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Alfa Romeo



1932 Alfa Romeo Tipo 8C
This well documented 1932 Alfa Romeo, chassis No: 2211083 was delivered new to Mario Lualdi of Milan.
In the late 1980s this important car was located unrestored in Arizona by its current owner, who entrusted marque specialist Paul Grist to undertake a comprehensive restoration.
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8C 2600 Supercharged



A magnificent supercharged 4 1/2 litre, this exciting car encapsulates all the spirit of the vintage Bentley and the likes of legendary 'Bentley Boy', Tim Birkin, who inspired the supercharged model. It featured as Birkin's own car in the television film about his life and has subsequently contested numerous historic events. These include outings in Oldtimer meetings at the famous Nürburgring and this year's arduous Mille Miglia Retrospective.

Complete with FIVA passport, it features a highly attractive two-seater body, smartly presented in black with contrasting silver wheels and rich red leather upholstery.

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editorial



TODAY IT'S NEWS, TOMORROW IT'S history. Formula One sensation Jenson Button is too young to have much of a history, but he has made plenty of news over the past year. What's important, though, is that he has a great and long future ahead of him.

It's not so much what he has done – impressive enough in itself – it's how he's done it that has turned heads and sparked talk of world titles and massive influence to come.

The Formula One paddock can be a cold place, secretive, rigid and conservative, and those on the outside looking in complain of a dearth of characters. I'm afraid that's not true.

At the sport's core lies a crowd of petrolheads who like nothing more than going round in small circles at high speed. True, they inhabit air-conditioned motorhomes and tap at laptops with more computing power than blasted Neil Armstrong and 'Buzz' Aldrin to the moon but, if this were 1960, the same crowd would be gathered around a tiny stove at Cooper's draughty Hollyfield Road HQ cursing the 'Old Man' for being so tight-fisted. If this were 1930, they would be checking the amount of fuel on board by dipping a stick into the tank, while drawing heavily on a Craven A.

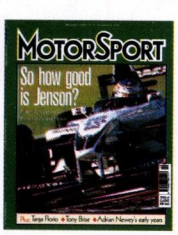
And if this were 1956, Jenson Button would have handed over his Lancia Ferrari D50 to Juan Fangio and cheered the Argentine star as he clinched his fourth world title, his third in a row. He's that kind of bloke. There are scurrilous stories of his first year, as yet untold, that will definitely cause a chuckle when they are unearthed for our amusement in the December 2030 issue of MOTOR SPORT: the sort of anecdotes that endear Hawthorn and Collins to us – just updated.

There is a chance, however, a slim chance, that we might not have to wait that long. For I sense a slight change in the paddock. As the drivers get younger and the sport's power-brokers, mainstays, get older, the generation gap is widening to grandfatherly proportions. And there can be no doubt that Button's skill on the track, and refreshing approach off it, made him the most liked driver at Williams since the hard-living, hard-driving Alan Jones bossed Sir Frank and Patrick about like no driver has dared to since.

As the likes of Juan Pablo Montoya and Luciano Burti prepare to join Button in the Formula One fray, might Formula One's political correctness police allow them more scope to express themselves, imprint their spirit on the sport? They might not have any choice.

This is a lot to ask of Button, a boy-turned-man who has plenty to do learning a new team at Benetton next season. But he should rest easy: all he has to do is be himself.

ON A PERSONAL NOTE, I WOULD like to wish our ace Art Editor, Simon Wallis, all the best on his next project and future career.



Darren Heath

Cover: Jenson Button impressed on and off the track in his first season of F1

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MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



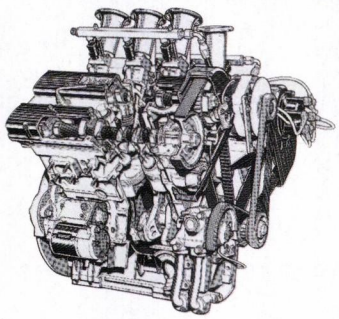
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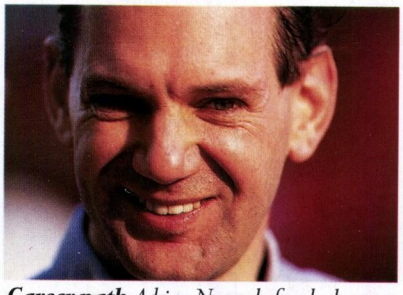


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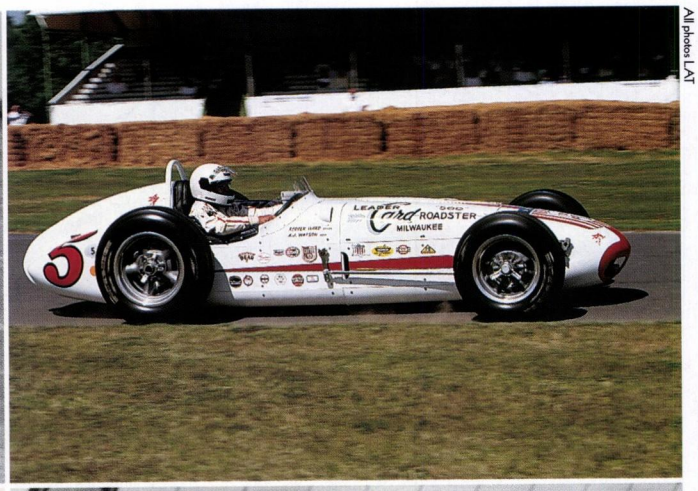
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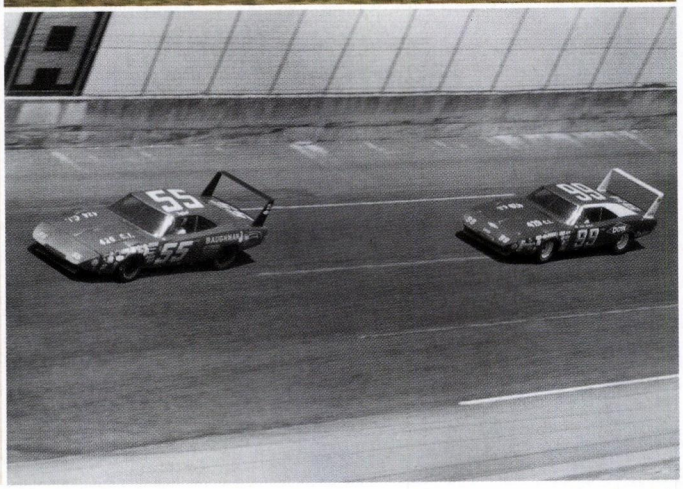
NEWS, VIEWS AND COMMENT

All photos LAT









Clockwise from top left: 'Spirit of Brooklands' will be celebrated; Indy roadsters could race; NASCAR classics also present; 1950s sportscars always entertain

ROCKINGHAM AND COYS UNVEIL PLANS FOR HISTORIC FESTIVAL

COYS OF KENSINGTON AND ROCKINGHAM MOTOR SPEEDWAY HAVE CONFIRMED their agreement to establish a historic meeting next May at the track in Corby, Northamptonshire. And if their ambitious plans can be met, it seems set to become an instant classic.

Using both the 1.5-mile banked oval and the combined road and oval course, the 2001 Coys Historic Festival at Rockingham will feature events for American and European single-seaters, sportscars, saloons and motorcycles from each decade of the last century. There will also be a 'Spirit of Brooklands' demonstration, featuring cars which last saw action on a full banked course before World War II.

Christopher Tate, Marketing Director at Rockingham declared: "We're particularly proud of our plans to bring so many American cars over to this country. It will be the first time for many spectators to see these cars in their element – on a banked oval. Similarly, many people have attended the Le Mans 24 hours, but have never seen the Daytona equivalent. We hope to recapture the spirit of this great event, and also have plans to recreate the 'Monzanapolis' classics, where Maserati 250Fs battled with Indy Roadsters and Jag D-types. Coming just four months before our CART ChampCar race, we hope to give Rockingham and its spectators a great opening year."



Rockingham hosts ChampCar race in September

More traditional British crowd-pleasers such as 1950s sportscars and '60s touring cars are also going to star in the Festival which runs from 26-28 May.

Jeffrey Pattinson, Chairman of Coys said: "We are absolutely thrilled by this joint venture with Rockingham. We spend so much of our time surrounded by motorsport history; now we are actually making it – and we look forward to making many more exciting announcements soon." **DM**



Rita Stein

Not one, but two T33 Alfas took to Piccolo Madonie circuit, to local delight



Rita Stein

Porsche 550RS of Ruiz-Picasso/Couturier was 1956 Targa Florio winner

VACCARELLA STARS AT 'CONFUSED' TARGA FLORIO REVIVAL

THREE-TIME TARGA FLORIO WINNER Nino Vaccarella, Sicily's hero, presided over the first revival event in October, and delighted fans when he climbed aboard Harald Mergard's Ferrari 512S, which Mario Andretti and he co-drove to victory in the 1970 Sebring 12 Hours.

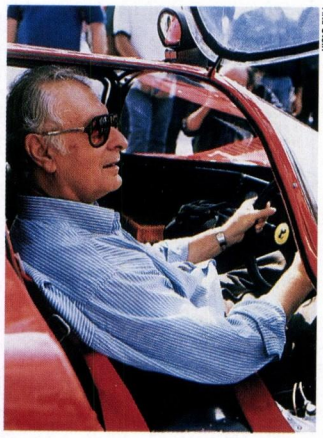
Eighty-five crews from 14 countries entered the event, put together by Peter Auto and AC Palermo. Star drivers included former Ferrari GP winner Patrick Tambay in a 250GT, and triple World C2 sportscar champion Ray Bellm in his Ford GT40.

Automotive veterans of the event ranged from Hubert Fabri's Bugatti T35C, which contested the 1928 Targa Florio and the 1956-winning Porsche 550 of Claude Ruiz-Picasso. The 1967 and '68 short-tailed Alfa Romeo T33/2s of Paul Osborn and Gregor Fisken/Martin Eyears attracted great interest as they wailed round the Piccolo Madonie circuit.

Circuit knowledge proved vital in the competition, Italian crews claiming the top five places. Maurizio Plano and 'Davis' led home a Porsche one-two, their 1971 911S finishing 22 seconds clear of the '73 version of Guiseppe Salerno and Domenico Guagliardo. Marco and Claudio Savoni's fast BMW 2002 Tii was third.

Tambay finished sixth, first of the visitors, 15 seconds ahead of Bellm and Paul Lanzante in the GT40. David and Deborah Franklin were 12th in a '61 Jaguar E-type. Despite organisational confusion at the start, which saw their Alfa run under protest, Fisken and Eyears finished the event. Electrical problems forced Osborn to retire, however.

Although huge efforts were put into the logistics of the retro, and the camaraderie of competitors on the boat from Genoa to Sicily set a promising early tone, detail and local politics let the event down badly. "It was one big pantomime," said one leading competitor "but the experience of competing on the Targa course was unbelievable." **MP**



Rita Stein

Nino in a Ferrari – Sicilian heaven

BENTLEY BACK TO LE MANS

OVER SEVEN DECADES SINCE THE LAST works Bentley raced at Le Mans, the marque is returning in 2001 to the scene of its greatest triumphs.

The announcement immediately allayed worries that the car might not be ready to do justice to Bentley's proud Sarthe heritage, created when they won the 24 hours five times between 1924 and 1930. The all-new chassis and body will use an extensively reworked version of the Audi V8 which dominated this year's 24-hours, and the project will be managed by Richard Lloyd at Apex Motorsport in Buckingham.

The Bentley EXP Speed 8 will be built by Racing Technology Norfolk, but the driver line-up for the 2001 Le Mans race is not yet decided.

Chief Executive of Bentley Motors, Tony Gott said: "This transitional strategy of using proven engine technology from within the group will enable us to shake down our all-new chassis and body, while developing an all-new Bentley Le Mans engine for future years." **DM**



LAT

Lord March's garden fête shifts to July next year. Designers are already planning the next front-of-house showpiece

GOODWOOD DATES CONFIRMED FOR 2001

GOODWOOD'S NINTH FESTIVAL OF Speed will take place on 6-8 July, 2001, three weeks later than usual, to avoid a clash with the Le Mans 24 Hours and the Grand Prix calendar.

Said a Goodwood spokesman: "Because the Festival uniquely marries modern and historic motorsport, it's virtually impossible to find a weekend in the season which does not clash with a major international race. Formula One and Le Mans drivers have traditionally been among the meeting's stars, thus our only option was to move it to July, a week before the British Grand Prix, which may open more possibilities."

The Goodwood Motor Circuit's fourth annual Revival meeting has retained its regular calendar slot, and will run on 14-16 September, the weekend before the inaugural British ChampCar race at Rockingham Motor Speedway. **MP**



Marcus Pye

Historic single-seater action now to be televised on satellite in UK

TV BOOST FOR HISTORIC PACKAGE

FOUR OF THE PREMIER HISTORIC championships will boost their presence in 2001 by promoting themselves as a unique circus touring Europe under the flag of Renaissance Racing, with wide television coverage.

The European Sports Prototypes, Grand Prix Cars of the 1950s and '60s, Group C Sportscars and the FIA Lurani Trophy Formula Junior series are the pioneers of this innovative scheme, set to run at top historic meetings at Spa-Francorchamps, Brands Hatch, the AvD's Nürburgring Oldtimer Festival and the growing GP de Bourgogne at Dijon-Prenois. New Iberian classics are planned, at Estoril and Jerez. Speedvision in the USA and UK's Sky Sports have already agreedcoverage.

Viewers will delight in the ESP Trophy's Alfa Romeo T33s, Ford GT40s, Lola T70s, and other Le Mans-type sportscars of the 1960s and early '70s, contrasting with later Group C machines.

Single-seater aficionados can enjoy front- and rear-engined competition at both Grand Prix and Junior levels, both of which promise fierce action.

Sarah Hutchison, a director of Motor Race Management, promises car andcircuit histories and driver interviews will add spice to the growing coverage worldwide.

Hutchison has stressed, however, that the package is not a closed-shop. "We are interested in one-offs by complementary classes. Historic Formula Ford's close racing and full grids would be welcome, for instance.

"The TV viewing figures will draw investors, and superb hospitality deals at events will ensure that drivers and spectators enjoy a memorable season. That's very important." **MP**


LAT

Renaissance 'race circus' will offer historic package at six major meetings

2001 PROVISIONAL CALENDAR

12-13 May	Spa-Francorchamps (B)
30 Jun-01Jul	Brands Hatch (GB)
14-15 Jul	Estoril (P)
4-5 Aug	Nürburgring (D)
22-23 Sep	Dijon-Prenois (F)
10-11 Nov	Jerez (E)

LOLA MK6 ON TRACK FOR 2001

THE LOLA MK6 GT CAR WHICH TOOK Eric Broadley's marque to Le Mans for the first time in 1963 has been bought in unrestored condition for £120,000 by British historic racer Paul Haywood-Halfpenny. One of three forerunners of Ford's GT40, it will return to the tracks next year.

After burning much midnight oil, Lola boss Broadley drove the mid-engined Ford V8-powered car from Bromley to Le Mans in '63, where scrutineering wrangles added to the drama. Eventually, the little coupé was made to comply with the regulations, and Richard Attwood and David Hobbs took to the track.

Hobbs crashed it following a gearbox problem, but the Lola gave a good account of itself. As cash-strapped Broadley could not afford to develop the car, Ford's funding was snapped up, and the rest is racing history. All of the Mk6 GTs still exist. This important Le Mans car has now been entrusted to Barry Hodson for preparation. **MP**



LAT

Lola Mk6 is one of just three built

FERRARI'S 'THANK YOU' TO FANS

WORLD CHAMPIONS MICHAEL SCHUMACHER AND FERRARI ENTERTAINED 60,000 rapturous fans at Mugello on 29 October, just a week after the German secured the Scuderia's first driver's title since Jody Scheckter's in 1979.

Schumacher, team-mate Rubens Barrichello and test driver Luca Badoer demonstrated three of the this year's F1-2000 models, with team manager Jean Todt and Ferrari president Luca di Montezemolo sharing the celebrations. Barrichello, who presented the trophies for one of the Ferrari-Maserati Historic Challenge races, also enjoyed a run in American Bill Binnie's 1934 Maserati 6CM, narrow winner of the second leg of the single-seater event.

Reunited with a 312PB, Jacky Ickx won both events for disc-braked sportscars, swooping round the outside of rivals to take the lead on each occasion. Briton David Franklin was runner-up both times, in Carlos Monteverde's Can-Am 712. Monteverde's yellow Ferrari Testa Rossa chased Burkhard von Schenk's Maserati 300S home in both drum-braked sportscar races. **MP**



Sutton Motorsport Images

Barrichello, Todt, Schumacher and Badoer bask in the Mugello adulation

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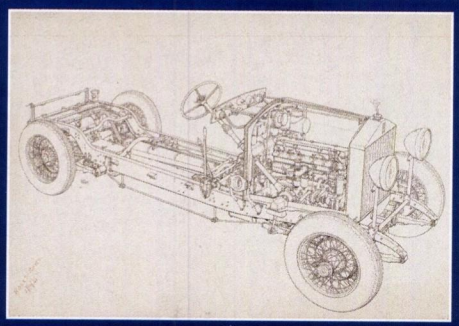
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EVENTS OF NOTE



Lands End to John O'Groats run attracts a pantheon of cars

NOVEMBER

23-26 RALLY OF GREAT BRITAIN (GB)
FIA World Rally Championship, final round. Britons Richard Burns and Colin McRae were second and joint third, with all to shoot for, as the title fight raged into Rally Australia on 9-12 November.
☎ 01753 681736

25-26 PHOENIX INTERNATIONAL RACEWAY (USA)
International Thundersports Cup and 2-litre sportscars head the line-up for HSR West's classic meeting in Arizona.
☎ 001 310 530 9731

DECEMBER

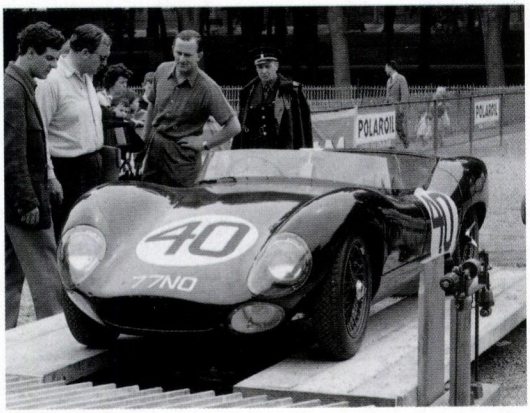
1-3 DAYTONA (USA)
Porsche prototype reunion is just one of the central attractions of the glittering annual Brumos Daytona Continental Challenge. HSR's seasonal finale brings 24 Hours veterans to the famous 24 Hours course, while Historic Stock Cars bring the oval alive.
☎ 001 888 477 5999

2-5 LE JOG
HERO's annual Lands End to John O'Groats trial brings out historic machinery for one of the toughest endurance events.
☎ 01886 833505

4 LONDON
A stunning Porsche 906 sports prototype is among hundreds of lots for sale through Bonham & Brooks at Olympia.
☎ 020 7393 3900

8-10 ROEBLING ROAD (USA)
Vintage Drivers Club of America racers descend upon Savannah, Georgia.
☎ 001 205 320 0145

11 LONDON
1958 Le Mans class-leading Tojeiro-Climax is among the entries for Coys of Kensington sale. ☎ 020 7584 7444



1958 Tojeiro Climax will be auctioned in London by Coys

19 GSTAAD (CH)
The 250 GTO which finished second at Le Mans in 1963 heads a sensational array of Ferraris and related automobilia under the Bonhams & Brooks hammer at the Swiss resort's magnificent Palace Hotel. Predictions are that the GTO could break US$10m.
☎ 020 7393 3900

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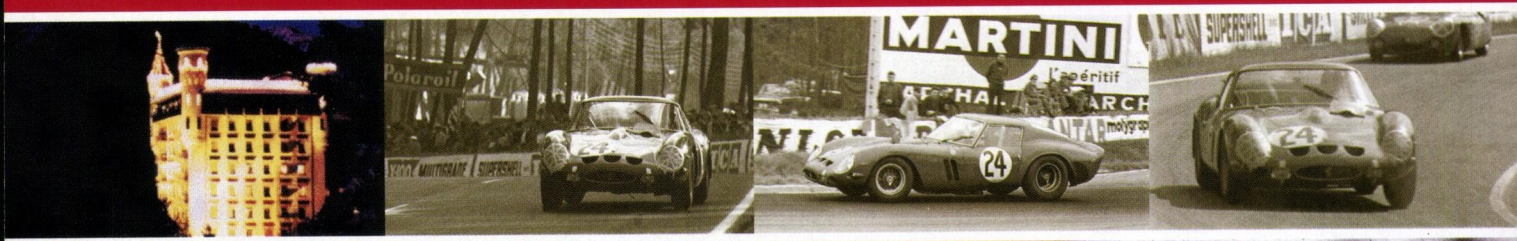
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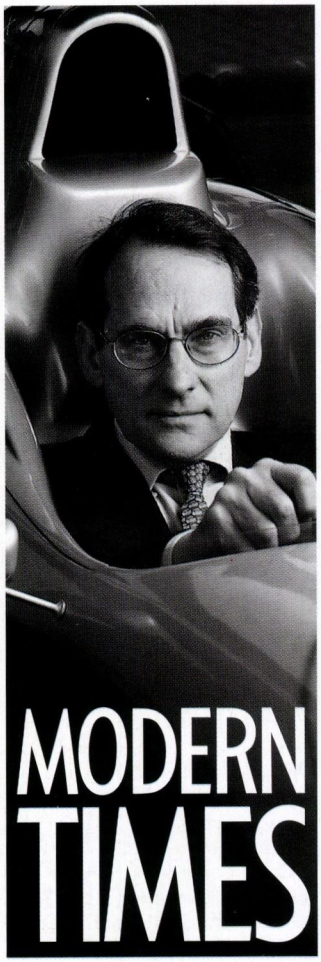
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MODERN TIMES

TODAY, IF YOU'RE AN F1 DRIVER, THAT'S what you do. There's no room in your life for any other motorsport. As well as 17 races, there's all that testing: once the FIA's November ban is over, most teams move straight into a hectic programme. McLaren are hard at it in Spain from Monday 4 December. Plus jetting from country to country to remind the fans of the virtues of your sponsor's products. Awards dinners, TV chat shows, relentless regimes with your trainer. And that first Friday session in Melbourne on 2 March is rushing nearer.

It's a far cry from when the circus used to decamp to those marvellous Tasman races in Australia and New Zealand, and spend the days between water-skiing, partying and playing practical jokes on each other – just like normal people on holiday. There were other winter activities, too: stunts like Stirling Moss driving a Humber Super Snipe through 15 countries from Norway to Portugal, 3300 miles in four days. In those days the Monte Carlo Rally caught everyone's imagination, and several F1 drivers got involved. In 1952 the versatile Moss was paid £50 by Rootes to do the event in a Sunbeam-Talbot saloon. That year had blizzards, sheet ice and deep snow, and Stirling had never done a rally in his life. But he got to Monaco without penalty, and after the final stages he'd missed victory by four seconds, runner-up to Sydney Allard's Allard.

Nowadays everything starts and stops with the World Championship. For billions of people around the globe, the only motorsport that exists is 17 weekends of a TV game called F1. That's why young drivers who aspire to F1, or indeed drivers successful in other formulae, find it so hard to gain recognition, let alone backing. I pine for the days when Formula 2 let up-and-coming drivers race against established F1 stars in cars that were pretty much equal. That's how in 1964 an unknown young Austrian called Jochen Rindt burst on the scene, beating World Champions Clark and Hill to win the Crystal Palace F2 race.

Time was when non-championship F1 races gave young drivers and young teams the chance to show their potential. In 1955, for example, the World Championship consisted (apart from the irrelevance of Indianapolis) of only six rounds – one in Argentina, and five in Europe. But there were also 13 other F1 races between March and October, some admittedly British short-distance events like Goodwood, Crystal Palace and Aintree, but some very much full-length Grands Prix. That year Ascari's Lancia D50 won the Turin GP at Valentino Park in 2hrs 40mins, while Jean Behra's Maserati 250F victory on the narrow Pau streets took over three hours. The Oulton Park Gold Cup lasted as long as a modern GP, Moss' 250F beating Hawthorn's D50.

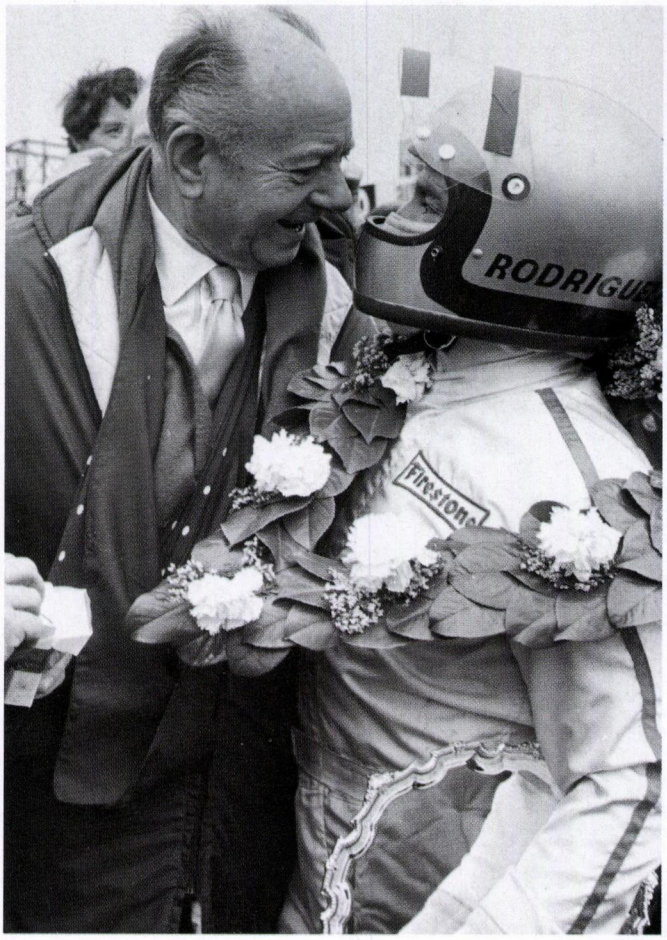
And on 23 October that year, in far-off Sicily, an English dental student called Tony Brooks drove an F1 car for the first time. The impoverished Connaught team, run by Rodney Clarke and Mike Oliver, decided at the last moment to send two cars to the final race of the year, the Syracuse Grand Prix. Brooks had gone well in a Connaught sportscar, so Oliver rang him up and told him to get himself to Sicily, to race a car he'd never sat in on a circuit he'd never seen. The opposition consisted of four works Maseratis driven by Musso, Villoresi, Schell and Shelby, a pair of works Gordinis, and various private Ferraris and Maseratis. What happened is well-known: Brooks qualified on the front row, made a bad start, and worked his way up through the Maseratis to pass Musso for the lead. After a tussle Musso got in front again, but Brooks retook the lead and held it to the end of the 2h 24min race.

Today, when British cars and drivers have been pre-eminent in motor sport for more than 40 years, we forget that green cars in international single-seater racing used to be something of a joke. Incredibly, Brooks' win was the first for a British driver in a British car in a Grand Prix since Sir Henry Segrave's Sunbeam victories at Tours, San Sebastian and Miramas in the 1920s. But there were no British newspaper journalists there to witness the Connaught feat, and none of the weekly motor magazines had sent



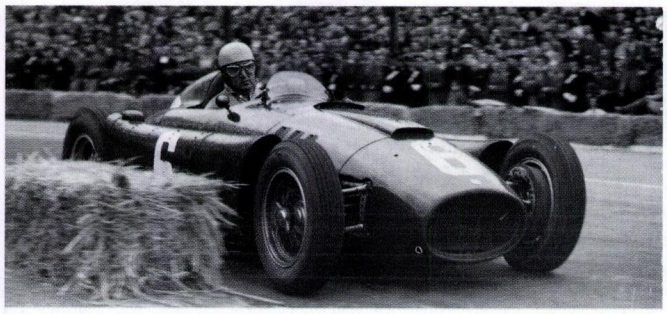
LAT

In 1962 a non-championship race could still boast great names: at Silverstone's International Trophy, Hill sensationally beats Clark



LAT

F1 at Oulton: Raymond Mays applauds Pedro Rodriguez, 1971 Spring Cup



National Motor Museum

Ascari's Lancia D50, Turin GP, 1955 – almost 3 hours of non-title F1 racing

anyone. They just had brief news reports, although 12 days later *Autosport* carried a feature written by one of the Connaught party.

For the full story the English-speaking world had to wait six weeks, until MOTOR SPORT's December issue was published, because of course the only British journalist on the scene had been the irrepressible Jenks. He'd driven down to Sicily to watch Moss and Peter Collins win the Targa Florio for Mercedes-Benz, and he'd stayed on for the Syracuse race a week later.

Exactly 45 years to the day since Brooks' victory, property tycoon John Walker (who is redeveloping the old Connaught works at Send) hosted a lunch to mark the anniversary. Some 15 members of the Connaught team were on hand, including Brooks himself and, most notably, two of the three men who made Connaught possible. Rodney Clarke sadly died some years ago, but that quiet engineering genius Mike Oliver was there, and so was Kenneth McAlpine. Ken is always acknowledged as the source of the team's financial backing, but is not usually remembered as a talented driver in his own right. Connaught happened because McAlpine wanted a British single-seater to race: if he hadn't had to run the family business during the week, he could easily have become an F1 name.

Connaught and Brooks earned their place in history that day at Syracuse. But, as Tony pointed out to me at lunch, most F1 history books confine themselves to the World Championship, and ignore many great races that happened outside the battle for points. Moss always said he was more interested in winning a race than worrying about the wretched points, but today the championship has become everything – so that interest in this year's Malaysian Grand Prix was much reduced, because the drivers' title had already been won.

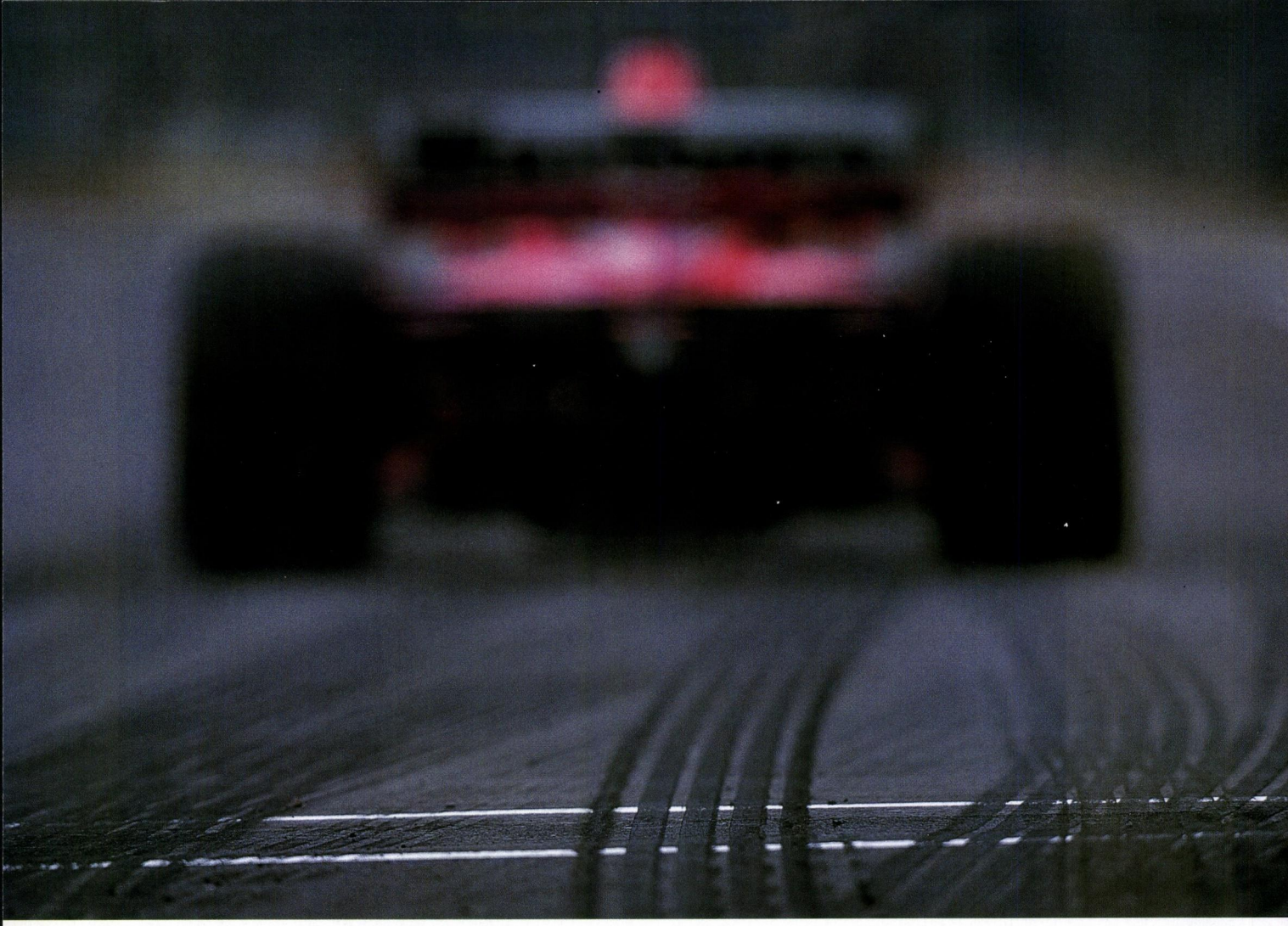
In 1950 there were a mere six Championship rounds apart from Indy: Fangio and Farina in the all-conquering Alfa 158s each won three races, but Farina took the title because he also had a fourth place at Spa. But the works Alfas also raced in the San Remo, Bari, Geneva and Pescara Grands Prix, and the Silverstone International Trophy. Fangio won three of the non-championship races and had two seconds, while Farina won only two. On the basis of all the races, Fangio was the most successful F1 driver of the 1950 season.

In 1962 there were nine World Championship rounds, but no fewer than 19 non-championship F1 races, three of them national Grands Prix of Sweden, Denmark and Mexico. The championship lead see-sawed between Graham Hill (BRM) and Jimmy Clark (Lotus), to be resolved in Hill's favour in the final round in South Africa. But the Clark/Hill battle raged in non-championship races, too, with Clark beating Hill at Oulton Park and Snetterton, winning also at Kyalami and Aintree and sharing the winning car in Mexico. Overall, Clark was the more successful F1 driver that season. But 1962 Silverstone race-goers will never forget the climax to that year's Silverstone International Trophy, when Clark was gradually wound in by the dogged Hill, and was beaten on the line in a photo-finish.

In 1971 there were two F1 races at Oulton Park; as well as the Gold Cup in August there was the Spring Cup on Good Friday. In fact, the sheer quantity and quality of British racing over that Easter weekend was astonishing. Oulton had Stewart (Tyrrell), Rodriguez and Siffert (BRMs), Fittipaldi (Lotus), Gethin (McLaren) and Surtees (Surtees), plus Reine Wisell in the sensational Lotus 56 turbine. The traditional Thruxton F2 race had Ronnie Peterson, Graham Hill, Cevert, Reutemann, Pescarolo, Siffert and Lauda. There were F5000 races at Snetterton and Brands with names like Frank Gardner, Mike Hailwood, Brian Redman, Tim Schenken and Trevor Taylor. There was a strong F3 championship round at Mallory Park: remember Roger Williamson, Bev Bond, Colin Vandervell, Dave Walker, Andy Sutcliffe, Ian Ashley and Bob Evans? All these meetings had busy supporting races: Thruxton had Jo Siffert in a Porsche 917 and Jo Bonnier in a 2-litre Lola, Jochen Mass was in the SuperVee race, and Brian Muir's Camaro won the Touring Car event. And you could have watched full programmes of close-fought club races that weekend at Silverstone, Castle Combe, Cadwell Park, Rufforth, Croft, Llandow, Ingliston and Mondello Park.

Probably none of these races was on TV. Even the big stars – Stewart, Fittipaldi, Hill, Surtees – would have been paid infinitely less money than their counterparts today. And of course their cars were much simpler, cheaper to build and cheaper to mend. Apart from the BRMs – and the Lotus turbine – every F1 car at Oulton had an off-the-peg Cosworth DFV engine. But all the crowds were reportedly good, with 40,000 at Oulton Park. There was certainly a lot of quality racing to watch back then.

I'm not arguing that the old days were better; just different. In terms of TV audiences, sponsorship revenues and general wealth, F1 is hugely more successful now than it has ever been. But isn't it strange that we're living in an era when the consumer is offered more and more choice, and the motor racing spectator seems to be offered less and less? M



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The Editor reserves the right to edit all letters

MEMORIES OF RINDT

SIR,

Adam Cooper's feature about Jochen Rindt (October 2000 issue) is accurate and illuminating.

Having driven Jochen's Elan behind him into the Monza circuit on that fateful Saturday, the sheer tragedy of the day's event hit me as much anyone in his close circle of friends and family.

While it is probably true that the failure of a driveshaft caused his Lotus 72 to leave the track, Maurice Phillippe was convinced that the solid, so-called safety post was responsible for the fatality.

If any good came from the accident, it was Jackie Stewart's reaction. Never a favourite with Lotus (we are talking about two years after the death of Jim Clark, the greatest Scottish driver of all time), he was clearly very shocked by the unnecessary death of his friend and colleague. From that time onwards, Stewart took a real interest in circuit and car safety, ultimately to the benefit of every driver in the world. That is Jochen's lasting legacy.

I AM, YOURS ETC,
MALCOLM GINSBERG, POTTERS BAR, HERTS

* * * *

TRUMPETING A 'WHITE ELEPHANT'

SIR,

I was fascinated to read Joe Scalzo's item, *Stars & Gripes* (October 2000 issue) – a fine tale about a little bit of knowledge being a dangerous thing.

But I was confused by the caption 'Maurice Philippe got it right with Lotus 72 – and so wrong with this'. While I wholeheartedly agree about the 72, arguably the most successful F1 car, the picture involved shows the then-brand-new Parnelli-Offy Samsonite Special of Joe Leonard who, with the its help, retained his USAC title in 1972.

In the article the author refers to the Vel's Parnelli team as a "trio of champions", Al Unser Snr, Joe Leonard and Mario Andretti, calling it "a great white elephant" and a "financial bath".

While I can't argue with the last two points (when has motorsport made financial sense?), contemporary reports give the impression that the cars' debut, at Indy in 1972, was far from a disaster; the only part that can be considered to have been wrong were the controversial dihedral wings, which were quickly removed during the month of May.

After a fairly ordinary qualifying (19th, sixth and fifth respectively), which is never that important at Indy, they went on to finish second, third and eighth. Only a few cars can have made that sort of debut.

And then compare the first few appearances of the Lotus 72 in 1970, when even the legendary Jochen Rindt considered it undriveable.

I AM, YOURS ETC,
SAM STRETTON,
KIDDERMINSTER, WORCS

INDY THROUGH CLARK'S EYES

SIR,

I found your articles on the rear-engined revolution at Indianapolis (October 2000 issue) during the 1960s very interesting and felt compelled to refer to Jim Clark's account of the 1963 adventure, as told in his book *At the Wheel.*

In Chapter Eight, 'Racing in America', Clark gives much credit to Dan Gurney for not only planting in Colin Chapman's mind the idea of running a Lotus at Indianapolis, but also approaching and encouraging Ford of America to provide and develop engines for the project. Gurney's involvement in this would provide an interesting topic for a future article.

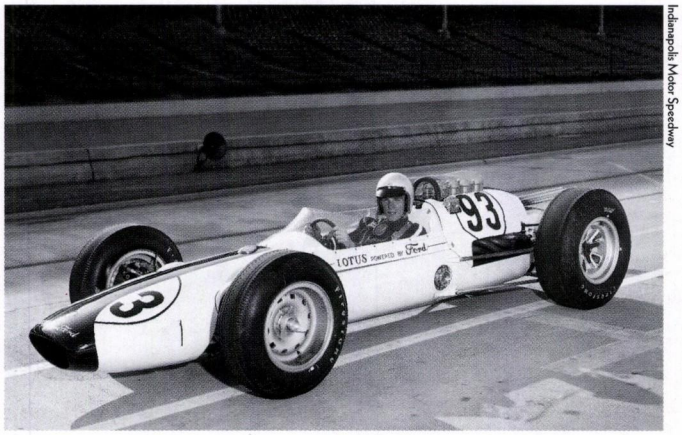
Your article by Jabby Crombac refers to the test of a 1.5-litre car on the Motor Speedway, which Clark informs us was Trevor Taylor's car direct from the US GP at Watkins Glen. He ran about 100 laps, with a fastest average of 143mph. The agile Lotus, in spite of its imperfect set-up, was taking the turns in the 140s, while the fastest Indy Roadsters were turning at 138mph.

The adaptations to the original Lotus 25 concept are referred to in fair detail by Clark, such as the additional fuel tanks and lengthening the wheelbase to 8ft to meet the regulations of the day – and then adding some more to accommodate Dan Gurney's long legs.

Thank you for prompting me to drag this book from my shelves. I have read it anew and marvel at the statistics in the back, which show that Clark won Indianapolis on 31 May 1965. He then drove a Lotus 30 at Mosport in Canada on 5 June, won the Formula 2 races at Crystal Palace on 7 June, before rejoining the grand prix circus on 13 June at Spa and winning five races in a row (adding to South Africa back in January) on his way to his second world championship.

A true champion. No wonder he was so annoyed that the officials at Indy made him take his rookie test twice.

I AM, YOURS ETC,
CHARLES LLOYD, AUCKLAND, NEW ZEALAND



Indianapolis Motor Speedway

A long story: first Indy Lotus was stretched to accomodate Gurney's frame

ONTARIO PAST DRAGGED UP

SIR,

Adam Cooper's mention of California's vanished giant, the Ontario Motor Speedway (October 2000 issue), stirred many memories.

In its short life, Ontario became a landmark in the history of drag racing. The broad level pitlane doubled as a strip and hosted local races and, more famously, NHRA's season-ending Supernationals/ World Finals extravaganza, which I attended in 1974, '78 and '80, the Speedway's swansong. The record-shattering 1975 event became one of drag racing's milestone events and established OMS as the quickest quarter-mile of the era: legend Don Garlits achieved the first 250mph terminal speed and set an elapsed-time record of 5.63sec which stood unchallenged for six years.

Like Mr Cooper, I also revisited the site of OMS in 1987. Knowing where to look, I could just make out the line of the eastern banking where Turn One used to be. Only seven years after its closure, though, all other evidence of this mighty complex had been erased.

My trip in 1978 coincided with the Indycar races at Silverstone and Brands Hatch, but I did manage to attend the London pre-race publicity event, held in the Jubilee Gardens, beside County Hall. This turned out to be a leaden affair and the drivers would plainly have preferred to be anywhere but there. Spotting former drag racing star Danny Ongais standing alone and forlorn, and fondly supposing he might be cheered to find someone in this distant country familiar with his past exploits, I plucked up my courage and tried to engage him in a chat. He was having none of it!

I AM, YOURS ETC,
ROBIN JACKSON, LONDON

* * * *

EVER GIFTED, NEVER LIFTED

SIR,

As Mark Hughes describes (November 2000 issue), Stefan Bellof was an incredible driver, as anyone who witnessed him in action would agree.

In May 1983, I took myself to the Nürburgring 1000 Kilometres, because I knew would be the last world sports-car championship encounter on the amazing Nordschleife.

I was watching at the Pflanzgarten just as Bellof arrived in the factory Porsche 956, already well in the lead thanks to the efforts of Derek Bell.

The German was flat out in top and simply took off over the hump. And the ensuing crash left debris scattered over 300 yards.

You are right: Bellof knew only one way to drive – flat out all the time. His was a great talent lost.

I AM, YOURS ETC,
BRIAN JOSCELYNE
BRAINTREE, ESSEX

LETTERS FROM READERS

BLUE REMEMBERED THRILLS

SIR,

Your feature on Crystal Palace (October 2000 issue) reminded me of a souvenir I acquired there at my first visit to a live motor race. A souvenir which kicked off a lifelong interest in historic racing.

As a 10-year-old in 1952, having persuaded my parents that it really was a safe day out, we took the 137 bus from outside the Orange Luxury Coach Station in Brixton to Crystal Palace Parade. You are correct in saying it was by far the shortest route into any track.

I recall going through the turnstiles and then downhill to stand, I guess, near the North Tower or Park Curve. As a local boy, I knew the place well – the lake, where we fished unofficially, and which held for some time the record for the largest pike (or was it a carp?) ever caught, and the life-size dinosaurs tucked in among the shrubbery around the boating area.



Memories of Crystal Palace include close-up views of top motorsport action

That day, either an Easter or a Whit weekend, mum, dad and I were standing one row back from the chestnut paling fence which was all that separated the spectators from the track. As the cars passed, one touched the kerb and flipped into a barrel roll, eventually landing right side up, on top of the fencing; the driver fell out as the car inverted. The car bounced off the chestnut paling and all of us fell back over one another in a panic.

While the marshals attended to the driver, and the St John Ambulance Brigade to the spectators, I reached through the fence and peeled a patch of dark blue paint from the rear end of the car.

It was Reg Parnell's Connaught, something I only realised very recently from an article in MOTOR SPORT.

I kept the paint patch for many years until my mother, as mothers do, threw it out along with many other boyhood treasures.

I AM YOURS, ETC,
MARK WAY, VIA E-MAIL

* * * *

COMING THROUGH CRYSTAL CLEAR

SIR,

Congratulations on a wonderfully-written evocation of the now sadly defunct racing circuit at Crystal Palace.

Unfortunately, I cannot count myself as one of the Palace's spectators in its heyday. However, my familiarity with the area and experience of the modern-day sprint meetings at the track helped visualise the atmosphere and character so vividly portrayed in your piece.

Well done on a superb magazine. My only gripe is that it is too short.

I AM, YOURS ETC,
SIMON DAVIS, ST ALBANS, HERTFORDSHIRE

MINI SERIES: PART ONE

SIR,

My reason for writing is to assure you that Graham Hill was responsible for a Mini race starting off in reverse. As far as I can recall, the event took place at Silverstone in the early '60s and was shown on television.

I believe the five-minute board had been shown to the competitors when Hill leapt from his car and ran to all the others on the front row and several rows further back, passing on a message.

When the race began the majority of the cars did indeed leap off in reverse for a few yards before setting off in the right direction, much to everyone's amusement. This, of course, was in the days when the top drivers often competed in two or more races at each meeting. Those were the days.

I AM, YOURS ETC,
PAUL DOWLER, BIDEFORD, DEVON

* * * *

MINI SERIES: PART TWO

SIR,

Bill Boddy wonders if Graham Hill really got all the drivers in a Mini race to reverse when the flag fell. It certainly did happen, in a drivers' parade, just before an F1 race. But if Hill was the instigator, then Innes Ireland was his co-conspirator, at a very wet Silverstone in May, 1962.

I was a spectator that day and well recall the circuit commentator getting excited when he noticed Ireland rushing from car to car on the grid. Something was up and, sure enough, they all set off in reverse for the first few yards.

This was just a few weeks after Stirling Moss's Goodwood accident, and Ferrari sent a sharknose for the F1 race in tribute to him. The car had a pale green stripe and, if my memory is up to scratch, Ireland drove it to fourth place behind winner Graham Hill.

I AM, YOURS ETC,
DAVID PEARSON, VIA E-MAIL

TRUE 'BRIT'

SIR,

I refer to Andrew Bradshaw's letter (November 2000 issue) and have identified the mechanic smoking on the grid at Goodwood's Sussex Trophy in 1952. He is A J 'Brit' Pearce, who worked for Hawthorn. He also appears in the photograph on the following page, standing behind Hawthorn at the Goodwood Easter Meeting.

A very full obituary of him appeared in the *Daily Telegraph* (29 March 1993) with a photograph featuring the ubiquitous cigarette. He was 80 when he died.

I AM, YOURS ETC,
MICHAEL PITTS,
MARSHFIELD, WILTSHIRE

* * * *

A QUESTION OF DRAG

SIR,

Having engaged my brain, as suggested by Keith Howard in Technofile (October 2000 issue), I have to disagree with his conclusion that substantial downforce is required only to improve cornering speed and has little relevance for practitioners of straight-line motorsport such as Land Speed Record-breaking and drag racing.

From their earliest days, both sports have always been blessed with more power than traction, and while many used old-fashioned weight to help the cause, a number of enlightened designers sought more elegant ways of solving the problem.

Drag racer Pete Robinson deserves to be mentioned alongside Chapman when reviewing the birth of ground effects. Like Chapman, he had a thing about weight, or rather, lack of it, and whenever he saw fellow competitors adding weight to improve traction, he was convinced there had to be a better way.

In 1968, he introduced a Top Fuel car with a chamber under the engine to manage air flow and, as he said, "make the tyres think the car weighs about a 1000lbs pounds more than it does in reality." A variety of designs ensued, concluding with a wedge-shaped rubber-skirted ground-effect device. It seemed to work too, immediately cutting times by two-tenths.

But unlike Peter Wright and Chapman, this brilliant intuitive engineer had no way of measuring the downforce he had induced and, on a qualifying run at the Pomona Winternationals, something went wrong. The car turned sharp right into the guardrail, killing its designer-driver.

A photo taken just before the crash showed some extraordinary force pulling the car right and showed both front tyres leaving the rims.

The date? 1971, a full six years before Chapman began Formula One's ground-effect revolution.

I AM, YOURS ETC,
ROBIN RICHARDSON, GREAT DUNMOW, ESSEX

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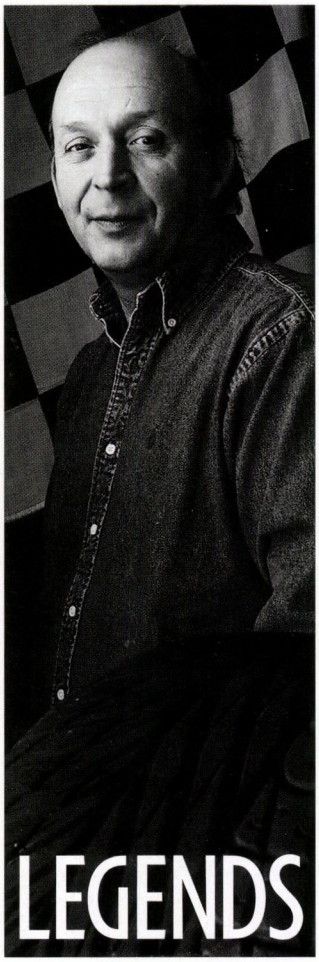
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BRIDGEHAMPTON

ALISTAIR COOKE, ONE OF MY GREAT heroes, has lived on Fifth Avenue in New York for more than 50 years, but he has also long had a house on Long Island. If my circumstances, professional and financial, permitted it, this is precisely the domestic arrangement I would choose: a house in the Hamptons, preferably overlooking the sea, and an apartment in Manhattan. Bliss.

After the US Grand Prix, I took a holiday, split between the two, and while on Long Island decided I had to see what remained of Bridgehampton, the classic road circuit set in sandhills overlooking Peconic Bay. As much as anything, my enthusiasm had been recently fired by reading *The Last Open Road*, B S Levy's wonderful novel about American sportscar racing in the early 1950s.

They actually started racing in Bridgehampton back in 1915, on a dirt road circuit in the village itself, dropped the idea in 1920, and revived it again in 1949. I bought an old programme, complete with map of the four-mile street circuit used in the early post-war years, and spent a lovely couple of hours tracing it, from the start/finish area on Ocean Road, down Sagaponack Road, along Main Street, and finally on to Bridge Lane, so named because it includes a bridge over Sag Pond which is exactly as it was in the racing days.

In the middle of a long, tree-lined, flat-out stretch, the bridge is emphatically not two cars wide, so if you were in a battle with someone as you approached it, decisions had to be made. On the bridge itself, the Ferraris and Cunninghams and C-Type Jags would routinely take off; even by the standards of 50 years ago, this was a track for the very brave.

Going by photographs taken at the time, everything is exactly as it was; must have been a glorious place to go racing. What was the paddock is now a nursery, called – appropriately enough – 'The Paddock Nursery'. I liked that.

Together with Watkins Glen and Elkhart Lake, Bridgehampton was a mainstay of sportscar racing in America 50 years ago. All three tracks were over public roads, and safety, for driver or spectator, was virtually non-existent. The 1953 programme includes various warnings for fans, and not in Blairspeak, either: *Stay off the course. Fences, barriers and officials are there to protect you. If you ignore them, you might get a ticket – tied around your toe in the morgue.*

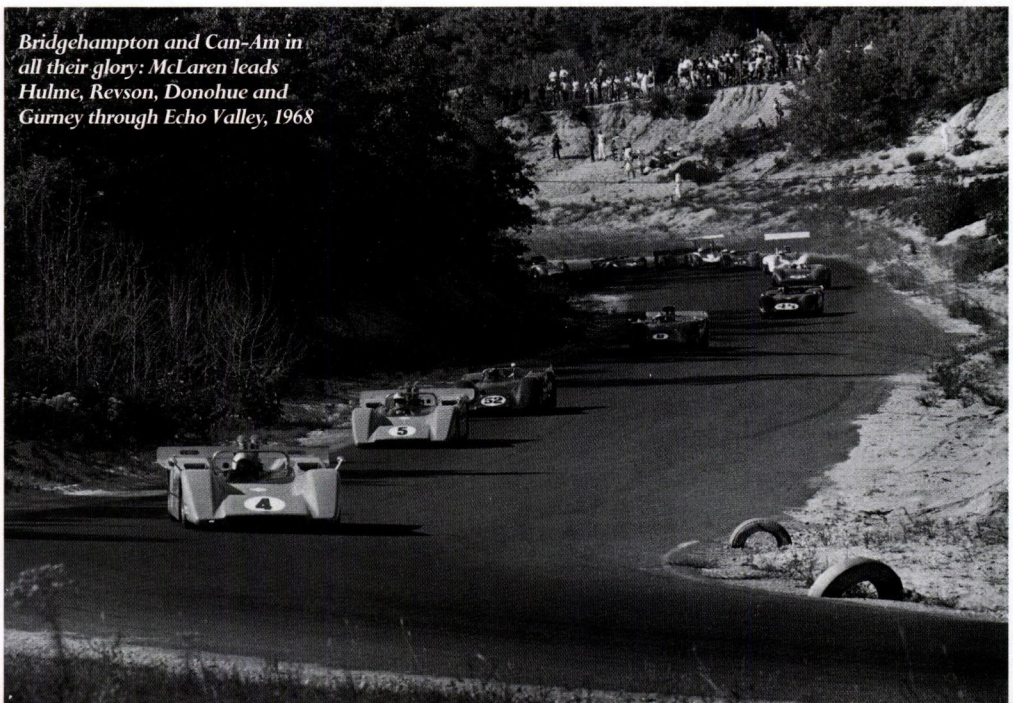
The man writing the notes was only too aware that this kind of racing was under threat. The year before, an accident at the Glen in '52 had resulted in the death of a young boy. "If accidents like that happen very often," the Bridgehampton programme warned, "sportscar racing will go the way of the Pony Express."

In fact, it was already clear that the future lay with permanent circuits, and in Bridgehampton a search began for a new site. After a parcel of land had been acquired near the small town of Sag Harbor, a 2.8-mile track was built, and it was soon to become known for all time as, 'The Bridge'. Racing started there in 1957, and right away real racing drivers adored the place.

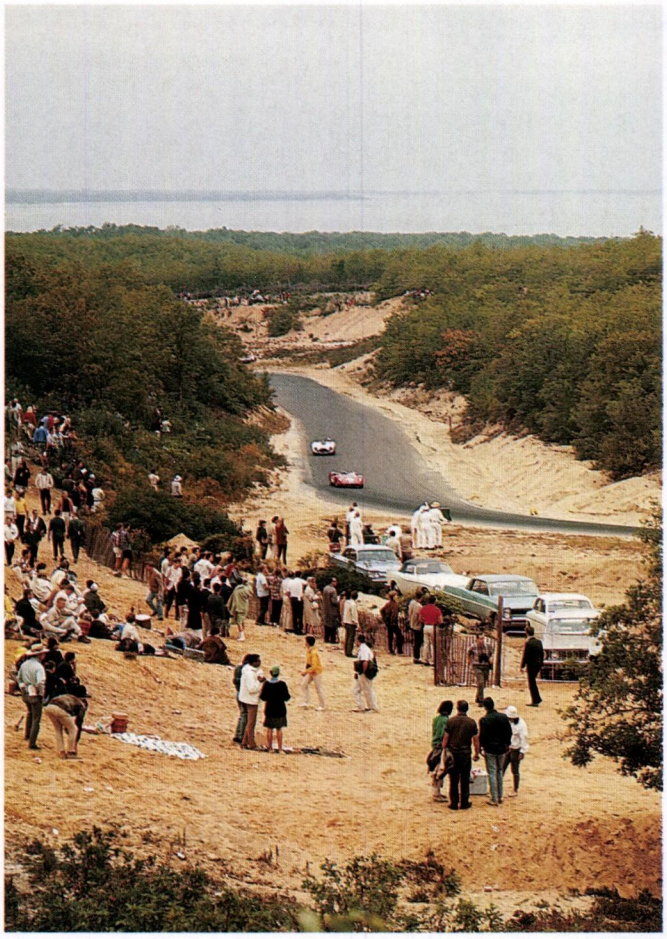
At Indianapolis, I asked Mario Andretti how he remembered it: "Character-building," he smiled. "In my opinion, it was maybe the greatest track in America, certainly right up there with Elkhart. Up and down, with every kind of corner, a lot of them blind; not a circuit where you could take liberties, that's for sure. I loved it.

"Problem was," Mario added, "it had terrible accessibility. From a traffic standpoint, the Long Island Expressway was – and is – just awful, particularly on a summer weekend. Bridgehampton's a beautiful village, but that's what it is – a village; when you got a big crowd in for, say, a Can-Am race, it was chaos. But out on the track, you forgot all that, because the location was out of this world."

Andretti adored it, then, and so did such as Dan Gurney and Chris Amon, who starred in the first Can-Am race at the track, in 1966. "It was one of those tracks like the old Spa, or Rouen," said Gurney. "There were



Bridgehampton and Can-Am in all their glory: McLaren leads Hulme, Revson, Donohue and Gurney through Echo Valley, 1968



Peconic Bay is an attractive backdrop to the 2.8-mile Long Island track

no straightaways worth the name, yet it was very fast. Intimidating, if you like, with several blind corners. It was a place you really had to know before you felt confident but, boy, once you did, a really quick lap there was so satisfying."

Gurney and Amon, in Lola-Ford and McLaren-Chevrolet respectively, left the rest behind that afternoon, racing hard for two hours, well clear of the likes of Bruce McLaren, Phil Hill and Mark Donohue. "I hadn't been there before," said Amon, "but I just fell in love with the place. Everything about it seemed right. The track itself was fantastic, even at a time when so many tracks were fantastic! And there were lots of corners you could really get your teeth into.

"It wasn't just the circuit, though. The whole feel of that race was great. Here you were, in this beautiful setting, and the local people were so enthusiastic about the race. Bridgehampton had an atmosphere that was unique... Like a sort of big-time club race. Lovely."

They ran four Can-Am races there, the last of them in 1969. By this time the series had become known as 'The Bruce and Denny Show', and, sure enough, the orange McLarens finished 1-2, with Hulme winning on this occasion. In the opening stages they were chased by Amon, now in Ferrari's brutish, but under-financed, 612P, but as usual it expired, and third place was taken by Jo Siffert, in a Can-Am version of Porsche's early 917.

It was Siffert's first visit to Bridgehampton, and he was captivated by it. "The best circuit in America, and one of the best anywhere. In future, I will look forward to this race."

Sadly, 'Seppi' never returned and neither did any other of the world's top drivers. By 1970, Bridgehampton was in financial trouble, and the Can-Am race, scheduled for September, was cancelled and transferred to the new facility at Road Atlanta. Although national-level racing continued there, it was decided to sell the track to a property developer who would build what amounted to a very upmarket housing estate.

Opposition in the town fortunately led to the throwing out of this plan, and when a man called Bob Rubin bought the circuit in 1985, there seemed reason to hope the great days of Bridgehampton might be revived, for Rubin, a Wall Street banker, was also a keen sportscar enthusiast.

It all came to nought. In the town I asked a local man how to get to the circuit and, having given directions, he volunteered his opinion of its downfall. "They're turning it into a golf course," he growled. "The bastards."

From that, it wasn't too difficult to discern where, in contemporary parlance, the man was coming from. He warmed to his task. "This area has changed out of sight," he went on. "A lot of rich people bought land to build houses near the track, without even troubling to find out there was a track there! As soon as there was a race, they started hollering about the noise and, well, they seem to control things around here..."

Thus the last race at Bridgehampton was run in October 1997. My friend Murray Smith, himself an avid race car collector, lives in nearby Amagansett, and I told him of my wish to have a look at the circuit. "Well, good luck," he shrugged. "There's not much left to see."

I drove in, followed endless dirt roads, went by the famous bridge, then came upon the old race control building, and stopped. Everywhere there were piles of torn up asphalt, and indications of a golf course under construction.

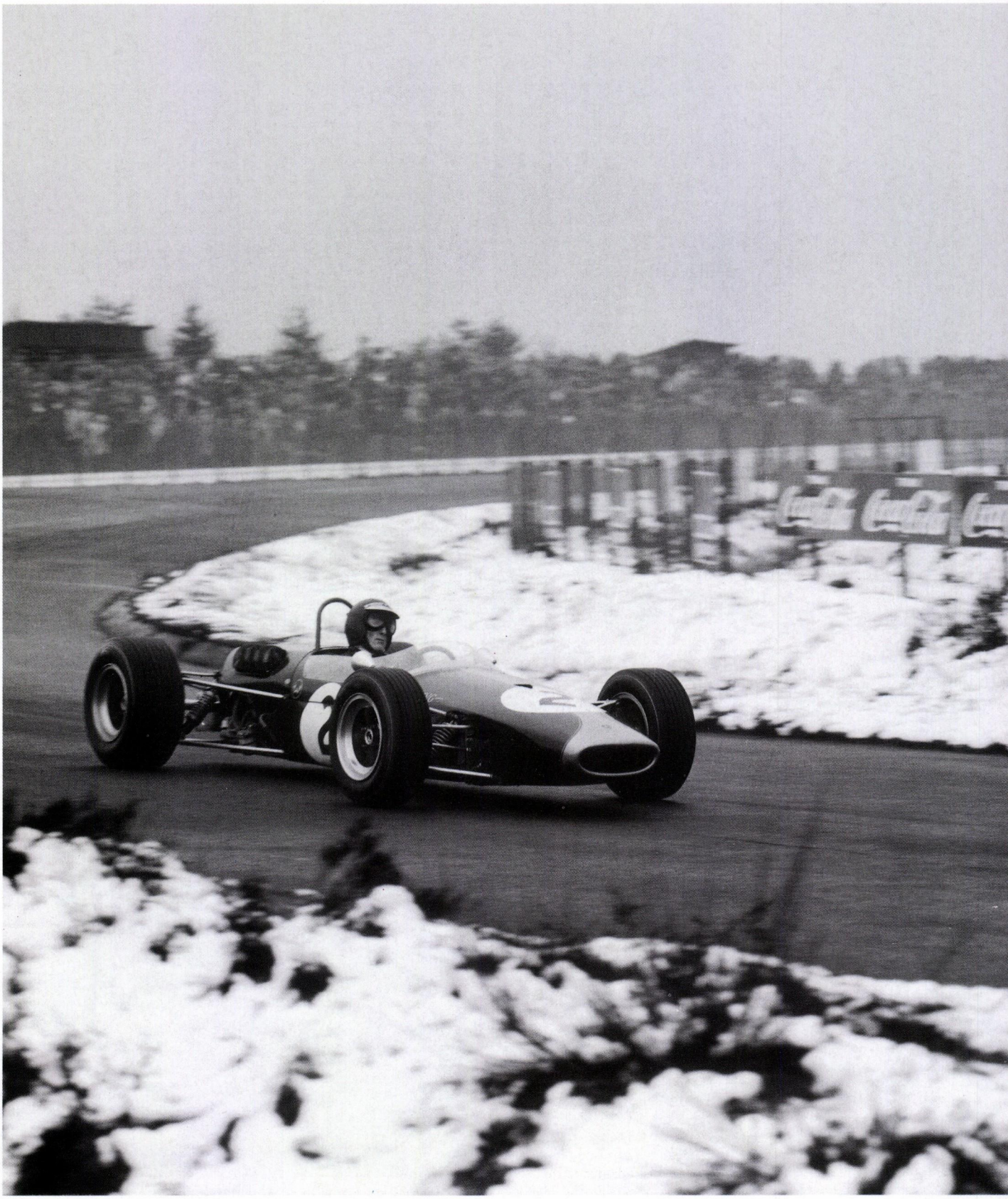
I took out my camera, then noticed a man in hard hat striding towards me, red in the face and already yelling. I was an English journalist, I explained, and simply wanted to take a few pictures of what remained of a great race track. Out of the question, he said: get the hell off this property.

In the gentle setting, his breathtaking aggression was the more unexpected, the more incongruous. I don't know where Mr Rubin found him – a KGB reject, perhaps, thrown out for being too unpleasant. Whatever, it was as if I had wandered into Los Alamos, rather than a race circuit being turned over to rich arrivistes in plus-fours.

Sad world, I thought, as I drove out. "Give me Goodwood on a summer's day," Roy Salvadori famously said, "and you can keep the rest of the world." Once upon a time, Bridgehampton must have been like that. Now it's gone the way of the Pony Express. M



The best drivers revelled in the challenges of Bridgehampton's blind corners





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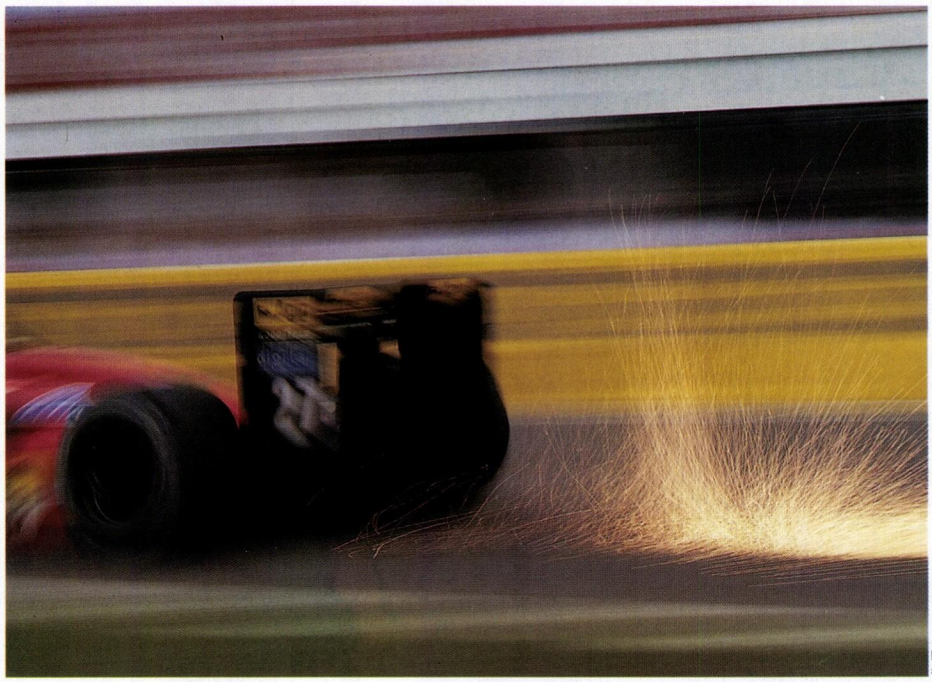
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JENSON BUTTON WAS MEANT TO BE A STOPGAP AT WILLIAMS, JUST KEEPING THE SEAT WARM, BUT HE GRABBED HIS OPPORTUNITY AND EXCEEDED ALL EXPECTATIONS, INCLUDING HIS OWN. MARK HUGHES REVEALS THE MAKING OF A FUTURE CHAMPION

first year

Photography by Darren Heath



Jenson Button has become a familiar face in 2000. But with fame comes pressure and expectation. Next season will provide a truer test of his mettle

IT MIGHT SEEM IMPUDENT TO RUN A FEATURE IN THE PAGES OF MOTOR SPORT on Jenson Button, a 20 year-old Formula One new boy yet to score a podium place. But this is different. This is a story about a phenomenon. His precociousness upset the Establishment; his natural way – both with a car and with people – made them eat their words. If you're looking for the next Schumacher – or Moss, or Mansell or, perhaps closest of all in terms of what he does behind the wheel, Prost – he's arrived. Repackaged bright and brash for the new century, but set to be part of that lineage.

He was pushed into the lion's den of F1 from behind a curtain at Barcelona, blinking as the flashlights popped. 'Fleet Street' rubbed its collective hands. A teenie driving for Williams – the very team with which 'Our Nige' and 'Demon Damon' had carved out their careers – what a fantastic story. In the nick of time, too. With Hill's retirement, and Mansell long since tucked away on his Woodbury golf complex, their job security as F1 reporters had wobbled – but was now it was safe.

'He's just a puppy. He'll mess the carpet. He should go to school first'

Jackie Stewart

This open-armed welcome given him by the popular press, however, jarred within the sophisticated, conservative world that is F1. Soon it was more than just flashguns popping at him as the sport's good and great lined up to have their critical say. Jackie Stewart: "He's just a puppy. He'll mess on the carpet. He should have gone to finishing school first." Add to that Scheckter, Brundle, Hakkinen and Salo, to name a few, who came up with more of the same.

Worse was to come as Button – the good-looking boy next door, hip, cool and out to enjoy life – was embraced as the first motor racing darling of Laddism. *TFI Friday*, *Loaded*: these are icon titles for the 'party on' 18-30 generation and Jenson was their New Big Thing. And loving every minute of it.

His management – Eastender Dave Robertson and former F3 wild man Harald Huysman – capitalised big time and Jenson Button merchandising was soon outselling all but Ferrari and Michael Schumacher. Sure, Damon had not been slow to capitalise on his racing success, but this was different, given that Button was a huge commercial money-spinner before he'd earned his spurs. It was perceived as being

disrespectful to the hallowed ground of F1. Even within Williams, it seemed. Early in the season, Patrick Head commented that Jenson-mania baffled him. "It's like the motor racing equivalent of the Spice Girls," he said, "and there's no track record to back it up."

Not yet. But even Patrick, definitely more conservative about drivers than Frank Williams, had been taken aback by Button's pace and consistency at the showdown that earned him the nod over test driver Bruno Junqueira as Alex Zanardi's replacement.

"I'd pretty much decided we should have Junqueira," says Head, "because we were already familiar with him, and the engineers had a high regard for his technical understanding. But then Jenson did a test for us at Jerez that suddenly made the decision very difficult. We then went to Barcelona and Jenson used a left-foot braking set-up for the first time – it wasn't something he'd done in a car before. And, instantly, on a track he'd never seen before, he was very quick." Suddenly, from auditioning a solid stand-in while waiting for the contractual availability of their big white hope, Colombia's Juan Pablo Montoya, it dawned on Williams that they might just have stumbled on the new Prost as they waited for the new Senna. For Frank, someone whose enthusiasm for great ➠

JACKIE STEWART – BRM (1965)



By the time JYS reached Formula One, compatriot Jimmy Clark was the man to beat. Yet the younger Scot refused an opportunity to rate himself next to the best over at Lotus, instead opting for a seat alongside the next best: BRM's Graham Hill.

The P261 was tremendous and so was Jackie: his first six GP starts yielded sixth, third, second, second, fifth and second. He also won his fourth F1 start, Silverstone's International Trophy in May. He posted a retirement at Nürburgring before scoring his maiden GP victory, at Monza, after a fine duel with Hill.

In terms of qualifying for the GPs that year, it went to Graham, 7-3, but Jackie was quicker at Clermont-Ferrand and Nürburgring – the year's two most daunting tracks; like Button, he had a superb ability to learn a track new to him.

Hill and JYS were balanced in terms of speed the next season, and when Clark conclusively dealt with Hill at Lotus in 1967, it was clear Jackie was right to be in awe of Jimmy's talent. But can we really draw such definite lines in the sand? Was the number two Lotus a level platform from which Hill can be compared to Clark? Is it fair to compare Clark, on his plateau of greatness, with Stewart in his learning years? No, frankly. As with Moss and Clark, so with Clark and Stewart: as one benchmark was ripped from F1, so another proved a worthy successor, and the opportunity to compare them directly was denied us. What cannot be questioned is that Stewart's first year in F1 turned more heads than did Clark's in '60. **DM**

STEWART'S ROOKIE YEAR	
Championship position	3rd
Starts	10
Wins	1
Poles	0
Fastest Laps	0
Points	34
Points per start	3.4
Average grid position	4.7
GPs led/Laps led	2/45
Race accidents	0

CLAY REGAZZONI – FERRARI (1970)



A win, three seconds, one third, two fourths, one pole and three fastest laps in his first eight GPs – an amazing tally. It couldn't last.

Clay remained at the Scuderia in '71-72, but the thrill had gone. A handful of front-row starts resulted in a handful of podiums. He moved to BRM for '73 and scored a remarkable pole at the first race, but the team went into free fall.

He negotiated a return to Maranello for '74, but found a very different Ferrari to the one he had left. He had a sniff at the title that year, but the di Montezemolo-Lauda link was being forged and that early promise had dissipated. Clay was cast into the number two role, which is where he'd remain – a reminder of how easy it is to lose momentum in F1. Those heady days of 1970 seemed a long time ago. So had the talent faded? No. Bear in mind he jumped into the second-best car of '70 (I dare say Button might have a victory to his name had he driven a Ferrari this season). In terms of qualifying, team-mate Jacky Ickx held a slight edge over 'Regga' in their two-and-a-half years together, yet Ickx had been well tucked up by Chris Amon when they were paired at Ferrari in '68. Regazzoni was a hard racer, one of the strongest number twos ever, but once that initial impetus had been lost, he didn't have sufficient talent to kick-start it.

So Button must view his Benetton move with some caution. He does have time on his side, though. At 20, he is 11 years younger than was Regazzoni when the racer from Switzerland grabbed his F1 chance so spectacularly. **DM**

REGAZZONI'S ROOKIE YEAR	
Championship position	3rd
Starts	8
Wins	1
Poles	1
Fastest laps	3
Points	33
Points per start	4.13
Average grid position	3.75
GPs led/Laps led	4/37
Race accidents	1

ALAIN PROST – McLAREN (1980)

LAT Prost's debut GP season was the opposite to that of Stewart, in that he worked wonders in one of the most disappointing cars of the year. As a result, he didn't cause the stir his hero had some 15 years earlier. But unquestionably, the pace was there from the start and, even in a ground-effect porpoise, Prost's driving was smooth, easy on the car and the eye.



The Gordon Coppuck McLaren M29 hadn't been much cop in 1979, and it had hardly improved with age, but in Prost's hands it was, if not a front runner, at least a contender for top-six finishes. And in his first two grands prix, the 25-year-old Frenchman did indeed score points. A totally bewildered John Watson, hitherto regarded as a pacesetter, could not get near his new team-mate.

Prost broke his wrist in South Africa when the car's suspension broke and missed two races, but returned as quick as ever and finished sixth at Brands Hatch. Two races later he debuted the M30 in Holland and scored another sixth.

Prost, however, was becoming ever more disenchanted with McLaren pre-Ron Dennis. More shunts because of car breakages meant Renault were pushing against an open door when they started wooing him for the 1981 season.

Prost is a big fan of Button, who tested for his team at the start of 2000, and might take him aside to advise him about Renault politics. Button does not carry the extra burden of French expectation but, like Prost, is still probably a further team swap away from a title. **DM**

PROST'S ROOKIE YEAR

Championship position	15th=
Starts	11
Wins	0
Poles	0
Fastest laps	0
Points	5
Points per start	0.45
Average grid position	14.08
GPs led/Laps led	0/0
Race accidents	4

AYRTON SENNA – TOLEMAN (1984)

LAT Of those drivers able to extract a remarkable performance from a car unworthy of their talents, Senna must rank alongside Gilles Villeneuve and Tazio Nuvolari. A total and utter faith in his own ability made him apparently fearless; a gift for adapting his style to changing track and car conditions meant he could always give 100 per cent; and then, of course, there was his stunning speed. Incredibly, he displayed all these qualities in his debut year.



Yes, there were a couple of anomalies – team-mate Johnny Cecotto outqualified him at Zolder, and he failed to make the grid in San Marino. But by then he had two sixth places under his belt already, despite being lumbered with the previous year's Toleman running on inconsistent Pirellis. Once he had the TG184 and Michelins at his disposal, his star shone brighter still. We all know he was two laps away from winning in Monaco, but there were other flashes of brilliance too – qualifying sixth at Dallas, a track with all the structural integrity of a Ming vase; a third-place finish at Brands Hatch, ahead of a Lotus-Renault and two Ferraris; and qualifying and finishing third in Estoril. What might he have achieved in that amazing first season had he raced for Lotus or – as could so easily have happened – Brabham?

Button is not the next Senna; that would be too much to ask. But, like the early Senna, he appears able to up his game when surrounded by the benchmarks of his era. And that will stand him in good stead for the future. **DM**

SENNA'S ROOKIE YEAR

Championship position	9th=
Starts	14
Wins	0
Poles	0
Fastest laps	1
Points	13
Points per start	0.93
Average grid position	11.93
GPs led/Laps led	0/0
Race accidents	2



drivers is easily aroused, there wasn't much of a decision to be made. With a bit of encouragement from BMW's Gerhard Berger, he overruled the consensus within the team and took a flyer on Button. "I was excited by him," he says, simply.

That didn't change Button's stand-in status – Williams was still determined to take up its option on Montoya, and Ralf Schumacher is in contract for a further two years, but it ensured that, contractually, Button is a Williams man long-term. He will race with Benetton-Renault for the next two years, but will still be paid by Williams and is expected to return thereafter.

The comparisons with Prost would keep recurring. It was apt, in fact, that his first experience of an F1 car had been at the wheel of a Prost, some weeks before the Williams test. It was his sensational form in that, and a ringing endorsement from Alain himself, which attracted the Williams interest.

"Compared to Ralf [Schumacher]," says Head, "Jenson turns in earlier and brakes earlier. His entry speed is sometimes down on Ralf's but his mid-corner speed is often quicker because his style seems to enable him to get on the power earlier." Watch Button through a fast corner and his car seems to turn in more lazily than



Williams-BMW was year's big surprise: its engine was powerful, its chassis very nicely balanced – ideal for a rookie. And Button made the most of it

his team-mate's, its body language far less darty. The power comes on early and beautifully progressively and there is often a bit of exit oversteer, but not in an unsubtle powerslide; more like the whole car is floating, dancing and, as the power comes in, the back dances a bit further.

On the slow stuff, the technical corners, Button seems to have a patience lacking in his team-mate. The mechanical grip of the current generation of narrow-track, groove-tyred F1 car is not great and where Ralf seems to get frustrated, Jenson doesn't. It's about feel.

Which brings us to one of the most remarkable facets of Button's first F1 season: the lack of accidents. Prior to the first round in Melbourne, the brothers Schumacher were telling Jenson how he had to be particularly careful on a street circuit as a locked wheel could mean tagging a wall rather than missing an apex. He replied, only partly tongue-in-cheek: "But I don't have accidents." Michael was amused, Ralf was enraged. It's a fine line between supreme belief and arrogance, just as it is between a great lap and an off. But he treads both immaculately.

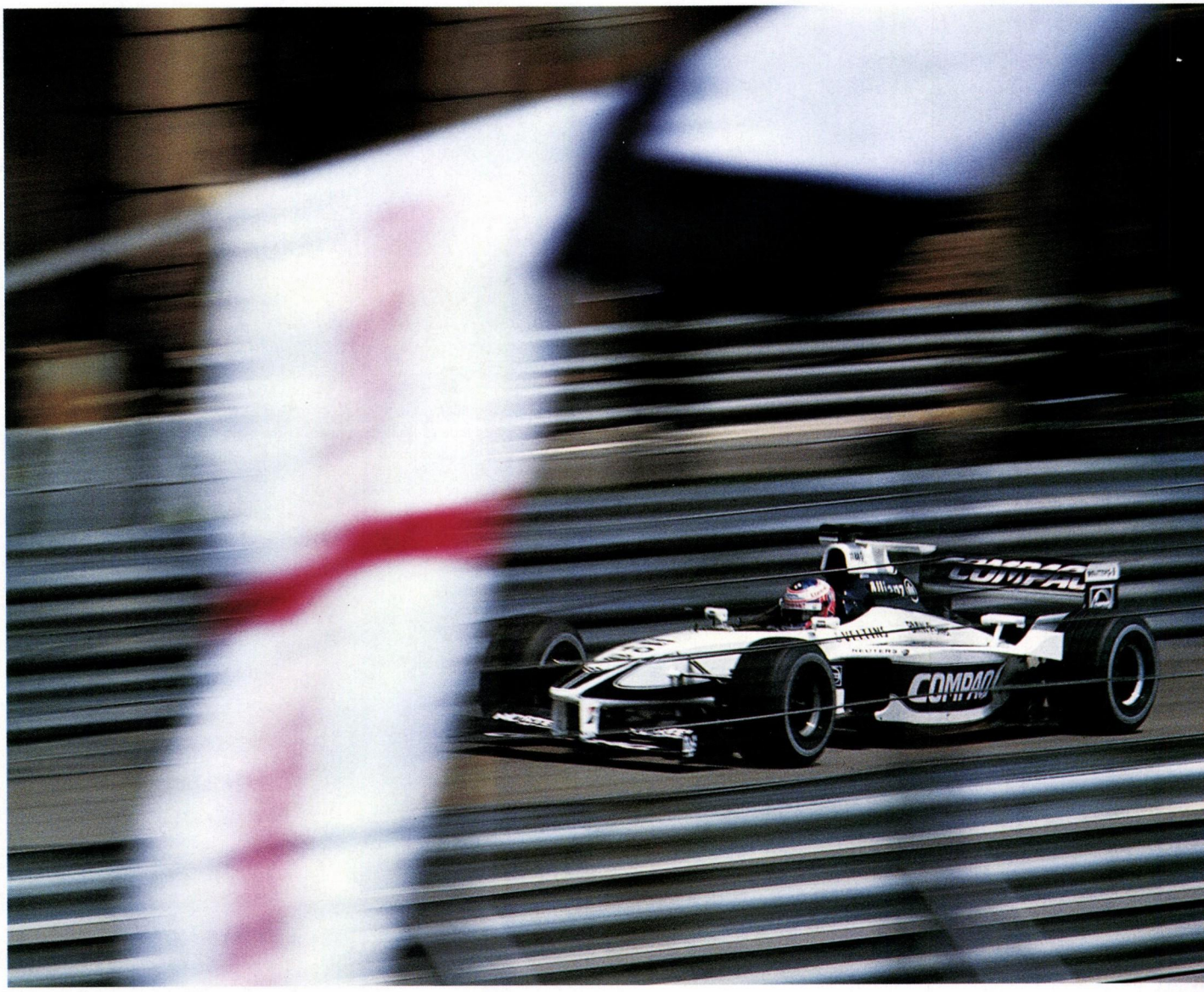
'The greats don't need to be told. They just do it. Jenson is like this'

Gerhard Berger

"The great ones," says Berger, "don't need to be told – guys like Michael Schumacher. They don't need to look left or right, they just do it. Jenson is like this." In fairness, Button did tag the wall in Melbourne practice and ripped a corner off his car, but that was the only such incident all year. The others – tangling with Trulli at Spa and Indy, getting caught out in the concertina as Schumacher M braked unexpectedly at Monza – were just racing incidents.

If Ralf felt vindicated at Jenson's incident in Australia, he was stunned two weeks later in Brazil where Button – on a track as complex and demanding as Interlagos and which was completely new to him – outqualified his team leader. This wasn't a no-hoper he was outpacing. This was Ralf Schumacher, with a reputation as one of the fastest, most aggressive drivers in the sport. The same Ralf Schumacher who Head referred to pre-season when talking of Button's chances: "If he thinks he's going to be able to go in and start outqualifying Ralf in his first season, he's not being realistic."

It happened again at Silverstone, one of only three F1 tracks ➡



Button has taken F1's demands in his stride: he's learned tracks quickly, matched his team-mate and raced wheel to wheel with the grid's best men

Button knew before a race weekend got under way. There he was fastest non-McLaren/Ferrari. In Canada, after a delay, his wet-weather laps were fantastic. He was trading times with Michael Schumacher, though few noticed as he was way down the field.

Taking Ralf as a barometer, Button's form, though outstanding for a newcomer in only his third season of car racing, was patchy until mid-season. It was during a wet practice session at Hockenheim that something clicked. From this point onwards Button was sensational. With low downforce on a wet track, "I just suddenly felt really on top of the car in a way I hadn't before," he says. "I can't really describe how or why; it just felt different. After that, I started learning things quicker than I'd ever learned before." His learning curve, in fact, went off the scale.

At the beginning of that race he was last away, his engine cutting out on the formation lap. By the end of it, he was pressuring David Coulthard's McLaren for third. As the wet conditions caught out many more experienced drivers, all you saw of Button were fabulous, back-from-the-brink oversteer saves. In a Williams that was good rather than great.

It was probably significant that by this time he had evolved his own set-up, rather than following Ralf's route as he had done earlier in the year. He runs a much softer front end than Ralf, and usually less wing, too. The car is allowed to 'breathe' more. At Spa – the acknowledged driver's track – the qualifying result of this was devastating. This time, he didn't just outqualify Ralf; he did the same to Michael to take third on the grid. Along the way he was the only driver to notice that the 100-yard board for La Source was placed about 25 yards too late. His total belief in his own senses overwhelmed what the board was telling him.

Even the most cynical had their heads turned by his performance that weekend. Button, however, didn't hold a grudge against these late converts. Someone who *knows* like he knows can afford not to. His manner right from the off has been natural, open, and there seems no malice in him. Asked questions on the record he will answer with as much frankness as possible. That dealt with, in the next breath he'll be talking to

BUTTON'S ROOKIE YEAR

Championship position	8th
Starts	17
Wins	0
Poles	0
Fastest laps	0
Points	12
Points per start	0.71
Average grid position	10.94
GPs led/Laps led	0/0
Race accidents	1



you as a fellow human rather than as something a long way down the food chain, unlike many others in the paddock. He'll even hang about to chat – preferably not about racing – after his allotted press time. It's totally unforced, completely genuine. He'll happily take what's on offer in the way of, say, limos or exclusive parties, but doesn't give the impression of taking it seriously or getting caught up in it. The racing is still the focus and his feel for where the balance point is between work and play appears finely-honed.

By now it felt almost normal that, at Suzuka – renowned as the most difficult track to learn – Button should be among the quickest on his second day there, in the thick of the Ferrari/McLaren group in practice, the nearest thing to them in qualifying and race. There were only three drivers operating at an extraordinary level that weekend – the two title contenders and Button. It looked that way on the track, the stopwatches confirmed it.

Patrick Head was convinced. Frank Williams was vindicated.

As Button drove down the Suzuka pitlane for his final qualifying run, he said over the radio: "I'm going to give it large, boys." Hardly F1-speak. Frank shook his head, acutely aware of the generational and cultural gap. But he was smiling. No wonder. M

JEAN ALESI – TYRELL (1989)



LAT

This Frenchman arrived in F1 in a plume of tyre smoke for the seventh race of the 1989 season. Brimming over with confidence while in the middle of a successful Formula 3000 campaign, he was presented with the Harvey Postlethwaite-designed Tyrrell 018. It was a fine-handling car but rarely as good as a Benetton, way off the Ferraris and Williams-Renaults, and light years behind the McLaren-Hondas.

That mattered little to Jean. He jumped in, blew aside Tyrrell incumbent Jonathan Palmer and proceeded to score a fourth on his F1 debut, backing this up with another fourth and a fifth before the year's end. He kept this momentum up in his first full season, notching seconds at Phoenix and Monaco. Thereafter, however, he seemed to suffer a loss of perspective. He turned down Williams to join Ferrari for 1991 as team-mate to Prost and his unquestioned speed was now being questioned. One win, two poles and nine seasons later, he finds himself propping up the GP grid, driving for the man who put him in his place.

The paddock is divided on Jean: his wet-weather performances suggest he has the ability to have won a championship given the right car; others believe that, though he was superb in Formula 3000, those who leap directly from F3 to F1 – Häkkinen, Schumacher. Prost and Senna – are the men who really cut it.

Button, who skipped F3000, has the same *joie de vivre* as Alesi but blends it with a more calculating approach that will allow him to make more of his talent. **DM**

ALESI'S ROOKIE YEAR	
Championship position	9th
Starts	8
Wins	0
Poles	0
Fastest laps	0
Points	8
Points per start	1
Average grid position	13.88
GPs led/Laps led	0/0
Race accidents	1

M. SCHUMACHER – JORDAN & BENETTON (1991)



LAT

Has Schuey ever been overawed? I suspect not. He showed no trepidation on his GP debut as he was strapped in the Jordan 191 and prepared to race at Spa. The paddock was already abuzz after his qualifying performance at the 1991 Belgian GP: even taking into account that he had the best-handling car on the track, seventh was a remarkable effort. Burning his clutch out at the start probably cost him a podium finish, but he had done enough to awaken Benetton's interest.

At the next GP, Monza, he found himself to be a key member of the Enstone team and amid a furore. He rose above it all, outqualified his team-mate Nelson Piquet and then beat him in the race – a feat he repeated in Portugal and Spain. He maintained that vital impetus in '92, with a fourth and a brace of thirds in the first three races. And then came Spain. He backed up his first front row with an amazing performance on a rain-soaked track. Without traction control, as found on the Williams FW14Bs, he beat all but Nigel Mansell and made Senna – the acknowledged rain expert – look cack-handed. It was no surprise when, seven races later, Schuey won for the first time.

Schumacher moulded the Benetton team around him. Whether Button is ready to do the same is debatable, especially as it lacks the Byrnes and the Brawns that were in place when Michael arrived. But be sure that the pure racer who misses nothing will already have a mental file on the young man most likely to challenge him in the future. **DM**

SCHUMACHER'S ROOKIE YEAR	
Championship position	12th=
Starts	6
Wins	0
Poles	0
Fastest laps	0
Points	4
Points per start	0.66
Average grid position	7.33
GPs led/Laps led	0/0
Race accidents	1



. . . SO LITTLE TIME

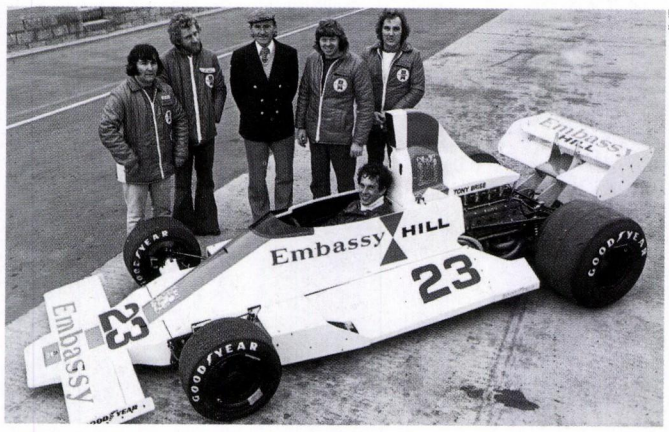
THE NEWSPAPERS UNDERSTANDABLY CONCENTRATED ON GRAHAM HILL IN THE AFTERMATH OF HIS FATAL PLANE CRASH, BUT THE TRAGEDY ALSO CLAIMED THE LIFE OF A MAN WHO MIGHT HAVE PROVED EVEN GREATER THAN HIS BOSS. DAVID TREMAYNE REMEMBERS THE BRIEF BUT BRILLIANT CAREER OF TONY BRISE

TWENTY FIVE YEARS ON, THE PHOTOGRAPH STILL HAS A MESMERIC power to make your eyes prickle, to evoke anger and poignant images of what might have been. Five men stand proudly behind a white and red racing car. One of them is the legendary champion Graham Hill, wearing the smile of the new father, paternally proud of his new creation, the Hill GH2.

From the cockpit a young man smiles confidently at the camera. Good-looking, his hair is tousled and his eyes are full of the hope that will propel the little team into a brave new year in which they expect to build on the foundation of a remarkable 1975. He is self-assured in the way that only a handful of upcoming race drivers really are. He *knows* he is fast, and that much of the burgeoning hope within the team has been generated by his scintillating talent.

This is Tony Brise, the Michael Schumacher of his day.

In the photograph Brise's expression is not hard to read, but there were those, earlier in his career, who disliked what they saw. "When he was young and was still at Eltham College, and had his sights on being a racing driver, some local people used to call him arrogant," his mother Pam concedes. "But college can knock that out of you."



But here's one of the many unusual things about Brise: the longer he was in F1, the more relaxed and less arrogant he appeared. Here was a man who knew he had at last entered his element, who knew that a world championship beckoned, and that he had the ability to fulfil such destiny.

Just over a month after the photograph was taken the glorious dream was over, as ethereal as the fog of a cold November night which cloaked Elstree and its aerodrome. The destination that Graham Hill and members of his team, Tony Brise among them, would never reach. Hill's Piper Aztec made it as far home as nearby Arkley Golf Course, where the former champion crashed into trees. There were no survivors.

So 1975 was the one year of true fulfilment fate granted Brise. According to *Autosport* reporter Pete Lyons, he crossed the F1 horizon "like a comet in pagan skies". But those who knew the tall 23-year-old remain eager to talk about him. Former mechanic Jerry Bond, in particular, is anxious to lay the ghost of arrogance.

"Tony? No way, not at all."

"He was a good person," his mother says, careful her wish to be accurate is not overridden by maternal pride. "A lovely guy, very thoughtful, a deep thinker like his father. And he had that deep knowledge of cars that came from growing up with his father. He was a clever chap, actually. He liked flying, and even in his early days in racing, he said he thought he might take it up. He told us: 'It's much nicer. Motor racing is so cut-throat.' And that was back then!"

Brise's precocious talent would lift the Embassy Hill Racing team, but when he first visited their Hanworth premises he was late for a seat fitting. The mechanics paid him back.

"Everything was all foamed up and the fitting was done," recalls Ian Flux, the team's gopher. "But you stuck to the foam in those days, and chief mechanic Steve Roby and the lads just left him in the car while we all went off to lunch."

Bond remembers: "Everyone got on really well with Tony, though. I knew him before that, because I'd been working for Frank Williams when Tony made his grand prix debut over in Spain. He was a very nice, likeable guy, and he was good to us."

"Tony had been pretty devastating in Formula Atlantic," Williams recalls of his decision to invite him to substitute when regular driver Jacques Laffite had a clashing F2 commitment. "It was obvious to me that the guy was a little bit special."

Brise qualified his unfancied mount 18th at the challenging Montjuich Park, ignoring all the unsavoury politicking over safety that would make this such a controversial event. In the dramatic race he put in a performance Bond describes as "mega", moving up to sixth place after 19 laps. Then he and former F3 sparring partner Tom Pryce tangled at the hairpin, necessitating a pitstop. Brise finished seventh, just missing a point on his debut. "He had good communication and understood the car," Williams ➠

A month before the accident: Brise in the Hill GH2 at Silverstone, with (from left to right) Malcolm Allen, truckie and transport manager; Preston Anderson, Brise's No1 mechanic; Graham Hill; Alan Turner, crew chief; and Alan Howell, No1 mechanic on Alan Jones' car

Pam Brise; LAT







'He looked a lot like Jenson Button does today – composed and completely confident'

continues. "He was ahead of the game, he wasn't flustered. The guy was very talented; he would have been an English great."

Here's another odd thing: even after that performance, Brise remained underrated. Looking back it seems incredible that such clear ability could still be overlooked. He had been a prodigy in karting, entering the sport with the encouragement of his father Johnny, a former world stockcar champion. In Formula Ford, Brise breezed to countless victories, even though his Elden had a reputation as an edgy chassis, difficult to get the best out of. In Formula Three in 1972, he emerged as one of the few drivers capable of challenging the equally outstanding Roger Williamson. A year later he won the John Player and Lombard F3 championships, but still nobody took any notice. He seemed a forgotten man.

In 1974 he dominated the Formula Atlantic scene, and then won six consecutive races at the start of '75. Despite that mature and confident performance in Spain, Brise, like Pryce before him, found himself back in the F3 support race at Monaco. This time there was no fairy tale victory, but his fabulous charge through the field after problems in his heat brought him a new lap record. He was ultimately thwarted by leader Alex Ribeiro, who slammed the door in his face at Mirabeau, forcing both to retire, but the point had been made: F1 could ignore Tony Brise no longer.

LAT



By the Belgian GP in May, Graham Hill had beaten Williams to his services, as the replacement for Rolf Stommelen, who had been injured in the tragic Spanish race. At Zolder Brise qualified a sensational seventh, and in the race fought his way by luminaries such as Emerson Fittipaldi and Ronnie Peterson before spinning. In Sweden he was heading for fifth until the loss of fifth gear dropped him back a place. Photographer Jeff Hutchinson has never forgotten the drive he witnessed that day.

"He'd bent a front wing on the first lap and it dangled all the way through, but nevertheless he drove fantastically well. He looked so at home in the car, even though it was oversteering badly. He looked to me a lot like Jenson Button does today – so composed and completely confident. How Ronnie used to look."

The Hill GH1 had metamorphosed from the previous season's Lola T370. It was a good car, but on many occasions Brise would make it look great. That day, too, he passed Fittipaldi and Peterson, as well as Mark Donohue, only to be frustrated by a gearbox problem and a misfire that had relegated him to 17th in practice.

In Holland he annihilated team-mate Alan Jones during the race's wet period, but a slow stop for dry tyres killed his chances of more points and left him seventh. He finished seventh again in France but crashed at Silverstone. That was the event in which Hill bade his fans an emotional farewell and finally confirmed his decision to retire. In Brise he knew he had a future champion.

At the Nürburgring Tony endorsed Hill's view, moving from 14th to seventh before his suspension failed. "This place is God's gift to racing drivers," he enthused. Brise had soul as well as talent.

In the Austrian rain he soared from 17th on the opening lap to ninth on the 13th but dropped back when he pitted to replace an out-of-balance front wheel. He qualified sixth at Monza but only made it to the first chicane before colliding with Mario Andretti's Parnelli.

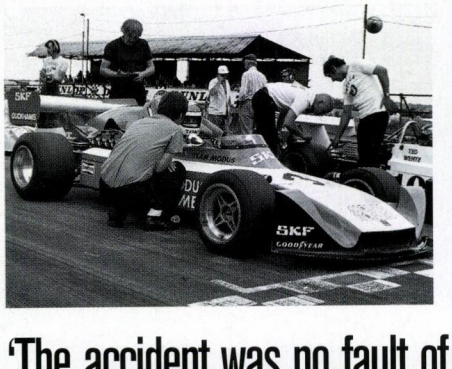
By now, Brise was in demand and dovetailed F1 with appearances in Teddy Yip's F5000 Lola T332. He thrashed Jones's far more nimble March-Cosworth until robbed by a slow puncture at Brands Hatch, but it was California's Long Beach race that allowed him to showcase his talent in even more dazzling fashion. Brian Redman and Mario Andretti *were* F5000 that year, but Brise matched them in qualifying until halted by a broken driveshaft. In their heat, he beat Mario down to the first right-hander at the end of Shoreline Drive and went on to win. He started the final from pole alongside Al Unser Snr, with Andretti and Redman behind, yet once again won the drag race down Shoreline Drive. Eventually Brise lost the lead to Andretti, but just as he regained it when the American's engine broke, another driveshaft let go within sight of the flag.

Brise was now – at last– racing at his correct level. Fourth place at Laguna Seca and sixth at Riverside rounded out his F5000 season, together with the Formula Atlantic championship title. ➤

Top (left to right): Kart star with mother Pam and father Johnny; Tony was superb in F3, here at Monaco; he starred in F5000, too, especially at Long Beach Above: at the Dutch GP he was quick in the dry, awesome in the wet. Right: Brise ran sixth in the Williams on his grand prix debut, at Montjuich Park


21
FINA
GOODYEAR
GOODYEAR

LAT







'The accident was no fault of Brise's, the way an accident on the track might have been'

As he flew home from a troubled US GP, he was looking forward to the first test of the Hill GH2.

The lowline car came from the pen of Andy Smallman, a self-effacing fellow, the youngest designer in F1. A shakedown at Silverstone late in October was followed by a test at Paul Ricard. Results were disappointing: the new car was two seconds slower than the old. So they came back, made changes and a month later returned to Ricard. And this test filled them with optimism. Tony had a contract for '76, and Graham Hill had negotiated £365,000 of sponsorship from Embassy. The future seemed limitless as Hill, Brise, Smallman, team-manager Ray Brimble, mechanic Terry Richards and workshop manager Tony Allcock boarded Hill's Piper Aztec. It should have been a routine flight home from Marseilles to Elstree, to the north of London. It was 29 November 1975.

A thick fog was slowly smothering the south of England and visibility in the Elstree area was down to 800 metres and getting worse, but Hill attempted a visual approach rather than divert to Luton. Around 21.29, having passed over Barnet, he apparently mistook the lights of Arkley Golf Course for those of Elstree Aerodrome six kilometres further west, and tried to land too soon. The Aztec clipped two oak trees and tumbled fatally into others.

Irregularities were subsequently discovered in the documentation on Hill's plane, and eventually his widow Bette lost most of her husband's estate in legal recriminations. Later it was alleged that one of Hill's advisors had failed to renew some of the plane's paperwork. But nothing changed the cruel facts.

The accident was no fault of Brise's, the way an accident on the race track might have been. Fate took his destiny from his own hands, and put it in those of the man who had so appreciated his prodigious talent. The fog, poor navigation and a basic mistake extinguished a brilliant light prematurely.

Motorsport lost not one but two champions that night. M

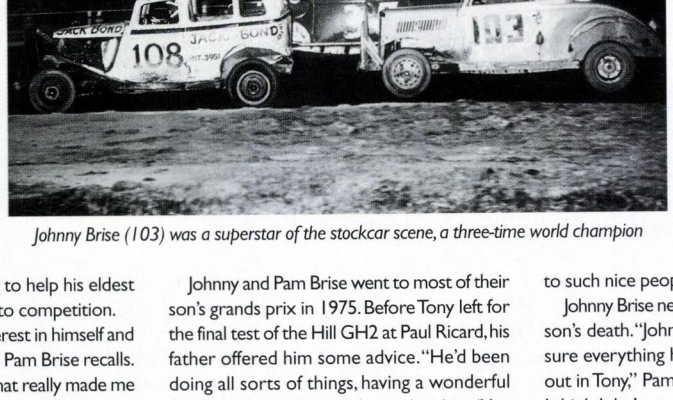
JOHNNY BRISE: THE GUIDING LIGHT WHO SLOWLY FADED AWAY

Keith Barker

JOHNNY BRISE WON THE world stockcar finals in 1956, '59 and '60, a feat unmatched at the time. The builder's son had set himself up as a pig farmer, but his exploits at the wheel made him a big name.

In at the start of stockcar racing in the UK, he had a reputation as a stylish performer and innovator, forever seeking ways to improve his cars. He quit in '61 and switched to another emergent sport, karting, and it was the natural thing to help his eldest son when his mind turned to competition.

"John just stopped all interest in himself and concentrated on Anthony," Pam Brise recalls. "He really enjoyed it. But what really made me cross was that he never interfered with the running of the karts or cars. I used to say to him, 'You know what's wrong, why don't you tell them?' And he'd say, 'No, it's nothing to do with me. It's up to them.' Very proud he was, in a lot of ways. It's a Brise trait, I think."



Johnny Brise (103) was a superstar of the stockcar scene, a three-time world champion

Johnny and Pam Brise went to most of their son's grands prix in 1975. Before Tony left for the final test of the Hill GH2 at Paul Ricard, his father offered him some advice. "He'd been doing all sorts of things, having a wonderful time," Pam says. "And John said to him, 'You know Tony, you are going a bit mad. I think you ought to calm things down a bit.' And he smiled and said, 'I know Dad, but isn't life great.'

"Then he never came back. But those few words sustained us tremendously. A lot of my friends said he did more in his short life than many do in a full lifetime.

"I think we could have accepted it better if he had died in a racing accident. The way it happened was so stupid and avoidable. You always think these things to yourself when they happen to you in life. It was a long time before I could justify in my mind what happened to him. But I could never understand why such an accident had to happen to such nice people."

Johnny Brise never recovered from his eldest son's death. "John never pushed Tony, but I'm sure everything he ever wanted to do came out in Tony," Pam says. "After Tony's accident, I think John's cancer began to set in. He was such a fighter, such a stubborn man, but he just wasn't fighting any more."

Five years after the events at Arkley, the accident claimed another victim when Johnny Brise succumbed to his illness.

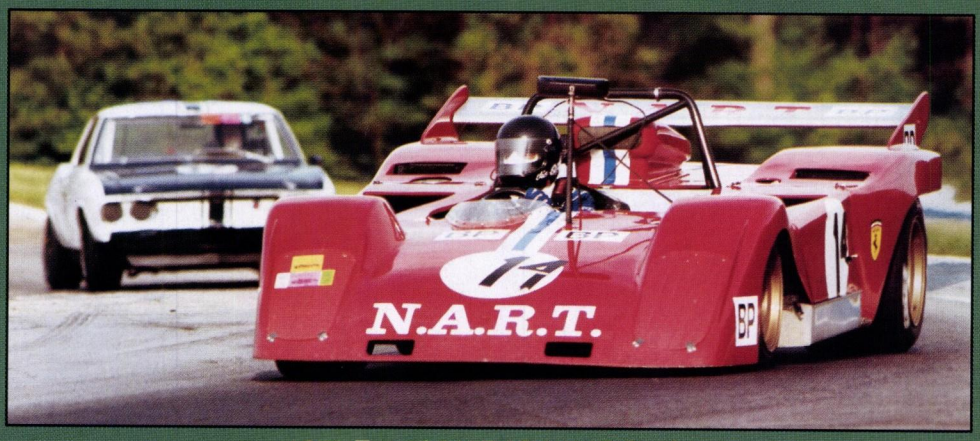
Top (left to right): Brise was '75 Formula Atlantic champion in the Modus; he communicated well with the team, especially Graham, who had hung up his helmet confident in the knowledge he had a future champion on his books; Tony retired with suspension failure in Germany, but he loved the Nürburgring

VINTAGE MOTOR CARS IN ARIZONA

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1972 Ferrari 312P N.A.R.T. Spyder

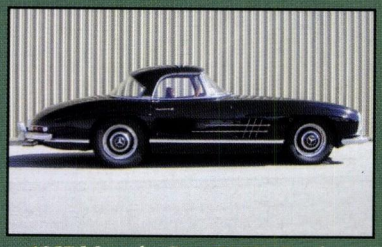
Extensive period racing history as #0872 including Sebring, Daytona and Le Mans followed by a 12-year historic racing career powered by an injected V12, four-litre engine and driven by Derek Bell, Vic Elford and the Bryan Brothers.



1966 Shelby 427 Cobra
Chassis#: CSX3165



1966 Ferrari 275GTB/4
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1957 Mercedes-Benz 300SL Roadster
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photography by Charles Best

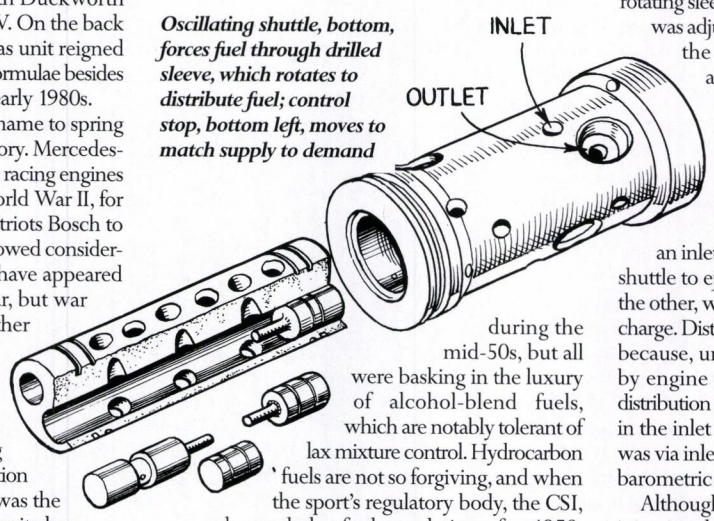
Some motorsport developments appear overnight and establish themselves as must-haves almost immediately. Others make a first appearance, stutter, and only fulfil their obvious promise second time around. Fuel injection was one of the false-starters. Originally introduced into Formula One in the early 1950s, it only became a *sine qua non* a decade later. Once it had, one unit – the Lucas shuttle metering system – came to enjoy near total dominance, not least because Keith Duckworth selected it to fuel the Cosworth DFV. On the back of that remarkable engine, the Lucas unit reigned supreme in F1 – and a host of other formulae besides – until the turbos took hold in the early 1980s.

Despite this, Lucas isn't the first name to spring from the pages of fuel injection history. Mercedes-Benz began to experiment with it on racing engines in the years immediately before World War II, for which it naturally turned to compatriots Bosch to supply the hardware. The system showed considerable promise and would probably have appeared on the formidable Type 80 LSR car, but war intervened. Bosch then gained further experience developing the system for the Luftwaffe's aero-engines, work it had begun as early as 1930.

It's no surprise, then, that when Mercedes returned to motor racing in the '50s, it brought Bosch fuel injection along too. The first model to use it was the racing 300SL of 1952; two years later it also appeared on the W196 F1 car, the technical tour de force of its time. Not only did these cars boast fuel injection, but both used a high-pressure direct injection system in which the fuel was sprayed straight into the cylinder. Port injection – where the fuel mist is sprayed into the inlet tract, upstream of the intake valve(s) – remains the norm on both road and track. The Bosch system used by Mercedes could be used in either mode as desired. Having made the comparison, engineers at Untertürkheim chose direct injection; Vanwall, a later Bosch customer, opted for port injection.

A different system actually took to the grand prix circuits a year earlier, fitted to A-series Connaughts, but it was technically inferior. Originating in the USA, the Hilborn-Travers unit (developed by Stuart Hilborn in 1946 and in production since 1948) was a constant-flow system which – incredibly to our modern eyes – pumped fuel continuously into the inlet tract, at a pressure modulated by engine speed. Unsurprisingly, fuel atomisation was not its strong point as liquid fuel pooled behind the inlet valve, waiting to be admitted on the induction stroke, and neither was fuel metering since the amount of fuel injected depended on engine speed rather than load. Although the Connaughts enjoyed some success with it, that was due more to their use of the original F1 'rocket fuel', nitromethane.

Other teams experimented with fuel injection during the mid-50s, but all were basking in the luxury of alcohol-blend fuels, which are notably tolerant of lax mixture control. Hydrocarbon fuels are not so forgiving, and when the sport's regulatory body, the CSI, changed the fuel regulations for 1958, specifying 100/130-octane Avgas, fuel injection suffered a reversal. Vanwall modified its Bosch injection to cope – just – and won the 1958 constructors' championship with it. But from 1959 to '61 the world championship was won by cars on carburettors, despite their poorer breathing and hesitant pick-up caused by fuel surge in the float chambers. If fuel injection was to prevail, something better was clearly needed.



Oscillating shuttle, bottom, forces fuel through drilled sleeve, which rotates to distribute fuel; control stop, bottom left, moves to match supply to demand

That something – the Lucas shuttle metering system – arrived in 1962 on the new BRM V8. Originally developed late in the war for use on the Rolls-Royce Merlin, it had been experimented with on the Jaguar XK120C Le Mans car (along with an SU competitor) and eventually saw ill-fated use in the works Jaguar D-type of 1956. But it was only on BRM's championship-winning engine, and then the Coventry-Climax V8, that it really came to prominence.

Lucas's system was mechanical in that it incorporated no electronic control, but not in the sense of being like a rotary diesel pump or Bosch's complex one-plunger-per-cylinder unit. Fuel pressure of about 100psi (6.9bar) was generated by an electric fuel pump, the mechanical action of the fuel injection assembly relating solely to the metering and distribution of the fuel.

Central to its operation was the shuttle itself, a small freely moving piston mounted within a rotating sleeve. The position of a control stop, which was adjusted via a cam, determined the distance the shuttle could move and hence the amount of fuel delivered; the rotating sleeve, driven at half or quarter engine speed via the camshaft drive or a flexible toothed belt, opened and closed ports in its housing to admit fuel from the pump and direct the metered charge to the appropriate cylinder. Opening an inlet port at one end of the sleeve forced the shuttle to eject fuel though the open outlet port at the other, while at the same time ingesting the next charge. Distinctive transparent nylon pipes – chosen because, unlike rigid lines, they were unaffected by engine vibration – carried the fuel from the distribution unit to the poppet valve injectors, located in the inlet tract of each cylinder. Mixture control was via inlet manifold vacuum, with correction for barometric pressure.

Although costly because of the precision machining involved, it was compact, reliable, accurate, much simpler to maintain than difficult-to-balance multiple carburettors, and released more power as well as saving fuel. In conjunction with the Lucas OPUS (oscillating pick-up system) contactless ignition, introduced later, it formed a complete fuelling and ignition package for high-performance six- and eight-cylinder engines, one which just about everyone in F1 came to use. Not until full electronic control of spark and spurt became possible in the early 1980s was it finally outmoded.

Inexplicably, Lucas made no marketing capital out of this success, right up until it ceased manufacture of the system in 1984, when the old Lucas Gas Turbine factory in Liverpool closed down. Next time you hear the old 'Lucas, prince of darkness' gag, you might want to enlighten its teller. M

Thanks to Bob Blurton of BBI for his help in preparing this feature

TARGA FLORIO

IT WAS MORE THAN A RACE: IT WAS A PASSION, A PASSION SO STRONG THAT IT STILL BURNS TODAY. PAUL FEARNLEY IS SWEPT OFF HIS FEET BY IT, 23 YEARS AFTER THE FINAL CHEQUER

photography by Richard Newton

A straight. After the innumerable (832 if you really must know) twists and turns, it's a straight that sticks in my mind. Odd that. And it's not the four-mile, aching-arm-flexing, crotch strap-readjusting, gauge-checking blind out of Campofelice and along Sicily's northern coast, the one that gives the track's map its sawn-off look. No, it's the uphill charge of Cerda high street.

A long drag, approximately three-quarters of a mile, bumpy, with steepling cambers and towering buildings, under which the populace has gathered in the welcome shade. The baking countryside is deserted – mad dogs and English journalists and all that – but the town is thronging. Young guns doing 'stoppies' on lurid mopeds, those weird three-wheeler efforts better suited to hauling luggage around the platforms of mainline stations, and lowered, lairy Fiat Unos. Leather-skinned, whiskery seen-it-all types in black waistcoats, white shirtsleeves rolled up, sit astride rickety chairs Christine Keeler-style, smoking untippeds and drinking coffee you could stand your spoon up in. It's suddenly a mad, mad, mad, mad world – a shock to the senses.

Yet this is just a bog-standard Saturday. Imagine it's the evening before the 1965 Targa Florio. Nino Vaccarella has been testing for months, blatting along roads 'closed' by word of mouth. His practice times in the works Ferrari 275P he's to share with Lorenzo Bandini have been sensational, and expectation of a Sicilian victory borders on the maniacal. Cerda is packed to the rafters.

Now imagine it's race day. Wrought-iron balcony buckling under the strain of craning spectators. And Vaccarella's out to impress. First lap. Through the second-gear right-hander at ➳



LAT





Full gamut: Piccolo Madonie's 42 miles takes in wide vistas and narrow confines of several towns and villages (left). It's got the lot



Circuit climbs from sea level to over 2000ft on hazardous mountain roads

the bottom of the hill, the start of the high street. A fair bit of width to play with here to get a good exit. Then hard on the pipe, peak revs in every ratio, all 3.3-litre V12 boom and reverb. Shattering echoes. Then he's gone, weaving into his beloved mountains, and the 'Viva Nino!' hubbub subsides. Gradually.

Forty minutes later, though, Their Man is back and it begins again. He's already well on his way to the first of three Targa wins – and a dressing-down from team manager Dragoni for showboating in front of his flock when an easy victory is on the cards. But what the hell. No one gets anywhere near his 39min 21sec best. A lap of a god; a race for heroes.

WE STUMBLE ACROSS THE TRACK. EVEN WHEN THE PITS SUDDENLY hove into view, it doesn't immediately register we've found it; the fact that the pitlane appears to be part of an impromptu dual carriageway the reason for our confusion. We stop.

The place is a microcosm of the studied decay Sicily leads the world in. The five-storey grandstand down the road appears to be in a state of imminent collapse. But then two workmen in a van eye us suspiciously, unlock the gates and disappear behind it. No, things are still ticking along. Just. On the grandstand is painted the date of this year's Targa Florio, now a stage rally and part of the Italian championship. We've missed it.

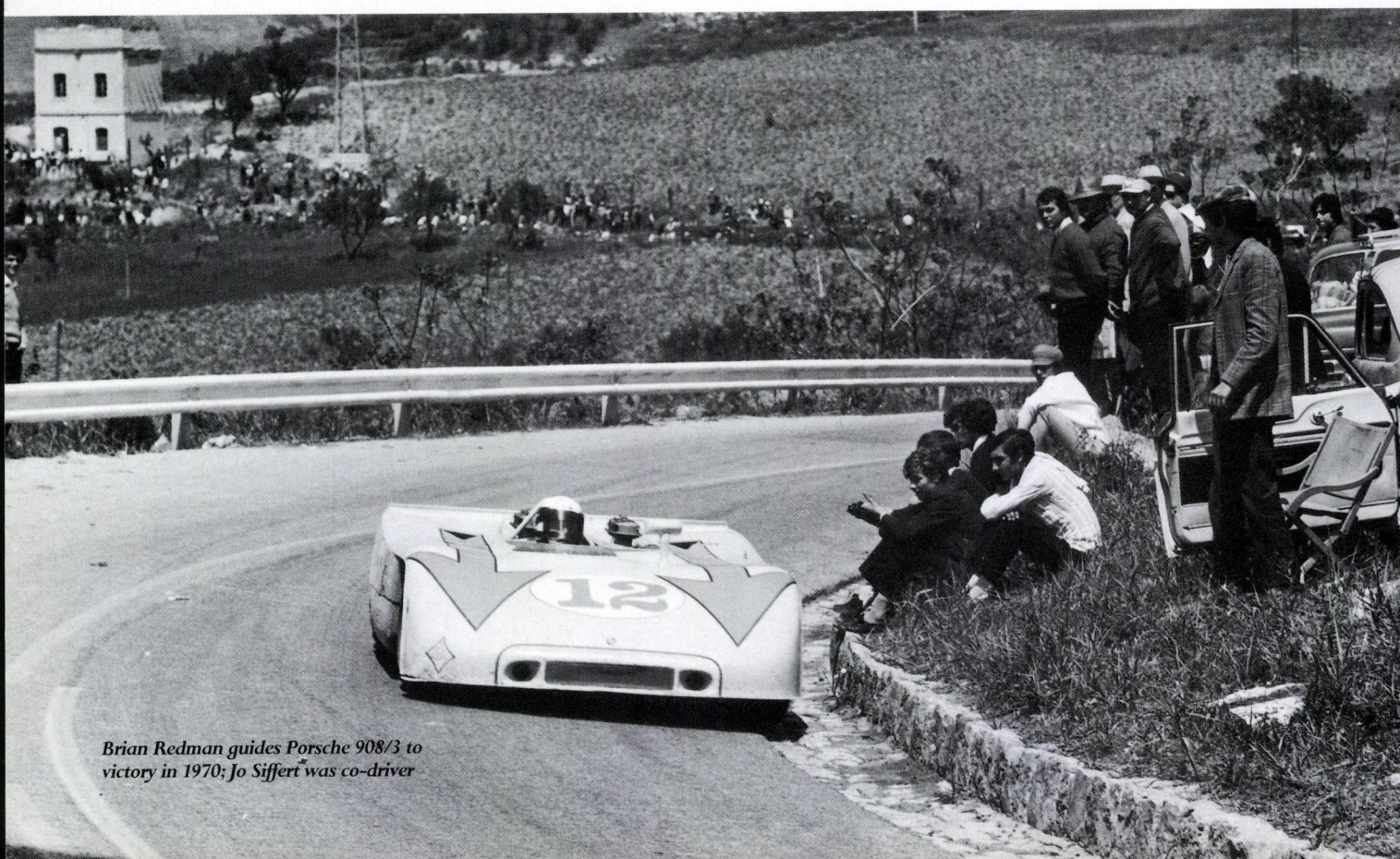
The pits have been whitewashed recently. Elsewhere, though, we are besieged by evocative flaking paint: Banco di Somewhere, Agip, Alfa Romeo.

The stand directly opposite the pits is on a smaller scale and features a cantilevered concrete roof. Very '50s. We are in for a surprise, however. It's not that a local stops to talk – even the most mundane happening provides a catalyst for a crowd in Sicily – or that he happens to have several black-and-white Targa photographs on the back seat of his car, an Uno of standard ride height. No, the shock is that one of his snaps, depicting Achille Varzi opposite-locking the winning Alfa Romeo P2 past the pits in 1930, has the very same grandstands in the background.

I only have four words of Italian – Targa, Florio, Nino and Vaccarella – but that is more than enough, and our new friend insists we follow him to Cerda. Having nudged our way through the out-of-the-blue traffic, we park. He beckons us over to a large silver roller shutter, yanks it up and over, opens the door that lies beyond and we step into the cool of a delightfully higgledy-piggledy, esoteric Targa museum: old newspaper cuttings,

'All 3.3-litre V12 boom and reverb. Shattering echoes. Then he's gone, weaving into his beloved mountains'

LAT



Brian Redman guides Porsche 908/3 to victory in 1970; Jo Siffert was co-driver

1961: Gurney boards Porsche 718; Moss (on pitwall) has just finished first stint

'Punch of power, jab of brake, kick of power, stab of brake. Supremely physical. A real in-cockpit beating'

old programmes, old first-day covers, a ribbed sump off an Abarth of some description, a diorama of the pits. Organised it's not; oozing petrol-headed passion it is. These people love Their Race – even though it lost its world championship status 27 years ago and came to a grinding halt four years after that.

Later in the day a lowered and lairy Uno pulls up alongside us while we are photographing in Collesano, the town on the opposite side of the track to Cerda. Three young blokes pile out and want to know what we are doing. Again Targa, Florio, Nino and Vaccarella is sufficient lingo to find ourselves among new friends. They tell us this, tell us that, want a copy of the magazine. No, *due*. No, *tre*. They can't have been born when Vaccarella was doing his thing. But that doesn't matter; they've heard the stories, read the faded graffiti, been imbued.

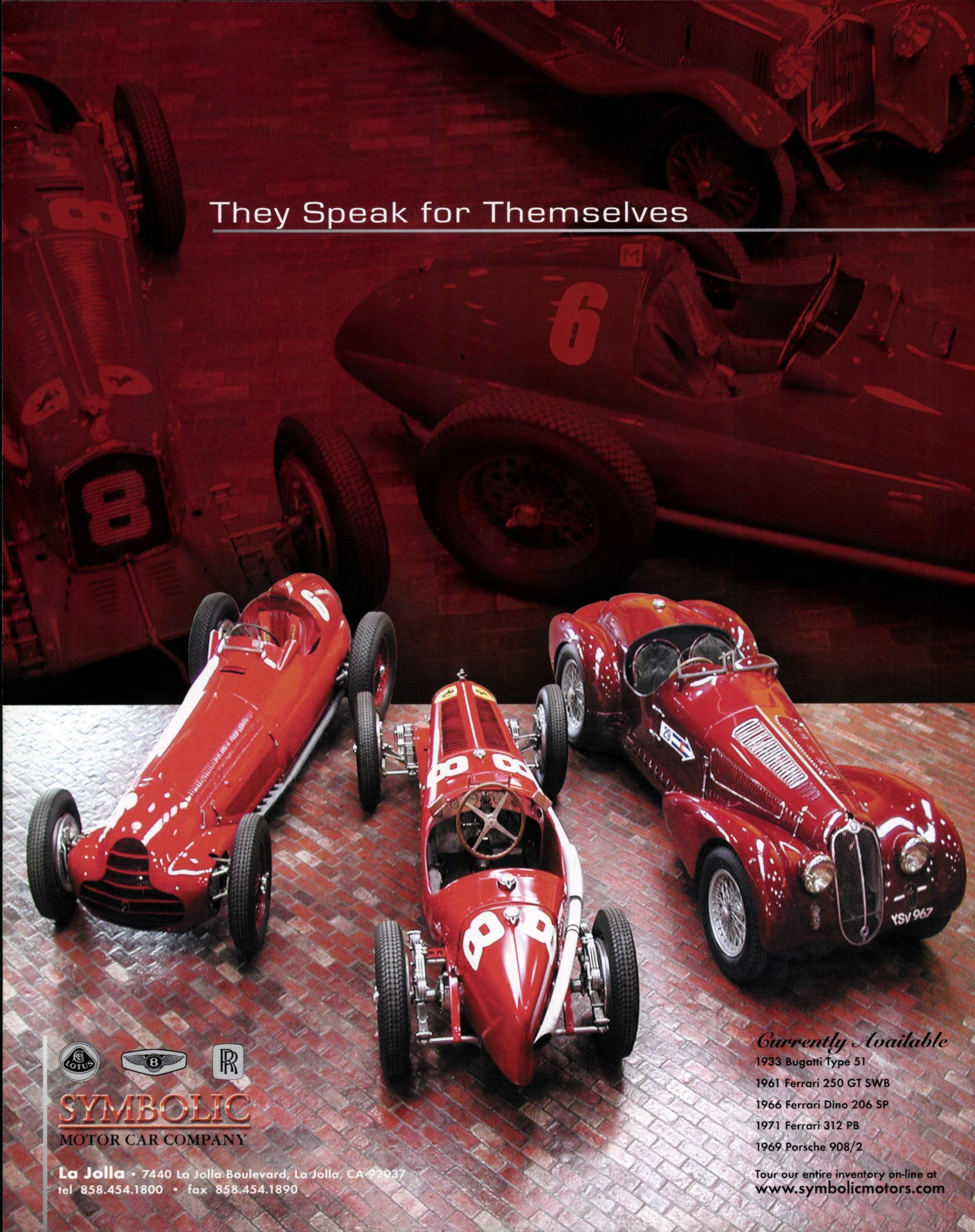
In contrast, the old bloke who owns the tiny garage in Collesano – a light-blue Fiat Dino Coupé stands amid the cramped chaos under a dusty dust sheet – was there when it happened, when Vaccarella did the unthinkable, slapping a stone wall at the much-photographed Collesano hairpin on the second lap of the '67 Targa. His Ferrari 330P3 had lapped three minutes faster than the rest of the field in practice, so this was a howler of epic proportions. Had it not been for a sturdy high kerb he might have added to the garage's cramped chaos. Our newest friend disappears and reappears armed with the relevant books and photographs, and the ensuing pidgin conversation leaves me with the distinct impression that here was a man who had contested the race, shared the track with Nino. Viva!

CAMPOFELICE, CERDA AND COLLESANO ARE THE PUBLIC FACE OF the race – their photogenic shadows and numerous vantage points drawing snappers to them like moths to a flame – but it is the mountainous loop which rises 2000ft above sea level and skirts underneath the eagle's nest of Caltavuturo that provides the meat of this 44-mile track's challenge. And what a challenge. There is simply no let-up: bend, bend, bend, left, right, left, up, down, up. Bumps, crests and cambers. It's little wonder that the Porsche 908, a car built specifically for the Targa (and Nordschleife), had its top gear tucked away off on a dog's leg – it was, quite simply, surplus to requirements. This is second- and third-gear terrain: punch of power, jab of brake, kick of power, stab of brake. Supremely physical. Back-to-back laps were enough for most competitors. A real in-cockpit beating.

Mental torture, too. Vaccarella is adamant he knew it down ➤



Stand in background proves Targa lives on, thanks to stage rally format


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to the last pebble. So did Vic Elford, his intense concentration and memory for a road legendary among his rallying peers. Everybody else, though, was surely driving on sight and snippets of recognition. This must have been a regular thought process: 'I know this'; fully commit; 'Er, no I don't!' You were balanced precariously on your nerve ends during a Targa. Big drops into boulder-strewn streams, jutting parapets, forbidding rock faces, half a million half-crazed spectators, most within touching distance of the cars, scores of roaming dogs, the odd goat herd – and all the demons these hazards create in your mind.

Yet that's only half of it. When car-mad Vincenzo Florio first served up his 'plate', on 6 May 1906, the lap ran to 92 miles, extending beyond Caltavuturo into Castellana-Sicula, Petralia-Sottana, Geraci, Castelbuono, Termini Imerese, and back past that tiny, cramped, chaotic garage in Collesano. The Grande Circuito, they called it. They weren't kidding.

This was 'shortened' to 67 miles, the Circuito Madonie, after the First World War, and the race only adopted its best-known layout, the Piccolo Madonie, in 1932 – Tazio Nuvolari's Alfa Monza averaging 45mph for eight laps to win that race.

By 1936, however, the event was in decline and a Palermo street circuit carried the title in 1937-40. The honour was then bestowed upon the Tour of Sicily (a 670-mile road race) in 1948-50, before it returned to its rightful place the following year. The first race of this new era, 1951, brought perhaps the greatest 'unknown' victory for a British marque, Franco Cortese winning in a Frazer Nash Le Mans Replica. He thus joined Antonio Brivio

'Driving on sight and snippets of recognition. You were balanced precariously on your nerve ends'

LAT



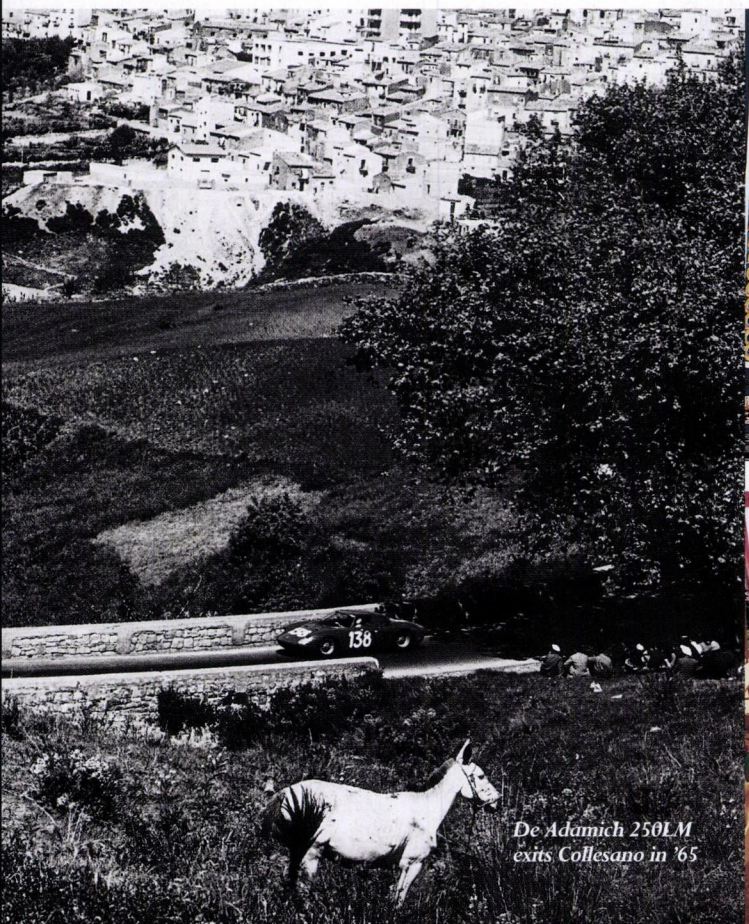
LAT

Motor racing is dangerous – keep your front door shut during the race!

(Alfa Romeo in 1933 and '35) and Achille Varzi (Alfa Romeo in 1934) on the track's roll of honour, to which was then added Lancia's hat-trick men: Felice Bonetto, Umberto Maglioli (who won the race three times – 1953, '56 and '68) and Piero Taruffi.

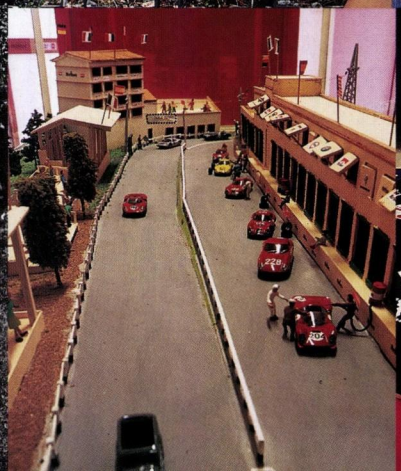
The race now entered its golden age, the 39th running being the first to be accorded world championship status. This was a season darkened by the Le Mans disaster and illuminated by Stirling Moss' sensational sportscar drives in the Mille Miglia and Tourist Trophy. Yet his Mercedes team, which had withdrawn from the 24-hour race as he and Juan Fangio were headed for victory, lagged two points behind Ferrari in the championship when the fight entered its final round, the Targa.

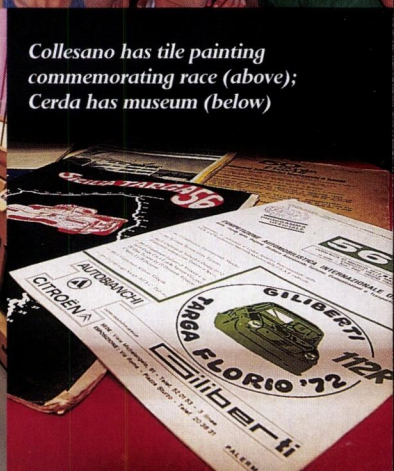
Mercedes went all out to win, sending three fabulous 300SLRs for Moss/Peter Collins, John Fitch/Desmond Titterington and ➤



De Adamich 250LM exits Collesano in '65







Collesano has tile painting commemorating race (above); Cerda has museum (below)

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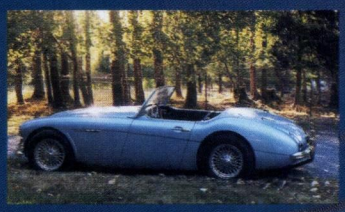
LOT # 349
1933 MG J2/J3 SUPERCHARGED
No Reserve!



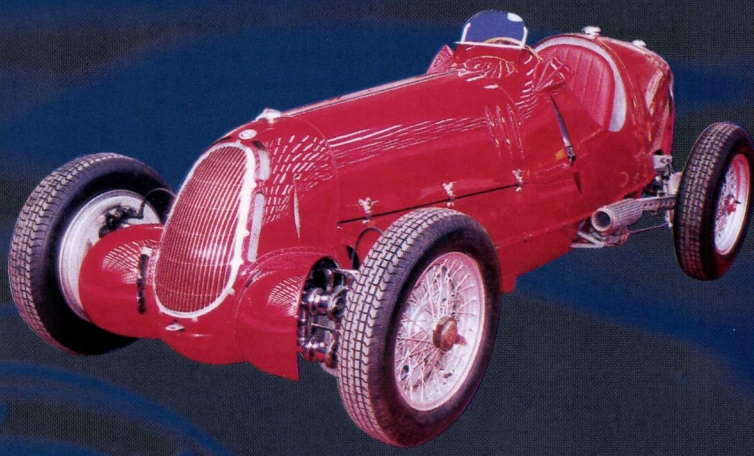
LOT # 421
1957 FORD THUNDERBIRD "E" TYPE
No Reserve!



LOT #671
1935 MERCEDES 370S MANNHEIM

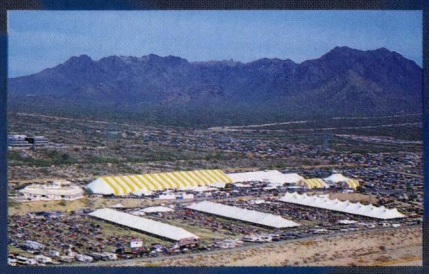


LOT #451
1960 AUSTIN-HEALEY 3000 BN 7 RDSTR.
No Reserve!



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Old pitwall provides a mural of evocative, flaking, painted advertisements

Fangio/Karl Kling. The race had been extended from eight to 13 laps, but Moss still set a furious pace – for which he almost paid the price, sliding on mud, vaulting over a wall and launching into a field on the third lap. Fortunately, Sicily's ever-reliable instant crowd materialised from nowhere and heaved the incredibly strong Merc back onto the road. Sure, they wanted a red car to win; but more than anything they wanted to watch great cars and great drivers compete in a great race. If a silver car won on this occasion, it simply meant the rejoicing when the defeat was avenged would be all the more fervent. And precious.

Moss handed over to Collins, who also suffered an adventure, having to reverse off a stone wall, but held station to set up yet another memorable Moss charge to victory.

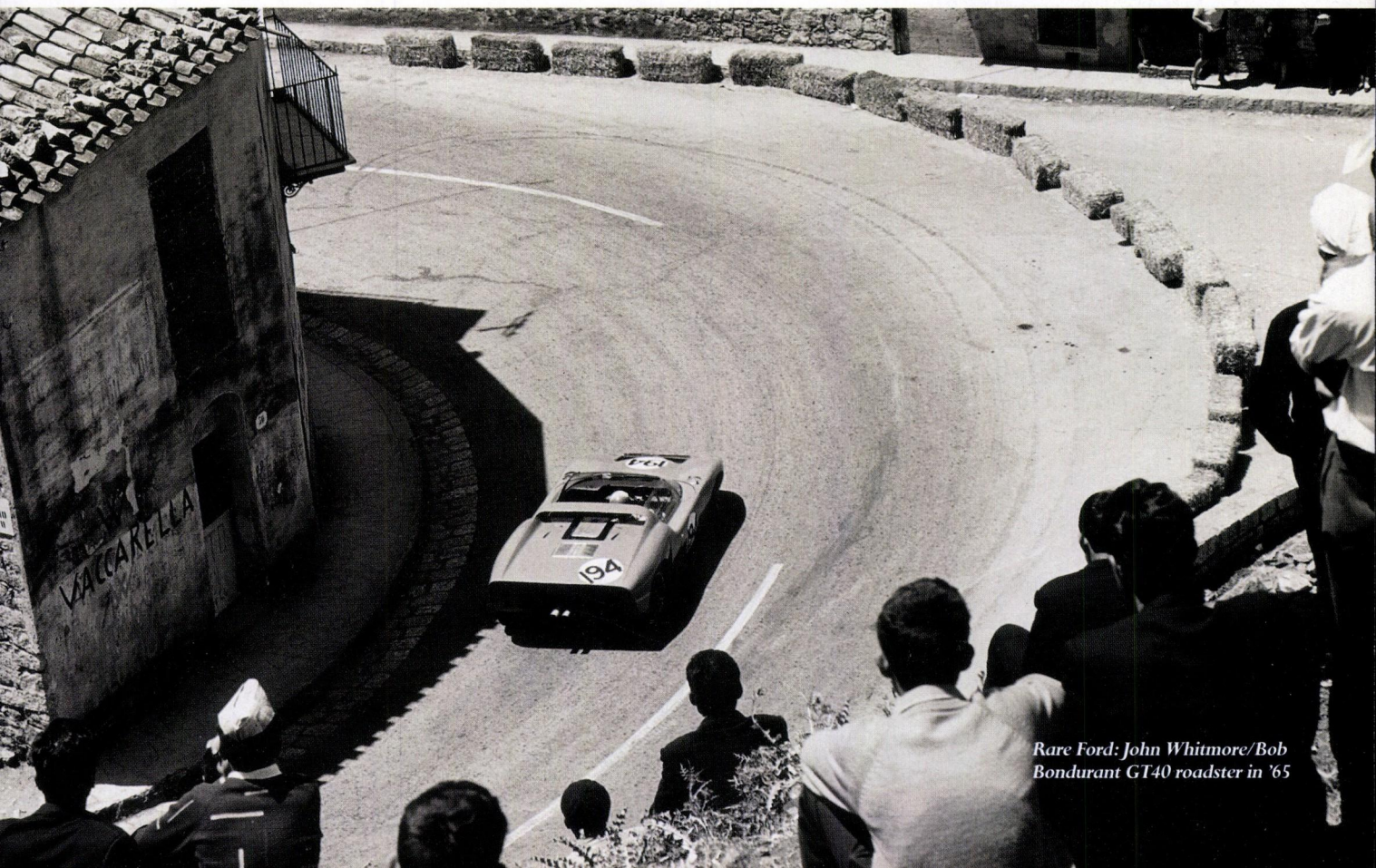
Surprisingly, the impressive Collins was nowhere to be seen at the post-race ceremony. The handsome English star was there, however; it's just that he was under the stage, in the company of Miss Targa Florio.

After a lull in 1956 – and no race at all in 1957 – the Targa became a key fixture in the sportscar championship from 1958-73 – especially for the lesser marques. As Ferrari and Ford went toe-to-toe, big banger-to-big banger, in the mid-60s, Porsche and Alfa Romeo built light, nimble cars ideally suited to Targa demands. The Stuttgart marque ensured that any 'red' victory celebrations were long-awaited, fervent in the extreme and very, very precious: Edgar Barth/Wolfgang Seidel got their ball rolling in 1959 with a 718RSK and Jo Bonnier/Graham Hill (RS60) won in '60. In '63 it was Bonnier/Carlo Abate (718GTR), then Colin Davis/Antonio Pucci (904) in '64. Willy Mairesse/Herbie Müller (906 Carrera 6), Paul 'Hawkeye' Hawkins/Rolf Stommelen (910/8), Elford/Maglioli (907/8), Gerhard Mitter/Udo Schütz (908/2) and finally Jo Siffert/Brian Redman (908/3) took the spoils from 1966-70.

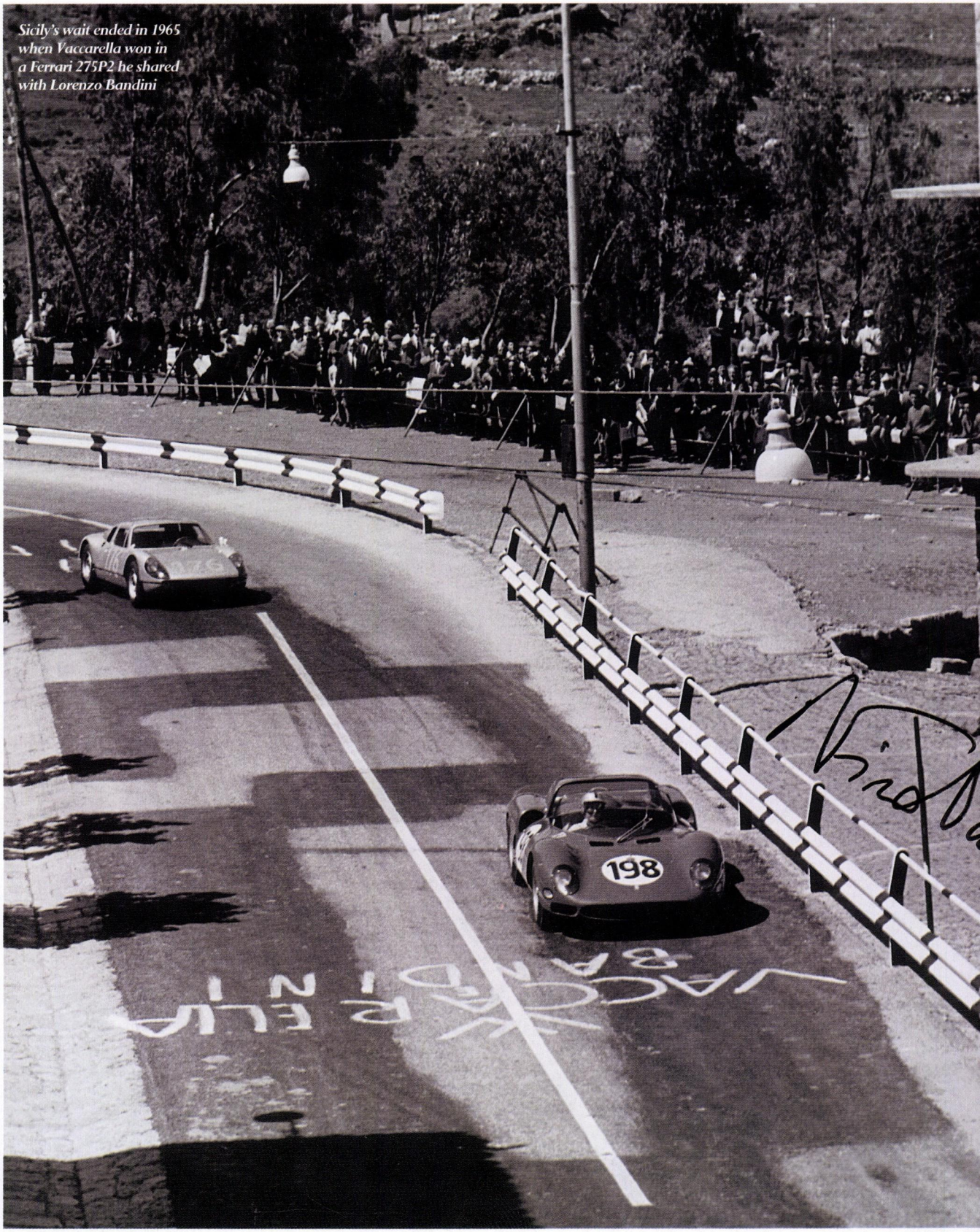


NOW IMAGINE YOU ARE IN CERDA THE evening after the race in 1965, or '71, the years that Nino stopped the rot, in Ferrari and Alfa respectively. Leather-skinned, whiskery seen-it-all-types have coffee to hand, cigarette to lips and tears in their eyes.

'The English star was there; it's just that he was under the stage, in the company of Miss Targa Florio'



Rare Ford: John Whitmore/Bob Bondurant GT40 roadster in '65



LAT

Sicily's wait ended in 1965 when Vaccarella won in a Ferrari 275P2 he shared with Lorenzo Bandini



VIVA NINO!

SICILY CAME TO A STANDSTILL AND HELD ITS BREATH WHEN 'THEIR MAN' TOOK ON THE REST OF THE WORLD. PAUL FEARNLEY MEETS THE ISLAND'S UNCROWNED KING

THE CHEEK OF IT. THERE IS NOTHING WRONG WITH A PEUGEOT 306 per se, but this one was a particularly tatty, extremely dusty example that happened to be wedged in a car park already crammed with 8C Alfa Romeos. We smiled as we trudged off for lunch and an interview with a legend.

Nino Vaccarella is a slight man, pinched face, hawkish nose. Walk past him on a street and you'd guess teacher. Or lawyer. And you'd be right on both counts. You would not think motor racing god. Yet no driver has been so inextricably linked to a single event or received as much unswerving adoration as this native of Palermo did from the half a million fans who lined the route of the Targa Florio each year.

When he won for the first time, sharing a works Ferrari 275P2 with Lorenzo Bandini, this already passionate island pushed the boat out. A week after the event Vaccarella was invited by the mayor of Collesano to receive a special award.

"Collesano was the village that loved me the most," says Vaccarella, his hands instantly twitching into Italian semaphore. "When I arrived in the village there was a Madonna procession going on. It was the most important holy day of the year and there were about eight people carrying a statue of the Madonna on their shoulders. But when they saw me they put her down and picked me up. It was a little bit embarrassing, but it was a demonstration of great affection and human passion."

You can imagine, then, the wailing and gnashing of teeth that greeted Vaccarella's many Targa near-misses. When he hit a wall at Collesano's hairpin on the second lap in 1967, several pins were heard dropping – in Africa. Such love can be a doubled-edged sword: "I felt a lot of responsibility because the people always hoped I would win and, from 1961 onwards, I was usually in a position to do so."

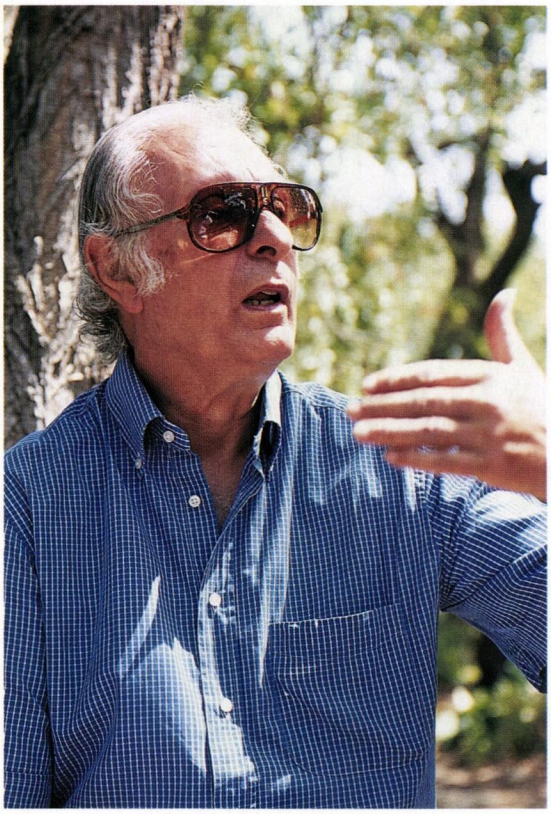
And that was because practice made perfect. Vaccarella knew the 44 miles of the Piccolo Madonie off by heart.

"Every centimetre," he asserts. "I did hundreds of testing laps. Every evening after I had finished my work at the school, I used to do two or three laps. For every single corner I had my point of reference: a tree, a house, a wall, a dip down. I knew every corner and how to set the car up for it."

But Vaccarella is adamant that he was not alone in this: "Other pilots knew it as well as me. From 1961 the race was very professional. Before then, perhaps some of the drivers did not know the track as well, and so were improvising, but after that it was all good, professional pilots: Elford, Siffert, Rodriguez, Kinnunen, Merzario, Moss, Collins. Which is why you had to be flat out, even on the Targa Florio.

"I don't know how many thousands of times you had to change gear. It was the most tiring thing in the world; continuous gear-changing and concentration. After two or three laps I was physically exhausted – especially in 1970 when I drove a ➠

Richard Newton



Vaccarella is still venerated wherever he goes on the island

VACCARELLA ON THE TARGA

1958 Retired – shared a Lancia Aurelia with Enrico Giaccone
1959 10th – co-drove Giuseppe Allotta's Maserati A6GCS
1960 Retired – shared Lucky Casner's Maserati Birdcage with Umberto Maglioli. Both led but Nino holed the fuel tank on lap eight
1961 4th – shared a Scuderia Serenissima-run Maserati T63 with Maurice Trintingnant. Nino was fourth after lap one…
1962 3rd – shared Serenissima's Porsche 718GTR with Jo Bonnier. They might have won but for total brake failure from lap three
1963 DNS – works Ferrari debut that never was: Nino prevented from starting by local police following a road accident
1965 1st – led from start to finish in a works Ferrari 275P2 co-driven by Lorenzo Bandini
1966 Retired – works Ferrari 330P3 was leading comfortably when co-driver Bandini was forced into ditch by a slower car on lap eight
1967 Retired –Vaccarella was easily quickest in practice with a Ferrari 330P4 and held a big lead after lap one, only to crash in Collesano
1968 Retired – co-driver Udo Schütz shunted their Alfa Romeo 33/2 on lap four when lying in second place
1969 Retired – running best non-Porsche, fifth, when the Alfa 33/2 he was sharing with Andrea de Adamich blew up on lap seven
1970 3rd –Vaccarella and Ignazio Giunti manhandled their Ferrari 512S to give Porsche a fright. Led briefly but slow stops cost them dear
1971 1st – Nino and Toine Hezemans couldn't match Porsche pace early on but, when the leaders punctured, their Alfa 33/3 pounced
1972 Retired – shared an Alfa Romeo 33TT3 with Rolf Stommelen and retired on lap four with a blown engine
1973 Retired – co-driver Arturo Merzario led but retired their Ferrari 312PB on lap two after running on a puncture damaged a halfshaft
1975 1st – won comfortably in an Alfa Romeo T33TT12 co-driven by Merzario. But non-championship race a shadow of its former self

620bhp Ferrari 512S. After one lap in that car I was dead, absolutely finished. I thought it was because I was eight years older than my co-driver, but even [Ignazio] Giunti said, 'I'm destroyed'."

That race was a microcosm of Vaccarella's situation: Ferrari sent what they had; Porsche built cars ideally suited to – then specifically for – the Targa. The German marque was the dominant force in the second half of the 1960s, yet Vaccarella only drove for them once on the island. This paucity wasn't for the want of opportunity, however: "Porsche had a great love for me and they courted me in 1966 and '67. But my love for Ferrari was even bigger; I preferred their P3 and P4 to the 2-litre Porsches because I preferred cars with lots of power."

And that's because Vaccarella preferred the faster circuits: Monza, Spa, Le Mans. And that's because, he says, his style was better suited to them than the twists and turns of the Targa. Now there's a thing. You sense an element of cussedness to this revelation: Vaccarella loves the Targa, what it stands for, what he stands for among his people, but it would appear to niggle that this one race overshadows his other achievements. His greatest year was 1964 when he finished second at Sebring and won Le Mans (with Jean Guichet) and the Nürburgring 1000 Kilometres (with Ludovico Scarfiotti) – all in a works 275P.

You can see why he preferred other races. Elsewhere he was a quick, safe, competent driver; in Sicily he was an icon, a figure of hope for an island all but ignored by Italy's prosperous industrial north. At times this elevated him; at times it deflated him.

"There's never been such an intense feeling between people and a pilot," he says. "My victory was Sicily's victory. They used to throw flowers onto the road in front of my car."

There is none of that now as he climbs aboard his road car. But his drive home will take him past several bits of graffiti bearing his name. A 67-year-old in a dusty Peugeot 306. A man with nothing to prove. A legend in his own 34-minute lap time. M

LAT



World's fastest teacher wins at the Nürburgring in '64 (below)

LAT



Ayrton Senna's 1985 Lotus 97T



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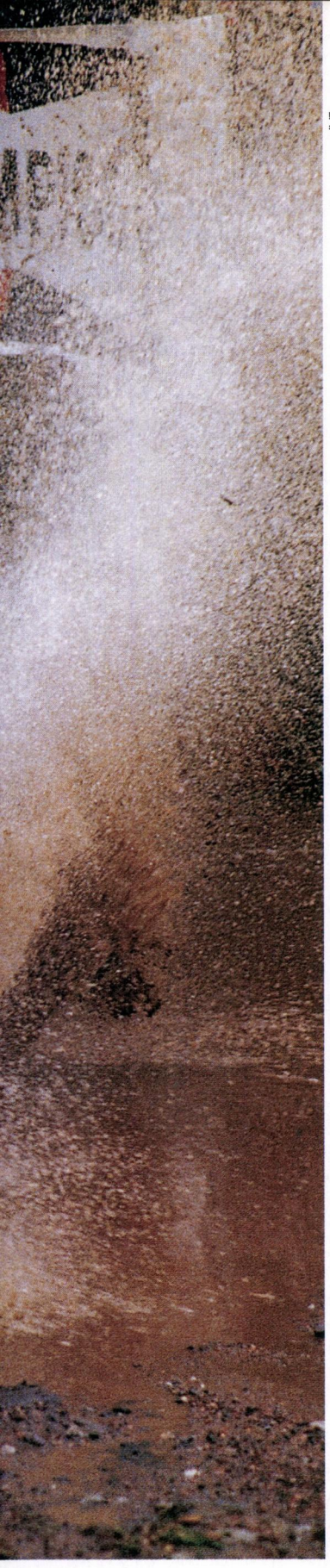
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IN THE FINAL PART OF HIS METRO 6R4 STORY, JOHN DAVENPORT EXPLAINS HOW HE HAD TO FIGHT TO KEEP THE PROJECT'S MOMENTUM GOING, HOW INTER-COMPANY RIVALRIES AND RED TAPE CONSPIRED AGAINST IT, AND HOW THE TEAM'S EFFORTS WERE REWARDED BY A EUPHORIC WORLD CHAMPIONSHIP DEBUT

Above: '84 York National Rally, 6R4's debut, ended in retirement, but not before Tony Pond set eight fastest times. Left: Malcolm Wilson won Nicolet Stages on his Metro debut, but transmission woes ruined his '85 RAC Rally

Just as George Orwell gloomily predicted, 1984 started badly with Austin Rover Group endlessly embroiled in the pointless spat between TWR and the RACMSA over the legality of the Rover Vitesse. Fortunately, this did not impact too much on the progress of the Metro 6R4. Personally, it would have been helpful not to have been in the High Court for large parts of March since, by the end of that month, we were ready to launch the 6R4 on a suspecting public.

In the meantime, two more essential characters had made their appearance. Towards the end of '83, Bernie Marcus joined us from ARG Aerodynamics. His first involvement with the 6R4 was in his old job when Williams Grand Prix Engineering took the car to the wind tunnel at MIRA in the middle of '83. Bernie joined us in September. One of his discoveries was that the scoops in the rear wheel arches were actually emitting air rather than admitting it. This called for a front wheel arch redesign to make them work properly.

Then, early on in 1984, Mike Barnett arrived; he might be regarded as the knight errant of the 6R4. He was a production engineer at Longbridge and, I suspect, was too slow to step back when a volunteer was called for to build 200 of them. Whatever, he got the job and did it brilliantly. By August '84, he had a prototype shell at Longbridge and was building it into a complete car on an improvised production line left behind by some long-forgotten model. He also suggested we should fit an aluminium roof by glueing it to the steel shell. Mike did it on his car and we adopted it for the rest.

The launch was at the Excelsior Hotel, London Airport, on 24 February, as part of the ARG Motorsport press conference. The 'reveal' of a new car can often be an anti-climax but I had the idea of having Barrie Hinchliffe produce a film 'reveal' of the 6R4 from behind a Rover rally car. The Rover was pure white and the 6R4 was painted red with a white roof in order to evoke the works Mini Coopers. The film showed the 6R4 at work, culminating in a head-on shot gradually filling the screen. At that moment the actual car, containing Tony Pond and Rob Arthur, was released down a ramp, through the screen and into the laps of the European press. The rest of the presentation was listened to in reverential silence. The shot made the evening TV news on all channels and the coverage for ARG was valued at £3.5m. Not bad.

At that conference, I promised the 6R4 would make its rally debut within six weeks. The chosen event was the York National, and Pond did his stuff by setting fastest time on the first eight stages. Then a cam lobe picked up in the V62V engine – on which there had been no development since the engine team started work on the V64V – and the car posted its first retirement.

At its launch, the 6R4 was wingless. The first external aerodynamic device to be tried was an enormous rear wing with a 16-inch chord discovered lurking in Williams' stores. This was in May '83 and, once Bernie Marcus was on strength, something of more appropriate size was tried. Even the earliest efforts produced 300lbs of downforce so, in the interests of balance and keeping the front wheels on the ground, a front wing was also tried. The early ones were from a Williams FW06 and, by the time we had finished, the downforce at three-figure speeds was up to 1200 lbs, more than half the all-up weight of the car.

The first time the wings were seen in public was on the Mewla Stages in late August 1984. On the all-tarmac event round Epynt, we tried the first lap with no wings, then a rear wing, and finally with both wings. It was the fastest thing around by a good margin – in all its guises.

Colin Malkin stood in for Tony Pond on the Lindisfarne Rally, and again we had the wings on and off to see if they had the same effect on gravel roads. They did.

Pond was back for the Cumbria Rally at the end of September to try with just a rear wing and set seven fastest times before a broken driveshaft caused him to roll.

There were problems back at the ranch as well. At their 23 October meeting, the ARG Board confirmed the company would build the 200 cars needed for Group B, and two days later they issued the magic Product Development Letter M/21/84. They also asked for an evaluation of the V64V engine for use in the forthcoming XX model.

All this was great, but the engine prototype programme was grinding to a halt as Purchasing would not issue the order cover to Lucas Micos for the engine management system. And the same area had their heads stuck in the sand when it came to setting up for actual production. Whatever was coming out from the ARG Board, sections of the company seemed certain the MG Metro 6R4 would never happen.

This was not the case within the 6R4 Programme Control Committee set up in July and chaired by Nick Stephenson, currently Deputy Chairman of the new MG Rover Group. From here radiated all the enthusiasm that was to make it happen. Gordon Sked's styling people got us fixed up with IAD down in Worthing to make a proper styling buck. IAD created the information needed to produce all the fibreglass and Kevlar panels.

But even then there always seemed to be a new spanner dropping into the works. Not the least of these came when Pierre Dupasquier and Maurice Guaslard at Michelin, with whom we had been working closely since Day One, suggested that perhaps we could move up from 13-inch wheels to 390mm and thus benefit from all the work they had been doing for Peugeot. What they meant was that we had to do it or be stuck on non-development rubber. It meant that engineer Wynne Mitchell could incorporate bigger brakes, but the original arch profile had to go as he and Richard Hurdwell lifted the suspension turret tops and lengthened the wheelbase by two inches.

Looking back, it seems almost a miracle that, over the winter of 1984/85, everything came together. The V64V ran after just 11 months and delivered on its promises. The changes to the suspension and bodywork to accommodate the big Michelins were handed over to IAD, while the final form of the outrageous front and rear wings was agreed. The Longbridge line was geared for action and the Radford plant identified as the best location for engine and gearbox assembly.

My task was to put together the final presentation to the ARG Board in the ➠

PROTOTYPE TO WORLD CHAMPIONSHIP

DATE	EVENT	CREW	RESULT
1984			
31 March	York National Rally	Pond/Arthur	Rtd
4 August	Peter Russek Manuals Rally	Malkin/Grindrod	Rtd
		Pond/Arthur	Rtd
26 August	Mewla Stages	Pond/Arthur	3rd
1 September	Lindisfarne Rally	Malkin/Arthur	10th
29 September	Cumbria Rally	Pond/Arthur	Rtd
1985			
9 March	Gwynedd Rally	Pond/Arthur	1st
18 May	Argyll Stages	Pond/Arthur	1st
15 July	Peter Russek Manuals Rally	Pond/Arthur	Rtd
7 September	Lindisfarne Rally	Pond/Arthur	6th
28 September	Cumbria Rally	Duez/Lux	4th
19 October	Audi National Rally	Pond/Arthur	1st
		Duez/Lux	2nd
2 November	Nicolet Stages	Wilson/Harris	1st
24 November	RAC Rally	Pond/Arthur	3rd
		Wilson/Harris	Rtd

'Looking back, it seems almost a miracle that, over the winter of 1984/85, everything came together'



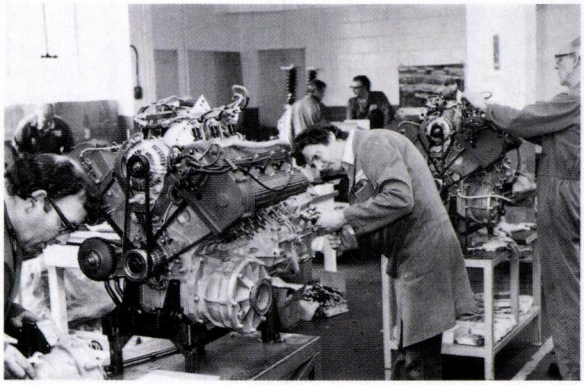
Martin Holmes

MG 6R4 as presented to the Press, complete with Cooper S livery



National Heritage

Production line set up to build 200 examples as per homologation



National Heritage

V64V took 11 months to design and develop. It met bhp promise



LAT

Testing in Wales saw wing experiments with front, rear and both



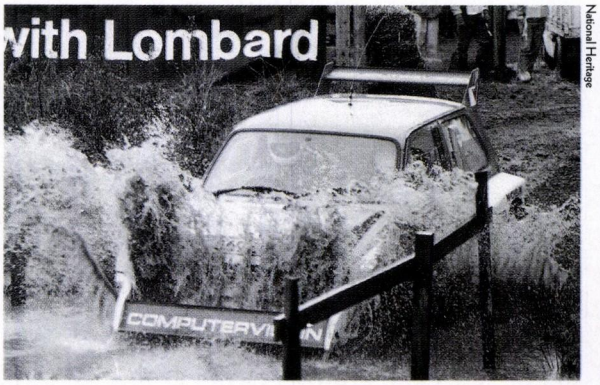
Martin Holmes

Cowley workshop was busy in October 1985, preparing for FISA



National Heritage

Colin Malkin stood in and finished 10th on '84 Lindisfarne Rally



National Heritage

Tony Pond took third on '85 RAC Rally, much to crowd's delight



Martin Holmes

After Group B's demise, Metros went for bargain basement prices

middle of January. Their approval would set everything in motion, and with help from Fred Coultas, the paperwork was done, the figures added up and the methods detailed. To my immense satisfaction, it was agreed: our target was the 1985 RAC Rally.

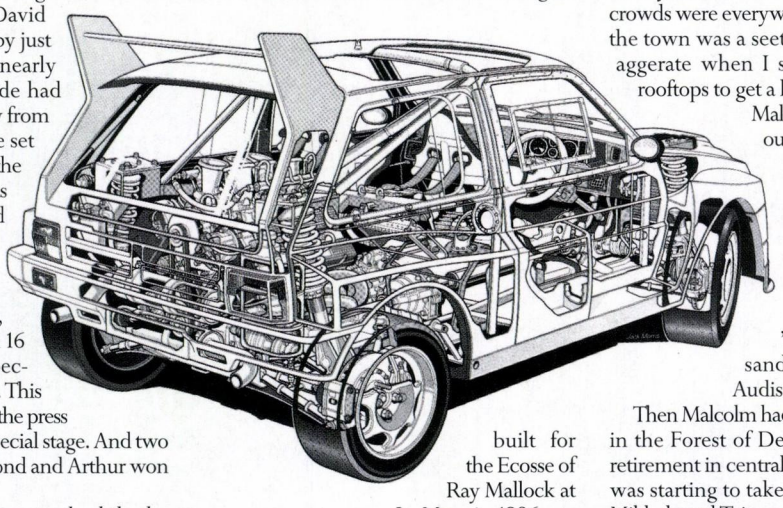
Once again, though, approval was one thing, action in certain areas was another. Unbeknown to me at the time, Mike Barnett, our Longbridge 'knight', had already done a deal with the Pressed Steel plant in Swindon to produce all steelwork other than the roll cage. So when Purchasing got around to ordering it in April, we told them (smugly) that it was already on the shelf. But questions like, "Where can we get hold of three independent quotes for Bilstein dampers, Michelin tyres, Dymag wheels, Cosworth castings?" persisted into the middle of the year.

The last appearance of the V62V-engined car was on the Gwynedd Rally at the beginning of March. Pond did his best and won 12 of the 14 stages, coming home first, ahead of David Llewellin's quattro A2 by just under two minutes. It nearly wasn't so. A valve guide had leaked all day and, away from the last stage, a backfire set the oil accumulated in the air cleaners on fire. It was a rather asthmatic and singed 6R4 that hit the finish ramp.

The launch of the final version of the 6R4, at Knebworth House on 16 May 1985, was less spectacular than the original. This time the car chauffeured the press round an impromptu special stage. And two days later, a 6R4 with Pond and Arthur won the Argyll Stages.

These were glory days, and while the engineers developed the car and its engine, I was trying to decide who would be Pond's team-mate the following year. The problem was that Peugeot and Audi were in full swing, Lancia had announced their Delta S4 and were, like us, scheduling an appearance at the RAC Rally, while Ford were hot on our heels. The obvious thing was to recruit a Scandinavian. We had several private test sessions with prospective drivers, of whom the best known was Hannu Mikkola, but the majority of these were either too expensive, signed up with someone else, or both. The man I settled on was Malcolm Wilson. I was able to better his offer from Ford without going beyond our budget. And that was after he won the Lindisfarne Rally in an RS200, where the 6R4 finished sixth. I'm sure everyone thought I had received instructions to sign an all-British line-up, but in fact it was done on merit – and budget. In any case, we already had deals in the pipeline for Per Eklund and Marc Duez (SMS), Llewellin, Didier Auriol and Harri Toivonen (RED) and Jimmy McRae (Prodrive) for '86.

As autumn approached, the stockade at Longbridge was filling up with white 6R4s, but the rally programme started to have some engine failures. The original V64Vs that had done the hard grind on the dynamometer and in testing never gave a moment's trouble. But the combination of half an inch of valve lift in what was effectively two three-cylinder engines created very high stab torques in the camshaft belts. Chris Walters modified the cam design to reduce these, but later we discovered there was also a harmonic interaction with the torsional vibration of the crankshaft. The boss to mount an idler to help the belt survive had been cast into the original engine casting, but we were continually assured it was unnecessary. The first time an idler was used on a V64V was in the engine



built for the Ecosse of Ray Mallock at Le Mans in 1986.

Engine problems occurred in Donegal, where Pond led for six stages before, as he put it, "I changed into top at maximum revs and there was a tinkle and loss of power. I looked in the mirror to see bright bits of engine tumbling down the road."

These engine problems were exacerbated by the non-appearance of the second dynamometer. Early in 1985 we had negotiated a cheap deal with Heenan & Froude for a second dyno. But then Purchasing intervened to get us a 'better' deal and 'save' us money. They would get it installed by Cowley's own experts. But there was no one to spare: they were flat out installing new production lines. We needed that dyno for development as the other one was fully occupied running rally engines. It was finally installed and running in late 1986 – by which time Group B had been banned. Cheers.

There was better news on another front. FISA, in the person of Ludovico Caneschi, came to inspect the production cars, and on his second trip, on 30 October, we were also able to show him 20 evolution cars with the full-house engine. These cars had been assembled in a marquee erected between our workshop and my office in Cowley. I am eternally grateful that Sig. Caneschi did not wish to select one at random and go to the shops in it. Most would have started on the key, but not all, since many of the engine goodies were literally just bolted on. The homologation of the Metro 6R4 and its first evolution was valid from 1 November 1985, four years and 10 months after the project started.

I don't think any of us had the faintest idea how much support there would be on the 1985 RAC Rally for the team, the 6R4s and their drivers. It was dubbed Metromania and was fearsome to behold. Group B had been attracting larger crowds to rallies over the last three years, but this was something else. The crowds were everywhere; in Barnard Castle, the town was a seething mass. I don't exaggerate when I say they were scaling rooftops to get a look at the cars.

Malcolm Wilson was fastest out of the blocks, shadowing the Lancia Deltas of Henri Toivonen and Markku Alén and Timo Salonen's Peugeot 205 through the Sunday stages. Tony Pond was suffering badly from 'flu and was in eighth, sandwiched between the Audis of Mikkola and Röhrl.

Then Malcolm had transmission problems in the Forest of Dean, to be followed by retirement in central Wales when, just as he was starting to take time back off leaders, Mikkola and Toivonen, the rear transmission broke and wrecked the engine's oil supply. Tony was more fortunate and roared through Wales – and the crowds – to lie second to Alén at the night halt back in Nottingham.

That RAC Rally was the Dave Whittock marathon that went twice through Kielder. It was bitterly cold and snowy and what it came down to in the end was endurance. Who knows whether we could have done better than third overall if Tony had not been snuffling his way round the Borders. What is sure is that if Toyota driver Juha Kankkunen hadn't pulled Alén out of a Kielder ditch in the spirit of 'all Finns together', a Metro would have been second. But in the ecstasy of a podium finish on the Metro 6R4's first WRC event, such questions seemed irrelevant.

Even better things lay ahead, we thought. Little did we know that Group B only had another year to run. M

'We needed that dyno. It was finally installed in late 1986 – by which time Group B had been banned'

F1 Drivers' World Championship 1952, 1953, 1956, 1958, 1961, 1964, 1975, 1977, 1979, 2000
Constructors' Championship 1961, 1964, 1975, 1976, 1977, 1979, 1982, 1983, 1999, 2000

FERRARI

F1 WORLD CHAMPIONS



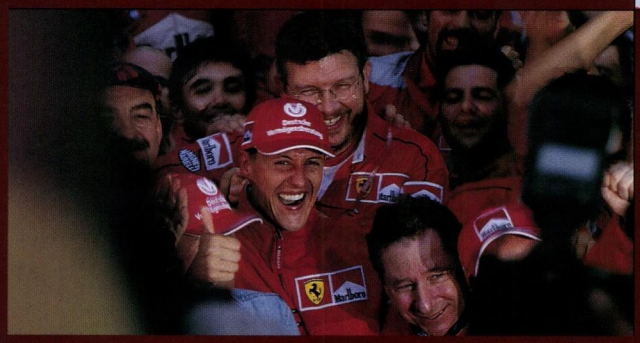
MICHAEL SCHUMACHER, 2000

Michael Schumacher, arguably the most talented driver of the day, joined Ferrari in 1996 after two consecutive drivers' titles with Benetton in 1994 and 1995. After years of drought in F1 Championship victories, Ferrari enthusiasts worldwide hoped that he would be the saviour. Even with his enormous talent and a massive restructuring of the team, for four years it was so close but so far, a case of 'always the bridesmaid never the bride'.

In 1996, three wins and some good placings gave Michael third place in the title chase. The following year, the battle for the title intensified with Ferrari much more competitive, with the outcome resting on the result of the final race in Spain. This was the scene of Schumacher's ill-judged move on the other title contender, Jacques Villeneuve, which resulted in his exclusion from the points table. In 1998 five wins brought him second place in the Championship behind Mika Häkkinen. In 1999 the season started well with two victories plus one for team mate Eddie Irvine, but the plan went awry in the British Grand Prix when he broke his leg in a first lap accident, that sidelined him for most of the remainder of the season. However, Eddie Irvine picked up the baton and stayed in the title hunt up to the last race, but the team at least had the consolation of winning the Constructors' Championship.

In 2000, early season races confirmed that, for the third year running, it was going to be a fight between Ferrari and McLaren for the respective titles. In the early part of the year, Michael Schumacher built up a strong lead in the points table, but then a series of misfortunes, including being eliminated in first corner accidents in two consecutive races, saw Mika Häkkinen take the points initiative as the season developed. However, despite the setbacks, Schumacher fought his way back into the championship quest, and took it beyond Häkkinen's reach in the penultimate race in Japan. That victory brought the Drivers' Championship to Maranello for the first time in 21 years, and then Michael finished the season in style by winning the final round in Malaysia. Ferrari were Constructors' champions for the second year running. The season tally was nine wins for Michael Schumacher, and one for his 2000 season team mate Rubens Barrichello.





It seems very apt that in the year in which the Ferrari F1 team came of age, the British concessionaire, Maranello Concessionaires Ltd, celebrated their 40th anniversary as Ferrari importer for the UK.

No championship victory is the work of one person, but a sustained team effort, each element of the team performing an important function However, every team needs leaders, and Ferrari in Formula 1 has been resurrected under the leadership of Luca Cordero di Montezemolo, the Chairman and Managing Director of Ferrari S.p.A. This is his second spell with the company, as he managed the racing department during the successful Niki Lauda era from 1974 to '77. It was he that lured Michael Schumacher to the team, and restructured the F1 team bringing in key personnel like the talented British designer Rory Byrne and ace tactician Technical Director Ross Brawn, who had both worked successfully with Michael Schumacher at Benetton. Another important ingredient in the international talent package is the General Manager of the team, Frenchman Jean Todt, who has successfully pulled the individual components together to end the success drought, and bring the company those coveted titles in the year 2000.

Ferrari enthusiasts world wide can now look to the future with renewed optimism, as the team has delivered the goods after 21 years, and seems poised to build on the strong foundations that are now in place.

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F1 Drivers' World Championship 1952, 1953, 1956, 1958, 1961, 1964, 1975,1977, 1979, 2000



ALBERTO ASCARI, 1952 & 1953

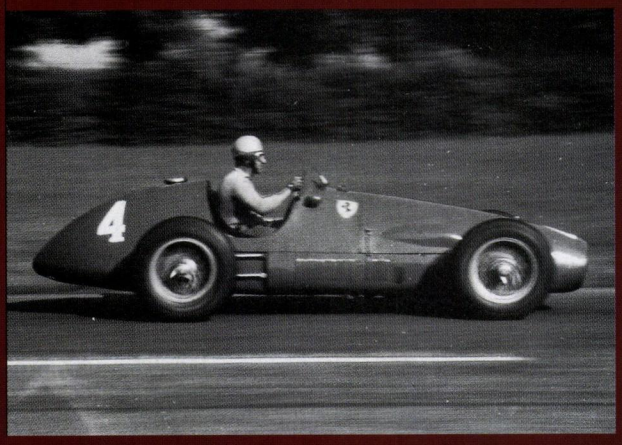
The inaugural Drivers' World Championship was in 1950. That year and 1951 were dominated by Alfa Romeo team drivers. However, for the next two seasons it was Alberto Ascari and Ferrari's party. He took the Ferrari 500 F2 to six consecutive victories in 1952, with a total of eleven victories from fourteen races entered over the two seasons. Together with wins by his team mates Farina and Hawthorn, the Ferrari 500 became one of the most successful Grand Prix cars of all time, and Ascari provided Ferrari with back to back Drivers' Championships.



JUAN MANUEL FANGIO, 1956

One of the most successful and best known Grand Prix drivers of the fifties, initially with Alfa Romeo, then Maserati and Mercedes Benz, Juan Manuel Fangio joined Ferrari for the 1956 season to drive the Ferrari-Lancia D50. This car was a development of the 1955 Lancia D50 model, inherited by Ferrari when Lancia withdrew from Grand Prix racing in 1955. He won the championship by three points from Stirling Moss in a Maserati. This was the fourth of his five Drivers' Championship titles.





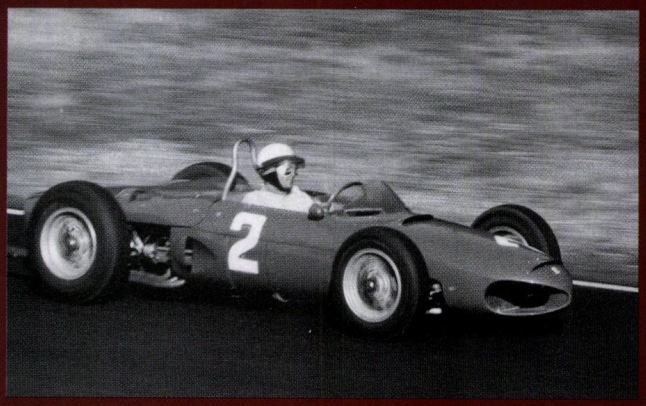


MIKE HAWTHORN, 1958

The first Briton to take the Drivers' World Championship title. After a season-long duel with Stirling Moss in a Vanwall, Mike Hawthorn won the title by a single point, although Vanwall won the newly inaugurated Constructors' title from Ferrari. The model that took him to his title was the V6 engined Dino 246, named in memory of Enzo Ferrari's son Dino, who had died in 1956, and was credited with some of the development work on the engine.

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PHIL HILL, 1961

Phil Hill first drove a Ferrari F1 car in 1958, after many years racing Ferrari sports racing cars in the United States. He was with the team during the transition from front- to mid-engined models, and it was in the first fully developed mid-engined Ferrari F1 car, the 156 'shark nose' model, that he took the Drivers' Championship to become the first 'Yankee Champion'

NIKI LAUDA, 1975 & 1977

In 1975 five wins in the 312 T model took Niki Lauda to the Drivers' title, with Ferrari winning the Constructors' Championship. He was in strong contention for the title again in 1976 until he almost lost his life in a fiery accident in the German Grand Prix. He made a miraculous comeback, only to lose the title by one point in the last race of the season. In 1977 he took his second Drivers' Championship for Ferrari in the 312 T2 model.







JODY SCHECKTER, 1979

Jody Scheckter made his F1 debut with McLaren at the age of 22 in the 1972 USA Grand Prix. After spells with McLaren, Tyrrell and Wolf, he joined Ferrari in 1979 with Gilles Villeneuve as his team-mate. They took three wins apiece during the season, but Jody Scheckter's better placings and finishing record saw him take the title by four points from his team mate, with Ferrari easily winning the Constructors' Championship.



JOHN SURTEES, 1964

After a brilliant motorcycle racing career, that included three consecutive World Championships, John Surtees turned to motor racing in 1961. He proved to be equally at home with four wheels, and joined the Ferrari F1 team in 1963. He won the Drivers' World Championship to become the only person to be a motorcycle and F1 World Champion, a record that he still holds today.

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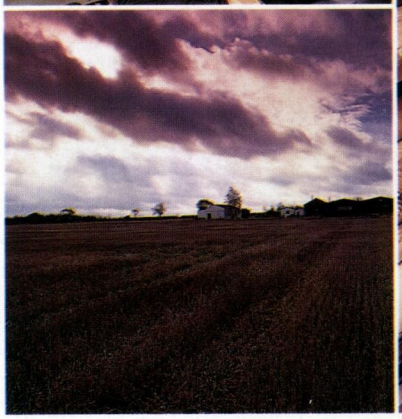
ON A WINDSWEPT LINCOLNSHIRE AIRFIELD, ONCE THE HOME OF BRM, THE SHRIEK OF A SUPERCHARGED V16 CAN STILL SOMETIMES BE HEARD. BUT THERE'S NO SUPERNATURAL AGENCY AT WORK: 20 YEARS AFTER THE TEAM FOLDED, GORDON CRUICKSHANK VISITS A FIRM WHICH IS PERPETUATING THE LEGEND



photography by Charles Best

FATHER AND SON RICK AND ROB HALL, PRINCIPALS OF A SMALL COMPANY WITH A BIG REPUTATION. THE BRM CONNECTION IS ONLY PART OF THEIR REMIT: RACE PREPARATION EMBRACES ALL MAKES AND ERAS UP TO THIS 1982 FORMULA ONE ALFA ROMEO 182







The instructions say, 'Turn left at Owen's Barn'. There are no signs, just a big black construction looking more military than agricultural. You turn onto a concrete roadway, two lanes wide. Too broad for a farm track, too rough for a public road, it strikes off fenceless across flat fields, veering round a wood, then steamrollers ruler-straight across the landscape towards a cluster of windowless buildings.

Nowhere is there a sign to tell you this is Hall & Hall, specialists in mending broken BRMs. But if you have read your histories of that troubled and sometimes triumphant company, you should recognise this site from the photos – Folkingham aerodrome, Lincs, where the V16's shriek was heard for the first time, 51 years ago. In a remarkable example of continuity, BRM employees are still building BRM engines and cars here.

Until recently, H&H was Hall & Fowler, founded by Rick Hall and Rob Fowler. Both worked at BRM in the '70s, but after the disappointing 1977 race season, the pair went to see 'Big Lou' Stanley, the firm's owner, who

'Folkingham aerodrome, Lincs – where the V16's shriek was first heard'

admitted things looked bleak. So the pair decided to bale out and look after privately-owned racing cars. Says Rick now, shrugging his shoulders, they never intended to specialise in historics, but after starting with a complete rebuild of a P139 for local man Arthur Carter, and then taking on Bobby Bell's P153 and Maserati 250F, "it just happened".

When BRM folded in 1981, the partners took over the engine test house at the aerodrome (BRM's main plant still stands in nearby Bourne, close to Raymond Mays' house), as well as the entire library of BRM technical drawings, an amazing 25,000 of them, which are still to hand, racked up in cramped repository nearby. This means you can order a new part made to BRM works spec by a BRM employee – service that's not just after-sales, but after-liquidation.

Recently Fowler decided to take a rest from restoring racing cars, and resigned amicably from the firm. His name on the masthead has been replaced by Rick's son Rob, who's been in the business for 14 years now. Actually the company name should really be Hall, Hall, Hall & Hall: daughter Karen runs the office, and I talk for a long time to the man reassembling 'Old Faithful's' engine before I discover he is Rick's elder brother John.

Many makes of historic racing car end up here, not just the Bourne marque; I can see a Lola MkI sportscar, Maserati 250F and 150S, Brabham BT37, Talbot-Lago sportscar and, nearing completion, the McLaren M5A in which Jack Brabham crashed at Goodwood last year. No pre-wars?

"We've done a few," says Rick, leaning back in his cramped and untidy office where engine parts and paperwork clutter the desk. "We used to run R4D for Anthony Mayman, and we assembled the Alfa Bimotore for Tom Wheatcroft, so we're used to them, but we just seem to be packed with post-wars. And we seem to be shifting forward, too." The evidence is in the shop, looking vast and menacing against the narrow, upright '50s cars – an F1 Alfa Romeo 182, once the mount

TALBOT-LAGO SPORTSCAR CONVERTED BY WORKS FROM GP CAR – TAPERED TANK STILL VISIBLE UNDER TAIL. OWNER WANTS CLUTCH ADDED TO PRE-SELECTOR 'BOX: "NOT SURE HOW WE'LL DO IT YET, BUT WE'LL MANAGE"; H&H TOOK OVER ALL BRM'S DRAWINGS – THERE ARE AN AMAZING 25,000 FROM THE FIRM'S 32 ACTIVE YEARS; AIRFIELD'S RUNWAYS NOW LARGELY DUG UP, BUT ENGINE TEST-HOUSES REMAIN IN SPLENDID ISOLATION

JOHN HALL, HERE REASSEMBLING V8 ENGINE OF 'OLD FAITHFUL', GRAHAM HILL'S FAVOURITE P57, IS ONE OF THREE EX-BRM PEOPLE WHO STILL WORK AT FOLKINGHAM; SHATTER-PROOF GLASS SEPARATES CONTROL DESK FROM 800BHP-CAPACITY DYNO IN TEST-HOUSE WHERE CAN-AM CHEVROLETS WERE ONCE TUNED; BRM V12 RE-INSTALLED IN MCLAREN AFTER SIR JACK BRABHAM'S 1999 GOODWOOD SHUNT

of Andrea de Cesaris. It hasn't run for several years, and new owner Robs Lamplough wants H&H to check it over before racing it. It's an advantage that both Rick and Rob have healthy racing records: Rick has been a frequent winner on the historic scene for years, often in BRM or Connaught, while Rob has twice won the European Historic F2 title. He seems unperturbed at the thought of stepping into the slick-shod Alfa and unleashing the screaming V12 around Mallory Park.

But then they're used to going racing here: they often take six cars to a meeting, 11 or 12 to Goodwood or Coys. It's a huge commitment for a firm of only 14 people, especially as Rick likes to have a mechanic to each car. Inevitably, racing damage takes priority over long-term restoration projects. How do they fit it all in?

"We're at capacity now," Rick says. "The market has recovered, which is bringing more cars out, and it makes our services a smaller proportion of the car's value too. I don't really want to expand and risk dropping standards, so we're just going to have to learn the word 'no', especially as the winter is getting shorter and shorter. Last year we only had from Kyalami in November to Australia in January as our off-season." But in the next breath he is telling me proudly about their increasing amount of remanufacturing – making brand-new parts. "We can now make a complete new BRM V12 or V8, and soon we'll be able to do an entire Ferrari 750 engine." This leads to the peculiar situation of BRM people finding themselves machining and assembling from raw castings exactly the same jobs as 30 years ago.

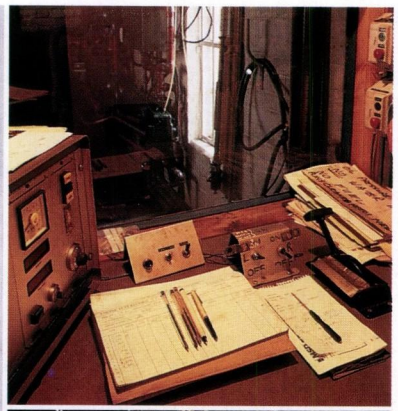
Most of this trade comes as replacement parts. "As a business venture, building new V8s is crazy. In fact we've only sold one complete, but it has brought us a huge amount of trade in V8 components." For a moment I feel a twinge of alarm. In the shop earlier, a grubby chassis piled with cardboard boxes turned out to be 'Old Faithful' – Graham Hill's favourite BRM, the P57/8 which won three GPs. Surely they wouldn't consider throwing away the venerable engine and replacing it?

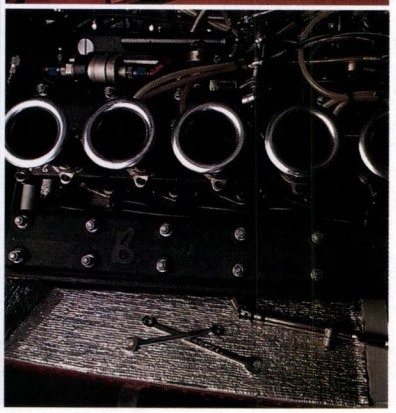
'Two low brick-built bays: this is where the F1 engines used to be tested'

I shouldn't have worried; not only has owner Miles Collier specified "a sympathetic restoration", he has forbidden them even to blast the block clean. "I have to wash it but not polish it, and not use new bolts on the outside," John Hall tells me as he works on the heads. At this point photographer Best asks for the fluorescent lights to go off while he sets up his lighting. I notice John goes on working in the half-dark. "Oh yes, I've done so many V8s I could do one blindfold." And he's only half-joking: he sticks a finger into the valve-gear and wiggles it. "I know that backlash is within the 10-thou tolerance, but now I have to get a gauge on it and record the figure. Clients expect that nowadays. What they don't realise is I could do the job in half the time if I didn't have to write everything down."

Much of the lofty workshop space is recently built, but at one end are two low-ceilinged brick-built bays: this is where the F1 engines used to be tested. Huge shatter-proof lights still hang above, though instead of V16 shrapnel the worst they will ➤







SOLID BRICK TEST BAYS WHERE LEGENDARY V16 WAS FIRST FIRED UP NOW OCCUPIED BY LATHES AND MILLING MACHINES; BRM WAS ALWAYS A COMPANY OF EXTREMES – FROM THE TINY COMPONENTS OF THE 1½-LITRE V16 TO THESE HEFTY TWIN-BOLT MAINS ON THE 2½-LITRE FOUR; CHASSIS OF 'OLD FAITHFUL', SLATED FOR SYMPATHETIC RESTORATION WITH AIM OF KEEPING ITS MUCH-RACED PATINA COMPLETELY INTACT

encounter now is a bit of swarf from the lathes which have replaced the dynos. Outside, though, is another test-house where BRM tested its commercial projects, the Can-Am Chevrolets and the BRM-Avenger engines. There is still a dyno here, where H&H can assess engines of up to 800bhp knowing that there's no-one to annoy for miles across this windy plain.

These buildings are the last BRM structures on the airfield; the sheds where the first V16s were built are long gone, but down in the town of Bourne there is still a Raymond Mays Garage, one-time focus of the ERA and BRM adventures. Until recently many locals had no idea of the significance their small town once had in the racing world. They do now; Rick smiles wryly as he recalls how a casual remark about last year's 50th anniversary grew into a "BRM on the streets of Bourne" parade. "It was a big success. We had 40 racing cars running through the town in front of a crowd of 15-20,000 people. But we were exhausted. And now they're asking when we can do it again. Maybe on the 60th."

In parallel with ever-more race meetings, more owners are now using historic cars for non-competitive track days. A Maserati 250F, one of the Cameron Millar 'continuation' cars, is being readied for one of Wheeltorque's Nürburgring days, and a Lola T70, sitting where BRM's rolling road used to be, has only the same low-key challenge ahead of it.

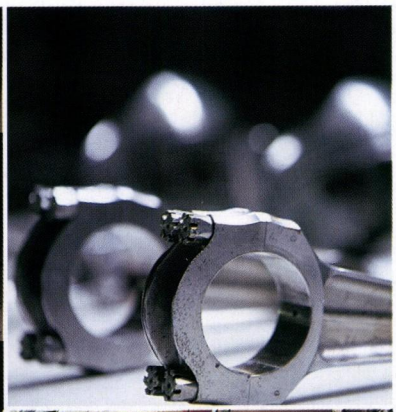
There are a couple of chassis in the shop I don't recognise at all, and I'm forced to ask. One is the mid-engined Vanwall, its tubby frame and unprotected pannier tanks exposed because the body is being digitised to make a copy for its sister car in the Collier museum – 40-year-old technology meets the digital age. The other, an empty frame swinging over our heads, is a Scirocco – one of those brave, mad, backstreet F1 efforts from the '60s, but more accomplished than most. I comment to Rick that I look forward to seeing it complete. "Well, come and see the other one!" This I didn't expect.

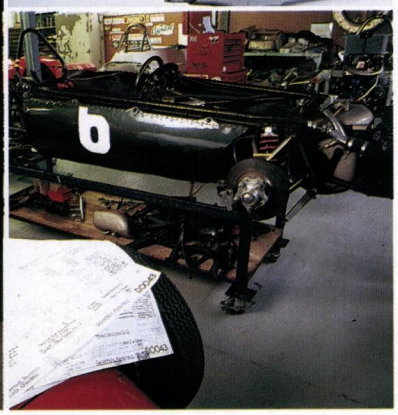
'The body is being digitised – 40-year-old technology meets the digital age'

As if mending, making and racing the cars wasn't enough, H&H also sell the things for clients. Rick takes me down the road to Bourne, to their showroom. It's crammed with cars, any one of them worth a story. Here indeed is a Scirocco, elegant in design but starved of cash, and the only Shannon grand prix car, an even briefer tale. There's Jochen Rindt's Cooper-Maserati, with a bizarre historical twist: "The block had been cut away to fit over a cappuccino machine," Rick tells me with straight face. And BRMs aplenty: a pair of pot-bellied 153s, the BRP car, two of the angular 201s with their stealth-fighter body-shape, Stewart's troublesome H16, the simpler V12 126 which replaced it, and BRM's first mid-engined experiment, the P48, complete with the welds which show it was converted from a front-engined frame.

And there are engines – especially ones with 12 cylinders. A Gurney-Eagle block, never used; a Matra V12 sportscar unit; a Weslake from a Mirage. Why are they sitting here? Rick smiles happily. "I just love V12s. Someone will want one of them someday." When someday comes, that someone will be very grateful to Rick Hall. M

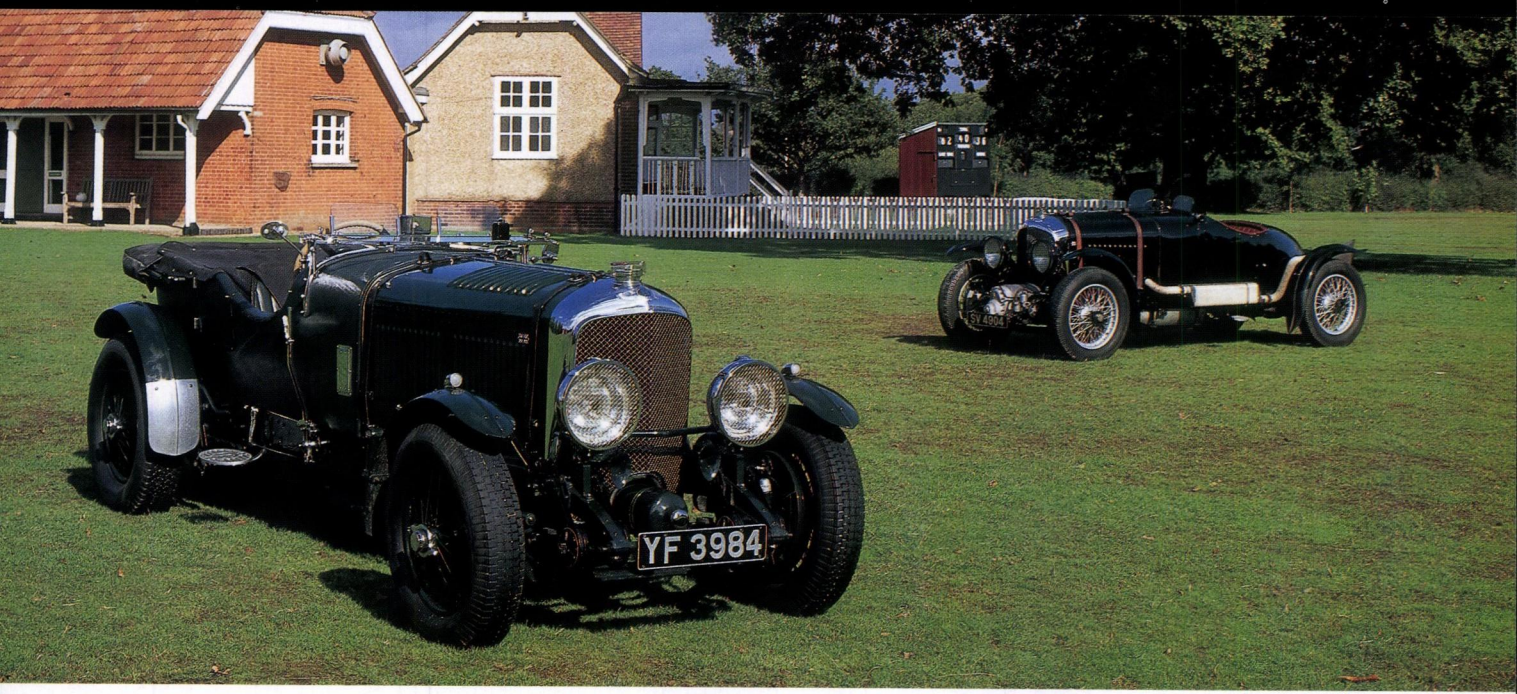






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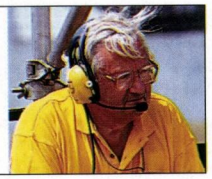
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ALFA ROMEO 159

AFTER 50 YEARS IN MOTORSPORT, IT'S THE CAR WHICH FIRED HIS IMAGINATION THAT THIS EX-BRM AND LOTUS DESIGNER STILL HOLDS DEAR. HE LEARNED A LOT FROM WATCHING THE ALFA ROMEO TEAM, TOO

TONY RUDD
Technical Director,
Group Lotus (ret)



AS A YOUNG ENGINEER AT ROLLS-ROYCE, I NEEDED a source of inspiration, like most people, and I looked towards the Alfa Romeo 158/9. Then I was lent by R-R to BRM for the V16 project.

When the Alfa was in its heyday it had trailing-arm front suspension and de Dion rear just like the BRM, and carried about the same fuel load, but handled a hell of a lot better. By the time I became a BRM development engineer I was mystified why it didn't do the things the BRM did. It had the same theme: an extremely powerful engine, ground-level roll centre at the front, hub-level at the rear. If I had already designed that I could have avoided no end of the mistakes BRM had made. But it was too late to change, and no-one wanted to anyway: they believed that they were right.

BRM spent three months testing the V16 at Monza and I saw most of Alfa's testing. I used to sit in the truck cab and time them by watching in the mirrors. Guidotti used to chase us away, but Sanesi was always chatty. I didn't speak much Italian but if you kept your eyes open you could learn a lot.

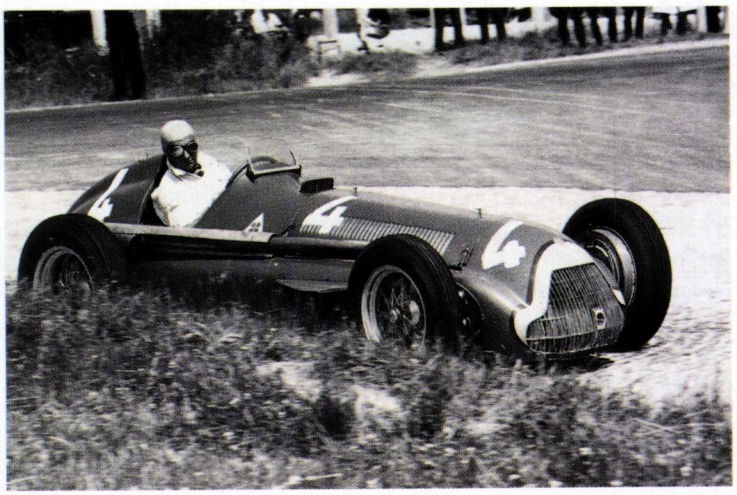
Taruffi showed us how they divided Monza into sections and timed them separately. We were pretty quick around the fast bits, the Curva Grande and the back straight but, through the Lesmos, we dropped a couple of seconds.

During our efforts to run the V16 at Monza, we actually entered for the 1951 Italian GP, but Ken Richardson went off and bent a steering arm. We hadn't got a spare, so Count Lurani arranged for Alfa Romeo to straighten it. I took it to Portello, where they were very helpful. They pressed it straight and crack-tested it. And I got to see a bit of the racing department.

They were quite Teutonic actually, much more so than Maserati, or even Ferrari early on. No Italian excitement – they were calm and efficient. When they had disasters it was all efficiently managed. It was a very organised team under Guidotti, not the circus you might expect. Their strategy was good, too. And you could recognise who was responsible for which areas. It was different over at BRM – nobody was responsible. I used to go round at BRM and say, "Guidotti wouldn't have this".

The 1951 Alfas were very well made. I could rarely find one in pieces – it was always difficult to see things, they would put a piece of rag over it if they saw you looking – but the detail work was very nicely machined. There never seemed to be any shortage of money, for cars or drivers – as we found out when we had to try and outbid them for Fangio.

I once tried to get out of Reg Parnell what the Alfa was like to drive – Alfa gave him one for the 1951 British GP as a compliment – but it was suggested that he had a derated one so he didn't break it. Or win. But it certainly didn't do all the things the BRM did – it didn't twitch and so on. The BRM's trailing-arm front suspension flexed in all directions, whereas the Alfa's was more rigid, even though it was fundamentally similar in structure. It was sorted; someone had worked it out.



Alfetta was a powerful, well-sorted, well-balanced car – made better by Fangio

I only once saw one out of the car, but the Alfa's was a simple engine to look at, with the Roots blower along one side, sucking though a carb and a big cold-air intake. Simple, logical, somebody laid it out knowing what was going to happen to it. There was nothing in the way, you could work on the car easily. It used to take us ages to change the exhaust manifolds on the V16, and if you wanted to change the cylinder head you had to get the manifolds off first. We finally went to stub pipes and slip joints, but Alfa did that anyway. The Alfa used to have magneto problems and they had a quick-release system so they could change one quickly. Of course, the Alfetta had been raced since '38 and was a very successful and well-sorted car.

You couldn't say it was sophisticated; it was simple, even brutal, with fuel tanks everywhere – it carried 80 gallons. There was no provision for camber change, only ride-height adjustment. We hadn't provided much at first, either, but eventually we did. We only carried about 70 gallons because our consumption was better – about 1.8mpg. You could see these cars sink on their suspension during fuelling, since they would put 70 gallons in at a pitstop; we used to put 50-60 in – if we got that far. They used fuel barrels pressurised with gas, while we used a pump powered by a Norton motorbike engine. Fangio told me the Alfa was pretty good with all the fuel in.

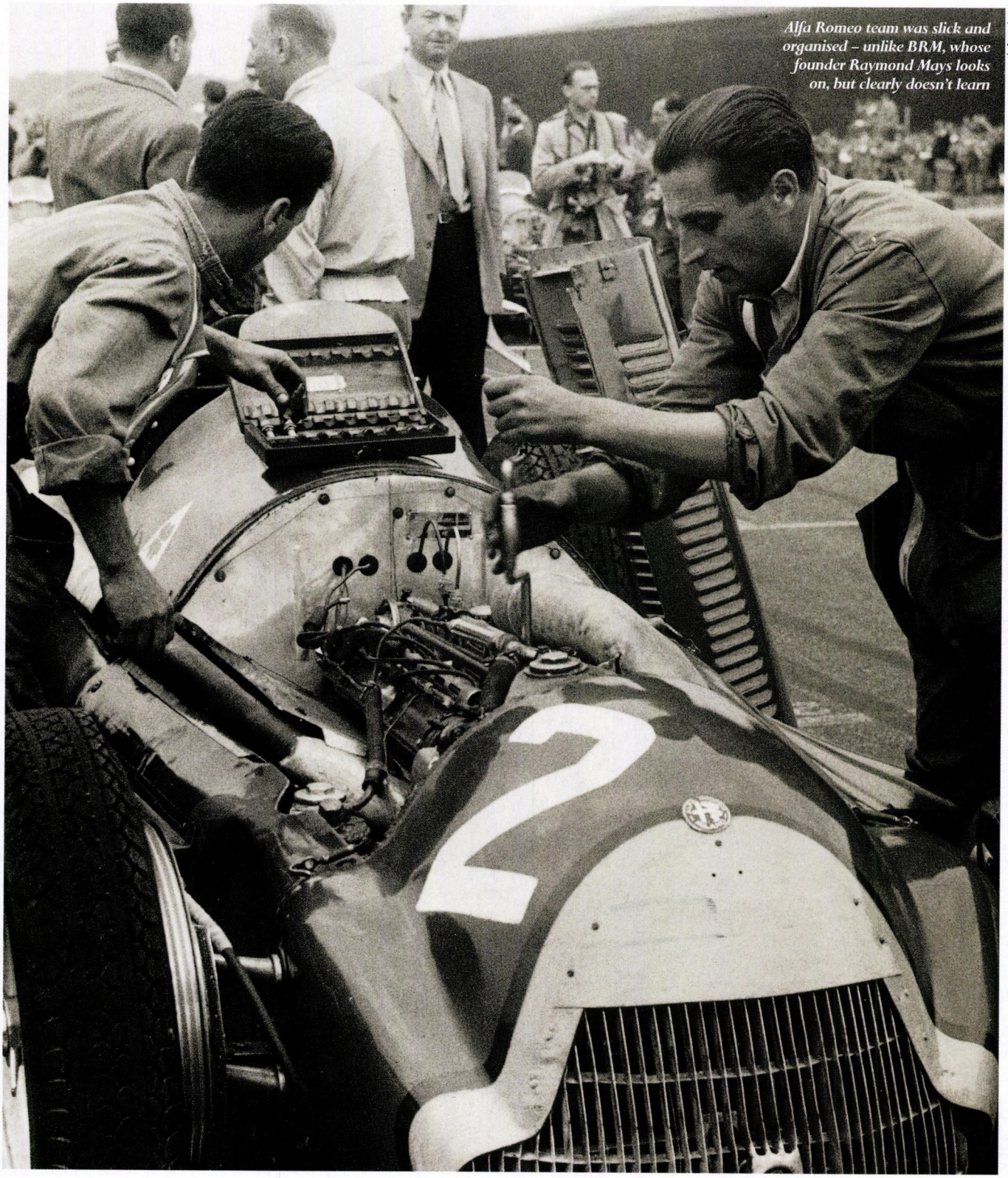
I don't think a lot of suspension development went on. Most cornering was done with an excess of power – they used to corner with about a 15-degree drift, and you could see the tyre treads change colour as they heated up. The tyres then used to take on a bluish tinge as they got hot. Of course, the Pirellis were the best until Stirling prodded Dunlop into making the D4 around 1954. But you couldn't drift the BRM; it used to flick in and out of drifts, bits of the suspension flexed, there was friction in the air struts. Later on I asked Fangio how we could improve the BRM through his experience with the Alfa, and he said, "Why, what's wrong? If it's not fast enough you should either get another driver or design a new car!"

I think I admired the Alfa engine most, but it was a complete racing car with no weak points. I was always dubious of the transverse leaf springs with a link to the front hubs, though; I never knew why they stuck to that. Easier to calibrate, I suppose.

The Alfa was reliable, though they usually started four or five in a race. You didn't often see one blow up, and they seemed to handle well; it was a stable car, solidly stuck to the road. Mind you, they had Fangio and Farina, and about 11 Alfettas – I once saw eight lined up together in the Monza paddock. The most we could manage was about one and seven-eighths BRMs.

Tony Rudd was talking to Gordon Cruickshank M

'I once saw eight Alfas lined up in the Monza paddock. The most we could manage was about one and seven-eighths BRMs'



Alfa Romeo team was slick and organised – unlike BRM, whose founder Raymond Mays looks on, but clearly doesn't learn

All photographs: LAT


HUTCHINSON TYRES
24
XX 55

Blue belles

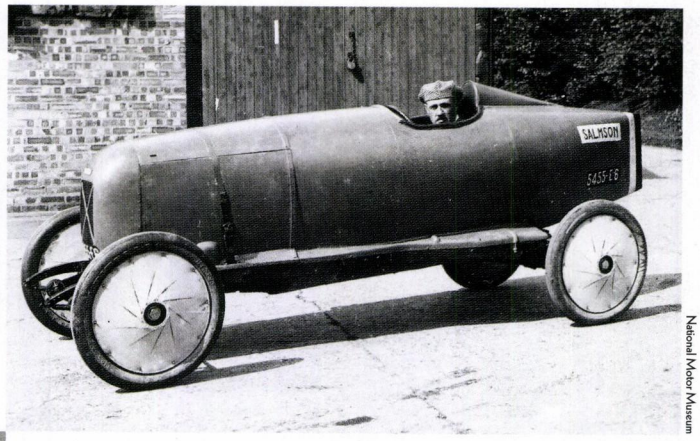
FOR LOW-COST PERFORMANCE BETWEEN THE WARS, IT PAID TO LOOK TO FRANCE. BILL BODDY RECALLS THE IMPACT OF FRENCH BLUE ON ROAD AND TRACK

SPORTSCARS NEED NOT BE EXPENSIVE AND EXOTIC. IN THE 1920s, many under-1100cc cars were reasonably affordable, while giving much fun and often surprisingly good performance. Most of the desirable ones were made in France, and of these the outstanding pair were Amilcar and Salmson .

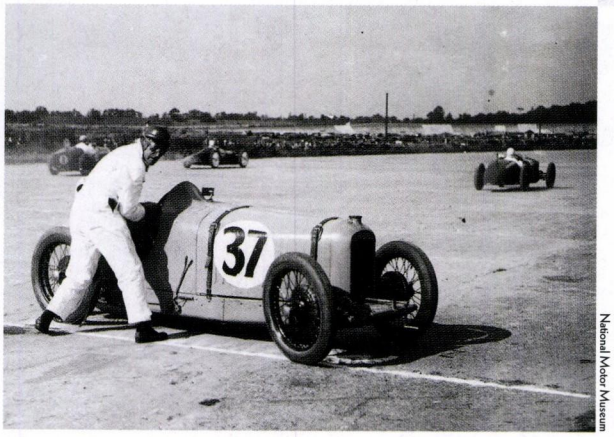
The Amilcar from St Denis had a reasonable start, as a proper light car with a 900cc four-cylinder engine, before becoming a sportscar. The Salmson from Billancourt perhaps made less of a splash, starting as a cyclecar built under licence from GN in England. But when Salmson, with its aero-engine ancestry, went to a four-cylinder engine, a mere four pushrods to prod eight overhead valves could not have been everyone's idea of design progress. However, both makers were soon making delectable little sportscars.

The first of this range was the Amilcar CC. The car's name was a combination of Lamy, who had come from the pre-war Le Zebre company, and Akar who put up the finance. Edmund Moyet was the designer. These were simple little cars with quarter-elliptic-sprung chassis, but soon a series of proper little sportscars with half-elliptic front springs, but retaining side-valve four-cylinder engines, now of 1078cc, arrived. The first of these was the CGS or Amilcar Grand Sport, so typical of these small French sportscars. It appeared in 1924 and was followed in 1926 by the celebrated CGSS or Surbaissé Amilcar. These had full pressure lubrication and good performance. The six-cylinder supercharged twin-cam C6 was a proper little racing car, which could be road-equipped if required. The four-cylinder Grand Sport would do 70mph, with high gear-ratios aiding speed rather than mud-storming in trials.

The Salmson was more ambitious, with a twin-cam 1085cc engine. The Grand Prix version was a 75mph car, and 95mph was claimed for the supercharged San Sebastian model. These were not the only cars of their kind. The Ruby-engined 1094cc Sénéchal from Courbevoie could do 70mph in TS3 form. The Rally, campaigned here by Driskell, was another, and there were the BNC, DFP, EHP, GAR, Lombard, Mathis, Ratier, the Vernon-Derby from Vernon Balls, who sold and raced Amilcars, and others, often powered with Chapuis-Dornier, Ruby, SCAP and other engines. Nor must one overlook the sporting Darmont-Morgan, d'Yrsan and Sandford three-wheelers.



National Motor Museum



National Motor Museum

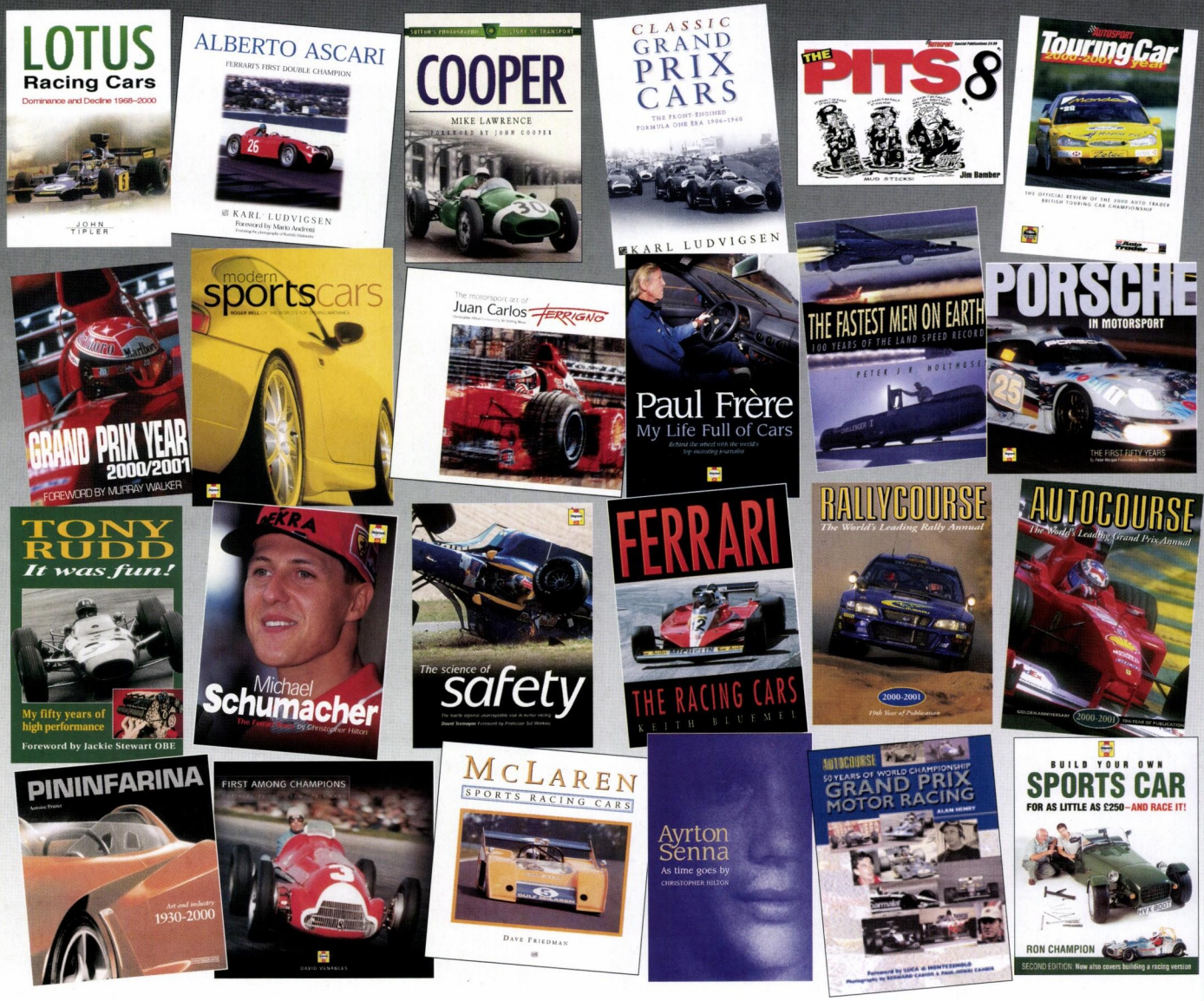
Brooklands Society

Such were the cars from over the Channel. By 1927 they were at their most popular – understandably, because you could then buy an Amilcar Grand Sport for £285, a Salmson Grand Prix for £275 and a TS3 Sénéchal for £215, when a 12/50 sports Alvis cost £535, a GP Bugatti £550, Vitesse-Boulogne Frazer Nash or a Hyper Lea-Francis £495. A 3-litre Bentley, a 30/98 Vauxhall or a twin-cam 3-litre Sunbeam were for the wealthy, at £1125, £1150 and £1150, respectively. It is obvious why the 1100cc sports cars were selling – for fun and games, at Brooklands, in trials speed and mud, or for taking the girlfriend out, etc. ➳

Main: Balls' Amilcar tackles 1926 Production Car Race. Left: Amilcar went on to sell pure racers like this Six. Above: Goutte's lap-record blown single-seater Salmson

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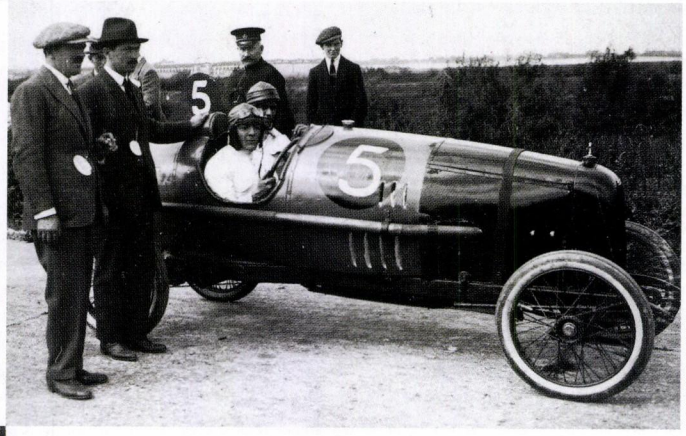
Brooklands Society

In 1924 the first issue of MOTOR SPORT – then *The Brooklands Gazette* – luxuriated with test reports on the Red Label Bentley and the SS80 Brough Superior motorcycle, but we were soon driving the cars I have just described. In 1925 the then-Editor, Capt Richard Twelvetrees, went down to Brooklands with an L-type six-cylinder overhead-camshaft four-speed Mathis, which even Parry Thomas came to look at. Refused entry to the track at first, as the exhaust was noisy, and hampered by a slipping belt on the speedometer, top speed was estimated at about 74mph, from this disc-wheeled, long-bonneted, sports-bodied screenless little car. It was later driven to Box Hill, a favourite tester's spot, where it made a fast ascent in spite of rolling on the hairpins on its balloon tyres. This 1187cc Six with stark flared wings was guaranteed to do 70mph and it cost £395.

Twelvetrees, again wearing a fine fur-fronted flying helmet, competed in the 1925 London-Gloucester Trial in a Grand Prix Salmson with the characteristic 'X' on the radiator. At first its driver found the steering difficult at low speeds, the lack of a differential noticeable, and he had to get used to the gearchange. This little sportscar was clearly different from his 1923 11.9hp Bean and the Riley he had driven in recent MCC trials with frame aerial, radio set, and loudspeaker, which once caused him a reprimand for playing dance music in an enclosure at Royal Ascot. But over the trials route the Salmson 'performed magnificently' and later vanquished a muddy Leith Hill, and Pebblecombe.

In 1926 MOTOR SPORT's Editor tested a Type TS3 Sénéchal, a pointed-tail three-seater with side-mounted spare wheel. Using a popular testing ground in Surrey, petrol starvation at first proved frustrating, preventing a timed (and illegal!) ascent of Box Hill. In the end a magnificent climb of Leith Hill, right up to the tower, was accomplished, and powerful brakes helped in returning, backwards. Coldharbour and Pebblecombe also provided no trouble. The 1094cc engine had plain phosphor-bronze big-ends and care had to be taken as it was still tight, but 0-50mph was timed in 21sec and top speed was 67mph. Steering was light and quick, the clutch and gear change 'faultless', the price £240 or £255 with four-wheel-brakes.

Next, Twelvetrees was off to cover the 1926 Surbiton Grand Cup Trial, now in an Amilcar Grand Sport



National Motor Museum



National Motor Museum

(PE4667). It had the typical one-piece channel-section mudguards and semi-cowled radiator. Bob Porter of Boon & Porter's handed it over saying, "Give it a good caning". From the start at Ripley, the rain poured down, the hills became almost impossible, and the lanes and forest a sea of slime. Hail and more torrential rain greeted competitors on Ranmore Common, but through it all the Amilcar went splendidly, until the starter jammed and the chains began to detach themselves from the rear wheels. The report concluded: 'The Amilcar is GOOD, REAL GOOD, and a good car is good enough for most critics.'

Top: Devaux's Salmson tops up during '22 JCC'200'. Above: Marcel Benoist's Salmson won the 1100 class. Left: CGS Amilcar was archetypal road or track racer

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Brooklands Society

Grand Sport, YL 69. It had been overhauled after failing on the Essex MC Six-Hour Race but was not fully freed-up for the MOTOR SPORT test. But it did 66mph on a 'slow' speedometer, and the lowered chassis, if not suitable for rough trials, enhanced the already good road-clinging. The engine stalled in traffic and as the handbrake ratchet stuck on, much hooting from those held up ensued. But the coupled brakes, hand and foot, were truly excellent, the new model costing £285.

The following year Hutchings was out in a Vernon Derby. Vernon Balls had given up the concession to Morgan Hastings and their Mr Kinneson gave MOTOR SPORT a short run in an OHV Ruby-engined car. In top, under bad conditions, it gave 62mph before the 'town' plugs protested. The gearchange itself was very easy, the gears quiet. The door on the near side 'was appreciated by the not-so-young and the fair sex.' After which the financial depression restricted sales of all these cars.

But their reputation had been well-established by then in voiturette races abroad and, for the more colloquial, by the good showing of them here, in racing both in long-distance and short events. At Brooklands they had gained some memorable results, such as Salmson being first and second in the 1100cc class of the 1921 JCC 200-Mile Race, which win was repeated in 1923 and in 1924, followed by a repeat 1-2 over the 'road' course by Goutte and de Marnier in 1925. The Amilcars took over in 1926, with a class 1-2-3 by Martin, Duray and Morel, repeated in 1927 by Morel, Balls and Martin – Morel beaten only by Campbell's Bugatti, by 1.45mph.

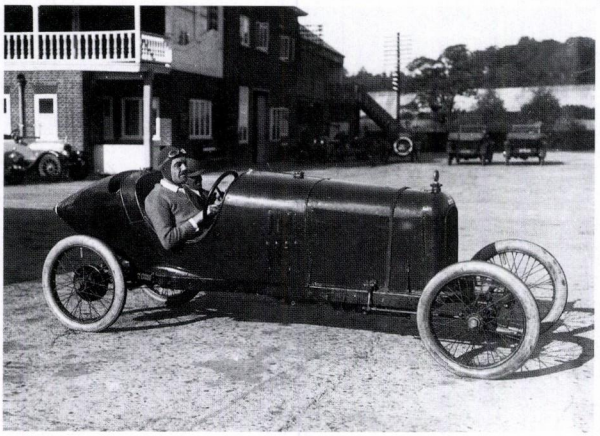
In the 1928 '200' Balls and W B Scott were first and

Also in 1926 MOTOR SPORT tested another Salmson, described as a Grand Sport, loaned this time by racing driver George Newman. In November weather the Editor put on his Stormguard coat and the cameraman followed in a Morgan. With no trial to report they could concentrate on the Salmson. Wheelspin spoiled timed acceleration tests on the new Croydon bypass, but already the steering was found to have been improved and the lack of a diff 'was only apparent at dead slow speeds'. The brakes were also much improved. The gears required a certain amount of 'clashing', but the racing Salmsons had the same gearboxes and no replacements had been made in three seasons.

By 1927 Editor L A Hutchings was testing an Amilcar



Brooklands Society



National Motor Museum

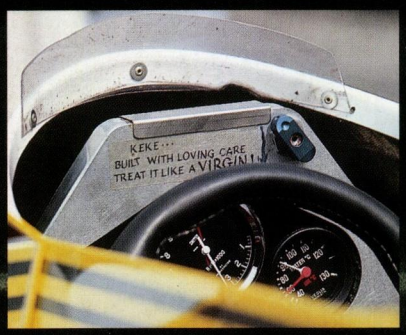
second in the 1100cc class, but this was with the supercharged Amilcar Sixes. Nor should one forget Goutte's 1100cc Brooklands lap record in the very fast, hard-to-hold supercharged single-seater Salmson of 114.49mph, a record unbroken for seven years, before Ron Horton went faster by 0.8sec or 1.06mph in an MG Magnette.

The length of the list of those who drove Salmsons and Amilcars at Brooklands in the span 1920-39 gives some indication of how popular these small French sportscars were. Compact, inexpensive, sprightly and usually attractive, they brought a touch of Gallic flair to British shores. M

Top: George Newman's Salmson Special, '25 JCC '200'. Above: '27, Amilcar's Morel (23), Balls (22), Martin (24). Left: Early Salmson, circa 1922, shows ¼-elliptic springs

DESIGNS OF GREATNESS

ADRIAN NEWEY HAS BEEN FORMULA ONE'S DOMINANT DESIGNER FOR THE PAST DECADE. BUT HIS CAREER STRETCHES RIGHT BACK TO 1980. ADAM COOPER TALKS TO HIM ABOUT THOSE CRUCIAL FORMATIVE YEARS







Left to right: Fittipaldi F8 in 1980 was first F1 car to benefit from Newey's input; at Beatrice in '86 he worked alongside Ross Brawn and Neil Oatley, but this project surprisingly petered out; his Leyton Houses of 1987-90 marked out his star potential. From there he joined Williams…



LAT

ADRIAN NEWEY HAS ACHIEVED REMARKABLE SUCCESS during the past decade with Williams and McLaren. Indeed, it would not be wrong to say that in recent times the world championship has essentially been a battle between Michael Schumacher's talent behind the wheel and Newey's talent behind the scenes. At the moment the diffident Englishman has the edge on the Ferrari ace, having contributed to five world drivers' titles with Nigel Mansell, Alain Prost, Damon Hill and Mika Hakkinen.

Like Schumacher in the lesser formulae, Newey, in a career that began 20 years ago, soon caught the eye. His early years reflect the way he works; a series of carefully chosen and logical moves, each one improving himself and his prospects.

His passion for racing, and desire to get involved on the technical side, developed in the days when he still had a healthy head of hair.

"My father was a vet," he says, "so there's no obvious connection there. But while he wasn't so much a fan of motor racing, he was an amateur engineer. He had a workshop with a lathe, welding equipment and so forth. He used to do a lot of model engineering, and he also had a succession of Mini Coopers and Lotus Elans. I became interested in racing when I was young, and I think the first F1 race I went to was when Peter Revson won and Jody Scheckter lost it at Woodcote."

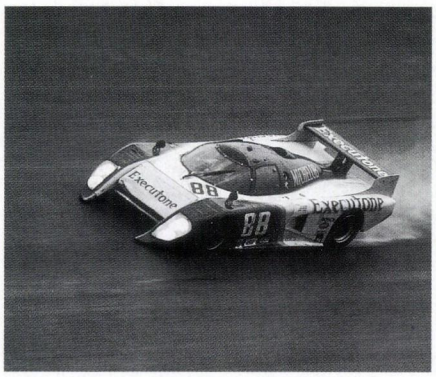
That trip to the 1973 British GP clearly fired up the 14-year-old Newey who, four years later, headed to university with an unusual career path in mind.

"I studied aeronautics and astronautics. The aim of doing that was to get into motor racing. I figured that racing cars were more closely related to aircraft than to road cars. They're linked in many ways; not just the aerodynamics, but construction methods, systems, and now, the way they use electronics."



All photographs: LAT

Newey's relationship with Rahal and Truesports brought five wins and laid '86 title foundation



GTP March stunned Newey at Daytona in '83

Adrian turned down more prestigious options to study in Southampton. It was a smart decision; the university had a world-renowned wind tunnel favoured by many top racing organisations.

"March, Brabham and McLaren were using the wind tunnel at the time, and it was a good way to see what people were doing. Southampton had quite good contacts with the motor racing fraternity. Because of that interest, choosing a motor racing- orientated final year project was allowable, so I did ground-effect aerodynamics.

"I started looking for a job [in 1980] by doing the usual thing of writing round all the teams I could find addresses for. Most didn't reply, and those that did said, 'No vacancy'. It was the usual Catch 22; they only took people with experience. I went to see Tiga, who were making F2 cars, and they were quite interested. But they didn't have the money to employ me. I was actually on the verge of staying on to do a PhD on helicopter rotor blades, when Harvey Postlethwaite rang me up, a good two or three months after I'd written a letter to Fittipaldi. So I went up for an interview and he offered me a job the next day."

The team was struggling near the back of the F1 grid at the time but, at Hesketh and Wolf, Harvey had established himself as one of the top designers of his era. For someone with Newey's ambition, it must have been like meeting God.

"It was, very much so. I remember turning up for the interview on a Ducati 900SS. Harvey had a Moto Guzzi Le Mans and the two bikes were great rivals at the time. Before we started on the interview he looked at the Ducati and asked if he could ride it. He went round the trading estate on it and I think we spent the first hour chatting about bikes rather than cars. It was a good start."

Newey soon got involved on the new F8, introduced at mid-season.

"I was joining the aerodynamics team. What I didn't realise was that I was going to *be* the aerodynamics team. The F8 was a quite a good car, but there was no money for development."

Eventually the Fittipaldi team splintered and its

CHRISTIAN DANNER (ONYX, FORMULA TWO, 1982)

"It was my second year in single-seater racing, so I was still very inexperienced. Mike Earle was running the March F2 team, and Robin Herd decided that my engineer was going to be Adrian. He ran my car at the first race, the Silverstone International Trophy, and he was absolutely hopeless. Terrible! These were the days when we had no radios, and you had to plug the headphones into the car in the pits – and Adrian forgot to unplug them and fell over them. He had absolutely no idea. I liked the guy, he was really sweet, but the problem was that I needed someone to tell me what to do, and he needed someone to tell him what to do. I went to see Robin and ended up with Ralph Bellamy engineering my car.



"I remember Adrian had some kind of Ducati racing 'bike, and he rode it all the way down to Pau, which is at the end of the world. And he had his girlfriend on the back. The fact that they got there in one piece was a miracle.

"I'm sure I'm the only racing driver who's refused to work with Adrian Newey. He laughs about it now because there was a bit of truth about it, I guess. At the time it was the right thing to do; I don't regret what I did. And it's given me a kind of a lifetime laugh."

BOBBY RAHAL (TRUESPORTS, CART, 1984-85)

"Adrian came from March Engineering, so you assumed he knew what he was doing. But he had never done ovals, so at first it was a big education for him. I think there are a lot of good engineers, but Adrian not only has the technical expertise but an intuition. You just can't have your head buried in a computer; you have to see which way the wind's blowing, and he was very good at understanding the big picture. When there's five minutes left in qualifying you've got to make a decision, and Adrian was decisive.

"I have nothing but the highest regard for him. He's one of those guys – and there are very, very few of them – with whom you could develop great communication. He almost knew what I was thinking or what I was going to say before I said it. We developed a really good rapport.



"In 1985 we had seven or eight pole positions, and it was just great. As a driver, you would come in, tell him what it was doing and work with him. He'd sit there, punch at the calculator a bit, have a think, and then put something on the car. It was the ultimate. If Adrian said it was good for three-tenths a lap, you'd try to get five-tenths. You just had that much faith in him. I think Adrian's the best."



Sprokle/LAT

Andretti furthered Newey's oval education in '87

management team split up: Harvey went off to Ferrari, Peter Warr to Lotus and Peter MacIntosh to March. Newey had an offer from Warr to move to Lotus, and one from MacIntosh to join March. Newey took the less glamorous route, feeling that he would get more experience more quickly at a production race car maker like March. Another shrewd move. Most would have jumped at the chance to progress in grand prix racing, especially under the wing of Colin Chapman, but he preferred the traditional 'jack of all trades' apprenticeship the likes of Patrick Head and John Barnard had at Lola.

"That's the great thing about it. You're involved in different formulae in all sorts of different areas – aerodynamics, race engineering and mechanical. You learned a lot very quickly.

"I joined in two positions, firstly as race engineer. I was originally going to be with Christian Danner in Formula 2 in '82, but he fired me after the first race. But Johnny Cecotto said he'd take me. I had one test session before the first race and then it was, 'Off we go'. At the same time I was working in the drawing office in the week as a detail draughtsman.

"March's GTP sportscar was an unloved project, lying on the side, and because my final year project had been on ground effects, and ground effects applied to sportscars, I thought I should be able to do something with it. I went to Robin Herd and asked, and he said, 'Be my guest', but there was no budget to build a model and go wind tunnel testing. The car was designed by Max Sardou, and I modified it just by eye, using the results from my final year project, and took it over to Daytona. That was a hell of an experience, I can tell you."

So, in January 1983, a 23-year-old and still very green Newey suddenly found himself running an IMSA GTP car in a 24-hour race.

"The car was finished about a week before the race, and I went with it, along with two or three mechanics from March. We arrived to find that the guy Robin had sold the car to was a wealthy American who reckoned he was pretty good in his Ferrari road car, and fancied a go at Daytona. We managed to persuade him that this wasn't a good idea. He had a couple of reasonable drivers, Marty Hinze and Terry somebody [Wolters], and a third driver [Randy Lanier] turned up who was completely myopic, with spectacles like milk bottles.

"We started the race, and I sort of assumed the role of team manager because there wasn't anybody else. We had no timing system so we didn't know where we were in the order. We'd been working through the night before the race so were dog-tired, and the feeling was that it didn't really matter; we reckoned it would break down two hours into the race and then we could all go home.

"We got to about 1am and the thing was still going when I went off for a pee. Like at Indianapolis, Daytona has this tower with all these numbers on it, and 88 was at the top. I thought, 'That's familiar'. I dashed back to the pits and, sure enough, *we* were 88. We actually led until it rained and we got water in the distributor cap at about 8am, but we eventually finished second. That gave it a bit more credibility; Al Holbert got involved and it became a serious effort. We did a Porsche engine installation and, in his hands, it won most of the races it entered for the rest of the year."

Newey oversaw the 84G IMSA car before heading off for his first season in CART, where March loaned him out to one of its top teams.

"I went to Truesports and Bobby Rahal, where I assumed the job of race engineer and development engineer. We developed the car substantially throughout the season, and got a lot of weight out of it. I enjoyed that year, but again I was very wet behind the ears as far as race engineering was concerned. I went to just one oval test session before the season. It's a whole different ball game. But I'll always be very grateful to Bobby. He taught me a lot about how to engineer the car, and it was a very friendly series." ➤



Newey (front right) did not enjoy his short spell with Beatrice, where there were too many chiefs

All photographs: LAT



Drivers' only complaint of Newey's brilliant Leyton House F1 designs were about cramped cockpits

Newey spent much of his time living near Truesports in quiet Columbus, Ohio ("the downside!"), while also logging thousands of air miles.

"Ralph Bellamy had done the March 84C Indycar, and I think he was showing less interest in doing the 85C, so Robin asked me to do it. It won't go down as one of the cars I'm particularly proud of, but it was my first clean-sheet-of-paper car; the sportscar had been an adaptation of an existing car. Unfortunately, the 85C was done while commuting, so I didn't have time to do it properly."

Nevertheless Newey soon established a reputation as the hottest young engineer in CART. He continued with Rahal through 1985, before joining Michael Andretti at Kraco the following year, where he oversaw his own 86C design. He then decided it was time to start looking at Formula 1 once more and, in the middle of 1986, joined the Beatrice/FORCE team, initially as race engineer to Patrick Tambay.

"I made it known to Robin [Herd] before the start of the year that I'd like to get into F1. He was trying to get a grand prix team together, but I had an offer from Beatrice through Carl Haas. Robin said he was not ready to do F1 yet, so told me to take it.

"That became my first race engineering job in F1. The timing was unfortunate in hindsight. I think my first race was the French GP, and very shortly after that Carl decided to wrap the team up. It was certainly a very talented drawing office. Unfortunately the management style of Teddy Mayer seemed to be to tell Ross Brawn, Neil Oatley and myself that we were the boss, and then let us fight it out. The atmosphere wasn't as congenial as it might have been, and it isn't a period I look back on with any fondness. They announced their withdrawal in November which, from a design point of view, was too late to do anything. So I decided to sit back and see what happened."

Haas invited him to return to the US to engineer Mario Andretti – "To have the chance to work with Mario wasn't something to be turned away easily" – but it wasn't long before another Formula One opportunity came along. Wealthy Japanese Akira Akagi linked up with March to set up the Leyton House team, and Newey was asked to join as technical director. It was just what he was looking for.

"It was a good little outfit. Most of the people there had come out of the production side of March, so I knew them. What took me a while to understand was the difference between working for a team which is already organised, and joining a team which is brand new, and building it up. It's quite different. In designing the 881, where we fell down was in understanding how to manage and grow that team."

Ivan Capelli and Mauricio Gugelmin were the drivers, and for a while Leyton House really shook the establishment.

"Later Akagi was having financial problems, and we were having a tough time with the car technically. We were using the Southampton tunnel, which had problems with its boundary layer, and we didn't realise it. So we started developing a car round a wind tunnel which had flow problems, and that led to a very uncompetitive 1989 and first part of 1990. Finally we got our own tunnel, found the problem and changed the aerodynamics for the French Grand Prix."



Capelli passes Senna for second at Estoril in '88

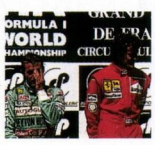
In that memorable race, Capelli and Gugelmin ran near the front and, after leading 45 laps, the Italian finished second behind the Ferrari of Prost and ahead of Ayrton Senna's McLaren. But within weeks Newey had switched to Williams as chief designer. He could have joined Arrows as their technical chief, and for a lot more money than Williams were offering, but he knew he needed experience with a big, successful team. Plus Renault's engine programme was gathering momentum.

Make that another shrewd move. M

IVAN CAPELLI (LEYTON HOUSE, FORMULA ONE, 1987-90)

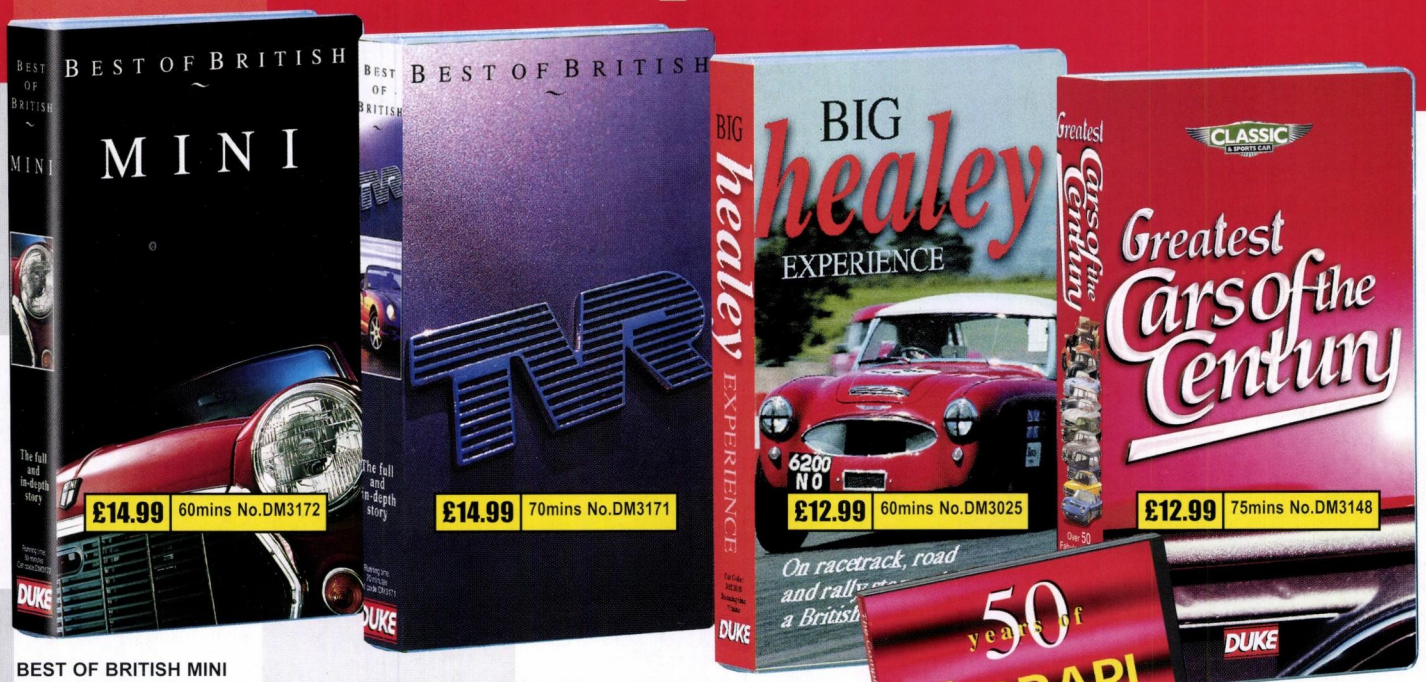
"From my point of view, Adrian was already very, very good. The 1988 car was the most brilliant car I ever drove – even if the seat position was not very comfortable. At that time, he still had to learn quite a lot concerning details. Obviously the experience that he had before, especially at Indy, where the aerodynamics are so important, gave him a very big chance to build something for his future career.

"He is a very good man. He is always very calm, and for a driver this is really, really important. He doesn't just look at problems from his side. What is good about Adrian is that he's always trying to understand the meaning of what the driver is telling him, and also he tries to find solutions from other angles. He's not just an engineer following his numbers from the wind tunnel, or that kind of thing. It's not just mathematics, it's also the feeling of the people and the drivers that are working with him. He is also very dedicated.



"For sure he started a new era in Formula One; he has confirmed that at Williams and at McLaren as well now. In my opinion he's the only real genius among the Formula One technical directors."

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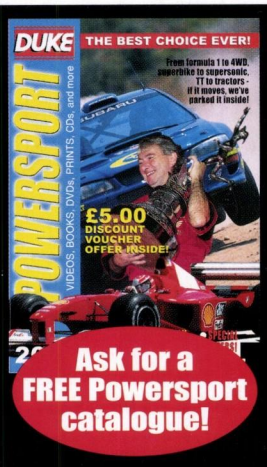
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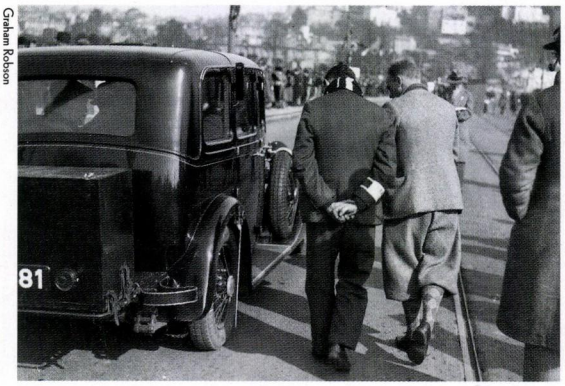
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Graham Robson



LAT

LANCHESTER (LEFT) WON FIRST RAC BY COVERING 100 YARDS IN FIVE MINUTES; MODERN CARS TOUCH 120MPH ON FOREST TRACKS (RIGHT)

The RAC Rally was conceived in haste, but has a long and lasting legacy. Regulations for the inaugural event of 1932 were out before the previous Christmas and attracted 341 starts. Its 2000-mile route took them from nine starting points through two nights and a day of motoring in the first week of March. The finish was at Torquay, where the competitors, all but 47 of whom were unpenalised, were faced by two tests.

The first of these comprised a 100-yard stretch of promenade over which the cars had to be driven as slowly as possible in top gear. Hardly Colin McRae at maximum attack, but it became clear that a good time, i.e. a very slow one, on this test, would ensure victory. And the slowest, covering the distance in 5min 7.8sec, was Col. A H Loughborough's Lanchester – one of the few cars on the event fitted with a fluid flywheel. Advanced technology has always played a part on the RAC.

After the war, the event moved to March, and snow and ice became a regular feature. In 1958, snow almost brought the Welsh sections to a halt. Peter Harper was competing in a works Sunbeam Rapier co-driven by Dr Bill Deane.

They had a late start number – 173 of 196 – and immediately encountered a queue waiting in a narrow lane while some unfortunate further down the road was extricated. Deane decided it was best to turn around, even if there was a risk of losing time. On other occasions, they would meet competitors running against the route because the road ahead was 'blocked' but, by persisting, they frequently found they could get through. At Blackpool, they were lying third; then, after a similar night in the Lake District, they were leading.

Heading south into Yorkshire, they were faced with another decision. Nancy Mitchell and Joan Johns had crashed their Riley and were injured. With a doctor in the car, what should they do? They were only a couple of miles from the next control so Deane stayed while Harper made a dash for it. There he explained his situation to the marshals, asked nicely if they would check him out on time even if he and the car were not there, and left them his timecard. He drove back to the accident where there was another doctor and help was now present. He and Deane went back to the control, picked up their card (marked) and went on to win the rally.

The following year's rally was the first to be organised by Jack Kemsley and the first to be run in November. It was also the most controversial in the history of the rally. It was on the return south over the Cairngorms that the problems occurred. The road up the Lecht from Tomintoul towards Braemar was known to be a problem in snowy weather and, as the cars departed Nairn, there were rumours it was already closed. It was.

'Despite Turner draping himself over the bonnet, they just failed to get over'

Leading the rally was Germany's Wolfgang Levy in a DKW 1000SP being navigated by Stuart Turner. Despite a late start number, they had not dropped any time on the road and had been fastest in the tests. Like many others, they tried the Lecht and, despite Turner draping himself over the bonnet of the front-wheel drive 'Deek', just failed to get over.

The alternative was to go via Dufftown, a 24-mile 'long cut'. A handful of crews took that route without hesitation and only 15 made it to the Braemar control within their hour's lateness. Fastest of these were Gerry Burgess and Sam Croft-Pearson in a works Ford Zephyr, who were 33 minutes late; Levy booked in 50 minutes behind schedule, and this gave the win to Burgess.

Some, however, thought the penalties at Braemar should be cancelled since the average speed required to achieve the control on time – even without going up the Lecht – was well in excess of the legal requirement.

Levy, backed by his DKW bosses, decided to appeal to the Stewards of the RAC. Turner recalls it as his most terrifying moment: "There I was, only a dozen years or so after the war had finished, arguing the case for a German team against British organisers in front of Sir Hartley Shawcross, Lord Brabazon and Lord Camden. I had an idea I might be visiting the Tower of London ➠

THE GRIT AND THE GOOD

THE RAC RALLY HAS SEEN SEVERAL TRANSFORMATIONS BUT, BY RECALLING SOME OF ITS GREATEST DRIVES AND MOMENTS, JOHN DAVENPORT CONCLUDES THE FIGHTING SPIRIT REQUIRED TO WIN IS UNCHANGED





Above: Harper's rapier won in 1958. Below: quick thinking by team saw Kallström win for Lancia in '70. Bottom: Burgess Zephyr beat Levy's DKW in '59







Graham Robson





Graham Robson

BMC's Flying Finns chose very different mounts for '65 RAC: Aaltonen's Mini beat Mäkinen's 'big' Healey after an epic battle

via Traitor's Gate." They lost the appeal, but Stuart Turner kept his head to go on to win the RAC Rally as co-driver to Saab's Erik Carlsson in 1960.

That RAC introduced special stages to event; the year after that, it entered the forests for a full-on stage event. The tests were finally dead, but the adventure certainly wasn't.

In 1965, Rauno Aaltonen and Timo Mäkinen were driving for BMC, but were deadly rivals. They both wanted to win the RAC; Aaltonen more so as, by winning it, he would also secure the European Rally Championship. The duellists selected their weapons: Mäkinen opted for an Austin-Healey 3000 while Aaltonen stuck with a 1275 Cooper S that had served him so well all year. A classic David vs Goliath affair.

Mäkinen led initially, but during a snowy night in Yorkshire, he and Aaltonen got stuck on a hill in Cropton Forest. Rauno got through more quickly than Timo, but the upshot of the delay was that Jerry Larsson led in a Saab.

By the time the rally ventured into Scotland, however, Mäkinen was back in the lead, with Aaltonen breathing down his neck. The pair charged on into Wales and the closing stages, with Mäkinen still confident of victory. But then the Cropton scenario was replayed in Gwydyr, just outside Betws-y-Coed, except this time, Mäkinen got stuck and Aaltonen didn't. The rally and the championship were his.

If 400 miles of special stages were not enough to provide adventure, the other 2000 miles on the open road often provided it. Harry Kallström and Gunnar Haggbom proved this during their second consecutive RAC victory for Lancia in 1970.

They took the lead in Scotland, but on the Pantperthog stage just before a brief halt in Machynlleth, they had an oil leak and ran their Fulvia's big-ends. The similar works car of Simo Lampinen was parked up with a broken gearbox and, in a moment of inspiration, it was decided to take the bearings out of Lampinen's V4 and, when Kallström checked out, fit them to his engine. This was done and Kallström set off – with no sump-guard to save time – to cover a 100 miles in two hours and 40 minutes, over Welsh mountain roads and six special stages, having to overtake slower cars on both. He did it somehow and arrived at the next main control with about half a minute in hand.

Well, almost arrived. This control was on a public road and, despite the fact it was midnight, spectators' cars had narrowed it. When the flying Kallström charged in, he discovered his lane was partially occupied by a lorry, which he promptly hit and folded up the Lancia's front suspension.

Again reacting with commendable speed, the team ran through the control, popped the front of the car up on a trolley jack, and dragged it through the control, with Haggbom checking in – on time – as they did so. The Fulvia was repaired in just over an hour and set off on the next seven-hour section to Bristol knowing they would make up the lost time easily.

'The Ford's passenger door was held shut by an old gate latch found nearby'

Today, the cars are timed from special stage to special stage so this form of odyssey is no longer possible and major services can only take place in designated areas. This concentrates the action on the special stages. But, as Colin McRae's drive to sixth with a Ford Sierra Cosworth 4x4 proved in 1990, the event is still full of suitable drama. After just 24 hours, the Ford's passenger door was held shut by an old gate latch found nearby, and by the end of the rally the only panels left untouched by young McRae's spectacular passage through the countryside were the bonnet and the boot lid.

McRae's most stunning RAC to date, however, must be 1995. Following a controversial 'team orders' victory for Carlos Sainz in Catalunya, whichever of these Subaru drivers won in Britain would take the championship. The instant the rally hit the forests, McRae hit the front – for a stage. A puncture on the long stage in Kielder meant he had to stop and change it. From then on it was catch-up all the way. Another puncture, even a roll, couldn't stop him and, with just seven stages to go, he passed Sainz for the win and the title. The Rally of Great Britain – the new name part of a 'commercial realignment' – is much shorter than of yore, but the likes of McRae can still find plenty of adventure in it. M

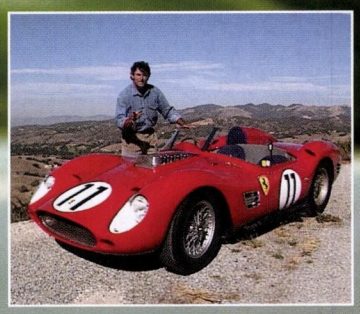
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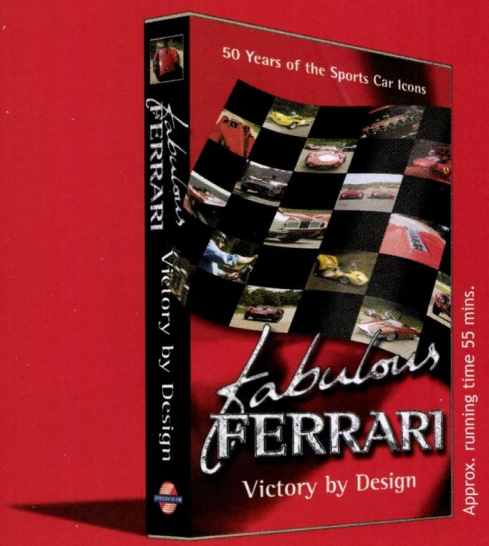


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Patched-up: Kallström's Lancia had new engine bearings fitted in '70 RAC; McRae's Ford had everything but 20 years later



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THE WORST CAR I EVER DROVE

BATTLE OF THE FLEXES

ROBERTO MORENO 1987 AGS JH22

THAT THIS TALENTED BRAZILIAN SHOULD END UP DRIVING SO MANY TRULY DREADFUL FORMULA ONE CARS REMAINS A MYSTERY. GARY WATKINS ASKS HIM HOW IT FEELS TO BE SPOILED FOR QUANTITY, IF NOT QUALITY



A COUPLE OF YEARS AGO ROBERTO MORENO was asked to be the subject of a *Worst Car I Ever Drove* for MOTOR SPORT. He refused. The reason? He wasn't sure if he had yet driven his worst racing car. For a driver known for his eternal optimism, that was a strangely pessimistic response. After all, the ChampCar star of today has driven for almost a full complement of back-of-the-grid Formula 1 teams through the late 1980s and early '90s. Roberto can choose his worst from AGS, Coloni, EuroBrun, Minardi, Andrea Moda and Forti. Impressive, in a funny sort of way. And because he also raced a Benetton, and tested for Williams and Ferrari, he knew exactly how bad these machines were.

Suggest at your peril, though, that the Andrea Moda of 1992 might be his least favourite grand prix machine. He describes the Judd V10-powered S921 as "a very good car". The Nick Wirth design, he says, had "fantastic potential". It was just that the team, owned by Italian shoe millionaire Andrea Sassetti, wasn't able to exploit it. "Nick came up with a very good chassis, but the team was doing everything with no money at all," recalls Moreno. "By Monte Carlo [five races into the life of the S921], the thing was falling apart. They never bought new bits for it."

Moreno hauled the Andrea Moda onto the grid just once before the team's nadir at Spa-Francorchamps. Not only did both he and number two driver Perry McCarthy have their steering momentarily seize on them through Eau Rouge, but Sassetti was arrested in the paddock on forgery charges. The latter incident was deemed to have brought F1 into disrepute and the team was politely asked not to show up again.

The Brazilian doesn't like talking about his time with Andrea Moda, but he does have admiration for the team that supplied him with the worst car of his career. The 1987 AGS might have been "like a bus", but he still marvels at the enthusiasm of the tiny squad from the South of France. "Those guys were so keen," remembers the veteran of 41 GP starts. "They achieved far more than they should have done with the equipment available to them."

That equipment had its roots in an old Renault chassis. Legend has it that when the moderately-successful Formula 2 and 3000 team purchased a truck from Renault's defunct F1 operation, it arrived with a couple of old tubs stowed in the back. That's not quite true, according to the AGS team manager of the time. "We had arranged to buy a truck and some gearboxes from Renault and they gave us the rear suspension for free," says Philippe Leloup. "At that time, Ligier wanted some parts from the programme as well. But the Renault people decided they'd rather give stuff to us than sell it to Ligier."

The AGS-Motori Moderni JH21C that contested the final two European races of 1986, and the following year's Cosworth-engined JH22, were built around the same monocoque as Renault's final F1 contender, the 1985 RE60. "They were new chassis, but built to the Renault design with only small modifications," explains Leloup.

Needless to say, the first AGS wasn't a particularly effective device. Frenchman Pascal Fabre was habitually the final qualifier in the lone AGS-Ford in a season with exactly a grid's worth of 26 cars. The arrival of more entries over the final third of the season gave the team a problem. Its solution was to ring Moreno.



"They called me before Monza because they were worried they wouldn't get on the grid," says Moreno, a factory Ralt driver in European Formula 2 that year. "I told them I wanted to finish my championship first, but that in the mean time I'd do some testing so long as I was paid.

"We went to Paul Ricard and the car was terrible. The chassis was supposed to be really stiff, but it clearly wasn't. When they used the quick-lift jack, you could hear the carbonfibre creaking. The chassis was so soft that it didn't matter what we did with the anti-roll bars, so I decided to set the car up in a different way and we managed to improve it by three-and-a-half seconds a lap. They took my settings and put them on Fabre's chassis in Spain, and he got on the grid for the first time in a couple of races."

More than five years after failing to qualify a Lotus at the Dutch Grand Prix, Moreno made a belated F1 debut in Japan. Two weeks later, on the Adelaide street circuit, he scored a maiden world championship point for both himself and his team in what was a race of attrition. The AGS crossed the line seventh, and Moreno was on a plane by the time Ayrton Senna's Lotus was disqualified from second for running illegal brake ducts.

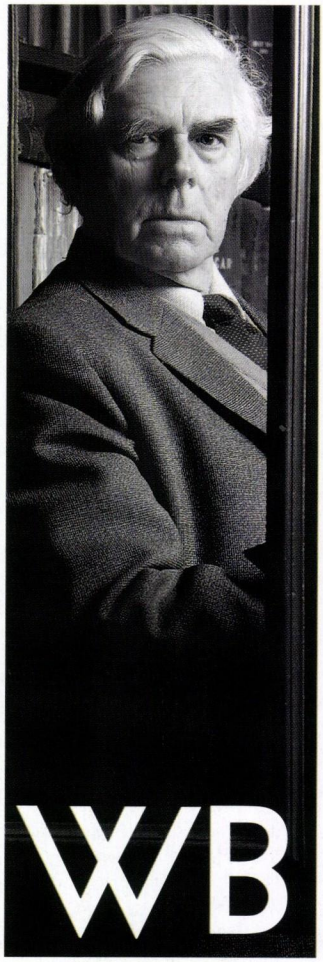
Roberto thought he had a full-time drive for the the following season, but when AGS was forced to abandon plans to run two cars, it opted to go with team old boy Philippe Streiff. Not that Moreno has any bad memories of his short spell with AGS, unlike his year with a certain Italian team five years later. "They tried so hard," he says. "If you'd given them a car as good as the Andrea Moda, they would have probably won races."

Told you he was optimistic.



Based on an old Renault tub, the AGS flexed as if it was hinged in the middle. Moreno loved the little French team's fighting spirit, though

LAT



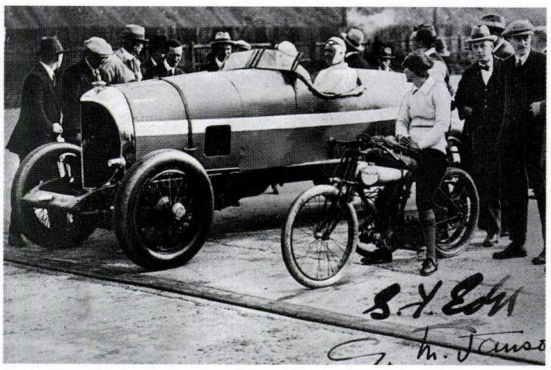
S F Edge's day-long bids

SELWYN FRANCIS EDGE COMMENCED racing in the dawn of motoring, on a de Dion tricycle, after which he drove Napier cars in the great town-to-town events, and in 1902 won the Gordon Bennett Cup for Great Britain. As a Napier agent he became their irrepressible publicist. He defended them in the papers, ran a team of these fine cars in races, challenged other makes to match contests, and entered them for officially-observed demonstrations of various different kinds.

Before Brooklands had been officially opened, Edge had driven a 60hp Napier round it for 24 hours without relief (it was said that he would be unable to breathe or would go mad from monotony). At the Track his fleet of six-cylinder racing Napiers, including the 90hp 'Samson', was highly successful, netting £1760 in prize-money (a fortune today's money) in the first three race meetings, until he gave up, saying that motor racing was too dangerous!

His letters advocating every aspect of the Napier were at times open to question, but were powerful publicity until, in 1913, Montague Napier dispensed with him, under a stipulation that he keep out of the motor trade for eight years. Edge resorted to scientific pig-farming in Sussex until 1919, when he became MD at AC Cars. He resumed his intense promotion, this time of these well-made but expensive stylish light cars, a difficult task as not everyone liked their quarter-elliptic springs and three-speed rear-axle gearbox with a disc brake behind it.

When John Weller brought out his splendid light-alloy 2-litre ohc six-cylinder engine, the AC chassis was not at first exactly suited to it. But S F Edge ignored all complaints, in streams of letters, and entered ACs for record bids and races. In 1922 he sought a bit of personal publicity. He asked *The Motor* if it would award him a copper medal if he could better his 1907 24-hour record, when he'd covered 1581 miles 131 yards (a speed of 65.91mph). Edge was then 54, at a time when, at 60, you were coming up to old age (not now, I hope!). His replay of the 1907 record could not be exactly reproduced: the night spell could not be repeated due to noise objections by selfish persons who had built their residences near the Track long after it had been built. Nor would Edge sit high, as he had on the big Napier, at the mercy of wind and weather. In 1907 24 wheel changes had had to be made, but now tyres were reliable. What the middle-aged gentleman might have to endure was boredom, in 12-hour stints on the



Edge and Gillet's Spyker ready for the 1922 Double-12 record

Brooklands Society



S F Edge's 1902 Gordon Bennett Cup win cemented his links with Napier for many years afterwards

LAT

wide course, rather than danger.

In this context I admire the bravery of drivers of fast cars such as the Bentleys in the BRDC '500's. They had to keep up high speeds to defeat the handicaps, yet had little chance of avoiding any car that moved into their path. Think of John Cobb, for instance, who drove the Napier-Railton at over 120mph for nearly 4½ hours to win the 1935 '500' ,with only small rear-wheel brakes. How sensible he was to give up in 1934, as being too dangerous on the wet track. Edge's run was longer by far, but not quite so hazardous.

It raises those minor mysteries which either intrigue or trouble historians. Why, for instance, did he choose a Spyker for this bid? J A Joyce, with a Hawker-bodied Anzani AC, held the light-car Double-12 record, having done 128 miles more than the big Napier did in 1907, in spite of the fact that the AC had broken both crankshaft and clutch after 11hr 20 min, an odd ruling giving him this record and the 24-hours, despite the run being 40min and 12hr 40min short of them. But Edge would have found a small car uncomfortable, apart from the reliability factor.

Yet the choice of a Spyker is curious. It was unknown at Brooklands and never went there afterwards. Why not? Who supplied it? Perhaps the British Spyker Co of Duke Street, SW1, although they were not at Olympia. Was Edge thinking of an agency? He did later become MD of Cubitt. How was the car engined?

In his biography Edge says it was by Mercedes, but it seems far more likely that it had a 5.7-litre side-valve six-cylinder Maybach engine designed by Fritz Koolhaven, son of the MD of Maybach, as used by Spyker in this 30/40hp near-standard chassis, now equipped with a racing body, the engine mildly tuned. Anyway, a Spyker it was.

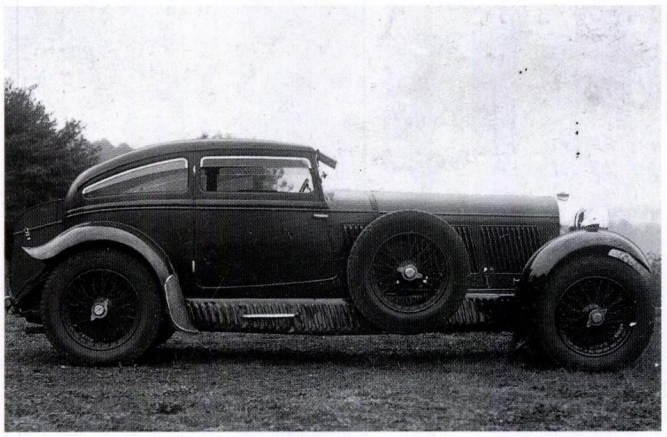
The elderly Edge took T Gillet of AC Cars with him. He drove from 8am until 8pm on both days, covering 1782 miles 1006 yards (74.27 mph); the car gave no trouble. Instead of 24 wheel-changes, only two of the Dunlops punctured, due to a nail and a screw picked up from the Track. It was a commendable show, watched by a big crowd, with many ACs present. *The Motor* responded – with a *gold* medal.

Woolf Barnato's Blue Train Bentley

IN MY PIECE ON WOOLF BARNATO'S RACING (NOVEMBER ISSUE), SPACE PRECLUDED mention of this Bentley driver's run from the South of France to London which beat the famous Blue Train. He did this with his Speed Six Gurney Nutting coupé GJ 3811. Among other Bentleys he owned were a 1927 6½-litre Freestone & Webb saloon, and a 1930 8-litre limousine by the same coachbuilder, GO 5010, and a Vanden Plas 8-Litre tourer GP 401, etc.

This Blue Train drive was immortalised by Terence Cuneo in his painting of car and train, both accurately portrayed, although neither would have run adjacently on the route used – rather like showing Bleriot's first flight across the Channel as ending in Hyde Park instead of in a field near Dover.

The photograph used last month of the 3-Litre Bentley at Montlhéry was of the 1926, not the 1925, record bid.



National Motor Museum

The most famous of Barnato's cars: the Speed Six which beat the Blue Train

Detecting danger

THE NEW LEGISLATION BANNING THE use of radar detectors seems to me another aspect of the Government's growing dislike of vehicle users.

Once upon a time AA patrols indicated speed traps to members by not saluting. All they were doing was indictating that it was deemed unwise to go at over 20mph on the road ahead. If such a road went past a school or through a village, this was surely a good move, a double insurance that safety would be observed? Drivers so warned would drop below their normal open-road pace of perhaps 50mph (no 200mph supercars then) and proceed at around 15mph, as their speedos might be inaccurate.

I can see nothing illegal in such pre-indications to reduce speed, whether by the one-time AA men, or by private signs, or by waving a signal to oncoming drivers. In times gone by there was an overall 20mph limit and speed traps were often imposed on country roads well outside populated areas. That this was futile was shown when this limit was abandoned for the sensible, if properly imposed, 30mph limit in built-up areas.

If cameras are set up before dangerous areas they might well be justified. But all too often they are obvious money-earners, especially now that police forces are being allowed to keep a proportion of the fines. In either case, why should a double-insurance against supposedly unsafe speed be illegal? A point for all heavily taxed vehicle users to question?

miscellany

"I CAN TRUTHFULLY SAY I HAVE never had even the slightest interest in F1 motor racing. At least, my interest has never extended beyond the enjoyment of seeing a hunk of very expensive metal and carbonfibre collide with a barrier at 200mph and explode into bits. But then everyone likes crashes, don't they?" – Caroline Cadwalladr in the *Daily Telegraph*. Yet Arrows let her have a few laps of Donington in the Orange Arrows two-seater F1 car, driven by test driver Mark Webber. She found it "the ultimate high".

* * *

DOWN THE YEARS I HAVE DONE my best to solve readers' motor racing puzzles. Will they now solve one for me? Long ago I was given a nice framed 18x11in painting of a Honda leading a wet F1 race. It had been intended as a cover picture for a model car magazine but was never so used. The leading car is No.18, followed by a red (no7) and a blue car. Perhaps it was a practice picture, I thought, but discarded this, as an artist usually depicts a race scene. Surely it was of Surtees, second to Ickx's Ferrari in the very wet 1968 Rouen GP? Honda raced in F1 from 1964 to 1967, their most successful driver being John Surtees. But his race number was 7, I believe. But wasn't Richie Ginther allocated No 18? The weather was very kind to races at this period, the only wet ones being at Spa in 1965 and at Zandvoort and Rouen in 1968. So I am inclined to think the painting, initialled "LB", is of Ginther at Spa, although he was only sixth. F1 art is not my scene but if anyone is intrigued...

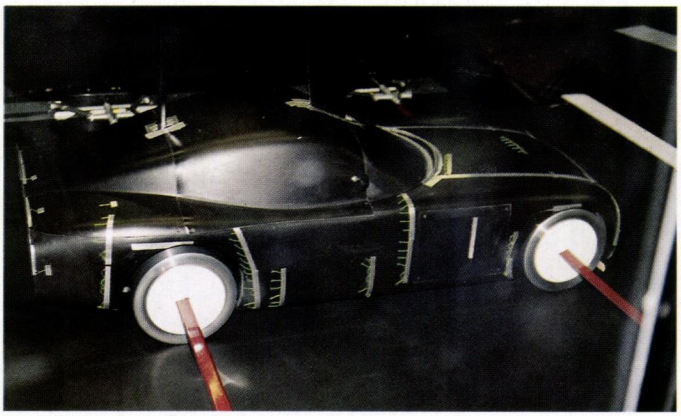
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THE VSCC BROOKLANDS Speed Trial of 7 October was abandoned because the runway was flooded.

BRISTOL CARS

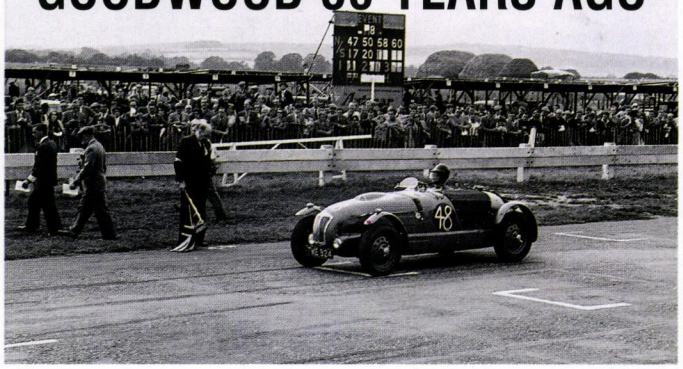


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One-make histories

THE VETERAN, VINTAGE AND CLASSIC-CAR FIELDS HAVE COME a long way since the VCC and VSCC were formed, and the wheels are kept turning by an astonishing number of one-make and even one-model books. Several decades ago my shelves were already filled with such books, starting with Harold Nockolds' *Magic of a Name*, the first Rolls-Royce history; now every model of R-R has a book about it.

Years ago there were reference works on cars from AC to Wolseley, Voisin and VW. Since then others have filled the few remaining gaps, such as a book on the Bianchi for one, but to attempt to pick out one from another is impetuous. At random I can list the Lanchester story by Anthony Bird, with Chris Clark's later book, Anthony Blight's monumental Roesch Talbot book, recently re-issued, and there are all those Bentley books of which, for me, Hay's *The Vintage Years – 1919-1931* and Frostick's *Cricklewood to Crewe* are interestingly outspoken.

I treasure the French-published works about Panhard and Peugeot, and Chris Draper's useful little Salmson account, while the masterful coverage of Bugattis, first by Eaglesfield then by Hugh Conway *et al* is also excellent. Long ago, too, Aston Martin was very comprehensively covered by Dudley Coram, and some magnificent later books have emerged on this make. St John Nixon and Brian Smith long ago took on the Daimler story, Michael Sedgwick did a marathon about Fiat, and Peter Hull and Kenneth Day have the Alvis history well sewn up.

Of course Austin, Allard, MG, Alfa Romeo, Hispano-Suiza, Lea-Francis, Citroen, Lancia and Vauxhall, etc all have books by expert authors, and one-model works are well represented by Nick Portway on the 30/98 and Simon Moore on Alfas. David Scott-Moncrieff's *Three-Pointed Star* tells of Benz and Mercedes, and Armstrong Siddeley and Singer are splendidly described in two more titles. And I must add Dr Alderson's comprehensive Morgan account, the recent Napier story by David Venables, and Leonard Setright's Bristol books, as posh as these cars themselves.

But I must have missed many which should be acknowledged. There are still a few gaps to fill, such as Amilcar, Crossley (but this is in hand I gather), Hillman and a few more. The STD cars have their explanation in *Motoring Entente* by Nichols and Karslake, and what could be more enthralling than the books about GNs and Frazer Nashes by Thirlby and Jenkinson?





All photos: Roger McDonald

Roger Collings brought the 19-litre Mercedes-Maybach out for the Welsh, contrasting with Blake's tiny GN Vitesse

VSCC's Welsh weekend

RAIN SET IN FOR MUCH OF THE VSCC'S ANNUAL TWO-DAY Welsh weekend, with a 200-mile road-run there on the Saturday and the trial on the Sunday. The hills were in a difficult state due to the weather, and the popular Pilleth hills were being used for the last time, as the land is now the subject of development. At Smatcher, Roger Collings was reversing down when a gulley removed the petrol tank of his 19-litre Mercedes-Maybach but it was resecured and and he was able to continue.

RESULTS:

Trial: Harry Bowler Trophy (best overall): J Flann (1930 Austin); Presteigne Trophy (best in class 2): J Miller (1930 Chrysler 66); The Smatcher Trophy (best not before having won an award in this event): J McMellor (1930 Austin 7); Leslie Winder Trophy (adversity award): P Thurman (1928 Austin 7). Class Winners: Moffat (1923 T13 Bugatti), K Mycock (1930 A7), W Urry (1929 Riley 9), T Threlfall (1928 Ford-A)

Road Rally: Talyllyn Trophy: P Glover/ R Prest (1925 12/50 Alvis); Novice award : O Jones/ J Allen (1921 GN); Best Newcomer: I Rendall (1930 Invicta)

First-class awards: H Moffatt (Bugatti), K Mycock (A7), B Faulkner (Riley), B Gray (Austin-JAP), P Longhurst (Riley), Mrs J Tomlinson (GN-Austin), W Urry (Riley), T Threlfall (Ford), J Diffey (30-98), G Harris (30-98).



Goldsmith's Lea-Francis restarts on Dingle

miscellany

AFTER 25 YEARS AS A CENTRAL figure within the Bugatti Owners Club, Geoff Ward is retiring early next year. This means that the club is seeking a new Competitions Manager. Those interested should apply in writing to: The Secretary, Bugatti Owners Club Ltd, Prescott Hill, Gotherington, Glos. GL52 4RD.

* * *

THE 750 MC SIX HOUR RACE, started by Holland Birkett in 1951 to enable impecunious enthusiasts to have a taste of long-distance racing, has survived, and was again held at Snetterton on 28 October. Rain delayed the start and caused it to be reduced to five hours, but otherwise all went well. The winners were a team of Frazer Nashes, followed by an A7 team.

* * *

CONGRATULATIONS TO Dr Geraint Owen who has won the MOTOR SPORT Brooklands Memorial Trophy, with his 1928/30 aero-engined DH-Riley.

* * *

GRAHAM CHAMBERS, Thatched Cottage, Womenswold, Canterbury, Kent CT4 6HE, is hoping to encourage the racing of the more ordinary Austin 7s, with races for them at Brands Hatch, Donington and Silverstone next year, and if sponsorship is obtained, at much reduced cost to the participants. Those interested can ring him on 0771 236 1796 to discuss the idea.

* * *

OCTOBER'S 750 MC BULLETIN contained a very full account by Ken Cooke of the Holland Birkett Six-Hour Relay Races, which were run at several top circuits and attracted everything from A7 Specials to the fastest modern sportscars, along with celebrated drivers including the future Sir Stirling Moss.

A mysterious Minx

I AM SUPPOSED TO KNOW A BIT ABOUT Brooklands, having seen my first race meeting there over 73 years ago. But can anyone tell me about a car of which I know nothing? It is the 2-litre Standard entered for a Sports Long Handicap in 1932, such cars stripped for racing if desired. The entrant was Mrs A Auterac, her driver Jack Smith. Even the bigger Standards were hardly fast, and the 'Flying Standards' had not arrived. So this six-cylinder Sixteen seemed one of the more optimistic Brooklands' entries. It was to give 61sec start in the Nine-Mile race to a Lea-Francis and 10sec to Harvey Noble's fast Salmson. The black and red 2054cc Standard was actually slightly faster than the latter on the standing-start lap, after which it retired and Miss Hedges' Talbot won. The Standard never appeared again.

Another Brooklands car of which I know nothing was a red Hillman Minx driven by E L Meeson. Again, an optimistic entry, surely, because the Minx was a nice, but not a fast, car. However, this was rather different, because Meeson had been a successful competitor with a 30-98 Vauxhall able to lap at up to 106.74mph. So why did he change to a seemingly impossible car? Or should it be, how did he get it to go so well?

On August 1933 the 1185cc Minx thrice non-started. The handicappers were kind, it being always the 'limit' starter, and before the year was out it had lapped at 79.05mph, whereas one might have expected even an open-bodied Minx to jib around the 60 mark. But Meeson did not give up. By 1934 the Minx had better manners, before again non-starting. This Minx was playing up. I wonder why Meeson chose to race this particular car! And who took on this crimson, vivacious but temperamental, Minx?



LAT

Why did E L Meeson switch from his fast 30-98 (No6 above) to a Hillman?

Fanoe Island trials

JAN CLAUSEN NIELSEN, ONE OF THE three authors of a top-quality book about the Fanoe Island speed trial, tells us that the book is still available from him, for £25 including p&p. This Fanoe event, held only from 1919 to 1924, attracted some most interesting entries, including Malcolm Campbell's 350hp Sunbeam, a big Austro-Daimler, the Carl Jorns' Opel and aero-engined monsters such as Edward Scarisbrick's copy of Chitty II, his 'Scariscrow' with Benz engine, the Stoewer-Argus, and Denmark's Fiat-Mercedes.

Not much has been released here about this event but in this book all is revealed – the motorcycle riders as well as the car drivers, with a wealth of interesting pictures, full results, official letters (one trying to get Zborowski and Chitty-Bang-Bang there) reproductions of advertisements, cartoons, the lot... The address is Hadsundvej 86, DK-8900, Randers, Denmark.

Incidentally, last year, at the 70th Anniversary of Fanoe, the 'Scariscrow', and the Austro-Daimler ran on the sands and the NMM lent the 350hp Sunbeam as a static exhibit. I assume the 'Scariscrow' came from the USA, to which it was exported long ago, mistaken at first for one of the Zborowski Chitty Bang-Bangs. What, I wonder, became of Mr Scariscrow, whose wife rode with him in the speed-trials? I believe in later years he had a Monza Alfa Romeo, etc, but I was unable to trace him.

On a different publishing tack, Dreoilin have another excellent book in their Irish Transport series. *Chamber's Motors - 1904-1929* by John S Moore (ISBN 1 902773 09 8.) is a concise history of this Irish-built car, with 43 pictures including not only the cars but van, ambulance, hearse and a hillclimb chassis, as well as factory interiors. One might say that never before has so much been offered for so little cost, the price being £4.50.

obituary

Chalenor Barson

It is with personal sadness that I learn of the death, following a long illness, of Chalenor Barson, special builder supreme. I met him in 1991 when he was back in England from Cape Town to where he had emigrated and where in 1940 he competed in local events with one of his Barson Specials which had a prototype 4.4-litre straight-eight Alvis engine, one of only two built.

When he was living in Beckenham he took part in a pre-war Brighton Run on an 1896 de Dion Bouton tricycle, and special building occupied him thereafter - all described in MOTOR SPORT for May 1991. This happy enthusiast with the ever-cheerful smile was President of the Cape Town MC and drove in their speed events. He would turn anything into a Special, vintage or modern, for pure enjoyment, starting with an AV Monocar as a basis and coming up to two Honda coupé bodies cut-and-shut to contain a Ford engine. There had been something like a dozen or more by then, with time out to build himself a fine house and an ocean-going yacht. Our deep sympathy to his wife Pearl and family.

miscellany

FOLLOWING OUR MENTION OF the Riley Register members' millennium tour to the Arctic Circle in commemoration of Rupert Riley's 1934 hazardous trip, A L V Hardwicke of the Frazer Nash Archives asks if we have any knowledge or record of a 'Nash doing the same trip in years gone by? In August this year, two members of the Frazer Nash Section of the VSCC, Trevor Tarring and Alastair Pugh, took chain-gang 'Nashes to the same venue, and they wonder if anyone else has accomplished this?

* * *

LORD MONTAGU HAS WRITTEN A full and very frank account of his life – details from The National Motor Museum at Beaulieu.

* * *

AT THIS YEAR'S MOTOR SHOW the 400hp V8 Bentley was named the Arnage Red Label, recalling the great Le Mans victories. Couldn't the next new model be named the Barnato?



* * *

LAST MONTH THE STD REGISTER celebrated its first meeting of 50 years ago, organized then by the late Mrs WB. This time, at the same venue on the Hog's Back near Guildford, four Sunbeams, but with different owners, came again, Ian Fullalove's 20/60 came from Devon, J Butler's 20.9hp, the Harrison's 16 tourer and D Bingham's 18.2hp were the others. About 40 cars were present, as in 1950. Two of Mrs Boddy's daughters represented her and the present organizer was Mrs Gill Brett, STD Register Secretary.

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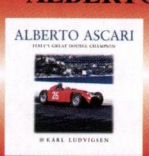
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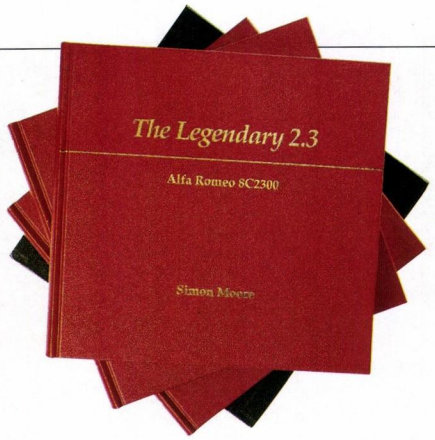
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THE LEGENDARY 2.3
By Simon Moore
ISBN: 0-961-7266-0-3
Published by Parkside (Chaters), £290.00

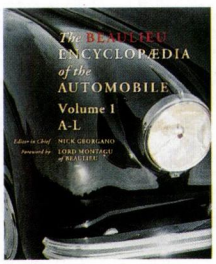
We used to use the word 'thorough' for learned books, but it's completely inadequate for these three volumes on one model, Alfa Romeo's delectable 8C2300, with every one of the 200-odd chassis given its own detailed life story. There are 1300 fascinating photos (and I know how much it pained Simon to restrict it to that!), summaries of the racing, extensive technical data, even Mille Miglia stage times for every 2.3 entered... Moore, braced by his previous masterwork on the 2.9, has inspected many of the cars himself and interviewed owners past and present, which adds life to a relentlessly detailed project, and cheerfully devotes whole pages to helpful advice on numberplate research, chassis number stampings, and diagrams from the works parts manuals. You could virtually build one from scratch from this book. Julian Majzub contributes a chapter on the Triumph Dolomite, that amazing British clone of the 2.3, to round out a book of magnificent scholarship and immense quality. Worth the cost? Yes – as long you adore Alfas... **GC**



THE GREAT CHALLENGE VOLUME 2, THE STEWART ERA
By Dieter Streve-Mülhens & Rainer Sclegelmilch
ISBN: 3-00-005947-4
Published by Dieter Streve-Mülhens, £195.00

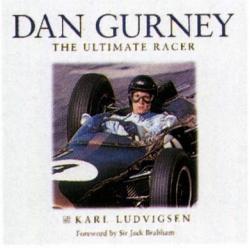
Is there no end to Rainer Schlegelmilch's talent, or archive? Even his 'budget books' looked worthy of a four-fold price increase. But this one, like its predecessor *The Clark Era*, is very special – a publication all our staff members wish they had. In November we highlighted some of our favourite pictures, but all images in this book are at least good, most are excellent, and many are exceptional. Combined with Dieter Streve-Mülhens' words, the overall effect is, in turn, touching, exciting and amusing.

My only real quibble is that images which have been enlarged considerably have a 'peppered' effect. But then this should never be regarded as a mere coffee-table book. This publication compels you to turn every page and, by the end, you are left with a clear idea of how it was to be in Formula 1 during the infancy of sponsorship and safety issues. A bargain, even at this price. **DM**



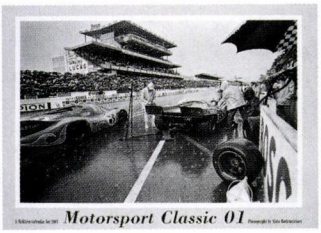
THE BEAULIEU ENCYCLOPAEDIA OF THE AUTOMOBILE
Edited By Nick Georgano
ISBN: 0-11-702319-1
Stationery Office, £195

Most of us in this business refer often to 'Georgano' – shorthand for his *Complete Encyclopaedia of Motorcars*. Now our battered copies have been upstaged by this hugely expanded encyclopaedia – two weighty volumes totalling over 2000 pages – produced under the auspices of the National Motor Museum. If you thought the old one was comprehensive, this one is almost overwhelming in its coverage, benefitting as it does from years of research by Georgano and his colleagues since the original 1968 edition. Not only are 7000 makes described (in anything from single lines to a dozen pages) and illustrated, down to the most abstruse forgotten brands, but there are generous (in some cases, over-generous) biographies of motoring figures, such as five of the six Maserati brothers and even Mercedes Jellinek of Benz fame. Thanks to the NMM's vast archives, even the early photos are mainly high quality, with the exception of some very rough mugshots, while period adverts break up the dense text. The colour photos seem completely arbitrary, but it's the instant access to facts on any make you like which makes this so valuable. In his foreword, Lord Montagu states that Beaulieu is an academic institution as well as a museum, and this work can only confirm that view. **GC**



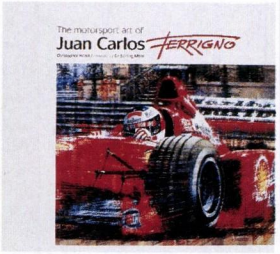
DAN GURNEY, THE ULTIMATE RACER
By Karl Ludvigsen
ISBN: 1-85960-655-5
Published by Haynes Publishing, £25.00

The fourth book in Karl Ludvigsen's series (the previous three were on Stirling Moss, Juan Manuel Fangio and Jackie Stewart) is one to purchase for the pictures rather than the words. The author is perfectly open about it in his introduction – "I did not interview or consult Dan specifically for this book" – and the publication is the worse for it. While Ludvigsen has clearly worked hard to find the best contemporary reports and quotes, the book would have benefitted immeasurably from reducing these to sidebars alongside Gurney's present day reminiscences. Then again, that could have made it a far bigger project, with a (presumably) far greater price. If, like me, you want a compilation of Gurney pictures because he is a hero, then this selection of images (from, among others, Bob Tronolone, Jesse Alexander, David Phipps and Bernard Cahier) is a must-buy. Just don't go expecting this book to be the definitive biography. **DM**



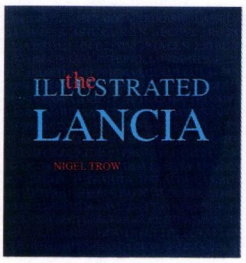
MOTORSPORT CLASSIC CALENDAR 01
Photography By Alois Rottensteiner
Published by McKlein, £30.00

Readers who remember Adam Cooper's Jochen Rindt article in our October issue will be familiar with Rottensteiner's work. Twenty-four of his evocative pictures from the 1960s and '70s are used to great effect in McKlein's 2001 calendar, and the result is a nostalgic treat for any fan of this period of racing. **IM**



THE MOTORSPORT ART OF
JUAN CARLOS FERRIGNO
By Juan Carlos Ferrigno and Christopher Hilton
ISBN: 1-85960-665-2
Published by Haynes, £35.00

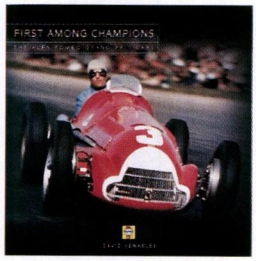
After reading Ferrigno's account of his life and work (written in collaboration with Hilton) I felt enlightened, having been given access to the vision and philosophy of this esteemed painter. A discussion by an artist of their technique and influences is good value. When the artist in question possesses Ferrigno's formal skills, assured colour sense and bold, lively handling of medium, the book becomes mandatory reading for anyone seeking a career as a motorsport artist. It should also inspire the rest of us to seek out Ferrigno's original work. When it comes to painting, as with motorsport, nothing beats the real thing. **IM**



THE ILLUSTRATED LANCIA
By Nigel Trow
ISBN: 0-952-3009-6-6
Published by Palawan, £150.00
(Alcantara: £350.00; Leather: £550.00;)

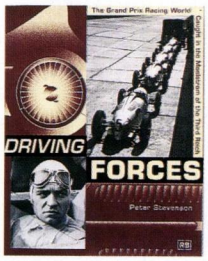
Trow begins this work with refreshing frankness, saying that his ground has already "been thoroughly turned over". His aim is to show that people buy Lancias because of the way they look. So, a book with an aesthetic – rather than historical – viewpoint.

And it is a very beautiful book indeed, with striking page-spreads which arrest the eye, quite apart from the content. Huge technical drawings sit alongside 1930s brochure artwork and photos of Lancia's Modernist offices; badges stand alone on white pages, contrasting with bright coloured chapter-openers. Every page draws the eye, yet the text does not suffer; it tells a clear story of technical brilliance against a background of shaky economics. Trow smoothly weaves in the social, political and personal histories, showing how crucially Vicenzo Lancia himself moulded his creation, and manages to be admiring without being reverential. Most impressive of all is his Afterword, a short, powerful and critical overview which carries all the more weight for coming at the end of the story. Costly, but a pleasure to read. **GC**



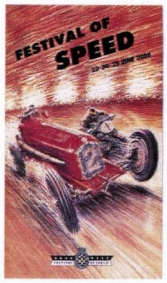
FIRST AMONG CHAMPIONS –
THE ALFA ROMEO GRAND PRIX CARS
By David Venables
ISBN: 1-85960-631-8
Published by Haynes, £30.00

The author of acclaimed works on Napier and Pre-War Voiturettes has adopted a unique approach with this publication, concentrating on Alfa's grand prix heritage. The outcome is a book no fan should be without. The narrative covers the firm's birth, the halcyon days of the P2 and P3, the attempts to prevent German dominance in the 1930s, post-War heyday of the Alfetta and the return in the '70s. Venables peppers his expert tale with colourful characters and anecdotes and, in his preface, expresses regret at having to include the failed campaign of the 1970s and 80s. However, this lends the book a completeness which should ensure its position of 'definitive work' for many years to come. **IM**



DRIVING FORCES – THE GRAND PRIX
RACING WORLD CAUGHT IN THE
MAELSTROM OF THE THIRD REICH
By Peter Stevenson
ISBN: 0-8376-0217-3
Published by Bentley, £19.99

This title left me sceptical upon initial acquaintance, appearing to offer little new to an area of motor racing history around which a small industry has grown and thrived. But Stevenson's book has a formidable trick up its sleeve. Not merely a stale account of forays of Mercedes-Benz and Auto-Union into GP racing on the '30s, but history in terms of those who made, and were made by, it. Concentrating on the comparative fortunes of Rudolf Caracciola and Bernd Rosemeyer, the story contains a page-turning quality more commonly found in novels. Motor racing history rarely lends itself to gripping narrative; the Nazi involvement is an exception and Stevenson's book brilliantly exploits it. **IM**



VIDEO – FESTIVAL OF SPEED 2000
Produced by Goodwood RRC, £14.95

To be frank, with a video to review and a deadline approaching, I was ready to fast-forward through this. After all, I was there, I've seen most of the cars – surely this would just be a replay. Wrong. I watched the whole thing, and enjoyed it. It's fronted by people who know and love cars, and it shows, whether it is Alain de Cadenet and Doug Nye discussing a Grand Prix FIAT, or F1 journalist Peter Windsor chatting to Alan Jones before he tackles the hill. The action is mixed with diversions such as Napier history, Bob Tullius on Group 44, and McLaren's early years. And among many stately ascents, there's a terrific in-car sequence of Martin Stretton breaking the hill record in his Tyrrell P34. One warning, this video is 1hr40min long. Don't start watching at 10pm or you'll be up late writing your review. **GC**

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Tee's dedication is no less than that of the Pampas Bull, and that is reflected in this calendar, with which we at Motor Sport are proud to be associated. **DM**


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1973 DUTCH GRAND PRIX
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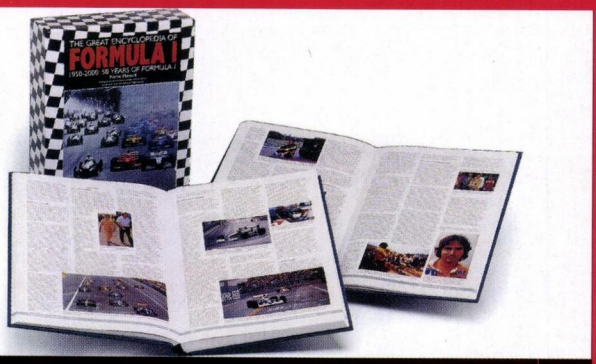
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A formula one book with a difference, Formula One Testing is an album of photos taken during the season at various Silverstone test sessions by authors Wendy and Simon Lewis. The husband and wife team have combined action, portrait, atmosphere and comical images with sometimes pointed captions to capture the side of the grand prix season that the casual viewer does not get to see. CART racer Dario Francheitti features in his sole appearance behind the wheel of a Jaguar. Formula three stars Darren Manning and Antonio Pizzonia are seen in BAR and Benetton respectively while all the usual suspects from Michael Schumacher to Gaston Mazzacane are included, as one would expect. Chapters such as 'Waiting' and 'Early Season' are fairly self explanatory and include moody cockpit close-ups and rain sodden pit lane scenes. A chapter on the cloak and dagger aspect of the sport features some of the tricks teams now undertake to keep prying eyes away from their latest little technical developments while 'Gestures' includes a host of 'hand signals' after the fashion of David Coulthard in the French GP. The format is almost entirely one large photo per page making it ideal for the would-be autograph hunter. Although mostly colour, there are a handful of black and white and even sepia images to give the whole book a rather unusual style and at £9.99 it very neatly comes into the range of a 'stocking filler' for casual or fanatical formula one fans of practically any age. At the same time it goes beyond the chain-store type of picture book in it's style and choice of image and the sometimes pithy comments.

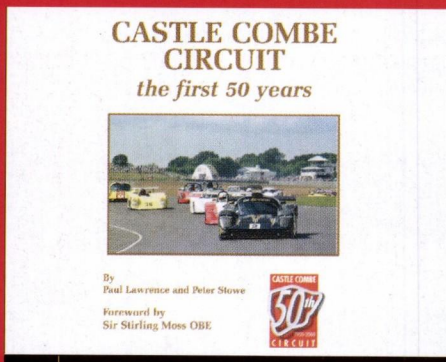


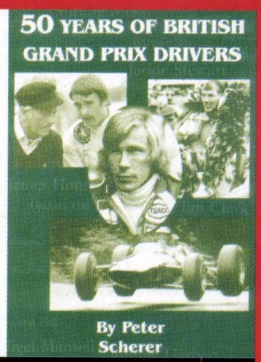
GREAT ENCYCLOPEDIA OF FORMULA ONE.

This book is certainly not a stocking filler but, for someone who is a real Formula One enthusiast, it is one the of best Christmas presents they could get. Weighing in at an arm-stretching 7.5 kilos, you know it has to be a serious book and it is. This is the history of 51 years of the F1 World Championship that has taken one sublimely driven man, Pierre Menard, twelve years to compile - and when you look at it you instantly understand why.

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The Great Encyclopedia of Formula 1 runs to almost 900 pages and comes as a two volume set in its own slip-case. It's published by Constable & Robinson Ltd in late November and will be available from all good book stores or direct from the Book Service (01206 256 036) priced at £75.00.
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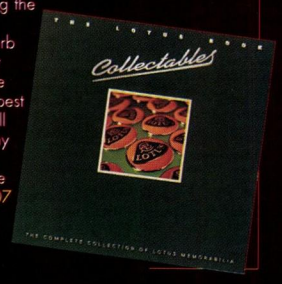
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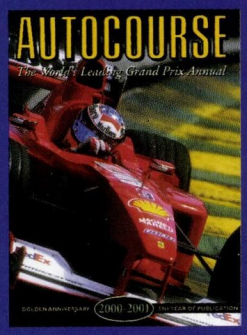


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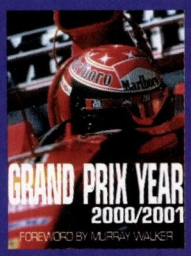
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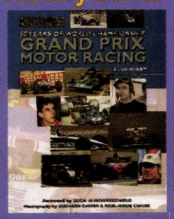
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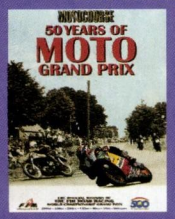
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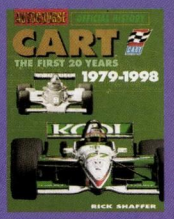
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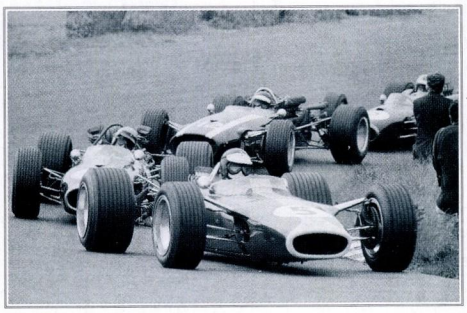
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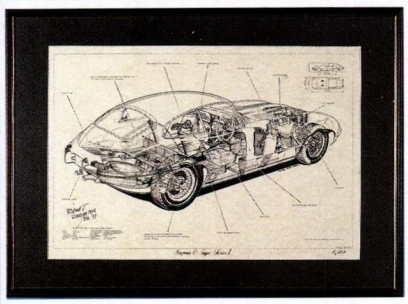
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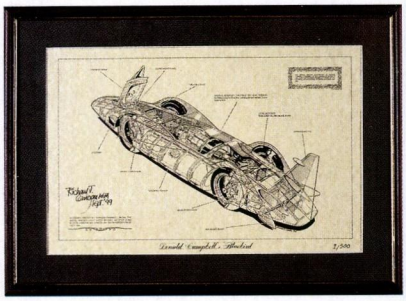
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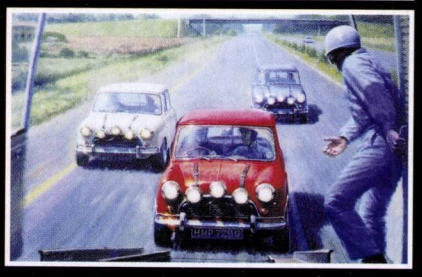
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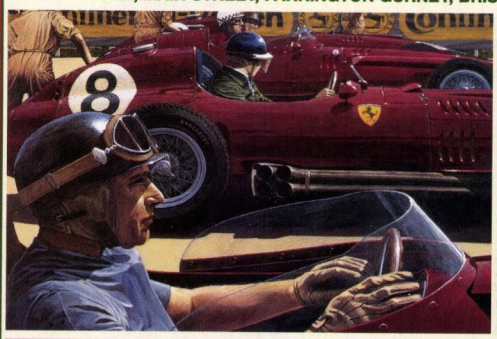
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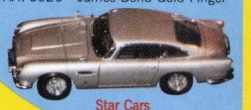
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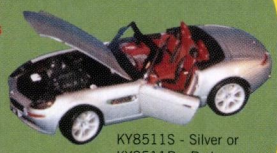


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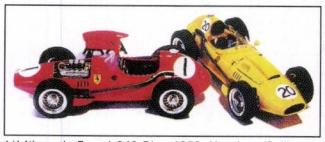
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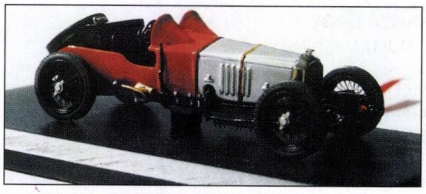
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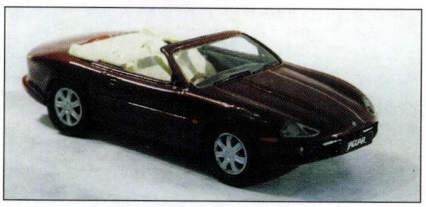
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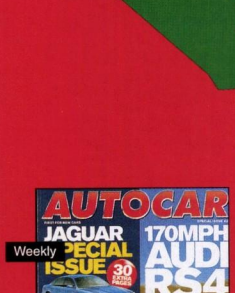
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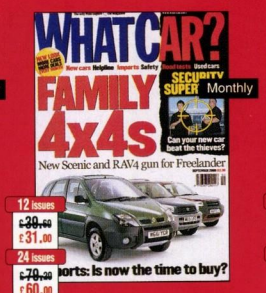
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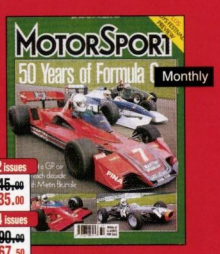


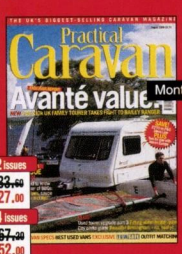


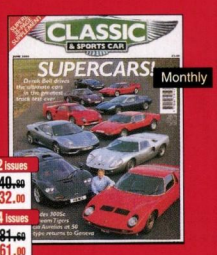




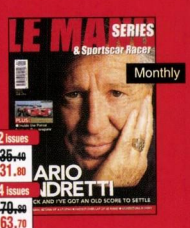


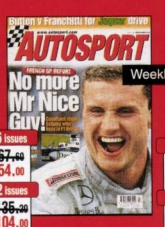
























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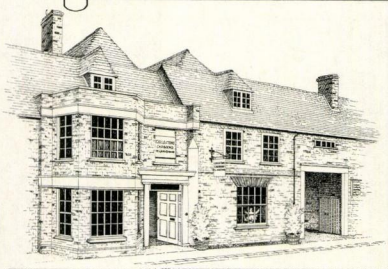


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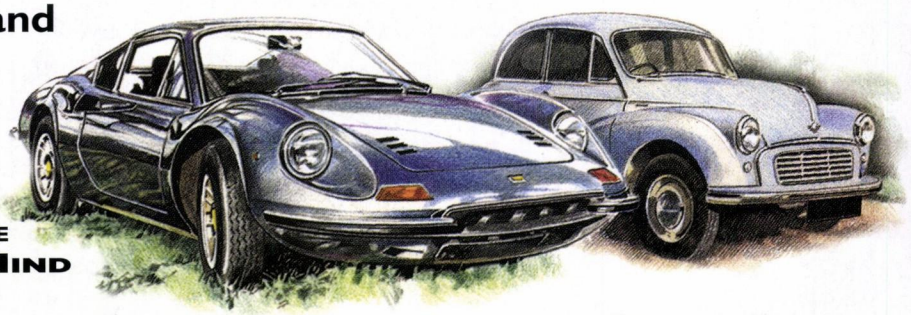
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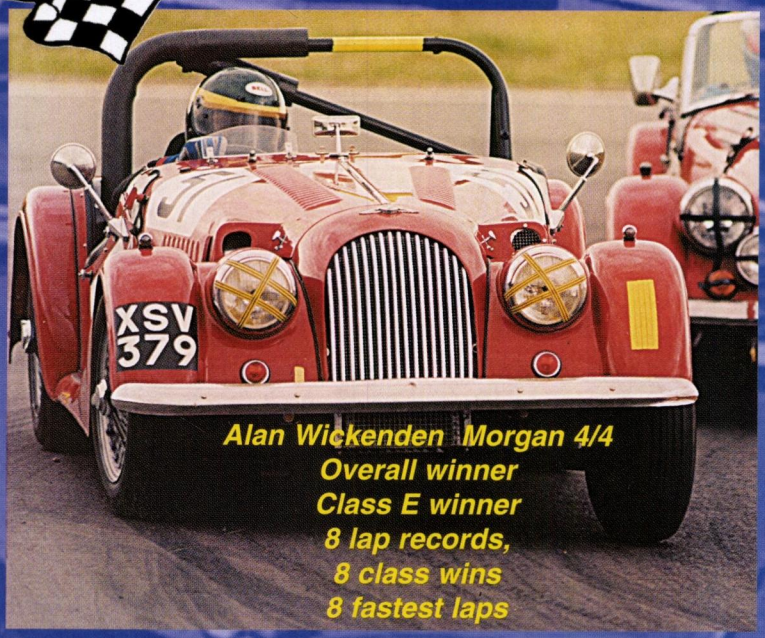
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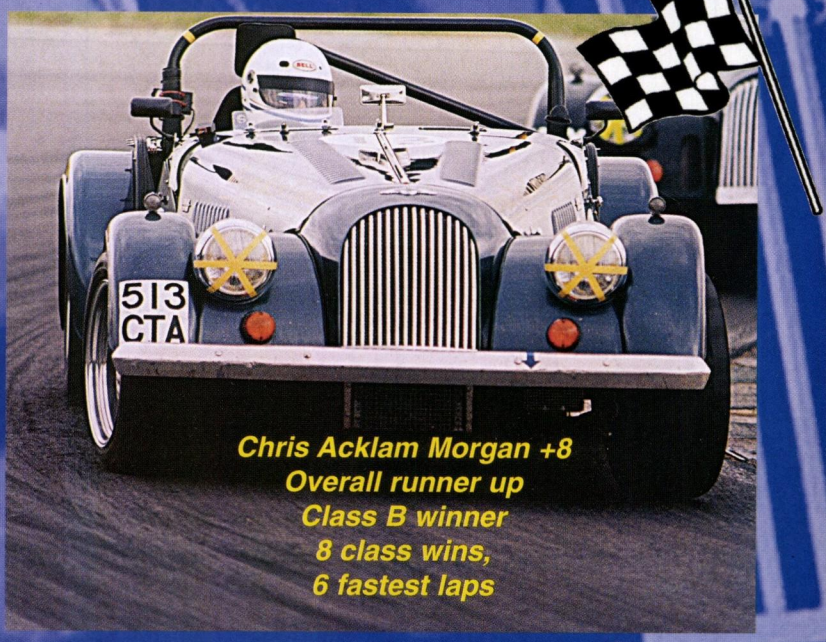
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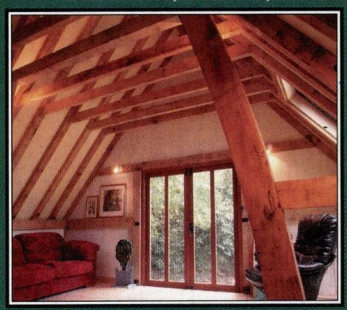
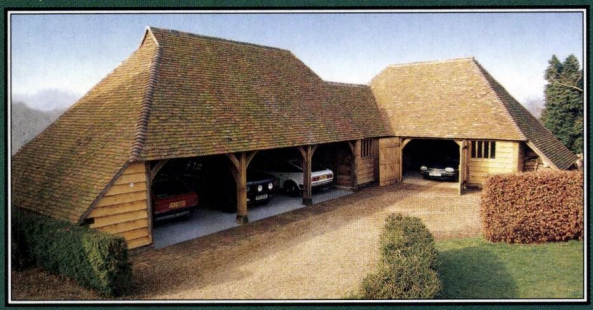
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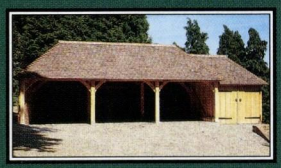
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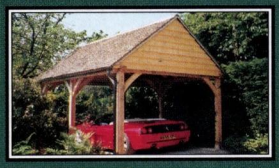
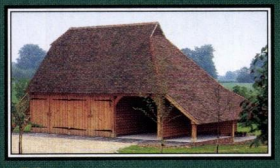
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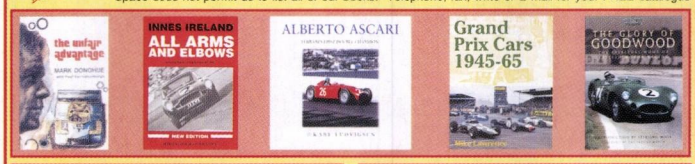
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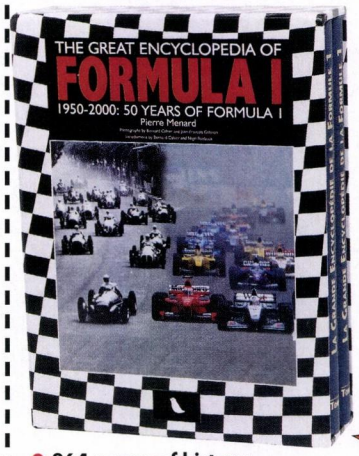
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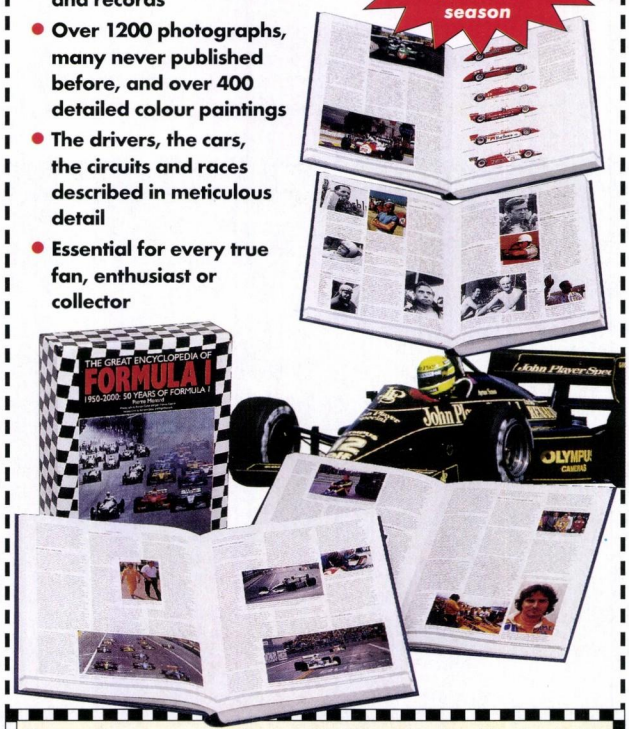


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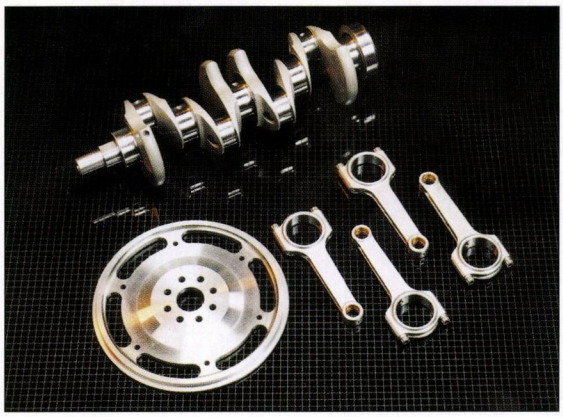
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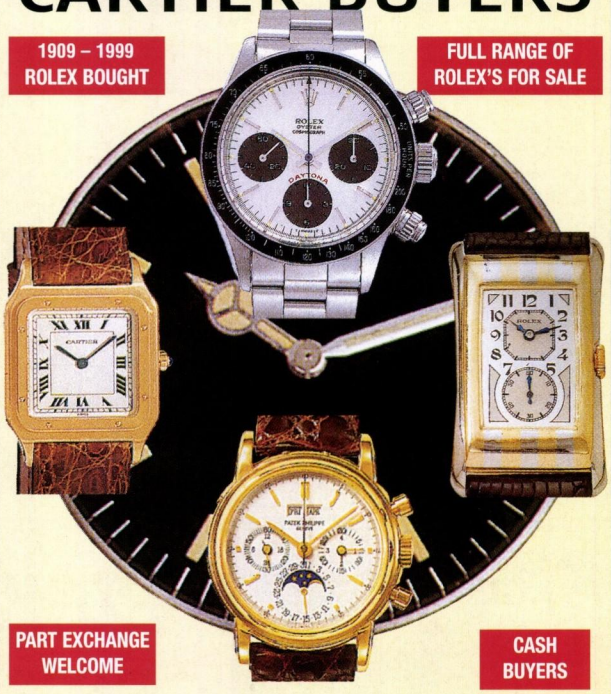
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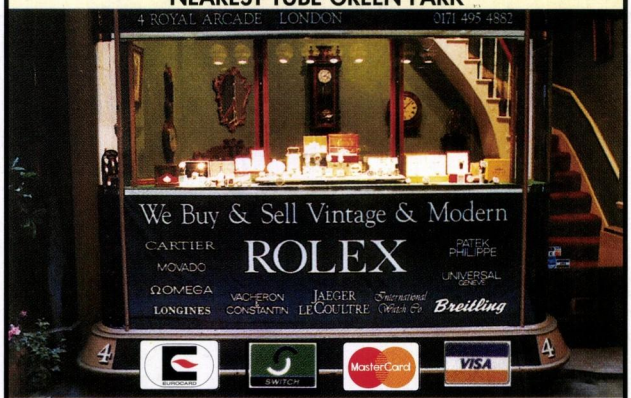
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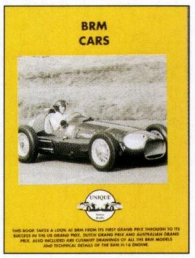
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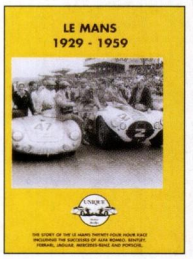
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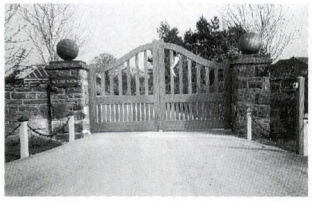
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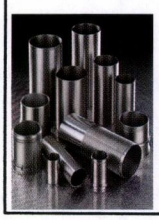
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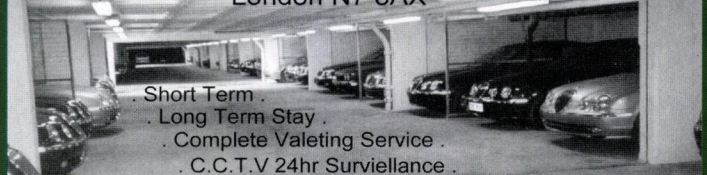
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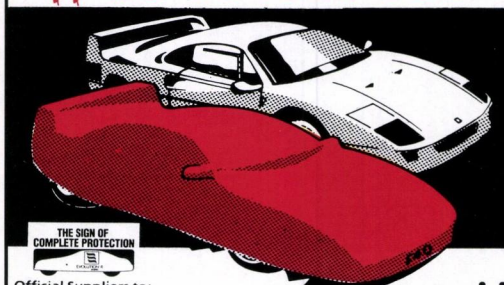
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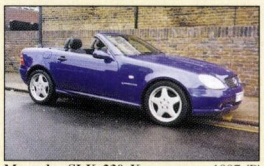
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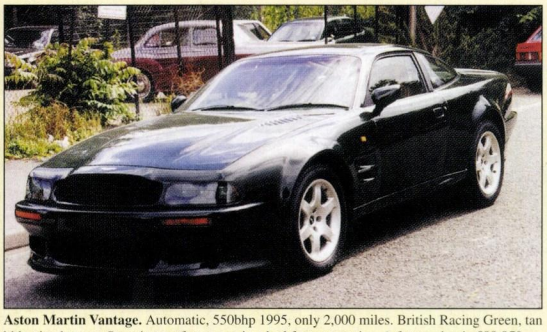
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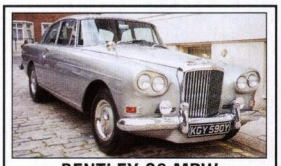
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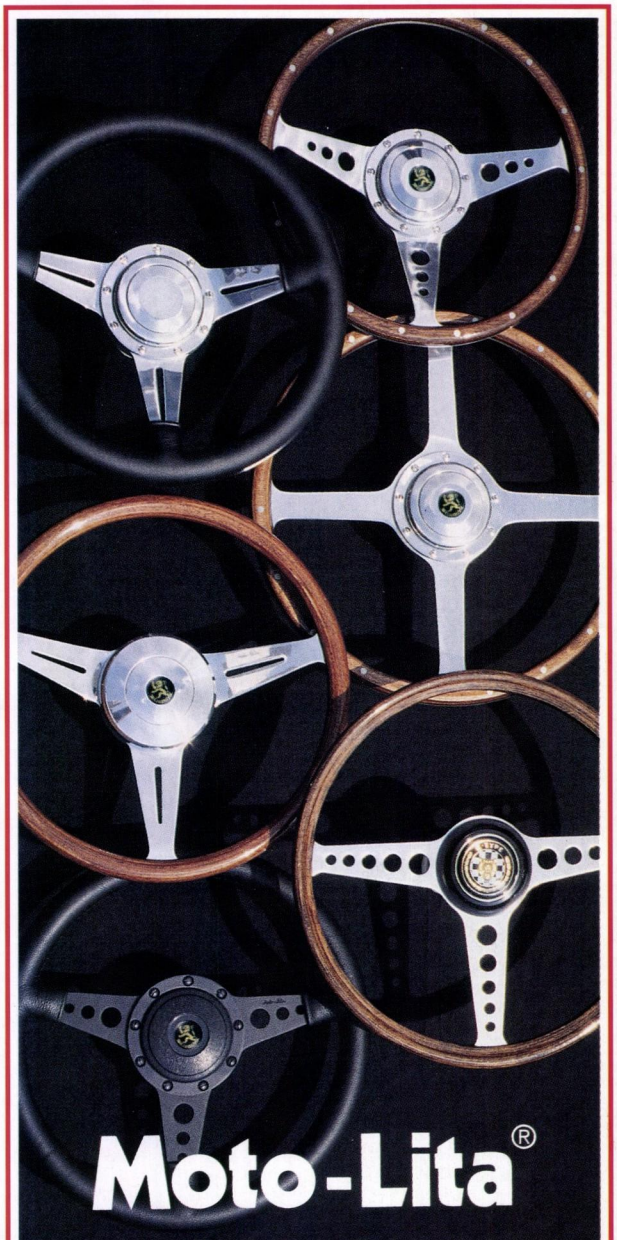
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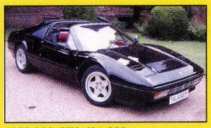
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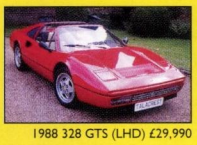
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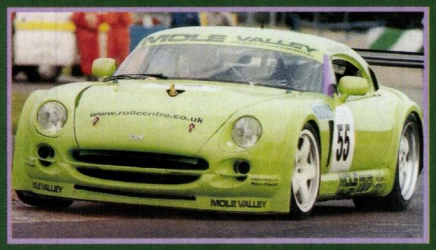
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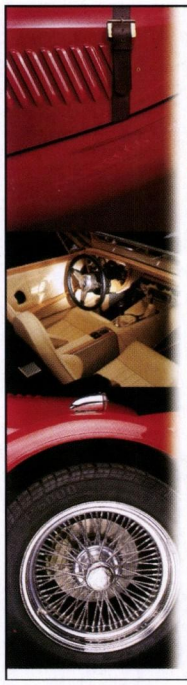
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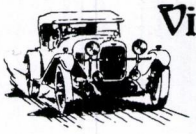
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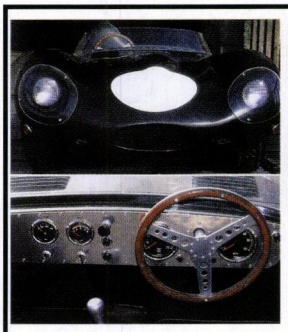


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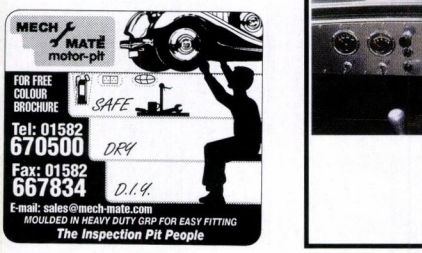
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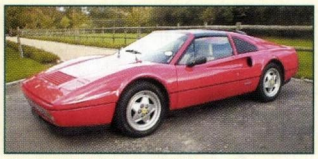
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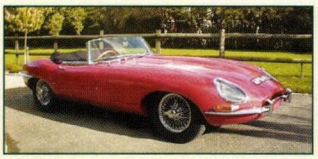
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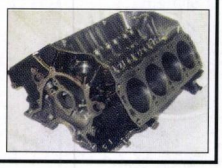
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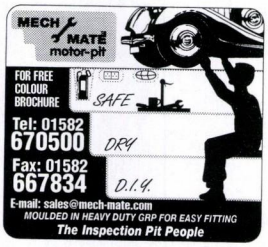


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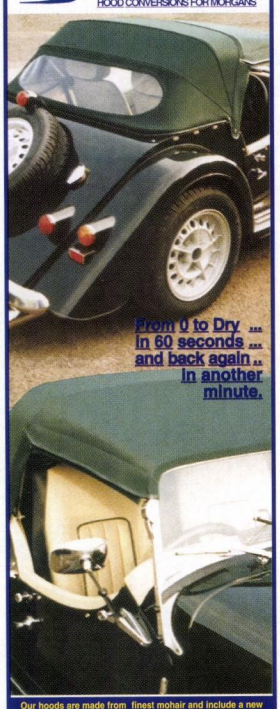
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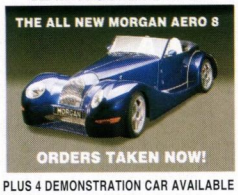
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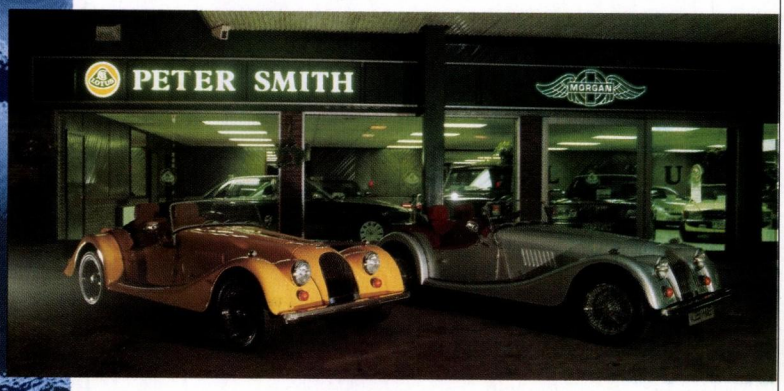
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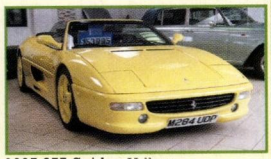
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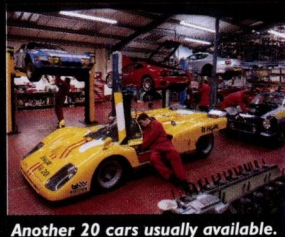


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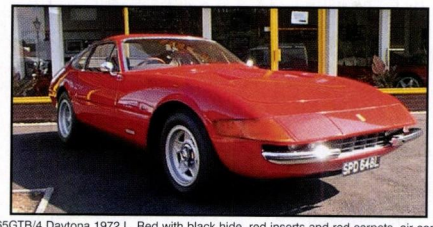
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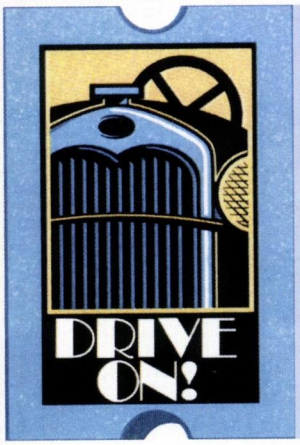
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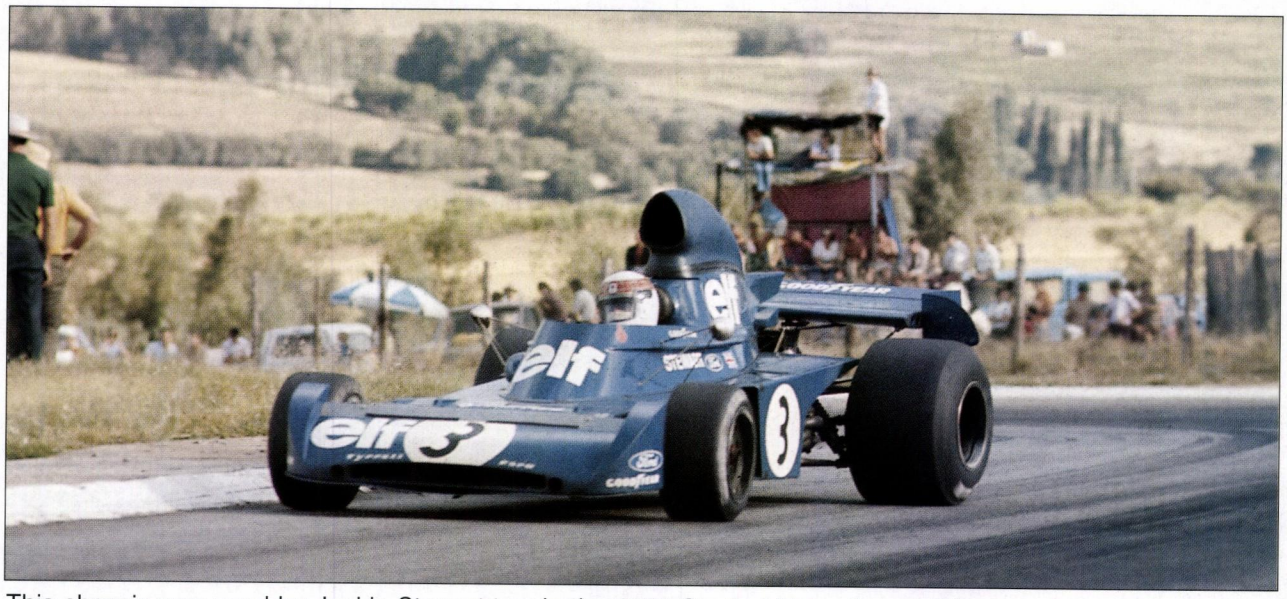


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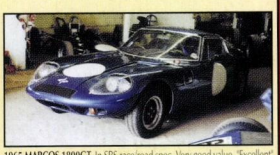
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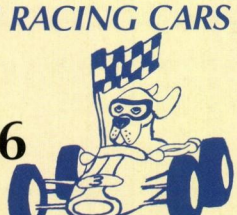


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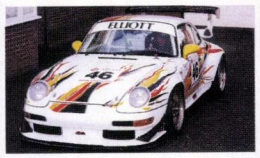
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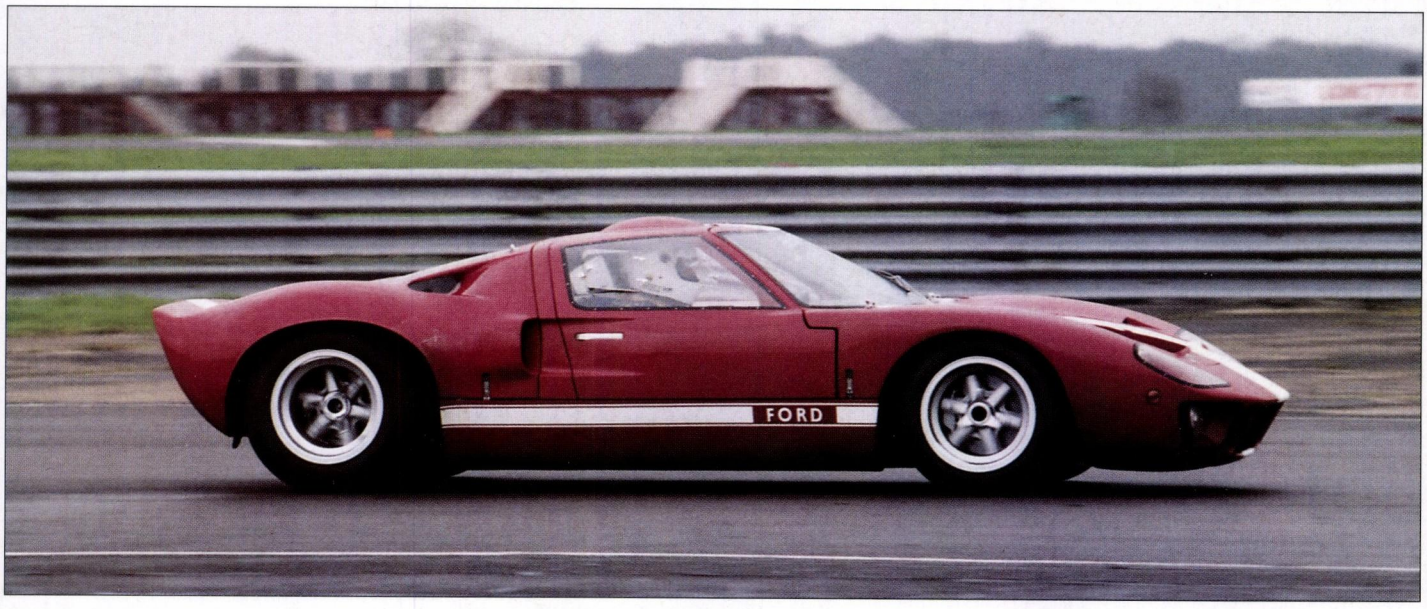
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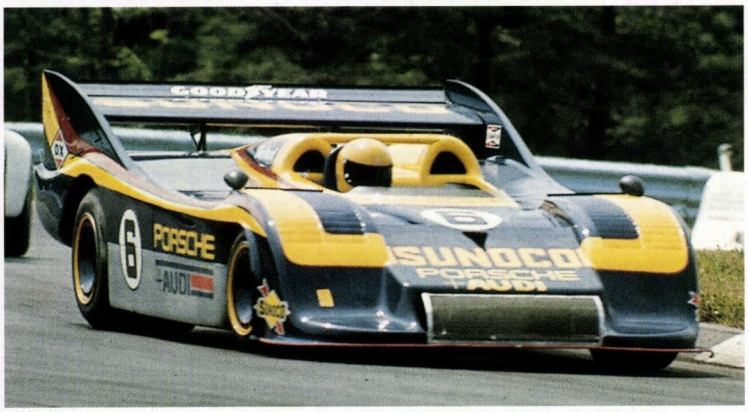


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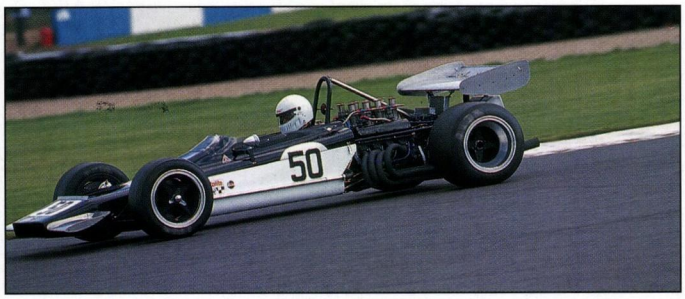
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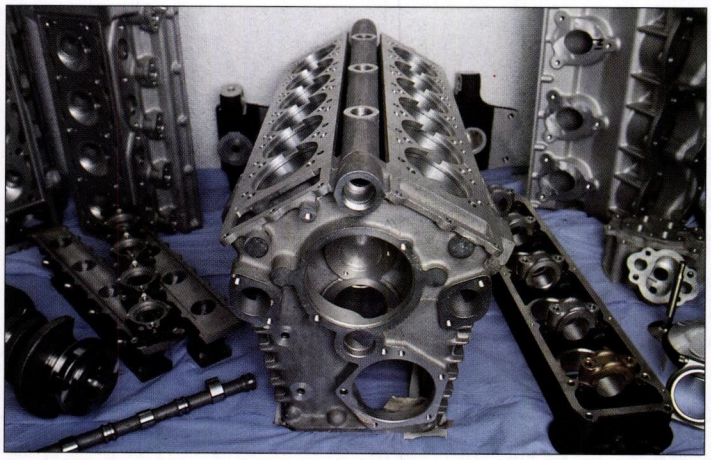
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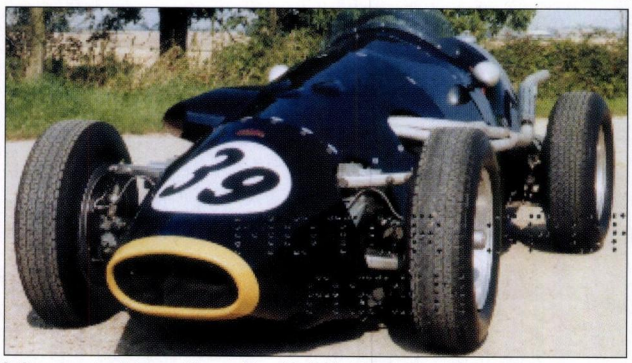
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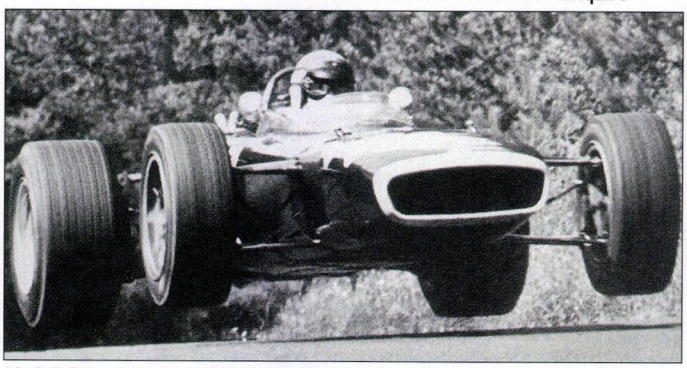
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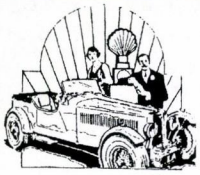
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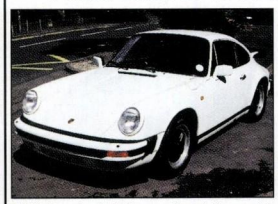


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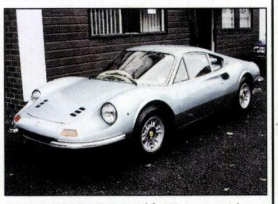
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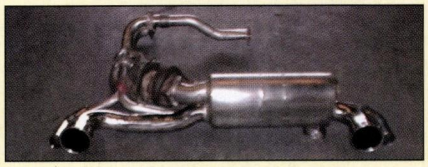
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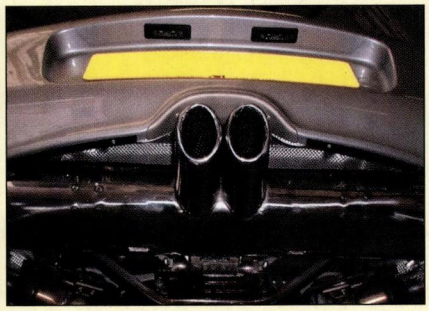
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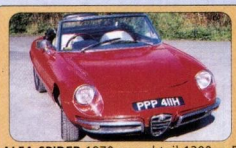
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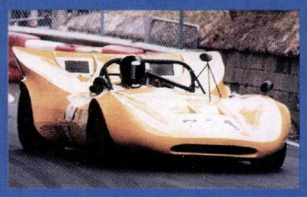
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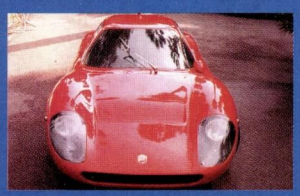

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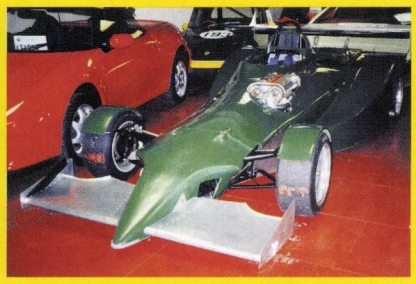
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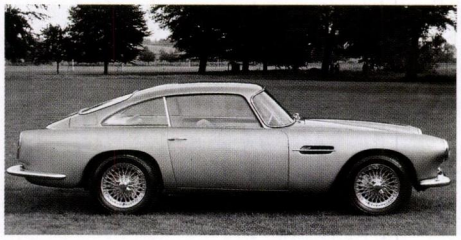
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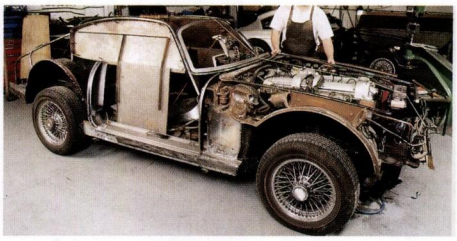
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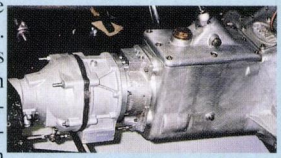
IVAN DUTTON LTD

REVIEW OF THE FIRST YEAR OF THE NEW MILLENNIUM

2000 has proved to be an eventful year for Ivan Dutton Ltd, it is Ivan's sixtieth year so he has retired and passed the Company on to his son Timothy who has enjoyed the firms busiest year ever.



Alongside the mechanical restoration and Bugatti parts we have a new body shop where authentic GP panels are expertly repaired retaining as much original material as possible. New panels are also fashioned to accurately follow Bugatti practice, even down to the brass washers for undertray riveting which we make ourselves. Type 57s have received much attention this year including the development of, an overdrive conversion, invisible electronic ignition system and properly rated shock absorbers. We have not neglected our traditional GP roots and currently have 11 examples undergoing various levels of restoration and race preparation. We have always followed the original concept and specification on these cars, avoiding modification, and in the process produced fast, reliable race winning cars. It was becoming apparent however, that the 48K carburettor, when modified to run on methanol, whilst producing good power, lacked a certain sophistication which effected the throttle response and progression. Going against our usual policy, we have now produced a very special crank boided SU which requires no body or mechanical modification and produces a much more driveable race car.



Racing efforts this year have been somewhat curtailed due to business pressured, but we did manage to attend Monaco, Goodwood, several VSCC events and the Targa Florio Restrospective.



The head count has increased in the business to reflect the expansion in facilities and work load combined with a view to future developments, specifically in race preparation and support. We now have a resident big oval specialist, which could prove very useful with the development of Rockingham and its potential historic dates.

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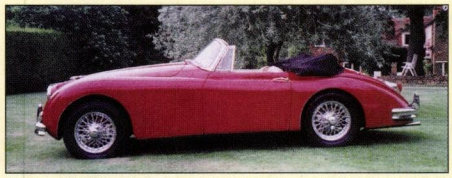
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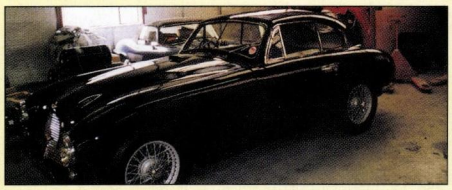
1965 Jaguar E-type 4.2 Roadster. Finished in carmen red with tan hide interior and fitted with chrome wire wheels and black mohair hood. This car was the subject of a complete nut and bolt rebuild and went on to win various major concours events. Undoubtedly one of the best available and correct to the last detail ..... **£POA**



1978 Aston Martin V8 Vantage. One of the first cars with osca india styling, recently refinished in balmoral green with tan hide upholstery and new carpets throughout. The car is fitted with a high performance Hyde Vale engine and manual gearbox and is very quick ..... **£POA**



1958 Jaguar XK150 Drop Head Coupe. Complete body-off restoration by Colbourne with trim by Suffolk and Turley, fitted with 'new' 3.8 engine and overdrive gearbox and chrome wire wheels. Offered at considerably less than cost **£39,500**



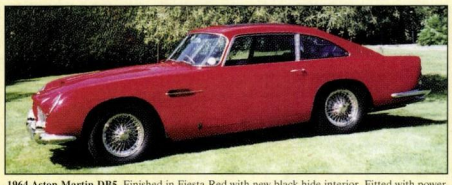
1953 Aston Martin DB2 Chassis No LML/50/214. This is a quite exceptional restored to concours condition in 1992. Engine rebuilt by Four Ashes Garage to mild competitive specification. Since its rebuild it has had very little use and has remained in perfect order **£46,500**



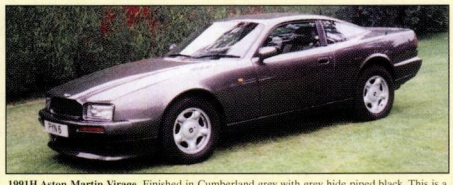
1953 Aston Martin DB2 Chassis No LML/50/213. This is a comparatively rare car restored to a very high standard in the early nineties, finished in original crimson with pale grey hide interior and a very strong and quick engine. Fitted with Cinturato tyres **£34,950**



1987 Aston Martin V8 Coupe. Finished in British Racing Green with tan hide, fitted with automatic transmission and BBS cross spoke alloy wheels. This is one of the last marque and is fitted with electronic fuel injection. 65,000 miles, full Aston service history **£36,950**



1964 Aston Martin DB5. Finished in Fiesta Red with new black hide interior. Fitted with power assisted steering, chrome wire wheels and new Webasto sunroof. This car was totally rebuilt to a very high standard in 1992 and is excellent throughout ..... **£POA**



1991H Aston Martin Virage. Finished in Cumberland grey with grey hide piped black. This is a very nice example fitted with DB7 18" alloy wheels and low-profile tyres. The car is in exceptional condition and drives beautifully **£37,950**



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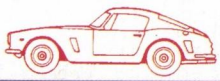
1973 FERRARI 246 GT DINO. RHD. CH 06802. Rosso Chiaro with Tan hide. FSH. 63,000 miles. Last owner for 13 years. A lovely original rust free car..... **£43,000**

1966 FERRARI 330 GTC. LHD. CH 9819. Rosso Chiaro. Black hide. Fitted with air con and Borrani wire wheels. Last owner for 11 years..... **£49,000**
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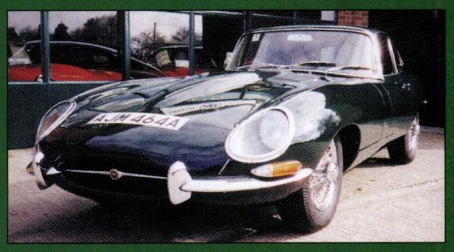
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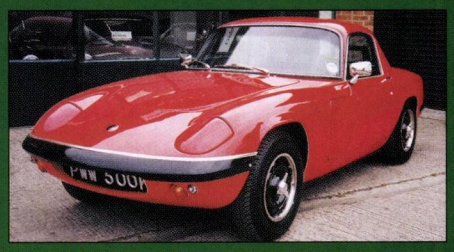
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1962 TRIUMPH TR4 SURREY TOP. In Blue with Black top and trim. 415 VC is one of hte most important TR4's available, to works spec, stage 2 head, overdrive, wire wheels, twin spot lamps, Kenlowe fan, features in numerous books and magazines incl. The Original TR by Bill Pigot, Classic & Sports Car - July 95, TR Action etc. Winner of many concours. A very special car.....£19,995 - RHD



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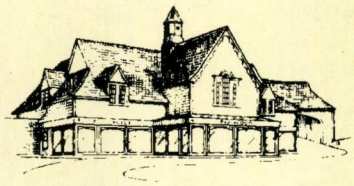
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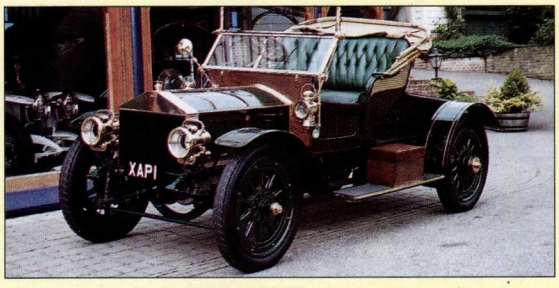
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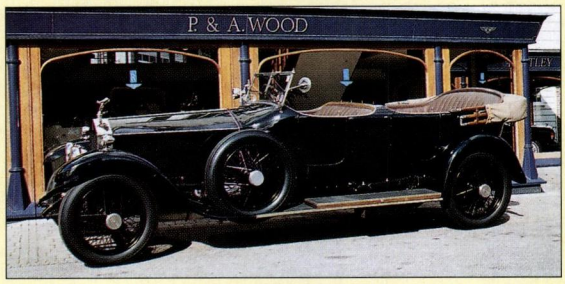
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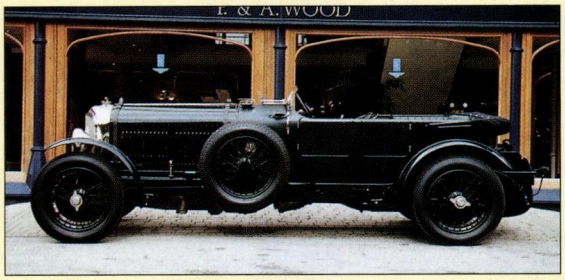
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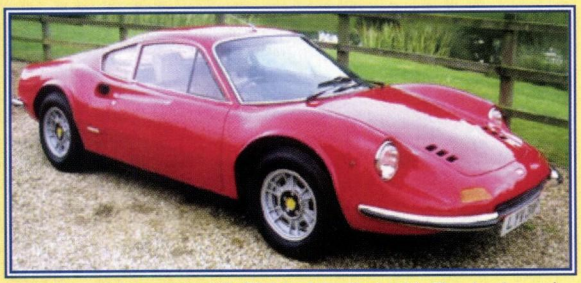
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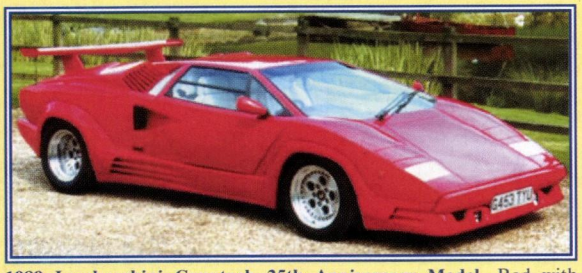
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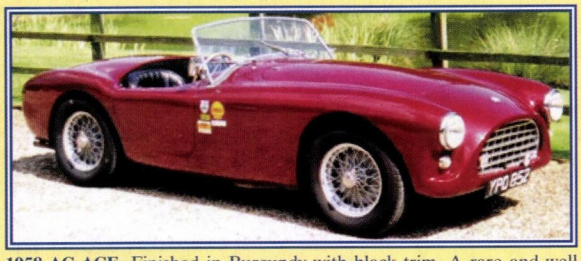
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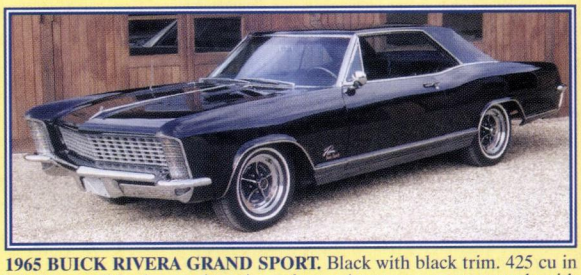
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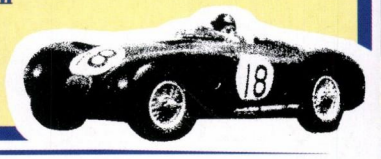
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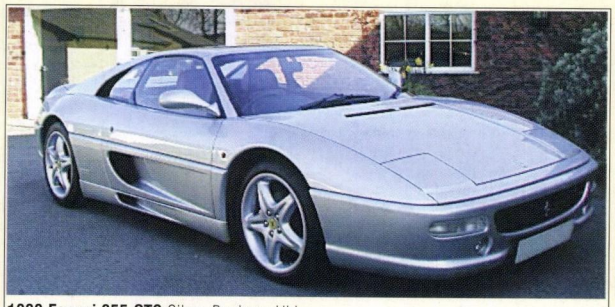


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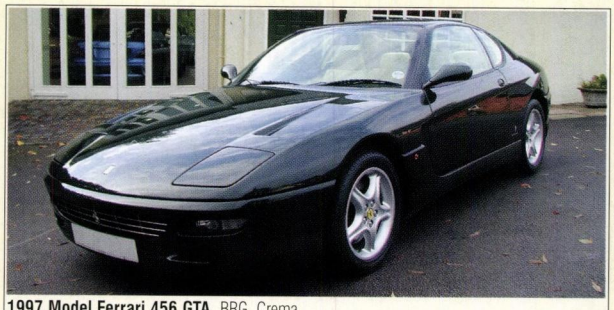
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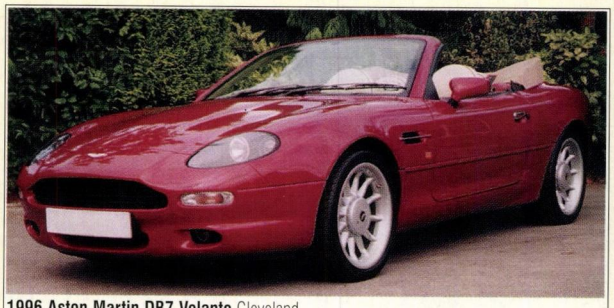
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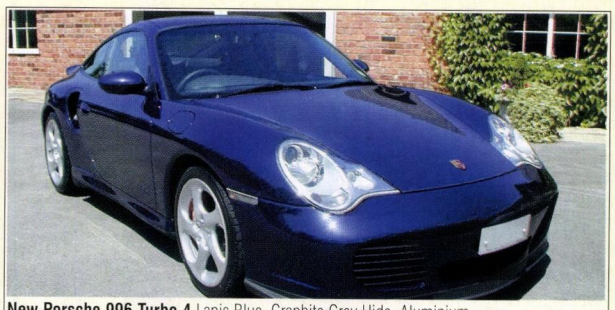
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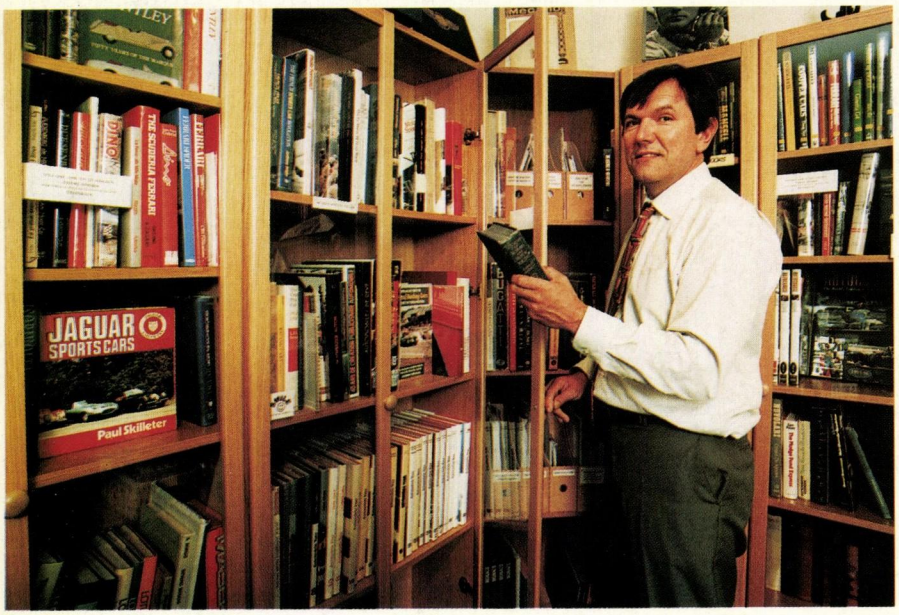
Trouble is, car books are big business nowadays, and there are literally thousands of different titles in print. Many are disappointing: they recycle material that's already been published, skate inaccurately over the surface of the subject matter, or reprint well-worn photographs that are already familiar. Often they're no improvement on an earlier work, which may now be out of print or impossible to find.

These are problems understood by the serious book collector - which is why the best man to solve them is someone who is himself a serious collector. Chris Knapman spent 25 years in a high-powered job, jetting around the globe building luxury hotels: but his passion was always motor sport. He began collecting books as a schoolboy, saving up his pocket money to buy Lurani's life of Nuvolari when the other kids were buying The Beano. Wherever possible he'd go for volumes in pristine condition, specialising in books that had been signed. As his collection grew he discovered the best sources for out-of-print items, and if his job took him to a distant country he'd often seek out material while he was there. He also found time to compete, first in hillclimbs - he won the Leaders Championship in a Caterham and also campaigned a Chevron B49 - before taking to the circuits in Ralt and Safir F3 cars.

But finally his passion for books became his profession too. In 1991 he gave up his job and founded Collectors Carbooks, at first operating mail order only from home; then, as the business grew, from a small shop in Radlett. But still more room was needed. So in 1997 he took over a glorious 18th century coaching inn in Woburn, just off Junction 13 on the M1 and 20 minutes from Silverstone, and turned it into a magnificent bookshop.

The secret of Chris' business is that he is selective. A knowledgeable enthusiast himself, he knows the good books from the bad. So he doesn't try to offer everything on the market: but if a currently published book reaches his high standards, he'll stock it - whether it's a £5.99 booklet on the 1902 Bexhill motor races or Pierre Abeillon's two-volume history of Lago-Talbot, in French, at £275. And he's so fussy about condition that, because new books sometimes arrive from the printers in less than perfect condition, he'll go to the warehouse himself and select his stock.





But where Collectors' Carbooks is a real treasure trove is in its hoard of elusive and out-of-print books. There is a profusion of wonderful items, and while they may not be cheap, the prices are certainly not ahead of the market. Chris' commitment to quality means there isn't a shabby book in the shop: they all seem to be in perfect condition. For the serious researcher there are race programmes and magazine back numbers too, as well as posters, signed photos and press packs. If he hasn't got what you're looking for, your name goes on his computer and he'll keep searching until he finds it for you.

Chris found a redundant mobile library and turned it into a travelling bookshop, now a familiar sight at events up and down the country. But to see the full depth of his stock, you need to go to Woburn. There's car parking where the coaches used to draw up behind the inn, and an excellent wine bar next door. And, while you browse, there's plenty for the rest of the family to do nearby, including the Safari Park.

Chris is still a collector in his own right, and some gems from his personal collection occasionally find their way back into the shop. He hasn't lost the thrill of the chase, and has made many lucky discoveries in a lifetime of collecting. One was when he bought a job-lot of books and found in the bottom of the box a copy of Lotus: The First Ten Years. Scrawled on the fly-leaf were two signatures: Jim Clark and Colin Chapman.

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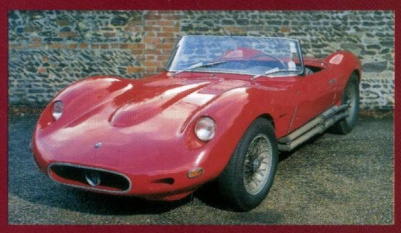


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