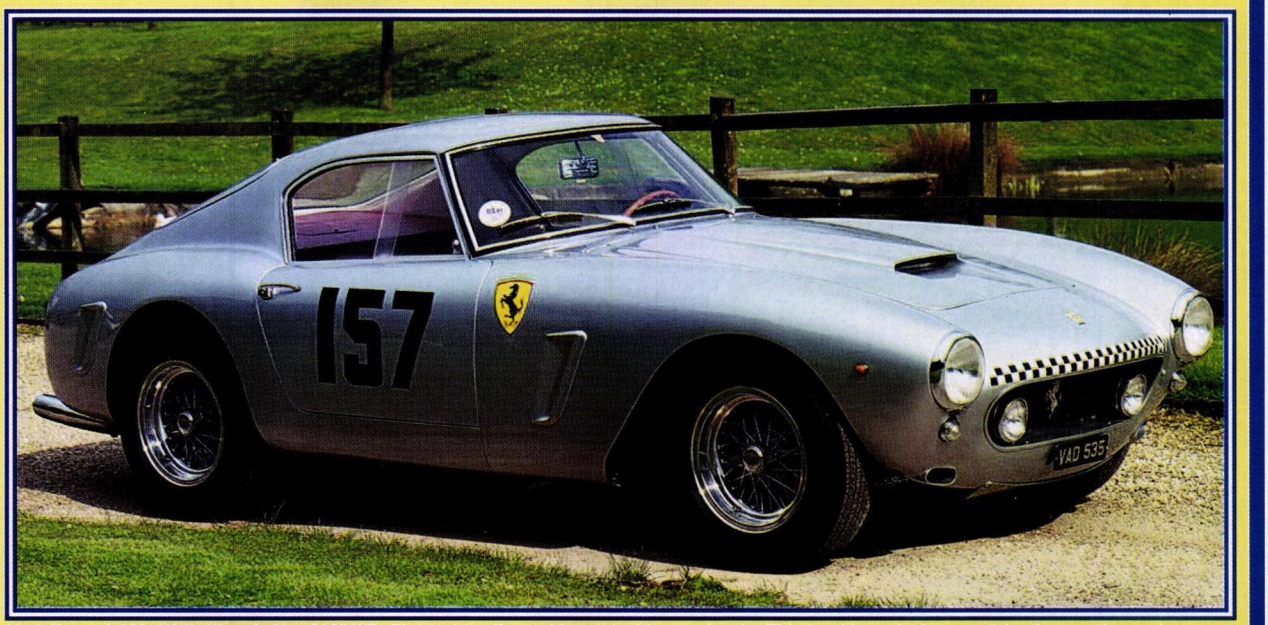
DAIMLER LIMOUSINE. 1990/91 model. Finished in unmarked Embassy Black. Superb interior with cocktail bar, power windows, air conditioning, lambswool overrugs, power glass divider, head restraints, cut glass decanter set, power steering, power brakes, automatic **£39,500**
DAIMLER LIMOUSINE. State Landaulet. Left-hand drive. Finished in unmarked Porcelain White with matching convertible top to rear. Cocktail bar, lambswool overrugs, occasional seats. Usual extras .**£P.O.A.**

OTHER MAKES OF CARS IN STOCK

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

LARGE SELECTION OF 6-DOOR MERCEDES LIMOUSINES

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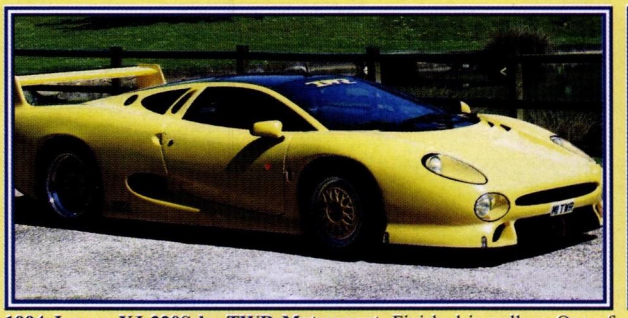
1960 Ferrari 250 SWB Chassis No: 2129GT. Finished in silver with original burgundy trim.This is without doubt one of the finest and most important 250SWB's in the world.Winner of the 1960 Tour de France driven by Mairesse / Berger and second overall 1960 1000kms de Montlhery, driven by Mairesse and Von Trips, plus many other notable successes. Fully restored and available immediately. **POA.**



1951 Ferrari 212 Export Berlinetta Le Mans by Touring, Chassis no. 0112E. A very rare and unique Ferrari. Engine size increased by factory to 225 in 1953, prior to competing in the Mille Miglia of the same year and again in 1955. Immensely fast and eligible for every rally, a true investment **POA**



1974 Ferrari Daytona Spyder by Autokraft. RHD. Finished in black with tan trim. A magnificent example with a full known history, 26,100 miles only. Outstanding value. **£97,500.**



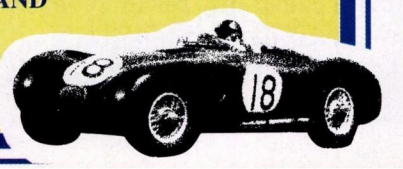
1994 Jaguar XJ 220S by TWR Motorsport. Finished in yellow. One of only six ever built. 680bhp, LHD, low mileage, very rare with interesting history and exciting to drive. **£135,000.**



1988 Lamborghini LM002. Rossa corsa with tan hide interior. LHD, 16,000 kms only. Superb example of this rare machine and a unique opportunity to acquire one of these formidable leviathans! **£49,950.**

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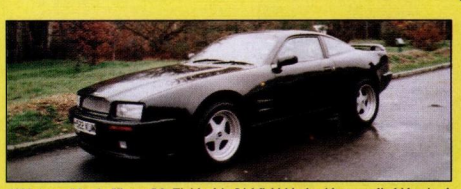
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1991 Aston Martin Virage 5.3. Finished in Lichfield black with magnolia hide piped black. This is a wide bodied car, upgraded at the factory with deeper front spoiler, Vantage rear spoiler, wing vents, large brake discs with AP calipers and enhanced handling. It has all usual refinements including auto transmission and air conditioning and has covered only 23,000 and has full Aston service history **£49,500**

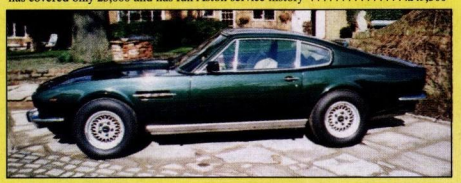


1979 Aston Martin V8 To Vantage Specification. Finished in Cleveland red with magnolia hide piped red and fitted with numerous later upgrades which include tilt steering, Ronal wheels, sports exhaust, Vantage grill & driving lamps, stunning throughout **£29,995**

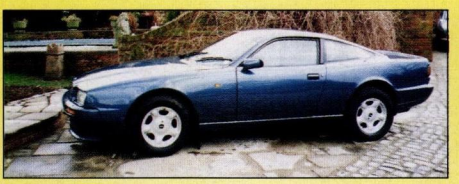


1991 Aston Martin Virage Auto. Finished in Cumberland grey with pale grey hide piped black, fitted with DB7 wheels & low profile tyres, and in fine condition throughout **£36,950**

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



1982 Aston Martin V8 Coupe. An excellent example, finished in Buckingham green with blue hide piped green. It is in truly remarkable condition having covered only 37,000 miles. It was originally supplied to the 1st owner in Jersey and has had only 2 owners since. Fitted with auto transmission and BBS cross spoke alloys **£34,950**



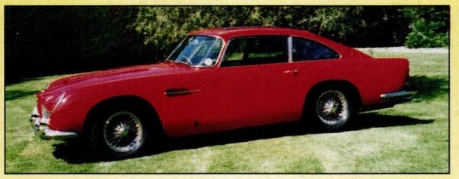
1990 Aston Martin Virage 5.3. Finished in Chichester blue with pale grey hide piped blue. This is a perfect car having covered only 16,000 miles from new and is fitted with the popular manual transmission, sensibly priced **£37,950**



1962 Aston Martin DB4 Series IV LHD. This car has just been completely rebuilt by us to the highest standard incorporating many upgrades. It is finished in Zagato green with black hide interior with neat roll cage trimmed in leather. Fitted with 4.0 Vantage engine, Borrani style wheels, stainless exhaust, triple SU's, overdrive, driving lamps, handling kit. No expense has been spared in this restoration.



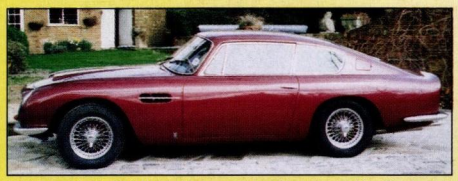
1959 Aston Martin DB4 Series I. Finished in British racing green with tan hide interior. Fitted with chrome wire wheels and webasto sun roof. This car is in very good condition, the engine was completely rebuilt three years ago by RS Williams and was also repainted at that time.



James Bond 007 has played a big part in making the DB5 one of the most sought after road going Astons ever built. The car that we are able to offer for sale is a fine example which has been the subject of a total rebuild five years ago by ex Aston Martin employees. A lot of time and care went into the rebuild and ownership of this car would prove rewarding **£59,950**



1991 Aston Martin V8 to Vantage Specifications, finished in Salisbury blue with magnolia hide piped blue and upgraded to 1988 design, fitted with open front spoiler, Ronal wheels, Vantage grill and driving lamps, very quick **£32,950**



1969 Aston Martin DB6. Finished in burgundy metallic with beige hide. Fitted with 5 speed ZF gearbox, PAS and chrome wire wheels. Very tidy but not concours hence only **£29,950**



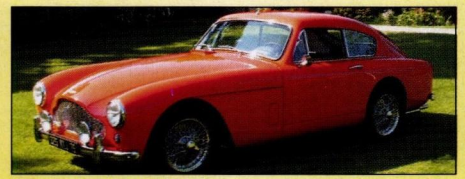
1966 MGB Roadster (chrome bumper model) Finished in dark metallic blue with black full leather seats. This car is in very nice condition having had the benefit of some restoration. It is fitted with a new mohair hood, overdrive and wire wheels and has an immobiliser alarm system. Very sensibly priced at **£6,995**



1961 Aston Martin DB4 Series IV. Finished in Cleveland red with black interior and fitted with chrome wire wheels, uprated brakes and suspension, triple su's and overdrive. It is in excellent condition throughout.



1985 Aston Martin V8 Volante. Finished in a Salisbury blue with magnolia hide interior with dark blue mohair hood. This is a very interesting car in that it is fitted with 'Vantage' carburettors and comes with the resulting extra power. The car has covered 62,000 miles and has a comprehensive service history. Also fitted with cross spoke alloy wheels and Vantage front air dam. Very realistically priced at **£49,950**



1958 Aston Martin DB Mark III LHD. A truly stunning example of the marque, finished in Fiesta red with full black hide. This car is fitted with a DBB high performance engine with triple weber carburettors and has just had a complete brake, suspension and engine overhaul. The specification includes overdrive, chrome wire wheels and Blaupunkt stereo system. **£52,500**



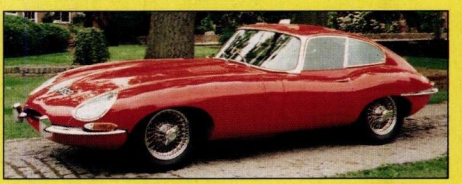
Aston Martin DB MkIII. Finished in silver grey with original red hide interior with optional reclining seats, fitted with overdrive and disc brakes to the front and Alfin rear drums. Mechanically excellent but in need of minor paintwork hence sensibly priced at **£35,000**



1956 Jaguar XK140 FHC. Finished in red with new red hide interior. This car has been in the same ownership for the last 20 years during which time it has been regularly used and well maintained **£22,950**



1975 Jensen Interceptor J Series. Finished in Pacific blue with excellent black hide interior. This car is fitted with webasto sun roof, air conditioning, automatic transmission 7.2 litre V8 engine and is in excellent condition **£7,995**



1969 Jaguar E-Type Series II 2+2 Automatic. This car is finished in carmen red with black hide. This is a very nice example in daily use with an enormous service history. Sensibly priced at **£16,950**

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SS100 2½ LITRE – Dark Blue/Red hide and carpets, Dark Blue wire wheels, matching numbers and original colour specification. Restored by J.D. Classics, beautiful throughout.

JAGUAR XK 140 DROPHEAD, RHD. – Dark Blue/Grey, dark Blue carpets and hood, chromed wire wheels, subject to a total chassis off restoration, with many JD Sport updates including rack and pinion power steering, modern wiring loom with alternator, 5 speed gearbox, disc breaks, uprated cooling, electric seats, CD/radio etc. Stunning throughout

JAGUAR XK 140 DROPHEAD, RHD – British Racing Green/Black hide and carpets, Black hood, full matching number original right hand drive car, subject of a total chassis off restoration 8 years ago to excellent standards, now nicely mellowed, fine example.

JAGUAR XK 140 ROADSTER RHD – Pastel Blue/Blue hide and carpets, 16" chromed wire wheels, 4 wheel disc brake conversion with Servo, subject of a total chassis off restoration to a high standard, an excellent useable example.

JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD. – Dark Blue/Grey hide and Dark Blue carpets, 16" chromed wire wheels, matching numbers, subject of a total chassis off restoration 5 years ago to a very high standard, many updates. Stunning.

JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD. Red/Black hide and carpets, 16" chromed wire wheels, subject of a total chassis off restoration to the highest standards original colour specification, rare example in excellent condition.

J.D. SPORT XK 150 ROADSTER, RHD. – Dark Blue/Grey hide and Dark Blue carpets, Dark Blue hood. 16" chromed wire wheels, J.D. Sport fast road engine, 5 speed J.D. Sport gearbox, J.D. Sport suspension, J.D. Sport exhaust system, J.D. Sport seats and milled stainless steel dashboard, rack and pinion power steering with alternator plus lots more. Please call for more information on this unique car.

JAGUAR XK 150 'S' 3.8 LITRE DROPHEAD, RHD – British Racing Green/Green hide and carpets. 16" chromed wire wheels, subject of a total concours restoration by J.D. Classics, full matching numbers, original right hand drive. Excellent attention to detail.

JAGUAR XK 150 'S' 3.8 LITRE FIXED HEAD COUPÉ, RHD. – Racing Green/Beige hide and carpets, 16" chromed wire wheels, full matching numbers and original colour specification, subject of a total chassis off restoration 12 years ago, now nicely mellowed, superb example of this very rare car.

JAGUAR E-TYPE SERIES 1 4.2 LITRE FIXED HEAD COUPÉ, COOMBS MODIFIED. – A one off original car modified by Coombs Garage when new with very special history. Totally unique.

JAGUAR E-TYPE SERIES 3 V12 2+2 MANUAL. Opalescent silver/grey hide piped blue, dark blue carpets, chromed wire wheels, JD Sport engine, Weber carburettors, hand made stainless steel exhaust manifold and system, JD detailed engine bay, etc. Stunning example.

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JAGUAR MK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE. Opalescent Silver/Red hide and carpets, competition chromed wire wheels, subject of a total restoration 4 years ago. Recent J.D. Sport updates include, rack and pinion power steering with alternator, suspension to latest specification, handmade stainless steel exhaust manifold and exhaust system, J.D. Sport front seats, modern stereo system with remote control, alloy radiator etc. STUNNING EXAMPLE.

JAGUAR MARK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Blue/Red hide and carpets, chromed wire wheels, subject of a total restoration, updates include rack and pinion power steering with alternator, air conditioning, modern stereo etc. Excellent example.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Green/Beige hide and carpets. Competition chromed wire wheels, J.D. Sport seats, J.D. Sport fast road engine, J.D. Sport stainless steel exhaust system and suspension, louvred bonnet, J.D. Sport braking system, modern stereo system, etc. Restored by ourselves 7 years ago. STUNNING.

JAGUAR MARK I 3.4 LITRE SALOON SPECIAL EQUIPMENT – Cotswold Blue/Grey hide and carpets, colour coded wire wheels, manual with overdrive, matching numbers, restored by ourselves for our director 5 years ago, purchased by a client 12 months ago who commissioned us to fit J.D. Sport power steering, winner of numerous concours awards, many subtle modifications. Probably the most highly detailed Mark I Saloon you are likely to see. Unique and very traditional.

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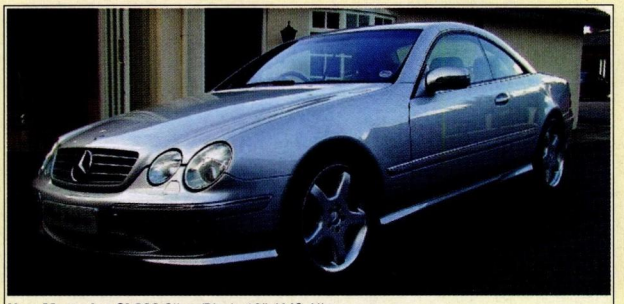
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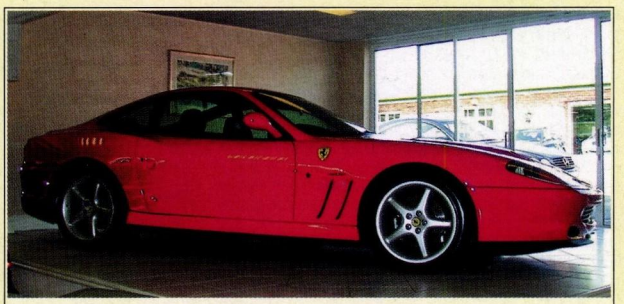
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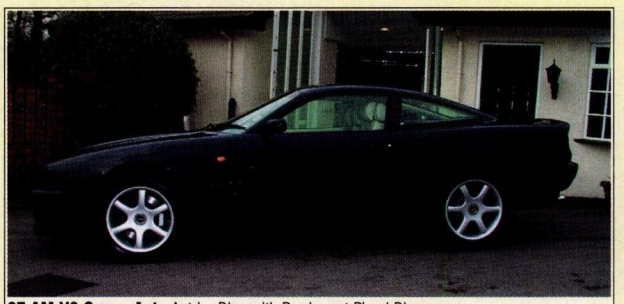
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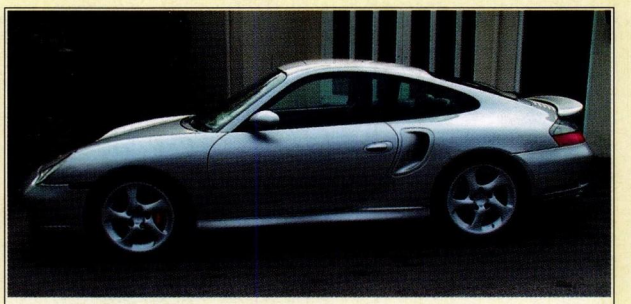
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1970 VOLVO 1800 ES COUPE. Sandglow with Black hide, 3 owners, 39,000 miles believed genuine. Extensive history, overdrive, factory alloys, radio etc. Very original and totally corrosion free. Quite unique .....£8,995 - RHD



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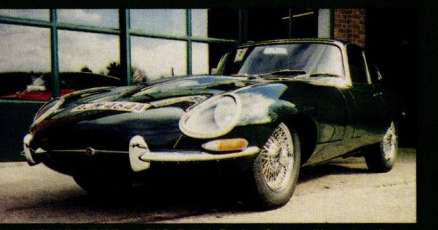
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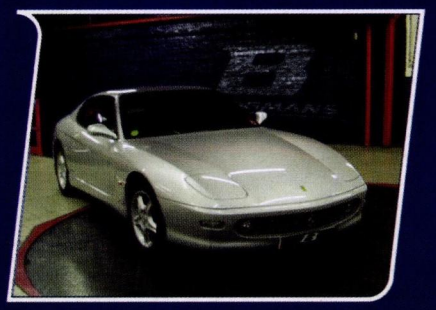
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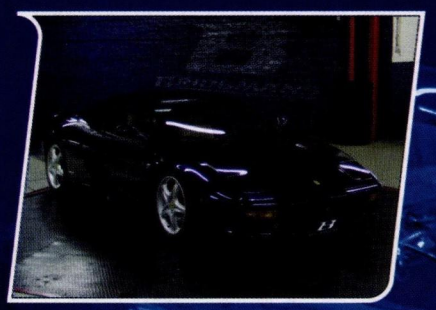
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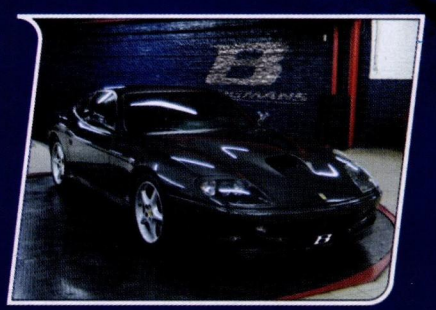
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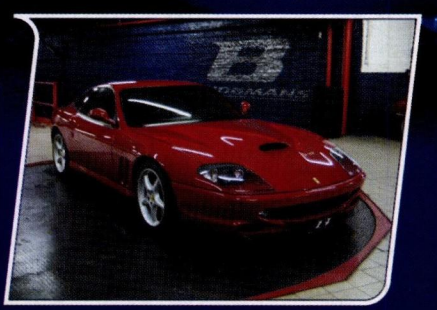
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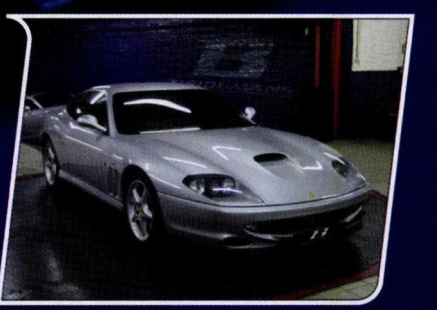
99	VT Roadster Titanium/Black	9.700 kms	£ 135,000
97	VT Roadster Scuro Blue/Magnolia	7.500 kms	£ SOLD
94	Diablo Black/White piped black	22.000 kms	£ 67,500

Porsche

01	996 GT2 Silver/Black		£ POA
00	996 Turbo Burgundy/Black	.500 miles	£ POA
98	996 Yellow/Black Aero kit, every extra £80 K when new	5.000 miles	£ 54,000
86	911 Turbo 3.3 factory flat nose White/Blue One owner	16.900 miles	£ 42,500
64	911 (912) Silver/Black Fully restore		£ 13,000







Transportation and

Storage facilities available

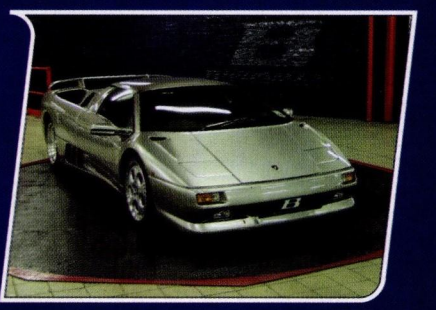
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By appointment only



Aston Martin

00	DB7 Vantage Silver/Tan leather hide High Specification	5.000 miles	£ 89.000
91	Lagonda Dark blue/Magnolia hide	9.000 miles	£ POA
87	Vantage Volante Red/Magnolia Leather hide	13.900 miles	£ 88,000

Bentley / Rolls-Royce



98	Silver Seraph Black/Black	28.000 miles	£ 78,000
97	Turbo R Burgandy/Magnolia hide	13.000 miles	£ 57,000
93	Continental R Masons Black/Magnolia hide	77.700 miles	£ 63,000
91	Corniche II Black/Magnolia hide		£ 57,500
83	Corniche Navy Blue/Magnolia hide, Blue hood		£ 45,000
54	Silver Dawn Silver over Dark blue/Grey hide		£ POA
32	Phantom II Green/Black		£ POA

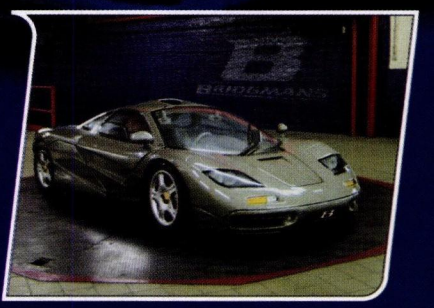
Others



	McLaren F1 Road car		£ POA
	GT40 MK1 With FIA papers		£ POA
	GT40 Replica Silver/Yellow stripe/Black Cost to build	.800 miles	£ 45,000
	Jaguar XJ220 Blue/Grey		£ 110,000
63	S1 E Type coupe Red/Tan Concourse winner ten year restoration		£ 45,000
01	Mercedes CL55 Black/Black High spec. Unregistered		£ 94,500
00	Mercedes ML55 LHD Silver/Black	3.000 kms	£ POA
99	Mercedes SLK230 kompressor Silver/Black	11.000 miles	£ 27,500
98	Mercedes SLK230 kompressor LHD LapisBlue/Grey	17.000 kms	£ 19,995
66	Mercedes SL250 Dark blue/Black		£ POA
65	Mercedes SL280 Light blue/Black		£ POA
96	BMW 740i Green/Grey	56.000 miles	£17,000
95	Toyota Supra Auto 3.0 Silver/Black	48.000 kms	£11,500
78	VW Karman Beatle Cabriolet Red/Black	8.100 miles	£ POA
95	Audi RS2 Black/Black LHD One owner	70.000 kms	£ 18.000







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Premium Vehicle Transportation

Paul Lawrence reports.

Founded in the UK in the late 1970s, the Richard Lawson Autologistics Group is one Europe's biggest vehicle logistics companies, carrying more than one and a half million vehicles each year and working with many of Europe's leading manufacturers. It is part of the world-wide Wallenius Wilhelmsen Group of global shipping and land based activities.

However, whilst car transporters full of family saloons criss-crossing Europe is the best known element of the company's activities, it is a separate division that will be of particular interest to those with a passion for old, rare and valuable motor cars.

With such a high standing and prominence in the vehicle movement industry, it is no surprise that the company excels in specialist transportation, where exacting standards are required for the safe movement of valuable and sometimes unique motor cars.

The Evolution Division is a specialist section within the Richard Lawson Autologistics Group and has been created to offer an unrivalled, pan-European, covered and uncovered transportation service for individual or specialist vehicles.

Evolution is an expert operation, dedicated to the safe movement of rare and valuable motor cars. For instance, it handles all the distribution of Porsche Cars in the UK and works for organisations like the Jaguar Daimler Heritage Trust and Coys of Kensington.

Covering numerous events each year, an example of this being for the Techno Classic at Essen in Germany for the Jaguar Daimler Heritage Trust. Evolution transported the cars to Germany, looked after them throughout the event, provided stand support and then returned the cars safely afterwards.

Currently, Evolution is handling the transportation and support for cars taking part in the Giro Sicilia/Targa Florio retro, with cars collected throughout Europe, transported to Sicily and then supported on-event. This allows drivers to fly in, enjoy the event and then leave their car in safe hands for its return journey.

Elsewhere, the operation works on behalf of marketing and fleet departments of manufacturers, dealer groups, rental companies and fleet operators.

Evolution is a service staffed by skilled and specially trained drivers, used to handling high value vehicles, for individuals, companies and event organisers. The vehicle fleet is purpose-built, with state-of-the-art covered transporters, available in a variety of configurations to suit all requirements. All vehicles are professionally branded to present a high-quality image for customers.

The Evolution service can be tailored to suit dealer launches, exhibitions, press handovers, VIP deliveries and the movement of heritage vehicles, prototypes and classic and modern cars. In all cases, the prime aim is to ensure that vehicles arrive at their destination on time and in premium condition.

But this is not just a vehicle movement operation, it is a total service and can include preparation, shipping, vehicle documentation and event support. Later this year, Evolution will comprehensively support a classic car event in Tenerife, which will involve collecting about 30 classic vehicles from a variety of European locations, transportation and preparation. The company will then provide on-event support and back up for participants, before returning cars after the event.

A full range of support services is available through fully resourced Technical Service Centres including preparation, inspection, presentation, valeting and storage. The service can be provided anywhere in mainland Europe and the UK for one car or a whole fleet of cars.

Heading up the Evolution division is General Manager Frank Straetmans, while David Lawson is Sales Manager.

Evolution

For more details please call, +00 44 (0) 1234 326600, visit www.richardlawson.com, or e-mail: david.lawson@evouk.com.



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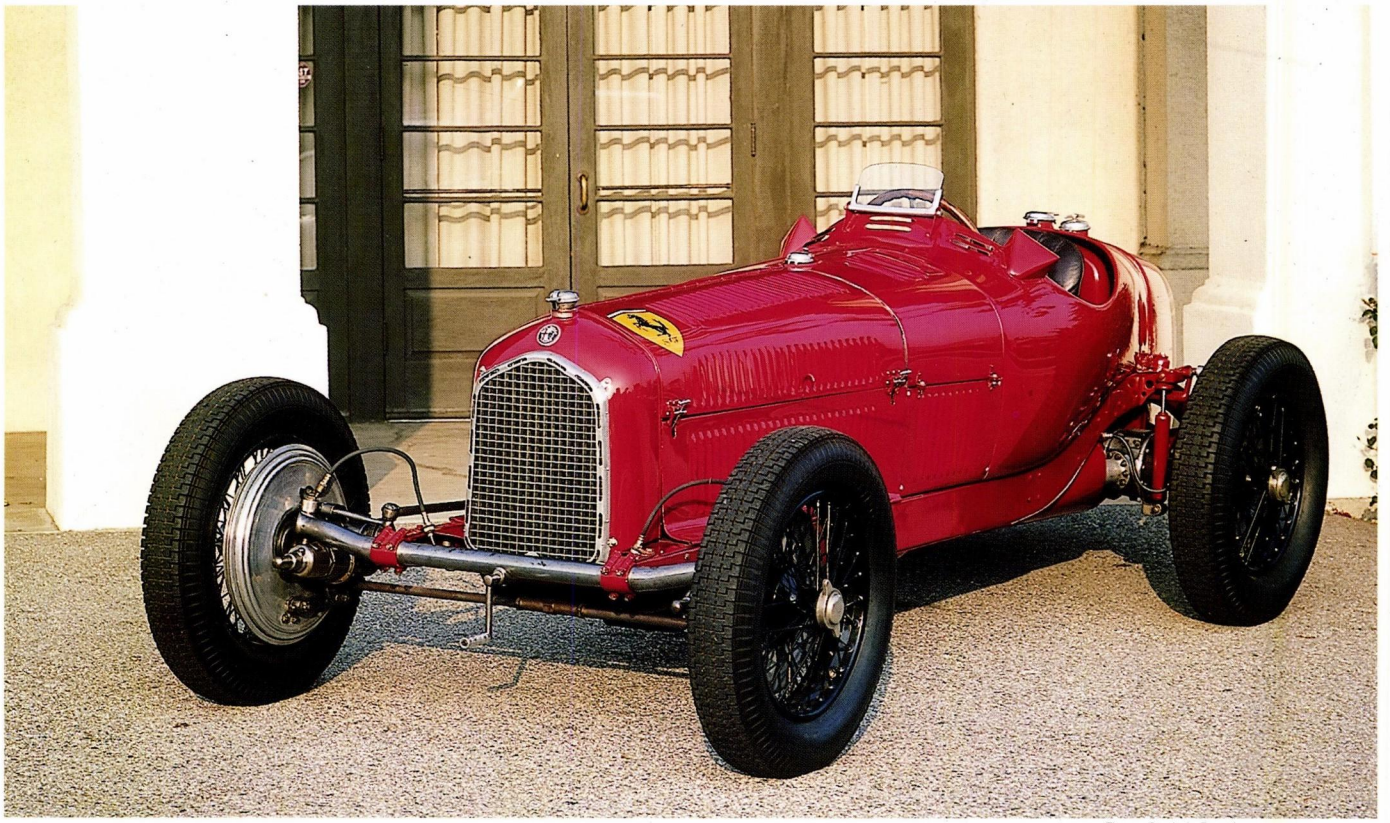
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